

District of Columbia

Triennial Highway Safety Plan



Washington, D.C.

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TABLE OF CONTENTS

- I. Executive Summary 6**
 - 1.1. Vision Zero 6
 - 1.1.1. HSO Process 7
- 2. Highway Safety Planning Process 9**
 - 2.1. Data Sources and Processes 9
 - 2.1.1. Traffic Crash Data 9
 - 2.1.2. Enforcement and Adjudication Data 10
 - 2.1.3. Census Data 10
 - 2.1.4. Demographics Data 11
 - 2.1.5. Seatbelt Use Observational Survey 11
 - 2.2. Target Setting 12
 - 2.3. Public PARTICIPATION AND ENGAGEMENT 13
 - Description of District Highway Safety Problems 23
 - 2.4. Methods For Project Selection 26
 - 2.4.1. Grantee Workshop 26
 - 2.4.2. Application Review 27
 - 2.4.3. Risk Assignment 27
 - 2.4.4. Monitoring Requirements 27
 - 2.4.5. Award Notice 28
- 3. Mayors Budget Highlights (FY2024) 29**
- 4. Performance Report (FY2023) 31**
 - C-1) Number of Traffic Fatalities (FARS) 33
 - C-2) Number of Serious Injuries in Traffic Crashes (State crash data files) 34
 - C-3) Fatalities / VMT (FARS / FHWA) 35
 - C-4) Number of Unrestrained Passenger-vehicle- occupant Fatalities, All Seat Positions (FARS) 36
 - C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above (FARS) 37
 - C-6) Number of Speeding-related Fatalities (FARS) 38
 - C-7) Number of Motorcyclist Fatalities (FARS) 39
 - C-8) Number of Unhelmeted-motorcyclist Fatalities (FARS) 40
 - C-9) Number of Drivers Ages 20 or Younger Involved in Fatal Crashes (FARS) 41
 - C-10) Number of Pedestrian Fatalities (FARS) 42
 - C-11) Number of Bicyclist Fatalities (FARS) 43
 - B-1) Observed Seatbelt Use for Passenger Vehicles, Front-seat-outboard Occupant (Survey) 44
 - C-12) Number of Unrestrained-related Injuries 45
 - C-13) Number of Injuries Involving an Impaired Driver 46 C-14) Number of Injuries Involving an Aggressive Driver47 C-15) Number of Pedestrian-related Injuries 48
 - C-16) Number of Bicyclist-related Injuries 49

4.1. National Comparison	50
4.2. Summary	50
5. Performance Plan (FY2024).....	52
5.1. Methodology	52
5.2. FY2024 Performance Measures.....	54
6. Grant Program Activity Reporting	56
7. Program Area: Planning and Administration ..	57
7.1. Description of Highway Safety Problems.....	57
8. Program Area: Occupant Protection (Adult and Child)	59
8.1. Description of Highway Safety Problems.....	59
8.2. Observational Occupant Protection Survey Results	61
8.3. Click It or Ticket.....	63
8.4. Child Restraint Inspection Station Network	64
8.5. Child Passenger Safety Training.....	65
8.7. FY2024 Occupant Protection Outcome Measures	65
9. Program Area: Impaired Driving (Drug and Alcohol)	66
9.1. Description of Highway Safety Problems.....	66
9.2. District Impaired Driving Taskforce.....	69
9.3. Drive Sober or Get Pulled Over	69
9.4. FY2024 Impaired Driving Outcome Measures	70
10. Program Area: Aggressive Driving	71
10.1. Description of Highway Safety Problems.....	71
10.2. Equipment Request of \$5,000 or More.....	74
10.3. FY2024 Aggressive Driving Outcome Measures .	74
11. Program Area: Nonmotorized (Pedestrians and Bicyclists)	75
11.1. Description of Highway Safety Problems.....	75
11.2. Communications and Enforcement	79
11.3. FY2024 Nonmotorized Safety Outcome Measures	80
12. Program Area: Traffic Records	81
12.1. District Traffic Records Coordinating Committee (TRCC).....	81
12.2. District Traffic Records Assessment (TRA).....	82
12.3. District Traffic Records Strategic Plan (TRSP)	83
13. Evidence-Based Traffic Safety Enforcement Program (TSEP).....	84
13.1. Crash Analysis	84
13.2. Deployment of Resources.....	84
13.3. Monitoring Effectiveness	87

TABLE OF FIGURES

Figure 1 FARS Sources.....	9
Figure 2. Map of Wards in the District.....	23
Figure 3. Annual Fatality Counts.....	24
Figure 4 Number of Serious Injuries in Traffic Crashes by Year.....	25
Figure 5 Fatalities per 100 Million Vehicle Miles Traveled (FARS/FHWA).....	25
Figure 6 Number of Traffic Fatalities (FARS).....	33
Figure 7 Number of Serious Injuries in Traffic Crashes.....	34
Figure 8 Fatalities per 100 Million Vehicle Miles Traveled (FARS/FHWA).....	35
Figure 9 Number of Unrestrained Passenger Vehicle Occupant Fatalities.....	36
Figure 10 Number of Fatalities in Crashes Involving Alcohol-Impaired Drivers (FARS) ...	37
Figure 11 Number of Speeding-Related Fatalities (FARS).....	38
Figure 12 Number of Motorcyclist Fatalities (FARS).....	39
Figure 13 Number of Unhelmeted Motorcyclist Fatalities (FARS).....	40
Figure 14 Number of Drivers Age 20 or Younger Involved in a Fatal Crash (FARS).....	41
Figure 15 Number of Pedestrian Fatalities (FARS).....	42
Figure 16 Number of Bicyclist Fatalities (FARS).....	43
Figure 17 Observed Seatbelt Use for Passenger Vehicle, Front Seat Outboard Occupant (survey).....	44
Figure 18 Number of Unrestrained-Related Injuries.....	45
Figure 19 Number of Injuries Involving an Impaired Driver.....	46
Figure 20 Number of Injuries Involving an Aggressive Driver.....	47
Figure 21 Number of Pedestrian-Related Injuries.....	48
Figure 22 Number of Bicyclist-Related Injuries.....	49
Figure 23 Unrestrained Fatalities (FARS).....	60
Figure 24 Unrestrained Injuries, Crashes, and Seatbelt Use.....	60
Figure 25 Percentage of Observed Belt Use for Passenger Vehicles.....	62
Figure 26 Seatbelt Enforcement Media Campaign.....	63
Figure 27 Project Safe-Child.....	64
Figure 28 Driving Under the Influence Message.....	67
Figure 29 Alcohol-Impaired Fatalities.....	67
Figure 30 Impaired-Related Injuries.....	68
Figure 31 Safety Campaign Messages on Northbound I-295.....	70
Figure 32 Fiscal Year 2024 Performance Measures for Impaired Driving.....	70
Figure 33 Speeding Fines in the District.....	71
Figure 34 20 MPH Speed Limit Signs.....	71
Figure 35 Number of Speeding-Related Fatalities (FARS).....	72
Figure 36 Aggressive Injury Crashes.....	73
Figure 37 Pedestrian Fatalities (FARS).....	76
Figure 38 Pedestrian Injury Crashes.....	77
Figure 39 Number of Bicyclist Fatalities (FARS).....	78
Figure 40 Bicyclist Injury Crashes.....	78
Figure 41 Speeding Campaign Media.....	79
Figure 42 Police Districts in the District.....	85

TABLE OF TABLES

Table 1: Quarterly Progress Report Deadlines.....	28
Table 2 NHTSA Performance Measures and Targets.....	31
Table 3 Comparison of District of Columbia to the U.S. (2020, FARS).....	50
Table 4 Fiscal Year 2024 Performance Measures (2018-2022).....	54
Table 5 Child Passenger Safety Training Courses.....	65
Table 6 Fiscal Year 2024 Performance Measures for Occupant Protection.....	65
Table 7 Equipment Request for Variable Message Sign.....	74
Table 8 Fiscal Year 2024 Performance Measures for Aggressive Driving.....	74
Table 9 Civil Infractions, Fines, and Penalties (District Code Title 50, Sections 2201 through 2221 and DCMR Title 18).....	75
Table 10 Fiscal Year 2024 Performance Measures for Nonmotorized Safety.....	80
Table 11 Traffic Records Assessment Priority Recommendations that Reflect Best Practices as Recommended in TRPAA.....	83

I. EXECUTIVE SUMMARY

Each day, citizens, visitors, and guests travel into and around our Nation's Capital. Whether you call DC home or your favorite destination, the safety of the traveling public is one of the highest priorities of Mayor Muriel Bowser. Utilizing a Safe System approach and joining education, enforcement, infrastructure, and emergency response, the District of Columbia Highway Safety Office the full weight of the public and private sectors to make Vision Zero a reality through cultural change. This document is dedicated to the individuals taken too soon from us because of roadway trauma and will serve as our guiding star to direct federal resources to reverse these preventable crashes, injuries, and deaths.

The Highway Safety Act of 1966 requires that all States develop a highway safety program, which is approved by the U.S. Secretary of Transportation, and is specifically designed to reduce traffic crashes and the resulting deaths, injuries, and property damage. To secure funding, each State must submit a Highway Safety Plan (HSP) to the National Highway Traffic Safety Administration (NHTSA) for approval. The HSP must identify highway safety problems, establish performance measures and targets, and specify the State's countermeasure strategies and projects to achieve its performance targets. The Bipartisan Infrastructure Bill (BIL) made transition the plan to be a three-year document now called the Triennial Highway Safety Plan (3HSP).

The legislation names District Mayor Muriel Bowser as responsible for administering a District-wide highway safety program. The Mayor has, in turn, named the District Department of Transportation (DDOT) Director, Everett Lott, as her representative to administer the District's Highway Safety Program.

The Fiscal Year (FY) 2024 3HSP serves as the District's application to NHTSA for Federal funds available under the State and Community Highway Safety grant program (Section 402) and the National Priority Safety Program (405) of the Bipartisan Infrastructure Law (BIL). The plan's goal is to identify and implement projects and programs designed to reduce fatalities and serious injuries — with the ultimate target of zero fatalities.

Mayor Bowser and the DC HSO are aggressively working to achieve this target. We submit this document to NHTSA as our application to receive funding. Moreover, we create this document to serve as a call-to-action for our citizens, guests, and agencies to work together to make Vision Zero the new norm. Let's get to work!

I.I. VISION ZERO

The District is a Vision Zero City and under HSO leadership works across multiple District agencies to leverage a Safe Systems approach in protecting the traveling public. Vision Zero also embraces a new approach that emphasizes design projects that improve safety and bring renewed energy to traffic safety work. The approach centers on the importance of human health and safety — safer roads designed to operate at safer speeds, with safer vehicles and users, will help avoid crashes before they occur or reduce the severity in the event of a crash.

Using the intent of Vision Zero, the District has taken a fresh look at its strategies to address the critical policy and programmatic issues, with a focus on which streets and neighborhoods that regularly report the highest fatal and serious-injury-crash rates. These areas of high numbers of traffic deaths and serious injuries are identified as the “High Injury Network” (HIN). This strategy is supplemented by prioritizing policies and projects that provide the greatest benefits to neighborhoods affected by historic disinvestment and high numbers of vulnerable populations. Focusing on these two methods of prioritizing projects ensures that DDOT can more effectively prevent future crashes, reduce fatalities and serious injuries, and reduce transportation disparities in the District.

As part of the 2022 Vision Zero Update, DC has adopted a commitment to a Safe System Approach. The District is taking a fresh look at our strategies and processes to address the streets and neighborhoods that continue to see the highest fatal and serious injury crash rates. This strategy is supplemented by prioritizing policies and projects that provide the greatest benefits to neighborhoods with streets that have seen historic disinvestment and high numbers of vulnerable populations.

People using our streets must understand the rules of the road and expectations must be appropriately set depending on the protection, size, and power of the way someone chooses to get around. The heavier and more powerful the vehicle, the greater the driver or user’s capacity for harm. Naturally, those on foot or person-powered wheels are the lowest on the spectrum of capacity for harm, while multi-ton trucks are the highest.

Centering equity as a critical component of building a safe system directs District agencies to refocus efforts in historically under-invested neighborhoods. A person's income, race and ethnicity, disabilities, or housing security shouldn't dictate whether they can get to their destination safely. All District agencies must refocus efforts and resources to act in the areas of highest injury, highest risk, and highest need as a top priority. Everyone deserves safe streets.

The road ahead for the implementation of this plan will not be easy. It requires bold efforts, difficult decisions, and trade-offs. These trade-offs can be on big-picture policy decisions down to individual detailed project decisions. All of these efforts will be in service to prevent more families from losing loved ones. As a government, we have a large share of the responsibility to do everything we can to prevent deaths and severe injuries. Our agencies are already rolling up their sleeves and working toward a better, safer future. We will continue working on critical safety issues to achieve Vision Zero and keep working after that to maintain that goal. Our children, seniors, neighbors, friends, and family members matter, the people working in and visiting the Nation's Capital matter, and the choices we make today affect our individual and collective futures.

1.1.1. HSO PROCESS

The HSO operates as part of the Deputy Mayor for Infrastructure and Operations' Office to administer the NHTSA highway safety funds including:

- **Problem Identification and Analysis**
Use data analysis reporting and tracking of established performance measures and targets to identify traffic issues. This process is crucial to preparing the HSP, the Annual Report, and other strategic planning documents.
- **Administer Grants**
Manage the highway safety program, develop/review safety proposals, and distribute Federal funds to District agencies and nonprofit organization grantees.
- **Monitor and Evaluate Funded Projects**
Conduct oversight to ensure projects comply with Federal regulations.

The HSO uses the most recent data available to conduct extensive safety analyses, including:

- Fatalities (NHTSA / FARS 2020, preliminary 2021-2023 MPD);
- Crash Data (MPD, as of April 2023);
- License and Citation Data (DMV, as of April 2023);
- Population Data (Census, as of July 2021);
- Seatbelt Survey (DDOT, as of September 2022);
- DUI Arrest Information (OAG)
- Test Results (OCME)

The HSO uses analysis results to direct resources to areas identified as most efficient, effective, and appropriate to achieve primary safety project goals.

This HSP identifies targets for each of the eleven core outcomes, one behavioral traffic safety indicator outlined by NHTSA and the Governor's Highway Safety Association (GHSA), and five additional District-specific outcomes. The overall objective is to achieve challenging but obtainable performance targets that meet the ultimate goal and achieve zero deaths and serious injuries on the District roadways.

To meet the District safety goals, the HSO expanded its reach to include new partners, hosting three grantee webinar workshops for FY 2024. The HSO has taken proactive steps to ensure that projects use a data-driven, evidence-based approaches, employ countermeasures identified in the NHTSA Countermeasures That Work, 10th Edition, and ensure projects equitably address underserved communities with vulnerable populations.

For FY2024, new and innovate projects include involving elementary schools and using fun educational events/activities including digital media to help students be more aware of traffic safety laws via social media that are designed to help young adults understand the dangers and results of aggressive driving. Other programs will focus on Wards with the lowest seatbelt-compliance rates; Parents of children with special needs who may need adaptive seats; and Wards with the highest pedestrian and bicyclist-related injuries crashes.

The HSO also continues to fund projects that have showed significant influence in FY2023 and prior years, including litigation and testing support, high-visibility enforcement, and media outreach supporting national, regional, and District safety campaigns.

This DDOT HSP will achieve these goals by implementing strategies/actions in 5 emphasis areas:

- Occupant Protection,
- Aggressive Driving,
- Impaired Driving,
- Pedestrians and Bicycle Safety, and
- Traffic Records.

While the work of the HSO cannot unilaterally achieve target zero, combining with the work of other District offices and District agencies, Target Zero is the central shared goal.

2. HIGHWAY SAFETY PLANNING PROCESS

2.1. DATA SOURCES AND PROCESSES

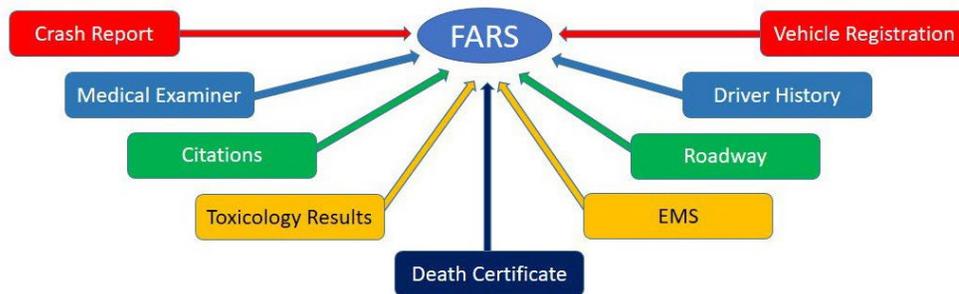
The HSO analyzes multiple data sources to ensure that this HSP document provides the most complete picture of major traffic safety problems in the District. The sources of information described below informed the HSO problem-identification process for FY2024.

2.1.1. TRAFFIC CRASH DATA

The Fatality Analysis Reporting System (FARS), was created by the National Highway Traffic Safety Administration (NHTSA) office of the National Center for Statistics and Analysis (NCSA). It is the primary tool used to identify the District’s ongoing concerns and track progress on the performance measures established by NHTSA and Governors Highway Safety Association (GHSA). FARS encompasses all National fatality data and must meet the following four criteria: 1) occurred on public roadways; 2) occurred within 30 days of a crash; 3) not as a result of a deliberate intent (homicide, suicide, etc.) or effects of disease or medical condition (heart attack, stroke, seizures, etc.); or 4) result from mechanical failure (tire blowout, broken fan belt, etc.).

District FARS Analysts are employed by the MPD; they collect the appropriate information, analyze each fatal crash scenario, and accurately code the information into FARS. Figure 1 shows the various existing documents reviewed during a fatal investigation.

Figure 1 FARS Sources



Fatality data are considered preliminary until it has undergone the extensive NCSA Quality Control (QC) process. The HSP includes FARS data through 2020 — the most recent year available at the time this plan was prepared. MPD Crash data provided the preliminary fatality data from January 1, 2023 through March 27, 2023. The District’s fatality numbers are relatively small and injury data is additionally used to get a clearer picture of the District’s traffic safety problems. Injury data is based on data available as of March 27, 2023.

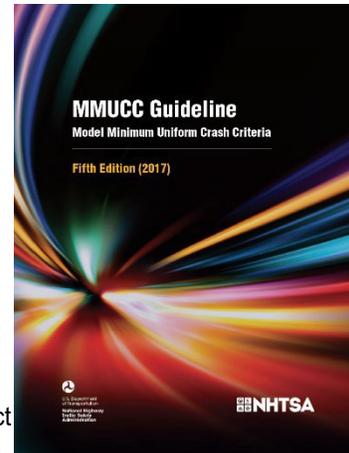
The HSO, through an agreement with the MPD, can access MPD Crash data through a REST API called CLERK. Thus, the HSO can obtain all crash data, including injury-related data. The MPD crash application interfaces with the District DMV Destiny system to retrieve driver- and vehicle-related information based on Tag or VIN numbers. The HSO can also access DMV data relating to registered vehicles, licensed drivers, and moving citations.

In August 2021, the MPD updated its crash-reporting application (Quickcrash) to align with the Model Minimum Uniform Crash Criteria (MMUCC, 5th edition, 2017).

The HSO problem-identification process uses FARS fatality data and MPD injury data. The data queried determines:

1. Who is involved in a crash (e.g., age, gender, seatbelt use, impairment);
2. When crashes occur (e.g., time of day, day of the week, month);
3. What is the cause of the crash (e.g., speed, alcohol, other); and
4. Where crashes occur in the District.

Understanding the data helps the HSO and its stakeholders better identify District areas to improve traffic safety and decrease injuries and fatalities.



2.1.2. ENFORCEMENT AND ADJUDICATION DATA

MPD is the primary law enforcement agency for the District of Columbia and the HSO works closely with MPD throughout the year. The HSO has access to daily enforcement activities and reports on crashes, number of citations, traffic-related arrest as well as other data issued during campaigns and overtime enforcement. The HSO participates in weekly calls with the MPD and other agencies regarding fatal crashes.

With changes to the rule making associated with the Bipartisan Infrastructure Law (BIL), the Highway Safety Office will partner with other federal law enforcement agencies who have a continuous presence in the District and can play a significant role in creating a culture of safety on our roadways.

2.1.3. CENSUS DATA

According to U.S. Census Bureau data, the District's population fell by 2.9 percent in 2021 from 690,093 as of July 1, 2020, to 670,050 as of July 1, 2021, reducing the estimate by 20,043 residents.

The District Department of Employment Services states the total number of jobs in the District as of February 2023 was 764,900, reflecting an increase of 10,600 jobs (1.4 percent) from February 2022. Government employees account for 30.4 percent of the District's workforce (232,900 workers).¹ Another major employer is medical institutions. There are nine hospitals (four are accredited trauma centers: The George Washington University, Georgetown University, Washington Hospital Center, and Howard University Hospital), which together employ a workforce of approximately 25,900. Professional, scientific, technical, and business services employ more than 173,000 people.

1. https://does.dc.gov/sites/default/files/dc/sites/does/page_content/attachments/CESdcFeb23.pdf

2.1.4. DEMOGRAPHICS DATA

As of April 1, 2023, there were 283,245 registered vehicles and 446,370 active licensed drivers in the District. The District has the second-highest percentage of public transit commuters in the Nation, behind New York City. Commuters have a major influence on travel patterns in the District with only 28 percent commuting from within the city. 18.7 percent of people working in the District commute from Prince George's County and 14.8 percent from Montgomery County, Maryland. 13.2 percent come from Fairfax County, 6 percent from Arlington County, and 3.5 percent from Alexandria, Virginia. Overall, over 72 percent of the District workers commute from surrounding jurisdictions.

The District ranks No. 6 for the most walkable cities in the Nation — receiving a 77.0 walk score² and was rated the third most bike-friendly city in the Nation in 2021.³

The District (May 2022 data) has 166 miles of bike facilities, including 79 miles of bicycle lanes, 62 miles of bike trails, 24 miles of protected bike lanes, and well over 8,000 bike racks. The Mayor's fiscal year 2024 budget notes the importance of transportation safety and mobility, with \$36 million budgeted towards building more protected bike lanes, \$15 million to continue expansion of Capital Bikeshare, and \$114 million to continue building bus-only lanes and other bus priority treatments. The District is currently working to add many more miles of bus, bike lanes, and sidewalks in 2022 and beyond.

In September 2010, the District joined the Capital Bikeshare program with Maryland and Virginia and currently has over 700 stations with over 5,000 bikes (including bicycles and e-bikes).⁴ In May 2023, Capital Bikeshare reached its highest level, with a total of over 428,000 trips recorded.⁵

Since 2018, the District has allowed private companies to operate shared micromobility vehicles in public space through the Shared Fleet Device program. A shared fleet device refers to shared micromobility devices, typically dockless electric bikes and electric scooters. In 2023, the District issued permits to four companies to operate shared fleet devices in public space: Lime (2,500 scooters and 2,500 ebikes), Lyft (2,500 scooters), Spin (2,500 scooters and 500 ebikes), and Veo (720 scooters and 720 ebikes).⁶

2.1.5. SEATBELT USE OBSERVATIONAL SURVEY

The District conducts its annual seatbelt survey during the summer months. The 2022 survey took place from June 6th through June 17th. The 2023 survey is planned for June/July 2023. In February 2021, NHTSA reviewed and approved the District as fully compliant in the site selections and meets the four requirements related to observation sites, as listed in Section 1340.10 of the final rule. This certification is valid for five years (2026).

The 2022 survey was conducted at 150 sites across the District, observed a total of 15,000 vehicles, and resulted in 17,581 driver and right-front-passenger observations.⁷ Data were collected during weekdays between 8:35 a.m. and 5:55 p.m. to include both rush-hour and non-rush-hour observations.

2. <https://www.smartertravel.com/10-most-walkable-cities-in-america/>

3. <https://smartasset.com/data-studies/most-bike-friendly-cities-2021>

4. <https://capitalbikeshare.com/>

5. <https://ggwash.org/view/89874/breakfast-links-capital-bikeshare-breaks-monthly-ridership-record-for-first-time-since-2018>

6. <https://ddot.dc.gov/page/shared-fleet-device-program>

7. <https://www.nhtsa.gov/risky-driving/seat-belts#:~:text=Overview,estimated%2014%2C955%20lives%20in%202017>

The District's 2022 seatbelt use observational rate was found to be 95.1 percent —3.5 percent above the national use rate of 91.6 percent for 2022. The District has had a seatbelt compliance rate of over 90 percent since 2014. Data from these annual surveys is used to identify where and when to focus safety efforts on the high-risk populations for seatbelt nonuse.

2.1.6. Emergency Response Services (EMS) Data

In the most recent Traffic Records Strategic Plan, the District has prioritized the collection and gathering of emergency response services data as a priority. The District will work over this triennial period to create systems, infrastructure and partnerships that will enhance the connectivity of data, especially as it relates to EMS services. This will include the building and strengthening partnerships with the DC Department of Health, our major hospital networks, DC Fire and EMS, and other stakeholders identified who are critical cogs in the management of this data.

2.2. TARGET SETTING

The District has adopted and remains committed to the goals of Vision Zero, which employs a holistic safe systems approach to acknowledge that traffic safety has layered components that, when working together, can lead to an overall safe system. This commitment means that every year, the DDOT goal is zero deaths and serious injuries, and the HSO works aggressively toward that goal every day. Working aggressively means making complex decisions on tradeoffs that always prioritize safety for our most vulnerable road users and populations and overcoming existing disparities. It means going beyond the typical road design standards and priorities traditionally set for the United States as a whole.

In accordance with the Final Rule, 23 CFR Part 1300, Uniform Procedures for State Highway Safety Grant Programs, Congress requires each State to set performance measures and targets and report them in the HSP. These performance targets must be obtainable and follow the SMART principle: S—Specific, M— Measurable, A— Action-oriented, R—Realistic, and T—Time frame.

These targets are set by reviewing annual and five-year rolling average trends for crash data from 2018 to 2022. The District's numbers are small, which makes it even more difficult to project. Using the rolling averages helps reduce some of these fluctuations. The lowest number of fatalities occurred in 2019 (23), but they have been increasing, similar to the patterns observed in most other similar-sized cities. The HSO projects the current crash trends and considers the effects of potential strategies for FY2023 that will reduce traffic fatalities and serious injuries.

2.3. PUBLIC PARTICIPATION AND ENGAGEMENT

The DC Highway Safety Office constantly pursues opportunities to solicit meaningful community engagement. As part of the public outreach process, the HSO collaborates with different agencies and councils to gather feedback and hear community input. In the planning for the FY24 Highway Safety Plan, the Highway Safety Office leveraged the entirety of our stakeholders to ensure audiences historically omitted were included in the creation of this plan.

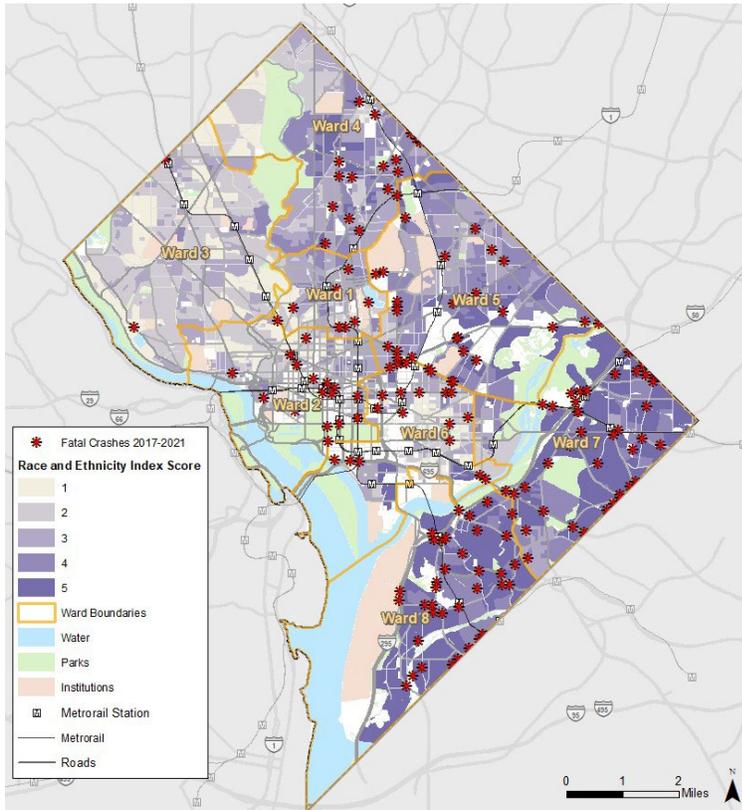
Engagement Planning

The DC Highway Safety Office values meaningful public participation and engagement from affected communities. Public participation and engagement are defined as a process that proactively seeks full representation from communities, considers public comments and feedback, and incorporates that feedback into the plan. Triennial highway safety plan engagement planning, engagement outcomes, and ongoing engagement planning are all part of an interrelated, ongoing feedback cycle. With the introduction of the triennial review, there is opportunity to capture public participation and engagement efforts within each of the three years to further refine the Triennial Highway Safety Plan.

As the HSO considered public participation and engagement, several goals were developed to ensure that the diverse make-up of DC citizens and visitors were considered in the plan. Full representation treats community members as experts of their experiences and as a critical source to improve transportation programs. Goals of the DC HSO for community engagement included:

- Conduct a needs assessment to ensure that the Highway Safety Office is using best practices for authentic engagement and reaching all audience, including historically omitted voices and the most vulnerable road users. Outcomes from this assessment will determine which audiences and which methods to engage.
- Use a data-driven approach to ensure communities with the highest crashes and fatalities were strongly represented in the making of the Highway Safety Plan. The HSO will then leverage the most effective countermeasures across safety areas to meet the needs of those communities most impacted by crashes, injuries, and fatalities.
- Deploy effective countermeasure that speak to the needs and concerns raised by our citizens around the roadway behaviors that threaten their health and safety.
- Engage audiences that have historically not been included in the creation of the Highway Safety Plan, including sister district agencies with potential to enhance our highway safety strategies. Engaging other district agencies will allow the Highway Safety Office to use new countermeasures, as new partners will have additional capacity and reach new audiences that have historically not been reached with traffic safety programming.
- Develop an ongoing loop for continuous public engagement beyond the submission of this plan to ensure real-time investment in feedback heard from the community. This ongoing engagement will allow the DC Highway Safety Office to shift tactics and deploy new countermeasures that will prevent future crashes, injuries, and fatalities. The Highway Safety Office has historically utilized a data-driven approach to address behavioral needs and deploy resources to the communities within the district that are over-represented in crashes, injuries, and fatalities. The district is comprised of eight wards, described in greater detail in “Section 2.5: Description of the District’s Highway Safety Problems.” The most populous are Wards 2 and 5. Ward 2 covers a significant portion of the District’s downtown and comprises both business and residential areas. Ward 2 is also the location of several important museums, theaters, and a major sports venue. Ward 5 consists of many diverse neighborhoods, including Brookland, Michigan Park, Bloomingdale, and Fort Lincoln.

Authentic Engagement of Affected Communities



Wards 1, 3, 4, 6, 7, and 8 include the District’s well-known residential neighborhoods, such as Adams Morgan and Columbia Heights, many of which have historic significance for local African American and Latino populations. Ward 4 is in the northern most portion of the city, straddling the northwest and northeast quadrants.

Georgia Avenue bisects the ward and serves as its major commercial spine, extending from the Petworth neighborhood at its southernmost boundary to the District / Maryland border, abutting Silver Spring, Maryland, to the north.

Wards 6, 7 and 8 have unique and historical characteristics. Ward 6 is in the heart of the District and is the only ward to include portions of each of the four quadrants of the city. As such, it has a highly diverse population and housing stock containing a myriad of neighborhood characteristics. Ward 7 is distinguished by its leafy streets, single-family homes, transit stations, and above all, its green space. It is home to several Civil War fort sites that

have become city parkland, including Fort Mahan Park, Fort Davis Park, Fort Chaplin Park, and Fort Dupont Park, the largest city-owned park in the District. Ward 8 occupies the southern corner of the District between the Potomac and Anacostia Rivers and Prince George’s County, Maryland. Since redistricting in 2022, Ward 8 also includes Navy Yard neighborhood, west of the Anacostia River. The historic Anacostia neighborhood is the oldest ward, founded in 1854 as Uniontown, one of Washington’s first suburbs.

Between 2017 and 2021, the majority of crashes took place in Wards 5, 7, and 8. In the three years before the pandemic, the District recorded an average of 8,530 traffic crashes per year, or 23 per day, that resulted in injuries (2017-2019 based on MPD crash data). During the nearly three years of the COVID-19 public health emergency, overall reported traffic injuries in the District decreased sharply, by about 30% overall. Among pedestrians and cyclists, reported injuries decreased even more: by 44% (pedestrians) and 51% (cyclists), the majority of crashes happening in Wards 5, 7, and 8. These communities remain communities that are made primarily of black indigenous people of color (BIPOC).

However, fatalities did not follow suit, instead showing a divergence, where injuries declined, and fatalities increased especially in our non-white communities. Preliminary data from other jurisdictions seem to match this pattern, as fatality numbers and rates went up distinctly in 2020 and 2021 across the country. Increased speeds were made possible by reduced congestion, while people’s daily travel patterns changed. In the District, fatalities increased from 27 in 2019, to 37 in 2020, and 40 in 2021. This overall pattern of fewer but more severe crashes likely relates to overall increased speeds on the roadway. Increased speeds are exponentially reflected in the force of impact, which correlates closely to severity of injuries for all involved.

Community Needs Assessment

While this data-driven approach is critical to maximize the effectiveness of resources, the approach can leave behind audiences that may not have adequate exposure to mobility safety messaging making these audiences exceptionally vulnerable. To ensure an equitable and through process was launched to engage the community in an authentic manner, the Highway Safety Office engaged the McAndrews Company to lead a Community Needs Assessment (can) to focus on engaging the audiences represented in the data. The assessment was conducted

via Zoom during the period of January to May 2023 with a final report submitted to the Highway Safety Office in June 2023. The assessment included data collected by virtual surveys, data-reviewed by the Highway Safety Office, and virtual interviews by McAndrews and Eureka Consulting with Ward 5, 7, and 8 residents. Because of the disparity in crashes occurring in Wards 5,7, and 8, the Highway Safety Office specifically sought out residents that lived in these Wards for public engagement in the development of the Highway Safety Plan. The CNA assessment determined the types of engagement, methods of engagement, and audiences that have been historically omitted from the highway safety planning process in the past. The plan used a strong literature review rooted in community engagement best practices to inform the outreach plan of the highway safety office.

Outcomes: The Community Needs Assessment provided insight into the attitudes and perceptions of the community related to mobility safety. Key findings of the Assessment included:

- Community members who responded via survey said that the Highway Safety Office should work to address speed and impairment among drivers to reduce pedestrian and bicycle user fatalities and injuries. The community highlighted the need for a stronger focus on pedestrian and bicycle safety and for more engagement with drivers to educate drivers on how to navigate in a way that priorities pedestrian and bicycle safety.
- Community members from Wards 5, 7, and 8 responded to electronic surveys saying they felt less engaged in the matters of mobility safety. Residents of Wards 5, 7, and 8 also responded saying they felt a higher level of uncertainty in their safety as they walked and biked in their communities.
- Community members responded to electronic surveys asking the Highway Safety Office to engage in educating community members, visitors, and guests on the importance of automated traffic enforcement. The community needs assessment provided an analytic view on the best-practices for engaging the communities that make-up Wards 5,7, and 8. These communities are made-up of black indigenous people of color (BICOP) and ensuring cultural competency are deployed in seeking community in-put is key to meaningful engagement. The CNA also begins the process for on-going community engagement by increasing the cultural competencies of the Highway Safety Office in finding meaningful and equitable for the unique audiences that make up the district.

Advisory Neighborhood Commissions Engagement

One strategy outlined in the Community Needs Assessment was utilizing existing civic channels for engagement that are equitable for all members of the district. Living in a republic form of government, our culture has set a high value on elected representation in providing direction for community decisions. The district is unique in that all citizens of the district elect members to Advisory Neighborhood Commission (ANC). An ANC is a non-partisan, neighborhood body composed of locally elected citizens whose goal is to be their neighborhood’s official voice in advising the District government and other matters related to the community. This additional form of elected representation was outlined in the District of Columbia Self-Government and Governmental Reorganization Act signed into law on December 24, 1973. The District is divided into 46 ANC districts. Each ANC is then divided into sub sections based upon population. Each sub section elects one Commissioner. Commissioners, who serve two-year terms without pay, are elected in November of even-numbered years. The hope is that the ANCs will bring the government of the district closer to the people and provide additional opportunities for community in-put. As the Highway Safety Office considered existing community programs to solicit in-put that would provide information in an equitable format, asking the ANC Commissioners for their participation is critical.

All ANC Commissioners were e-mailed a survey asking for their feedback on the draft HSP. The survey specifically asked Commissioners to identify mobility safety concerns and threats in their specific ANC district. To ensure accessibility, paper copies were available to be mailed to Commissioners, if technology accessibility issues existed. If visual, visual, or manual limitations existed, the HSO offered to conduct verbal interviews with the ANC Commissioners and provide interrupters, if necessary. No Commissioner accepted any special accommodations. The District provides each ANC Commissioner a working e-mail address to use for official business. The HSO and the Community Engagement Team of DDOT sent each ANC Commissioner a survey to seek in-put into the Triennial Highway Safety Plan. The survey specifically included questions related to:

- Safety concerns when traveling by car
- Safety concerns when using a bicycle or other form of micro-mobility
- Safety concerns as a pedestrian
- What distracted driving behaviors did community members observe?

- Risk perceptions on impaired driving by alcohol, drugs, and prescriptions/over-the counter medication
- Beliefs on seat belt usage and child occupant protection
- Knowledge of safety programs and campaigns within the district
- Rating the effectiveness of in-person officer enforcement of traffic laws
- Rating the effectiveness of automated traffic enforcement
- Rating the effectiveness of various marketing campaigns used by the District

Outcomes: This outreach was done to specifically engage affected communities with a focus on Wards 2, 5, 7, and 8. The HSO made every feasible effort to ensure members of the affected communities were participating in the ANC Commissioner survey. Of the 230 ANC Commissioners surveyed, 10 members completed a survey to provide feedback on the 3HSP (one Commissioner from Ward 1, two from Ward 2, three from Ward 5, two from Ward 7, two from Ward 8). Again, the survey contained questions that asked ANC Commissioners to provide insight into the mobility safety challenges that their constituent faced among roadway uses. Of those surveyed, 80% stated they get to work through bicycling or walking. 90% of respondents cited unsafe driver behavior as their biggest safety concern while travelling through the district, with 60% of respondents noting distracted drivers provide for an unsafe environment. Respondents were asked to rate the effectiveness of in-person officer enforcement, and automated traffic enforcement with cameras from a scale to 1-5, with '5' being 'most effective. In-person officer enforcement received an average ranking of 3.5/5 and automated traffic enforcement with cameras received an average ranking of 4.4/5 from respondents. The results showed that several countermeasures would be effective including Safe Routes to School, Share the Road programming, driver training and communication training programs, enhanced enforcement, elementary school pedestrian training, and other innovative measures that increase community awareness of risk perception. The Highway Safety Office will use this feedback to incorporate these Countermeasures into the Annual Grant Application.

Community Listening Sessions

Equity means creating opportunities for engagement that are accessible for all citizens. Virtual engagement removes the barrier of transportation and creates a space where individuals may feel more empowered to provide feedback. The Highway Safety Office hosted two virtual Community Listening Sessions to review the Highway Safety Plan and solicit community feedback. The first session was hosted via WebEx on Tuesday, June 13th at 11:00 am Eastern time. The second session was hosted at 4:00 pm on Thursday, June 15. Having the sessions at different times of the day and different days of the week provided equity among various stakeholders and ensured all members of the community had a chance to participate. Members of the Advisory Neighborhood Commissions (ANC) were asked to participate and invite their constituents to also participate. From this listening session, the Highway Safety Office hoped to anecdotal data in the greatest threats to the traveling public as it relates to roadway incidents. The DC Department of Transportation (DDOT) and various community partners shared the invitation to attend the sessions. To ensure all members of the community could participate, the session was recorded and posted on various District websites. The Highway Safety Office also created a special survey of 16 questions that was sent out to anyone unable to attend the session asking for the same feedback as collected in the listening sessions. During the sessions, feedback was taken in real-time using a feature called Slido on variety of traffic safety topics including:

- Safety concerns when traveling by car
- Safety concerns when using a bicycle or other form of micro-mobility
- Safety concerns as a pedestrian
- What distracted driving behaviors did community members observe?
- Risk perceptions on impaired driving by alcohol, drugs, and prescriptions/over-the counter medication
- Beliefs on seat belt usage and child occupant protection
- Knowledge of safety programs and campaigns within the district
- Rating the effectiveness of in-person officer enforcement of traffic laws
- Rating the effectiveness of automated traffic enforcement
- Rating the effectiveness of various marketing campaigns used by the District

Outcomes: A total of 13 individuals attended one of the two listening sessions. 10 additional responses were collected via the electronic survey. In the responses, the highway safety office heard importance of focusing on

impaired driving campaigns (with a focus on drugged driving), pedestrian safety, speed control, reckless driving, and equity in enforcement. This community input will compel the highway safety office to focus on countermeasures related to mass media campaigns (5.2), Youth programs (Countermeasure 6.5), Enforcement of Drug-Impaired Driving (Countermeasure 7.1), Strategies to Reduce Speeding and Aggressive Driving (Countermeasure 3-10), and other innovative measures that increase community awareness of risk perception.

Focus Groups

Focus groups were held with residents of Wards 5, 7, and 8, as the Community Needs Assessment highlighted these communities as being underserved. As stated, the communities that make-up Wards 5, 7, and 8 continue to be overrepresented in crashes, serious injuries, and fatalities on our roadways, as the data shows. Historically, these audiences have also been under-represented in community feedback on education and enforcement efforts. In response, the Highway Safety Office worked with the McAndrews Company to host focus groups of citizens in these Wards. McAndrews and the Eureka Consulting Firm hosted two focus groups that included thirty individuals from Wards 5, 7, and 8. The participants included ten individuals who identified as male, ten individuals who identified as female, and ten individuals who identified as non-binary or preferred not to answer. The individuals were ages 22 to 38, the age range that continues to be over-represented in crashes and fatalities for these Wards. Participants were asked about the greatest risks and pressure they faced in making safe decisions on their modality of transportation.

The Highway Safety Office designed these opportunities to ensure they reached the desired populations. To achieve this goal, the following steps were taken:

- Individuals from the effected communities were specifically recruited to participate in this form of public engagement.
- Individuals were offered in-person and virtual options for participation. If the individuals selected in-person participation, participants were asked to come to the DC Department of Transportation (DDOT) building, which is ADA compliant and accessible. DDOT Headquarters is easily accessible via car, metro, and other forms of micro mobility. DDOT is also located less than one mile from the affected Wards.
- No individuals elected to participate in-person, and all elected to participate virtually. The HSO offered to facilitate these conversations via phone or virtual video call to ensure equity and access. All individuals elected to participate via Zoom. The HSO also ensured that any individuals with disability were able to access the Zoom Meeting and offered additional technology or hardware to ensure the session was accessible.

Further, the questions in the focus group included:

- Safety concerns when traveling by car
- Safety concerns when using a bicycle or other form of micro-mobility
- Safety concerns as a pedestrian
- What distracted driving behaviors did community members observe?
- Risk perceptions on impaired driving by alcohol, drugs, and prescriptions/over-the counter medication
- Beliefs on seat belt usage and child occupant protection
- Knowledge of safety programs and campaigns within the district
- Rating the effectiveness of in-person officer enforcement of traffic laws
- Rating the effectiveness of automated traffic enforcement
- Rating the effectiveness of various marketing campaigns used by the District

Outcomes: From these listening sessions, yielded the outcomes sought by the HSO. The Highway Safety Office heard feedback specific to Wards 5, 7, and 8 from individuals who are from this community and among the audiences most at risk of being involved in a roadway incident. Individuals shared the need to have more community education programs, especially the need for additional community programs inside schools and other areas where children and teens gather. As a result, the Highway Safety Office plans to use Countermeasures related to Elementary-Age Child Pedestrian Training (Countermeasure 8.1), deploy Enforcement Strategies (Countermeasure 4.4), Bicycle Safety Education for Children (Countermeasure 1.3), and other countermeasures that are identified in our ongoing community engagement efforts. Participants identified the need to engage college-age students and young adults in community programming. Countermeasures associated with Enforcement Strategies (Countermeasure 3.3) and community coalition building on college-campuses will be a new countermeasure used by the Highway Safety Office.

Legislative Sessions

The City Council of Washington, DC is committed to ongoing community engagement. On May 25, 2023, the City Council of the District of Columbia held a listening session of the public with members of the Council and the Deputy Mayor for Operations and Infrastructure to discuss a variety of highway safety related matters. Over the course of the six-hour hearing, the public had an opportunity to attend in-person or virtually and share the risks and concerns they have around their transportation safety. 257 individuals were in attendance representing all eight wards of city. No record was kept of the Wards from which attendees reside. Offering a virtual and in-person participation option enhanced the accessibility of the event. The hearing was held in the historic John Wilson Building, which is ADA accessible and accessible via public transportation, has ample parking, and is the seat of DC government. The Council was specifically interested in the use of enforcement, automated enforcement, and public education campaigns in light of rising roadway fatalities. The Council specifically asked community members to respond to the following questions:

- How to improve automated enforcement systems to change driving behavior
- Update policies and laws related to definition of reckless driving and the consequences
- The need to integrate interstate reciprocity enforcement for automated enforcement tickets
- Effectiveness of public education campaigns and the need for additional enforcement
- The high calling of ensuring equitable enforcement systems

Outcomes: From this session, the Highway Safety Office heard the community raise concerns about the importance of traffic records. Most comments centered around a recent high-profile crash that involved a driver with outstanding tickets and fines. The Highway Safety Office will use this information to continue to examine ways to improve our traffic records system and follow the Traffic Records Committee Strategic Plan. The Highway Safety Office will continue to invest in resources that support best practices around record retention and data sharing. Community members specifically highlighted the need to integrate records related to emergency response into the highway safety records process. In addition, the Highway Safety Office will continue to engage traditional stakeholders and engage new stakeholders in the process to ensure enhanced measures are taken.

Community Event “Talks”

As part of the Vision Zero’s departmental outreach, the office contracts with an outside vendor to engage the public in conversations around roadway safety. To do this, spokespersons are deployed to community events across the city to solicit community feedback and gather qualitative data in the mobility experiences of our citizens. As described, the Highway Safety Office has historically used a data-driven approach to select geographies that represent the highest number of crashes. While this is not a new affected community, this approach highlights the office’s desire to effectively deploy resources to those locations that are most in need of support. Locations are selected based upon crash data, deploying spokespersons to events and communities that are over-represented in crashes. The event locations and affected communities are listed below. Two different strategies were used to collect community in-put. Pop-Up Booths at local community events such as farmers markets; and Roving Street Teams on the ground, educating the community in their own neighborhoods. Both types of outreach efforts engage folks with safety information and solicit feedback on current projects.

The Highway Safety Office designed these opportunities to ensure they reached the affected communities. To achieve this goal, the following steps were taken:

- Events were planned, executed, and evaluated in the affected communities, making every reasonable effort to engage this audience

- The HSO ensured that venues selected met the requirements of the Americans with Disabilities Act (ADA). Beyond that, the HSO worked with the Vision Zero office to ensure locations selected were strategic to engage the affected communities. As the events happened in-person, participants were able to access resources in a variety of languages spoken in the District. With individuals with English as their second language, virtual interpretation services were offered. Individuals were also given the option to contact the HSO via phone or e-mail if other verbal disabilities existed.
- The HSO made every reasonable effort to ensure individuals from affected communities were engaged. Events were hosted at locations that were more likely to contain residents from the affected communities. The full listing of events are below which included popular happenings and cultural festivals special to each Ward along with regular events like Farmers Markets and Community Markets.

As individuals participated and interacted with staff, questions asked included:

- Safety concerns when traveling by car
- Safety concerns when using a bicycle or other form of micro-mobility
- Safety concerns as a pedestrian
- What distracted driving behaviors did community members observe?
- Risk perceptions on impaired driving by alcohol, drugs, and prescriptions/over-the counter medication
- Beliefs on seat belt usage and child occupant protection
- Knowledge of safety programs and campaigns within the district
- Rating the effectiveness of in-person officer enforcement of traffic laws
- Rating the effectiveness of automated traffic enforcement
- Rating the effectiveness of various marketing campaigns used by the District

Eight Pop-up events, featuring a large video screen with animations educating residents on the dangers of speed as well as how engineering improvements work and improve safety, along with distribution of flyers and yard signs. The events took into consideration individuals with visual handicaps and included large print options, as well. The events hosted included:

- 4-22.23 - Farm at Kelly Miller MS (Ward 7)
- 6-3.23 - Uptown Farmers Market (Ward 4)
- 6-4.23 - Open Streets DC-12th St NE (Ward 5)
- 6-17.23 - Cleveland Park Farmers Market (Ward 3)
- 6-18.23 - Dupont Circle Farmers Market (Ward 2)
- 6-19.23 - Juneteenth Celebration at ACM (Ward 8)
- 6-24.23 - H Street Farmers Market (Ward 6)



As of June 15, the first three events had engaged 839 citizens across seven wards.

Outcomes: While many comments center on roadway design and infrastructure, community members have shared their observations of driver behavior. The Highway Safety Office worked with the Vision Zero Division to analyze comments and identify themes observed from our community. Among the comments were the frequent concern of speed related to how drivers conduct themselves on our roadways. Numerous comments focused on “near misses” that occur with ride-share vehicles.

Specifically, concerns were raised where ride shares are parking in bike lanes, endangering ride share users, pedestrians, and bicyclists. To address this concern, the HSO will focus on countermeasures related to pedestrian safety (University Educational Campaigns 4.7) and enforcement strategies, as previously mentioned. There were also numerous comments and concerns around the use of micro-mobility mediums, specifically scooters and bikes. The Highway Safety Office will use this feedback to focus on speed, pedestrian safety campaigns, and the safe use of micro-mobility tools. Specifically, the Highway Safety Office will consider these observations in the creation of public education campaigns and community outreach. The HSO will also leverage these results in the

mass media campaigns, as the community has identified these behaviors as a matter of concern.

Ongoing Engagement

The Highway Safety Office believes that engagement must be constant and ongoing to be effective. The HSO will play an active role in the community, creating a continuous cycle of engagement throughout the triennial period. The goals of going engagement shall at a minimum include: These goals include:

- Annual refresh of the community needs assessment to ensure that the Highway Safety Office is using best practices for authentic engagement and reaching all audience, including historically omitted voices and the most vulnerable road users. Outcomes from this assessment will determine which audiences and which methods to engage for the year ahead. The HSO will make adjustments to the 3HSP, as needed as a result of that assessment.
- Use a data-driven approach to ensure communities with the highest crashes and fatalities were strongly represented in the making of the Highway Safety Plan. The HSO will then leverage the most effective countermeasures across safety areas to meet the needs of those communities most impacted by crashes, injuries, and fatalities.
- Deploy effective countermeasure that speak to the needs and concerns raised by our citizens around the roadway behaviors that threaten their health and safety.
- Engage audiences that have historically not been included in the creation of the Highway Safety Plan, including sister district agencies with potential to enhance our highway safety strategies. Engaging other district agencies will allow the Highway Safety Office to use new countermeasures, as new partners will have additional capacity and reach new audiences that have historically not been reached with traffic safety programming.
- Identify new, promising, and proven methods for engaging the public that ensure equity and accessibility for DC residents, visitors and guests.

Based upon long-term crash data, the Highway Safety Office will prioritize engagement in Wards 2, 5, 7, and 8 as affected and potentially affected communities. To reach these affected communities, the Highway Safety Office will engage in the following activities.

The HSO will ensure all events are hosted with in-person and/or virtual options. In both cases, the HSO will ensure that spaces are ADA compliant, easily accessible, and strategically place to encourage participation from the affected communities. The HSO will make every available effort to overcome language barriers and leverage interpretation resources, resources in multiple languages, and partnerships that are multilingual to ensure equitable access to community engagement. The HSO will also be mindful of visual and cognitive handicaps and offer all reasonable accommodations to engage these audiences in authentic means.

Other activities will be included as new and innovative approaches are identified, but at a minimum those activities will include:

DDOT Community Engagement Division

The Highway Safety Office has an everlasting partnership with the District Department of Transportation (DDOT). Within DDOT exists the Community Engagement Division (CED) which includes a team of public affairs specialists who are assigned to each Ward of the city. The Highway Safety Office met with the CED to establish new channels for gathering ongoing input from the public into traffic safety campaigns. As the front-line communications division, the CED processes thousands of concerns from our citizens related to roadway and mobility safety. The Highway Safety Office will gather the feedback from the CED to inform geo-specific and behavior specific campaigns moving forward.

Outcome: As community members share feedback with the Community Engagement Division, the Highway Safety Office will adjust resources and campaigns to fit community observations and problem identification. The engagement team will provide an ongoing loop for in-put with a special focus on Ward 5, 7, and 8, as those communities are over-represented in crashes. The Highway Safety Office will monitor the volume and tempo of engagement to make sure all wards, all residents, and all identities are engaged.

Advisory Neighborhood Commissions

An ANC (Advisory Neighborhood Commission) is a non-partisan, neighborhood body made up of locally elected representatives called Advisory Neighborhood Commissioners. They are a unique feature of the District's Home Rule Charter. The ANCs' main job is to be their neighborhood's official voice in advising the District government (and Federal agencies) on matters that affect their neighborhoods. The Highway Safety Office will attend ANC Meetings throughout the course of the year to provide regular updates and engage in conversations with ANCs on behavioral campaigns. This

feedback will inform real-time data into the effectiveness of campaign. The Highway Safety Office will adjust outreach and messaging to respond to the feedback of ANC members and ANC specific data around crashes, injuries, and fatalities. ANCs were invited for feedback during the June Community Listening Sessions regarding the Triennial Highway Plan. The Highway Safety Office plans to continue to engage this audience and adjust resources throughout the year as feedback is received.

Outcomes: ANC Commissioners will be engaged on a bi-annual basis in highway safety programming and outreach. Roundtable discussions will be held for the public and ANC Commissioners to attend that will allow residents to share their input on the programming and outreach conducted by the Highway Safety Office. Events will be held in a hybrid format (both in-person and virtual) to enhance the accessibility of the events. Events will be hosted at various times and during various days of the event to ensure accessibility. For those unable to attend, an electronic survey will be distributed to ANC Commissioners to ask what behavioral campaigns they have found effective and provide opportunities for feedback on future projects.

Leveraging Civic Groups

The City Council of the District of Columbia established a series of advisory groups to provide ongoing public engagement around mobility safety. As part of our on-going commitment to public engagement, the Highway Safety Office will now lead quarterly meetings with the three civic groups defined by the Council. Quarterly meetings with the Bicycle Advisory Council (BAC), Pedestrian Advisory Council (PAC), and Multi-Modal Advisory Council (MAC) will allow the HSO to share upcoming communication and outreach strategies for the preceding quarter and allow the leaders of the advisory committee to provide feedback on those plans. Additionally, the HSO attends monthly Advisory Neighborhood Council (ANC) meetings to stay informed of neighborhood updates. The HSO is also involved in oversight hearings as ordered by the Council, as well.

Outcomes: The Advisory Councils represent all Wards of the District, as well as represent all audiences within the district, as required by law. The Councils provide an equitable avenue for the public to participate in our representative form of government. Each Ward has a member on each PAC that reports to the advisory committee. The Highway Safety Office will use this avenue to solicit feedback on campaigns, problem identifications, and outreach strategies. The Highway Safety Office will adjust strategies to respond to feedback from the community, as supported by data. This could include shifts in enforcement strategies, new campaigns, new grant awards, and more.

Roadway Safety Audits

Residents of the District of Columbia have been eager to participate in opportunities to provide feedback on infrastructure matters that cause a threat to the health and safe of the public as they travel. Residents have long participated in Roadway Safety Audits with the district, and the Highway Safety Office saw this as an opportunity to leverage an already engaged audience in the work of behavioral programming.

The Federal Highway Administration defines a Roadway Safety Audit (RSA) as a formal safety evaluation of an existing or future road or intersection that is conducted by a multidisciplinary team that is not directly involved in the design process. During RSAs, DDOT, consultant teams, and the community participate in a thorough walk through of the project boundaries to identify safety concerns.

DDOT has led RSAs for several corridors throughout the District. RSAs are often conducted at the beginning of a roadway safety project. DDOT determines locations for RSAs based on the need for safety improvements. The District's High Injury Network (HIN) has informed the need for safety improvements based on historic crashes. RSAs are advertised districtwide by DDOT, ANCs, and SMDs. DDOT aims to engage with people who live, work, and recreate along the study area. DDOT provides several opportunities for community members to participate in RSAs, including hosting RSAs during weekdays, weekends, during regular business hours, and after regular business hours. Additionally, DDOT has led virtual RSA to engage with communities who may not be able to attend RSAs in person. Any in-person events include reasonable accommodations to ensure accessibility. These accommodations include efforts to make the events in areas that are especially accessible and focused on affected communities.

Outcomes: The concerns and issues identified during RSAs are used for the development of the design plans. Traditionally, RSAs have focused on infrastructure and design. However, from these RSA's, the Highway Safety Office has observed a need to further educate the public on the safe use of design elements such as, roundabouts, bike lanes, and other existing infrastructure that when used appropriately has been proven to lower crashes, injuries, and fatalities. There is an additional need to better understand the communities where these RSAs take place. Prior to conducting RSAs, DDOT and team should review the demographic and sociodemographic character of the area and conduct targeted outreach to ensure RSAs are being advertised and publicized appropriately to ensure

representative engagement. The RSA team should focus on outreach and flyer distribution to local establishments, such as community centers, libraries, schools, and local businesses to encourage community members to participate.

During the RSAs, feedback from the community participants is incorporated into the RSA report, which informs the planning and design during future project phases. Some examples of feedback collected during RSAs include:

- Across the corridor, there is a general need for pedestrian lighting.
- Drivers observed not yielding to pedestrians at unsignalized crosswalks.
- Tree roots create uneven sidewalks and sidewalks are rutting throughout the corridor.
- Drivers were observed not yielding to pedestrians and making high-speed turns in the slip lane.
- A pedestrian crash involved a person walking on the sidewalk and being struck by a driver exiting a parking lot.
- Rear-end crashes primarily consist of drivers not observing a stopped vehicle in front of them.

Many of the issues identified during RSAs are related to design. However, recurring safety observations related to behavioral issues are noted and addressed through programmatic and enforcement efforts.

Outcomes: As part of the problem-identification process, the HSO collaborates with many organizations, such as law enforcement, judicial personnel, universities, hospitals, and nonprofit organizations, to coordinate activities and initiatives relating to behavioral issues that affect traffic safety. The HSO also receives input from the Traffic Records Coordinating Committee, and the Impaired Driving Taskforce.

These partners work together to achieve the HSO vision for a safe, efficient transportation system that has zero-traffic-related deaths and injuries. The RSA provides an equitable format to involve a different sub-set of our citizens in the engagement process.

Expanding and Diversifying Partnerships in Affected Communities

The HSO will continue to grow and expand the number of community partnerships that serve affected communities and require community partners and grantees to follow the NHTSA model of public participation and engagement to ensure an equitable and accessible means for sharing feedback on community mobility safety matters. The HSO is grateful to our wonderful partners who assisted in the preparation of this first 3HSP. Those partners include:

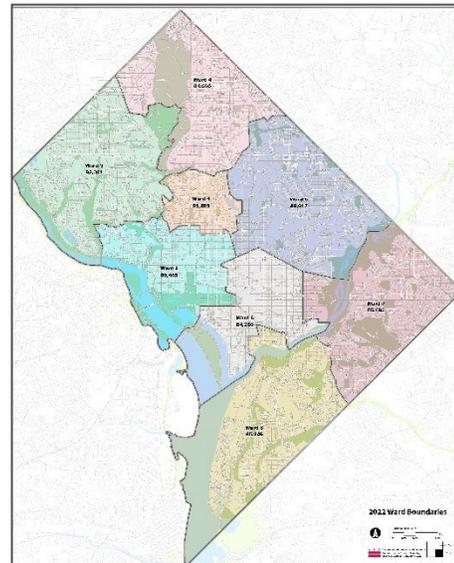
- Alcoholic Beverage and Cannabis Administration (ABCA)
- Alliance Sports Marketing
- American University
- Catholic University STEM Partnership
- Department of Health (DOH)
- Department of Motor Vehicles (DMV)
- Department of For Hire Vehicles (DFHV)
- Department of Transportation (DDOT)
- George Washington University
- Howard University Public Safety Division
- Howard University Transportation Research and Data Center
- Higher Education Center for Alcohol and Drug Misuse Prevention and Recovery (HECAD)
- Impact Teen Drivers (ITD)
- Metropolitan Police Department (MPD)
- Metropolitan Washington Council of Governments (MWCOG)
- Office of the Attorney General (OAG)
- Office of the Chief Medical Examiner (OCME)
- Safe Kids DC / Children’s National Hospital
- Catholic University of America
- SADD, Inc.
- Safe Routes to School Partnership
- Washington Area Bicycle Association (WABA)
- Washington Regional Alcohol Program (WRAP)

DESCRIPTION OF DISTRICT HIGHWAY SAFETY CHALLENGES

The District of Columbia is in the mid-Atlantic region of the U.S. East Coast and is bordered by Montgomery County and Prince George’s County, Maryland, to the north and east and Arlington Alexandria, Virginia, to the south and west. As the Nation’s Capital, the District is independent and is not part of a State.

The District is comprised of eight wards, as shown in Figure 2. The most populous of which are Wards 2 and 5. Ward 2 covers a significant portion of the District’s downtown and comprises both business and residential areas. Ward 2 is also the location of several important museums, theaters, and a major sports venue. Ward 5 consists of many diverse neighborhoods, including Brookland, Michigan Park, Bloomingdale, and Fort Lincoln.

Wards 1, 3, 4, 6, 7, and 8 include the District’s well-known residential neighborhoods, such as Adams Morgan and



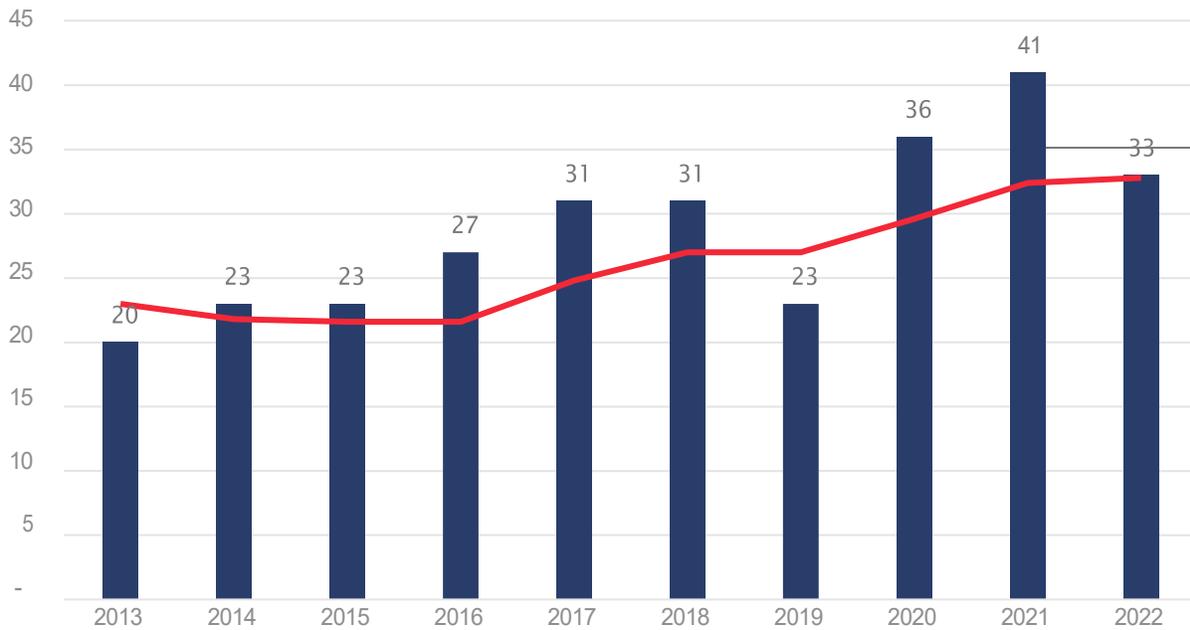
Columbia Heights, many of which have historic significance for local African American and Latino populations. Ward 4 is in the northern most portion of the city, straddling the northwest and northeast quadrants. Georgia Avenue bisects the ward and serves as its major commercial spine, extending from the Petworth neighborhood at its southernmost boundary to the District / Maryland border, abutting Silver Spring, Maryland, to the north.

Wards 6, 7 and 8 have unique and historical characteristics. Ward 6 is in the heart of the District and is the only ward to include portions of each of the four quadrants of the city. As such, it has a highly diverse population and housing stock containing a myriad of neighborhood characteristics. Ward 7 is distinguished by its leafy streets, single-family homes, transit stations, and above all, its green space. It is home to a number of Civil War fort sites that have become city parkland, including Fort Mahan Park, Fort Davis Park, Fort Chaplin Park, and Fort Dupont Park, the largest city-owned park in the District. Ward 8 occupies the southern corner of the District between the Potomac and Anacostia Rivers and Prince George’s County, Maryland. Since redistricting in 2022, Ward 8 also includes Navy Yard neighborhood, west of the Anacostia River. The historic Anacostia neighborhood is the oldest ward, founded in 1854 as Uniontown, one of Washington’s first suburbs.

The District is the center of all three branches of the Federal government and home of many national monuments and museums. It also is the location of nearly two hundred foreign embassies and headquarters of many international organizations, trade unions, nonprofit organizations, lobbying groups, and professional associations, which results in an ethnically diverse, cosmopolitan, midsize capital city.

Similar to national trends, traffic fatalities dropped in 2019 (23), a 26 percent decrease from the thirty- one fatalities in 2018. Unfortunately, traffic fatalities increased by 57 percent (36) in 2020 and, based on preliminary data, increased by 14 percent (41) in 2021. From 2021 to 2022, traffic fatalities decreased by 24 percent, from 41 to 33 fatalities. The five-year rolling average shows a gradual increase in traffic fatalities since 2015, as shown in Figure 3.

Figure 3. Annual Fatality Counts

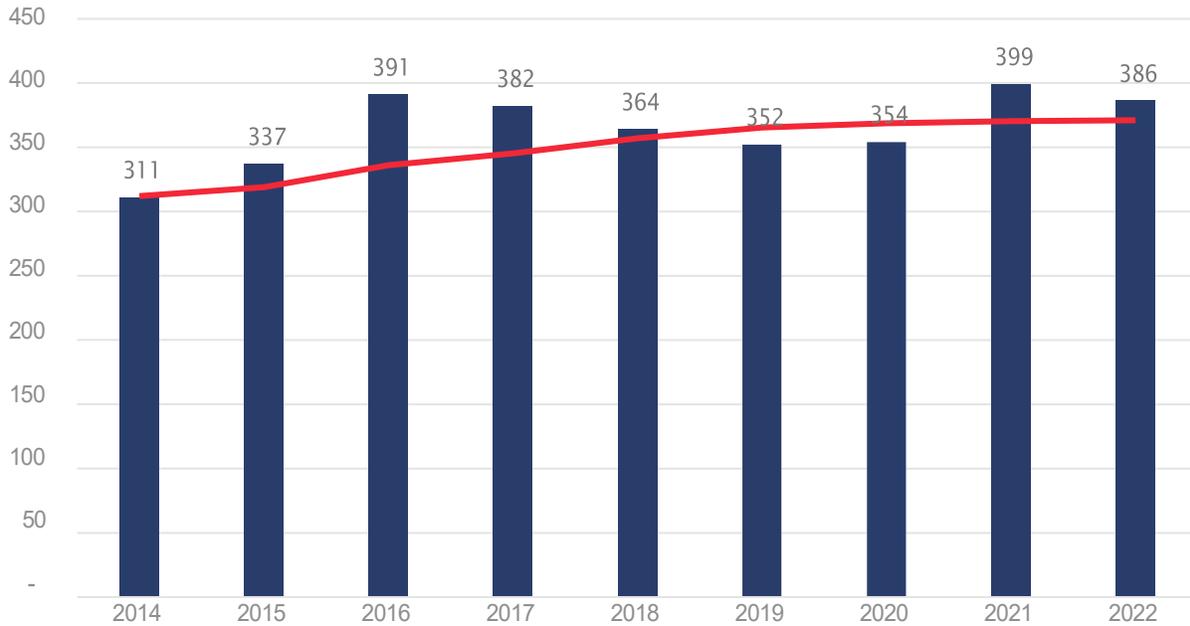


Source: FARS, 2013–2020, MPD 2020-2022.

Note: Dash line represents a five-year rolling average.

Between 2016 and 2020, the number of serious injuries decreased slightly. There was a significant increase in serious injuries from 354 in 2020 to 399 in 2021, 45 or a 12.7 percent increase. From 2021 to 2022, serious injuries decreased from 399 to 386, 13 or a 3 percent decrease. The five-year rolling average shows a gradual increase in serious injuries since 2015, as shown in Figure 4. Note: In 2015 and 2021, MPD updated its crash applications with changes in the injury-reporting format.

Figure 4 Number of Serious Injuries in Traffic Crashes by Year

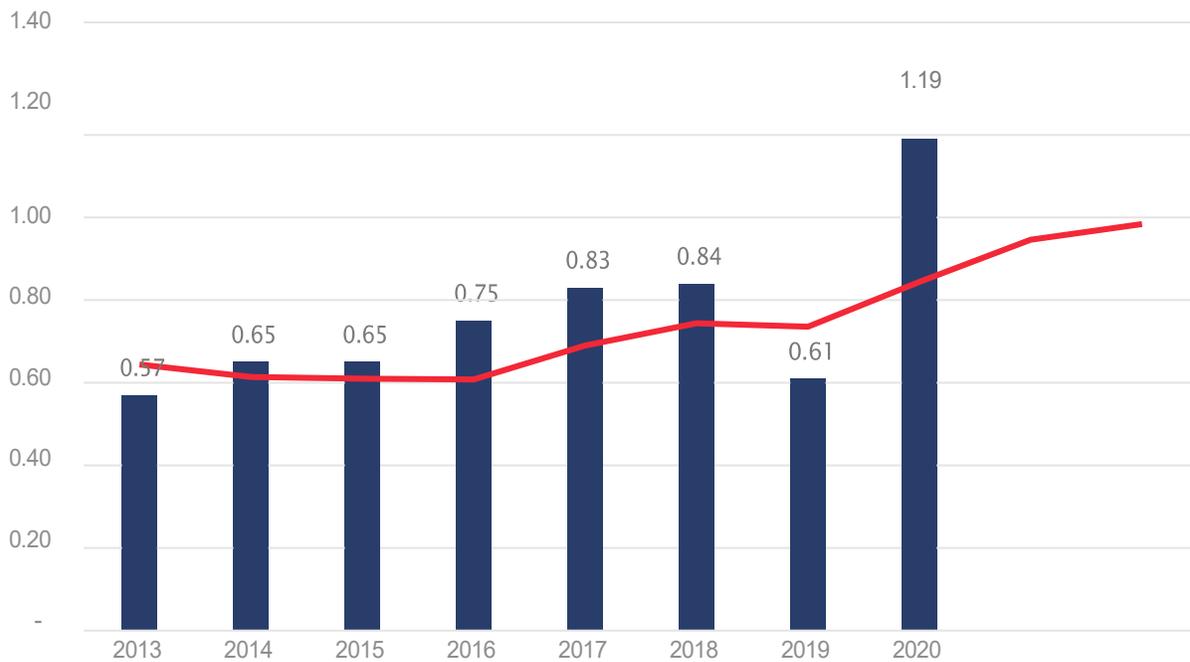


Source: MPD data.

Note: Dashed line represents the five-year rolling average.

The fatality rate per VMT increased noticeably in 2020, when compared to 2019, as shown in Figure 5.

Figure 5 Fatalities per 100 Million Vehicle Miles Traveled (FARS/FHWA)

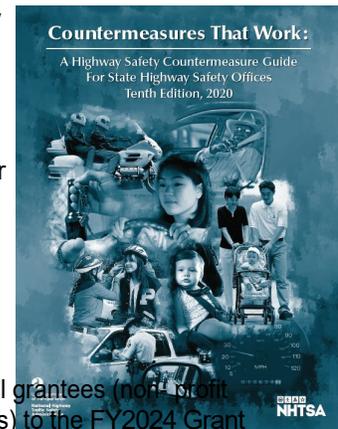


Source: FARS, 2012–2020

Note: Dashed line shows the five-year rolling average.

2.4. METHODS FOR PROJECT SELECTION

Each year, the HSO uses the problem-identification process to develop its highway safety programs; it identifies the top priority areas and publishes a request for grant proposals to address these issues. As noted previously, the District HSO administers the Federally funded State and Community Program. The HSO uses the SHSP, NHTSA *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (10th Edition, 2020), other best practices, and past experience to select strategies, countermeasures, and projects that could best help the District achieve its safety goals.



2.4.1. GRANTEE WORKSHOP

On March 20, 2023, the HSO issued a press release on the DDOT website at <https://ddot.dc.gov/release/ddot-offer-grants-improve-traffic-safety>, inviting potential grantees (non-profit organizations, law enforcement agencies, hospitals, universities, and District agencies) to the FY2024 Grant Workshop on March 21, March 23, and March 27, which 15 participants attended.

General guidelines about the HSO grant program were discussed during the workshop, including:

- All funding is reimbursement ONLY.
- All funding must be for highway-safety purposes and have a direct effect on behavioral change only.
- All funding must be necessary and reasonable.
- All funding is based on implementing evidence-based strategies.
- All funding is data driven and performance based. Substantial progress in reducing crashes, injuries, and fatalities is required as a condition of continued funding.
- All funding is passed through from the Federal government and is subject to both Federal and District regulations.
- Projects are approved for only one fiscal year.
- Funds cannot be used to replace expenditures but can be used for general operating expense of the grantee.
- Funds cannot be used for lobbying.

The following questions are a necessary part of the grant applications when selecting for funding:

- Is the problem adequately identified?
- Is the problem identification supported by accurate and relevant data?
- Is the project directly related to the problem identified?
- Are the objectives appropriate to the problem?
- Are the goals and objectives realistic and achievable?
- Are the Performance Measures and Targets appropriate to the Objectives?
- Will this project save lives and reduce serious crashes?
- Are the strategies implemented proven?
- Is this project cost-effective?
- Is the evaluation plan sound? (Is the performance/progress measurable?)
- Is there a realistic plan for self-sustainability (if applicable)?

2.4.2. APPLICATION REVIEW

During the application period, potential grantees were encouraged to contact the HSO for assistance and questions regarding their project proposal. The deadline for FY2024 grant applications was May 1, 2023, with twenty (20) grant applications submitted.

Each application is reviewed in detail by the HSO and NHTSA to determine the completeness of the application packages and whether packages clearly identified their problems, goals, and objectives; used evidence-based strategies, activities, and performance measures; and how project implementation could affect traffic safety. The HSO assembled a committee to consider each application using a standard scoring rubric.

Once HSO and NHTSA approve the application, it is signed and returned to the grantee. For FY2024, all eighteen grant applications were approved for funding. As part of the HSO's efforts for authentic community engagement, the HSO identified key stakeholders who have historically been omitted from outreach opportunity. The HSO will make every available effort to engage new partners, programs, and activities in FY2024 as part of a collaborative and innovative approach to reduce crashes and fatalities.

2.4.3. RISK ASSIGNMENT

As required by 2 CFR Parts 200.331(b), the HSO conducted a Risk Assessment for each grantee prior to awarding any NHTSA funds. The objective of this assessment was to provide the District a tool with which to better monitor the performance of each grantee. This also allows the HSO to focus its monitoring efforts on the higher-risk entities and ensure they meet program requirements and objectives. The risk assessment includes information such as past performance of the grantee during previous grants and review timeliness of claim submissions and progress reports.

The assessment evaluates the grantees and identifies each as a high-, medium-, or low-risk designation to determine the level or type of monitoring during the grant period to better track the project progress. Any grantee receiving more than \$200,000 will be subject to onsite monitoring.

2.4.4. MONITORING REQUIREMENTS

The HSO monitors all projects on a regular basis and conducts status calls as needed, with the grantees. Additional monitoring may be required for grantees where the HSO determines that the grantee is medium- or high-risk. Project directors are required to submit a monthly/quarterly progress report, which outlines activities from the grant application and submit an equipment record when purchasing equipment. The HSO will perform a biannual onsite monitoring of equipment for any grantee who has purchased equipment under the grant. If the grantee is not achieving project goals, then the HSO reserves the right to terminate the project or require changes to the project action plan.

Any changes to the project *must* be discussed with the HSO prior to the change. Each change must be documented, and the grant application amended. Failure to do this will risk rejection of reimbursement.

All grants are reimbursable in nature, meaning that the entity must first spend the funds and then submit a reimbursement voucher and request reimbursement from the HSO. This reimbursement voucher indicates the amount of Federal funding spent. Grantees must attach backup documentation to the submitted reimbursement voucher to include receipts, timesheets, etc. They must submit a final performance report at the end of the project period and provide an in-depth cumulative summary of the tasks performed and goals achieved during the project period. This final report is due no later than November 2 of each year that the grant is in place, as outlined in Table 1.

Table 1: Quarterly Progress Report Deadlines

Quarterly Progress Report Period	Due Date
October to December	January 12
January to March	April 13
April to June	July 13
Final Performance Report	November 2

2.4.5. AWARD NOTICE

The approved applications are submitted to NHTSA with the HSP on July 1, in compliance with the requirements of 23 CFR Part 1300 for an approval recommendation. I.

For District grantees, the HSO prepares a Memorandum of Understanding (MOU), which receiving grantees must sign prior to beginning work.

For non-District grantees, the HSO prepares a Grant Agreement (GA) for the receiving agencies to sign. Each grantee then receives a Purchase Order and must be registered in the District vendor portal prior to the start of work.

All agreements (MOU and GA) include the District's policies, regulations, and insurance requirements to which receiving grantees must adhere.

3. MAYORS BUDGET PROPOSAL

Mayor Muriel Bowser presented her Fiscal Year 2024 (FY24) Budget and Financial Plan to the Council of the District of Columbia as part of the District’s annual budget process.⁸ The \$19.7 billion FY24 budget includes investments that are strategic and focused on ensuring a strong and equitable comeback for the District.

“The Fiscal Year 2024 Fair Shot Budget is being delivered at a critical juncture for our city. This budget reflects many tough choices, but we are also fortunate that even in tight times, the District remains well- resourced and able to continue delivering world-class programs and services,” said Mayor Bowser. “As I have said before, when we work together, there is nothing that we cannot take on. The FY 2024 Budget makes the necessary investments to promote and sustain the District’s comeback by unlocking the full potential of our residents, our neighborhoods, and our businesses.”

Budget Investment Highlights (Traffic Safety Related)

The following are highlights of new investments and initiatives in Mayor Bowser’s FY24 budget proposal.

Public Safety

- \$1.2M to launch a new District Paramedic School
- \$29M in FY 2024 to replace Fire and EMS emergency response vehicles, including ambulances and ladder trucks, as well as \$1.2M and 2 dedicated personnel to support the maintenance of these critical apparatus

Maintaining a Strong MPD:

- Continue investments in recruitment and conversion bonuses for new hires (\$5.4M) and expanded educational incentives (\$1.2M).
- \$2.1M and 18 additional staff to support civilianization efforts, reducing the need for sworn officers to cover civilian roles and duties.
- \$1.4M for six staff and programming for Diversity, Equity, and Inclusion (DEI), as well as employee wellness and wellbeing, to help retain officers.

Transportation and Environment

- Maintain the \$7.4M to install 342 new automated traffic cameras and add \$13.3M to support DMV’s increased ticket processing and adjudication responsibilities
- \$258M to redesign dangerous roadways and improve traffic safety
- \$19M a year to deploy temporary and permanent traffic calming measures, including \$3.6M a year for improvements around schools and \$5M to create a TSI 2.0 program, geared towards a more equitable TSI approach
- \$148M for new or rehabilitated trail segments
- \$36M to continue building more protected bike lanes and \$15M to continue expansion of Capital Bikeshare, including adding more than 1,000 new e-bikes to the Bikeshare fleet
- \$114M to continue building bus-only lanes and other bus priority treatments to make bus travel faster and more reliable

⁸ <https://mayor.dc.gov/release/mayor-bowser-presents-fiscal-year-2024-budget-proposal>

The Mayor's Task Force on Automated Traffic Enforcement Equity and Safety Chaired by the Chief Equity Officer and Deputy Mayor for Operations and Infrastructure, the task force will study and make recommendations to:

- Maximize the efficacy of the ATE program in reducing the frequency and severity of crashes and traffic fatalities;
- Mitigate against the potentially inequitable effects of flat fines on individual of varying household incomes; and
- Clarify, simplify, and streamline the payment processes associated with traffic ticket fines and penalties, including delinquent debt, to lessen administrative burdens to the public. \$2M has been set aside in FY24 to begin piloting strategies and ideas from the task force.

4. PERFORMANCE REPORT

This section describes the District’s progress on the performance measures identified by NHTSA. The table below shows progress toward meeting the FY2023 performance targets. The sections that follow provide a program-area-level report for each performance target. All fatality data between 2019 and 2020 are from FARS. All injury data (2019 to 2023) and preliminary fatality data between January 1, 2021, and April 30, 2023, are from MPD crash data.

Note: The five-year rolling average adjusts the partial year data to reflect a full year (i.e., the 2019-2023 rolling average considers 2019, 2020, 2021, and 2022 data, and adjusts the partial 2023 data to reflect a full year.) This methodology is distinct from previously published HSPs. Table 2 outlines NHTSA’s performance measures, target periods, target years, target values, and data sources.

Table 2 NHTSA Performance Measures and Targets

Performance Measure	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source / FY23 Results (Jan - April 2023)	Meeting FY23 Target
C-1) Number of traffic fatalities (FARS)	5 Year	2019–2023	27	2019–2023 FARS / MPD 31.6	Not Met
C-2) Number of serious injuries in traffic crashes	5 Year	2019–2023	319	2019–2023 District 323.0	Not Met
C-3) Fatalities / VMT (FARS, FHWA)	5 Year	2019–2023	0.72	2018–2022 FARS / MPD 0.98	Not Met
C-4) Number of unrestrained passenger vehicle-occupant fatalities, all seat positions	5 Year	2019–2023	2.9	2019–2023 FARS / MPD 6.6	Not Met
C-5) Number of fatalities in crashes involving a driver/motorcycle operator with BAC of .08 and above	5 Year	2019–2023	8.9	2019–2023 FARS / MPD 6.0	In Progress
C-6) Number of speeding-related fatalities	5 Year	2019–2023	14.8	2019–2023 FARS / MPD 16.8	Not Met
C-7) Number of motorcyclist fatalities	5 Year	2019–2023	5.9	2019–2023 FARS / MPD 5.4	In Progress
C-8) Number of unhelmeted-motorcyclist fatalities	5 Year	2019–2023	1.7	2019–2023 FARS / MPD 2.0	Not Met
C-9) Number of drivers ages twenty or younger involved in fatal crashes	5 Year	2019–2023	2.7	2013–2023 FARS / MPD 3.4	Not Met

Performance Measure	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source / FY23 Results (Jan - April 2023)	Meeting FY23 Target
C-10) Number of pedestrian fatalities	5 Year	2019–2023	11	2019–2023 FARS / MPD 15.2	Not Met
C-11) Number of bicyclists fatalities	5 Year	2019–2023	1.9	2019–2023 FARS / MPD 2.0	Not Met
B-1) Observed seatbelt use for passenger vehicles, front-seat-outboard occupants	Annual	2019–2023	90.0	Survey N/A	In Progress
C-12) Number of unrestrained-related injuries	5 Year	2019–2023	61.2	2019–2023 District 119.0	Not Met
C-13) Number of injuries involving an impaired driver	5 Year	2019–2023	104.5	2019–2023 District 145.0	Not Met
C-14) Number of injuries involving an aggressive driver	5 Year	2019–2023	471.9	2019–2023 District 496.8	Not Met
C-15) Number of pedestrian-related injuries	5 Year	2019–2023	369	2019–2023 District 507.4	Not Met
C-16) Number of bicyclist-related injuries	5 Year	2019–2023	205	2019–2023 District 331.0	Not Met

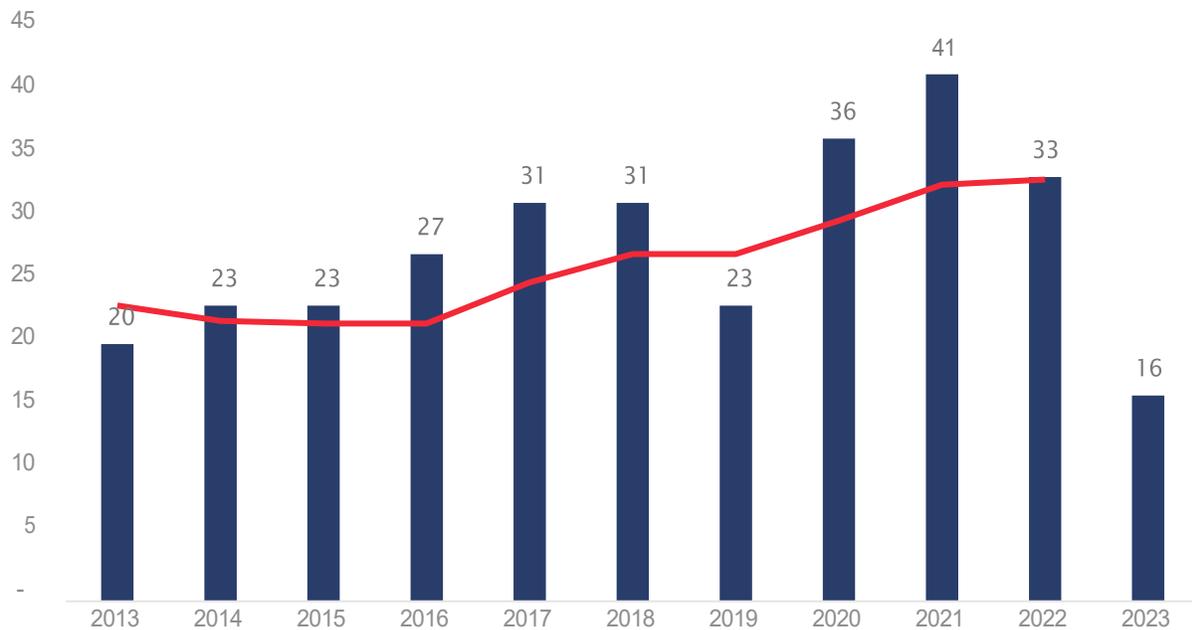
C-1) NUMBER OF TRAFFIC FATALITIES (FARS)

Target: Reduce total traffic fatalities to 27 (2019-2023 rolling average) by 2023.

Outcome: **Not Met.** The 2019-2023 (April 30) number of traffic fatalities is sixteen. The rolling average (2019-April 30, 2023) is 31.6. With 8 months of 2023 pending, the District is unlikely to meet this goal.

Traffic fatalities in the District have been decreasing since 2021, as shown in Figure 6. From 2021 to 2022, there were eight fewer fatalities, or a 24.2% reduction. There are currently sixteen fatalities to date in 2023 with 8 months of the year remaining. The rolling average (2019 to April 30, 2023) is 31.6 and therefore it is unlikely the District will meet this goal.

Figure 6 Number of Traffic Fatalities (FARS)



Source: FARS, 2013–2020 and MPD Data, 2020– 2022.
Note: Dash line represents a five-year rolling average.

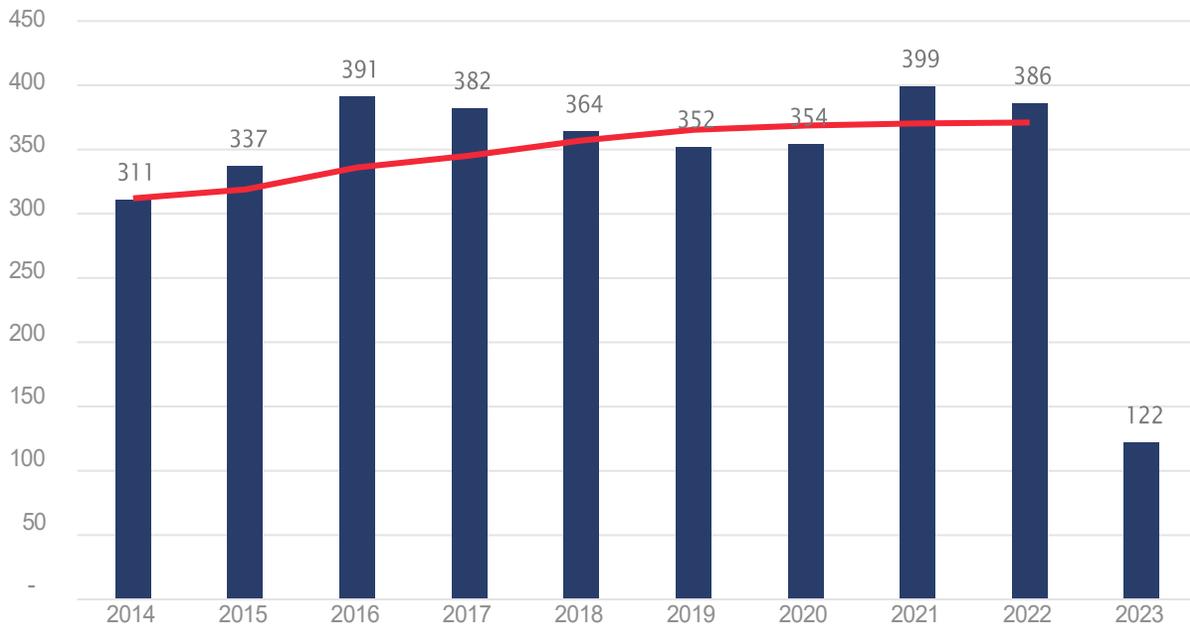
C-2) NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES (STATE CRASH DATA FILES)

Target: Reduce serious traffic injuries to 319 (2019-2023 rolling average) by 2023.

Outcome: **Not Met.** As of April 30, 2023, there have been 122 serious injuries; the 2019–2023 (April 30) rolling average of the number of serious injuries is 323.0. With 8 months of 2022 pending, the District is unlikely to meet this goal.

There has been a steady decline in serious injuries from 2016 to 2020 in the District. However, mirroring fatalities, serious injuries increased noticeably in 2021 (a 12.7 percent increase). From 2021 to 2022, serious increases decreased by 3 percent. The five-year rolling average shows a gradual increase since 2015, as shown in Figure 7.

Figure 7 Number of Serious Injuries in Traffic Crashes



Source: MPD Data, 2014–2022.

Note: Dash line represents a five-year rolling average.

C-3) FATALITIES / VMT (FARS / FHWA)

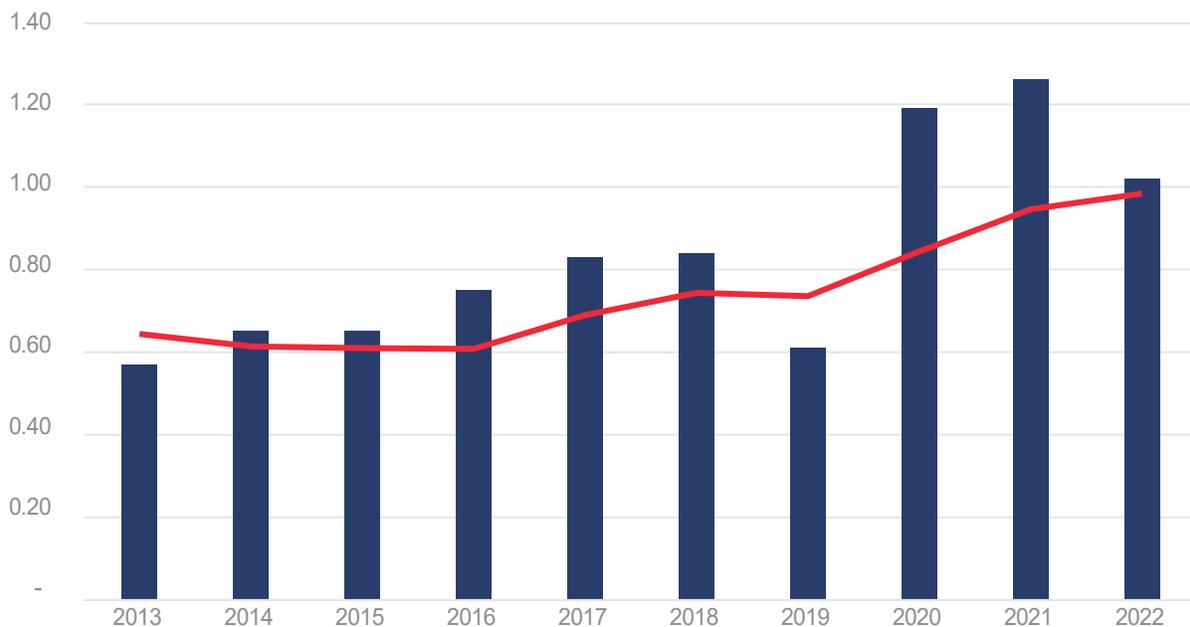
Target: Reduce fatalities/100 MVMT to 0.98 (2019–2023 rolling average) by 2023.

Outcome: **In Progress.** Fatalities/VMT for 2023 has not been released. Therefore, fatalities/1000 MVMT will be assessed later.

In 2020 (the most recent FARS data available), the fatality rate increased from 0.61 to 1.19, a 95 percent increase. This resulted from the significant decrease in miles traveled during the COVID-19 pandemic (a 19.8 percent decrease in VMT), along with a dramatic increase in fatalities year over year. The five-year rolling average shows an increasing trend since 2016, as shown in Figure 8.

Currently, as the District emerges out of the COVID-19 pandemic and traffic patterns return to near normal, VMT will increase, which will reduce the overall fatality rate in 2022. The fatalities per VMT for 2023 have not been released and will be assessed later.

Figure 8 Fatalities per 100 Million Vehicle Miles Traveled (FARS/FHWA)



Source: FARS, 2013–2020, FHWA 2021–2022, and MPD Data*, 2021–2022.

Note: Dash line represents a five-year rolling average.

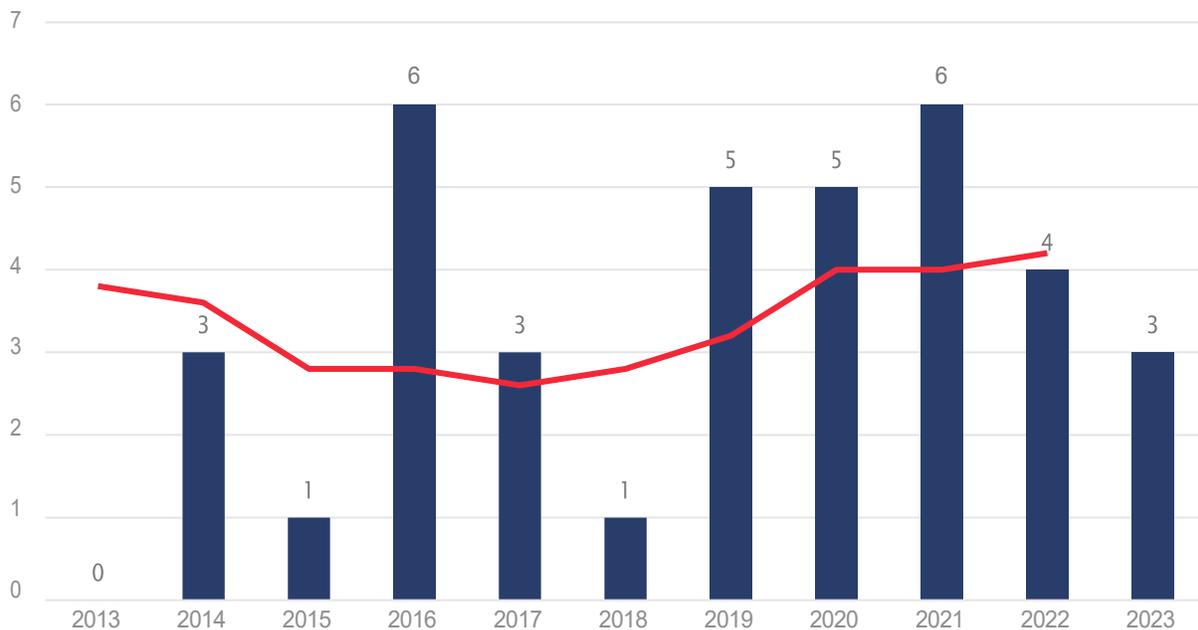
C-4) NUMBER OF UNRESTRAINED PASSENGER-VEHICLE-OCCUPANT FATALITIES, ALL SEAT POSITIONS (FARS)

Target: Maintain number of unrestrained passenger vehicle-occupant fatalities, all seat positions, to no more than the five-year (2019–2023) rolling average of 2.9 by 2023.

Outcome: **In progress.** As of April 30, 2023, there have been three fatalities, information on restrained use is still pending completion of the MPD investigation.

In 2020 (most current FARS data), there were five unrestrained passenger-vehicle-occupant fatalities on the District’s roadways (or 60 percent of all the District’s fatalities restrained), as shown in Figure 9. Based on preliminary data in 2021, there were six unrestrained-passenger fatalities. In 2022, there were four fatalities in the District. As of April 30, 2023, there are three unrestrained passenger-vehicle-occupant fatalities. No additional information is available at the time of this report, as investigations are still pending.

Figure 9 Number of Unrestrained Passenger Vehicle Occupant Fatalities



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2023.
Note: Dash line represents a five-year rolling average.

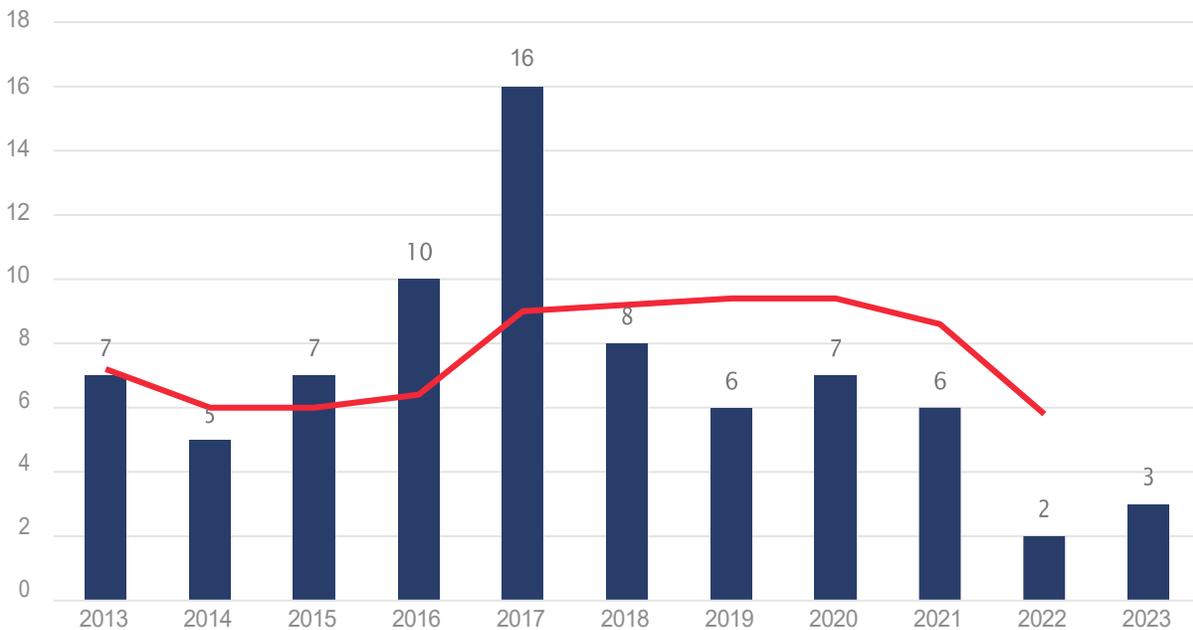
C-5) NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF .08 AND ABOVE (FARS)

Target: Maintain number of alcohol-impaired driver fatalities to no more than the five-year (2019–2023) rolling average of 8.9 by 2023.

Outcome: **In progress.** As of April 30, 2023, there have been three fatalities, information on alcohol involvement is still pending completion of MPD investigation.

In 2020 (most current FARS data), there were seven fatalities involving an alcohol-impaired driver; a contributing factor for 19 percent of all traffic fatalities in 2020), as shown in Figure 10. In 2021, this decreased to six fatalities. In 2022, there were two fatalities. As of April 30, 2023, there are three fatalities in the District; no information is available at the time of this report as investigations are still pending.

Figure 10 Number of Fatalities in Crashes Involving Alcohol-Impaired Drivers (FARS)



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2023.
 Note: Dash line represents five-year rolling average.

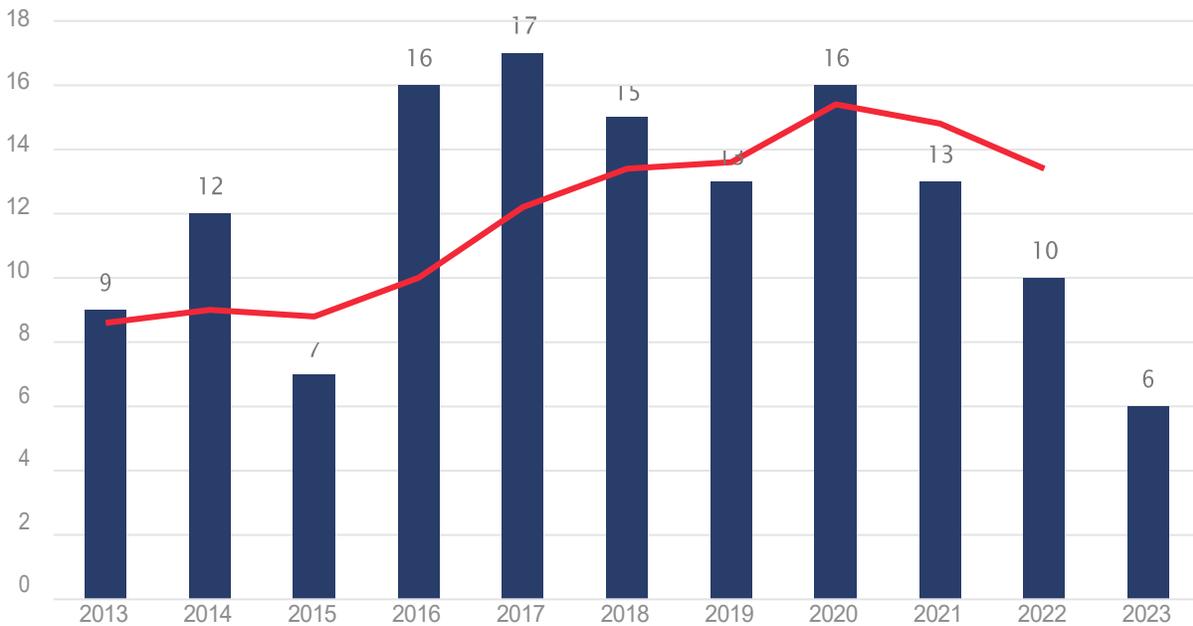
C-6) NUMBER OF SPEEDING-RELATED FATALITIES (FARS)

Target: Reduce number of speeding-related fatalities to no more than the five-year (2019– 2023) rolling average of 14.8 by 2023.

Outcome: **Not Met.** The 2019–2023 (April 30) average number of speeding-related fatalities is 16.8. With 8 months of data pending, the District is unlikely to meet this goal.

In 2020 (most current FARS data), there were sixteen speeding-related fatalities in the District (44 percent of all fatalities), as shown in Figure 11. In 2021, there were thirteen speeding-related fatalities. In 2022, the District saw thirteen speeding-related fatalities. As of April 30, 2023, the District has seen six speeding-related fatalities (investigation ongoing).

Figure 11 Number of Speeding-Related Fatalities (FARS)



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2023.

Note: Dash line represents five-year rolling average.

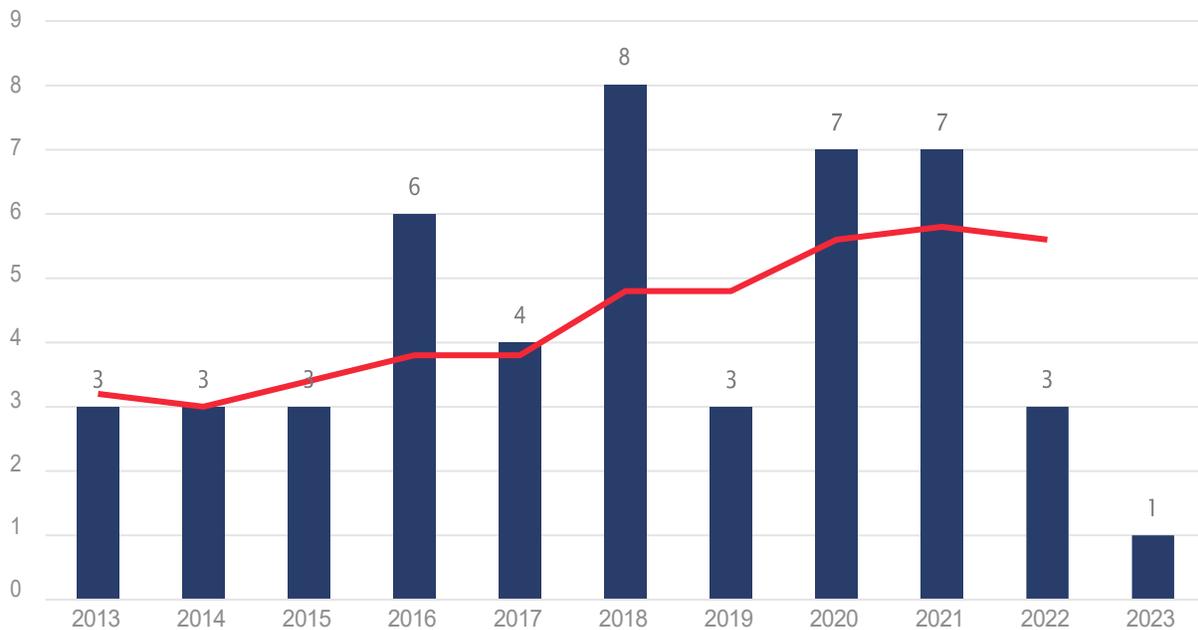
C-7) NUMBER OF MOTORCYCLIST FATALITIES (FARS)

Target: Reduce number of motorcyclist fatalities to no more than the five-year (2019–2023) rolling average of 5.9 by 2023.

Outcome: **In Progress.** While the number of motorcyclist fatalities to date (April 30) is less than in 2022; the 2019–2023 (April 30) average number of motorcyclist fatalities is 5.4.

Motorcyclist fatalities in the District have seen a significant increase from 2019 (3) to 2020 (7) (the most recent FARS data available), as shown in Figure 12. Based on preliminary MPD data, this number stayed consistent in 2021. In 2022, the fatalities decreased to three. As of April 30, 2023, the District has seen one motorcycle-related fatality.

Figure 12 Number of Motorcyclist Fatalities (FARS)



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2023.

Note: Dash line represents a five-year rolling average.

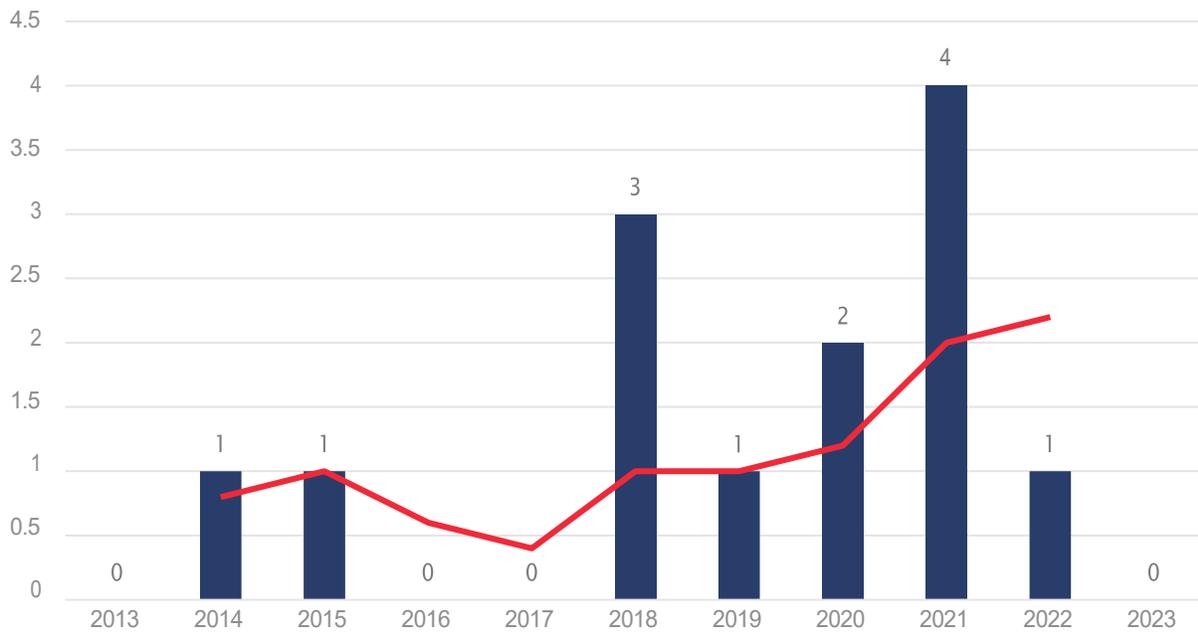
C-8) NUMBER OF UNHELMETED-MOTORCYCLIST FATALITIES (FARS)

Target: Maintain number of unhelmet-motorcyclist fatalities to no more than the five-year (2019–2023) rolling average of 1.7 by 2023.

Outcome: **Not Met.** As of April 30, 2023, the number of motorcyclist fatalities is zero. However, the rolling average exceeds the target.

Similar to the motorcyclist fatalities trend, unhelmet motorcyclist fatalities have also seen an increase from 2019(1) to 2020(2) (the most recent FARS data available), as shown in Figure 13. As of April 30, 2023, the District has seen zero motorcycle-related fatalities.

Figure 13 Number of Unhelmet Motorcyclist Fatalities (FARS)



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2023.

Note: Dash line represents a five-year rolling average.

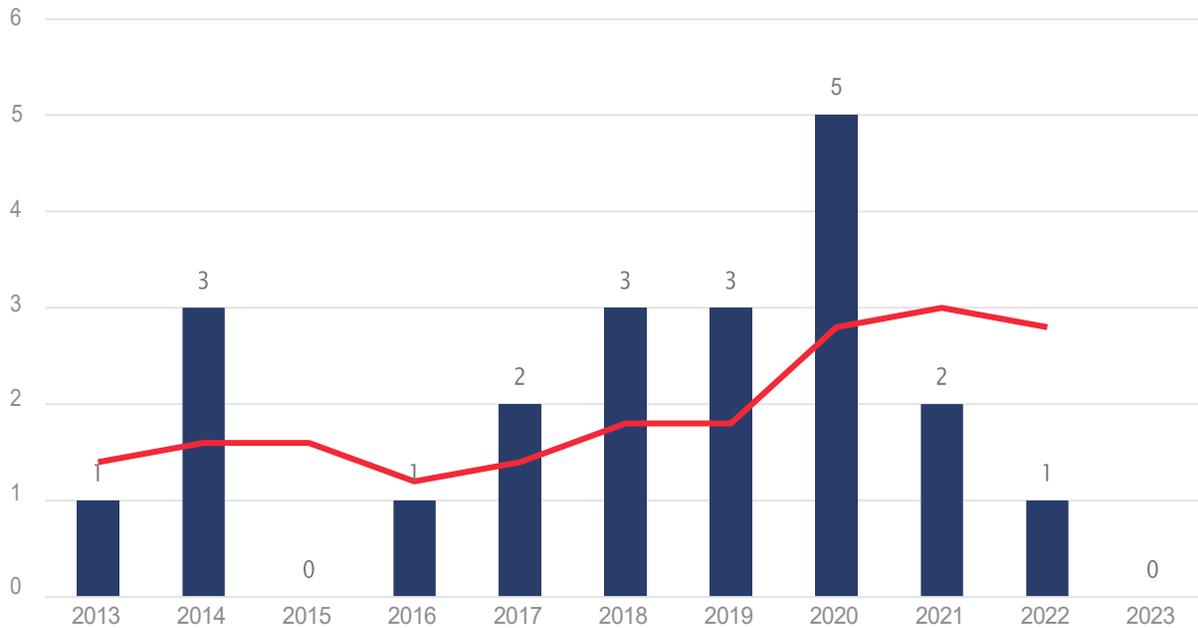
C-9) NUMBER OF DRIVERS AGES 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

Target: Maintain number of drivers ages twenty or younger involved in a fatal crash to no more than the 5 -year (2019–2023) rolling average of 2.7 by 2023.

Outcome: **Not Met.** As of April 30, 2023, there have been zero fatalities. However, the five-year rolling average exceeds the target.

In 2020 (most current FARS data), there were five fatalities involving a younger driver; two more than 2019 (67 percent increase), as shown in Figure 14. 2021 data show that the trend decreased with two fatalities. 2022 data showed a reduction to one fatality. As of April 30, 2023, there were zero fatalities in the District.

Figure 14 Number of Drivers Age 20 or Younger Involved in a Fatal Crash (FARS)



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2023.

Note: Dash line represents a five-year rolling average.

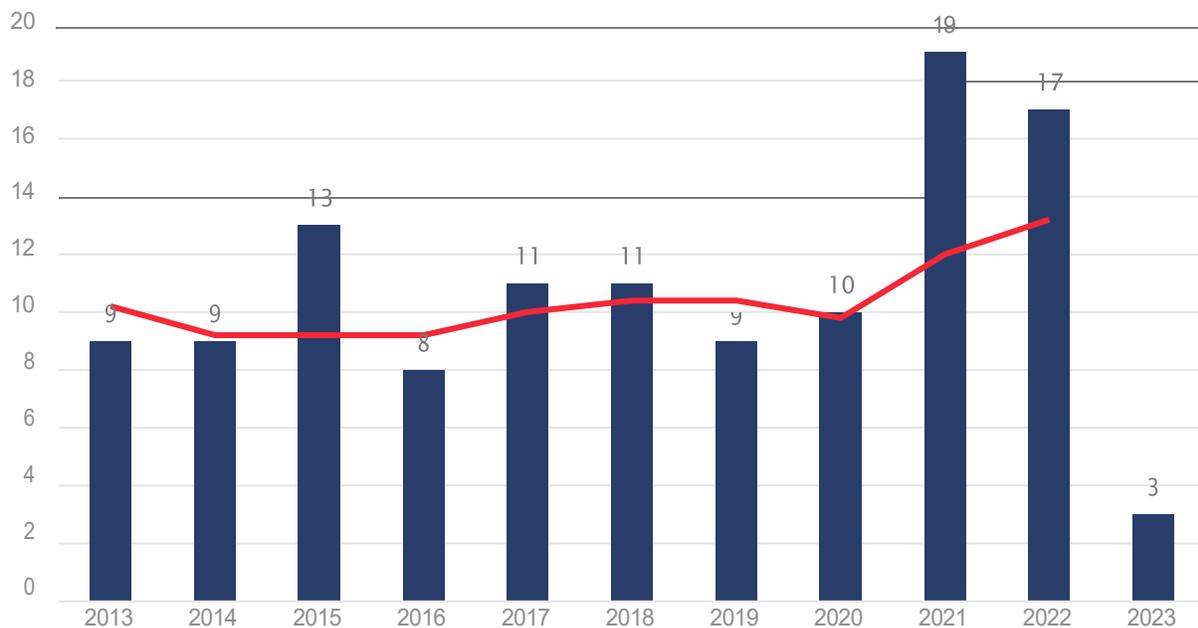
C-10) NUMBER OF PEDESTRIAN FATALITIES (FARS)

Target: Reduce the number of pedestrian fatalities to no more than the five-year (2019–2023) rolling average of eleven by 2023.

Outcome: **Not Met.** The 2019–2023 (April 30) average number of pedestrian fatalities is 15.2.

In 2020 (most recent FARS data available), there were ten pedestrian fatalities, an 11 percent increase from 9 (FARS) in 2019, as shown in Figure 15. Unfortunately, based on 2021 data, there was a significant increase in pedestrian fatalities, nine more than in 2020. 2022 showed seventeen fatalities. As of April 30, 2023, the District has seen three pedestrian fatalities.

Figure 15 Number of Pedestrian Fatalities (FARS)



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2023.

Note: Dash line represents a five-year rolling average.

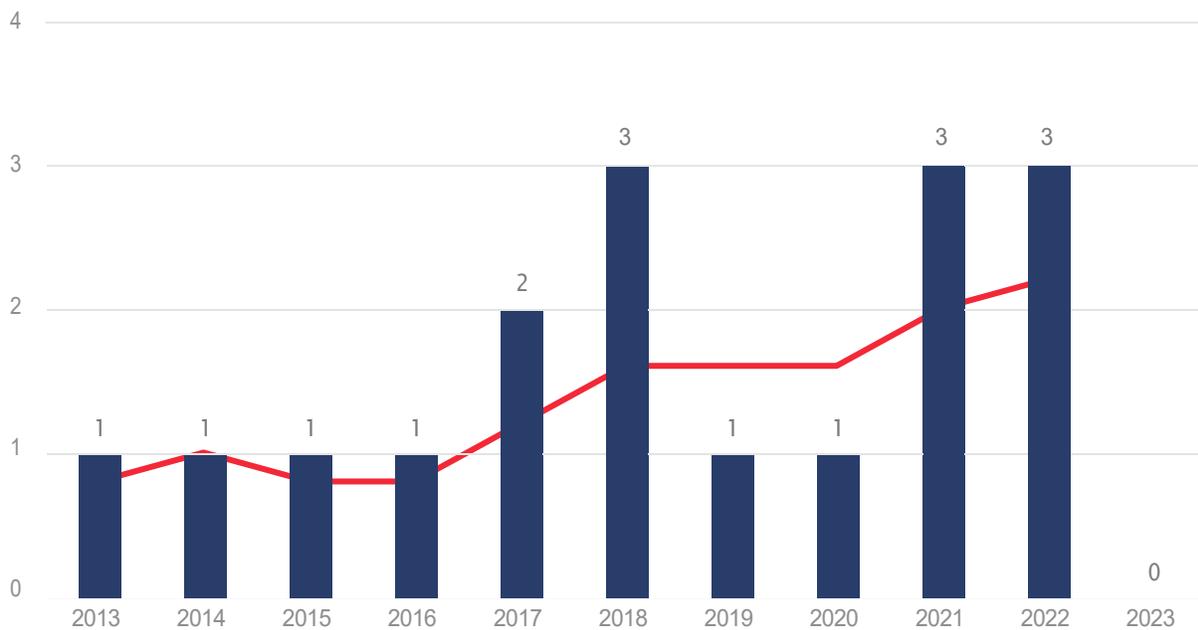
C-11) NUMBER OF BICYCLIST FATALITIES (FARS)

Target: Reduce number of bicyclist fatalities to no more than the five-year (2019–2023) rolling average of 1.9 by 2023.

Outcome: **Not Met.** The 2019–2023 (April 30) average number of bicyclist fatalities is two.

In 2020 (most recent FARS data available), there was one bicyclist fatality, the same as in 2019, as shown in Figure 16. Unfortunately, based on preliminary 2021 data, there was an increase in bicyclist fatalities, two more than in 2020. 2022 also had three bicyclist fatalities. As of April 30, 2023, there have been no bicyclist fatalities in the District.

Figure 16 Number of Bicyclist Fatalities (FARS)



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2023.
Note: Dash line represents a five-year rolling average.

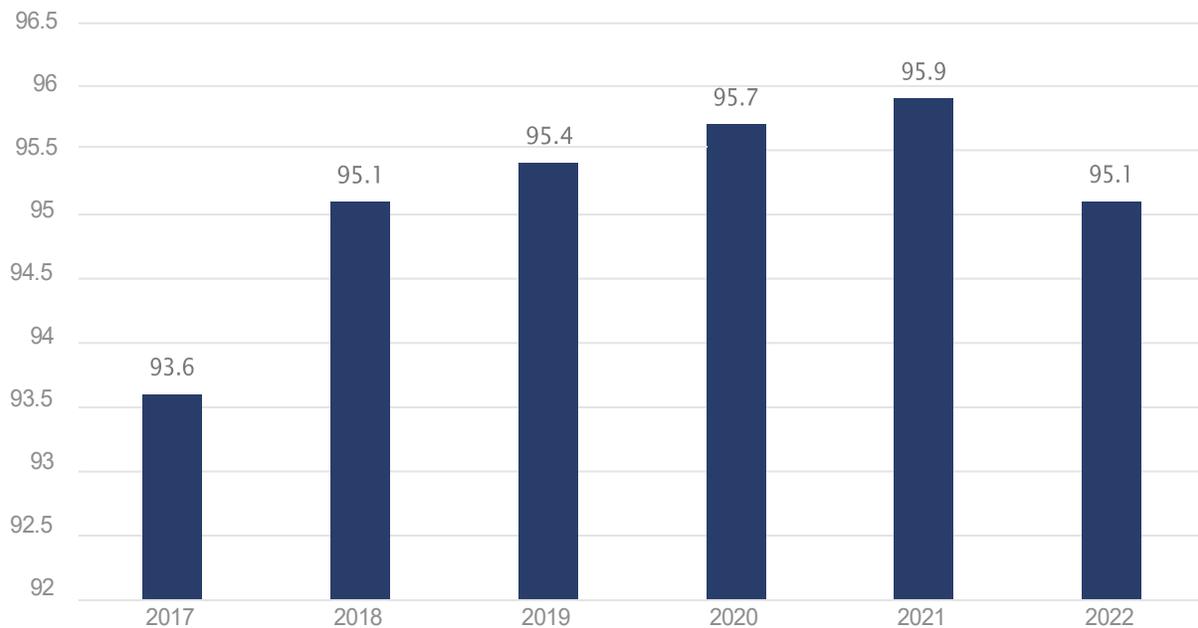
B-1) OBSERVED SEATBELT USE FOR PASSENGER VEHICLES, FRONT-SEAT-OUTBOARD OCCUPANT (SURVEY)

Target: Maintain observation seatbelt use to more than 90 percent by 2023.

Outcome: **In progress.** The observed seatbelt use rate in 2022 was 95.1 percent, 5.1 percentage points above the target of 90.0 points. 2023 Observational Seatbelt Survey is being conducted in June/July 2023.

The observed seatbelt use in the District has been over 90 percent since 2014, as shown in Figure 17. In comparison to 2021, seatbelt use decreased by 0.8 percentage points in 2022.

Figure 17 Observed Seatbelt Use for Passenger Vehicle, Front Seat Outboard Occupant (survey)



Source: District's annual seatbelt survey.

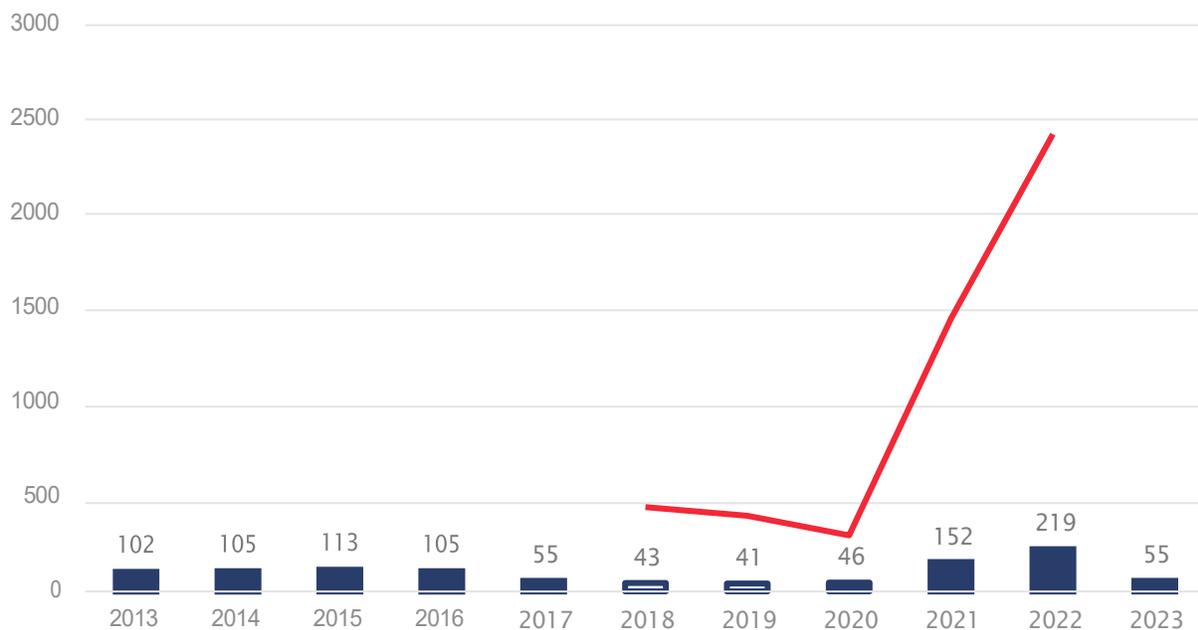
C-12) NUMBER OF UNRESTRAINED-RELATED INJURIES

Target: Reduce number of unrestrained-related injuries to no more than the five-year (2019– 2023) rolling average of 61.2 by 2023.

Outcome: **Not Met.** The 2019–2023 (April 30) average number of unrestrained injuries was 119.0.

The number of unrestrained-related injuries has fluctuated over the last 10 years, as shown in Figure 18. In 2021, there was a significant increase compared to 2020 — almost three times. As of April 30, 2023, the District has seen fifty-five unrestrained-related injuries.

Figure 18 Number of Unrestrained-Related Injuries



Source: MPD Data, 2013–April 30, 2023.

Note: Dash line represents a five-year rolling average.

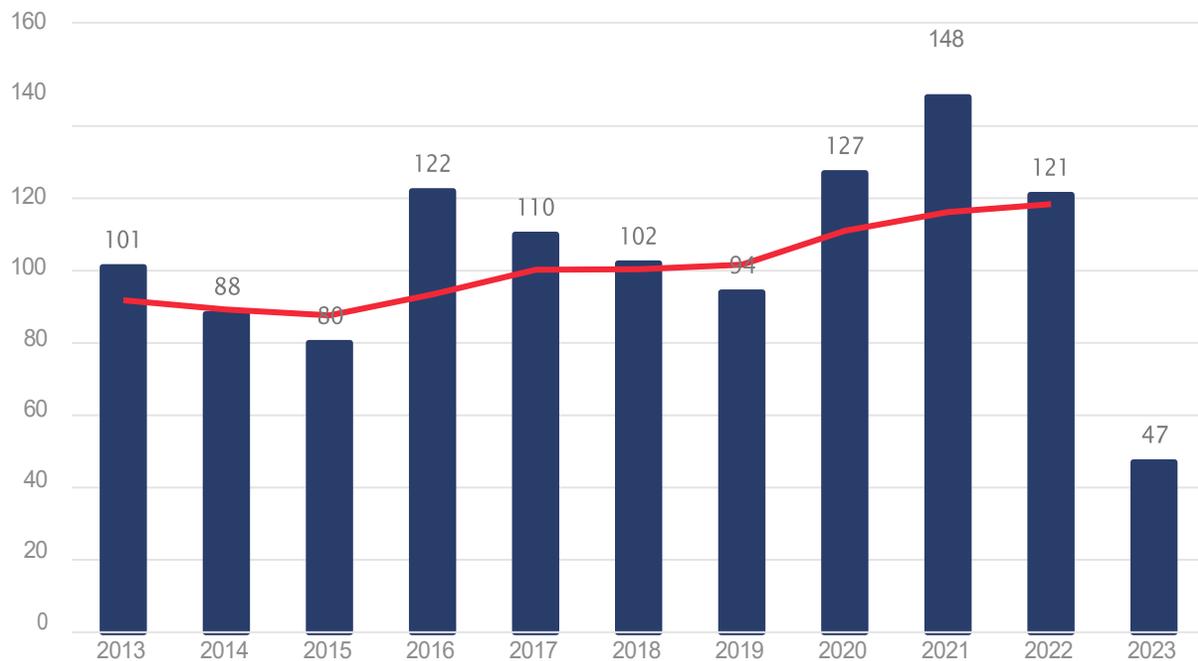
C-13) NUMBER OF INJURIES INVOLVING AN IMPAIRED DRIVER

Target: Reduce number of impaired-driving injuries to no more than the five-year (2019–2023) rolling average of 104.5 by 2023.

Outcome: **Not Met.** The 2019–2023 (April 30) average number of impaired-related injuries is 145.

Based on District data, the number of impaired-related injuries remained relatively constant between 2021 and 2022, as shown in Figure 19. As of April 30, 2023, the District has seen forty-seven impaired-related injuries.

Figure 19 Number of Injuries Involving an Impaired Driver



Source: MPD Data, 2013–April 30, 2023.

Note: Dash line represents a five-year rolling average.

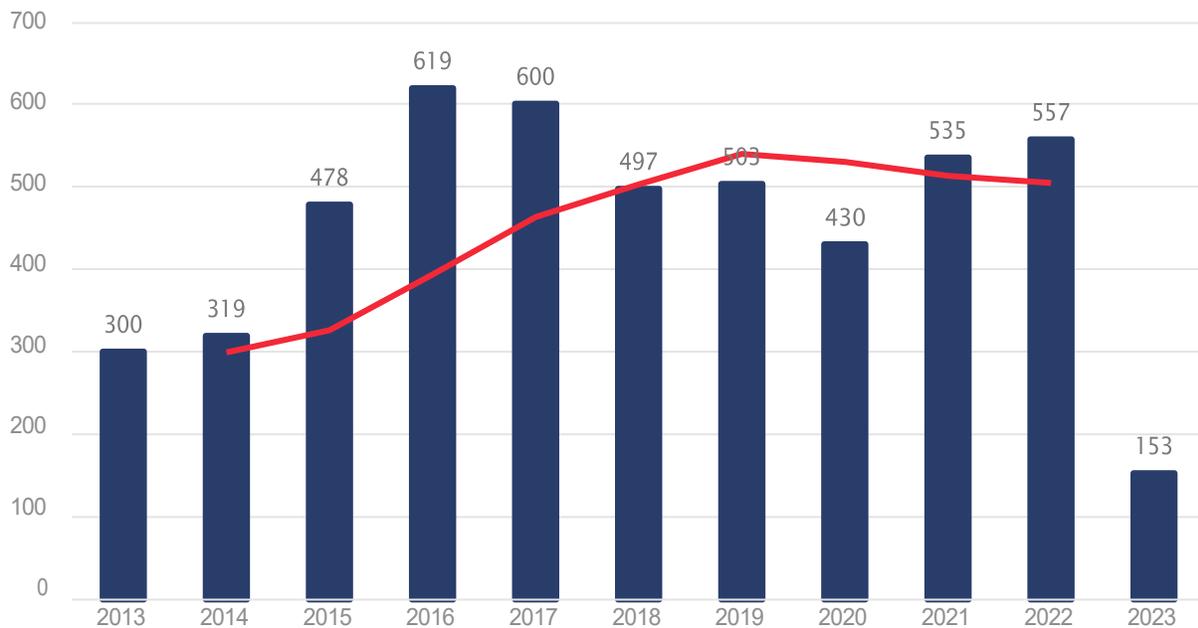
C-14) NUMBER OF INJURIES INVOLVING AN AGGRESSIVE DRIVER

Target: Reduce number of aggressive-related driver injuries to 471.9 (2019–2023) rolling average by 2023.

Outcome: **Not Met.** The 2019–2023 (April 30) average number of aggressive-related driver injuries is 153, is still on track to meet the 2023 goal. The five-year rolling average is at 496.8.

Based on the District data, there were 535 aggressive-driver-related injuries in 2021, an increase of 24.4 percent (430) from 2020 data, as shown in Figure 20. In 2022, the District saw 557 aggressive-driver-related injuries. As of April 30, 2023, the District has seen 153 aggressive-driver-related injuries.

Figure 20 Number of Injuries Involving an Aggressive Driver



Source: MPD Data, 2013–April 30, 2023.

Note: Dash line represents a five-year rolling average.

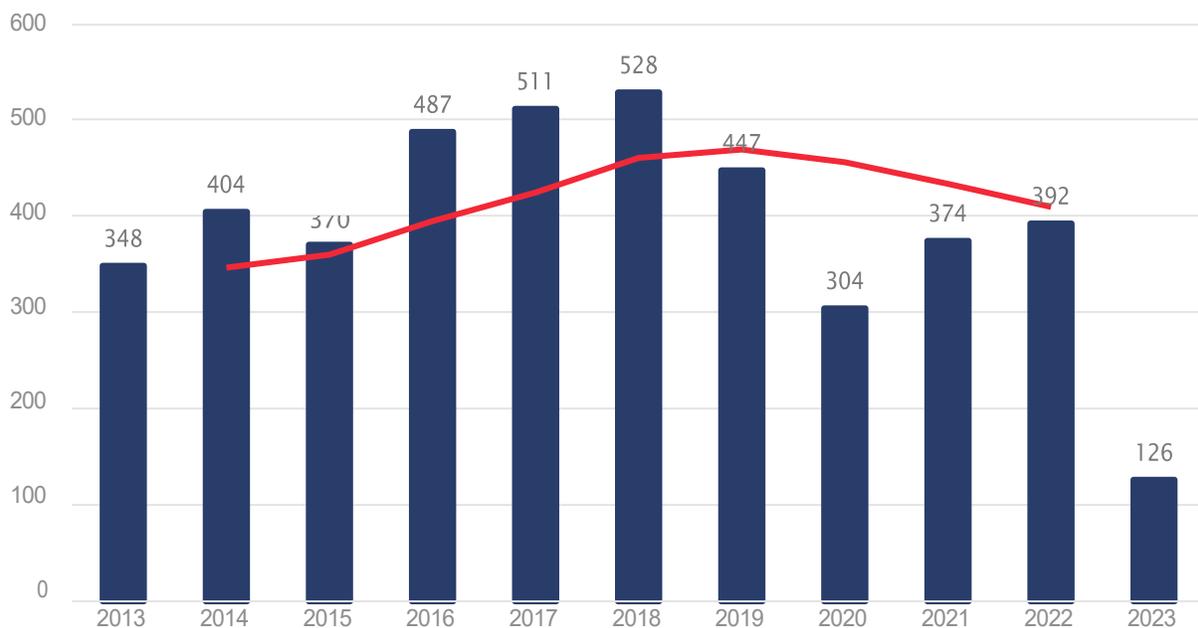
C-15) NUMBER OF PEDESTRIAN-RELATED INJURIES

Target: Reduce number of pedestrian-related injuries to no more than the five-year (2019– 2023) rolling average of 471.9 by 2023.

Outcome: **Not Met.** The 2019–2023 (April 30) average number of pedestrian-related injures is 507.4.

In 2021, based on District data, there were 374 pedestrian injuries, as shown in Figure 21. In 2022, there were 392 pedestrian injuries, or a 5% increase. As of April 30, 2023, the District recorded 126 pedestrian injuries.

Figure 21 Number of Pedestrian-Related Injuries



Source: MPD Data, 2013–April 30, 2023.

Note: Dash line represents a five-year rolling average.

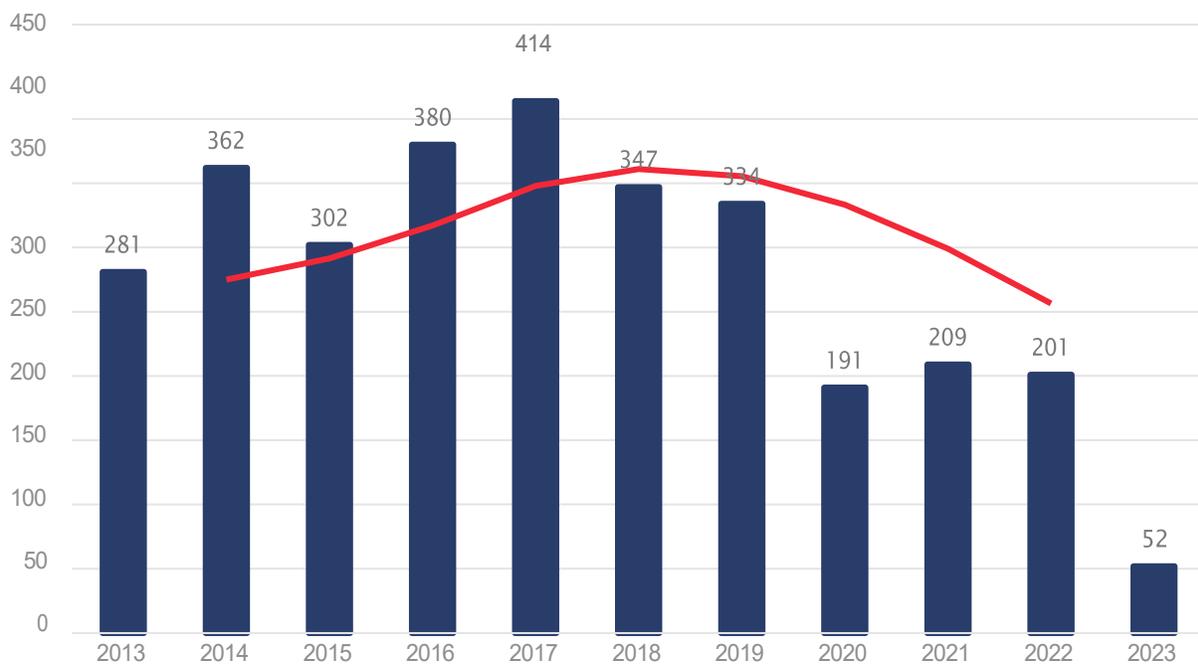
C-16) NUMBER OF BICYCLIST-RELATED INJURIES

Target: Reduce number of bicyclist-related injuries to no more than the five-year (2019–2023) rolling average of 205 by 2023.

Outcome: **Not Met.** The 2019–2023 (April 30) average number of bicyclist-related injuries is 331.

In 2021, based on District data, there were 209 bicyclist injuries. In 2022, there were 201 bicyclist injuries, as shown in Figure 22. As of April 30, 2023, the District has seen fifty-two bicyclist injuries.

Figure 22 Number of Bicyclist-Related Injuries



Source: MPD Data, 2013–April 30, 2023.

Note: Dash line represents a five-year rolling average.

4.1. NATIONAL COMPARISON

Although the District of Columbia has seen improvement over the past decade across some key traffic performance measures, there are areas where the District lags behind the U.S., as shown in Table 3. The table below demonstrates how the District compares to the Nation on a variety of measures. All figures are based on 2020 FARS data, except observed belt use (which comes from the annual seatbelt use survey).

Table 3 Comparison of District of Columbia to the U.S. (2020, FARS)

Performance Measure	District of Columbia	United States	Percentage Comparison
Fatalities per 100 million VMT	1.19	1.34	-12.6%
Fatalities per 100,000 population	5.05	11.78	-133.3%
Alcohol-impaired driving fatalities (BAC = .08+) per 100 million VMT	0.24	0.40	-66.7%
Percent of passenger-vehicle-occupant fatalities who were restrained	60%	57%	5%
Observed belt use by passenger vehicle drivers and right front seat occupants	95.7%	90.3%	5.4%

4.2. SUMMARY

With this grant, the HSO is funding many new initiatives in FY2024, as outlined in the plan, including continuing to fund the following programs and positions;

- Program Management:
 - Highway Safety Coordinator and Deputy Coordinator positions to perform the day-to-day operations of the District’s program.
- Occupant Protection:
 - District Project Safe Child program that provides traffic safety education, free car seats to District residents and offers free installation/inspection of car seats.
 - Annual District Seatbelt Survey observation.
 - Enforce of District seatbelt and child-restraint laws.
 - Implement media campaigns to support national and regional campaigns, such as Click It or Ticket, Operation Crash Reduction, and Border to Border initiatives.
 - New project that educates parents and caregivers on how to restrain children with special needs involved in a crash and provide a special adaptive car seat, if needed.
 - New project to monitor the District Wards with the lowest-observed seatbelt use and provide education and outreach to three of these locations.
- Impaired Driving:
 - Support litigation to prosecute cases in a timely manner.

- Support Toxicology testing for DUI cases to decrease turnaround time for cases and determine the panel of drug types prominent in these cases.
 - Enforce impaired driving laws in the District.
 - Implement media campaigns and support National campaigns, such as Drive Sober or Get Pulled Over.
 - Outreach to District high schools, colleges, employers, and parents on the dangers of drinking and driving.
 - Support SoberRide – an alternative to driving during five major drinking holidays in the District.
 - New project to provide on-call phlebotomy services to law enforcement to help with identifying drug-impaired cases.
- **Aggressive Driving:**
 - Enforce traffic-related laws in the District.
 - Implement media campaigns and support regional safety campaigns, such as Aggressive Driving, Slow Down-Move Over, and Distracted Driving.
 - New project to develop social media to be used on the TikTok platform to discourage teens from driving aggressively.
- **Pedestrian and Bicycle Safety:**
 - Enforce pedestrian and bicycle laws in the District.
 - Implement media campaigns and support National and regional campaigns.
 - Continue cooperative efforts with Maryland and Virginia on the Streetsmart Campaign.
 - Host the District Vision Zero summit.
 - New project to provide grass-roots efforts on pedestrian/bicycle safety in the high crash District Wards.
 - New project to increase pedestrian and bicycle safety by targeting vehicles for hire. The project incorporates enforcement, education, and outreach.
- **Traffic Records:**
 - Continue to update the DMV driver database with entry of out-of-state convictions.
 - Continue to support District's eCitation program.
 - MIRE GIS program.
 - New project to investigate underreporting crashes in the District.
 - New project to create a 3D District GIS layer that can be used by multiple agencies (i.e., DDOT, FEMS, MPD and others) to be pro-active/reactive in addressing unsafe locations.

With these new and existing activities, renewed focus on the underserved communities, and the adoption of the safe systems approach, the HSO believes that traffic fatalities and serious injuries will decline within the District borders in 2024.

5. PERFORMANCE PLAN

In accordance with the Final Rule, 23 CFR Part 1300, Uniform Procedures for State Highway Safety Grant Programs, Congress requires each State to set performance measures and targets, as well as report them in their Highway Safety Plans. NHTSA, in collaboration with the GHSA, developed eleven core outcomes, one behavioral, and three activity measures. The HSO, in compliance with the rules of 23 CFR 1300.11, has developed five additional District-specific performance measures, resulting in a total of twenty performance measures.

5.1. METHODOLOGY

On March 2, 2021, the FHWA approved the District’s 2020–2025 Strategic Highway Safety Plan (SHSP). The SHSP 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 the SHSP establish goals, objectives, and identify challenge areas. The broad array of partners involved is matched 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 following illustrate the District Agencies involved:

- District Department of Transportation (DDOT)
- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Metropolitan Washington Council of Governments (MWCOG)
- Office of the Chief Medical Examiner (OCME)
- Office of Chief Technology and Officer (OCTO)
- Department of Motor Vehicles (DMV)
- Fire and Emergency Medical Services (FEMS)
- DC Health (DOH)
- Department of Aging and Community Living (DACL)
- Alcoholic Beverage Regulation Administration (ABRA)
- Department of For-Hire Vehicles (DFHV)

Federal partners included:

- National Highway Traffic Safety Administration (NHTSA)
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- U.S. National Park Service (NPS)
- District of Columbia Superior Court (DCSC)

The SHSP process is designed to drive safety-investment decisions and coordinate with other safety plans, including the District’s Highway Safety Improvement Plan (HSIP), the Highway Safety Plan (HSP), Freight and Commercial Safety Plans, and the Vision Zero Plan.

The District is committed and shares the national traffic safety vision of Zero with the understanding that the death of any person is unacceptable. However, the District understands that zero fatalities can only be reached through a comprehensive regionwide approach with all partners committed and working

together toward a common goal. The SHSP Team reviewed multiple sources of data to develop strategies and related performance measures, including:

- MPD — Crash Data, Arrest data for traffic-related offences, Automated traffic enforcement (ATE).
- DDOT — Roadway, Traffic, Seatbelt Use Observational Survey, Road Safety Audits.
- FEMS — EMS response time, Hospital injury-severity assessment.
- DMV — License Data, Registered vehicle information, Moving violations.
- NHTSA — Traffic Fatality Data
- U.S. Census Bureau — Population, Land Use.
- NPS — Crash Data.
- OCME — Substance abuse data.
- OAG — Driving Under the Influence Data, Arrest Data for traffic-related offences.

The objectives outlined in the SHSP 2020–2025 used the five-year average as the base year, with the goals to reduce:

- Traffic fatalities by 33 percent over 5 years or 5 percent annual reduction (from actual fatalities in 2020 of 36 to 24 in 2025),
- Fatality rate per VMT by 72 percent over 5 years (from actual rate of 1.14 in 2020 to 0.63 in 2025), and
- Injuries by 21.4 percent over 5 years or a 7 percent annual reduction (from 2,076 in 2020 to 1,632 in 2025).

Using the same methodology, the goal will be to reduce serious injuries from 354 in 2020 to 276 in 2025.

In spring 2022, DDOT, Vision Zero, and HSO representatives met to discuss the District's performance measures and agreed to align HSP FY 2023 with the SHSP 2020–2025 five-year overall objective. In accordance with the 23 CFR Part 1300, the common performance measures were coordinated through the District's SHSP, and core common performance measures were identical to the HSP and HSIP annual report. The FY2024 HSP will also follow the same SHSP methodology of a 5 percent for fatalities and 7 percent for injuries as performance measures by each specific category in the Performance Plan.

The FY2024 common performances are the number of⁹:

- Fatalities to not to exceed 26;
- Fatalities per 100 VMT to not to exceed 0.70; and
- Injuries to not to exceed 1,754

Certification: The District HSP performance targets are identical to District DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP Annual Report, as coordinated through the District SHSP.

⁹ 2020 Strategic Highway Safety Plan, <https://visionzero.dc.gov/pages/highway-safety-office>

5.2. FY2024 PERFORMANCE MEASURES

Table 4 summarizes the performance measures for fiscal year 2024.

Table 4. Fiscal Year 2024 Performance Measures (2018-2022)

FY2024 Performance Measure		BASE YEARS					
		2018	2019	2020	2021	2022	
C-1	Traffic Fatalities	FARS / MPD	31	23	36	41	33
	Reduce total traffic fatalities by 16 percent from 33 (2018–2022 rolling average) to twenty-eight by 2024	5-year Rolling Average	27.0	27.0	29.6	32.4	32.8
C-2	Serious Injuries in Traffic Crashes	District	364	352	354	399	386
	Reduce serious traffic injuries by 14.9 percent from 371 (2018–2022 rolling average) to 316 by 2024	5-year Rolling Average	357.0	365.2	368.6	370.2	371.0
C-3	Fatalities / 100M VMT	FARS	0.84	0.61	1.19	1.26	1.02
	Reduce fatalities / 100 MVMT by 23.4 percent to 0.75 by 2024	5-year Rolling Average	0.74	0.74	0.84	0.95	0.98
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS	1	5	5	6	4
	Reduce number unrestrained passenger-vehicle-occupant fatalities, all seat positions, by 5 percent from 4.2 (2018–2022 rolling average) to 4.0 by 2024	5-year Rolling Average	2.8	3.2	4.0	4.0	4.2
C-5	Alcohol-impaired Driving Fatalities	FARS / *District	8	6	7	6	2
	Reduce number of alcohol-impaired driver fatalities by 5 percent from 5.8 (2018–2022 rolling average) to 5.5 by 2024	5-year Rolling Average	9.2	9.4	9.4	8.6	5.8
C-6	Speeding-related Fatalities	FARS / *District	15	13	16	13	10
	Reduce number of speeding-related fatalities by 5 percent from 13.4 (2018–2022 rolling average) to 12.7 by 2024.	5-year Rolling Average	13.4	13.6	15.4	14.8	13.4
C-7	Motorcyclist Fatalities	FARS / *District	8	3	7	9	3
	Reduce number of motorcyclist fatalities by 5 percent from 5.6 (2018–2022 rolling average) to 5.3 by 2024.	5-year Rolling Average	4.8	4.8	5.6	5.8	5.6
C-8	Unhelmeted-motorcyclist Fatalities	FARS / *District	3	1	2	4	1
	Reduce number of unhelmeted-motorcyclist fatalities by 5 percent from 2.0 (2018–2022 rolling average) to 1.9 by 2024.	3-year Rolling Average	1.0	1.0	1.2	2.0	2.0
C-9	Drivers Ages 20 or Younger Involved in Fatal Crashes	FARS / *District	3	3	5	2	1
	Reduce number of drivers ages twenty or younger involved in a fatal crash by 5 percent from 2.8 (2018–2022 rolling average) to 2.7 by 2024.	5-year Rolling Average	1.8	1.8	2.8	3.0	2.8
C-10	Pedestrian Fatalities	FARS / *District	11	9	10	19	17
	Reduce number of pedestrian fatalities by 5 percent from 13.2 (2018–2022 rolling average) to 12.5 by 2024.	5-year Rolling Average	10.4	10.4	9.8	12.0	13.2
C-11	Bicyclist Fatalities	FARS / *District	3	1	1	3	3
	Reduce number of bicyclist fatalities by 5 percent from 2.2 (2018–2028 rolling average) to 2.1 by 2024.	5-year Rolling Average	1.6	1.6	1.6	2.0	2.2

FY2024 Performance Measure		BASE YEARS					
		2018	2019	2020	2021	2022	
B-1	Observed Seatbelt Use for Passenger Vehicles, Front-seat outboard Occupants (Survey) Maintain observation seatbelt use to more than 90 percent by 2024.	Annual Survey	95.1	95.4	95.7	95.9	95.1
C-12	Unrestrained-related Injuries Reduce number of unrestrained-related injuries by 7 percent from 100.2 (2018–2028 rolling average) to 93.2 by 2024.	District	43	41	46	152	219
		5-year Rolling Average	84.2	71.4	58.0	67.4	100.2
C-13	Impaired-driving Injuries Reduce number of impaired-driving injuries by 7 percent from 121.0 (2018–2022 rolling average) to 112.5 by 2024.	District	102	94	127	148	121
		5-year Rolling Average	100.4	101.6	111.0	116.2	118.4
C-14	Aggressive-related Injuries Reduce number of aggressive-related injuries by 7 percent from 496.8 (2019–2023 rolling average) to 462.0 by 2024.	District	497	503	430	535	557
		5-year Rolling Average	502.6	539.4	529.8	513.0	504.4
C-15	Pedestrian-related Injuries **Maintain the number of pedestrian-related injuries to no more than 369 (occurred in 2021) by 2024.	District	528	447	304	374	392
		5-year Rolling Average	460.0	468.6	455.4	432.8	409.0
C-16	Bicyclist-related Injuries **Maintain the number of bicyclist-related injuries to no more than 205 (occurred in 2021) by 2024.	District	347	334	191	209	201
		5-year Rolling Average	361.0	355.4	333.2	299.0	256.4

**** The HSO recognizes that any reduction based on the rolling average will be significantly higher than the actual number of injuries in 2021. Recognizing this, the HSO will strive to maintain and/or reduce the number of traffic-related injuries in 2024.**

6. GRANT PROGRAM ACTIVITY REPORTING

In this section, we present FY2022 grant-funded citation data for impaired driving, occupant protection, and speeding. The data was compiled for grantees (law enforcement agencies with either funded positions or overtime grants).¹⁰

A-1) Number of seatbelt citations issued during grant-funded enforcement activities.

- Seatbelt citations: 1,905
- Fiscal Year A-1: 2022

A-2) Number of impaired driving arrests made during grant-funded enforcement activities.

- Impaired driving arrests: fifty-three
- Fiscal Year A-2: 2022

A-3) Number of speeding citations issued during grant-funded enforcement activities.

- Speeding citations: 2,355
- Fiscal Year A-3: 2022

10 Highway Safety Office FY 2022 Annual Report

7. PROGRAM AREA: PLANNING AND ADMINISTRATION

7.1. DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

In accordance with 23 CFR 1300.4, NHTSA requires that each State establish a Highway Safety Office that has adequate powers and is suitably equipped and organized to conduct the State's highway safety program.

The District's Highway Safety Office, located under the District Department of Transportation (DDOT), Vision Zero Division:

- Develops and prepares the HSP based on evaluation of highway safety data, including crash fatalities and injuries, roadway, driver, and other data sources to identify safety problems within the District.
- Selects safety projects to be funded within the District, under 23 U.S.C. Chapter 4, based on identified safety problems and priorities.
- Conducts a risk assessment of grantees and monitors them based on risk, as provided in 2 CFR 200.331.
- Provides direction, information, and assistance to grantees concerning highway safety grants, procedures for participation, development of projects in accordance with applicable Federal and District regulations and policies.
- Encourages and assists grantees to improve their highway safety planning and administration efforts.
- Reviews, approves, and evaluates implementation and effectiveness of District highway safety programs and projects from all funding sources the District plans to use under the HSP, and approves and monitors the expenditure of grant funds awarded under 23 U.S.C. Chapter 4.
- Assesses program performance through analysis of highway safety data and data-driven performance measures.
- Ensures the District highway safety program meets the requirements of 23 U.S.C. Chapter 4, Section 1906, and applicable Federal and District laws, including but not limited to the standards for financial management systems required under 2 CFR 200.302 and internal controls required under 2 CFR 200.303.
- Ensures the District conducts all legally required audits of the financial operations and use of highway safety grant funds.
- Tracks and maintains current knowledge of changes in District statutes or regulations that could affect District qualification for highway safety grants or transfer programs.
- Coordinates HSP and highway safety data collection and information systems activities with other Federally and non-Federally supported programs relating to or affecting highway safety, including the State SHSP, as defined in 23 U.S.C. 148(a).
- Administers Federal grant funds in accordance with Federal and District requirements, including 2 CFR parts 200 and 1201.

The District's FY2024 HSP describes program areas and projects. Program areas addressed in this HSP include:

- Occupant Protection (Adult and Child)
- Impaired Driving
- Aggressive Driving / Police Traffic Services
- Nonmotorized Safety (Pedestrian and Bicyclist)
- Traffic Records
- Paid Media

The HSP is implemented in accordance with both District and Federal regulations and includes data- driven and proven countermeasures focused on enforcement, education, training, and outreach projects. These behavioral-focused projects are developed in partnership with law enforcement, judicial personnel, nonprofit organizations, community advocates, and others to reduce traffic-related fatalities and serious injuries and continue the District's commitment toward zero deaths.

8. PROGRAM AREA: OCCUPANT PROTECTION (ADULT AND CHILD)

8.1. DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

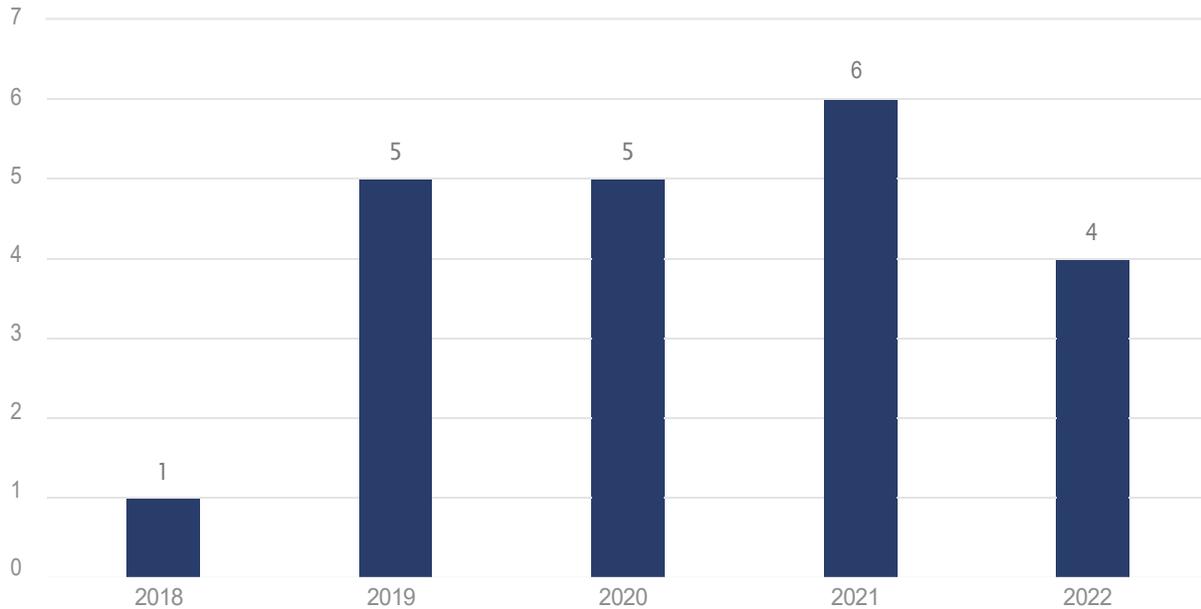
In accordance with 23 CFR 1300.23 for FY2023, the District is rated as a high-use State. The following sections conform to the BIL requirements for 405(b) Application for the District.

Proper and consistent use of seatbelts and child safety seats are the most effective protection to reduce the severity of a crash. The District has one of the most comprehensive seatbelt laws in the Nation, which went into effect April 9, 1997. Unlike many States, District law allows police to stop a vehicle solely because its driver and passengers are not properly buckled up. The law requires the following:

- All motor vehicle passengers in the front seat and back seat are required to buckle up. Drivers are responsible for seatbelt compliance for all passengers. There is a \$50 fine and two points for not having the seatbelt buckled at all times—for drivers and all passengers, front and back seats.
- All children under the age of eight must be properly seated in an installed infant, toddler, or booster child-safety seat. Booster seats must be used with both lap and shoulder belts. Children between 8 and 16 years old must be securely fastened with a seatbelt. Drivers who fail to properly secure their child will face even stiffer penalties—a \$75 fine and two points for a first offense, and a \$150 fine for fourth and subsequent offenses.
- Unattended passengers will be a priority for the District during the period of performance. The District will create educational campaigns to warn parents, caregivers, and other adult champions about the unique dangers posed to children who are left unattended in a vehicle. The same message will apply to Older passengers and other audiences who could be harmed if left unattended in a vehicle. Messaging will focus on the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

Between 2018 and 2022, unrestrained-vehicle occupants accounted for 12.8 percent of all traffic fatalities (164) in the District, as shown in Figure 23.

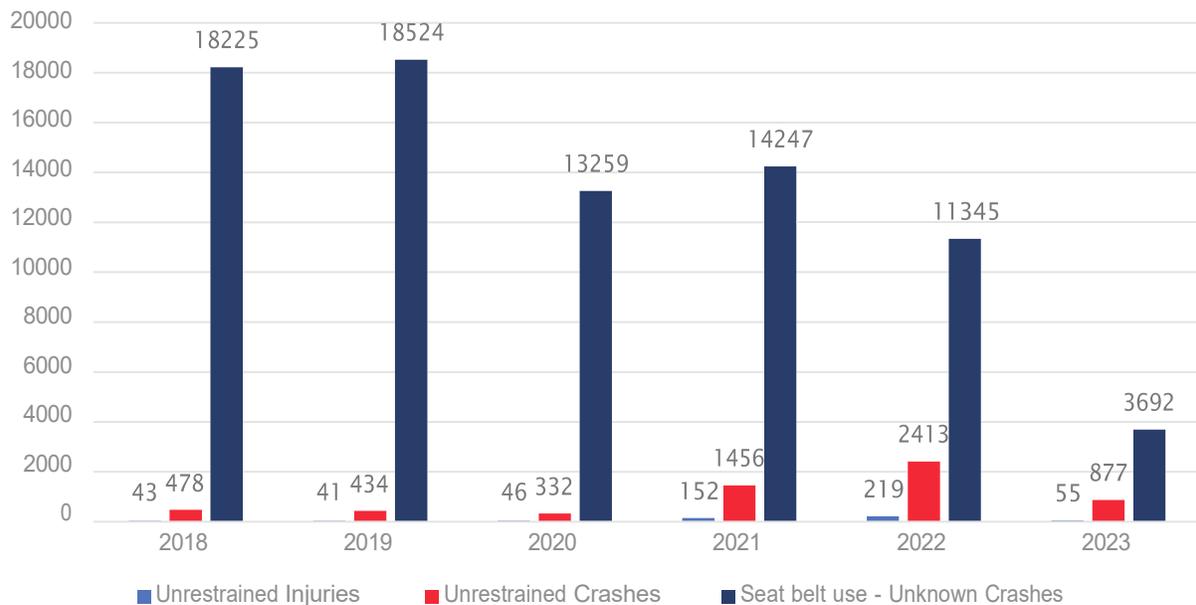
Figure 23 Unrestrained Fatalities (FARS)



Source: FARS, 2018–2020 and MPD Data, 2021-2022.

Between 2018 and 2022, a total of 501 unrestrained-related injuries represented about 4.0 percent of all injuries (12,621), as shown in Figure 24. In addition, officers also coded restraint use as “Unknown” for fifty-three.

Figure 24 Unrestrained Injuries, Crashes, and Seatbelt Use



Source: MPD Data, 2018–2023.

Based on data from 2018 to 2022, more than half of all unrestrained injuries occur between noon and midnight. About 40 percent occur between noon and 8 pm, 28.4 percent occur between 4 am and noon, and 32.7 percent occur between 8 pm and 4 am

The highest frequency of unrestrained injuries (17.7 percent) occurs on Saturdays, followed by Tuesdays (15.3 percent). The months with the highest frequencies of unrestrained injuries are September with 12.9 percent and August with 11.7 percent.

Wards 7 and 8 account for the highest unrestrained injuries, or about 33 percent, followed by Ward 5 with 14.8 percent.

On average, driver age groups with the highest involvement in unrestraint crashes are 31–35 years (14.0 percent), 26–30 years (13.5 percent), and 36–40 years (10.4 percent). Overall, drivers within the 21–35 years age group accounted for 36.4 percent of all unrestrained-related crashes. 11.6 percent were Unknown.

In general, the 21–35 years age group is consistent across most HSO program areas for its negative or lack of compliance with road safety laws.

Using Effective Countermeasures

The DC HSO is committed to using effective countermeasures that are rooted in best-practices, promising practices, and data. To support this effort, projects will use the following strategies as outlined in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (2021)*:

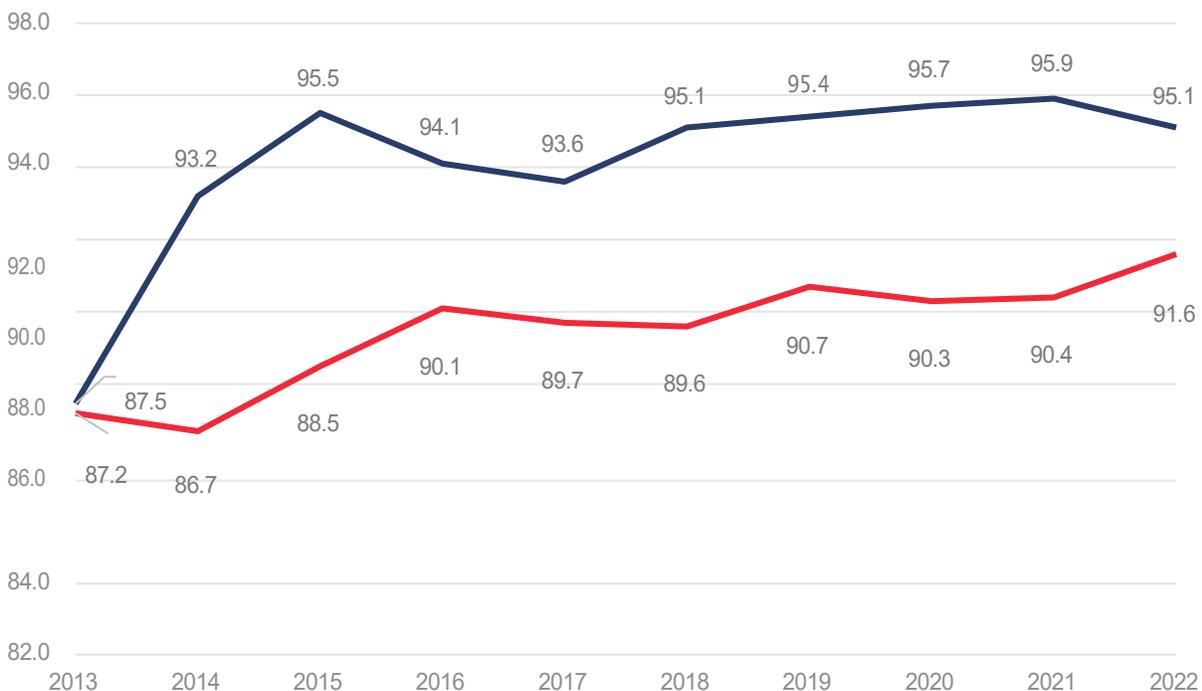
- CMTW: State Primary Enforcement Seat Belt Use Laws (2-1.1) ★★★★★
- CMTW: Short Term, High-Visibility Seat Belt Law Enforcement (2-2.1) ★★★★★
- CMTW: Integrated Nighttime Seat Belt Enforcement (2-2.2) ★★★★★
- CMTW: Sustained Enforcement (2.3) ★★★
- CMTW: Supporting Enforcement (2-3.1) ★★★★★
- CMTW: Short High-Visibility CR Law Enforcement (2-5.1) ★★★★★
- CMTW: Strategies for Older Children (2-6.1) ★★★
- CMTW: Strategies for Child Restraint and Booster Seat Use (2-6.2) ★★★
- CMTW: School-Based Programs (2-7.1) ★★★
- CMTW: Inspection Stations (2-7.2) ★★★

8.2. OBSERVATIONAL OCCUPANT PROTECTION SURVEY RESULTS

The District conducts its annual seatbelt survey per 23 U.S.C. 402; it is conducted in accordance with NHTSA *Uniform Criteria for State Observational Surveys of Seat Belt Use*, published April 5, 2012. The 2021 survey was conducted at 150 sites across the District and observed a total of 15,000 vehicles, and 17,129 driver and right-front-passenger observations. Data was collected weekdays between 7:30 am and 6:00 pm to include both rush-hour and non-rush hour observations.

The District's 2022 seatbelt-use observational rate was 95.1 percent — 3.5 percent above the National- use rate of 91.6 percent for 2021, as shown in Figure 25. The District has had a seatbelt compliance rate of more than 90 percent since 2014, and the rate has been above the national average for more than 10 years.

Figure 25 Percentage of Observed Belt Use for Passenger Vehicles



Source: District Annual Seatbelt Survey and NHTSA reports (dashed line represents National rate)

Using Effective Countermeasures

The DC HSO is committed to using effective countermeasures that are rooted in best-practices, promising practices, and data. To support this effort, projects will use the following strategies as outlined in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (2021)*:

- CMTW: State Primary Enforcement Seat Belt Use Laws (2-1.1) ★★★★★
- CMTW: Short Term, High-Visibility Seat Belt Law Enforcement (2-2.1) ★★★★★
- CMTW: Integrated Nighttime Seat Belt Enforcement (2-2.2) ★★★★★
- CMTW: Sustained Enforcement (2.3) ★★★
- CMTW: Supporting Enforcement (2-3.1) ★★★★★
- CMTW: Short High-Visibility CR Law Enforcement (2-5.1) ★★★★★

8.3. CLICK IT OR TICKET

Under 23 U.S.C. Chapter 4 or Section 1906, the District will continue to support Click It or Ticket (CIOT), a nationwide seatbelt enforcement and media campaign that focuses on safety education, strong laws, and law-enforcement support to save lives, as shown in Figure 26.

In FY2024, the District plans to participate on the following dates with paid media and enforcement:

- March 6–9, 2024 — (District campaign, CIOT social media).
- May 13–May 31, 2024 — (National campaign, CIOT).
- September 16–22, 2024 — (National campaign, Child-Passenger Safety Campaign); and
- October (TBD) — NHTSA Region 3 initiative Operation Crash Reduction.
- November 20–25, 2024 — (National campaign, Thanksgiving Holiday Travel);

Figure 26 Seatbelt Enforcement Media Campaign



FY2022 District CIOT Creative

Using Effective Countermeasures

The DC HSO is committed to using effective countermeasures that are rooted in best-practices, promising practices, and data. To support this effort, projects will use the following strategies as outlined in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (2021)*:

- CMTW: State Primary Enforcement Seat Belt Use Laws (2-1.1) ★★★★★
- CMTW: Strategies for Child Restraint and Booster Seat Use (2-6.2) ★★★
- CMTW: Supporting Enforcement (2-3.1) ★★★★★

8.4. CHILD RESTRAINT INSPECTION STATION NETWORK

Motor vehicle crashes are the leading cause of accidental death for all young people ages 1 year through teens. Research on the effectiveness of correctly installed child safety seats has found that they reduce fatal injury by 71 percent for infants (younger than 1 year old) and by 54 percent for toddlers (1 to 4 years old) in passenger cars. Studies have also shown that most car seats are installed incorrectly.

Safety experts and advocates currently recommend using booster seats for children from their fourth birthday until their eighth birthday. However, parents too often do not use booster seats because of cost, inconvenience, child discomfort, lack of understanding about how the seats work, and lack of understanding the law, as well as a low perceived risk of being ticketed for a booster seat law violation.

Based on the data between 2018 and 2022, 6.3 percent of unrestrained injuries in the District were to children under the age of ten.

The District administers the Project Safe-Child program (Figure 27), which offers District residents a free car seat and distributes information and educational materials on how to properly buckle children in their seats. On average, the District distributes over 1,000 child-restraint seats to all District-area hospitals.

The District coordinates regular fitting stations throughout the District by virtual appointment, MPD, DMV, and District-wide events. Each of these are supported by nationally certified trained technicians who ensure that parents, grandparents, and caregivers learn how to properly install their child passenger restraints and provide other safety information and brochures.

The District also participates in the quarterly regional (or otherwise scheduled) virtual inspection event with Maryland and Virginia.



Figure 27 Project Safe-Child

Using Effective Countermeasures

The DC HSO is committed to using effective countermeasures that are rooted in best-practices, promising practices, and data. To support this effort, projects will use the following strategies as outlined in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (2021)*:

- CMTW: State Primary Enforcement Seat Belt Use Laws (2-1.1) ★★★★★
- CMTW: Short Term, High-Visibility Seat Belt Law Enforcement (2-2.1) ★★★★★
- CMTW: Inspection Stations (2-7.2) ★★★

8.5. CHILD PASSENGER SAFETY TRAINING

The District currently has more than 50 National Child Passenger Safety Certified Technicians. In FY2024, the District will host two 32-hour National Child Passenger Safety Certification Training sessions and provide one recertification training for police officers, Fire and EMS personnel, and health care and childcare providers. Job change has been the biggest factor for those technicians who do not recertify. Table 5 lists the number of CPS training courses for FY2024:

Table 5 Child Passenger Safety Training Courses

Type of Classes	Tentative Location	Tentative Date	Estimated number of Students (min)
CPS Training Certification	Ward 8	April / August 2024	15
CPS Recertification	Ward 2	February / April 2024	20

Using Effective Countermeasures

The DC HSO is committed to using effective countermeasures that are rooted in best-practices, promising practices, and data. To support this effort, projects will use the following strategies as outlined in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (2021)*:

- CMTW: Strategies for Child Restraint and Booster Seat Use (2-6.2) ★★★
- CMTW: School-Based Programs (2-7.1) ★★★
- CMTW: Inspection Stations (2-7.) ★★★

8.7 FY2024 OCCUPANT PROTECTION OUTCOME MEASURES

Table 6 summarizes the fiscal year 2024 performance measures for occupant protection.

Table 6 Fiscal Year 2024 Performance Measures for Occupant Protection

FY2024 Performance Measure		BASE YEARS					
		2018	2019	2020	2021	2022	
C-4	Unrestrained passenger-vehicle-occupant Fatalities, All Seat Positions	FARS	1	5	5	6	4
	Reduce number of unrestrained passenger-vehicle-occupant fatalities, all seat positions, by 5 percent from 4.2 (2018–2022 rolling average) to 4.0 by 2024	5-year Rolling Average	2.8	3.2	4.0	4.0	4.2
B-1	Observed Seatbelt Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey)	Annual Survey	95.1	95.4	95.7	95.9	95.1
C-12	Unrestrained-related Injuries Reduce number of unrestrained-related injuries by 7 percent from 100.2 (2018–2022 rolling average) to 93.2 by 2024	District	43	41	46	152	219
		5-year Rolling Average	84.2	71.4	58.0	67.4	100.2

9. PROGRAM AREA: IMPAIRED DRIVING (DRUG AND ALCOHOL)

9.I. DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

The 23 CFR 1300.23 for FY2023 rated the District as a low-rate State. The following sections conform to the BIL requirements for 405(d) Application for the District.

Consumption of alcohol and drugs continues to be a prominent factor in serious-injury crashes in the District. The number of drivers under the influence of drugs and/or a combination of drugs and alcohol is increasing and exacerbating this serious, complex problem.

Despite the mounting research evidence that driving under the influence of drugs (other than alcohol) is common, there is minimal public awareness of this fact, and drugged drivers are less frequently detected, prosecuted, or referred for treatment when compared to drunk drivers.

The Driving Under the Influence offense in the District of Columbia is as follows:

- § 50-2206.11. Driving under the influence of alcohol or a drug. No person shall operate or be in physical control of any vehicle in the District: (1) While the person is intoxicated¹¹; or (2) While the person is under the influence of alcohol, any drug, or any combination thereof.
- Additionally, persons under the age of twenty-one cannot purchase, consume, or possess any alcoholic beverages of any kind. If they are found to be operating a motor vehicle with any measurable amount of alcohol, then they will be placed under arrest and charged with Driving While Intoxicated (DWI).

The District decriminalized the possession of small quantities of marijuana in February 2015, which allows a person aged 21 years and older to possess up to 2 ounces of marijuana, grow up to 6 cannabis plants in their home (no more than 3 of which are mature), or give away up to 1 ounce of marijuana to another person who is at least 21 years old.

¹¹ D.C. Code § 50-2206.01(9) defines "Intoxicated" as:

(A) Except as provided in subparagraph (B) of this paragraph, that:

- (i) An alcohol concentration at the time of testing of 0.08 grams or more per 100 milliliters of the person's blood or per 210 liters of the person's breath, or of 0.10 grams or more per 100 milliliters of the person's urine; or
- (ii) Any measurable amount of alcohol in the person's blood, urine, or breath if the person is under 21 years of age.

(B) If operating or in physical control of a commercial vehicle, that:

- (i) An alcohol concentration at the time of testing of 0.04 grams or more per 100 milliliters of the person's blood or per 210 liters of the person's breath, or of 0.08 grams or more per 100 milliliters of the person's urine; or
- (ii) Any measurable amount of alcohol in the person's blood, urine, or breath if the person is under 21 years of age.

A person can still be arrested if they are:

- Under twenty-one, no measurable amount of marijuana is allowed.
- Smoking or consuming marijuana in public, possessing more than two ounces, or selling any amount of marijuana.
- Driving while under the influence of marijuana.

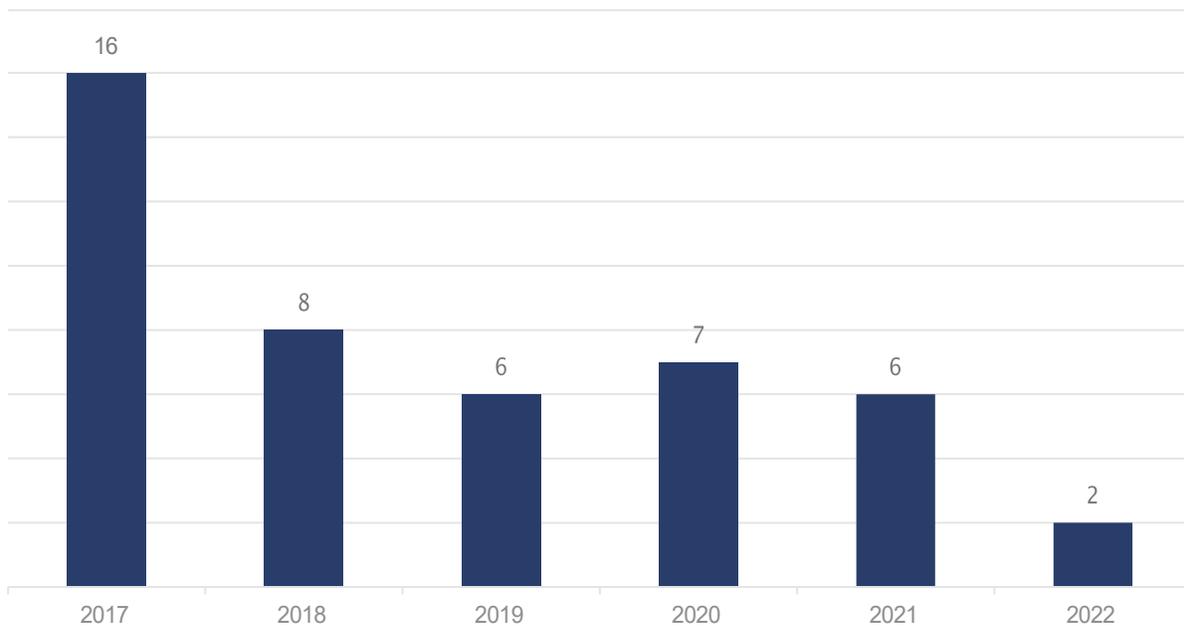
Federal law continues to prohibit the possession or use of any amount of marijuana. Therefore, Federal law enforcement officers may arrest anyone in the District for possession of any amount of marijuana.

Figure 28 Driving Under the Influence Message



Between 2018 and 2022, there were twenty-nine alcohol-impaired-related fatalities, representing 17.7 percent of all traffic fatalities (164), as shown in Figure 29.

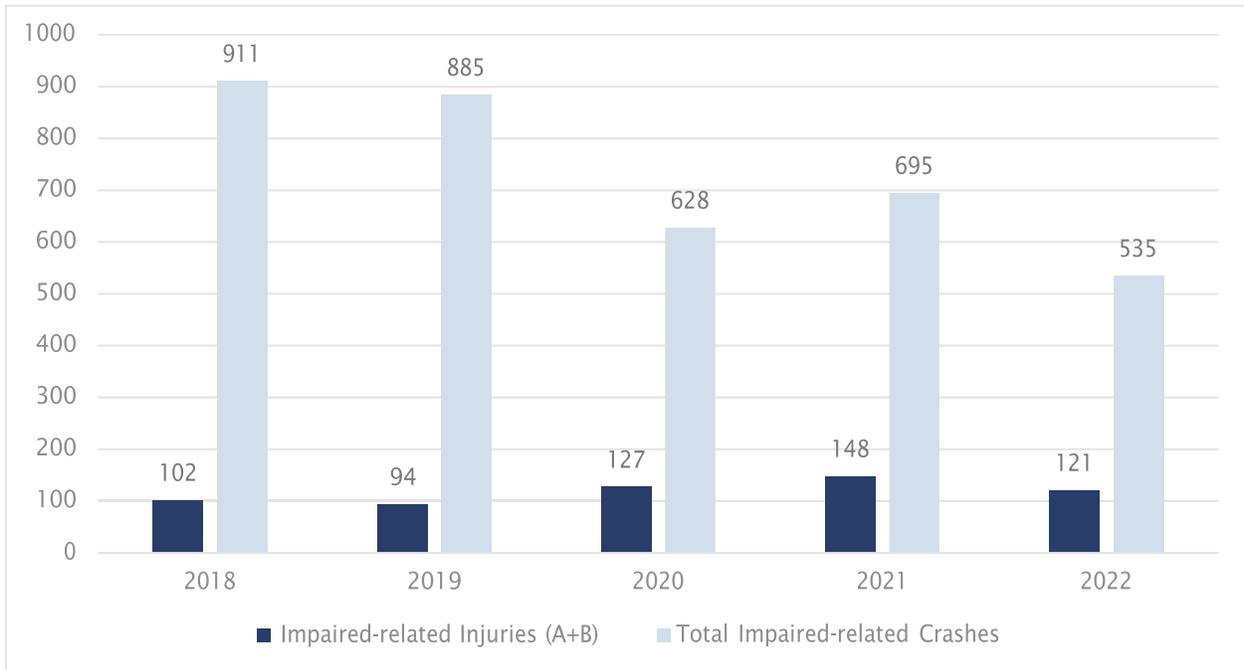
Figure 29 Alcohol-Impaired Fatalities



Source: FARS, 2017–2020 and MPD Data, 2021-2022.

Between 2018 and 2022, a total of 592 impaired-related injuries (alcohol and drugs) represented 4.7 percent of all injuries (12,621) in the District, as shown in Figure 30. On average, 16.2 percent of all impaired-related crashes resulted in an injury (592 out of 3,654).

Figure 30 Impaired-Related Injuries



Source: MPD Data, 2018–2022.

Based on injury data between 2018 and 2022, the majority (60.6 percent) of injuries occur between 8 pm and 4 am, followed by the second highest time between 12 pm and 8 pm

The highest frequencies of impaired-related injuries occur over the weekends with 44.5 percent, followed by Fridays (13 percent) and Thursdays (12.8 percent). The months of the year with the highest frequencies of impaired-related injuries are July (13.0 percent) and August (9.3 percent).

Over 20 percent of all injury crashes are impaired related in Ward 8, followed by Ward 5 (15.4 percent), Ward 6 (15.0 percent), and Ward 7 (14.5 percent).

The age groups with the highest involvement in impaired-related crashes are 26–30 years (17.0 percent), 31–35 years (15.3 percent), and 21–25 years (10.4 percent). Most drivers were male (73.0 percent). The District permit drivers accounted for 33.2 percent, Maryland permit drivers accounted for 20.9 percent, Virginia permit drivers for 5.9 percent, and 3.7 percent were from other States. 36.2 percent were coded as Unknown.

As indicated in the District Office of the Chief Medical Examiner’s latest available annual report (2020), marijuana metabolite, ethanol, and phencyclidine were the most encountered drugs.

Using Effective Countermeasures

The DC HSO is committed to using effective countermeasures that are rooted in best-practices, promising practices, and data. To support this effort, projects will use the following strategies as outlined in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (2021)*:

- CMTW: Publicized Sobriety Checkpoints(1-2.1) ★★★★★
- CMTW: High-Visibility Saturation Patrols (1-2.2) ★★★★★
- CMTW: Integrated Enforcement (1-2.5) ★★★
- CMTW: DWI Courts (1-3.1) ★★★
- CMTW: Mass Media Campaigns (1-5.2) ★★★
- CMTW: Alternative Transportation (1-5.4) ★★★
- CMTW: Zero-Tolerance Law Enforcement (1-6.2) ★★★
- CMTW: Alcohol Vendor Compliance Checks (1-6.3) ★★★
- CMTW: Other Minimum Legal Drinking Age 21 Law Enforcement (1.64) ★★★
- CMTW: Youth Programs (1-6.5) ★★

As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.

- The Governors Highway Safety Association (GHSA)/NHTSA “Peer-to-Peer Teen Traffic Safety Program Guide” lists peer-to-peer programming as an effective intervention. The District will engage peer-led programs as a sensible and effective work of intervention to reach our youngest and often most vulnerable roadway users, as supported by NHTSA for decades.
 - Fischer, P. (2019, March). Peer-to-peer teen traffic safety program guide (Report No. DOT HS 812 631). Washington, DC: National Highway Traffic Safety Administration.
- CMTW: Enforcement of Drug-Impaired Driving (1-7.1) ★★★
- CMTW: Education Regarding Medication (1-7.3) ★

As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.

- The Center for Disease Control and Prevention (CDC) has found that prescription drug awareness programs do in fact raise awareness of the dangers of substance abuse. This change in risk perception lends itself to a better understand of the risks of substance use. NHTSA has approved the use of federal dollars to address underage drinking as an effective countermeasure to prevent impaired driving. The same logic is supported in the CDC report.
 - Sun T, Buchanan AL, Bratberg JP, Patry E, Matson KL. Rx for Addiction and Medication Safety (RAMS-PEER): Evaluation of an Education and Peer Program on Opioid Misuse. *Prev Chronic Dis* 2020;17:190380.
DOI: <http://dx.doi.org/10.5888/pcd17.190380>

9.2. DISTRICT IMPAIRED DRIVING TASKFORCE

In March 2021, the HSO created the Impaired Driving Task Force (IDTF) in response to NHTSA grant requirements as a mid-range State requirement in FY2022. The HSO manages the IDTF and developed the Impaired Driving Strategic Plan (IDSP) in conjunction with the Office of the Attorney General (OAG) Traffic Safety Resource Prosecutor (TSRP).

The HSO developed the IDSP using NHTSA Guidance No. 8, other State's IDSP, and input from IDTF meetings.

To date, the IDTF involves fourteen agencies and organizations and continues to meet monthly. Some notable activities/outcomes from the IDTF include the following:

- Develop Impaired Driving Strategic Plan.
- Develop District Impaired Driving brochure
- District High School video contest — “Impaired? No Time to Drive.”
- Conduct NHTSA DUID Self-Assessment Tool — Ongoing
- Drug Recognition Expert (DRE) program — Presented and discussed the DRE program and the challenges in District.
- Provide forum for updates on media, enforcement, and outreach efforts throughout the District.

Using Effective Countermeasures

The DC HSO is committed to using effective countermeasures that are rooted in best-practices, promising practices, and data. To support this effort, projects will use the following strategies as outlined in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (2021)*:

- CMTW: Publicized Sobriety Checkpoints(1-2.1) ★★★★★
- CMTW: High-Visibility Saturation Patrols (1-2.2) ★★★★★
- CMTW: Integrated Enforcement (1-2.5) ★★★
- CMTW: DWI Courts (1-3.1) ★★★
- CMTW: Mass Media Campaigns (1-5.2) ★★★
- CMTW: Alternative Transportation (1-5.4) ★★★
- CMTW: Zero-Tolerance Law Enforcement (1-6.2) ★★★
- CMTW: Alcohol Vendor Compliance Checks (1-6.3) ★★★
- CMTW: Other Minimum Legal Drinking Age 21 Law Enforcement (1.64) ★★★
- CMTW: Youth Programs (1-6.5) ★★

As this countermeasure has less than three stars, additional support is needed to justify deploying this countermeasure.

- The Governors Highway Safety Association (GHSA)/NHTSA “Peer-to-Peer Teen Traffic Safety Program Guide” lists peer-to-peer programming as an effective intervention. The District will engage peer-led programs as a sensible and effective work of intervention to reach our youngest and often most vulnerable roadway users, as supported by NHTSA for decades.
 - Fischer, P. (2019, March). Peer-to-peer teen traffic safety program guide (Report No. DOT HS 812 631). Washington, DC: National Highway Traffic Safety Administration.

- CMTW: Enforcement of Drug-Impaired Driving (1-7.1) ★★★

CMTW: Education Regarding Medication (1-7.3) ★

As this countermeasure has less than three stars, additional support is needed to justify deploying this countermeasure.

- The Center for Disease Control and Prevention (CDC) has found that prescription drug awareness programs do in fact raise awareness of the dangers of substance abuse. This change in risk perception lends itself to a better understanding of the risks of substance use. NHTSA has approved the use of federal dollars to address underage drinking as an effective countermeasure to prevent impaired driving. The same logic is supported in the CDC report.
 - Sun T, Buchanan AL, Bratberg JP, Patry E, Matson KL. Rx for Addiction and Medication Safety (RAMS-PEER): Evaluation of an Education and Peer Program on Opioid Misuse. *Prev Chronic Dis* 2020;17:190380.
DOI: <http://dx.doi.org/10.5888/pcd17.190380>

9.3. DRIVE SOBER OR GET PULLED OVER

Under 23 U.S.C. Chapter 4 or Section 1906, the District will continue to support Drive Sober or Get Pulled Over, a nationwide enforcement and media campaign, which focuses on safety education, strong laws, and law enforcement support to save lives.

In FY2024, the District plans to participate in the following campaigns with paid media and enforcement:

- October 31, 2023 — (National campaign, Halloween);
- November 22–26, 2023 — (National campaign, Thanksgiving Holiday);
- December 13–January 1, 2024 — (National campaign, Holiday Season);
- February 8–11, 2024 — (National campaign, Super Bowl);
- March 13–17, 2024 — (National campaign, St. Patrick’s Day);
- April 18–20, 2024 — (National campaign);
- July 1–4, 2024 — (National campaign, Independence Day); and
- August 16–September 6, 2024 — (District campaign).



Figure 31 shows the safety campaign messages displayed on the DDOT Overhead Variable Message signs at all entry points in the District.

Figure 31 Safety Campaign Messages on Northbound I-295.

Using Effective Countermeasures

The DC HSO is committed to using effective countermeasures that are rooted in best-practices, promising practices, and data. To support this effort, projects will use the following strategies as outlined in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (2021)*:

- CMTW: Publicized Sobriety Checkpoints(1-2.1) ★★★★★
- CMTW: High-Visibility Saturation Patrols (1-2.2) ★★★★★
- CMTW: Integrated Enforcement (1-2.5) ★★★
- CMTW: Mass Media Campaigns (1-5.2) ★★★
- CMTW: Alternative Transportation (1-5.4) ★★★
- CMTW: Enforcement of Drug-Impaired Driving (1-7.1) ★★★

9.4. FY2024 IMPAIRED DRIVING OUTCOME MEASURES

Figure 32 Fiscal Year 2024 Performance Measures for Impaired Driving

FY2024 Performance Measure			BASE YEARS				
			2018	2019	2020	2021	2022
C-5	Alcohol-impaired Driving Fatalities	FARS / *District	8	6	7	6	2
	Reduce number of alcohol-impaired driver fatalities by 5 percent from 5.8 (2018–2022 rolling average) to 5.5 by 2024	5-year Rolling Average	9.2	9.4	9.4	8.6	5.8
C-13	Impaired-driving Injuries	District	102	94	127	148	121
	Reduce number of impaired-driving injuries by 7 percent from 121.0 (2018–2022 rolling average) to 112.5 by 2024.	5-year Rolling Average	100.4	101.6	111.0	116.2	118.4

I 0. PROGRAM AREA: AGGRESSIVE DRIVING

I 0. I. DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Aggressive driving usually involves speeding, as well as other factors, such as driving too fast for conditions; exceeding posted speed limit; racing; following too closely; improper passing; operating motor vehicle in erratic, reckless, careless, negligent, or aggressive manner; and ran red light and STOP sign.

Figure 33 summarizes the fines for speeding in the District, based on the number of miles per hour over the posted speed limit.

Figure 33 Speeding Fines in the District

Violation	Fine
Speeding 1–10 mph over limit	\$50
Speeding 11–15 mph over limit	\$100
Speeding 16–20 mph over limit	\$150
Speeding 21–25 mph over limit	\$200
Speeding 26+ mph over limit	\$300

DDOT currently oversees the DC StreetSafe program — the District’s Automated Traffic Enforcement program currently legislated to include speed enforcement, red light cameras, STOP sign, and oversized vehicle cameras. The District Council recently passed legislation expanding automated enforcement for the District’s growing number of bus-priority lanes as well. The program was launched in 2019 when the automated traffic enforcement authorities were transferred to DDOT from MPD. The cameras help enforce traffic laws and reduce violations by automatically photographing the rear license plates of vehicles whose drivers violate the regulations. The following

link lists all locations where cameras are placed: ddot.dc.gov/automated-enforcement.

In May 2020, Mayor Bowser announced a permanent lowered default speed limit on local roads (residential streets that primarily serve neighborhood traffic) from 25 mph to twenty mph, as shown in the signs in Figure 34. This change lowered the speed limit for over 60 percent of the District’s street mileage. DDOT continues to assess posted speed limits on each corridor project to improve safety outcomes. To help reinforce posted speed limits, DDOT

Figure 34 20 MPH Speed Limit Signs

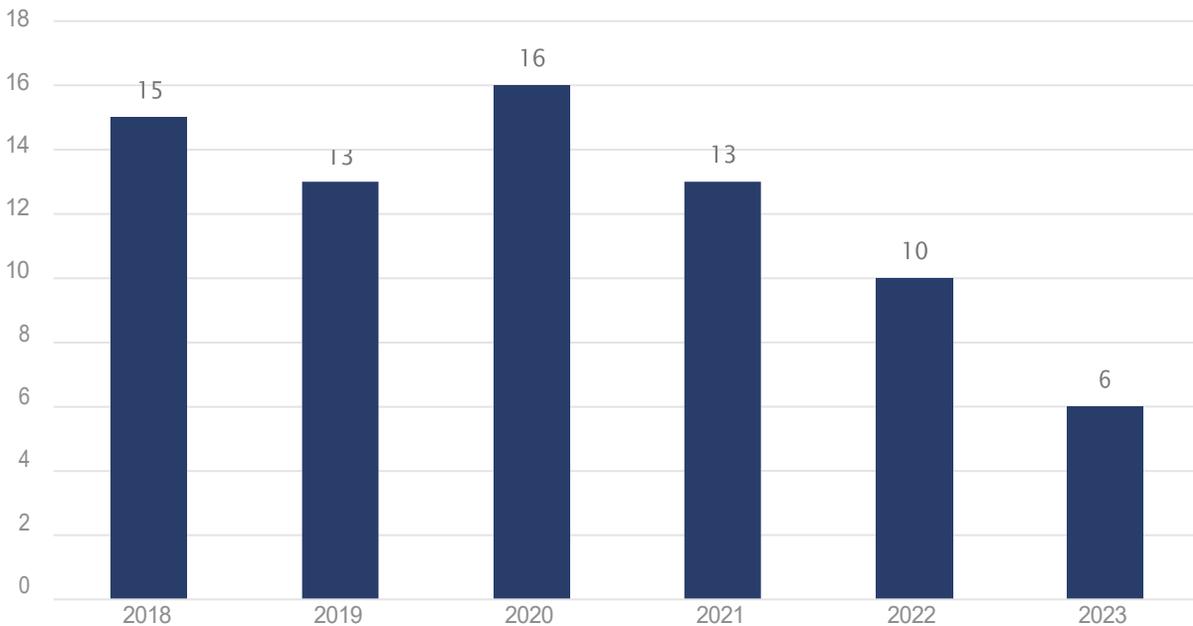


installs driver feedback signs to encourage greater compliance with the posted speed limits before it is necessary to impose further enforcement.

The District has deployed over 1,100 – 20 mph speed limit signs and continues to enhance speed management on many of these local corridors by installing speed humps and other vertical deflections that lower speeds. Speed limits in school zones, during school hours, were set at 15 mph in 2019. DDOT installed signs to communicate this law to drivers but also continues to collaborate with schools and the community to design these streets appropriately to increase safety for all users, especially school children.

Between 2018 and 2022 (2022 is preliminary data), speeding-related fatalities accounted for 41 percent of all traffic fatalities (67 out of 164) — slightly less than the National average of 54 percent — AAA July 2021, as shown in Figure 35.

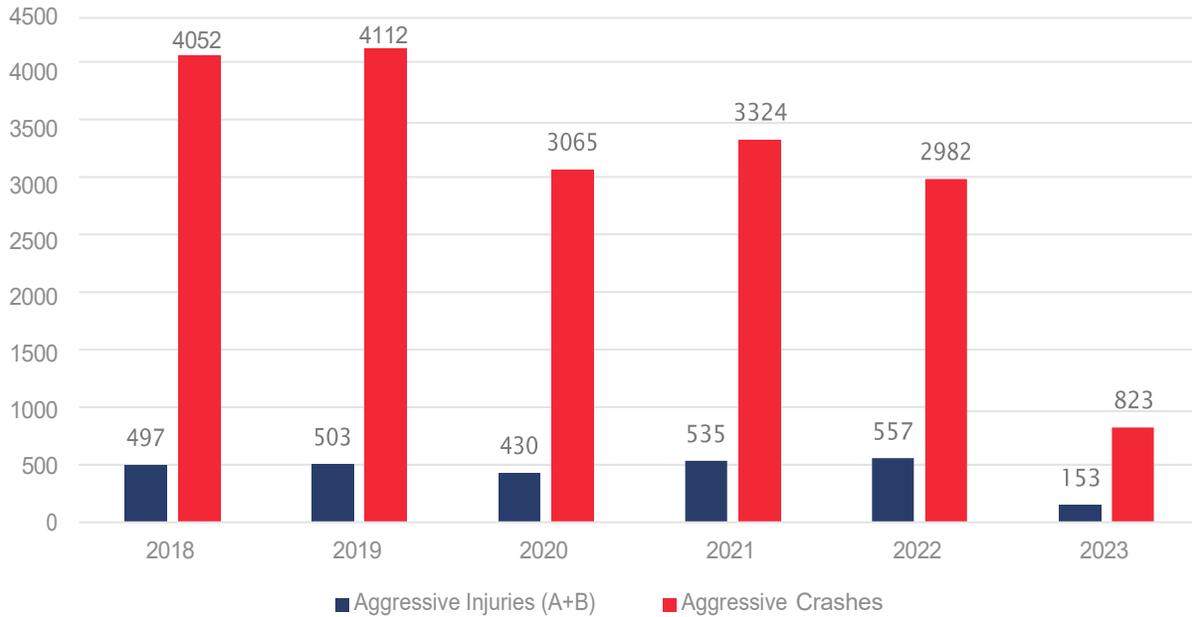
Figure 35 Number of Speeding-Related Fatalities (FARS)



Source: FARS, 2017–2020 and MPD Data, 2021-2022.

Between 2018 and 2022, there were 2,522 aggressive-driving-related injuries that represented about 20.0 percent of all injuries (12,621), as shown in Figure 36. On average, 14.4 percent of all aggressive-related crashes resulted in an injury.

Figure 36 Aggressive Injury Crashes



Source: MPD Data, 2018–2022.

The highest frequencies of aggressive driving-related injuries occur between noon and 4 pm (20.8 percent), followed by 4 pm–8 pm (20.4 percent), and 8 am–noon (17.4 percent).

The highest frequencies of aggressive-driving-related injuries occur on Saturdays (15.6 percent), followed by Sundays and Fridays (15.0 percent). The months of the year with the highest frequencies of aggressive driving-related injuries are May (11.0 percent), August (10.1 percent), and September (9.1 percent).

Over 35.7 percent of all aggressive driving-related injury crashes were from Wards 7 and 8, followed by Ward 6 (14.4 percent) and Ward 5 (14.0 percent).

The 21 to 35 age group accounted for 31.8 percent — the highest involvement in aggressive driving-related crashes; 26–30 years (12.0 percent), 21–25 years (10.0 percent), and 31–35 years (9.7 percent). Majority of drivers were male (60.3 percent), compared to female (24.5 percent). 15.2 percent were unknown.

Almost 17.4 percent of the drivers held a permit from the District, followed by Maryland (17.2 percent), and Virginia (6.1 percent). About 3.7 percent of drivers held permits from other States, and 55.5 percent accounted for Unknown.

Using Effective Countermeasures

The DC HSO is committed to using effective countermeasures that are rooted in best-practices, promising practices, and data. To support this effort, projects will use the following strategies as outlined in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (2021)*:

- CMTW: Speed Limits (3-1.1) ★★★★★
- CMTW: Automated Enforcement (3-2.1) ★★★★★

- CMTW: High Visibility Enforcement (3-2.2) ★★
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.
 - Research has shown a reduction in crashes or reductions in speeding to both general and targeted high-visibility speed enforcement campaigns. Although the evidence is not conclusive, the trends are promising. These efforts have included a substantial increase in general traffic enforcement in Fresno, California (Davis et al., 2006), and a community-based, high-visibility speed enforcement campaign, entitled *Heed the Speed*, in the Phoenix, Arizona, area that aimed to reduce pedestrian crashes and injuries (Blomberg & Cleven, 2006).
 - These findings were taken directly from the NHTSA Website:
<https://www.nhtsa.gov/book/countermeasures/a3-speeding-and-speed-management/22-high-visibility-enforcement#:~:text=However%2C%20the%20proportion%20of%20crashes,high%2Dvisibility%20speed%20enforcement%20campaigns.>
- CMTW: Other Enforcement Methods (3-2.3) ★★
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.
 - DC MPD has been active in other innovative enforcement strategies to raise awareness on pedestrian safety and enforcement. As NHTSA has supported practices that combine education with earned media, these types of events has been proven
 - This project was highlighted in recent Metropolitan Police Department (MPD) publications: <https://mpdc.dc.gov/page/police-initiatives>
- CMTW: Communications and Outreach Supporting Enforcement (3-4.1) ★★★

I 0.2. POSSIBLE EQUIPMENT REQUEST

Table 7 Equipment Request for Variable Message Sign

Project No.	Agency	Item	Quantity	Unit cost	Total Cost
PT 2023-04-00-00	Metropolitan Police Department	Variable Message Sign	1	\$17,443.00	\$17,443.00

I 0.3. FY2024 AGGRESSIVE DRIVING OUTCOME MEASURES

Table 8 outlines the fiscal year 2024 performance measures for aggressive driving.

Table 8 Fiscal Year 2024 Performance Measures for Aggressive Driving

FY2024 Performance Measure			BASE YEARS				
			2018	2019	2020	2021	2022
C-6	Speeding-related Fatalities	FARS / *District	15	13	16	13	10
	Reduce number of speeding-related fatalities by 5 percent from 13.4 (2018–2022 rolling average) to 12.7 by 2024.	five-year Rolling Average	13.4	13.6	15.4	14.8	13.4
C-14	Aggressive-related Injuries	District	497	503	430	507	557
	Reduce number of aggressive-related injuries by 7 percent from 504.4 (2018–2022 rolling average) to 469.0 by 2024.	five-year Rolling Average	502.6	539.4	529.8	507.4	504.4

II. PROGRAM AREA: NONMOTORIZED (PEDESTRIANS AND BICYCLISTS)

II.I. DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

23 CFR 1300.27 for FY2023 qualifies the District for 405(h) Incentive Grants for Nonmotorized Safety by having exceeded 15 percent of the total annual fatalities in (FARS)

Pedestrians and bicyclists are among our most vulnerable roadway users, and they suffer more serious injuries than vehicle occupants when involved in a crash with a motor vehicle. The District has added pedestrian-enforcement efforts in areas identified as particularly dangerous. These efforts also emphasize education and safety tips to increase community member awareness.

The Council of the District of Columbia enacted the Pedestrian Safety Amendment of 2005 on March 16, 2005. The law increased civil infractions and fines for pedestrians who violate safety measures. Fines range from \$10 to \$50.

District Code Title 50, Sections 2201 through 2221 and DCMR Title 18, detail how a driver should operate a motor vehicle on the streets of the District of Columbia. Table 9 lists the consequences of failing to operate a motor vehicle safely.

Table 9 Civil Infractions, Fines, and Penalties (District Code Title 50, Sections 2201 through 2221 and DCMR Title 18)

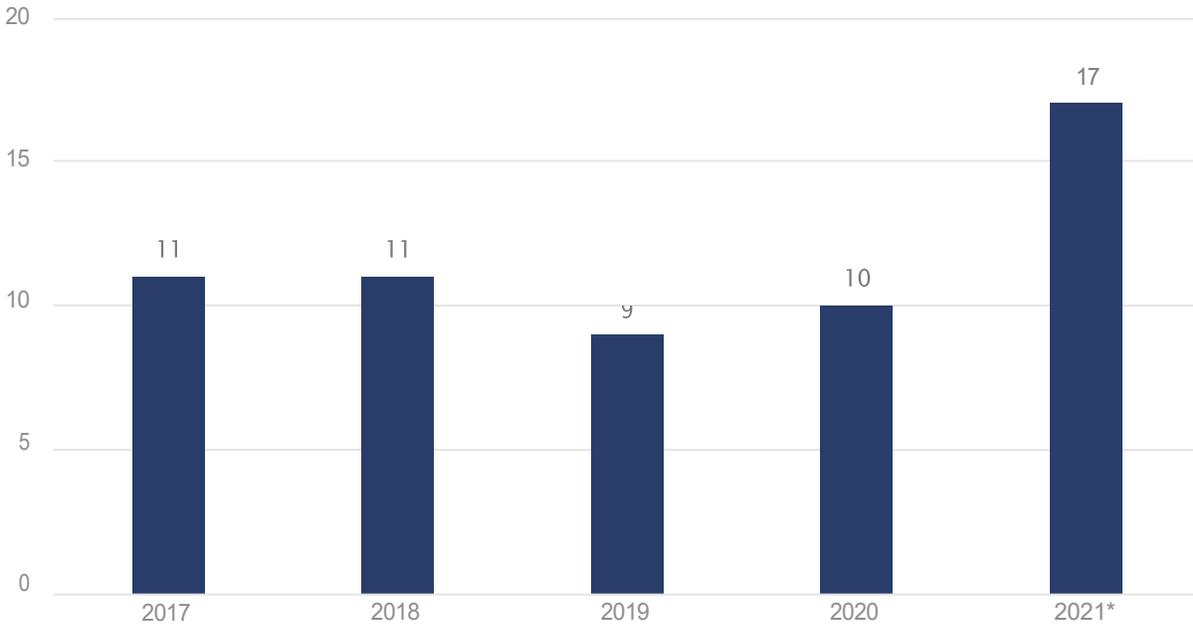
Civil Infractions	Fines and Penalty
Failure to STOP and give right-of-way to a pedestrian who has begun crossing on the WALK signal (signalized intersection).	\$75 and three points
Failure to STOP and give right-of-way to a pedestrian crossing the roadway within any marked crosswalk or unmarked crosswalk at an intersection (unsignalized crosswalk).	\$250 and three points
Overtaking a stopped vehicle from the rear at a marked crosswalk or at an unmarked crosswalk to permit a pedestrian to cross the roadway.	\$250 and three points
Failure to give right-of-way to a pedestrian on a sidewalk (e.g., alleys and parking lots).	\$250 and three points
Colliding with a pedestrian while committing any of the above- listed offenses. *	\$500 and six points

* Criminal charges are possible. Penalty for colliding with a pedestrian leads to a double fine.

When traveling on city streets, bicyclists should follow the same rules-of-the-road as motorized vehicles. This means completely stopping at STOP signs, obeying traffic signals and lane markings, and using hand signals to let others know the bicyclist’s intention to stop or turn. Furthermore, bicyclists must be aware of their surroundings.

Between 2018 and 2022 (2022–preliminary data), there were sixty-six pedestrian fatalities, representing 40.2 percent of all traffic fatalities (164). The District pedestrian-fatality rate per 100K population is 1.94, higher than the Washington metropolitan area (DC / VA / MD) of 1.59. (NHTSA Traffic Facts, June 2021).

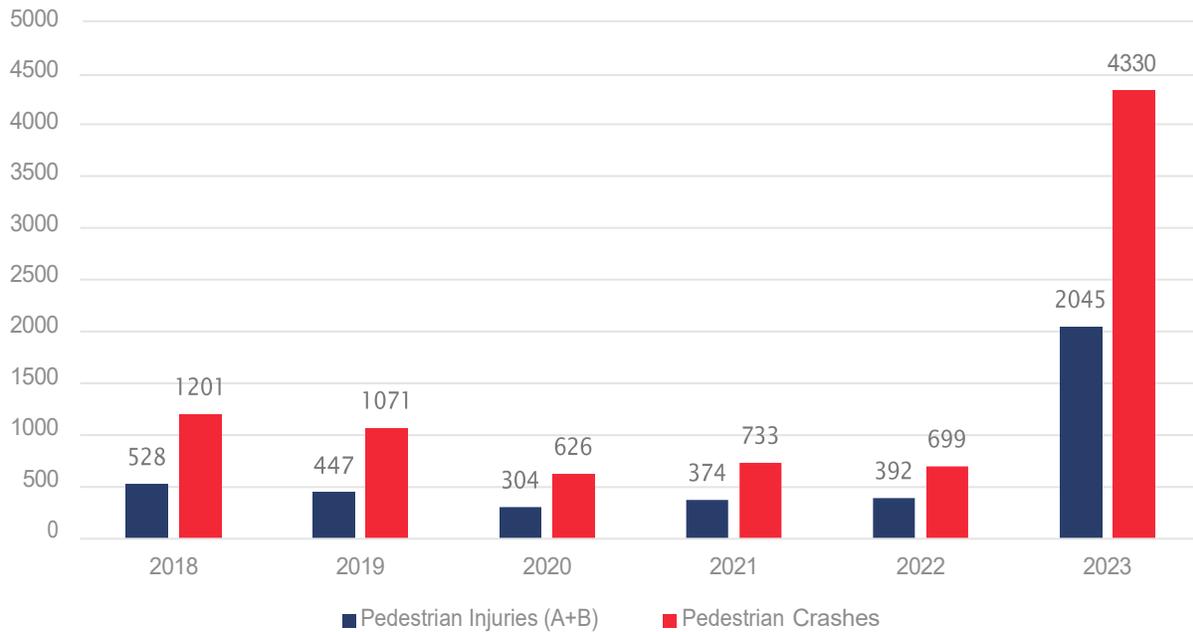
Figure 37 Pedestrian Fatalities (FARS)



Source: FARS, 2017–2020 and *MPD Data, 2021-2023.

Between 2018 and 2022, there were 2,045 reported pedestrian injuries, representing about 16.2 percent of all injuries (12,621), as shown in Figure 38. On average, 47.2 percent of all reported pedestrian crashes resulted in an injury (2,045 out of 4,330).

Figure 38 Pedestrian Injuries and Crashes



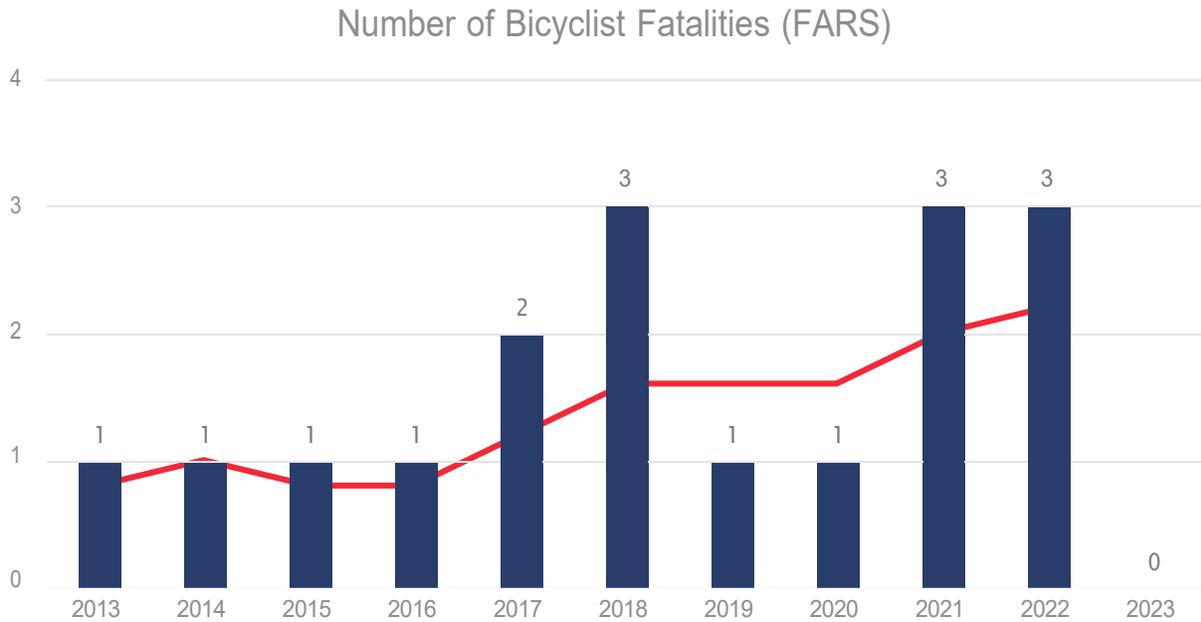
Source: MPD Data, 2017–2023.

Almost 50 percent of reported pedestrian injuries occur between the hours of noon and 8 pm in the District, followed by 8 pm to midnight and 8 am to noon (18.7 and 15.9 percent, respectively) with the highest frequency occurring on Fridays (16.7 percent), Wednesday (16.2 percent), and Thursdays (15.5 percent). December, August, and May had the highest percentage of injuries of 9.5, 9.4, 9.1 percent, respectively.

Ward 2 had the highest occurrence of reported pedestrian injuries of 17.8 percent, followed by Ward 6 (15.8 percent), and Ward 8 (13.8 percent).

The age groups with the highest involvement in reported pedestrian crashes are 26–30 years (13.0 percent), 21–25 years (11.0 percent), and 31–35 years (10.9 percent), as shown in Figure 39. Overall, pedestrians within the 21–35-year age group accounted for 35.0 percent of all pedestrian crashes.

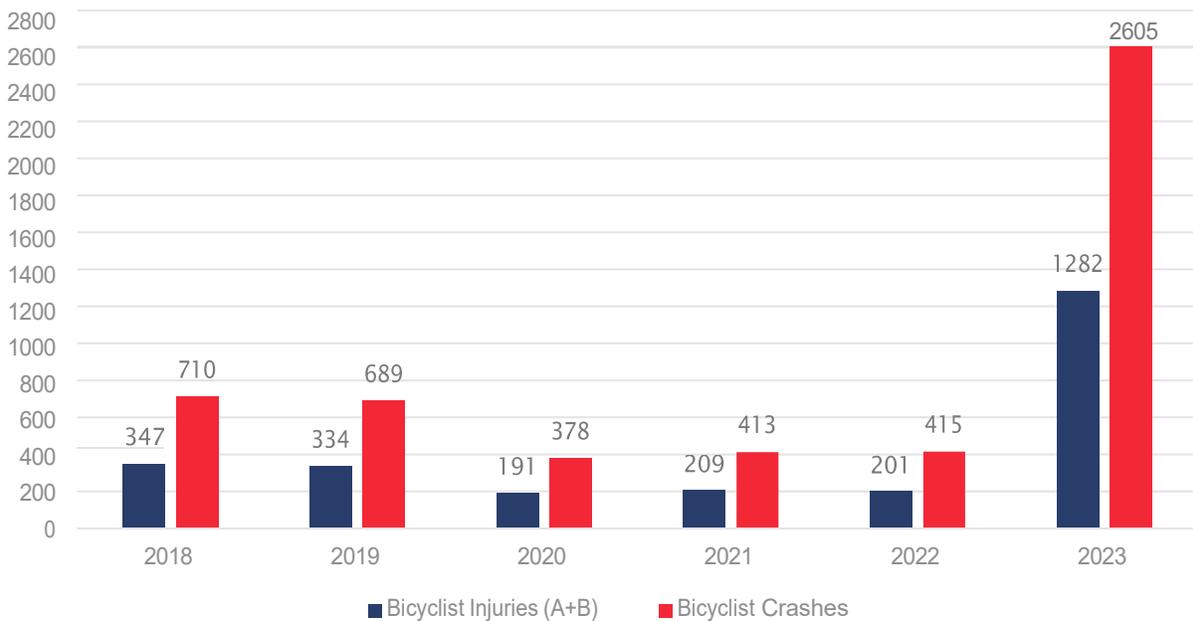
Figure 39 Number of Bicyclist Fatalities (FARS)



Source: FARS, 2017–2020 and *MPD Data, 2021-2023.

Between 2019 and 2023, 2,564 reported bicyclist injuries represented about 49 percent of all bicyclist- involved crashes (5,210), as shown in Figure 40.

Figure 40 Bicyclist Injuries and Crashes



Source: MPD Data, 2017–2023.

The highest frequencies of bicyclist injuries occur between the hours of 4 pm to 8 pm (34.1 percent), noon to 4 pm (20.7 percent), and 8 am to noon (20.2 percent). Wednesdays had the highest frequencies of bicyclist-related injuries of 16.5 percent, followed by Thursdays (15.8 percent) and Tuesdays (15.8 percent). Together, August, June and July had the highest frequencies of bicyclist injuries of 35.5 percent.

The highest frequencies of bicyclist injuries occurred in Ward 2 (30.5 percent), Ward 6 (19.1 percent), and Ward 1 (11.9 percent). Males account for about 77.4 percent of all bicyclist-involved crashes and the age groups with the highest involvement in bicyclist crashes are 26–30 years (17.8 percent), 31–35 years (14.8 percent), and 21–25 years (12.8 percent). Bicyclist ages for 8.3 percent of crashes were Unknown.

Using Effective Countermeasures

The DC HSO is committed to using effective countermeasures that are rooted in best-practices, promising practices, and data. To support this effort, projects will use the following strategies as outlined in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (2021)*:

- CMTW: Safe Routes to School (9-1.2) ★★ ★
- CMTW: Bicycle Safety Education for Children (9-1.3) ★ ★
 - *As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.*
 - Research has shown that engaging children on bicycle safety is effective if the programming increase risk perception and increases technical skills for interfacing with other modes of transportation. Research was published in the *International Journal of Behavioral Nutrition and Physical Activity in 2010* – “The Effectiveness of Community-Based Cycling Promotion: from the Cycling Connecting Communities Project.”
 - Rissel, C.E., New, C., Wen, L.M. et al. The effectiveness of community-based cycling promotion: findings from the Cycling Connecting Communities Project in Sydney, Australia. *Int J Behav Nutr Phys Act* 7, 8 (2010). <https://doi.org/10.1186/1479-5868-7-8CMTW>:
- Cycling Skills Clinics, Bike Fairs, Bike Rodeos (9-1.4) ★ ★
 - *As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.*
 - Research has shown that engaging the broader community in community events on bicycle safety is effective if the programming increase risk perception and increases technical skills for interfacing with other modes of transportation. Research was published in the *International Journal of Behavioral Nutrition and Physical Activity in 2010* – “The Effectiveness of Community-Based Cycling Promotion: from the Cycling Connecting Communities Project.”
 - Rissel, C.E., New, C., Wen, L.M. et al. The effectiveness of community-based cycling promotion: findings from the Cycling Connecting Communities Project in Sydney, Australia. *Int J Behav Nutr Phys Act* 7, 8 (2010). <https://doi.org/10.1186/1479-5868-7-8CMTW>
- CMTW: Bicycle Education for Adult Cyclists (9-2.2) ★
 - *As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.*
 - Research has shown that engaging adult audiences on bicycle safety is effective if the programming increase risk perception and increases technical skills for interfacing with other modes of transportation. Research was published in the *International Journal of Behavioral Nutrition and Physical Activity in 2010* – “The Effectiveness of Community-Based Cycling Promotion: from the Cycling Connecting Communities Project.”
 - Rissel, C.E., New, C., Wen, L.M. et al. The effectiveness of community-based cycling promotion: findings from the Cycling Connecting Communities Project in Sydney, Australia. *Int J Behav Nutr Phys Act* 7, 8 (2010). <https://doi.org/10.1186/1479-5868-7-8CMTW>

- CMTW: Promote Bicycle Helmet Use with Education (9-3.2) ★★
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.
 - Research has shown that increasing risk perception on the lack of helmet use is effective if the programming is done in conjunction with other programming elements. Research was published in the *International Journal of Behavioral Nutrition and Physical Activity in 2010* – “The Effectiveness of Community-Based Cycling Promotion: from the Cycling Connecting Communities Project.
 - Rissel, C.E., New, C., Wen, L.M. et al. The effectiveness of community-based cycling promotion: findings from the Cycling Connecting Communities Project in Sydney, Australia. *Int J Behav. Nutr. Phys Act* 7, 8 (2010)
- CMTW: Enforcement Strategies (9-3.3) ★
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.
 - The District has conducted focus groups to survey what would change behavior in pedestrian safety. Many DC residents and visitors do not feel that they are in danger of citation or enforcement. To combat this fake narrative, the District will work to increase enforcement especially in areas that are identified for greater chance of crashes in a data-driven approach.
 - <https://mpdc.dc.gov/page/police-initiatives>
- CMTW: Share the Road Awareness Programs (9-1.2) ★★
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.
 - According to NHTSA, “*Share the Road* awareness educational information can be effective in increasing knowledge and appropriate attitudes, but as with other awareness programs, there is limited evidence of behavior change.” From an anecdotal perspective, the HSO saw in the Community Listening Sessions (see Public Participation and Engagement) that community members identified with public information campaigns.
 - <https://www.nhtsa.gov/book/countermeasures/a9-bicycle-safety/42-share-road-awareness-programs#:~:text=The%20purpose%20of%20Share%20the,compliance%20with%20relevant%20traffic%20laws.>
- CMTW: Elementary-Age Child Pedestrian Training (8-2.1) ★★★
- CMTW: Safe Routes to School (8-2.2) ★★★
- CMTW: Communications and Outreach Address Impaired Pedestrians (8-3.1) ★★
 - According to NHTSA, “*Share the Road* awareness educational information can be effective in increasing knowledge and appropriate attitudes, but as with other awareness programs, there is limited evidence of behavior change.” From an anecdotal perspective, the HSO saw in the Community Listening Sessions (see Public Participation and Engagement) that community members identified with public information campaigns.
- CMTW: Pedestrian Safety Zones (8-4.1) ★★★★★
- CMTW: Reduce and Enforce Speed Limits (8-4.2) ★★★
- CMTW: Enforcement Strategies (8-4.4) ★★★

- **CMTW: Driver Training (8-4.5) ★**
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure
 - According to research from the University of Nebraska-Lincoln, teen drivers who did not complete educational training around drivers education, including pedestrian and bicycle safety standards, were 75% more likely to get a moving citation 24% more likely to be involved in a fatal or injury crash. Educational training around bike and pedestrian education also increased safety measures.
 - (Newman, I., Shell, D. Drivers Education Significantly Reduces Crashes.)
<https://newsroom.unl.edu/releases/2015/08/13/Study:+Driver's+ed+significantly+reduces+teen+crashes,+tickets#:~:text=A%20new%20study%20that%20followed,traffic%20violations%20among%20new%20drivers.>
- **CMTW: University Educational Campaigns (8-4.7) ★**
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure
 - The National Institute of Health (NIH) found that public health and information campaigns on college campuses are effective if they include peer-to-peer education and form a community coalition element.
 - Hahn RA, Truman BI. Education Improves Public Health and Promotes Health Equity. *Int J Health Serv.* 2015;45(4):657-78. doi: 10.1177/0020731415585986. Epub 2015 May 19. PMID: 25995305; PMCID: PMC4691207.

11.2. COMMUNICATIONS AND ENFORCEMENT

In FY2024, the District plans to participate in the following campaigns with paid media and enforcement (Figure 41):

- October 15-21, 2023 — National campaign, National Teen Driver Safety Week Teen Driving Issues;
- Fall 2023 — Regional campaign, Street Smart; and
- Spring 2024 — Regional campaign, Street Smart.

Using Effective Countermeasures

The DC HSO is committed to using effective countermeasures that are rooted in best-practices, promising practices, and data. To support this effort, projects will use the following strategies as outlined in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (2021)*:

- CMTW: Safe Routes to School (9-1.2) ★★
- CMTW: Bicycle Safety Education for Children (9-1.3) ★★
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.
 - Research has shown that engaging children on bicycle safety is effective if the programming increase risk perception and increases technical skills for interfacing with other modes of transportation. Research was published in the *International Journal of Behavioral Nutrition and Physical Activity in 2010* – “The Effectiveness of Community-Based Cycling Promotion: from the Cycling Connecting Communities Project.”
 - Rissel, C.E., New, C., Wen, L.M. et al. The effectiveness of community-based cycling promotion: findings from the Cycling Connecting Communities Project in Sydney, Australia. *Int J Behav Nutr Phys Act* 7, 8 (2010). <https://doi.org/10.1186/1479-5868-7-8CMTW>:
- Cycling Skills Clinics, Bike Fairs, Bike Rodeos (9-1.4) ★★
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.
 - Research has shown that engaging the broader community in community events on bicycle safety is effective if the programming increase risk perception and increases technical skills for interfacing with other modes of transportation. Research was published in the *International Journal of Behavioral Nutrition and Physical Activity in 2010* – “The Effectiveness of Community-Based Cycling Promotion: from the Cycling Connecting Communities Project.”
 - Rissel, C.E., New, C., Wen, L.M. et al. The effectiveness of community-based cycling promotion: findings from the Cycling Connecting Communities Project in Sydney, Australia. *Int J Behav Nutr Phys Act* 7, 8 (2010). <https://doi.org/10.1186/1479-5868-7-8CMTW>
- CMTW: Bicycle Education for Adult Cyclists (9-2.2) ★
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.
 - Research has shown that engaging adult audiences on bicycle safety is effective if the programming increase risk perception and increases technical skills for interfacing with other modes of transportation. Research was published in the *International Journal of Behavioral Nutrition and Physical Activity in 2010* – “The Effectiveness of Community-Based Cycling Promotion: from the Cycling Connecting Communities Project.”
 - Rissel, C.E., New, C., Wen, L.M. et al. The effectiveness of community-based cycling promotion: findings from the Cycling Connecting Communities Project in Sydney, Australia. *Int J Behav Nutr Phys Act* 7, 8 (2010). <https://doi.org/10.1186/1479-5868-7-8CMTW>

- CMTW: Promote Bicycle Helmet Use with Education (9-3.2) ★★
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.
 - Research has shown that increasing risk perception on the lack of helmet use is effective if the programming is done in conjunction with other programming elements. Research was published in the *International Journal of Behavioral Nutrition and Physical Activity in 2010* – “The Effectiveness of Community-Based Cycling Promotion: from the Cycling Connecting Communities Project.
 - Rissel, C.E., New, C., Wen, L.M. et al. The effectiveness of community-based cycling promotion: findings from the Cycling Connecting Communities Project in Sydney, Australia. *Int J Behav. Nutr. Phys Act* 7, 8 (2010)
- CMTW: Enforcement Strategies (9-3.3) ★
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.
 - The District has conducted focus groups to survey what would change behavior in pedestrian safety. Many DC residents and visitors do not feel that they are in danger of citation or enforcement. To combat this fake narrative, the District will work to increase enforcement especially in areas that are identified for greater chance of crashes in a data-driven approach.
 - <https://mpdc.dc.gov/page/police-initiatives>
- CMTW: Share the Road Awareness Programs (9-1.2) ★★
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure.
 - According to NHTSA, “*Share the Road* awareness educational information can be effective in increasing knowledge and appropriate attitudes, but as with other awareness programs, there is limited evidence of behavior change.” From an anecdotal perspective, the HSO saw in the Community Listening Sessions (see Public Participation and Engagement) that community members identified with public information campaigns.
 - <https://www.nhtsa.gov/book/countermeasures/a9-bicycle-safety/42-share-road-awareness-programs#:~:text=The%20purpose%20of%20Share%20the,compliance%20with%20relevant%20traffic%20laws.>
- CMTW: Elementary-Age Child Pedestrian Training (8-2.1) ★★★
- CMTW: Safe Routes to School (8-2.2) ★★★
- CMTW: Communications and Outreach Address Impaired Pedestrians (8-3.1) ★★
 - The data shows us an increase in the number of pedestrian and micro-mobility users in the District. We know from witness reports that in some cases, individuals who were killed may have been impaired from alcohol or other substances. With the large number of college-age students that reside within the district, we know that additional education and enforcement will raise awareness of the dangers of impaired mobility. Traditionally, our messaging to this audience has focused on the dangers of impaired driving, and in response, individuals have chosen to be pedestrians and use the multitude of micro-mobility options in the District. Now, we must continue the work to ensure impaired individuals are safe when on foot. In time, the District will evaluate this countermeasure and direct resources based upon those findings.
- CMTW: Pedestrian Safety Zones (8-4.1) ★★★★★
- CMTW: Reduce and Enforce Speed Limits (8-4.2) ★★★
- CMTW: Enforcement Strategies (8-4.4) ★★★

- **CMTW: Driver Training (8-4.5) ★**
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure
 - According to research from the University of Nebraska-Lincoln, teen drivers who did not complete educational training around drivers education, including pedestrian and bicycle safety standards, were 75% more likely to get a moving citation 24% more likely to be involved in a fatal or injury crash. Educational training around bike and pedestrian education also increased safety measures.
 - (Newman, I., Shell, D. Drivers Education Significantly Reduces Crashes.)
<https://newsroom.unl.edu/releases/2015/08/13/Study:+Driver's+ed+significantly+reduces+teen+crashes,+tickets#:~:text=A%20new%20study%20that%20followed,traffic%20violations%20among%20new%20drivers.>
- **CMTW: University Educational Campaigns (8-4.7) ★**
As this countermeasure has less than three stars, addition support is needed to justify deploying this countermeasure
 - The National Institute of Health (NIH) found that public health and information campaigns on college campuses are effective if they include peer-to-peer education and form a community coalition element.
 - Hahn RA, Truman BI. Education Improves Public Health and Promotes Health Equity. Int J Health Serv. 2015;45(4):657-78. doi: 10.1177/0020731415585986. Epub 2015 May 19. PMID: 25995305; PMCID: PMC4691207.



Figure 41 Speeding Campaign Media

11.3. FY2024 NONMOTORIZED SAFETY OUTCOME MEASURES

Table 10 Fiscal Year 2024 Performance Measures for Nonmotorized Safety

FY2024 Performance Measure			BASE YEARS				
			2018	2019	2020	2021	2022
C-10	Pedestrian Fatalities	FARS / *District	11	9	10	19	17
	Reduce number of pedestrian fatalities by 5 percent from 13.2 (2018–2022 rolling average) to 12.5 by 2024	5-year Rolling Average	10.4	10.4	9.8	12.0	13.2
C-11	Bicyclist Fatalities	FARS / *District	3	1	1	3	3
	Reduce number of bicyclist fatalities by 5 percent from 2.2 (2018–2022 rolling average) to 2.1 by 2024	5-year Rolling Average	1.6	1.6	1.6	2.0	2.2
C-15	Pedestrian-related Injuries	FARS / *District	528	447	304	374	392
	Maintain the number of pedestrian-related injuries to no more than 409 (occurred in 2022) by 2024.	5-year Rolling Average	460.0	468.6	455.4	432.8	409.0
C-16	Bicyclist-related Injuries	FARS / *District	347	334	191	209	201
	Maintain the number of bicyclist-related injuries to no more than 201 (occurred in 2022) by 2024.	5-year Rolling Average	361.0	355.4	333.2	299.0	256.4

I 2. PROGRAM AREA: TRAFFIC RECORDS

In accordance with 23 CFR 1300.22 for FY2023. The following sections conform to the BIL requirements for 405(c) Application for the District.

Data provides the foundation of any effort to improve traffic safety. Analyzing reliable and accurate traffic records data is central to identifying traffic safety problems and designing effective countermeasures to reduce injuries and fatalities caused by crashes.

A traffic records system consists of data about the roadway network, people, and vehicles that use it. The six traffic records categories are: Crash, Vehicle, Driver, Roadway, Citation / Adjudication, and Emergency Medical Services / Injury Surveillance. The data from these categories are used to understand driver demographics, licensure, behavior, and sanctions, vehicle types, configurations, and usage, engineering, education, and enforcement measures, crash-related medical issues, and actions, and how all these factors affect highway safety.

I 2. I. DISTRICT TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

In 2007, the District of Columbia established its Traffic Records Coordinating Committee (TRCC), which is comprised of nine District agencies (DDOT, MPD, FEMS, DMV, OCTO, OAG, DCSC, OCME and DOH). The HSO Manager / Coordinator is also the TRCC Coordinator. The TRCC includes policy-level representatives from each major system owner (Crash, Roadway, Enforcement / Adjudication, Driver, Vehicle, Injury Surveillance System / Emergency Medical System).

The vision of the District’s TRCC is to enhance transportation safety and reduce crashes and crash- related injuries through a coordinated approach that will provide timely, accurate, complete, integrated, uniform, and accessible traffic records data. The TRCC developed the following goals:

District of Columbia Traffic Records Coordinating Committee (TRCC)

1. Superior Court of the District of Columbia (DCSC)
2. District Department of Transportation (DDOT)
3. Department of Motor Vehicles (DMV)
4. Department of Health (DC Health)
5. Fire/Emergency Medical Services (FEMS)
6. Metropolitan Police Department (MPD)
7. Office of the Attorney General (OAG)
8. Office of the Chief Medical Examiner (OCME)
9. Office of the Chief Technology Officer (OCTO)

- Provide ongoing Districtwide forum for traffic records and support coordination of multiagency initiatives and projects.
- Leverage technology and appropriate government and industry standards to improve timely collection, dissemination, and analysis of traffic records data.
- Improve interoperability and exchange of local and regional traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
- Create a user-friendly data system that incorporates public and private data sources to better inform traffic-related policy and program decision makers.

The TRCC has met regularly since 2007. The three most recent meetings were virtual and conducted with Team members on the following dates:

- April 27, 2022
- June 28, 2022
- May 5, 2023

12.2. DISTRICT TRAFFIC RECORDS ASSESSMENT (TRA)

In 2021, the District conducted the Traffic Records Self-Assessment, which was used to provide valuable updates to the 2016 Traffic Records Strategic Plan. The assessment asked 328 questions, each question corresponding to an ideal system, and answers provided were used to rate the District's capabilities as 1) meeting the ideal, 2) partially meeting the ideal, or 3) not meeting the ideal. In summary, the District of Columbia: 1) met the Advisory ideal for 197 questions (60.06 percent), 2) partially met the Advisory ideal for seventeen questions (5.18 percent), and 3) did not meet the Advisory Ideal for 114 questions (34.76 percent). The following provides the percentages of the Advisory Ideal met for each traffic record component area:

- Traffic Records Coordinating Committee Management: 100 percent.
- Strategic Planning: 76 percent.
- Crash Data: 81.25 percent.
- Vehicle Data: 86.11 percent.
- Driver Data: 87.8 percent.
- Roadway Data: 67.05 percent.
- Citation / Adjudication Data: 81.03 percent.
- EMS / Injury Surveillance Data: 45.12 percent.
- Data Use and Integration: 74.12 percent.

Note: No State currently achieves 100 percent of the NHTSA Ideal standard; rather, it is considered a goal to work toward.

According to 23 CFR Part 1200, §1200.22, States are required to list recommendations from their most recent TRA and provide an explanation of how they intend to address each recommendation. Table 11 summarizes the priority recommendations from the assessment to improve best practices identified in the Traffic Records Program Assessment Advisory (TRPAA).

Table 11 Traffic Records Assessment Priority Recommendations that Reflect Best Practices as Recommended in TRPAA

Data System Assessment	Recommendations
Strategic Planning	1. Strengthen TRCC's abilities for strategic planning.
Data Use and Integration	1. Improve traffic records systems capacity to integrate data.
Crash	1. Improve applicable guidelines for Crash data. 2. Improve interfaces with Crash data system. 3. Improve data quality-control program for Crash data system.
Vehicle	1. Improve applicable guidelines for Vehicle Data system. 2. Improve procedures / process flows for Vehicle Data system 3. Improve interfaces with Vehicle Data system.
Driver	1. Improve interfaces with Driver Data system. 2. Improve data quality control program for Driver Data system.
Roadway	1. Improve applicable guidelines for Roadway Data system. 2. Improve data quality control program.
Citation / Adjudication	1. Improve applicable guidelines for Citation and Adjudication systems. 2. Improve data dictionary for Citation and Adjudication systems. 3. Improve data quality control program for Citation and Adjudication systems.
EMS / Injury Surveillance	1. Improve interfaces with Injury Surveillance systems. 2. Improve data quality control program for Injury Surveillance systems.

I 2.3. DISTRICT TRAFFIC RECORDS STRATEGIC PLAN (TRSP)

In 2022, the District completed the updated Traffic Records Strategic Plan (TRSP 2022), which serves as a guiding document for traffic records improvements over the five-year period from 2022 through 2026 and includes goals and objectives identified by the TRA. The TRSP serves the ultimate purpose of providing and maintaining an integrated traffic records system in the District that delivers timely, high-quality data for appropriate traffic-safety decisions at all levels. The TRSP includes clearly defined objectives and performance measures for each traffic records module. The TRCC Committee also believes that the partnerships and coordination provided for in this strategic plan will increase public safety and create an environment for improving the District's traffic records system. This will be accomplished by maximizing efficiencies through interagency cooperation and leveraging both existing resources and potential Federal funding opportunities.

TRCC members prioritize and vet projects during their quarterly meetings; this process became the following year's spending plan for the District's Section 405c (traffic records) funding.

I 3. EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

I 3.1. CRASH ANALYSIS

This problem-identification process uses NHTSA FARS data for fatal crashes and MPD data for injuries. These databases are queried to determine who is involved in a crash (age, gender, seatbelt use, impairment, etc.); when crashes occur (time of day, day of the week, month, etc.); crash-causation factors, (speed, alcohol, etc.); and where crashes occur. The HSP summarizes the problems identified and the District's program areas intended to address these problems. In addition to the data-analysis process used to develop the HSP, the traffic enforcement plan will also look at Police District locations where injuries and fatalities occur and consider citizen complaints and community feedback.

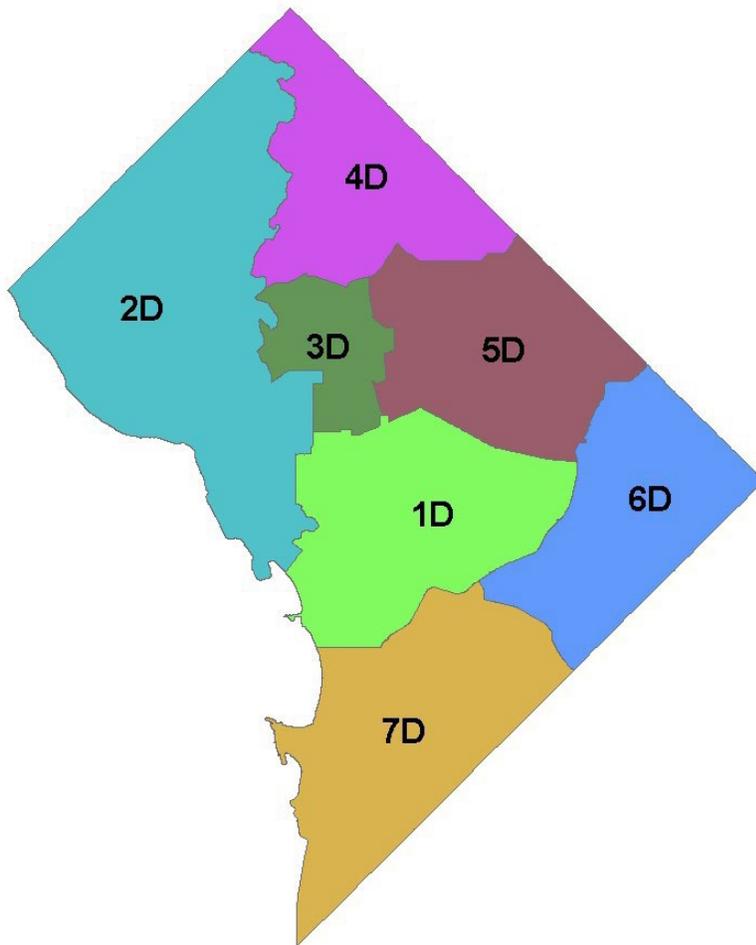
I 3.2. DEPLOYMENT OF RESOURCES

The MPD is the primary law enforcement agency in the District of Columbia; its mission is to safeguard the District and protect its residents and visitors. MPD provides the highest quality of police service with integrity, compassion, and a commitment to innovation that integrates people, technology, and progressive business systems.

The HSO includes a law enforcement program manager who coordinates Districtwide law enforcement projects. The HSO is moving to a more evidence-based practice to help the MPD create and refine its approach and provide structure to its traffic safety-enforcement efforts. This does not replace community-specific knowledge, and it does not remove MPD authority or responsibility for traffic-safety decisions.

Figure 42 shows the seven police districts in the District. Each district is further divided into 7–9 Police Service Areas (PSAs), for a total of 56 PSAs Districtwide.

Figure 42 Police Districts



The HSO and the MPD have integrated evidence-based traffic-safety enforcement methodology and will use a hybrid between an integrated enforcement approach, which includes enforcing traffic laws pertaining to impairment, speeding, and seatbelt use, and saturation patrols—both of which can be found in the NHTSA publication, *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. All enforcement efforts are highly publicized in local media and describe the effort as an impaired-driving campaign. Enforcement would include uniformed law enforcement officers *saturating* a high DUI-related crash area and engaging the driving public by pulling over as many traffic violators as possible to serve as a deterrent to impaired driving. This hybrid approach will reinforce a public perception that the risk of driving impaired will result in an arrest.

This overall approach—along with associated National crackdowns and mobilizations, and the District’s safety calendar—will provide continuous, direct, and general deterrence in impaired driving, aggressive driving, seatbelt use, and improve pedestrian and bicycle safety.

The MPD enforces a Zero Tolerance strategy, so regardless of the enforcement area officers focus on, they will pull over drivers who exhibit unsafe driving behaviors. All MPD officers are encouraged to take part in and support a Districtwide enforcement period, even if they do not receive grant funds.

MPD will assist the HSO by conducting overtime enforcement in the following areas:

- **Saturated Patrol (Impaired Driving).** All seven MPD Districts address impaired driving in collaboration with the Traffic Safety Specialized Enforcement Branch (TSSEB) Impaired Driver Support Unit (IDSU). If drivers believe that driving impaired is likely to be detected and result in arrest, conviction, and punishment, many will not drive impaired. The TSSEB will continue to coordinate high-visibility sobriety checkpoints, as well as saturation patrols citywide on a weekly/monthly basis. In addition to the saturation patrols, the MPD also participates during the National impaired-driving crackdowns in August and December.
- MPD and ABCA also conduct a **Cops in Shops** program, a proactive approach that places undercover officers and trained individuals in retail liquor establishments to stop the sale of alcohol to minors, as well as to those of legal age who attempt to purchase it for them.
- **Occupant Protection Enforcement.** Since adopting the national enforcement and media Click It or Ticket campaign, the MPD has supported the program with its enforcement efforts and has worked with neighboring jurisdictions to perform border-to-border seatbelt mobilizations.
- MPD also has officers who are **Child Passenger Safety Certified Technicians** and who participate in the District’s Child Passenger Safety—Project Safe-Child program, where child seats are checked or installed, and workshops are given to parents and caregivers on the proper use of child seats.
- **Aggressive Driving Enforcement.** Police Traffic Services (PTS) focuses on speeding and aggressive driving and other moving violations. Drivers should know that the MPD has a Zero Tolerance policy for not complying with the motor vehicle laws of the District. Speeding was the primary contributing factor in almost one-third of the fatalities over the past 5 years. The program consists of four enforcement waves that coincide with media blitzes to inform and educate the public and stigmatize aggressive driving. Participating law enforcement agencies are also consulted to determine the timing of the law enforcement activities and identify target demographics. Research and evaluations are conducted annually to evaluate the program and study the problem and solutions.
- **Pedestrian / Bicycle Enforcement (Pedestrian and Bicycle Safety).** More than six hundred officers have been trained on the District’s Vehicle Pedestrian and Bicycle laws and regulations, but more training is needed. The MPD Academy, in conjunction with the DDOT Pedestrian and Bicycle Safety Group, are developing an online Pedestrian / Bicycle Training module that law enforcement officers and other authorized agency enforcement personnel can complete remotely from their office or wireless laptop. This should help increase enforcement capability, as well as public awareness.

The HSO will continue to partner with Maryland and Northern Virginia for the Street Smart campaign, a public education, awareness, and behavioral campaign designed to improve pedestrian and bicycle safety. High-visibility law enforcement is used to enforce laws and train users to be better drivers, cyclists, and pedestrians. Since 2002, the campaign has used mass media, such as radio, newspaper, and transit advertising, to emphasize safe practices and educate motorists, pedestrians, and bicyclists on existing laws and regulations governing the safe use of all transportation facilities, including streets, bicycle lanes, and sidewalks.

I 3.3. MONITORING EFFECTIVENESS

To ensure these law enforcement projects remain relevant and retain the ability to adjust to any situation, various tracking mechanisms will be used that enable program managers and law enforcement managers to gain quick insights into the progress of each project.

Monthly meetings with the HSO and progress reports will be required from each area a grant was received to ensure an understanding of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the area and times worked, and the number of citations issued, and arrests made. This monthly monitoring will allow for subtle or major adjustments within each MPD District in sufficient time to provide the greatest use of resources.

APPENDIX A – OCCUPANT PROTECTION GRANT

Certified Technicians				
82293 4	Joshua V	Allen	6 th District	5/30/2024
82288 3	John	Ayllon	6 th District	5/30/2024
82288 3	Joseph K	Babula	1 st District	5/30/2024
83372 0	DeAngel o	Baucum	DMV Inspection Station	5/4/2025
82239 2	Taneisha J	Bigelow	Forest Heights Police	5/30/2024
79634 4	Brandi	Beam	Federal	4/18/2023
79274 2	Dannielle	Brown	4 th District	5/24/2025
82290 6	Eric D	Brown	5 th District	5/30/2024
56516 6	Edwin	Buckner	Chief Office	6/6/2023
76227 7	Tanya	Butler	2 nd District	6/11/2024
83542 8	Enrique	Caballero	3 rd District	5/24/2025
72634 3	David	Casetta	2nd District	6/6/2023
82082 9	Tonya S	Bynum	501 New York Avenue	5/30/2024
82267 6	Graciela	Celada	Forest Heights MD	5/30/2024
82289 1	Timothy J	Chaplin Sr	6 th District	5/30/2024
82541 7	Letitia	Clarke	DDOT	8/1/2024
55860 0	J.J.	Current	Medstar WHC	12/1/2023
66940 4	Lawrence	Curtis	Gallaudet University	4/25/2024
82289 7	Natalie	Charles	2 nd District	5/30/2024
77617 0	Jessica	Dayal	Frederick Social Services	6/30/2024

82291 7	Samuel J	Desir	6 th District	5/30/2024
74995 3	Marquita	Ennals	6th District	6/6/2023
62505 8	Virginia	Fedor	Gallaudet University Police	4/30/2025
55896 5	John	Felenchak	1st District	6/6/2023
82305 4	Katherine	Garcia	6 th District	5/30/2024
56516 7	Karen	Gay	DDOT – HSO	8/29/2023
69712 3	Shaquinta	Gaines	7th District	6/6/2023
58189 7	Judith	Goodman	5th District	6/6/2023
73813 7	Ronald	Graham	HSC Pediatric Center	7/1/2023
77579 6	Chenille	Holloman	Safe Kids DC	12/17/202 4
56515 4	Byron	Hope	Retired	10/17/202 4
82299 6	Israel	James	6 th District	5/30/2024
76213 2	Analee	Jimenez	Traffic Division	6/6/2023
83371 8	JuJuan	Jordan	DMV Inspection Station	5/4/2025
83490 1	Kristen	Klyczek	Chesapeake VA	5/24/2025
76230 2	Tom	Krmenec	5 th District	4/17/2025
68873 2	Vene	La Gon	Retired	11/30/202 4
82306 0	Savonn W	Lanier	4 th District	5/30/2024
70777 2	Stephaine	Lewis	Fire Department	6/6/2023
58975 0	Cynthia a	Lightfoot	EMSC	12/20/202 4
76221 4	Jennifer	Miller	Spring Valley Pediatrics	4/17/2025
83542 5	Alexander	Montague	3rd District	5/4/2025
83519 2	Brandon	Motley	3 rd District	5/4/2025
59442 6	Anthony	Murphy	MPD Headquarters	8/29/2024

68873 1	Lee	Nobriga	Traffic Safety Division	6/6/2023
59596 6	Arlinda	Page	Retired	8/20/2023

82291 5	Robert L	Parker II	Water Border	5/30/2024
56095 3	Sylvia	Perkins-Swain	Retired	5/8/2023
77604 3	Patrick	Perry	DMV	11/12/2024
56109 1	Darryl	Priestly	MPDC - IDSU/SOD	8/29/2024
82674 3	Richmond	Preneta	Medstar Washington Hospital Center	5/4/2025
77605 1	Eric	Riley	DMV/Metro	11/25/2024
82541 6	Carol	Robinson	DDOT	8/1/2024
82541 8	Tommisha	Robinson	DOT	8/1/2024
56533 0	Danellia	Santos	Retired	8/10/2024
83542 6	Besian	Shala	3rd District	5/4/2025
83542 7	Debora	Viel	3rd District	5/4/2025
T6444 6	Larry	Walker	DMV	10/22/2024
76275 4	Alves	Alves Watson II	3rd District	4/6/2024
76265 3	Tiffany	Wiggins	5th District	4/6/2024
82673 5	Lanita	Williams	Medstar Washington Hospital Center	5/24/2025
82297 1	Peter	Trifu	Headquarters	5/30/2024
82289 2	Jasmine N	Turner	7th District	5/30/2024
62466 9	Alease	Young	GW Hospital	11/14/2024
79862 9	Elizabeth	Wolfe	NHTSA	11/20/2023

APPENDIX B – STATE TRAFFIC SAFETY GRANTS

The following is a list of TRCC meetings for the 12 months prior to the submission of this document:

- April 27, 2022
- June 28, 2022
- May 5, 2023

Organization	Name	Title	Function/ Responsible Area
District Department of Transportation (DDOT)	Everett Lott	Director	Roadway Data
Metropolitan Police Department (MPD)	Ashan Benedict	Interim Chief	Crash/Citation Data
Superior Court of District of Columbia (DCSC)	Dr. Cheryl R. Bailey	Acting Executive Director	Enforcement/ Adjudication Data
Department of Motor Vehicles (DMV)	Gabriel Robinson	Director	Vehicle/Driver Data
Office of Chief Technology Officer (OCTO)	Michael Rupert	Chief Technology Officer (CTO)	Roadway/GIS Data
Office of the Attorney General (OAG)	Brian Schwalb	Attorney General	Enforcement/ Adjudication Data
Fire/Emergency Medical Services Department (FEMS)	John A. Donnelly Sr.	Chief	Emergency Response/ Injury Data
Department of Health (DOH)	Dr. Sharon Lewis	Interim Director	Injury (Hospital/ Trauma) Data
Office of the Chief Medical Examiner (OCME)	Francisco Diaz	Chief Medical Examiner	DUI Testing & support of enforcement/ adjudication efforts

Organization	Name	Title	Function/ Responsible Area
District Department of Transportation (DDOT)	Rick Birt	Highway Safety Officer	Grant Management

Organization	Name	Title	Function/ Responsible Area
District Department of Transportation (DDOT)	Matthew Gaskin	Highway Safety Program Specialist	Grant Management
	James Graham	GIS Manager	Roadway/GIS Data
	Sahar Nabaee	Safety Manager	Crash Data
	Derek Voight	Transportation Engineer	Data Integration
	Charlie Willson	Interim Vision Zero Director	Vision Zero

Metropolitan Police Department (MPD)	Rachel Pulliam	Director, Traffic Safety & Specialized Enforcement Branch	Automated Traffic Enforcement
	Rosa Balarezo	Supervisor, Crime Data Quality	Crash Data Reporting
	Rohit Johri	Director, Business Applications	Crash Data Reporting
	Jeffrey Carroll	Assistant Chief	Crash Data Reporting
	Sgt. Terry Thorne	Sergeant, Homeland Security Tactical Information Division	Enforcement/ Citation
	David Clow	Chief Information Officer	Enterprise Data
Superior Court of District of Columbia (DCSC)	Michael Francis	Community Court Coordinator	Enforcement/ Adjudication
Office of the Attorney General (OAG)	Melissa Shear	Traffic Safety Resource Prosecutor	Enforcement/ Adjudication Data
Department of Motor Vehicles (DMV)	Tyronne Sweat	IT Project Manager	Vehicle/Driver Data
Office of Chief Technology Officer (OCTO)	Matthew Sokol	Interim Chief Data Officer	Roadway/GIS Data
Fire/Emergency Medical Services Department (FEMS)	Erik Johnson	Program Analyst—GIS	Emergency Response/Injury Data
	Shawn Downs	Chief Engine Company No. 1	Emergency Response/Injury Data
Department of Health (DOH)	Jaime Fearer	Health Impact Policy and Practice Analyst	Health Policy
Office of the Chief Medical Examiner (OCME)	Samantha Tolliver	Chief Toxicologist	DUI Testing & support enforcement/ adjudication efforts
Office of the Deputy Mayor for Operations and Infrastructure (DMOI)	Alan Propp	Senior Policy Advisor	Policy
FMCSA	Bernard McWay	Division Program Specialist	Commercial Motor Vehicle Crash Reporting
FHWA	Darlisa Thomas	Safety & Operations Transportation	

Organization	Name	Title	Function/ Responsible Area
NHTSA	Judy Dancy	Regional Program Manager	

APPENDIX C – Anticipated Projects

The Bipartisan Infrastructure Law (BIL) requires states to listed anticipated projects that support the effective Countermeasures listed in the Triennial Highway Safety Plan. The projects listed below have been selected through a competitive grant submission process, where the partners have brought ideas to the Highway Safety Office. Using Section 402 and Section 405 funds, as listed below, the Highway Safety Office anticipates funding these projects for the triennial period, as long as the grantee remains in good standing with the office and the project remains relevant to the data-driven and public participation approach the Highway Safety Office seeks to engage affected communities.

Section 402: Project Descriptions

The District of Columbia (DC) will use FFY24 as a time to engage new partners, double down on countermeasures that work, and focus on equity across all roadway users. The proposed projects have been submitted by community partners and government agencies through the competitive grant process outlined in the DC Highway Safety Office Operations Manual. The projects below support the objectives outlined in the Bipartisan Infrastructure Law (BIL), section 402: State Highway Safety Program.

Project Name: Building Engineers for Safer Traffic (BEST) Program

Countermeasure(s): Youth Programs (A1-6.5); School-Based Programs (A2- 7.1)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): Catholic University of America (CUA)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$58,387.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: Wards 5, 7, and 8

Affected Communities: Wards 5, 7, and 8 with benefits District-wide

Building Engineers for Safer Traffic (BEST), combines education and outreach concepts in transportation safety for the most vulnerable roadway users, focusing on a teen audience. Participants will gain skills in the Safe System Approach (SSA) through a variety of hands-on learning experiences. The program will deploy into Wards 5, 7, and 8, which are over-represented in crashes and fatalities. By engaging younger roadway users, the project will increase skills and risk perception to create a multi-generational culture of mobility safety. Specifically, the project will:

- Create a two-day workshop for high school students to gain skills related to the SSA by focusing on transportation safety programs focused on bicycle and pedestrian safety concepts.
- Partner with at least eight high schools to use the two-day workshop in a lab-based setting in communities overrepresented in crashes, as outlined in the Triennial Highway Safety Plan (Wards 5,7, and 8).
- Support the DC Highway Safety Office Safe Communities program

Project Name: Pedestrian and Bicycle Safety in For-Hire Vehicle Education, Enforcement, and Data Collection

Countermeasure(s): Enforcement Strategies (A4-4.4); Enforcement Strategies (A5-3.3)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): DC Department of For-Hire Vehicles (DFHV)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$161,776.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on DC High Injury Network (HIN)

Affected Communities: All roadway users with a focus on vulnerable roadway users (pedestrians and bicyclists)

To protect the District's most vulnerable road users (pedestrians and bicyclists) at high-risk intersections on traffic safety and make 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. Lastly, to

begin tracking transport network companies' (TNC) activity through increased observation of TNC drivers operating in high-risk intersections throughout the District.

- Conduct a total of 2,600 hours of overtime enforcement for pedestrian and bicyclist safety violations at known risk locations/intersections and during the days and times of the month (which may include Sundays resulting in Sunday Pay), where the crash data indicates the highest, as provided by the Highway Safety Office (HSO) and the District Department of Transportation (DDOT) Vision Zero sources. We estimate that we would be conducting the enforcement two days, bi-weekly each month throughout the entire fiscal year, with up to nine officers working per shift.
- Obtain four Toughbook devices for officers, to create an effective mechanism for tracking data around the enforcement activities involving vehicles-for-hire, both public and private. These devices would be issued to each officer in the event they are asked to participate in the project activities. Four Tough books were obtained in fiscal year 2023 which will ultimately be combined with the four requested Tough books for fiscal year 2024, to cover the officers participating in the grant-funded shifts.

Project Name: Raising Awareness on Aggressive Driving via Social Media Campaigns

Countermeasure(s): Communications and Outreach Supporting Enforcement (3-4.1)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): The George Washington University (GWU)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$111,197.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: Wards 5, 7, and 8

Affected Communities: Wards 5, 7, and 8 with benefits District-wide

Reckless and aggressive driving is a problem within the District of Columbia, as outlined in the 3HSP. Social media is a cost-effective and meaningful way to raise awareness on a variety of health issues and has proven to be effective. George Washington University will create a series of campaigns to raise awareness of the dangers of speed and other forms of aggressive driving. Specifically, the project will:

- Increase awareness by 5% of the role that aggressive driving has in traffic crashes and fatalities in the District via an engaging two-phase social media campaign with original content creation specific to Washington, DC that will be tracked for interaction, engagement, and impact over the course of one year (relative to baseline measurement of impact evaluation). We anticipate that this campaign will result in increased awareness of aggressive driving in alignment with the stated goals of Vision Zero DC.
- Decrease aggressive driving habits by 10% of residents in the District, according to self-report in a survey distributed to participants of the social media campaign (relative to the baseline measurement of impact evaluation). We anticipate that self-reported aggressive driving measures will decrease in a post-survey of respondents who have been exposed to the social media campaign.
- Support DC HSO Safe Community Program by attending monthly meetings and providing a report on the ongoing activities supported by this grant for its duration. We anticipate that this will allow our team to maintain alignment with the strategic goals of the HSO and Vision Zero DC and integrate their input into the project.

Project Name: Police Traffic Services

Countermeasure(s): High-Visibility Enforcement (3-2.2)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): The Metropolitan Police Department (MPD)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$805,337.96

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: All roadway users with a focus on vulnerable roadway users (pedestrians and bicyclists). High-visibility enforcement will focus on the High Injury Network, the roadways that represent the highest percentage of crashes with a focus on Wards 5, 7, and 8.

In partnership with the Highway Safety Office, MPD will conduct high-visibility enforcement to deter aggressive driving behavior, such as speeding, tailgating, and unsafe lane changes by providing educational materials and increased enforcement on the District roadways. MPD will manage 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, Safe Communities, and Major Crash meetings.

- Conduct 5,200 overtime hours on speed enforcement at risk locations within the District as identified by the HSO and MPD sources.
- Conduct 300 overtime hours of high visibility enforcement during Aggressive Driving Campaign/holidays.
- Conduct 500 overtime hours to support traffic enforcement under MPD + Program for the Summer-Time Crime initiative.
- Purchase one variable message sign trailer
- Manage and provide support to the HSO grant programs to meet NHTSA requirements.
- Attended Traffic Crash Investigation training.
- Upgrades to Citation server that house central database and ensures timely submission of citations to the Court system
- Train MPD and other District law enforcement in best practices for high-visibility enforcement that uses a lens of equity

Project Name: Street Smart

Countermeasure(s): Communications and Outreach (3-4.1); Share the Road Awareness Programs (4-4.2)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): Metropolitan Washington Council of Governments (MWCOG)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$370,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus Wards 5, 7, and 8 and High Injury Network
Affected Communities: Vulnerable roadway users by educating drivers that travel within the District
Reckless and aggressive driving is a problem within the District of Columbia, as outlined in the 3HSP. Social media is a cost-effective and meaningful way to raise awareness on a variety of health issues and has proven to be effective. George Washington University will create a series of campaigns to raise awareness of the dangers of speed and other forms of aggressive driving. Specifically, the project will:

- Increasing target audience awareness of the consequences of pedestrian and bicycle crashes
- Increasing message reach and campaign value through earned media and donated media.
- Increasing target audience awareness of actions that reduce risks, such as "Wait for the Walk" and "Yield to Pedestrians when Turning".
- Decreasing specific self-reported dangerous behaviors by DC drivers and pedestrians the strategic goal of the HSO and Vision Zero DC and integrating their input into the project.

Project Name: Aggressive Driving Prosecutor (ADP)

Countermeasure(s): Other Enforcement Methods (2-2.3)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): Office of the Attorney General (OAG) for the District of Columbia

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$130,297.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: Vulnerable roadway users by educating drivers that travel within the District

The DC Office of the Attorney General (DCOAG) has seen a remarkable increase in aggressive driving cases over the past five years. From 2017 to 2019, the annual number of criminal matters presented to DCOAG for prosecution, which included an aggressive driving charge, increased by 37.9% (from 708 to 976). Between 2017 and 2020, the proportion of criminal offenses involving aggressive driving relative to all other criminal matters increased from 6.2% to 11.3% of all cases presented to DCOAG for prosecution. In 2022, almost 10% of DCOAG criminal matters had an aggressive driving charge. Aggressive Driving cases have unique

challenges relative to other criminal offenses, which is primarily due to the nature of the offenses; suspects often leave the scene of the crime and only through circumstantial evidence can an arrest be made. Assembling a viable case through circumstantial evidence, as opposed to direct evidence, is a much greater challenge for both law enforcement and prosecutors. With the drastic increase in aggressive driving, this project will:

- 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 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 on 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.
- Strategic goal of the HSO and Vision Zero DC in support of the Safe Communities program.

Project Name: FY 2024 DC Public Information & Education and Youth

Countermeasure(s): Alternative Transportation (1-5.4); Youth Programs (1-6.5); Mass Media Campaigns (1-5.2)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): Washington Regional Alcohol Program (WRAP)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$385,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on the High Injury Network neighborhoods

Affected Communities: Youth and the broader community

Having commemorated its 40th year in 2022, the nonprofit 501(c)(3) WRAP is a public-private partnership working to prevent drunk and drugged driving and underage drinking in the Washington metropolitan Area. To increase risk perception of impairment by all roadway users, the project will:

- 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. Print (approximately 250,000 pieces) materials, in both English and Spanish, to be distributed for the media campaigns, with the projected goal of increasing the 4,070 safe rides given during FY 2023 by a minimum of 5% to 4,274 in FY 2024 and the anticipated goal of reaching zero alcohol-related fatalities during the running times of the campaigns in their respective service area.
- 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. WRAP will continue to produce and discriminate online the annual reference guide on regional impaired driving laws, related facts, and statistics. 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. WRAP will also support the HSO in advance of strategic goals, management, and engagement through partnership with the Governor's Highway Safety Association (GHSA).

- 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. 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.
- In partnership with Alliance Highway Safety, directly reach a high-risk target audience of predominantly 21–35-year-old males in the District via the onsite promotion of highway safety messages at 25 D.C. events throughout the year including festivals, prime bar areas, colleges, motorcycle rallies and sporting events geared around primary holidays focused on alcohol. As applicable and complemented by accompanying social media engagement, said onsite activation will include the promotion of: WRAP's safe ride service, SoberRide®; alternatives to impaired driving (public transportation, taxis/rideshare, designating a sober driver, etc.); and the strategic inclusion of pedestrians and bicyclists in such traffic safety outreach. The goal is to reach 50K persons via the events and post a minimum of 12 social media posts per quarter with a target goal of 250K impressions for the year.
- Employ a college-age professional to serve as a Mobility Safety Fellow working up to ten weeks throughout the summer months on a variety of projects that support the goals and objectives of the Highway Safety Office and WRAP. The Fellow will work in collaboration with the Highway Safety Office and Office of the Deputy Mayor or Operations and Infrastructure on a variety of messaging and outreach campaigns. The Fellow will attend events on behalf of the HSO and WRAP that enhance community engagement and outreach, especially to those communities outlined in the 3HSP (Triennial Highway Safety Plan) as being over-represented in crashes. The Fellow will attend various WRAP functions, collaborate with DC partners, and execute safety campaigns that target young adults and college-age audiences. By the end of the first week of service, WRAP will share with the HSO a draft work plan for the Fellow's nine-week period. Projected goals include Fellow preparing a weekly report submitted to WRAP and the HSO outlining the accomplishments of the week, any challenges encountered, and activities for the following week. At the end of the Fellowship, the Fellow prepares a final presentation that outlines lessons learned, and opportunities for enhancement of the fellowship.

Project Name: Developing Campus Community Partners to Increase Traffic Safety

Countermeasure(s): Communications and Outreach (3-4.1); Youth Programs (1-6.5); Education Regarding Medications (1-7.3); University Educational Campaign (8-4.7)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): The College of Social Work, The Ohio State University (OSU) – Higher Education Center for Alcohol and Misuse Prevention and Recovery

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$109,469.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus Wards 5, 7, and 8 and High Injury Network
Affected Communities: Vulnerable roadway users in college settings and the surrounding communities, which often sit within the High Injury Network.

The overarching goal for this project is to develop the infrastructure for institutions of higher education in the District of Columbia to effectively collaborate to reduce the number of 18–24-year-olds driving vehicles and

using micro transportation while under the influence of alcohol and other drugs. We will meet this goal by accomplishing the following objectives:

- Objective 1: Educate campus professionals and community partners on effective impaired driving prevention strategies.
- Objective 2: 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.
- Objective 3: 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
- Objective 4: 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.
- Objective 5: Support the strategic goal of the HSO and Vision Zero DC through the DC Safe Communities Program

Project Name: DC Double Check Program

Countermeasure(s): Zero-Tolerance Law Enforcement (1-6.2); Alcohol Vendor Compliance Checks (1-6.3); Other Minimum Legal Drinking Age 21 Law Enforcement (1-6.4); Youth Programs (1-6.5); Education Regarding Medications (1-7.3);

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): DC Alcoholic Beverage and Cannabis Administration (ABCA)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$192,558.40

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus Wards 5, 7, and 8 and High Injury Network Affected Communities: Vulnerable roadway users in teens and young adults

Underage drinking and cannabis usage is preventable. These prevention efforts eliminate youth-impaired driving and drive the culture change the HSO seeks to create across the District. ABCA's DC Double Check Program offers a multipronged approach to reducing underage drinking through a combination of education initiatives, licensee training, and in-the-field enforcement action. By preventing youth from starting to drink, we are reducing the number of impaired drivers on the road and similarly allowing them to make more clearheaded decisions about under what conditions they should decline rides from others. ABCA can expand upon these efforts with grant funding from the Highway Safety Office by:

- Expanding educational outreach to include public, charter, and private high schools located in DC. Being able to start working with high school students is critically important since the average age that youth in DC initiate drinking alcohol is 16.7 years of age.
- Better connect with youth and exemplify the harms of underage and binge drinking through more interactive and technologically advanced demonstration tools.
- Grow the underage drinking compliance check program to include a greater number of youth participants, be able to conduct checks at all licensed off-premises and on-premises alcohol-licensed establishments and operate at least nine (9) consecutive months of the fiscal year.
- Distribute physical ID Check Guides—domestic and international versions—to all off-premises, on-premises, manufacturers with onsite sales and consumption permits, and third-party delivery license holders during regulatory inspections. Providing licensees with such a resource at no cost is important since states and territories regularly update their driver's licenses and photo IDs, and DC attracts many international visitors.
- Expand the number of virtual ID Compliance Training sessions. Increasing the number of training courses is important since the Bureau of Labor Statistics has found that the hospitality industry's turnover rate is between 70-80 percent annually. Vacancies are often filled by young people that are new to the industry and unfamiliar with identifying fraudulent photo IDs.
- Introduce safe driving accountability for investigators through a GPS-based fleet maintenance tracking system.

- Enable investigators to validate driver licenses and photo IDs in the field in real-time. The quality of fake IDs is improving at a rapid pace, and investigators will soon need to contend with digital identifications as DC moves closer to implementing and permitting them.
- Support the strategic goal of the HSO and Vision Zero DC through the DC Safe Communities Program

Project Name: Project Vision Zero

Countermeasure(s): High Visibility Saturation Patrols (1-2.2); Youth Programs (1-6.5); Education Regarding Medications (1-7.3); University Educational Campaign (8-4.7);

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): Howard University, Department of Public Safety (HU DPS)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$159,624.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: Ward 1 along the High Injury Network

Affected Communities: Vulnerable roadway users in college settings and the surrounding communities within the High Injury Network.

The Howard University Department of Public Safety is proposing to address these concerns by way of enforcement and education. Through enforcement, we will provide opportunities for our Special Police Officers to gain overtime pay to oversee traffic flow for Georgia Avenue, 6th street, 5th/4th street as well as Howard University controlled campus roadways during special events. We would also like to purchase electric bicycles, safety vests and safety parka coats for the officers; this equipment will be used to improve such patrol and visibility. Additionally, we would like to purchase tag readers and radios for better enforcement and communication between the officers as well as golf carts for additional mobility. With respect to education, the Department of Public Safety intends to implement various trainings and learning opportunities for the campus community. At the beginning of the academic year, new students and returning students will receive trainings on non-motorist safety tips and best practices. Additionally, we will host tables at safety events on campus throughout the academic year. As such, we are requesting assistance with the development and creation of training materials, purchasing upgraded data collection and reporting tools, tables, chairs, and customized table coverings. Further, the Department will partner with the Highway Safety Office to co-host its annual Mobility Safety Summit in the Spring/Summer of 2024. We look forward to bringing local stakeholders and thought leaders together to discuss current topics and recent trends concerning D.C. highway safety. We will also consider new ideas and provide take-aways concerning highway safety education and improvements in an effort to reach the goals of the Vision Zero initiative.

Project Name: Mass-Media Campaigns on Mobility Safety within the District of Columbia

Countermeasure(s): Mass Media Campaigns (1-5.2); Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): McAndrews Media Company

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$995,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: District-wide

McAndrews Media will address a variety of mobility safety campaigns using a mass media approach. Through this agreement, McAndrews will provide creative support, design support, and purchase media on behalf of the District Highway Safety Office on mobility safety topics. These topics will include:

- Impaired driving (alcohol, cannabis, other drugs)
- Occupant Protection
 - Seat Belt usage
 - Child Passenger Safety
 - Unattended Occupant
 - Distracted Driving

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- Reckless and Aggressive Driving
 - Pedestrian and Bicycle Safety
 - Motorcycle Safety

Project Name: Increasing Public Participation and Engagement Around Pedestrian and Bicycle Safety

Countermeasure(s): Elementary-Age Child Pedestrian Training (8-2.1); Impaired Pedestrians: Communications and Outreach (8-3.1); University Educational Campaigns (8-4.7); Bicycle Safety Education for Children (9-1.3); Promote Bicycle Helmet Use with Education (9-3.2); Share the Road Awareness Programs (9-4.2)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): The District Department of Transportation (DDOT)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$250,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 2, 5, 7, and 8

Affected Communities: Communities with the lowest socioeconomic incomes; communities overrepresented in pedestrian and bicycle crashes; communities with the highest levels of tourist and visitor who often need higher levels of engagement to safely navigate DC's pedestrian and bicycle network

DDOT will engage a full-time professional to oversee public participation and engagement 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.

DDOT will engage a full-time professional to oversee public participation and engagement 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.

Project Name: Fueling the Culture Changing of Mobility Safety in the District of Columbia

Countermeasure(s): Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): The District Department of Transportation (DDOT)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: Yes **Amount:** \$600,000

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: District-wide

This project will fund the operations of the DC Highway Safety Office, including 90% of the salary of the Director of the DC Highway Safety Office and 100% of the Deputy Director. The agreement will also fund an electronic grants system to support the operations of the Highway Safety Office.

Section 405b: Occupant Protection

The District of Columbia is applying for the Occupant Protection Grant as outlined in Section 405b (23 CFR 1300.21). The state's occupant protection program area plan for the upcoming fiscal year is provided. The state will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. A description of the State's planned participation is provided. The District has provided the State's active network of child restraint inspection stations including the number of planning inspection stations and events during the fiscal year. The State has also provided the number of current nationally Certified Child Passenger Safety Technicians in the Triennial Highway Safety Plan to ensure stations and events are led by nationally Certified Child Passenger Safety Technicians.

Project Name: Improving Child Passenger Safety for All Children

Countermeasure(s): Strategies for Child Restraint and Booster Seat Use (2-6.2)

Federal Funding Source(s)/Amount: 405b

Project Agreement Number: TBD

Subrecipient(s): Children's National Medical Center

Eligible Use of Funds: Section 405: National Priorities Safety Program (b) – Occupant Protection

Planning and Administration Costs: No **Amount:** \$114,968.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: Wards 7 and 8

Affected Communities: Vulnerable passengers (children); Parents and Caregivers in Wards 7 and 8
Safe Kids DC partners with local public safety agencies, which include the DDOT on their Project Safe-Child program, the MPD and DC Fire & Emergency Medical Services (DC Fire & EMS) on a variety of successful community-based child safety initiatives. In 2019, Safe Kids DC worked with students from Garfield Elementary to lead multi-day road safety activities, which led to the school being awarded DDOT's inaugural Trailblazer Award for innovative safety programming. Safe Kids DC has been the past recipient of the 2021-22 and 2022-23 DDOT Highway Safety Grants. They successfully developed educational videos about safe motor vehicle restraints for parents and are developing continued education and support for parents and families of children with special needs. This project will:

- Increase the use of child passenger safety devices by training stakeholders in under-served communities with a focus on Wards 7 and 8.
- Increase the risk perception of leaving passengers (children) unattended in vehicles.
- Participate in the national Click it or Ticket Mobilization

Project Name: Occupant Protection Program: Increasing Belt Usage Through Enforcement and Click It or Ticket (CIOT)

Countermeasure(s): Short-term, High-Visibility Seat Belt Law Enforcement (2-2.1); Integrated Nighttime Seat Belt Enforcement (2-2.2); Sustained Enforcement (2-2.3)

Federal Funding Source(s)/Amount: 405b

Project Agreement Number: TBD

Subrecipient(s): The Metropolitan Police Department (MPD)

Eligible Use of Funds: Section 405: National Priorities Safety Program (b) – Occupant Protection

Planning and Administration Costs: No **Amount:** \$291,765.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 7 and 8 and along the High Injury Network

Affected Communities: All District drivers and passengers.

This project will 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. The project will also increase the use of child passenger safety devices by training stakeholders in under-served communities with a focus on Wards 7 and 8.

- Conduct a total of 2,000 hours of overtime enforcement on day and or nighttime seatbelt enforcement at high-hazard locations identified by the HSO and MPD sources.
- Conduct 500 hours of overtime nighttime seat belt enforcement during 2024 CIOT mobilizations and child passenger safety week.
- Conduct 1,000 hours of overtime at events and evenings for inspecting and performing CPS workshops for parents, teachers, and caregivers on the proper installation of child safety seats.

- Assist CPS Coordinator in providing Child Passenger Safety Certification and recertification training courses to police officers, and Fire and EMS personnel. MPD will host a CPS check location each Tuesday at the Traffic Division Headquarters.
- Increase the risk perception of leaving passengers (children) unattended in vehicles.
- Support the Safe Communities program of the HSO.

Project Name: Education and Outreach for Child Passenger Safety

Countermeasure(s): Strategies for Child Restraint and Booster Seat Use (2-6.2)

Federal Funding Source(s)/Amount: 405b

Project Agreement Number: TBD

Subrecipient(s): The District Department of Transportation (DDOT)

Eligible Use of Funds: Section 405: National Priorities Safety Program (b) – Occupant Protection

Planning and Administration Costs: No **Amount:** \$110,900.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: Wards 7 and 8

Affected Communities: Vulnerable passengers (children); Parents and Caregivers in Wards 7 and 8

This project will promote proper safety seat use for children until they transition to the vehicle safety belt (from birth through thirteen years of age). Our goal is to increase risk awareness and correct safety seat usage through outreach and education in vehicles.

- Provide at least 1,200 child seats via the District voucher program. Through this program, Car Seat Checks will be conducted and seats distributed at the Capitol Hill Pregnancy Center, United Planning Organizing, DC Healthy Start and Bright Beginnings, and at various District events.
- Host at least two, 2-hour workshops to parents, caregivers, and families on the importance of using of car seats at various locations or Virtual within the District per Quarterly
- Participate in at least six events, such as Tots to Teens, Fitness for your Health Expo, Safe Kids Week, Child Passenger Safety Week, and Community Health Fairs distributing safety materials and brochures on the importance of buckling up.
- Conduct at least three demonstrations/inspections/ Virtual per month on how to use child safety seats, boosters, and the importance of seat belt usage
- Conduct booster seat presentations in conjunction with Safe Kids DC at four elementary schools/Early Child Development Schools in the District, teaching the safety and procedures when traveling in a motor vehicle per year. DDOT will focus efforts on Wards 5, 7, and 8.
- Host one 32-hour National Child Passenger Safety Certification Training to police officers, Fire and EMS Departments, Health Care and Child Care providers with the necessary knowledge to explain installation procedures to parents and caregivers.
- Host one recertification class to at least 5 previously certified personnel with the current NHTSA updates and guidelines to maintain and enhance provider skill.
- Provide support, educational materials, and resources to CPS technicians each quarter.

Project Name: District's 2024 Annual Observational Seat Belt Study

Countermeasure(s): Strategies for Child Restraint and Booster Seat Use (2-6.2); Supporting Enforcement (2-3.1);

Federal Funding Source(s)/Amount: 405b

Project Agreement Number: TBD

Subrecipient(s): Howard University, Transportation Research & Data Center (HU)

Eligible Use of Funds: Section 405: National Priorities Safety Program (b) – Occupant Protection

Planning and Administration Costs: No **Amount:** \$100,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: Vulnerable passengers (children); All district residents

Through this project, Howard University will conduct the District's Annual Observation Seat Belt Survey in 2024, per the NHTSA guidelines. Specifically, the project will include:

- Proper and equitable site selection for survey to be completed
- Training for staff to conduct the survey
- Data collection from approved sites

Section 405c: State Traffic Safety Information System Improvements

The District of Columbia is applying for State Traffic Safety Information System Improvement Grants (23 CFR 1300.22). The State has a functioning traffic records committee that meets at least three (3) times each year. The State has designed a Traffic Records Coordinating Committee Coordinator, Rick Birt, Director of the DC Highway Safety Office. The State has established a state traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation, or adjudication, driver, emergency medical, or injury surveillance system, roadway, and vehicle databases. A written description of the performance measures and all supporting data that the state is relying upon to demonstrate the achievement of the quantifiable improvement in the preceding 12 months of this application is provided in the Triennial Highway Safety Plan.

Project Name: Data Entry Convictions

Countermeasure(s): Pursuing measurable improvements anticipated in the State's core safety databases, including crash, citation, or adjudication, driver, emergency medical, or injury surveillance system, roadway, and vehicle databases.

Federal Funding Source(s)/Amount: 405c

Project Agreement Number: TBD

Subrecipient(s): The DC Department of Motor Vehicles (DMV)

Eligible Use of Funds: Section 405: National Priorities Safety Program (c) – State Traffic Safety Information System Improvements

Planning and Administration Costs: No **Amount:** \$75,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: All District drivers

This project supports the strategic goal of increasing the District's citation and adjudication data. Specifically, the project:

- Increase the number of out-of-state convictions posted to DC driver records by 50% per month – from 1,600 to 2,400.
- Reduce the current backlog and maintain the monthly accrual of 2,400 out-of-state convictions, working towards zero by September 30, 2024.

Project Name: Data Entry Convictions

Countermeasure(s): Pursuing measurable improvements anticipated in the State's core safety databases, including crash, citation, or adjudication, driver, emergency medical, or injury surveillance system, roadway, and vehicle databases.

Federal Funding Source(s)/Amount: 405c

Project Agreement Number: TBD

Subrecipient(s): The DC Department of Health (DOH)

Eligible Use of Funds: Section 405: National Priorities Safety Program (c) – State Traffic Safety Information System Improvements

Planning and Administration Costs: No **Amount:** \$150,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: All District drivers

The purpose of this grant is to improve highway safety and post-crash care in the District of Columbia by allowing DDOT and DOH to merge Emergency Medical Services (EMS) data and other healthcare datasets with police crash record data to provide decision-makers with the information necessary to effectively make DC roads safer. This improvement will be used to reduce the number of persons severely injured or killed on roadways in Washington DC. Through this project:

- DOH will build a data link between Washington DC Trauma Registry and the DC Health Data Engine.
- DOH will build the capability of a data link between police crash records and other external datasets with the DC Health Data Engine.
- DC Health will build connections between EMS, Trauma, and other datasets to facilitate the analysis of post-crash care data.

- DOH, through a stakeholder-based process, will develop case definitions and measurables of the effectiveness of post-crash care.
- DOH will develop patient and record matching methodology for post-crash care data.
- DOH will, utilizing developed case definitions and measurables, create dashboards and reports to analyze post-crash care data
- DOH will support the work of the DC HSO Safe Communities program.

Project Name: Data-Driven Streets

Countermeasure(s): Pursuing measurable improvements anticipated in the State’s core safety databases, including crash, citation, or adjudication, driver, emergency medical, or injury surveillance system, roadway, and vehicle databases.

Federal Funding Source(s)/Amount: 405c

Project Agreement Number: TBD

Subrecipient(s): American University (AU)

Eligible Use of Funds: Section 405: National Priorities Safety Program (c) – State Traffic Safety Information System Improvements

Planning and Administration Costs: No **Amount:** \$400,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: All District drivers

The project will create a Street Score that combines various traffic datasets, as outlined in the TRCC Strategic Plan, into one single number identifying the safety of each block or sub-block in the District. At the same time, utilizing private and public datasets that have already been procured, the project will connect traffic records data to eliminate under-reporting in injury severity including possible details by mode. DC HSO will use this project to focus on behavioral strategies in these areas. These objectives can be framed using the SMART framework. Increase the number of out-of-state convictions posted to DC driver records b 50% per month – from 1,600 to 2,400. The project will also support the goals of the DC Safe Communities program.

Section 405d: Impaired Driving Countermeasures

The District of Columbia is applying for the Impaired Driving Countermeasures Grant as outlined in Section 405d (23 CFR 1300.23(D)-(F)). The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Project Name: Impaired Driving Enforcement and Outreach

Countermeasure(s): Publicized Sobriety Checkpoints (1-2.1); High-Visibility Saturation Patrols (1-2.2); Integrated Enforcement (1-2.5); Enforcement of Drug-Impaired Driving (1-7.1)

Federal Funding Source(s)/Amount: 405d

Project Agreement Number: TBD

Subrecipient(s): The Metropolitan Police Department (MPD)

Eligible Use of Funds: Section 405: National Priorities Safety Program (d) – Impaired Driving Countermeasures

Planning and Administration Costs: No **Amount:** \$500,895.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 7 and 8 and along the High Injury Network

Affected Communities: All District drivers and passengers.

This project will decrease the number impaired drivers and pedestrians on the roadways of the District of Columbia. The project will specifically:

- Conduct 4,000 overtime hours for alcohol enforcement for saturation patrol/checkpoints during the day and times based on crash data at high-risk locations: utilizing the impaired driving van and body cameras.
- Conduct 1,000 overtime hours for enforcement during National Crackdowns and holidays where high visibility enforcement is required; utilizing the impaired driving van and body cameras.2
- Conduct new Standardized Field Sobriety Test (SFST) Training – Two classes per Patrol District with a minimum of 10 new officers per Patrol District, resulting in 140 newly trained SFST officers city-wide (each class is 32 hours in duration).

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- Conduct SFST Refresher Course – Three classes per year with a minimum of 20 officers resulting in 60 officers (each refresher course is 8 hours in duration).
 - Conduct Intoximeter training – Four classes per year with a maximum of 12 officers (each Intoximeter training is 40 hours in duration).
 - Conduct Advanced Roadway Impaired Driving Enforcement (ARIDE) training – Two classes per year with a minimum of 10 officers (each ARIDE class is 16 hours in duration).
 - Support the Safe Communities program of the DC Highway Safety Office

Project Name: DUI Prosecutors and Paralegal

Countermeasure(s): DWI Courts (1-3.1)

Federal Funding Source(s)/Amount: 405d

Project Agreement Number: TBD

Subrecipient(s): Office of the Attorney General (OAG) for the District of Columbia

Eligible Use of Funds: Section 405: National Priorities Safety Program (d) – Impaired Driving Countermeasures

Planning and Administration Costs: No **Amount:** \$867,692.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: All District drivers and passengers.

The Criminal Section of OAG seeks to deter impaired driving offenses through a team of prosecutors and a paralegal whose activity hours are devoted solely to DUI cases. The focus of these activity hours has been and will continue to be to keep criminal violations of any traffic laws and resulting deaths, property damage, and physical injuries to a minimum by:

Screening DUI Cases for Papering

- Review and screen paperwork and body-worn camera footage from police agencies to verify there is sufficient evidence to charge DUI and ensure that the necessary documentation has been obtained from the police agencies.
- Contact local hospitals to request the preservation of chemical samples from DUI arrestees when applicable.
- Assisting officers in drafting search warrants for DUI cases for offenders transported and treated at local hospitals.
- Identify if street and/or station video needs to be preserved, and from what agency.

Drug Court

- Screen DUI offenders for Drug Court participation
- Participate in Drug Court pre-Court staffing meetings and hearings.
- Prepare files for Drug Court
- Review pre-trial reports in order to extend Drug Court plea offers.
- Attend Drug Court monthly graduations.

Litigation

- Carry caseloads of the most demanding and difficult impaired driving cases, such as repeat offenders, children-in-car cases, major crash cases and toxicology cases
- Request the installation of ignition interlock devices as part of guilty pleas and convictions after trial on alcohol-related cases.
- Represent the District in court for DUI arraignments, status and detention hearings, sentencing, trials, and probation show cause hearings.
- Preparing legal pleadings for cases assigned to the DUI Prosecutors¹
- File enhancements, where appropriate, based on prior offenses or minors in the vehicle.
- Negotiate plea agreements with defense counsel.
- Prepare briefs, legal memorandum, and opposition motions for use at hearings, trials, on appeal of cases assigned to the DUI Prosecutor team.

Intra-office Support

- Respond to written and verbal inquiries made by line attorneys concerning DUI cases.
- Offer trial strategy and trial practice technique for DUI cases.
- Advise line attorneys on plea negotiation regarding DUI cases.

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- Consult with other members of the DUI Prosecutor team regarding issues that arise in DUI cases.

Training, Technical Support and Documentation

- Attend DUI conferences and meetings aimed at prosecution of DUI cases and promoting traffic safety.
- Participate in training that will assist in the further prosecution of DUIs.
- Prepare quarterly reports indicating the work and progress of the DUI team.

Paralegal Support:

- Provide litigation support on DUI cases to the DUI Prosecutors and the Traffic Safety Resource Prosecutor (“TSRP”)
- Maintain statistical information on DUI cases not captured by OAG’s case management system²
- Maintain log of all defendants who enter into a Deferred Sentencing Agreement
- Maintain spreadsheet of all defendants who are referred to and enter into Drug Court
- Conduct 1,000 overtime hours for enforcement during National Crackdowns and holidays where high visibility enforcement is required; utilizing the impaired driving van and body cameras.²
- Conduct new SFST Training – Two classes per Patrol District with a minimum of 10 new officers per Patrol District, resulting in 140 newly trained SFST officers city-wide (each class is 32 hours in duration).
- Conduct SFST Refresher Course – Three classes per year with a minimum of 20 officers resulting in 60 officers (each refresher course is 8 hours in duration).
- Conduct Intoximeter training – Four classes per year with a maximum of 12 officers (each Intoximeter training is 40 hours in duration).
- Conduct ARIDE training – Two classes per year with a minimum of 10 officers (each ARIDE class is 16 hours in duration).
- Support the Safe Communities program of the DC Highway Safety Office

Project Name: Traffic Safety Resource Prosecutor (TSRP)

Countermeasure(s): DWI Courts (1-3.1)

Federal Funding Source(s)/Amount: 405d

Project Agreement Number: TBD

Subrecipient(s): Office of the Attorney General (OAG) for the District of Columbia or the District Department of Transportation (DDOT)

Eligible Use of Funds: Section 405: National Priorities Safety Program (d) – Impaired Driving Countermeasures

Planning and Administration Costs: No **Amount:** \$222,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide Injury Network

Affected Communities: All District drivers and passengers.

The Traffic Safety Resource Prosecutor (TSRP) seeks to deter impaired driving offenses through this position. The focus of the TSRP will be to keep criminal violation of any traffic laws and resulting deaths, property damage, and physical injuries to a minimum by:

- **Training:** The TSRP will provide education and training, technical support, and tools for prosecutors, law enforcement, highway safety professionals, toxicology personnel, and others involved in the prevention, investigation, and prosecution of impaired driving and other traffic-related cases.
- **District-wide Resource:** Assist and serve as a resource to law enforcement officials and prosecutors by offering expertise for prosecuting traffic safety offenses.¹¹ Improve breath, blood, and urine testing program, and increase the use of Ignition Interlock.¹² Develop and enhance the District’s impaired driving programs and cooperation to improve awareness and enforcement of impaired driving offenses.

- **Intra-office Support:** Provide legal, technical, and litigation support in the prosecution of impaired driving cases.
- **Legislative Support:** Strengthen the District's laws so that adequate punishment is available which would serve as a deterrent, and support legislation to address drug impaired driving (oral fluid).

Project Name: Chemical Testing of Impaired Drivers

Countermeasure(s): Breath Test Devices and Management (1-2.3)

Federal Funding Source(s)/Amount: 405d

Project Agreement Number: TBD

Subrecipient(s): Office of the Chief Medical Examiner (OCME)

Eligible Use of Funds: Section 405: National Priorities Safety Program (d) – Impaired Driving Countermeasures

Planning and Administration Costs: No **Amount:** \$350,340.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: All District drivers and passengers.

Ensuring the proper management of evidence is critical in the prosecution of an impaired driving case. The OCME plays a critical role in the ending of impaired driving. This project will:

- Maintain both the comprehensive testing panel and turn-around time.
- Support the BAC program and maintain its accreditation.
- Produce and share data specific to ethanol concentrations and drug trends in suspected impaired drivers at least quarterly throughout the fiscal year.
- Expand knowledge of impaired driving toxicology to include new techniques and sample types.

Section 405e: Distracted Driving

The District of Columbia is applying for the Distracted Driving incentive grant under (23 CFR 1300.24). As required, the State has altered its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data within 30 days after the award. The State has a prohibition on Texting while driving. The State's texting ban statute, prohibiting texting while driving requires a fine and was enacted on July 1, 2004. Legal citations are provided in the Assurances. The state also has a prohibition on handheld phone while driving, enacted on July 1, 2004 and last amended on February 18, 2017. Legal citations are provided in the Assurances. The state also has a prohibition on viewing devices while driving, which was enacted on July 1, 2004 and last amended on February 18, 2017. The Assurances also list the legal citations for these behaviors.

Project Name: Engaging, Educating, and Empowering DC Traffic Safety Champions

Countermeasure(s): Communications and Outreach on Distracted Driving (4-2.1)

Federal Funding Source(s)/Amount: 405e

Project Agreement Number: TBD

Subrecipient(s): Impact Teen Drivers (ITD)

Eligible Use of Funds: Section 405: National Priorities Safety Program (e) – Distracted Driving

Planning and Administration Costs: No **Amount:** \$500,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 2, 7, and 8

Affected Communities: Novice pedestrians, Novice drivers, caregivers, broader community.

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. This project will:

- Customize the 60-minute What Do You Consider Lethal in-person program with a micro-mobility component to align with DC's transportation milieu with a focus on distracted mobility.

- Build and host a DC webpage suite to disseminate educational materials with a focus on distracted mobility.
- 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) with a focus on distracted mobility.
- 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 with a focus on distracted mobility.
- Design and conduct a robust public awareness campaign, including social media and press event collaboration, to publicize traffic safety messages with a focus on distracted mobility.
- 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 with a focus on distracted mobility.
- Provide ten custom Education and Outreach Facilitator Resource Kits, including signs for use during presentations and community events with a focus on distracted driving.
- Provide 100 Education Kits for ITD-trained facilitators to distribute to educators during programs and community events with a focus on distracted mobility.
- Provide and customize, when appropriate, educational materials for DC, including an Understanding DC Graduated License Program (GRAD) Brochure with a focus on distracted mobility.
- Customize the What Do You Consider Lethal program in Spanish, including the micro-mobility component with a focus on distracted mobility.
- 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 with a focus on distracted mobility.
- Provide three quarterly brief reports and one final full report on grant activities.
- Provide creative and media support to the DC Department of For-Hire Vehicles (DFHV) with a focus on distracted mobility.
- Support the DC HSO Safe Communities program with a focus on distracted mobility.

Section 405g: Non-Motorized Safety

The District of Columbia is applying for the Distracted Driving incentive grant under (23 CFR 1300.26). The state has a combined non-motorized road user fatality rate that exceeds 15% of the State's total annual crash fatalities based upon the most recent calendar year final FARS data.

Project Name: Pedestrian and Bicycle Safety Enforcement and Outreach

Countermeasure(s): Enforcement Strategies (8-4.4); Enforcement Strategies (9-3.3)

Federal Funding Source(s)/Amount: 405g

Project Agreement Number: TBD

Subrecipient(s): The Metropolitan Police Department (MPD)

Eligible Use of Funds: Section 405: National Priorities Safety Program (g) – Non-Motorized Safety

Planning and Administration Costs: No **Amount:** \$333,245.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 2, 7, and 8

Affected Communities: Roadway users in the High Injury Network

This project will work to protect and educate the District's most vulnerable road users (pedestrians and bicyclist) at high-risk intersections on traffic safety and make the District a more pedestrian/bicycle-friendly area.

Specifically, the project will:

- Conduct a total of 3,500 hours of overtime enforcement for driver, pedestrian, and bicyclist violations at known risk locations/intersections and during the days and times of the month, where the crash data indicates are the highest, as provided by the DC HSO and MPD sources.
- Conduct 500 hours of overtime enforcement during the fall and spring/early summer Street Smart Campaign and to support NHTSA Pedestrian Safety Month in October and Bicycle Safety Month in May, in all wards but with added emphasis where the majority of pedestrian and bicycle crashes occur based on MPD/DDOT data.2
- Attend training related to Pedestrian Crash Reconstruction Investigation.

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- Support the DC HSO Safe Communities program with a focus on distracted mobility.

Project Name: Safe Routes to School – StoryWalk

Countermeasure(s): Safe Routes to School (8-2.2)

Federal Funding Source(s)/Amount: 405g

Project Agreement Number: TBD

Subrecipient(s): Safe Routes to School National Partnership

Eligible Use of Funds: Section 405: National Priorities Safety Program (g) – Non-Motorized Safety

Planning and Administration Costs: No **Amount:** \$98,326.65

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: Wards 7 and 8

Affected Communities: Families of lower socioeconomic status; residents of Wards 7 and 8

The goal of the Safe Routes StoryWalk® project is to implement new community engagement and education strategies to reduce collisions and fatalities in Wards 7 and 8. The project will create a community-driven messaging and education campaign about pedestrian and bicycle safety in the form of two StoryWalks®. Safe Routes to School will partner with libraries, artists, and cultural institutions to engage at least 350 community members in our safety campaign. These partnerships will reach audiences who do not typically engage in traffic safety initiatives but who are disproportionately impacted by serious injuries and fatalities. All project activities will be implemented in Wards 7 and 8 which are two high-priority areas for the D.C. Vision Zero Office. The project will also support the DC HSO and Vision Zero Office’s educational goal of promoting safe travel behaviors. Specifically, the project will:

- Engage at least 350 community members, library guests, and cultural organization members to form two Safe Routes Story Walks.
- Host six to eight community engagement activities in Wards 7 and 8.
- Develop a StoryWalk® toolkit to model best practices and lessons learned.
- Support the DC HSO Safe Communities program.

Project Name: Washington Region Traffic Safety Project

Countermeasure(s): Bicycle Safety Education for Children (9-1.3); Cycling Skills Clinics, Bike Fairs, Bike Rodeos (9-1.4); Promote Bicycle Helmet Use with Education (9-3.2); Driver Training (9-4.1)

Federal Funding Source(s)/Amount: 405g

Project Agreement Number: TBD

Subrecipient(s): Washington Area Bicycle Association (WABA)

Eligible Use of Funds: Section 405: National Priorities Safety Program (g) – Non-Motorized Safety

Planning and Administration Costs: No **Amount:** \$240,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 2, 7, and 8

Affected Communities: Roadway users in the High Injury Network

Engaging our most vulnerable roadway users is a key strategy for reaching Vision Zero. WABA is a subject-matter expert on the issue of micro-mobility and will engage traditional and non-traditional stakeholders in our efforts to increase risk perception to bicyclists and motorists alike. Specifically, the project will lead to the following outcomes:

- WABA maintains a leadership program for over 100 Advisory Neighborhood Commissioners (ANCs) in DC to support Commissioners to become better traffic safety leaders who are well-equipped to reach and educate their residents on traffic safety throughout Fiscal Year 2024, so that ANCs can better connect with government agencies, are more knowledgeable about existing tools and resources, and can better educate their residents on traffic safety.
- Drivers who have the highest likelihood of causing a traffic crash—teen drivers and seniors—receive education about how to safely operate vehicles near vulnerable road users and about the impact of drivers’ decision-making on road safety for all, following the guidance of NHTSA’s “Countermeasures That Work”.
- DC HSO Safe Community Program stakeholders, partners, and allies will be more aware of DC HSO-funded WABA events occurring in Washington, DC.
- Participants in the goDCgo Bike Voucher Program will feel knowledgeable about existing resources and supports to help them bike more safely across DC and to stay up-to-date on

priorities from DDOT, WABA, and others.

Section 1906 Racial Profiling Data Collection Grant

The District of Columbia approaches mobility safety as a top priority, rooted in the ideals of equity in enforcement. The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of the statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local.

Project Name: Ensuring Equity in Enforcement

Countermeasure(s): Integrated Enforcement (1-2.5); Sustained Enforcement (2-2.3); High-Visibility Enforcement (3-2.2); Other Enforcement Methods (3-2.3)

Federal Funding Source(s)/Amount: 1906

Project Agreement Number: TBD

Subrecipient(s): The University of Connecticut (UConn)

Eligible Use of Funds: Section 1906 Racial Profiling Data

Planning and Administration Costs: No **Amount:** \$150,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 5, 7, and 8

Affected Communities: Roadway users across the District

Ensuring an equitable approach to enforcement will build and maintain public support and trust in traffic enforcement. To assist in the transparency and high standards of our work, the DC HSO will work with the University of Connecticut to conduct an equity assessment on our enforcement strategy. The project will specifically:

- Review data currently available to the public which includes the statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer. The project will provide a report to understand the nature of these stops and make recommendations on equitable enforcement across the District.
- Working with MPD, to review existing practices for High Visibility Enforcement and other enforcement strategies to ensure our data-driven approach does not affect certain communities in an inequitable manner.