Annual Report

FY2019

District of Columbia Highway Safety Office

FY2019 Annual Report

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December 31, 2019

Table of Contents

Acronyms

A reference guide for some of the terms:

AAG	Assistant Attorney General
CIOT	Click It or Ticket It
COG	Council of Governments
DDOT	District Department of Transportation
DMV	Department of Motor Vehicle
DREs	Drug Recognition Experts
DUI	Driving Under the Influence of Drugs or Alcohol
DWI	Driving While Intoxicated
FARS	Fatality Analysis Reporting System
FEMS	Fire and Emergency Medical Services
FHWA	Federal Highway Administration
FY	Fiscal Year
HSO	Highway Safety Office
HSP	Highway Safety Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MPD	Metropolitan Police Department
NHTSA	National Highway Traffic Safety Administration
OAG	Office of the Attorney General
OCME	Office of the Chief Medical Examiner
PCS	Public Chartered School
PPSA	Policy, Planning and Sustainability Administration
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
TRCC	Traffic Records Coordinating Committee
TRSP	Traffic Safety Resource Prosecutor
US DOT	United States Department of Transportation
USPP	United States Park Police
VMT	Vehicle Miles Travelled
WABA	Washington Area Bicycle Association
WRAP	Washington Regional Alcohol Program

Executive Summary

On behalf of the Mayor of the District of Columbia and the Director of the District Department of Transportation (DDOT), the DC Highway Safety Office (HSO) presents the Fiscal Year 2019 Highway Safety Annual Report (AR).

The purpose of the Annual Report for FY2019 (October 1, 2018–September 30, 2019) is to summarize the FY2019 accomplishments and challenges of the HSO, with direct reference to the performance measures, targets, strategies, and funding identified in the FY2019 Highway Safety Plan (HSP). The report also provides the HSO the opportunity to evaluate the effectiveness of the prior year's HSP and to showcase HSO achievements.

On July 6, 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21), a transportation reauthorization bill, became law, P.L.112-141. Under MAP-21, Section 405 was renamed the National Priority Safety Program, which combines the impaired driving, occupant protection, traffic records, and motorcyclist safety programs authorized under SAFETEA-LU (with substantial changes to two of the four areas) and adds two new incentive programs— for distracted driving and graduated driver licensing. A separate section, or tier within Section 405, authorizes each program and each has its own eligibility criteria. States must satisfy the eligibility criteria of each tier to receive funding for that tier.

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. This is the first law enacted in over 10 years that provided long-term funding certainty for surface transportation. The FAST Act became effective in FY2017 and added a new incentive program for non-motorized safety.

For FY2019, the District Highway Safety program used Federal grant funds administered by NHTSA in accordance with State and Community Highway Safety Funds under Section 402, the National Priority Safety Programs under Section 405 for Federal funding for FAST Act and MAP-21.

The HSO focused on the following traffic safety areas in FY2019:

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

Based on this data analysis, the HSO identified the following safety National Priority Safety program under Section 405:

- Impaired Driving — Eligibility criteria — Low-range State
- Occupant Protection — Eligibility criteria — High Seatbelt Use State
- Traffic Records — Eligibility criteria — Has a functioning TRCC committee
- Non-motorized Safety — Eligibility criteria — 15 percent or more of all fatalities are non-motorized

District of Columbia Performance Measures

Core Outcome Measures

	Description	2014	2015	2016	2017	2018	Jan 1 Nov.30, 2019	FY2019 HSP GOAL	In progress to met goal (Y/N/P)
C 1	Number of traffic fatalities	23	23	27	31	31	**25**	31	*Y*
C 2	Number of serious injuries	311	337	388	373	361	**336**	417	*Y*
C 3	Fatalities per 100 million vehicle miles Traveled	0.65	0.65	0.75	0.83	N/A	**0.67**	0.85	*Y*
C 4	Number of unrestrained passenger-vehicle occupant fatalities, all seat positions	3	1	6	3	1	**3**	8	*Y*
C 5	Number of fatalities in crashes involving a driver or motorcycle operator (BAC 0.08 g/dL or higher)	5	7	10	15	9	**1**	10	*Y*
C 6	Number of speeding-related fatalities	12	7	16	17	15	**12**	13	*P*
C 7	Number of motorcyclist fatalities	3	3	6	4	8	**2**	5	*Y*
C 8	Number of unhelmeted motorcyclist fatalities	1	1	0	0	3	**0**	1	*P*
C 9	Number of drivers 21 or younger involved in a fatal crash	3	0	1	2	3	**0**	1	*P*
C 10	Number of pedestrian fatalities	9	13	8	11	11	**12**	10	*N*
C 11	Number of bicyclist fatalities	1	1	1	2	3	**2**	1	*N*

Source: NHTSA STSI/FARS

Y-Yes; *N*-No; *P*-Possible (based on data from Jan 01 to Nov. 30, 2019)

Core Behavior Measures

	Description	2015	2016	2017	2018	2019
B 1	Observed seatbelt use for passenger vehicles, front seat outboard occupants	95.5	94.1	93.6	95.1	95.4

Source: District of Columbia Observational Seatbelt Survey

Core Activity Measures

	Description	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
A 1	Number of seatbelt citations issued during grant-funded enforcement activities	869	931	2,555	3,852	2,458	**1,639**
A 2	Number of impaired driving arrests made during grant-funded enforcement activities	187	150	213	243	211	**189**
A 3	Number of speeding citations issued during grant-funded enforcement activities	72	145	1,004	1,473	1,394	**1,146**
	Number of distracted driving citations issued during grant-funded enforcement activities	677	862	2,068	3,391	1,496	**1,222**
	Number of pedestrian- and bicycle-related citations issued during grant-funded enforcement activities	691	704	294	1,240	914	**2,493**

Source: Citations shown were completed during overtime hours funded by grants from HSO

Additional Core Outcome Measures

	Description	2014	2015	2016	2017	2018	Jan 1 Nov.30, 2019	FY2019 HSP GOAL	In progress to met goal (Y/N)
C 12	Number of injuries in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher	88	80	112	110	102	**89**	169	Y
C 13	Number of unrestrained occupant injuries	105	113	105	55	43	**39**	89	Y
C 14	Number of aggressive-related injuries	319	296	182	204	167	**272**	143	N
C 15	Number of pedestrian injuries	404	370	487	511	528	**418**	619	Y
C 16	Number of bicyclist injuries	362	302	380	414	347	**322**	478	Y

Source: State DDOT Crash Data Files

In August 2015, the Metropolitan Police Department (MPD) installed a new crash-reporting application that provides the officer with more choices to accurately determine the severity of the injured person. For example, a *"Serious"* injury is sub-defined into five sub-attributes; this change helps guide the officer and result in more accurate reporting of serious injuries. Prior, when an injury status was not clear, the officer erred to a lesser type of injury.

Injuries denoted is a combination of *Suspected Serious Injury* and *Suspected Minor Injury* as noted below:

Suspected Serious Injury is combinations of:
- Apparent Broken Bones
- Unconsciousness
- Other Major Injury
- Concussion
- Severe Laceration
- Burns-major

Suspected Minor Injury is combination of:
- Abrasions
- Apparent Minor Injury
- Bleeding
- Swelling
- Loss Of Teeth
- Burns-minor
- Minor Cuts
- Bruises
- Smoke Inhalation

Performance Goals and Trends

All the organizations working to improve the safety of the District of Columbia's roadways strive to reduce traffic fatalities and injuries. The following graphs present the current trend and are, based on the performance measures and goals outlined in the FY2019 Highway Safety Performance Plan.
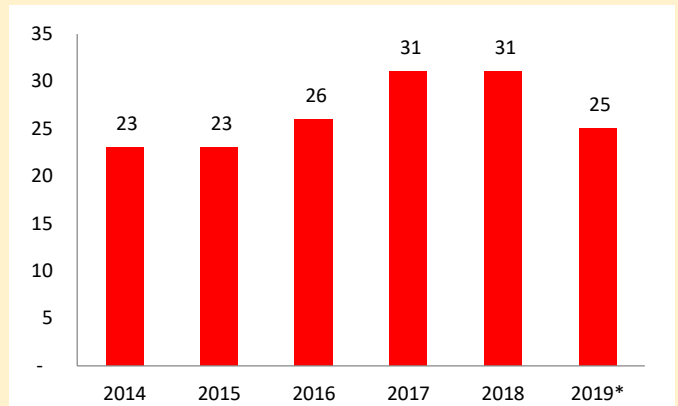
TRAFFIC FATALITES

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

Intermediate Goal: Limit expected increase in fatalities to **31** from the 5-year average (2015–2019) by December 31, 2019.

* Preliminary 2019 data (January 1 to November 30, 2019) – 25 traffic-related fatalities.

**District is on track to meet its FY2019 goal.**

Chart — Traffic Fatalities:
- 2014: 23
- 2015: 23
- 2016: 26
- 2017: 31
- 2018: 31
- 2019*: 25

DEATHS PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

GOAL: Limit expected increase in the traffic fatality rate to no more than the 5-year rolling average (2015–2019) of **0.85**, or a 23.5 percent decrease based on 2019 actual projection.

* Preliminary Data. VMT (0.67) calculated using preliminary fatality data from January 1 to November 30, 2019 over FARS 2017 VMT.

District is on track to meet its FY2019 goal.

Chart — Deaths per 100 Million VMT:
- 2014: 0.65
- 2015: 0.65
- 2016: 0.75
- 2017: 0.83
- 2018*: 0.83
- 2019*: 0.67
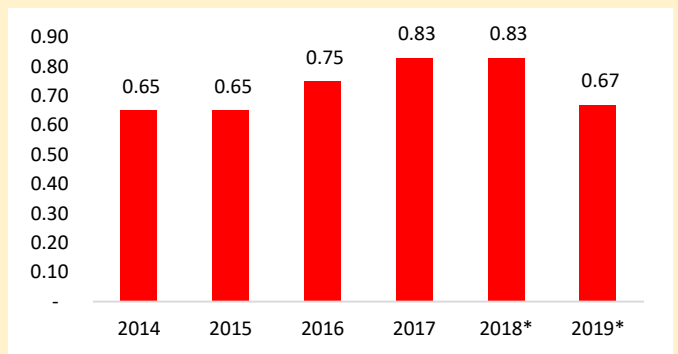
TRAFFIC SERIOUS INJURIES

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

Intermediate Goal: Limit serious injuries to 452 or a 6.7 percent decrease based on the 2019 actual projection of **488**.

Preliminary 2019 data (January 1 to November 30, 2019) – 336 traffic-related serious injuries.

District is on track to meet its FY2019 goal.

Chart — Traffic Serious Injuries:
- 2014: 311
- 2015: 340
- 2016: 400
- 2017: 409
- 2018: 450
- 2019*: 336
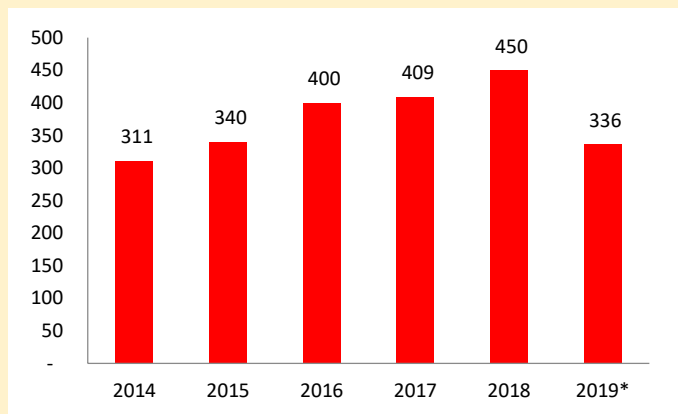
IMPAIRED DRIVING FATALITIES

GOAL: Maintain the number of alcohol-related fatalities to no more than the 5-year average (2015–2019) of **10** by December 31, 2019.

Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.

Preliminary 2019 data (January 1 to November 30, 2019) – 1 impaired-related fatalities. Final BAC testing pending.

**District is on track to meet its FY2019 goal.**

Bar chart — values: 2014: 5, 2015: 7, 2016: 10, 2017: 15, 2018: 9, 2019*: 1
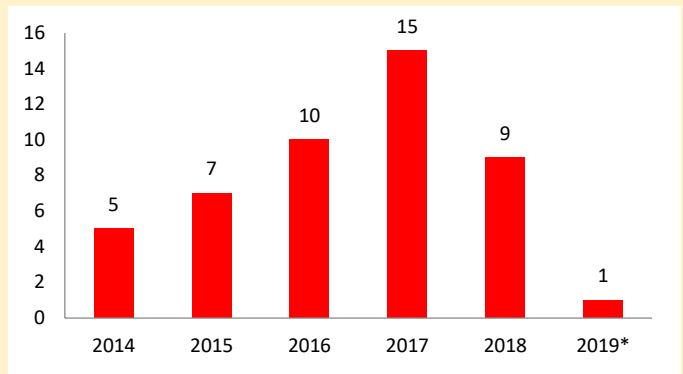
IMPAIRED DRIVING INJURIES

GOAL: Limit expected increase of impaired-related injuries to **169** (average of both linear and 5-year rolling average models) by December 31, 2019.

Preliminary 2019 data (January 1 to November 30, 2019) – 89 impaired-related injuries.

**District is on track to meet its FY2019 goal.**

Bar chart — values: 2014: 88, 2015: 80, 2016: 122, 2017: 110, 2018: 102, 2019*: 89
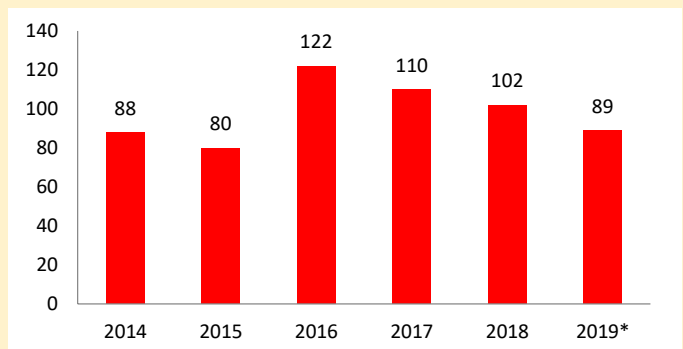
UNRESTRAINED FATATLITIES

GOAL: Limit the expected increase in unrestrained fatalities to no more than the 5-year rolling average (2015–2019) of **8**, or a 33 percent decrease based on 2019 actual projection.

Preliminary 2019 data (January 1 to November 30, 2019) – 3 unrestrained fatalities.

District is on track to meet its FY2019 goal.

Bar chart — values: 2014: 3, 2015: 1, 2016: 6, 2017: 3, 2018: 1, 2019*: 3
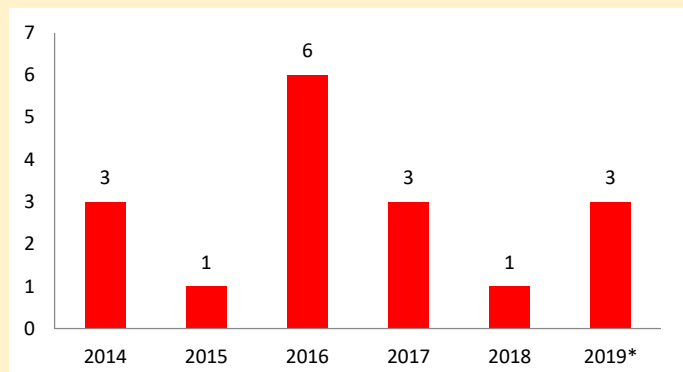
UNRESTRAINED INJURIES

GOAL: Limit expected increase in unrestrained injuries to no more than the 5-year rolling average (2015–2019) of **89,** or a 5 percent decrease based on 2019 actual projection.

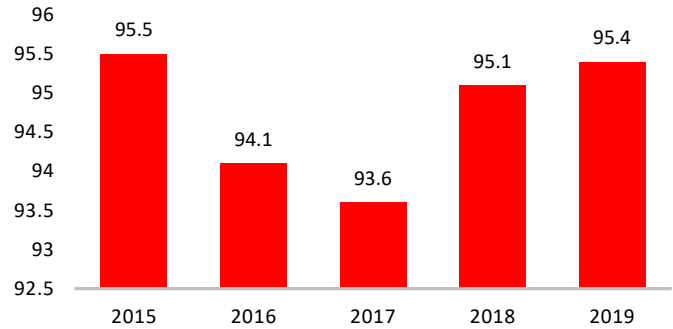Preliminary 2019 data (January 1 to November 30, 2019) – 39 unrestrained injuries.

District is on track to meet its FY2019 goal.

Bar chart — values: 2014: 105, 2015: 113, 2016: 105, 2017: 55, 2018: 43, 2019*: 39
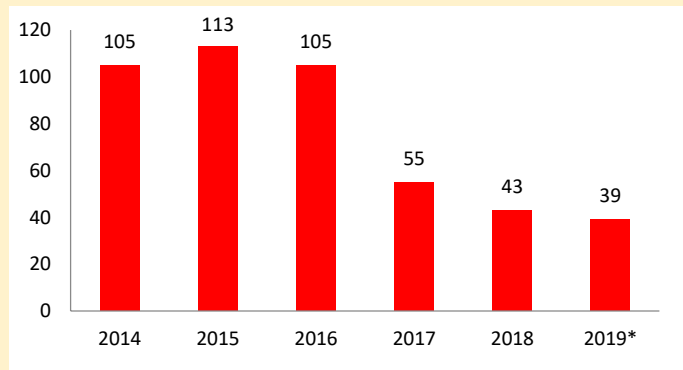
SEATBELT USE

GOAL: Maintain observation belt use to more than **90** percent.

District has exceeded its FY2019 goal.

Seatbelt Use (%):
- 2015: 95.5
- 2016: 94.1
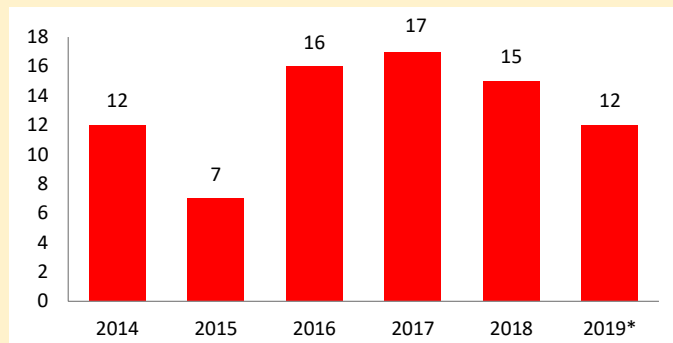- 2017: 93.6
- 2018: 95.1
- 2019: 95.4

SPEEDING-RELATED FATATLITIES

GOAL: Limit expected increase of speeding-related fatalities to no more than the 5-year rolling average (2015–2019) of **13**, or 19 percent decrease based on 2019 actual projection.

Preliminary 2019 data (January 1 to November 30, 2019) – 12 speed-related fatalities.

**District may meet the FY2019 goal (Possible).**

Speeding-Related Fatalities:
- 2014: 12
- 2015: 7
- 2016: 16
- 2017: 17
- 2018: 15
- 2019*: 12

AGGRESSIVE-RELATED INJURIES

GOAL: Limit expected increase of aggressive-related injuries to no more than **143** (average of both linear and 5-year rolling average models) by December 31, 2019.

Preliminary 2019 data (January 1 to November 30, 2019) – 272 aggressive-related injuries.

**District is NOT on track to meet its FY2019 goal.**

Aggressive-Related Injuries:
- 2014: 319
- 2015: 296
- 2016: 182
- 2017: 204
- 2018: 167
- 2019*: 272
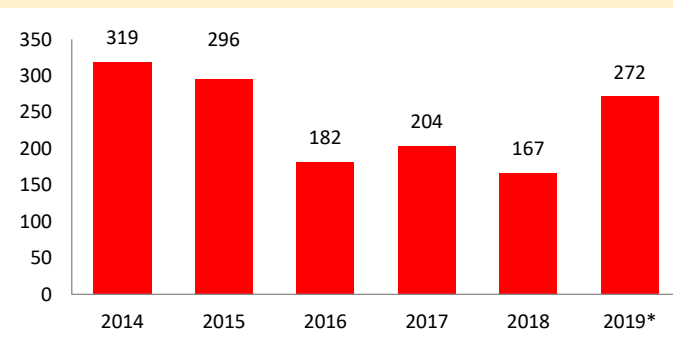
PEDESTRIAN-RELATED FATATLITIES

GOAL: Limit expected increase of pedestrian-related fatalities to no more than the 5-year rolling average (2015–2019) of **10**, or a 9 percent decrease based on 2019 actual projection.

Preliminary 2019 data (January 1 to November 30, 2019) – 12 pedestrian fatalities.
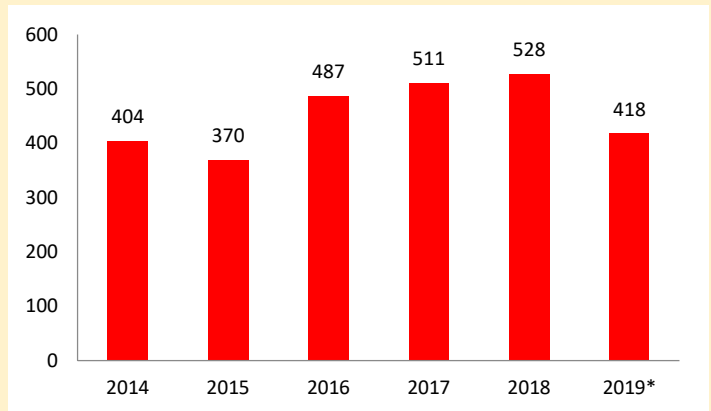
District is NOT on track to meet its FY2019 goal.
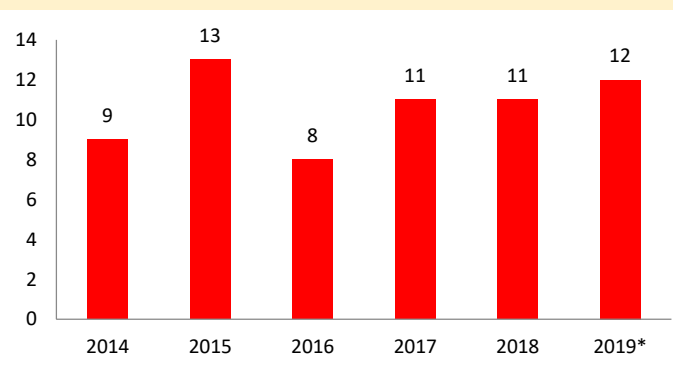
Pedestrian-Related Fatalities:
- 2014: 9
- 2015: 13
- 2016: 8
- 2017: 11
- 2018: 11
- 2019*: 12

PEDESTRIAN-RELATED INJURIES

GOAL: Limit expected increase of pedestrian-related injuries to **619** (average of both linear and 5-year rolling average models) by December 31, 2019.

Preliminary 2019 data (January 1 to November 30, 2019) – 418 pedestrian-related injuries.

**District is on track to meet its FY2019 goal.**

Pedestrian-related injuries chart:
- 2014: 404
- 2015: 370
- 2016: 487
- 2017: 511
- 2018: 528
- 2019*: 418

BICYCLIST-RELATED FATATLITIES

GOAL: Maintain the number of bicyclist-related fatalities to no more than the 5-year average (2015–2019) of **1** by December 2019.

Preliminary 2019 data (January 1 to November 30, 2019) – 2 bicyclist-related fatalities.
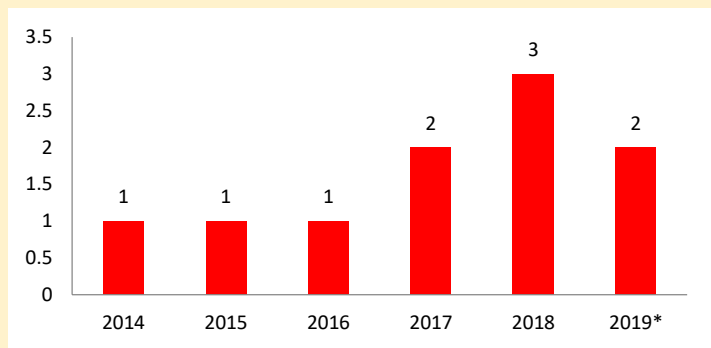
**District is NOT on track to meet its FY2019 goal.**

Bicyclist-related fatalities chart:
- 2014: 1
- 2015: 1
- 2016: 1
- 2017: 2
- 2018: 3
- 2019*: 2

BICYCLE-RELATED INJURIES

GOAL: Limit expected increase of bicyclist-related to **478** (average of both linear and 5-year rolling average models) by December 31, 2019.

Preliminary 2019 data (January 1 to November 30, 2019) – 322 bicycle-related injuries.

District is on track to meet its FY2019 goal.

Bicycle-related injuries chart:
- 2014: 362
- 2015: 302
- 2016: 380
- 2017: 414
- 2018: 347
- 2019*: 322
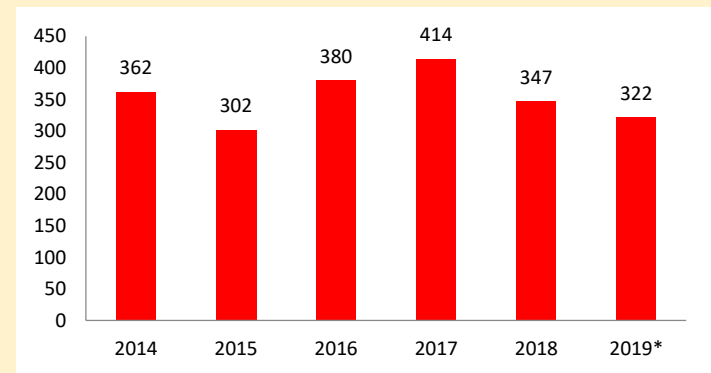
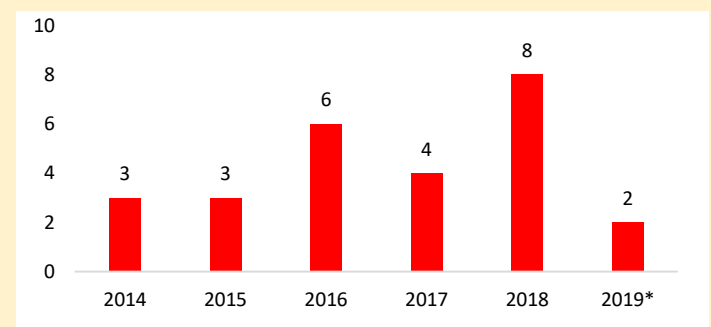## MOTORCYCLIST-RELATED FATATLITIES

GOAL: Limit expected increase of motorcyclist fatalities to no more than the 5-year rolling average (2015–2019) of **5**.

Preliminary 2019 data (January 1 to November 30, 2019) – 2 motorcyclist-related fatalities.

District is on track to meet its FY2019 goal.

Motorcyclist-related fatalities chart:
- 2014: 3
- 2015: 3
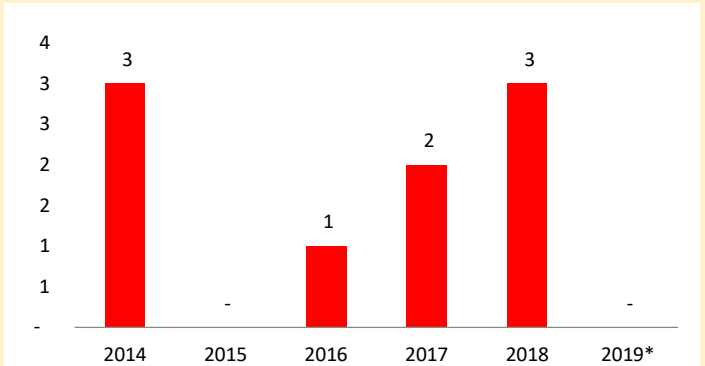- 2016: 6
- 2017: 4
- 2018: 8
- 2019*: 2

YOUNGER DRIVER IN FATAL CRASH

GOAL: To maintain the number of drivers age 20 or under involved in a fatal crash to no more than the 5-year average (2015–2019) of **1** by December 2019.

Preliminary 2019 data (January 1 to November 30, 2019) – 0 fatalities involving a driver under age of 20.

District may meet its FY2019 goal (Possible).

Challenges to Maintain and Reduce Trends

The U.S. Census Bureau estimates the District's population at 702,455 as of July 1, 2018, a 16.7 percent increase since the 2010 U.S. Census. The increase continues a growth trend begun in 2000—following a half-century of population decline. The District is the center of all three branches of the Federal government and the home of many of the nation's monuments and museums. It also is the location of over 176 foreign embassies and headquarters of many international organizations, trade unions, nonprofit organizations, lobbying groups, and professional associations. The result is an ethnically diverse, cosmopolitan, midsize capital city.

The District of Columbia Department of Employment Services states the total number of jobs in the District at the end of October 2019 was 805,300, a 7.7 percent increase from October 2018. During the work week, the number of commuters from the suburbs into the city swells the District's daytime population to more than 1.5 million people, or more than twice the resident population. *Therefore, unlike any other state in the nation, solving the District's crash problem is a regional issue.*

Overall, the total number of traffic crashes in the District of Columbia has risen steadily since 2010. The number of fatalities has also steadily increased since 2012, with the lowest on record of 15 deaths. In 2018, the District's traffic-related fatalities climbed to 31 (*Fatality Analysis Reporting System [FARS], National Highway Traffic Safety Administration [NHTSA]*), partially the result of increasing VMT, more non-motorized travel, greater influx of non-car-owning residents, and an increase in out-of-state drivers (commuting as well as recreating trips).

In February 2015, marijuana became legal in the District for adults 21 years and older to use up to 2 ounces of marijuana and grow up to six plants in their homes for personal use. The Center of Disease Control (CDC) has reported that marijuana, like any substance impairment is dangerous while driving. A 2013 report commissioned by the Governors Highway Safety Association found that about 40 percent of all drivers who died in crashes, and who were tested for drug use that year, tested positive for drugs. Of those, the report noted that more than a third tested positive for marijuana. Marijuana negatively affects a number of skills required for safe driving and can slow your reaction time, and ability to make decisions. It can also impair coordination, distort perception, lead to memory loss, and difficulty in problem-solving. This uncertainty hinders developing effective road-safety policy targeting cannabis-impaired drivers, as well as drivers under the influence of multiple drug combinations.

The top reported substances abused in the District while driving under the influence were Ethanol, THCOOH, and Phencyclidine. The average alcohol concentrations (range from 0.15–0.2 g/100 mL) and average Tetrahydrocannabinol concentrations (range from 0–0.005 mg/L). The risk of impaired driving associated with marijuana in combination with alcohol appears to be greater than that for either by itself. In addition, a study have shown a 5.2 percent increase in traffic crashes for states that have legalized marijuana use.

The Office of Attorney General DUI Prosecutor Team and the Office of the Chief Medical Examiner (OCME) drug program continue to work together as emerging drugs such as fentanyl are being mixed with heroin and have similar effects to alcohol. The OCME laboratory has improved its overall efficiency by increasing the number of tests per case from 28.5 to 51.93 and reduced its backlogged case (over 60 days) to 1.6 percent. The result is the ability to provide faster test results to the DUI Prosecutor Team, enabling them to complete cases and prosecute offenders.

The District has the second highest percentage of public transit commuters in the United States, which presents significant challenges to pedestrians and bicyclists—the District's most vulnerable roadway users. Pedestrian and bike trips increased on average between 3 to 5 percent annually. To date the District has more than 270 miles of bike lanes, bike trails, cycle tracks, signed bike routes, and shared lanes and 3,000

bike racks installed on sidewalks throughout the city. The District implemented the Capital Bikeshare program in September 2010. In FY2019 were almost 3.4 million trips made, a 5.8 percent increase in trips from FY2018. The District began a dockless bikeshare pilot in October 2017 and also introduced dockless electronic scooters. In 2019, eight companies operated in the District with more than 6,210 dockless vehicles (bikes or scooters) available for rent at any time. The number of available dockless vehicles is expected to increase to over 20,000 in 2020. **Each of these bike share trips accounts for 2 pedestrian trips.** The fast pace of these changes is itself a safety challenge as the District seeks to increase the modal share through walking and biking and reallocate existing infrastructure space among all competing modes.

Other modes of transportation, such as the *Streetcar* began operation in 2016, between H Street and Benning Road corridor, and also competes for road space with all other modes. For FY2019, ridership numbers were 1.12 million, a 4.3 percent decrease from the ridership numbers in FY2018 of 1.17 million passengers. It is expected that new crash types will emerge as these forms of transportation become integrated and their use increases.

With the increased exposure across all modes of travel in the District, Mayor Muriel Bowser initiated steps to improve intersections, educate the public, and enforce the rules of the road. In 2019, the District had four 3-day citywide safety blitzes from Thursday to Saturday. These blitzes focused on speeding and impaired drivers, failure to clear an intersection, and stopping or standing in a bike lane.

In addition, Title 18 of the District of Columbia Municipal Regulations was amended and became effective on January 04, 2019. To help achieve the goal by the year 2024 of zero fatalities and serious injuries to travelers on the District's transportation system, and to create a safer transportation infrastructure in the District of Columbia through more effective use of data, education, enforcement, and engineering. These final rules amend Title 18 of the District of Columbia Municipal Regulations to establish side underride guard safety requirements for certain motor vehicles, to require motor vehicle operators to clear damaged but operational vehicles from the travel lanes, to move a lane over or slow down when approaching a first responder at the side of the road, to yield to buses merging into traffic, and to designate roadways adjacent to certain facilities as safe zones with a maximum speed limit of 15 miles per hour. *The key to effective implementation of these changes will be public outreach to inform the public and adequate enforcement to ensure compliance.*

The District is currently updating its Strategic Highway Safety Plan to incorporate a combination of strategies, including infrastructure improvements that will further help address the District traffic issues. Additional District initiatives include:

- Improve intersection designs with dual turn lanes, adding protected bike lanes and eliminating sidewalk gaps.

- Expand designated drop-off and pick-up zones for ride-share vehicles.

- Examine more than 100 intersections where making a turns are problematic. These intersections would be mainly where pedestrians are at a higher risk, such as in school zones, within the central business district, or near bike lanes.

- Reassign the city's Automated Enforcement program (from MPD to DDOT) to reduce the time it takes to process tickets and expedite deployment of additional traffic enforcement cameras.

- Add 19 enforcement officers (Department of Public Works [DPW]) before the end of the 2019, as it steps up parking enforcement to ticket drivers who park in bike lanes and crosswalks. Some of these officers will patrol on bikes so they understand the challenges cyclist face.

The District is also considering that upon renewal of the DC Driver's license drivers must pass a refresher test on the rules of the road that will also emphasize driver awareness of pedestrian, bicyclists, and other vulnerable road users.

Mission Statement

The mission of the District of Columbia Highway Safety Office (DC HSO) is "to provide a safe and efficient transportation system, improving the mobility of people and goods, increasing transit and walking, enhancing economic prosperity, preserving the quality environment, and ensuring that communities are realized."

The DC HSO continues to work toward achieving its goals by administering funds from the National Highway Traffic Safety Administration, and the following key partners:

- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Office of the Chief Medical Examiner (OCME)
- Department of Motor Vehicles (DMV)
- Fire and Emergency Medical Services (FEMS)
- Metropolitan Washington Council of Governments (MWCOG)
- Office of Information Technology and Innovational (OITI)
- Howard University
- Washington Regional Alcohol Program (WRAP)
- Washington Area Bicyclist Association (WABA)
- KLS Engineering LLC
- McAndrew Company LLC

This report provides an overview of each Program Area, including performance measures and goals implemented in FY2019. Most DC HSO programming efforts target the following traffic safety priority areas:

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

Program Funding (FY2019)

The District of Columbia Highway Safety Office (HSO) administers the grant funds through the award of Federal grants to other District agencies and the private sector. These funds are directed to areas the HSO identified that can change driver behavior and reduce vehicle crashes and crash severity.

In FY2019, the HSP included funding available under Section 402 State and Community Highway Safety Grant Program and Section 405 National Priority Safety Program. The District qualified for 405b (High Seatbelt Use State), 405c (Data Program), 405d (Alcohol–Low range State) and 405h (non-motorized safety).

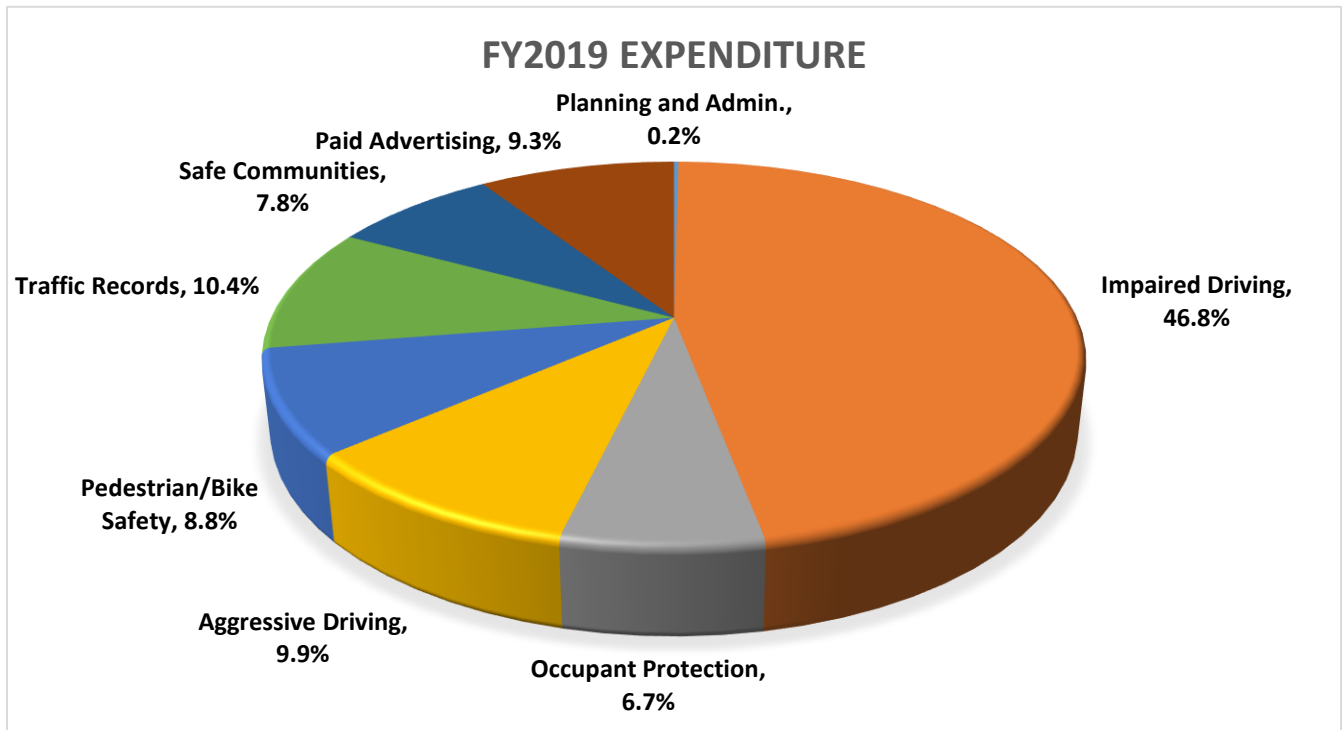Funds supported the following programs:

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

Table 1 provides information on the Federal Aid Allocation and the related Grant Expenditures.
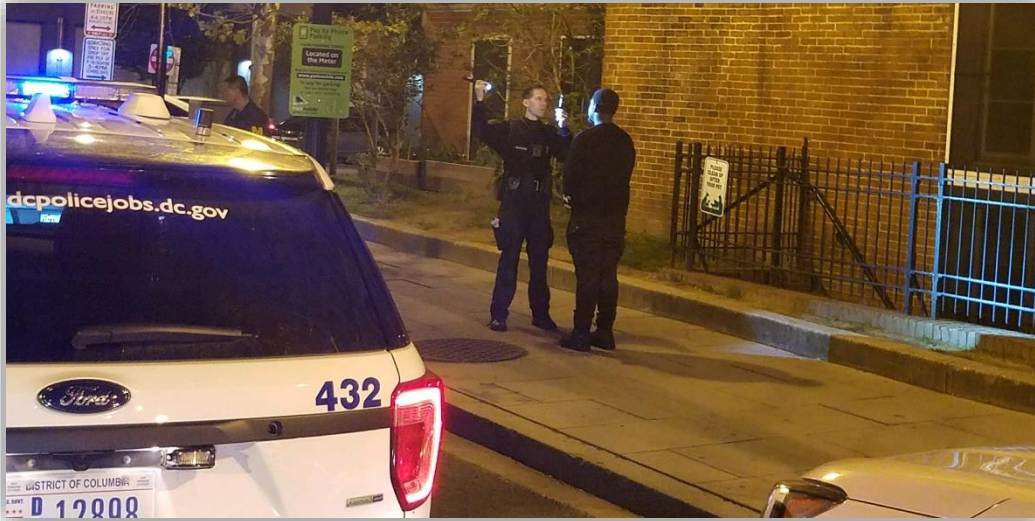
Program Area	Fund	Task Description	Project No.	Allocation	Expenditure
Planning and Admin.	402	Facilitation of the District's Highway Safety Program. All administration costs that include salary, benefits, office space, telephone, supplies, etc. are paid by DDOT. Federal expenditures for dues for NCGHSR.	PA 2019-01-01	$18,926.13	$9,042.00
Impaired Driving		Office of the Attorney General (OAG)	AL 2019-03-01	$119,085.10	$119,085.10
		Alcohol Enforcement City-Wide	AL 2019-03-02	$300,509.76	$290,228.16
Occupant Protection		Occupant Protection Child Passenger Safety	OP 2019-05-01	$83,014.50	$83,014.50
Pedestrian/Bike Safety		Pedestrian/Bike Safety Enforcement	PS 2019-08-04	$78,683.41	$78,683.41
Traffic Records		Traffic Records Project with DMV	TR 2019-07-01	$8,781.18	$8,781.18
Roadway Safety		Roadway Safety	RS-2019-13-01	$91,585.19	$91,585.19
Safe Communities		Preparation of Various Safety Documents	SA 2019-15-01	$18,607.85	$18,607.85
Paid Advertising		Paid Media Campaigns	PM 2019-14-01	$63,006.55	$0.00
402 TOTAL				**$782,199.67**	**$699,027.39**

Program Area	MAP21	Task Description	Project No.	Allocation	Expenditure
Occupant Protection	405b	OP Enforcement MPD	M2HVE 2019-05-02	$58,780.89	$53,193.78
405b TOTAL				$58,780.89	$53,193.78
Traffic Records	405c	E-Citation Writers - MPD	M3DA 2019-07-01	$336,008.51	$325,000.00
405c TOTAL				$336,008.51	$325,000.00
Impaired Driving	405d LOW	Travel & Training - Impaired Driving	M60T 2019-01-01	$6,000.00	$0.00
		Purchase IM Vehicle	M6OT 2019-01-02	$40,000.00	$30,483.82
405d TOTAL				$46,000.00	$30,483.82
MAP-21 TOTAL				**$440,789.94**	**$408,677.60**

Program Area	FAST ACT	Task Description	Project No.	Allocation	Expenditure
Impaired Driving	FA 402	Alcohol Enforcement	AL 2019-03-01	$802,499.19	$290,979.98
		Washington Regional Alcohol Program	AL 2019-03-03	$163,002.58	$110,227.46
		Office of Chief Medical Examiner	AL 2019-03-04	$192,801.81	$180,808.42
Occupant Protection		Occupant Prot. Child Passenger Safety	OP 2019-05-01	$123,132.61	$35,860.66
		Seat Belt Survey - Howard University	OP 2019-05-02	$100,459.00	$86,122.00
		OP Enforcement	OP 2019-05-02	$274,286.93	$33,667.26
Pedestrian/Bike Safety		Pedestrian/Bike Enforcement	PS 2019-08-04	$252,000.00	$64,016.87
		Street Smart Campaign	PS 2019-08-05	$100,000.00	$100,000.00
Safe Communities		Police Traffic Services	PT 2019-04-01	$871,257.46	$427,182.11
		Preparation of Safety Documents	SA 2019-05-01	$806,392.15	$229,938.65
		Aggressive Driving Prosecutor	SA 2019-05-02	$20,000.00	$2,640.00
		Paid Media - Various Campaigns	PM 2019-14-01	$916,340.00	$252,788.50
FA 402 TOTAL				$4,622,171.73	$1,814,231.91

Program Area	FAST ACT	Task Description	Project No.	Allocation	Expenditure
Occupant Protection	FA 405b	Paid Media OP	M1PE 2019-14-01	$54,582.08	$54,582.08
		OP Various Activities	M1X 2019-05-02	$429,616.43	$-
FA 405b High TOTAL				**$484,198.51**	**$54,582.08**
Traffic Records	FA 405c	MIRE Data Modeling	M3DA 2019-07-01	$153,000.00	$ 32,239.00
		HAAS ALERT- FEMS	M3DA 2019-07-03	$100,000.00	$25,000.00
		DATA Projects	M3DA 2019-07-05	$334,184.48	$61,218.22
FA 405c TOTAL				**$587,184.48**	**$118,457.22**
Impaired Driving	FA 405d LOW	OAG - DUI/TSRP Program	M6OT 2019-01-01	$497,484.88	$213,706.98
		Impaired Driving Enforcement	M6OT 2019-01-02	$729,977.92	$136,281.36
		Office of Chief Medical Examiner	M6X 2019-01-03	$384,000.00	$384,000.00
		WRAP	M6X 2019-01-04	$150,000.00	$150,000.00
		Chief Medical Examiner	FDLBAC 2019-01-03	$124,520.24	$124,520.24
		Paid Media Campaigns	FDLPEM 2019-01-01	$370,029.26	$95,000.00
FA 405d LOW TOTAL				**$2,256,012.30**	**$1,103,508.58**
Pedestrian/Bike Safety	FA 405h	Street Smart campaigns - MWCOG	FHPE 2019-01-02	$215,716.10	$0.00
		Bicycle Program	FHX 2019-01-01	$220,155.19	$138,727.40
FA 405h TOTAL				**$435,871.29**	**$138,727.40**

FY2019 EXPENDITURE

- Planning and Admin., 0.2%
- Paid Advertising, 9.3%
- Safe Communities, 7.8%
- Traffic Records, 10.4%
- Pedestrian/Bike Safety, 8.8%
- Aggressive Driving, 9.9%
- Occupant Protection, 6.7%
- Impaired Driving, 46.8%

Program Summaries

Impaired Driving Program

Impaired driving refers to the deterioration of a person's judgment that decreases his or her physical ability to drive. Alcohol intake and substance abuse are the most common causes of impaired driving. According to the National Highway Traffic Safety Administration (NHTSA), an alcohol-impaired driving fatality is one that involves a driver with a BAC of 0.08 g/dL or higher. The term *driver* refers to the operator of any motor vehicle, including a motorcycle.

Goals and Trends

The goals of the District's impaired driving program are to:

- Maintain the number of alcohol-related fatalities to no more than the 5-year average (2015–2019) of **10** by December 31, 2019.
- Limit expected increase of impaired-related to **169** (average of both linear and 5-year rolling average models) by December 31, 2019.

The following are the numbers for the last 5 years and preliminary data for 2019:

YEAR	Alcohol-impaired Fatalities	Impaired-related Injuries
2014	5	88
2015	7	80
2016	10	122
2017	15	110
2018	9	102
2019 (Jan 1 to Nov. 30, 2019)	**1*(Goal <10)**	**89 (Goal <169)**

* Pending BAC testing.

The impaired driving program qualified for the NHTSA 405 grant as a low-range State. The following section reviews programs implemented in FY2019.

ADJUDICATION

Office of the Attorney General (OAG)

BACKGROUND

Alcohol-related offenses are considered the more complex cases handled by the Criminal Section of OAG. The complex issues related to impaired driving cases that arise require the expertise of prosecutors to assist law enforcement officers as well as prosecutors to help deter the problem of impaired drivers and create a safer community. As OAG continues to see repeat offenders there is a greater need for proper preparation to adequately punish the defendants and deter future rearrests by having a Traffic Safety Resource Prosecutor and a Driving Under the Influence (DUI) Team.

Traffic Safety Resource Prosecutor (TSRP)

The goal of the TSRP is increase the ability of prosecutors and law enforcement to effectively present and prosecute traffic safety violations, particularly focusing on impaired driving, by providing specialized training, legal research, practical resource materials, and real-time trial support throughout the District.

Activity Description. *Attend at least eight in-person or electronic media-based trainings to develop and maintain specialized knowledge of traffic safety and impaired driving issues.* The TSRP attended the eight webinars and presentations related to traffic safety and impaired driving issue—Under the Influence of Cannabis Understanding, Taking a Closer Look at Marijuana Impaired Driving, How to Handle Defense Challenges in an Impaired Driving Case, and Alcohol and Driving.

Activity Description. *Host/conduct a minimum of 37 training sessions for prosecutors, law enforcement officers and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases.* The TSRP provided training at 33 events/locations with more than 600 attendees. Topics included General Criminal Charges and Papering Procedures, Cooperation Act training, Legal Update, Breath Test Operator Recertification course, *Cops in Court* Report Writing and Testimony Skills presentation and mock direct/cross examination exercise, New Officer Training, Metro Transit Police, New Attorney Training, Prosecutor Boot Camp, Drugs and Human Performance, Toxicology testimony skills and moot court training, Alcohol University Sobriety Check, and Utilizing Toxicology Evidence.

Activity Description. *Meet quarterly with representatives from the National Traffic Law Center (NTLC); maintain online relationship with other TSRPs nationwide, and provide support to other jurisdictions when needed.* The TSRP helped other TSRPs by providing valuable resources and discussing effective trial strategies and technical assistance. TSRP has provided support and technical assistance through Web forums and assisted at least 18 various agencies and organizations.

Activity Description. *Participate in Sobriety Check program to educate area high school and college students about the consequences of abusing alcohol and drugs*. The TSRP provided training a total of 700 attendees at four events at Wilson High School and the School without Walls, Washington, DC.

Activity Description. *Facilitate one Advanced Roadside Impaired Driving Enforcement (ARIDE) course with a minimum of 10 law enforcement officers in attendance. Work with MPD to develop a more comprehensive ARIDE and Drug Recognition Expert (DRE) program.* TSRP assisted with an ARIDE course April 24–25, 2019 (28 attendees). MPD is not currently pursuing a DRE program, but indicates that it will explore hosting future ARIDE courses.

Activity Description. *Attend some of the following conferences: Lifesavers Conference, the TSRP annual meeting, NHTSA regional meeting, DRE conference, and/or any additional conferences aimed at promoting traffic safety.* The TSRP attended four conferences—2019 Lifesavers Conference, March 31–April 2, 2019; 2019 TSRP Conference, April 29–May 1, 2019 Williamsburg, VA; 2019 IACP Drugs, Alcohol and Impaired Driving Conference, August 10–12, 2019, Anaheim, CA; and attended the NHTSA Region 3 meeting in Louisville, KY, December 2018.

Activity Description. *Provide national subject-matter expert training to OAG line prosecutors in one of the following areas: Drugged Driving, Marijuana Impairment, video evidence, drowsy driving, or some other topic that enhances traffic safety.* All TSRP webinars held were made available to the OAG line prosecutors, and secured training for OAG attorneys and OCME toxicologist to attend Maryland State Police Cannabis lab, March 14, 2019 and June 13, 2019.

Activity Description. *Meet with and provide assistance to MPD and other law enforcement agencies, DDOT, OCME, and the Executive Office of the Mayor. Attend at least 10 meetings/support during FY2019.* The TSRP met with NHTSA to discuss challenges and solutions related to impaired driving and worked with NHTSA to update the Drugs and Human Performance Fact Sheets. Meet regularly with MPD to obtain LIDAR certificates and discuss SFST certification and to discuss major crash DUI cases, search warrants and training issues.

Activity Description. *Facilitate the preservation of blood/urine specimens collected from impaired drivers at Washington area hospitals.* TSRP continues to assist with blood preservation and search warrants when requested by law enforcement. The TSRP requested preservation of blood samples in 16 DUI cases and assisting with search warrants in 18 cases.

Activity Description. *Host/conduct monthly DUI enforcement meetings and annual DRE meetings to train and assist police officers and other traffic safety professionals.* Meetings were held on October 22, 2018, January 7, 2019, April 9, 2019, and July 10, 2019.

Activity Description. Participate in Community Outreach Events, such as WRAP SoberRide Kick-Offs, NHTSA Drive Sober or Get Pulled Over, Responsibility.org congressional meetings, and DC's Vision Zero. Attended WRAP's WRAPPY awards, October 19, 2018; attended Foundation for Advancing Alcohol Responsibility (FAAR) holiday celebration, November 27, 2018; attended WRAP's Law Enforcement awards and SoberRide Kick-off, December 14, 2018; presented remarks at WRAP's Cinco de Mayo SoberRide press event, May 2, 2019; and attended WRAP Board Meetings (November 13, 2018; March 26, 2019, May 29, 2019, and September 24, 2019).

WRAP's Cinco de Mayo SoberRide press event, May 2, 2019

Activity Description. *Regularly attend the District Traffic Records Coordinating Committee quarterly meetings, and the Strategic Highway Safety Program meeting(s).* Attended TRCC meeting, May 30, 2019. Provided presentation on DUI trends and casework.

Activity Description. *Communicate trends in impaired driving enforcement and prosecution, updates in the law, and other issues regarding impaired driving to prosecutors at weekly staff meetings, and/or weekly e-mail communication.* Attended bi-weekly staff meetings, conduct regular email messaging, provide training

opportunities (TSRP webinar announcements), communicated impaired driving trends to line prosecutors, law enforcement, and toxicologists.

Activity Description. *Screen (paper) or assist with the screening of a minimum of 350 impaired driving arrests, arrest warrant applications, search warrant applications, and judicial summons cases.* Screened 684 DUI cases (citations and lock ups) and 18 search warrant applications for blood/urine. As part of the screening process, the TSRP often communicated with a police officer to obtain more needed information to make a papering decision, secured Fire and Emergency Medical Services documents, view Body Worn Camera footage, and reached out to civilian witnesses. When appropriate, the TSRP communicated with area hospitals to endeavor to have biological specimens preserved so that a search warrant can later be executed, and the evidence can be used at trial. A database of all the DUI arrests is kept to track repeat offenders, crash cases, driver's license information, and chemical tests. Further, offenders designated as *Silver Bullets* (the most serious DUI offenders) are tracked.

Activity Description. *The TSRP will provide technical support to prosecutors dealing with impaired and aggressive driving cases.* The TSRP responded to 182 technical assistance requests in a variety of areas such as furnishing OCME's policy on retention of biological specimens; assisting United States Attorney Office (USAO) with Horizontal Nystagmus Test (HGN) evidence in a vehicular homicide case; providing police officers with up-to-date search warrant and arrest warrant templates; supplying relevant caselaw to MPD support a DUI bicycle charge; providing trial predicates for a DUI drug case; strategizing for trial how to overcome a break in the chain of custody for a hospital blood draw; explaining difference between Operating While Intoxicated (OWI) and DUI, with caselaw, to MPD; discussing Commercial Driver's Licenses and masking prohibitions; providing resource materials to Assistant Attorney General (AAG); providing court coverage and observing court proceedings; meeting with and providing feedback to AAGs and police officer witnesses; assisting with the preparation of trial; conducting witness conferences; writing expert witness filings; covering trial courtrooms; and handling plea negotiations, trial readiness calls, status hearings, discovery issues, plea proffers, and sentencing.

Activity Description. *The TSRP will observe court proceedings on a bi-weekly basis to identify problem areas and the need for additional training.* The TSRP was generally assigned to cover court matters on a weekly basis which enabled her to frequently observe court proceedings and serve as a resource to the line attorneys.

Activity Description. *Support pretrial discovery, by securing toxicology reports from OCME, breath litigation materials and saving to a shared database for attorney access. Submit requests for United States Capitol Police (USCP) street and station video, and upon receipt deliver to attorneys. Secure Fire and Emergency Services (FEMS) reports.*

- Serve as point of contact from OCME to receive completed toxicology reports. Submit reports to AAGs; preserved 408 reports onto OAG shared drive;

- Requested and distributed the USCP street and station video in 88 cases to AAGs.

- Secured USPP videos for discovery;

- Worked with the OCME's breath program manager to ensure all breath discovery resides on Sharepoint for a faster turnaround time of documents;

- Updated Standardized Field Sobriety Tests (SFST) manuals on OAG website for discovery access;

- Requested FEMS reports in 12 cases.

Activity Description. *Maintain intra-office resources for prosecutors to provide them with easy access to pleadings, expert witness materials, trial preparation materials, and pertinent caselaw. Create DUI trial binders for new attorneys.* The section continues to maintain legal pleadings on a shared computer drive, enabling all attorneys to access the most recent caselaw and court filings. Relevant caselaw provided to all new attorneys hired in FY2019. Secure written SFST materials for all new attorneys.

Activity Description. *Keep Probation Show Cause (PSC) database and provide litigation support to track DUI offenders who violate terms of probation.* The TSRP served as the OAG's main point of contact for and managed all the PSC matters, retrieved the case jackets from closed files, reviewed the application for violation reports (AVR), prepared the PSC for court, and noted anything significant that the AAG should request at the hearing

Activity Description. *Retain a caseload of approximately 20-25 DUI cases in order to remain current on litigation skills to include pretrial preparation, legal writing, plea negotiations, and trial.* The TSRP consistently maintained excess of 20–25 cases. At the time of this report, the TSRP's caseload was approximately 40 cases, went to final case disposition in 63 DUI cases, and represented the District of Columbia in Drug Court.

Activity Description. *Advocate on behalf of the District and provide technical assistance for changes. Review effectiveness of current impaired-driving laws, and determine what, if any, modifications or amendments need to be made.* The TRSP met with Senior AAG Dave Rosenthal and upper management to develop a legislative wish list, including exploring a felony DUI charge. Suggested legislative amendments and new laws for impaired driving, such as lowering the blood alcohol concentration levels for mandatory minimums, changes to the refusal to submit to testing laws and penalties, ignition interlock. Propose adding synthetic cannabinoids to the mandatory minimum DUI-drug penalty. Reviewed amendments to the Ignition Interlock bills. Worked on amendments to the Victims of Violence Compensation Fund.

Activity Description. *Serve on and provide support to the Criminal Jury Instruction committee, particularly in the area of DUI jury instructions.* Senior Attorney Dave Rosenthal serves as the Agency's representative to the committee. The TSRP provides materials necessary to support necessary changes to the DUI jury instructions. For example, the TSRP provided legal research for operation and physical control that assisted with revisions to DUI jury instructions;

Activity Description. Develop *quarterly submissions to the TSRP blog pertaining to trends in impaired driving.* TSRP provided information to OAG's communications department promoting DUI prevention and enforcement efforts, such as WRAP's SoberRide, Alcohol Awareness month, Prescription drug take back days, Traffic Fatalities in 2017, October 2018 and Happy Birthday America July 2019.

Driving Under the Influence (DUI) Prosecutor Team

The goal of the DUI Team is to keep criminal violations of traffic laws, involving alcohol and drugs, and resulting deaths, property damage, and physical injuries to a minimum.

Activity Description. *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. Carry case load of approximately 40–60 cases per prosecutor.* The DUI Prosecutors handled the more complex DUI cases, such as those with multiple victims who sustained serious injuries, children in the vehicle, repeat offenders, high breath score cases, and toxicology cases. The DUI Prosecutors consistently maintained caseloads in excess of 40–60 cases per prosecutor. During FY2019, prosecutors closed more than 450 DUI cases, filed enhancement papers for approximately 175 cases involving repeat offenders and children present in the vehicle, and filed approximately 49 expert notice for officers who conducted the Horizontal Gaze Nystagmus (HGN) test. The DUI Prosecutors conducted 25 formal witness conferences in preparation for trials, including those with

civilian witnesses, victims, HGN experts, police officers offering lay testimony, breath test technicians, technicians of the OCME, and the Chief Toxicologist, and tried seven jury trials and 15 bench trials. The DUI Prosecutors also participated in motion hearings and detention hearings in FY2019.

Activity Description. *Maintain stringent guidelines for acceptable pleas in serious impaired driving cases involving repeat offenders and individuals above specified BAC levels. Increase requests for ignition interlock devices quarterly by 10 percent on guilty pleas or convictions after trial on alcohol-related DUI cases from 19 cases to 21 cases.* The OAG currently maintains plea guidelines for attorney use in impaired driving cases. The DUI Prosecutors adhere to the guidelines, make appropriate referrals to Drug Court, and consult with each other and management when deviating from policy. DUI Prosecutors requested ignition interlock devices in 62 alcohol-related[1] impaired driving cases that resulted in a guilty conviction by way of plea or conviction after trial.[2]

Activity Description. *Review and screen paperwork 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.* In FY 2019, the DUI Prosecutors

- Screened approximately 691 impaired driving arrests, with 206 of those cases assigned to the DUI Prosecutors.[3]
- Assisted officers in drafting search warrants for 12 DUI cases this year. These cases typically involve major crashes, and defendants under the influence of a combination of drugs or with high blood-alcohol levels.
- Screened approximately 186 cases DUI offenders for Drug Court. To be eligible for Drug Court, individuals need to be assessed by both the court's Pretrial Service Agency and by the OAG General Criminal Section.

Activity Description. *Prepare quarterly reports that include statistical information on DUI cases to be shared with the Traffic Records Coordinating Committee and the Highway Safety Office.* The DUI Prosecutors submitted quarterly reports in January, April, July, and a final report in November.

Activity Description. *Prepare DUI Prosecutor's briefs, legal memorandum and other pleadings for use at hearings, trials, or on appeal of such cases assigned to the DUI Prosecutor.* The DUI Prosecutors filed 96 motions this year, including, motions for protective orders, oppositions to motions to dismiss, and oppositions to motions to suppress evidence and statements, and oppositions to including either breath or toxicology results.

Activity Description. *Attend Lifesavers Conference and/or any additional conferences aimed at promoting traffic safety. Provide a summary of lessons learned to the HSO.*

- AAG Levine attended the 2019 Lifesavers National Conference
- AAG Levine and Wakefield attended the 2019 International Association of Chiefs of Police DRE

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[1] Determining if a DUI is alcohol or drug related is fact specific to each case. When screening cases, we look to see if a defendant submits a breath, urine or blood sample that comes back positive for alcohol. If there is no sample we look for evidence of alcohol consumption, including odor of alcohol, admission of drinking alcohol, or presence of an alcohol container in the vehicle. In the District of Columbia, there is no statutory difference between a DUI – Alcohol, DUI – Drug or DUI – Refusal. As a result, our office does not have a breakdown between alcohol, drug, or combination cases.

[2] With limited exception, an individual who holds a driver's license issued by the District of Columbia is statutorily required to enroll in the Ignition Interlock System Program: (1) Upon a first conviction, for a period of 6 months; (2) upon a second conviction, for a period of one year; and (3) upon a third or subsequent conviction, for a period of 2 years. D.C. Code § 50-2201.05a(2)(b) (2012). Because an ignition interlock device is specific to ethanol, the DUI Prosecutors do not request, and the Court does not routinely order ignition interlock installation unless the case involves alcohol impairment as opposed to drug impairment.

[3] TSRP also screens DUI cases. The above numbers do not include cases screened by the TSRP or by office supervisors.

Conference.

- AAG Karpoff attended a course in ARIDE.

Activity Description. *Respond to written and verbal inquiries made by prosecutors concerning criminal traffic matters, serve as a resource for prosecutors by offering expertise and assistance for prosecuting traffic safety offenses and reviewing written case materials on a wide variety of legal issues.* At least one of the DUI Prosecutors was consulted daily on issues that pertained to the litigation of impaired driving cases.

Activity Description. *Serve as second chair to less experienced and knowledgeable prosecutors on difficult impaired driving cases handled by the Criminal Section.* AAG Levine served as second chair in *DC v. Marc Mayo* and *DC v. Josue Rada Guevara*.

Activity Description. *Assist the TSRP by providing training to law enforcement on how to prosecute impaired driving cases when the TSRP is unavailable approximately two times a year and assist in a supportive role during other trainings.* DUI Prosecutors assisted with the OCME Intoximeter EC/IR II class on December 5, 2019, and the SFST Refresher Training on March 26, 2019 and May 15, 2019, and a US Park Police SFST training on July 24, 2019. The DUI Prosecutors participated in a moot court with OCME toxicology witnesses on May 9, 2019. The DUI Prosecutors assisted the TSRP with a *Cops in Court* training at MPD on November 28, 2018 and February 12, 2019, and at U.S. Park Police on July 24, 2019.

Activity Description. *Build DUI jackets for arraignments, including entering information into Prolaw and creating discovery packets.* The DUI Paralegal assisted by filing charging documents in 478 cases and preparing discovery packages for 623 cases in arraignment court.

Activity Description. *Redact sensitive information from discovery packets and personnel performance management system (PPMS) documents.* The DUI paralegal did not redact any PPMS documents.

Activity Description. *Request criminal records through WALES and NCIC.* The DUI paralegal processed approximately 70 requests.

Activity Description. *Request local and nationwide driving histories (both preliminary and certified).* The DUI paralegal requested approximately 290 driving histories.

Activity Description. *Order, pick up and organize station videos from MPD.* The DUI paralegal coordinated the retrieval of approximately 562 videos from MPD.

Activity Description. *Request subpoenas of civilian witnesses and radio run/911/CAD reports.* The DUI paralegal processed approximately 25 requests.

Activity Description. *Maintain statistical information on DUI cases not captured by the OAG's case management system.* The DUI paralegal maintains databases for: Drug Court referrals, Family Medical Counseling Services (Traffic Alcohol Program) completion, Deferred Sentencing Agreements for DMV license revocation matters, and MPD station videos receipt.

Activity Description. *Perform all other pre-trial and trial preparation for the DUI attorneys as directed by supervisors.* The DUI paralegal assisted in the preparation of 30 cases that were set for trial, including submitting CANS forms requiring police officers to appear, requesting radio communication from multiple police agencies, requesting certified convictions from other jurisdictions, and sending subpoenas for civilian witnesses.

Activity Description. *Quarterly professional development courses for DUI paralegal for effective preparation of statistical data to prepare reports.* While the DUI paralegal attended several training courses at OAG, she did not attend any professional development courses specific to statistical data.

ADJUDICATION

Office of the Chief Medical Examiner (OCME)

BACKGROUND

The Forensic Toxicology Laboratory for the Office of the Chief Medical Examiner (OCME) performs forensic testing on driving under the influence (DUI) and driving under the influence of drugs (DUID) which occur in the District. Progressively, the laboratory has used grant funds to decrease testing turnaround time and expand the scope of its testing to meet the needs of stakeholders and rise to the current challenges in chemical testing. The testing provided is complex and uses multiple full-time positions, equipment, and supplies to maintain a quality product. The testing allows prosecutors to complete cases faster and provides metrics and information so that the Department of Transportation can obtain more objective insight about the District's impaired driving population.

OCME tests approximately 450–550 DUI/DUID specimens a year. Tests include alcohol, phencyclidine, cocaine, heroin, fentanyl, and anxiolytics (benzodiazepines). Funds provided this fiscal year allowed the Laboratory to implement routine tests for synthetic cannabinoids (K2) and fentanyl analogs. Future projects include operating a newly purchased screening instrument that will reduce turnaround time.

OCME also runs and operates the District's Breath Alcohol Program.   This program trains officers and toxicologists to maintain, operate, and certify instruments which are located across the jurisdiction. The program has been very successful and will be seeking ISO 17025 certification in the near future.

FY2019 Goals

1. Provide testing while working to reduce turnaround time

2. Develop and implement new methods on DUI/DUID casework using grant purchased equipment.

3. Increase efficiency by testing for more compounds using fewer tests.

The laboratory was able to maintain its average turnaround time throughout FY2019. The average turnaround time in September 2019 was 25.1 days comparable to the year prior at 27.9 days.
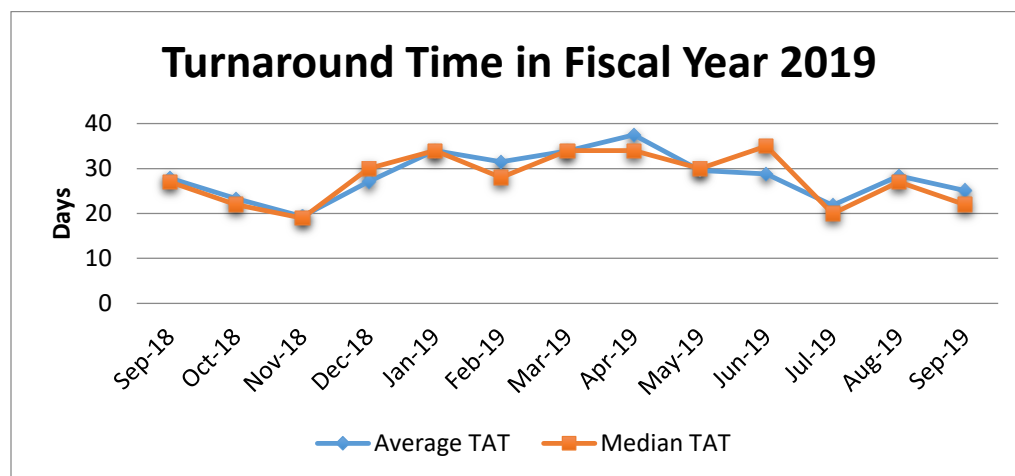
TURNAROUND TIME IN FISCAL YEAR 2019

The majority of casework is completed in 60 days and casework is rarely backlogged. The laboratory was unable to show any significant reductions largely caused by the late acquisition and implementing the new urine screening equipment; however, the laboratory has completed development of the new urine-screening method and plans to implement it in FY2020.
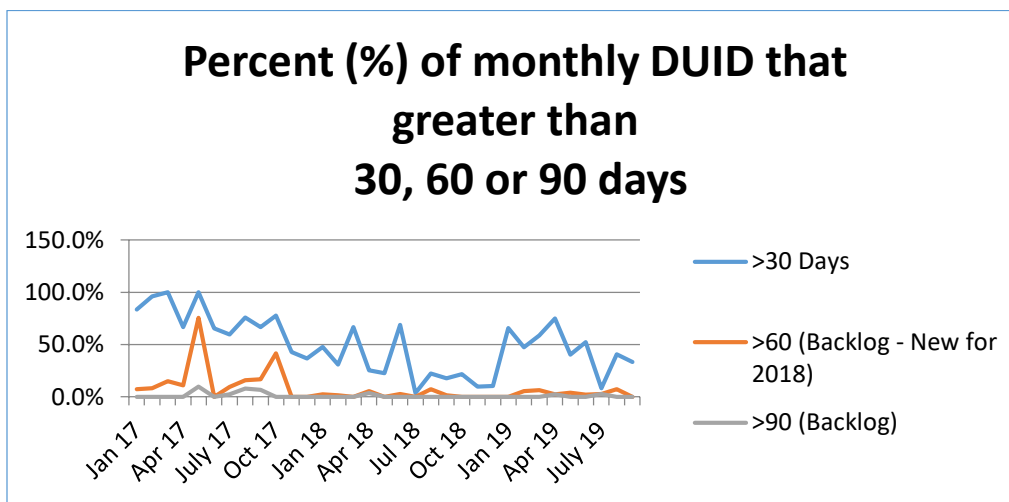
PERCENT (%) OF MONTHLY DUID GREATER THAN 30, 60 OR 90 DAYS

The laboratory has increased the quantity of drugs it is able to detect in DUID specimens, as illustrated below.
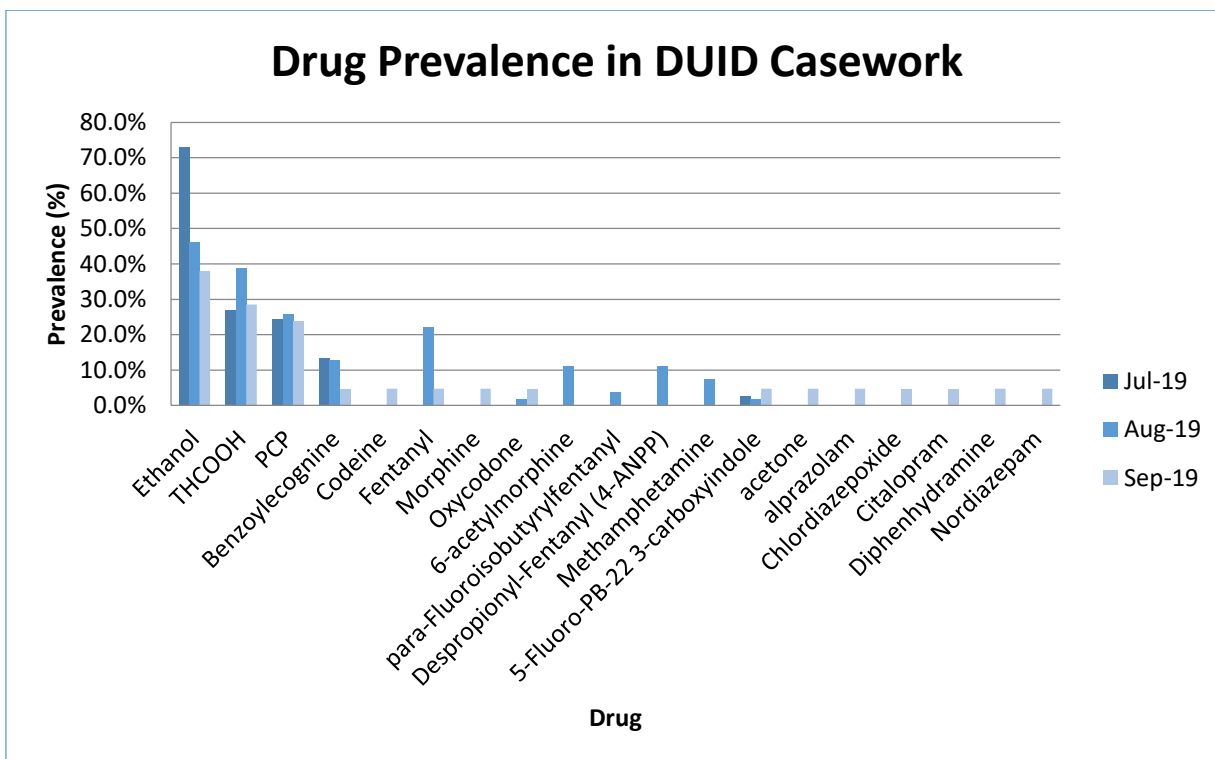
DRUG PREVALENCE IN DUID CASEWORK

Equipment purchased using grant funds in FY2018 is being applied to routinely screen DUID casework for novel psychoactive substances (NPS). The liquid chromatograph tandem mass spectrometer (LCMSMS) has detected prevalent and dangerous drugs such as fentanyl, para-fluoroisobutyrylfentanyl (p-FIBF), as well as

synthetic cannabinoid metabolites. Emerging fentanyl analogs, such as p-FIBF (shown below), can be mixed with street level heroin and cause central nervous system depressant effects similar to alcohol.
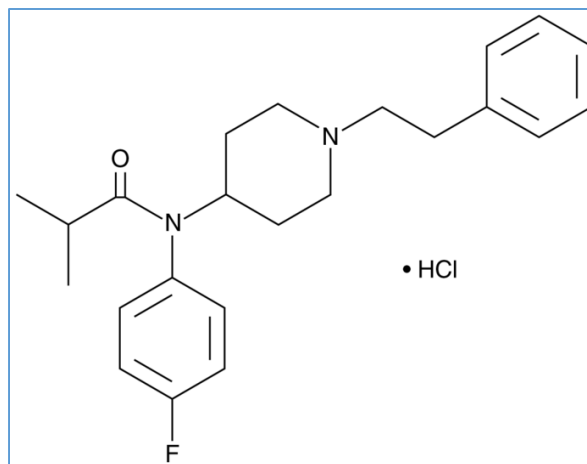
PARA-FLUORISOBUTYRYLFENTANYL

Finally, the addition of the equipment and support of supplies has improved laboratory overall efficiency by increasing the ability to test for about 54 drugs per case (DC) while maintaining an average of 3.7 tests per case (TC).

PUBLIC EDUCATION

Washington Regional Alcohol Program (WRAP)

Background

Commemorating its 36th year in 2018, the nonprofit [501(c)(3)] Washington Regional Alcohol Program (WRAP) is a coalition of diverse interests that uses effective education, innovative programs and targeted advocacy to end alcohol-impaired driving and underage drinking in the Washington, DC metro area. Through public education, innovative health education programs and advocacy, WRAP is credited with historically keeping the metro Washington area's alcohol-related traffic deaths lower than the national average. WRAP, however, may best be known to area residents for the organization's popular free safe-ride service for would-be drunk drivers, SoberRide® – a public safety initiative which, since 1991 alone, has provided 73,123 no-cost, safe rides home to Greater Washington residents who otherwise may have driven impaired.

Project Objectives or Goals

- To increase knowledge and awareness of the dangers of alcohol by promoting healthy decisions through direct educational programs at local public and private high schools and community groups in the District of Columbia.

- To support the District of Columbia's goals to reduce the number of fatalities, injuries and related economic losses resulting from traffic crashes on the District's roadways.

Activity Description. *Release the "2018 How Safe Are Our Roads?" report prepared through a contract with the Metropolitan Washington Council of Governments or another similar agency.* This detailed report represents an overall picture of the greater Washington-area relating to impaired driving deaths, crashes, fatalities and injuries. Contracted and prepared by the Metropolitan Washington Council of Governments (MWCOG), this report was released on January 28, 2019.

The news release for this report is available online: https://www.wrap.org/pdfs/2019-HSAOR-PR.pdf

Read the full report online: https://www.wrap.org/pdfs/2018SafeRoadsDataReport.pdf

**Activity Description*. Produce at least one newsletter and one annual report highlighting and communicating WRAP programs and efforts for the continued need for traffic safety initiatives.* ** WRAP produced and disseminated a 20-page, full-color newsletter in July 2019, and the FY2018 annual report is being included in an updated and redesigned WRAP website.

The newsletter is available online: https://www.wrap.org/reports/WRAP_Reporter_Summer_19.pdf

**Activity Description*. Promote and conduct five SoberRide campaigns. Print materials, in both English and Spanish, were distributed for the seasonal media campaigns. Approximately 275,000 printed pieces were distributed throughout the grant year. The campaigns ran during Halloween 2018, the 2018 Holiday season, St. Patrick's Day 2019, Cinco de Mayo 2019 and Independence Day 2019.* ** For FY2019, WRAP's safe ride service, SoberRide, removed 4,681 potential drunk drivers from Greater Washington's roadways – the second highest level of fiscal year ridership in SoberRide's 27-year history (surpassed only by last year's record-breaking ridership). The program also included record levels of ridership for WRAP's holiday, New Year's Eve and Independence Day SoberRide campaigns.

Note: Of the 4,681 rides given, 3,006 (64 percent) originated in the District of Columbia with an additional 517 (11 percent) rides originating in Maryland and Virginia with an end-point in the District of Columbia.

"This St Patrick's Day, plan a sober ride home when you go out. Designate a sober driver or take advantage of SoberRide," said Metropolitan Police (DC) Chief Peter Newsham on March 15, 2019 in helping launch WRAP's 2019 St. Patrick's Day SoberRide campaign at Fado Irish Pub in Washington, D.C.

**Activity Description*. Conduct WRAP's 21st annual winter award program to recognize area law enforcement officers who have gone above the call of duty in the fight against impaired driving. Invitations to be printed and mailed to WRAP database.* ** WRAP's 2018 Law Enforcement Awards for Excellence for Impaired Driving Prevention was held on December 14, 2018, with 200 in attendees. WRAP's Law Enforcement Awards for Excellence honored 14 area law enforcement officers including Officer Zachary Speck (MPD), the Traffic Safety Unit from the U.S. Park Police, and Officer Seth A. Carl (United States Capitol Police).

**Activity Description*. Conduct WRAP's annual fall awards program recognizing individuals and corporations who have greatly aided in WRAP's programs and activities for the fiscal year ending September 30, 2018.* ** Hosted WRAP's 36th anniversary Annual Meeting held on October 19, 2018 with NHTSA Deputy Administrator Heidi King as featured speaker. The event was held at Clyde's of Gallery Place in Washington, DC, where the organization elected new officers as well as eight new directors and or members and recognized nearly 30 individuals and businesses in the fight against impaired driving and underage drinking with its annual WRAPPY Awards including Carole Lewis and the DC Department of Transportation. DDOT representatives, and Melissa Mollet, NBC Washington.

Activity Description. *Update and maintain WRAP's websites (www.wrap.org and www.soberride.com) and social media sites with current news releases, upcoming events and program information.* Social media sites updated by Kurt Erickson highlighted WRAP activities and activities of WRAP partners. WRAP website is currently being updated.

Activity Description. *Continue to serve as a resource for referrals to diverse audiences regarding the issues of impaired driving and underage drinking as well as explore opportunities to better compile and disseminate such information.* WRAP served as a lead resource on a number of impaired driving-related issues resulting in effective media placement including:

- Interviews: NBC Washington (December 31); Radio America (December 7); WTOP News; WMAL (December 12, 28, and 31); WPFW (November 28); iHeartRadio (December 5); and MIX 107.3 (November 13), amongst others.

- WRAP made its annual call for safety on January 22, 2019 and in advance of the too-often deadly U.S. celebrations of Super Bowl Sunday. WRAP aggressively engaged the media to call for safety measures including designating a sober driver and reporting suspected drunk drivers.

- WRAP served as lead resource on a number of impaired driving-related issues resulting in effective media placement between January 1, 2019 and March 31, 2019 including interviews on WTOP News (January 28), WAMU/NPR (January 31), NBC Washington (background) (February 19) and iHeartRadio stations (WASH, WMZQ, HOT 99.5, DC-101, and BIG 100) (March 7).

- As a result of Washington's NBC affiliated report, *Georgetown Dean & Deluca Fined $30,000 for Allegedly Serving Alcohol to a Minor*, April 6, 2019. WRAP served as a lead resource on a number of impaired driving-related issues which resulted in effective media placement between April 1, and June 30, 2019. This included conducting feature interviews on iHeartRADIO stations (WMZQ, WASH, HOT 99.5, DC-101, and BIG 100) (April 24 and June 24), and WMAL-FM/AM (May 2).

- WRAP continued serving as a lead resource on a number of impaired driving-related issues that resulted in effective media placement between July 1, and September 30, 2019.

Activity Description. *Attended the annual 2019 Lifesavers conference in Louisville, KY and/or the annual 2019 GHSA conference in Anaheim, CA by President or other WRAP staff. The president will attend NHTSA Region 3 meetings.* On August 27, 2019, at the Governors Highway Safety Association's (GHSA) Annual Meeting in Anaheim, California, WRAP received a national honor in the form of GHSA's Peter K. O'Rourke Special Achievement Award recognizing *notable achievements in the field of highway safety*.

Activity Description. *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.* WRAP released its annual parent-education initiative, *Ten Tips for a Safe Summer*, on April 2, 2019. The spring parental outreach included developing a unique infographic for social media regarding means of combating both teen drinking and impaired driving during the summer months. The tips are available online: https://www.wrap.org/pdfs/2019tipsinfographic.pdf.

Activity Description. *Expand WRAP's role to help serve as a coordinator and resource for local high school organizations promoting alcohol and drug-free lifestyles to their peers.* WRAP conducted a new in-school, interactive and GEICO-resourced youth safety event featuring topics ranging from underage drinking, teen driving, bullying, date violence. This activity was a transition from WRAP's previous GEICO Student Awards – on October 15, 2018 and April 26, 2019 at School Without Walls in Washington, DC, which directly reached 400 area high school students.

Activity Description. Continue WRAP's leadership role in local, regional and national coalitions concerning traffic safety and alcohol related issues. WRAP attended eight meetings with local and regional coalitions and advisory groups to address alcohol- related issues concerning traffic safety, including the following Washington, DC locations:

*MedStar Washington Hospital Center's **J.J. Current** conducts Fatal Vision Goggles "walk-the-line" tests at WRAP's April 26, 2019 Youth Safety Event at School Without Walls in Washington, D.C.*

- 3rd annual Prevention Symposium in collaboration with the District of Columbia's Department of Behavioral Health, October 24, 2018.

- Greater Washington Board of Trade's Capital Region Transportation Forum, November 27, 2018.

- DDOT, George Washington University Hospital and WABA's 3rd-annual Washington Region Vision Zero Summit, March 14, 2019.

- Featured presenter on regional DUI trends before a meeting of the Metropolitan Washington Council of Governments' Chiefs of Police Committee, January 23, 2019.

- National Transportation Safety Board's news conference announcement of its 2019–2020 *Most Wanted List* and its relationship to other transportation safety issues, February 4, 2019.

- Featured presenter on regional DUI trends before a meeting of the Metropolitan Washington Council of Governments' Board of Directors, February 13, 2019.

- Met with leaders and personnel of newly formed District Office of Nightlife & Culture, April 15, 2019.

- Joined District of Columbia Mayor Muriel Bowser's (D) newly-formed Office of Nightlife and Culture (NONC) to brief nightclub owners about the WRAP alterative to drunk driving this Cinco de Mayo, SoberRide on April 23, 2010. (Also met with leadership and personnel of NONC, April 15, 2019).

Activity Description. *In balance with private sector support, produce and distribute the 2019 edition of WRAP's annual educational guide on underage drinking laws, consequences, tips, information and more.* With support from partner GEICO, produced and disseminated WRAP's 2019 *School Resource Guide to Preventing Underage Drinking* **https://www.wrap.org/pdfs/2019_Youth_Guide.pdf** *and* WRAP's 2019 *Corporate Guide to Safe Celebrating and Safe Driving* https://www.wrap.org/pdfs/2019_Corporate_Guide.pdf

Activity Description. *Continue to promote and conduct WRAP's Safe and Vital Employees (SAVE) initiative educating local employees and military personnel about impaired driving laws and consequences.* WRAP participated in a Health Fair at the Veterans Affairs Central Office on June 11, reaching 50 adults.

Activity Description. *Participate in SAMHSA's 15ᵗʰ Annual Prevention Day by WRAP's Director of Programs.* Held February 4, 2019, at National Harbor, Maryland, event was part of the larger Community Anti-Drug Coalitions of America's 29ᵗʰ annual National Leadership Forum.

Activity Description. *Continue WRAP's leadership role in DC Office of the Attorney General's convened monthly 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 attended the OAG, DUI Enforcement meeting on October 16, 2018, April 9, 2019, and July 10, 2019 in Washington, D.C.

Activity Description. *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 14, 2019. Continue to serve as a resource for area high school students, faculty, students and parents on underage drinking prevention data, programs and efforts.* WRAP released its annual parent-education initiative, *Ten Tips for a Safe Summer*, on April 2, 2019. The spring parental outreach included developing a unique infographic for social media regarding means of combating both teen drinking and impaired driving during the summer months. The tips can be found online: https://www.wrap.org/pdfs/2019tipsinfographic.pdf

Moment of Silence PSAs were sent to all Washington-area high schools to be read on May 14. No feedback from any school.

PAID ADVERTISING — CHECKPOINT STRIKEFORCE
McAndrew Company, LLC

DDOT continued its drunk driving outreach under the Checkpoint Strikeforce brand. The goal of Checkpoint Strikeforce is to reduce the number of alcohol-related crashes by increasing the audience's belief of arrest for drinking and driving. Data states that the highest number of impaired fatalities and injuries occur Fridays through Sundays between 8 PM and 3 AM with males ages 21–35 in Wards 2, 7, and 8, which have the highest incidence of fatalities and injuries.

Chief Peter Newsham appears on the 106.7 Junkie's Holiday Show to discuss drunk driving

Digital ad ran for Impaired Driving

Media Objective
- Build on the awareness of Checkpoint Strikeforce that has been established in prior campaigns to reduce the number of alcohol-related crashes.
- Increase belief of arrest for drinking and driving.
- Increase the perception that law enforcement is out with patrols and checkpoints.

Target Profile
- Drivers: Men 21– 34 breaking down into distinct groups.
- High Risk Takers, Single, 21–24.
- Avid Sports Fans.

Campaign/Enforcement Dates:
- Halloween October 28–31, 2019.
- December 7–31, 2019.

Media — More than 24 million media impressions delivered

Radio
- Radio ran Thursday — Saturday during the flights.
- Spots were weighted from 2 PM to 11 PM
- Used a mix of :15- and :30-second spots to give added frequency and make efficient use of the budget.
- 1,890 Radio spots ran in DC.
- Radio spot was heard 10,340,000 times.

Out of Home
- 6 Ultra Super bus sides ran throughout the DC area.
- MPD Billboard on New York Avenue ran in December.
- Ad seen 10,000,000 times.
- Used variety of sites and mobile apps to reach the 18–34 demographic that offered a more interactive experience.
- Used geo-targeting so that the Checkpoint Strikeforce message was seen in Washington, DC nightlife areas.

- Used radio streaming on Pandora to reach the young male audience while they are at their computers (primarily during the day at work and at home in the evenings).

Digital and Social Media
- Social media ads ran from August through December, 2018.
- Video ads ran on You Tube.
- Video ads ran in Facebook and Twitter.
- Total impressions were over 4,500,000.

WTOP Digital Ads and Native Content Articles
- Digital ads ran on WTOP.com homepage and social media pages
- An article sponsored and written by DDOT about holidays and planning for sober rides home ran for a week on WTOP.com.

Grassroots Outreach

- Coasters and posters were installed in bars and restaurants in Georgetown, Adams Morgan and 14th and U Streets.

Capital One Arena

- Full takeover of all digital signage twice during each game and event in the month of December.
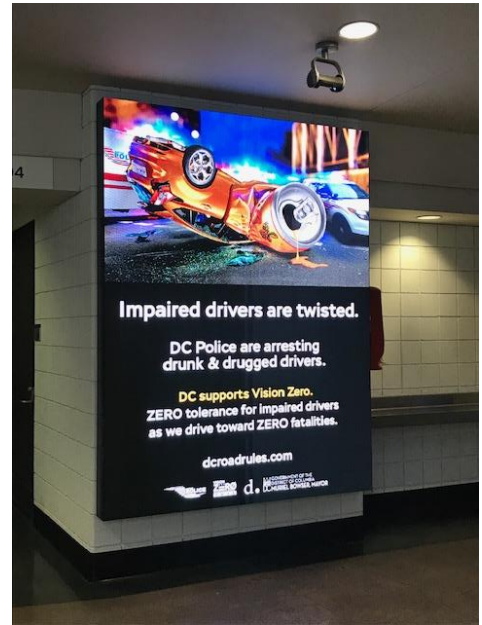
Ad at Capital One Arena

ENFORCEMENT

Metropolitan Police Department (MPD)

BACKGROUND

Impaired driving is a primary problem in the District of Columbia. As in most parts of the country, impaired driving involving alcohol and/or other substances, such as PCP, over-the-counter drugs, and Marijuana, is a continuing problem on which law enforcement should not relent. Compared to the problem of alcohol, much less is known about the involvement of drugs and driving, primarily related to the number of drugs that exist, both legal and illegal and the changing effects of drugs in different metabolites over time.

PROJECT GOALS

The MPD goal is to enforce the District's DUI laws by regularly conducting saturated patrols and using specially trained officers and equipment in high-risk locations in order to reduce the number of drivers who drive impaired on the District roads.

Activity Description. *Conduct 9,200 overtime hours for alcohol enforcement for sobriety checkpoints during the day and times based on crash data at high risk locations; utilizing the Impaired driving van and body cameras.* For FY2019, MPD conducted 99 saturated patrol enforcement tours in a designated areas generally on Thursdays and Saturdays between 7 PM and 7 AM, District-wide. MPD issued 1,862 citations and 202 arrests, while working 2,887 hours of overtime. See table below summarizing these results.
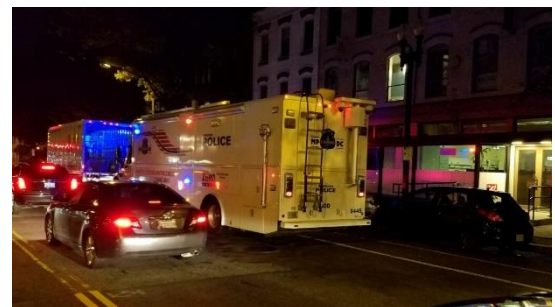
FY2019 Citation and Arrest Summary

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	44	DUI/DWI/OWI	139
Distracted Drivers	54	No Permit	41
Failure to Yield to Pedestrian in Crosswalk	1	OAS/OAR	9
Failure to Provide Proof of Insurance/Operating without insurance	188	Unregistered Auto	1
Failure to Yield Right-of-Way to Pedestrian	1	Reckless Driving	1
Stop Sign Passing	258	30 over Posted Speed Limit	3
Disobeying Official Sign or Signal	4	Possession of alcohol in vehicle	4
Red Light Violations	107	All Other Arrests	4
Failure to Exhibit Registration	65	**Total Arrest**	**202**
One Light Running (one head light out)	574		
Improper Lane Change	36	TEST ADMINISTERED	
Improper Turn	101	SFST Administered	241
Speeding (ALL)	58	PD29 Administered	116
Traffic Violations (all others)	292	Breath Test Administered	85
Stopping, standing or parking vehicle in bike lane	1	Specimen Collection (Blood/Urine)	42
Fail to Clear Intersection/Obstruct Crosswalk	5	**Total Tests Administered**	**472**
Failure to Use hand or Mechanical Signal	73		
Total Number of Violations	**1,862**		
No. of Members Worked	**359**		
No of hours	**2,887**		

Activity Description. *Conduct 1,000 overtime hours for enforcement during Checkpont Strikeforce, National Crackdowns and holidays where high visibility enforcement is required; utilizing the impaired driving van and body cameras.* Conducted enforcement during Halloween (October 31), Thanksgiving (November 24–30), pre-holiday season (December 2–11), holiday sessions (December 13–31), St. Patrick's Day (March 17), and 2018 National Crackdown (August 14–September 2).

Overtime enforcement was not conducted on July 4th, as the District was on high alert with the entire police department was mobilized for full support of the 4th of July fireworks on the National Mall.

In FY2019, MPD conducted 20 saturated patrol enforcement tours for 688.5 hours of overtime and issued 551 citations and 56 arrests. The alcohol van was deployed during the enforcement for Halloween and St. Patrick's Day. The following table summarizes the results of FY2019 Campaign Summary.

FY2019 Campaign/Holiday Enforcement Summary

Citations	Total	TRAFFIC ARREST	Total
Seatbelt/Child Restraint Violations	19	DUI/DWI/OWI	34
Distracted Drivers	28	No Permit	17
Failure to Provide Proof of Insurance	23	OAS/OAR	2
Failure to Yield Right-of-Way to Pedestrian	1	Possession of alcohol in vehicle	2
Owner Permitting/Operating without Proper Insurance	18	All Other Arrests	1
Stop Sign Passing	37	**Total Arrest**	**56**
Disobeying Official Sign or Signal	3		
Red Light Violations	29	TEST ADMINISTERED	
Failure to Exhibit Registration	32	SFST Administered	60
One Light Running (one head light out)	118	PD29 Administered	30
Improper Lane Change	10	Breath Test Administered	15
Improper Turn	38	Specimen Collection (Blood/Urine)	6
Speeding (ALL)	96	**Total Test**	**111**
Traffic Violations (all others)	70		
Stopping, Standing or Parking vehicle in Bike lane	5		
Fail to Clear Intersection/Obstruct Crosswalk	3		
Failure to Use hand or Mechanical Signal	21		
Total Number of Violations	**551**		
No. of Members Worked	**83**		
No of Hours	**688.5**		

Activity Description. *Conduct 1,000 overtime hours of enforcement on Cops in Shops (misrepresentation of age while purchasing alcohol and selling alcohol to minors).* As part of the District's effort to curb underage drinking, MPD formed a unique partnership between members of the Alcohol Beverage Regulation Administration that helps stop illegal underage alcohol sales and prevent adults from buying alcohol for minors. Teams of officers are placed in strategic participating retail outlets. They usually consist of one undercover officer who works inside the store while a second officer is positioned outside the establishment to apprehend adults who procure alcohol for youth. The following tables shows results of the 56 tours for FY2019 Cops in Shops efforts.

FY2019 Cops in Shops Summary

Item	Total
No. of Overtime-hours	1,151.5
No. of Establishments Checked	272
Arrest for Misrepresentation of Age	138

Activity Description. *Conduct new SFST Training – 32 hrs class; two classes each of the seven Districts with a minimum of 10 new officers (140 officers).* There were ten classes (9 classes and 1 refresher class) held in FY2019, training a total of 115 officers.

SFST Training Summary

Item	Dates	# of Officers Trained
SFST Basic Training (32-hour course)	October 22 – 25, 2018	9
	November 26 – 29, 2018	10
	February 11 – 14, 2019	12
	March 4 – 7, 2019	14
	April 15-18, 2019	15
	May 13 – 16, 2019	16
	June 17 – 20, 2019	11
	July 15 – 18, 2019	11
	September 9 – 12, 2019	16
	TOTAL	**114**
	Refresher Training – December 17, 2018	1
	TOTAL	**1**

Activity Description. Conduct Intoximeter training – 40 hrs. class; 4 class per year with a maximum of 12 officers. There were nine classes (4 classes and 5 refresher classes) held in FY2019, training a total of 91 officers.

Item	Dates	# of Officers Trained
Intoximeter Training (40-hour class)	December 3 – 7, 2018	14
	February 11 – 15, 2019	11
	May 6 – 10, 2019	11
	September 16 – 20, 2019	11
	TOTAL	**47**
Recertification Class	November 10, 2018	15
	February 8, 2019	11
	May 3, 2019	7
	May 7, 2019	1
	September 10, 2019	10
	TOTAL	**44**

Occupant Protection Program

One of the most effective protections against a motor vehicle fatality and mitigating factor in the severity of a crash is proper installation and use of seatbelts and child-restraint systems. The District has one of the most comprehensive seatbelt laws in the Nation and has maintained its 90 percent or higher rating since 2008. This has helped to significantly reduce the crash severity.

Goals and Trends

The three goals of the District's occupant protection program are to:

- Limit the expected increase in unrestrained fatalities to no more than the 5-year rolling average (2015–2019) of **8**, or a 33 percent decrease based on 2019 actual projection.
- Limit expected increase in unrestrained injuries to no more than the 5-year rolling average (2015–2019) of **89,** or a 5 percent decrease based on 2019 actual projection.
- Maintain observation belt use to more than **90** percent.

The following are the numbers for the last 5 years and preliminary data for 2019:

YEAR	Unrestrained Fatalities	Unrestrained-related Injuries	Seatbelt Use Rate
2014	3	105	93.2
2015	1	113	95.5
2016	6	105	94.1
2017	3	55	93.6
2018	1	43	95.1
2019 (Jan 1 to Nov. 30, 2019)	3 (Goal <8)	39 (Goal <89)	95.4 (Goal >90)

The following programs were implemented in FY2019.

CHILD PASSENGER SAFETY COORDINATION
BACKGROUND

Motor vehicle crashes are the leading cause of accidental death for all young people from 1-year-old infants through teenagers. Research on the effectiveness of properly installed child safety seats indicates they can 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.

Project Safe-Child. The District of Columbia Government operates Project Safe-Child is a safety program that has made it easier for District residents to protect their families. The purpose of this program is to provide DC residents with infant, toddler, and booster seats, at a reduced rate, plus information and educational materials to ensure children are buckled up appropriately.

PROJECT GOALS

To reduce the number of misused or improperly installed child passenger seats.

Activity Description. *Provide at least 1,200 child seats through the District voucher program and distribute them at the Capitol Hill Pregnancy Center, United Planning Organizing, DC Healthy Start, Bright Beginnings, and at various District events.* The District Voucher and Booster seats Programs distributed at over 1,000 child-restraint seats at the following locations: Capitol Hill Pregnancy Center 159 seats; Children's Health Center–Shaw 1 seat; Children's National Medical Center (Family Services) 8 seats; AmeriHealth Caritas 124 seats; Trusted Health Plan 44 seats; Latin American Youth 23 seats; Adams Morgan 8 seats; DCPS–New Heights Program 4; The Northwest Center 21 seats; UPO Loving Care Center 2 seats; Medstar Washington Hospital Center 187 seats; Howard University Hospital 187 seats; Mary's Center 118 seats; George Washington University Hospital 146 seats; Georgetown University Hospital 16 seats; and DDOT 13 seats,

The Highway Safety Office and partnerships include: DC Metropolitan Police Department, Department of Motor Vehicles, Safe Kids District of Columbia, DC Emergency Medical Services for Children, and DC Department Fire and EMS. Together, the program has installed over 2,100 children-restraint seats.

Activity Description. *Host at least 21, 2-hour workshops in the District per month for parents, caregivers, and families on the importance of using of car seats.* Hosted 50 workshops District-wide to a total of 415 parents, caregivers, and families on the importance of using of car seats. AmeriHealth 3 workshops – 89 participants; CENTRO Nia 12 workshops – 52 participants; Child and Family Services Administration 6 Workshops – 37 participants; FSFSC @Savory Elementary School 1 workshop – 10 participants; Mary's Center 12 workshops – 165 participants; Office of the State of Superintendent of Education 6 workshops – 28 participants; and Trusted Health 10 workshops – 34 participants.

Activity Description. *Participate in at least 30 events, such as Tots to Teens, Fitness for Health Expo, Safe Kids Week, Child Passenger Safety Week, and Community Health Fairs, and distribute safety materials and brochures about the importance of buckling up.* Outreach Program participated in over 30 local community events with active interest in occupant protection, pedestrian and bike education, and by involving individuals and nonprofit organizations outside the traditional highway safety community. Representation from schools, health, business, education, and diverse cultures of the community are encouraged, among others. Multiple

agencies and local partners have distributed more than 6,000 traffic safety packages to the following events: Anne Beers Elementary School Helmet Fitting Event – 150; Garfield Preparatory Academy 2-day Bike Event – 185; Garfield Elementary School CPS/Booster Presentation – 50; Maternal and Fetal Health Fair – 75; Walk to School Day, multiple schools – 2,000; Safe Kids Week events – 1,500; Child Passenger Safety Week – over 500 at DMV locations; Child Passenger Safety Week, Community Child Development Center, 30 packages – 30 tickets; Assembly of the Saints, 30 packages – 30 tickets, Baby Einstein, 30 – tickets – 30 packages; Kids are People Too, 30 packages – 30 tickets; Kiddie City Child Development Center, 50 packages 50 tickets; Franklin Commons Daycare Center, 50 tickets 50 packages; YMCA Calomiris, 30 packages – 30 tickets; St Phillips, 50 – 50 tickets; First Rock Baptist Church CDC Center, 30 packages – 30 tickets; and National Seat Check Saturday Events at Emanuel Baptist Church and DMV Inspection Station – 400 packages.

CPS Event with **Spring Valley Pediatrics, PLLC** and **Stork Childbirth Education, Inc.** teams! It was great! 55 child's seats... See More

Activity Description. *Conduct annual booster seat presentations in conjunction with law enforcement at 5 elementary schools in the District to teach safety and procedures when traveling in a motor vehicle.* Presentations and workshops conducted at five elementary school (127 students) on the importance of using a Booster Seat – Garfield Elementary School (2), Tubman Elementary School, Friendship Public Charter School, and Takoma Education Campus.

Activity Description. *Host 1, 32-hour National Child Passenger Safety (CPS) Certification Training to police officers, fire and EMS Departments, and health care and child care providers to ensure they receive necessary knowledge and explain correct installation procedures to parents and caregivers. Increase the number of the expired District's certified technicians from 42 in FY2016 to 61 in FY2018.* DC has 95 Certified Technicians and 6 Certified Instructors with the skills, experience, and knowledge required to educate parents and caregivers on the proper selection, installation, and use of their child safety seats. September 10–13, 2019, 13 New Certified Technicians, 1 Instructor recertified.

Activity Description. *Host 1 recertification class to at least 5 previously certified personnel to provide the current NHTSA updates and guidelines to maintain and enhance provider skill.* At least 16 certified technicians attended an update course to recertify for the next 2 years.

Activity Description. *Provide Pedestrian and Bike Safety presentations at 5 elementary and middle schools in the District to better ensure that children understand bicycle safety and engage in lifelong bicycle safety behaviors when cycling—including wearing a helmet and following the rules of the road.* The CPS Coordinator presented informational videos about Child Passenger Safety, and Pedestrian and Bike Safety to educate and inform on Vision Zero.

Enhanced CPS coordinator education by attending PREVCON conference this year's CPS Board highlighted the Revised Curriculum Update for Child Passenger Safety Technician Certification Training. Attended the KIDZ IN MOTION CONFERENCE attend a round table with all Highway Safety office Staff. A group email, *What's your role as a CPS state coordinator*, was created to share interest.

CHALLENGES

Staffing CPS events. MPD changed staff and officers are not renewing their certification. Complications also included founding a site to host a National Certification training without a fee.

PAID MEDIA—CLICK IT OR TICKET (through MPD)
McAndrew Company LLC

BACKGROUND

The Primary Seatbelt Law became effective on April 9, 1997, and in 2002, the District adopted the national enforcement and media campaign *Click It or Ticket* (CIOT). COIT is the most successful seatbelt enforcement campaign ever, helping to increase the District's seatbelt usage rate. During each mobilization, officers target motorists who fail to wear their seatbelts—day and night.

McAndrew Company continued its participation in the CIOT campaign via MPD grant. This campaign aims to influence driver audience attitudes and actions regarding seat belt usage not only for themselves, but also for their passengers and to reinforce the message that law enforcement is strictly enforcing DC's seat belt laws.

Media outreach campaigns ran in May 2019.

Paid media targeted adults aged 18 – 44 with an emphasis on males aged 18 – 34. The campaign used a combination of out-of-home advertising and social media.

Overall Marketing/Communications Goal

- Continue to influence driver audience attitudes and actions regarding seatbelt usage not only for themselves, but also for their passengers.

- Reinforce the message that law enforcement is strictly enforcing DC's seatbelt laws, day and night, every trip, every time.

Billboard size bus ads ran throughout the city

Campaign/Enforcement Dates
- May 14 – June 17, 2019.

Media Objective
- Educate the audiences about the dangers of not wearing a seatbelt.
- Inform the audience about increased law enforcement targeting non-seatbelt usage.

- Build on awareness of the established dangers of not wearing a seatbelt prior campaigns in order to change driving behaviors.

Target Profile
- Drivers: Adults 21 – 35.
- Passengers 11 – 25.

Media – More than 19 million media impressions delivered

A mix of media vehicles was used to reach the target audience.
- Out-Of-Home
  - 10 Ultra Super bus ads ran in DC.
  - Bus ad was seen 11,362,473 times.
  - MPD billboard ran through the month of May.

- Social Media
  - Used social media ads to further reach the audience.
  - MPD and DDOT supplied social media activities with additional content.
  - Social ads were seen 7,767,211 times.

- WTOP Digital Ads and Native Content Article
  - Digital ads ran on WTOP.com homepage and social media pages.
  - An article sponsored by MPD was written about seatbelt safety ran for a week on WTOP.com.

OBSERVATION SURVEYS—SEATBELT USE

Howard University

BACKGROUND

The primary objective of the annual seatbelt usage study is to conduct a comprehensive citywide survey and determine the overall seatbelt use rate in the District of Columbia, as per Federal requirements. The study has been completed the annually for over 20 years.

PROJECT GOAL

Determine District of Columbia's seatbelt use rate.

RESULTS

The **2019 Seatbelt Usage Survey**, conducted by Howard University, found a 95.4 percent seatbelt compliance rate. The District's seatbelt use rate has been above the national average of 86 percent since 2012.

ENFORCEMENT
Metropolitan Police Department (MPD)

BACKGROUND

The District of Columbia has one of the strongest and most comprehensive seat belt laws in the country, which allows the police to stop a vehicle solely because its driver and/or passengers are not properly buckled up. Unbuckled drivers (or passengers) receive a $50 fine and 2 points for not having the seat belt buckled at all times — for drivers and all passengers, front and back seats.

Drivers are responsible for seat belt compliance for all passengers. All children under 8 must be properly seated in an infant, toddler, or booster seat. Eight- to 16-year-olds must also be secured with a safety belt. Drivers who fail to properly secure their child face a $75 fine and 2 points for a first offense, and up to $150 fine for subsequent offenses.

PROJECT GOALS

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

Activity Description. *Conduct a total of 5,328 hours of overtime enforcement on day and or nighttime seatbelt enforcement at high hazard locations identified by the HSO and MPD sources.* In FY2019, MPD conducted 68 enforcement tours on Mondays through Saturdays, both daytime and nighttime in the District. MPD issued 2,817 citations and 21 arrest,s while working 1,110.5 hours of overtime. Table below summarizes these results.

FY2019 Citation and Arrest Summary

Citations	Total	Traffic Arrest	Total
Seatbelt/Child Restraint Violations	603	No Permit	18
Distracted Drivers	315	OAS/OAR	2
Failure to Yield to Pedestrian in Crosswalk	4	All Other Arrests	1
Failure to Provide Proof of Insurance	282	**Total Arrest**	**21**
Failure to Yield Right of Way to Pedestrian	6		
Owner Permitting/Operating without Proper Insurance	238		
Stop Sign Passing	107		
Disobeying Official Sign or Signal	89		
Red Light Violations	71		
Failure to Exhibit Registration	85		
One Light Running (one head light out)	285		
Improper Lane Change	27		
Improper Turn	78		
Speeding (ALL)	129		
Traffic Violations (all others)	306		
Stopping, standing or parking vehicle in bike lane	115		
Fail to Clear Intersection/Obstruct Crosswalk	24		
Failure to Use hand or Mechanical Signal	53		
Total Number of Violations	**2,817**		

No. of Members Worked	**220**
No of Hours	**1,102.5**

Activity Description. *Conduct 750 overtime hours of nighttime seat belt enforcement during CIOT mobilizations and child passenger safety week.* MPD conducted 10 overtime enforcement tours during Click It or Ticket (May 13 – June 2, 2019) and National Child Passenger Week (September 15 –21, 2019), issuing 495 citations and 2 arrests, while working 173.5 hours of overtime. Table below summarizes these results.

FY2019 Campaign/Holiday Enforcement Summary

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	**144**	No Permit	1
Distracted Drivers	**79**	OAS/OAR	1
Failure to Provide Proof of Insurance	**51**	**Total Arrest**	**2**
Owner Permitting/Operating without Proper Insurance	**63**		
Stop Sign Passing	**22**		
Disobeying Official Sign or Signal	**2**		
Red Light Violations	**18**		
Failure to Exhibit Registration	**3**		
One Light Running (one head light out)	**25**		
Improper Lane Change	**1**		
Improper Turn	**15**		
Traffic Violations (all others)	**35**		
Stopping, standing or parking vehicle in bike lane	**15**		
Fail to Clear Intersection/Obstruct Crosswalk	**12**		
Failure to Use hand or Mechanical Signal	**10**		
Total Number of Violations	**495**		
No. of Members Worked	**38**		
No of hours	**173.5**		

Activity Description. *Conduct 900 hour of overtime at events and evenings for inspecting and performing CPS workshops to parents, teachers and caregivers on proper installation of child safety seats.* In FY2019, MPD conducted 445.5 hours of overtime performing 128 CPS workshops to parents, teachers and caregivers and installed 235 car seats.

Activity Description. *Assist CPS Coordinator in providing Child Passenger Safety Certification and Recertification training courses to Police Officers, Fire EMS personnel.* The MPD Child Passenger Safety Coordinator responsibility is to ensure that training is completed on an annual basis for sworn officers and civilians who deal with children on an everyday basis. The coordinator ensures that as many safety personnel (Police, Fire, EMS and hospital personnel) are given the highest level of training in the transportation children in motor vehicles. The assisted the CPS Coordinator at these training courses – see CPS write-up.

Aggressive Driving Program

Typical violations that characterize aggressive driving include speeding, tailgating, unsafe lane changes, and running both red lights and STOP signs. Speeding is always a major contributing factor in high-severity crashes.

Goals and Trends

The goals of the District's aggressive driving program are to:

- Limit expected increase of speeding-related fatalities to no more than the 5-year rolling average (2015–2019) of **13**, or 19 percent decrease based on 2019 actual projection.
- Limit expected increase of aggressive-related injuries to no more than **143** (average of both linear and 5-year rolling average models) by December 31, 2019.

The following are the numbers for the last 5 years and preliminary data for 2019:

YEAR	Speeding-related Fatalities	Aggressive-related Injuries
2014	12	319
2015	7	296
2016	16	182
2017	17	204
2018	15	167
2019 (Jan 1 to Nov. 30, 2019)	**12(Goal <13)**	**272 (Goal <169) NOT MET**

The District did not meet its aggressive-related serious-injuries goals for 2019.

PAID MEDIA
McAndrew Company LLC

In 2019, the District addressed aggressive driving in the spring and used multiple media channels to address driver speed and aggressive attitudes.

Crash data states that the highest number of aggressive-driving fatalities and injuries occur:

- Fridays and Saturdays between noon and 3 AM.

- Male drivers between 26 – 35 have the highest incidence of fatalities and injuries in Wards 7, 2, 5, and 8.

- Maryland resident fatalities and injuries were about equal to DC.

- Highest injuries were noted in May, July, and August.

Paid media targeted males aged 18–44, as well as high-risk takers and ran in conjunction with law enforcement waves. The campaign used a combination of radio, out-of-home advertising, and social media.

Overall Marketing/Communications Goals

- Influence audience attitudes in the District of Columbia and metro area toward aggressive driving, pedestrian and bicyclist risky behaviors, and their destructive consequences.

- Continue to support the High Visibility Enforcement (HVE) approach through messaging and media.

- Cause and sustain positive behaviors that will help to improve the safety and well-being of our community.

Media Objectives

- Promote road user safety for drivers, pedestrians, and cyclists.

- Increase the perception that law enforcement is enforcing speeding and aggressive driving.

Target Profile

- All road users: Male ages 18 – 44

Media – More than 16 million media impressions delivered

Radio

- Radio ran Thursday – Saturday during the flights.

- Spots were weighted from noon to 11PM when the greatest number of speed-related crashes occur.

- Used a mix of :15- and :30-second messages to give added frequency and make efficient use of the budget.

  — 468 Radio spots ran in DC

  — Radio spots heard 9,045,000 times.

Out of Home

- 6 Super Ultra bus sides ran throughout the DC area.

- MPD Billboard on New York Avenue ran all summer/

- Ads were seen 6,312,000 times.

Social Media

- Used social media ads to further reach the audience.

- MPD and DDOT supplied additional social media content.

- Ads seen 1,300,000 times.

DISTRACTED DRIVING (MPD)

Distracted driving is any activity that could divert a person's attention away from the primary task of driving. All distractions endanger driver, passenger, and bystander safety. These types of distractions include:

- Texting

- Using a cell phone

- Eating and drinking

- Talking to passengers

- Grooming

- Reading, including maps

- Using a navigation system

- Watching a video

- Adjusting a radio

Because text messaging and cell phone use requires visual, manual, and cognitive attention from the driver, they are by far the most alarming distractions.

DC has strong laws about using cell phones while driving, which the MPD enforce. A media outreach campaign was developed to raise awareness of this dangerous issue and the MPD's efforts to enforce DC's hands-free laws in relation to cell phones.

Target Profile

- Adults 18 – 49

Campaign/Enforcement Dates

- April

Media – More than 5 million media impressions delivered

Press Event with AAA

- MPD participated with AAA to highlight the dangers of aggressive driving

- Event generated news coverage on WTOP radio and TV news coverage on NBC, WTTG, and WUSA — with over 5 million media impressions.

St Patrick's Day Press Event (MPD)

To highlight the dangers of drunk driving, MPD Chief Newsham participated in press event with the Washington Regional Alcohol Program at Fado's Irish bar in downtown DC.

- Officers from across the region joined Chief Newsham.
- The event generated news coverage on WTOP radio and TV news coverage on WTTG and WUSA, with over 3 million media impressions.

ENFORCEMENT

Metropolitan Police Department (MPD)

Every year, MPD participates in the Smooth Operator campaign involving law enforcement waves that target aggressive drivers. Offenses include:

- **Speeding.** Going faster than the posted speed limit or too fast for weather conditions.

- **Running Red Lights.** Includes running STOP signs.

- **Tailgating.** Following other vehicles too closely.

- **Making Frequent Lane Changes.** Includes unsafe lane changes or weaving in and out of traffic to get ahead.

- **Failing to Yield Right-of-Way.** Not allowing other drivers to merge or cutting off other drivers.

- **Passing Improperly.** Passing on the right, passing on the shoulder of the road, or failing to use turn signals when changing lanes.

PROJECT GOALS

To deter aggressive driving behavior, such as speeding, tailgating, and unsafe lane changes by providing educational materials and increased enforcement on the District roadways.

Activity Description. *Conduct 4,700 overtime hours on speed enforcement at high-risk locations within the District as identified by the HSO and MPD sources.* Enforcement operations were generally conducted Monday to Saturday between 2 PM and 7 PM. In FY2019, MPD conducted 68 enforcement tours, resulting in 4,441 citations and 33 arrests, while working 1,609 hours of overtime. Table below summarizes these results.

FY2019 Citation and Arrest Summary

The following is a summary of the citations and arrests:

Citation	Total	Arrest	Total
Seatbelt/Child Restraint Violations	500	DUI/DWI/OWI	1
Distracted Drivers	476	No Permit	26
Failure to Yield to Pedestrian in Crosswalk	2	OAS/OAR	1
Failure to Provide Proof of Insurance	388	30 over Posted Speed Limit	1
Failure to Yield Right of Way to Pedestrian	25	Possession of alcohol in vehicle	2
Owner Permitting/Operating without Proper Insurance	406	All Other Arrests	2
Stop Sign Passing	395	**Total Arrest**	**33**
Disobeying Official Sign or Signal	118		
Red Light Violations	167		
Failure to Exhibit Registration	158		
One Light Running (one head light out)	551		
Improper Lane Change	41		

Improper Turn	**112**
Speeding (ALL)	**188**
Traffic Violations (all others)	**652**
Walking Against Do Not Walk	**11**
Parking Violations in bike lane	**17**
Stopping, standing or parking vehicle in bike lane	**89**
Fail to Clear Intersection/Obstruct Crosswalk	**54**
Failure to Use hand or Mechanical Signal	**91**
Total Number of Violations	**4,441**
No. of Members Worked	**320**
No of hours	**1,609**

Activity Description. *Conduct 850 overtime hours of enforcement during the Summer Crime Initiative conducted under the DDACT program.* MPD conducted 30 overtime enforcement tours in the high-crime locations between 7 PM and 3 AM Monday through Sunday during the summer months (May through July), issuing 1,197 citations and 24 arrests, while working 404 hours of overtime. Table below summarizes these results.

<div align="center">

FY2019 Enforcement Summary

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Citation	Total	Arrest	Total
Seatbelt/Child Restraint Violations	**94**	DUI/DWI/OWI	**6**
Distracted Drivers	**31**	No Permit	**14**
Failure to Provide Proof of Insurance	**160**	OAS/OAR	**2**
Failure to Yield Right of Way to Pedestrian	**2**	30 over Posted Speed Limit	**1**
Owner Permitting/Operating without Proper Insurance	**166**	All Other Arrests	**1**
Stop Sign Passing	**43**	**Total Arrest**	**24**
Disobeying Official Sign or Signal	**1**		
Red Light Violations	**41**		
Failure to Exhibit Registration	**22**		
One Light Running (one head light out)	**218**		
Improper Lane Change	**7**		
Improper Turn	**15**		
Speeding (ALL)	**29**		
Traffic Violations (all others)	**345**		
Following too close	**1**		
Failure to Use hand or Mechanical Signal	**22**		
Total Number of Violations	**1,197**		
No. of Members Worked	**67**		
No of Hours	**404**		

Activity Description. *e-Citation – Phase 3. Add additional printers; hardware devices; batteries, battery chargers and accessories. Receive and distribute additional equipment. Continue with training additional officers. Upgrades to server that houses central database and ensures timely submission of citations to the court.*

1. **Number of eCitation units**. Total of 581 Zebra printers, and 106 Docking stations, and 107 car chargers have been purchased and distributed across MPD districts and divisions.

2. **Number of MPD officers Trained**. Total 1,598 MPD officers, including Admin. users have been trained in how to use/operate Officer Android (eTicketing system)

3. **Number of Notice of Infractions (NOIs) issued on eTicketing system**. The total number of citations issued using Gtechna's Officer Android Application (eTicketing system) since July 20, 2017 to this date, December 10, 2019 is **209,500** citations, including warning citations.

4. **Average time to transfer citation written to DMV for processing.** Each traffic stops are unique in nature and depends on the circumstance surrounding the traffic stop. However, Officer Android have enabled MPD officers to issue NOIs in expedient and efficient manner. All information, including drivers and vehicles information can be obtained by scanning the driver license and vehicle registration's bar codes. Also, infractions (code and description) including fine amounts can be searched and auto-populated, which is much more efficient and faster compared to handwritten tickets. The issued NOIs can be transmitted to the DMV server upon successful synchronization of the issued NOIs to the Gtechna's command center. Officers are required to synch their NOIs at the end of their shift, than Gtechna's Command Center transfer/exports the data to DMV for processing.

Pedestrian and Bicycle Safety Program

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

Goals and Trends

The goals of the District's pedestrian and bicycle safety program are to:

- Limit expected increase of pedestrian-related fatalities to no more than the 5-year rolling average (2015–2019) of **10**, or a 9 percent decrease based on 2019 actual projection.
- Limit expected increase of pedestrian-related to **619** (average of both linear and 5-year rolling average models) by December 31, 2019.
- Maintain the number of bicyclist-related fatalities to no more than the 5-year average (2015–2019) of **1** by December 2019.
- Limit expected increase of bicyclist-related to **478** (average of both linear and 5-year rolling average models) by December 31, 2019.

The following are the numbers for the last 5 years and preliminary data for 2019:

YEAR	Pedestrian-related Fatalities	Pedestrian-related Injuries	Bicyclist-related Fatalities	Bicyclist-related Injuries
2014	9	404	1	362
2015	13	370	1	302
2016	8	487	1	380
2017	11	511	2	414
2018	11	528	3	347
2019 (Jan 1 to Nov. 30, 2019)	12(Goal <13)	418 (Goal <619)	2 (Goal<1) NOT MET	322 (Goal<478)

The following is a summary of the programs conducted in FY2019.

PAID ADVERTISING—STREET SMART SAFETY CAMPAIGN
Metropolitan Washington Council of Governments (MWCOG)

BACKGROUND

People who walk and bike in the Metropolitan Washington region can often find themselves crossing paths with cars, trucks, buses, and other vehicles every day—sometimes with deadly consequences. Since 2002, the Metropolitan Washington Council of Governments (MWCOG) *Street Smart* program focuses on protecting these vulnerable road users by raising awareness and promoting enforcement of pedestrian and bicycle safety laws.

The region-wide Street Smart public safety campaign targets drivers, pedestrians, and bicyclists in the District of Columbia, suburban Maryland, and Northern Virginia. The initiative integrates several components, including media relations, radio, TV, out-of-home advertising, donated media, street-level outreach events, digital efforts, and increased law enforcement. This region-wide campaign promotes safety for WMATA's transit riders as they walk or bike to and from bus stops and Metrorail stations. It also cautions drivers to slow down and watch out for people walking and biking. Messages are delivered in both English and Spanish online media, news stories, on-the-ground outreach, and outdoor media, including transit ads. All plans and implementation are reviewed, finalized, and supervised by the *Street Smart* Advisory Group, with representatives from all jurisdictions and funding partners, including WMATA.

FALL CAMPAIGN KICKOFF PRESS EVENT

On November 8, 2018, Street Smart launched the fall campaign at Veterans Plaza in Silver Spring, Maryland. The event also launched the new Street Smart Virtual Reality Challenge, raising awareness among drivers, pedestrians, and bicyclists by familiarizing them with three close-call traffic scenarios often associated with crashes.

Fall Kickoff Speakers

Speakers at the fall kickoff event included:

- Kelly Melhem, Deputy Chief, Maryland Highway Safety Office
- Hans Riemer, Montgomery County Council President
- Chief Hank Stawinski, Prince George's County Police Department
- Captain Thomas Didone, Director, Montgomery County Police Traffic Division
- John Saunders, Director, DMV's Virginia Highway Safety Office
- Sam Zimbabwe, Chief Project Delivery Officer, District Department of Transportation

The event occurred just after the Daylight Savings Time change. As daylight hours decrease, it is imperative that local safety officials remind motorists, pedestrians, and bicyclists to be extra vigilant. The Montgomery County Police Department also conducted enforcement nearby after the event.

Police officers from across the region attended the event and warned residents that law enforcement would be stepping up efforts from November 5 to December 2 to ticket drivers, cyclists, and pedestrians who violated traffic safety laws.

SPRING CAMPAIGN KICKOFF PRESS EVENT

On Tuesday, April 23, 2019, Street Smart launched the spring campaign at the intersection of Richmond Highway and Lockheed Boulevard in Fairfax County, VA.

Speakers included:

Spring Kickoff Speakers with Law Enforcement

- Jeffrey C. McKay, Lee District Supervisor
- Daniel G. Storck, Mount Vernon District Supervisor
- Edwin C. Roessler, Jr., Chief, Fairfax County Police Department
- John Saunders, Director, DMV's Virginia Highway Safety Office
- Christine Nizer, Administrator, Maryland Motor Vehicle Administration
- Everett Lott, Deputy Director, District Department of Transportation

Officials also called attention to area police departments' heightened enforcement of pedestrian and bicycle safety laws to take place in April and May. Immediately following the event, the Fairfax County Police Department conducted live law enforcement demonstrations for the media.

OUTREACH

VIRTUAL REALITY CHALLENGE EDUCATIONAL OUTREACH PROMOTIONS

In 2018, Street Smart developed an innovative new approach to on-the-ground outreach with the Street Smart Virtual Reality Challenge, an eye-catching and interactive educational exhibit.

Street Smart Virtual Reality Challenge

Participants sit behind the wheel of a *Street Smart* convertible where they immerse themselves in 360-degree virtual reality video of three high-risk traffic scenarios. The technology captures and scores the driver's ability to spot pedestrians and bicyclists, some of whom appear in unexpected places. The challenge reinforced the need for drivers to be alert for people walking and biking and gave pedestrians and bicyclists a clearer idea of what it's like to be in the driver's seat.

Locations and dates included:

- November 8, 2018: Veterans Plaza in Silver Spring, MD
- November 28, 2018: Howard University in Washington, DC
- January 6, 2019: Pentagon City Mall in Arlington, VA
- May 2, 2019: Nationals Stadium in Washington, DC
- May 18, 2019: Bike Rodeo in Herndon, VA
- June 9, 2019: Beltway BBQ in Upper Marlboro, MD

Beyond the six program-funded events, campaign partners leveraged the wildly successful virtual reality exhibit and provided funding for five additional locations in the region.

ENFORCEMENT ACTIVATIONS

High-visibility enforcement is crucial in deterring and changing unlawful traffic behaviors. In fall and spring, the program coordinated with police departments across the region to conduct 24 enforcement activations and drive media to cover live demonstrations of police activities. MPD conducted enforcement at MLK at Mellon Street, SE, Lebaum Street, SE, and Milwaukee Place, SE on April 23 and 24, 2019.

MEDIA TOURS

In addition to the seasonal launch events, the *Street Smart* program conducted a local media tour and PR efforts to secure interviews with campaign spokespeople and stories on enforcement activations and outreach events. Sherry Matthews Group distributed news releases, fact sheets, press photos and cutlines, and b-roll video and event footage in both English and Spanish to media outlets regionwide.

EARNED MEDIA RESULTS**

- 33 television news segments reached more than 1 million viewers and totaling more than $186,000 in publicity value.

- 12 radio news stories, including an interview on The Kojo Nnamdi Show, reaching more than half a million listeners, totaling $422,000 in publicity value.

- 26 articles in online publications, including WashingtonPost.com, and WTOP.com, totaling more than $1.6 million in publicity value.

71 NEWS STORIES GARNERED $2.2 MILLION IN PUBLICITY VALUE

PAID MEDIA

Since our audience segment is broad—composed of drivers, pedestrians, and bicyclists—we use a variety of methods to deliver campaign messages. The target audience is adults 18–49, skewing male. With a media plan designed to achieve maximum reach across the region, our overall media strategy focused on street-level marketing to reach target audiences in the most relevant places. Media included both English- and Spanish-language channels.

82 MILLION IMPRESSIONS VIA PAID MEDIA

$338,780 IN ADDED VALUE MEDIA BENEFITS

OUTDOOR MEDIA

English and Spanish outdoor media delivered safety messages in high-priority areas around the Washington metro area during the spring and fall campaigns. Metrobuses put 352 bus tail advertisements and 700 interior cards in motion to cover as much geography as possible. Pumptoppers—ads placed on top of gas pumps at 187 fueling stations—reached a captive audience of drivers filling up their tanks. Gas stations also displayed pedestrian safety messaging on their windows as added value to the campaign. In the fall, the campaign placed brightly illuminated advertisements on digital transit shelters for two weeks, with a 12-second static image rotation every minute in 55 DC locations. These locations continue to correlate with high-traffic corridors, reaching drivers and transit riders commuting from Virginia and Maryland.

Pumptopper

Bus Ad

DIGITAL MEDIA

Digital media ads ran for four weeks in fall and spring. During the two campaign waves, online ads on Facebook, Twitter, Instagram, and a mobile advertising network (fall only) delivered nearly 11 million impressions and more than 16,000 clicks to BeStreetSmart.net. We also distributed a digital toolkit to partners across the region to reach a larger connected audience through social media channels.

ADDED VALUE

Paid media added value benefits, including negotiated public service ad rates, bonus gas station locations, window clings, and overrides on outdoor ads totaled more than $338,000.

DONATED MEDIA

Street Smart leveraged many opportunities to expand reach and increase message effectiveness. With the goodwill of jurisdictional partners and media outlets, paid media was supplemented by donated out-of-home message placements, including interior bus cards, exterior bus ads, partial bus wraps, and transit shelters. Many of these remained in place for weeks or months after the campaign ended for the season. The estimated total donated media value exceeded $849,000.

NEARLY $850,000 IN DONATED MEDIA

EVALUATION

Area Wide Market Research, Inc. conducted online surveys to measure awareness and attitudes among drivers and pedestrians. The groups surveyed were a representative sample of residents living in three targeted geographic areas: the Maryland suburbs, Northern Virginia, and the District of Columbia.

This research took a post-test-only approach through online surveys conducted May 23 to June 17, 2019 with 630 respondents. The program compared the results from this survey wave with the post-campaign data

collected from a survey conducted May 12 – May 25, 2018 (313 respondents) in order to measure changes year over the year. All significance testing was conducted at the 95 percent confidence level.

GENERAL AWARENESS

- Roughly half of respondents (53 percent) recalled seeing or hearing pedestrian, driver, and cyclist safety messages in the past 90 days.

- The main source recalled for these messages was TV news, followed by advertising.

- When asked what the *Street Smart* program is about, the main element was *roadway safety* (44 percent).

- Awareness of police efforts to enforce pedestrian traffic safety laws remained consistent (16 percent in 2019).

- Between 57 percent and 74 percent the respondents do not perceive authorities to be very strict in enforcing laws for pedestrians (73 percent *not very strict* or *not strict at all*), drivers (57 percent), or bicyclists (74 percent).

- There was a slight increase in the belief that authorities are becoming less strict in terms of law enforcement.

ADVERTISING AWARENESS

- Without any visual aid, respondents were asked if they recalled seeing *Street Smart* pedestrian or bicycle safety ads within the past few months. The number of respondents who selected *yes* declined from 19 percent in 2018 to 13 percent in 2019.

One of four ads presented to measure aided awareness

- A decrease in advertising recall is not unexpected. While the paid media budget for spring 2018 was $156,900, due to the loss in funding the spring 2019 paid media budget was only $112,143, a reduction of nearly 30 percent.

- While unaided pedestrian recall remained consistent (13 percent), drivers showed a significant drop in awareness between 2018 (22 percent) and 2019 (13 percent).

- When presented with a visual aid from the *Street Smart* campaign, three in every 10 respondents (29 percent) recalled seeing of at least one of the four advertising executions shown in the survey. This result is statistically flat from the previous year.

- The main source of advertising awareness was on buses and other public transportation. Online ads and bus shelters were the next most important sources.

- While aided pedestrian recall remained consistent (34 percent), drivers showed a decline in recall between 2018 (32 percent) and 2019 (24 percent).

BEHAVIORS AND ATTITUDES

- Respondents reviewed a list of behaviors and attitudes surrounding pedestrian and bicycle safety. While different segments had variations, on the whole there were no significant changes between years.

- Respondents identified the most serious problems as:
  - Driving while texting.

- Driving while on a cell phone.

- Aggressive driving.

- Drivers exceeding the speed limit.

- Self-reported behaviors (one or more times in the last week):

  - 23 percent reported failure to stop for a pedestrian.

  - 60 percent admitted speeding in a 30 MPH zone.

  - 42 percent reported having crossed illegally midblock.

  - 48 percent said they did not wait for the signal before crossing.

- Seven in every 10 respondents (69 percent) felt the streets in their area were relatively safe for drivers. At the same time, only 53 percent felt the streets were as safe for pedestrians and bicyclists.

- More than three of four respondents (77 percent) are willing to support additional funding to make it easier to walk and bike in their community.

OVERALL CAMPAIGN VALUE

TOTAL CAMPAIGN VALUE	
Earned Media Publicity Value	$2,263,202
Paid Media Added Value	$338,790
Donated Media Value	$849,327
Campaign Budget	$692,000
CAMPAIGN VALUE	**$4,143,319**

Thanks to a successful earned media campaign and a generous amount of in-kind donations from paid media vendors and jurisdictional partners, *Street Smart* more than quadrupled its annual campaign budget.

Combining added value with earned and donated media and services, the fiscal year 2019 *Street Smart* program garnered nearly $4.1 million in overall campaign value on a budget of $692,000.

PAID ADVERTISING
McAndrew Company LLC

Paid media targeted males aged 18 to 44 as well as high risk takers and ran in conjunction with law enforcement waves. The campaign used a combination of radio, out-of-home advertising and social media.

Overall Marketing/Communications Goals

- Influence audience attitudes in the District of Columbia and metro area about pedestrian safety behaviors.

- Continue to support the High Visibility Enforcement (HVE) approach through messaging and media.

- Cause and sustain positive behaviors that will help to improve the safety and well-being of our community.

Media Objectives

- Promote road user safety for drivers and pedestrians.

- Increase the perception that law enforcement is enforcing pedestrian safety.

Target Profile

- All road users: Male ages 18 – 44.

Campaign/Enforcement Dates

- July 17 through September 8.

Media – More than 30 million media impressions delivered

Radio

- Radio ran Monday – Saturday.

- Spots were weighted from noon to 11 PM when the greatest number of injuries occur.

- A mix of :15's and :30's were used to give added frequency and make efficient use of the budget.

- 976 Radio spots ran in DC.

- Radio spots were heard 15,655,000 times.

Out of Home

- 10 Super Ultra bus sides ran throughout the DC area.

- MPD Billboard on New York Avenue ran all summer.

- Ads were seen 12,000,000 times.

Social Media

- Used social media ads to further reach the audience.

- MPD and DDOT supplied social media with additional content.

- Ads were seen 2,456,000 times

WTOP Digital Ads and Native Content Article

- Digital ads ran on WTOP.com homepage and social media pages.

- An article sponsored and written by MPD about pedestrian safety ran for a week on WTOP.com

Community Outreach and Education
Washington Area Bicycle Association (WABA)

BACKGROUND

The Washington Area Bicyclist Association's (WABA's) mission is to create a healthy, more livable region by promoting bicycling for fun, fitness, and affordable transportation; advocating for better bicycling conditions and transportation choices for a healthier environment; and educating children, adults, and motorists about safe bicycling.

It is essential that the people engage in dialogue and decisions about the changing nature of our city streets and that they reflect the great diversity of the people who live here. The District Government has recognized its own need to partner with organizations and communities to ensure Vision Zero fosters greater inclusion from all social identities and all transportation preferences to achieve equitable and celebrated outcomes.

WABA's focus under this grant is in Wards 4, 7, and 8, which are experiencing a high number of non-motorized crashes. The goals is to reduce the instances of traffic-related death and serious injury by educating and engaging community members through a variety of experiential education events that increase the knowledge of and commitment to a safer roadway culture. Their work is primarily focused on traditionally underserved and under-resourced communities in these Wards. WABA will work in partnership with neighborhoods, community groups, advocacy organizations, businesses, Metropolitan Police Department, and government agencies.

Activity Description. Launch and lead 3 Neighbors for Vision Zero groups.

Ward 4

In Ward 4, WABA identified three community leaders—Joshua Hertzberg, Rachel Maisler, and Gavin Baker—have assisted WABA at meetings, coordinated rides, and developed traffic-related surveys. WABA held five Ward 4 Neighbors for Safe Streets meetings between February and September 2019, with an average of 12 attendees per meetings. These meetings provide the community with the opportunity to discuss their concerns about pedestrian and traffic safety. As a result of these meetings a request for trail access and bicycle improvement study surrounding the Metropolitan Branch Trail (MBT) project was agreed to by

Councilmember Todd and two new bikeshare stations were installed, increasing the access to transportation options in Ward 4.

WABA created a listserv for Ward 4 community to notify them of meeting, community events, family bike rides and education opportunities, and other outreach events. Currently, the WABA Ward 4 listserv has 54 members, who includes Ward 4 residents, elected officials, partner organizations, and relevant agency staff. WABA has approximately 100 Vision Zero conversations monthly; meetings, community events, family bike rides, and through business outreach. The conversations related to the '5 E' approach which refers to work through education, engineering, enforcement, evaluation and equity to achieve zero crashes with no fatalities and serious injury. The primary purpose of the Vision Zero conversations was to discover dangerous road intersections and corridors from the community perspective.

WABA coordinated and hosted family-oriented rides that demonstrated the effectiveness and convenience of traveling by bicycle instead of by motor vehicle to community members. The participants were generally young adults between the ages of 25–35. The rides served as an opportunity to teach the community about various bicycling and pedestrian infrastructure available. Another goal of the activities was to increase awareness of the proper use of the basics of traffic safety rules for bicyclists, pedestrians, and other vulnerable road users. WABA co-hosted seven rides and activities that total of 160 participants. Events in Ward 4 included; a community walk with Councilmember Brandon Todd; meeting to discuss placement of a Capital Bikeshare station on Grant Circle, co-host of the Ward 4 Neighbors for Safe Streets planning meeting; participation in the Interfaith Conference of Washington DC Annual Advocates meeting; Blessings of the Bikes stakeholder meeting; Rock Creek East 1 Livability Study Public Meeting; panelist at the East Coast Greenways Trails Summit to discuss WABA's community organizing work; and an administration of a survey of Ward 4 community stakeholders entitled, *Worst Places to Bike in Ward 4*.

Ward 7

WABA held four Ward 7 Neighbors for Safe Streets meetings with engaged leaders between the months of February and September. The meetings were held in conjunction with the Transportation Committee meetings. An average of seven engaged leaders or a total of 30 people were involved in the Ward 7 Neighbors for Safe Streets meetings.

Currently, the WABA Ward 7 listserv has 24 members, including Ward 7 residents, elected officials, religious and ethical organizations, and relevant agency staff, and MPD. WABA averaged approximately 75 Vision Zero conversations each month at meetings, community events, family bike rides, and through business outreach.

WABA based its Ward 7 outreach and meetings in the areas identified as part of the Ward Safety Plan. Based on community needs and experiences (qualitative data) and supporting quantitative crash data three high crash corridors in Ward 7. Benning Road NE and SE, East Capitol Street NE, and Minnesota Avenue SE were identified as high crash corridors that have major use by vulnerable users including; students, aging citizens, persons with disabilities, pedestrians, and bicyclists.

WABA coordinated and hosted 13 family-oriented rides and activities. The goal of the rides and activities was to increase the awareness of traffic safety for bicyclists, pedestrians, and other vulnerable road users. More than 193 people engaged to demonstrate how community members can effectively and conveniently travel by bicycle instead of by motor vehicle. The rides and tabling at events also served as an opportunity to teach the community about the various bicycling and pedestrian infrastructure available. Events in

Ward 7 included participating in the Ward 7 ANC Transportation Committee meetings, three family bike rides; that began and/or traversed across Ward 7, a music event honoring the Anacostia, One family-friendly ride was to *Truckeroo* located at the Washington National's Baseball Field with Commissioner Tamara Blair on good practices and a child/kid-friendly ride was to the District Winery pavilion for Live Music.

WABA participated in a host of other activities with the goal to strengthen community relationships, raise traffic-safety concerns and work with community members to advocate for safer streets. The activities

included; the Neval Thomas Elementary Traffic Garden Ribbon-Cutting (see photo); four Ward 7 ANC Transportation Committee meetings; the DDOT Arboretum Bridge and Trail Project Public Meeting; the *Friends of Kingman Park* Planning meeting attended by Councilmember Vincent Gray; door-to-door outreach in Kingman Park Neighborhood where 300-plus homes received traffic and bicycle safety-related information; and tabling at multiple pop-up repair shops that were planned in partnership with Gearin' Up Bicycles, DC Public Libraries, DOEE, ANC 7D Transportation Committee and the Eastland Gardens Association. WABA supported Mayor Bowser's Back to School campaign, *#SlowDownDC*, and met with Ward 7 Councilmember Vincent Gray's Legislative Director, Terrance Norflis.

Neval Thomas Elementary Traffic Garden. Miniature town created to teach students about roadway safety by riding bicycles and learning to navigate the streets away from motorized traffic.

Ward 8

WABA identified four Ward 8 community members—Monique Diop, Sean Neal, Goerge Tobias and Gregg Adams—who assumed leadership roles in 2019. They attended many meetings, hosted traffic safety events, or assisted WABA in doing so.

WABA coordinated and hosted seven monthly Ward 8 Traffic Safety Meetings, with 10 engaged leaders between the months of February and September. WABA also held a Community Listening Session in lieu of the March Ward 8 Traffic Safety Meeting. There were 91 engaged leaders at the Ward 8 Traffic Safety Meetings with an average of about 11 engaged leaders at each meeting.

The WABA Ward 8 listserv has 100 people, including Ward 8 residents, elected officials, partner organization staff, and agency staff. WABA used the listserv to share meeting invitations and notes, spread infrastructure project information, and promote Ward 8 traffic safety education and outreach events. WABA averaged 250 Vision Zero conversations at monthly meetings, events, and eight bike rides.


The quantitative crash data informed WABA where to begin outreach and education in Ward 8 and formed the base for the 2019 work. WABA also included qualitative data through feedback from community members. 'Community Concerns' were a topic at each Ward 8 Traffic Safety Meeting so they could be included in the safety plan and Ward 8 work plan. These corridors were identified as Southern Avenue, Martin Luther King Junior Avenue, South Capitol Street, and Alabama Avenue. These corridors are also heavily used by vulnerable roadway users. WABA based Ward 8 rides, activities, and meetings off of the Ward 8 Safety Plan and also carried out some short-term activities in the identified locations.

WABA coordinated and hosted family-oriented rides and other activities to further understand traffic safety for bicyclists, pedestrians, and other vulnerable road users. WABA co/hosted a ten rides or activities that involved 759 people. Events included the Parklands Safety Awareness Day in partnership with ANC 8D Commissioner Diop in March; May Bike to School Day at Garfield Preparatory Academy in partnership with Safe Routes to School National Partnership, Safe Kids DC, MPD, and DDOT; a site walk with V Street SE community member and partner from Safe Routes to School National Partnership; a June site walk with a South Capitol Street community member and partner from Safe Routes to School National Partnership; a South Capitol Street Site Visit with community members, partners, ANC Commissioners, and DDOT; a June bike ride with Bicycle Advisory Council and DDOT through Ward 8, a Bike Clinic and outreach with education materials with Gearin' Up Bicycles and Safe Routes to School National Partnership at the Bellevue Library; an August Ward 8 Road and Trail Infrastructure Bike Ride, Walk to School Day at Ketcham Elementary School with Safe Kids DC, DDOT, and Safe Routes to School National Partnership; and finally, a September Ward 8 Infrastructure Bike Ride.

WABA distributed more than 800 *Pocket Guide to Bike Laws in the District of Columbia, in wards 4, 7 and 8.*

There were 425 Vision Zero Pledge Cards signed in Wards 4, 7, and 8 in 2019, and four Neighbors for Vision Zero Group sign-ups. These included the Archer Park Homeowners Association, Safe Kids DC, Safe Routes to School National Partnership, and the Ward 8 Health Council.
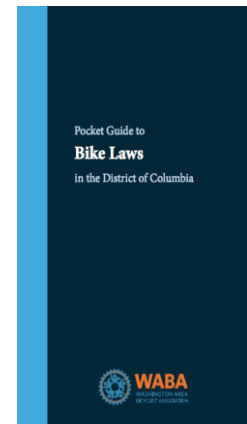
Billboard was created and placed in Ward 4, 7, and 8.

There were no earned media hits for Ward 4 and 7 in 2019. However, there were two earned media hits in Ward 8. First, ABC7 WJLA reported on the May 16 Ward 8 Traffic Safety Meeting. Find additional information online: https://wjla.com/news/local/ward-8-residents-demanding-safer-streets. Greater Washington reporter George Kevin Jordan wrote an article titled *My ride east of the Anacostia shows the harsh realities for people bicycling.* Find article online: https://ggwash.org/view/73984/a-bike-tour-east-of-the-anacostia-offered-a-glimpse-of-what-is-and-what-could-be.

WABA had no local businesses publicly support a safety project in 2019. WABA did partner with community partners engaged around local safety projects, including Safe Routes to School National Partnership, Safe Kids DC, Gearin' Up Bicycles, Bike House Cooperative. Garfield Elementary School, Ketcham Elementary School,

Turner Elementary School, ANC commissioners, Bicycle Advisory Council (BAC) representatives, Pedestrian Advisory Council (PAC) representatives, Project Create, MPD, Capital Bikeshare, Jump Bikes, Mayor's Office on Community Relations (MOCRS), SPIN, DDOT Community Engagement Specialists, Petworth United Methodist Church, Mount Vernon United Methodist Church, Pennsylvania Baptist Church, the Washington Ethical Society, River Trace Neighborhood Association, Anacostia Playhouse, Martha's Table, DC Public Libraries, and DC Families for Safe Streets.

Coordinate and Host the 3rd Regional Vision Zero Summit

WABA coordinated and hosted the 3rd annual Washington Region Vision Zero Summit on March 14th, 2019. Amongst the 263 attendees were agency staff, elected officials, community members, partner organizations, thought leaders, engineers, planners, private sector companies, and advocates.

The Summit generated five media hits, including; a WAMU article *Five Takeaways from Vision Zero Traffic Safety Summit; a* Greater Greater *Washington article District's Street are Dangerous*, and Unjust by Design; a DDOT Video 2019 Vision Zero Summit - Washington Region; Greater Greater Washington *Events week of March 11th*; and a Street Justice article *It Only Counts if You Die*. The @WABADC handle buzzed about the Summit with social media posts on Twitter and Facebook. There were 20 unique posts, 44,462 impressions, and 464 engagements (likes, comments, and retweets). There were also 264 unique posts, 76 unique contributors, 996,091 impressions, and 1,391 engagements (likes, comments, and retweets) using the hashtag 'VZSummitDC. The VZSummitDC hashtag was chosen by the WABA's communications team so that all participants and non-participants could connect to Summit topics, conversations, learnings, etc. on social media. This report back (996,091 impressions etc.) shows how popular the Summit and its topics were. Normally, for events, hashtag are titled similar to the event name to closely link to the event. Panels at the Summit highlighted the intersection of vision zero and public health, enforcement, data, and equity. Other topic also included agency and advocate partnerships, regional collaboration, an infrastructure for all users walking audit and panel and a panel about how engineers articulate projects to community members and community partners. DDOTVideo recorded and produced a video of the Fireside Chat with Mayor Bowser and moderated by Renee Moore. View the video online: https://www.youtube.com/watch?v=Zmnkhfl60SI An official recap of the event was written, and shared with all participants through email, and posted on the WABA website. WABA also shared a survey for feedback with all attendees after the Summit.

Additional Events

Community Listening Engagement

WABA held a Community Listening Session at the Anacostia Playhouse from 6:30 PM to 8:00 PM on March 13th. There were community members from DC's 8 Wards, representatives from DDOT, ANC Commissioners, Capital Bikeshare, the Mayor's Office of Community Relations (MOCR) and community partners like Martha's Table, Safe Routes to School National Partnership, and Safe Kids DC. Reporters from WAMU and Street Justice also attended. Speakers included WABA Executive Director Greg Billing, former Ward 7 ANC Commissioner and founder of the Ward 7 Transportation Committee Justin Lini, Ward 8 ANC D04 Commissioner Monique Diop, and DDOT Director Jeff Marootian. Attendees also participated in a Community Visioning Session (an activity for community stakeholders to share and record ideas about their future community).

Other topics included discussions of cultural spaces, art, way-finding signs, environmental hazards like air pollution, safe crossing, multi-mobility opportunities, celebration of place, and safety education for all. Artist, Emily Simons, recorded the evening through graphic art. The art was also shared at the Washington Region Vision Zero Summit on March 14th.

City wide Action

On September 19, 2019; WABA coordinated and lead a City-wide Action with WABA staff and approximately 25 volunteers. Among the volunteers were members of the Ward 4 Neighbors for Safe Streets group who often use the corridor as a part of their daily commute. The action lasted for more than 2 hours at one of DC's busiest commuter intersections. During the city-wide action, large inflated numbers were displayed alongside the pedestrian crosswalk so that drivers and pedestrians alike could read them. The signs and inflated numbers read, *1250* and *52*—these numbers represent the total number of serious injuries and deaths reported since the beginning of 2018, respectively. Volunteers canvassed the intersecting streets and distributed 120 pieces of safety literature. The handouts were passed along to pedestrians, bicyclists, and drivers of cars. The bundled handouts included a *DC Bike Law Guide*, Vision Zero Driver Pledge Card, and a *What's going on here?* handout describing the aforementioned data behind the city-wide action. An article, *Bike advocates to highlight recent D.C. traffic deaths during rush hour today,* was written about the City-wide Action by Andrew Giambrone of Curbed DC.

Safe Streets Billboard Campaign

WABA coordinated a 'Safe Streets' billboard campaign. The message: *167,650 students use DC's streets every day. It's your job to keep them safe. DRIVE (and walk, and bike!) LIKE A GROWN-UP*. Message was displayed on 50 WMATA bus tails for public visibility. WABA included *Text WABADC BUS to 52886 get involved* to connect with those who saw the billboard and want to get involved in the Vision Zero Campaign. WABA received 5 text message responses. No earned media hits were realized.

ENFORCEMENT

Metropolitan Police Department **(MPD)**

BACKGROUND

With the population and work force growth in the downtown section of the city, increased numbers of pedestrians are crossing the city streets, specifically in the First, Second and Third Districts. With the increase in pedestrian traffic, the city has an increase in pedestrian accidents. MPD conducts pedestrian overtime education and enforcement through the NHTSA grant during the various traffic safety campaigns and will address with enforcement-targeted areas based on pedestrian accident data.

PROJECT GOALS

To protect and educate the District's most vulnerable road users (pedestrian and bicyclist) at high-risk intersections on traffic safety and making the District a more pedestrian-friendly area.

Activity Description. *Conduct a total 2,500 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 HSO and MPD sources.* In FY2019, MPD conducted 113 enforcement tours, resulting in 3,933 citations and 13 arrests, while working 2,045 hours of overtime. The following table summarizes these results.

FY2019 Citation and Arrest Summary

Citation	Total	Arrest	Total
Seatbelt/Child Restraint Violations	209	No Permit	7
Distracted Drivers	207	OAS/OAR	3
Failure to Yield to Pedestrian in Crosswalk	15	Possession of alcohol in vehicle	1
Failure to Provide Proof of Insurance	133	All Other Arrests	2
Failure to Yield Right of Way to Pedestrian	289	**Total Arrest**	**13**
Passing Red Light (Bike)	16		
Owner Permitting/Operating without Proper Insurance	104		
Stop Sign Passing	139		
Disobeying Official Sign or Signal	23		
Red Light Violations	111		
Failure to Exhibit Registration	46		
One Light Running (one head light out)	459		
Improper Lane Change	6		
Improper Turn	83		
Speeding (ALL)	38		
Traffic Violations (all others)	524		
All Other Bike Violations	16		
Bike failure to yield right of way on side/crosswalk	10		
Walking Against Do Not Walk	325		
Walking Against Red light	50		
Parking Violations in bike lane	669		
Stopping, or standing vehicle in bike lane	297		

Fail to Clear Intersection/Obstruct Crosswalk	69
Failure to Use hand or Mechanical Signal	23
Crossing Between intersections	69
All other pedestrian violations	3
Total Number of Violations	**3,933**
No. of Members Worked	**382**
No of hours	**2,045**

Activity Description. *Conduct 350 hours of overtime enforcement during fall and spring/early summer Street Smart Campaign in all districts — but with added emphasis in MPD Seventh, First, Second and Third Districts, which is where the majority of pedestrian and bicycle fatalities occur based on MPD/DDOT data.* MPD conducted 15 overtime enforcement tours during the Street Smart Campaign, issuing 438 citations and 2 arrests, while working 205 hours of overtime. The following table summarizes these results.

FY2019 Campaign/Holiday Enforcement Summary

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	**26**	No Permit	**1**
Distracted Drivers	**32**	OAS/OAR	**1**
Failure to Provide Proof of Insurance	**22**	**Total Arrest**	**2**
Failure to Yield Right of Way to Pedestrian	**36**		
Owner Permitting/Operating without Proper Insurance	**25**		
Stop Sign Passing	**35**		
Disobeying Official Sign or Signal	**2**		
Red Light Violations	**3**		
Failure to Exhibit Registration	**9**		
One Light Running (one head light out)	**60**		
Improper Turn/Lane Change	**33**		
Speeding (ALL)	**28**		
Traffic Violations (all others)	**43**		
Parking Violations in bike lane	**66**		
Stopping, or standing vehicle in bike lane	**9**		
Failure to Use hand or Mechanical Signal	**5**		
Walking to create a hazard	**4**		
Total Number of Violations	**438**		
No. of Members Worked	**36**		
No of hours	**205**		

Traffic Records Program

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

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

Traffic Records Coordination
KLS Engineering, LLC

BACKGROUND

In 2007, the District of Columbia established its Traffic Records Coordinating Committee (TRCC), which comprises nine District agencies (DDOT, MPD, FEMS, DMV, OCTO, OAG, SCDC, OCME and DOH). The TRCC included policy-level representatives from each major system owner (crash, roadway, enforcement/adjudication, driver, vehicle, injury surveillance system/emergency medical system).

PROJECT GOAL

Assist the HSO in working with the TRCC and District agencies to identify best practices, undertake technology transfer, and provide support on data integration and other issues.

RESULTS

Coordinated various data related monthly meetings with FEMS, OITI, MPD and NPS – meetings with multiple DC agencies occurred on May 20, May 30, July 10, July 15, October 03, Dec 05, and Dec 12, 2019 (DDOT, MPD, DMV, OAG, OCME, OCTO, SCDC, DOH and FEMS). Some meetings included the development of project status reports, presentations, minutes, and action items for follow up. Based on the 2016 Traffic Records Assessment (TRA) findings and recommendations, KLS is also supporting the TRCC in working with DC agencies to identify innovative technologies, processes and other means that can improve the quality of data for decision making. A brief summary of the TRCC supported efforts include:

- **Handheld Ticket Writers (HTW) for MPD (eCitation**). Handwritten citations can take 15-20 minutes or longer to complete; by using an electronic citation process can reduce the average time of stop, data run, and ticket entry to between 4–5 minutes. By creating an error-free citation system, e-Citation speeds up the process and decreases the number of illegible tickets (those thrown out). Each traffic stop is unique in nature and depends on the circumstance surrounding the traffic stop. However, *Officer Android* have enabled MPD officers to issue NOIs in expedient and efficient manner. All information, including drivers and vehicles information can be obtained by scanning the driver license and vehicle registration's bar codes. Also, infractions (code and description) including fine amounts can be searched and auto-populated, which is much more efficient and faster compared to handwritten tickets. The TRCC is working with MPD—Phase 1 and Phase 2 of this project is completed and are in use of over 500 e-citation writers. MPD is currently working on the compliance and maintenance issues. The main benefit is improving timeliness and accuracy over paper reports as was presently used. Phase 3 for compliance and maintenance was presented to the TRCC. Total 1,598 MPD officers, including administration users have been trained in how to use/operate Officer Android (eTicketing system).

- **New driving under the influence of drug (DUID) screening methodology and implementation (OCME).** Previously, the average turnaround time for most of the DUID cases was 90 days. Through the TRCC involvement, the OCME hired a toxicologist to implement the new method on routine casework. As a result, the turnaround time is reduced from 90 to less than 30 days. OCME is working towards a goal of 8 days to report most DUI cases. The TRCC is continues to work with OCME, and the partnership has significantly improved the time to paper the specific cases to court.

- **Upgrade to new EC/IR II equipment (OCME).** The TRCC identified a gap in the method to retrieve information from the EC/IR II equipment and communicate with the instruments. Working with OCME, an upgrade to internet communication with the equipment would allow OCME to collect data instantly via the remote connection. OCME worked with MPD and Department of General Services (DGS) to create reliable network connections in all the Police Service Districts (PSD). Remote access improves accuracy and saves scarce resources by eliminating the need to visit each PSD (7) and manually extract the data. The District has 8 evidential instruments one in each district and an additional instrument in the MPD mobile van, all with Ethernet upgrades. The 3rd district have more tests compared to the other districts. Each device also sends in different status messages about the device per month, which helps the users understand the current status of each device and their functioning.

S/N District	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Total for each location
013303 (1D)	9	10	8	8	14	5	4	4	3	8	4	77
013304 (2D)	9	10	14	7	7	6	3	6	7	7	3	79
013305 (3D)	12	12	21	18	21	23	8	10	10	14	18	167
013306 (4D)	11	5	7	16	7	6	9	10	14	15	9	109
013307 (5D)	3	9	7	3	3	0	1	4	8	8	5	51
013308 (6D)	4	12	9	13	10	9	4	3	5	6	8	83
013309 (7D)	5	9	17	5	11	9	3	5	4	5	6	79
013310 (Mobile)	0	0	0	0	0	0	0	0	0	0	0	0
Total per month	53	67	83	70	73	58	32	42	51	63	53	645

- **New Liquid Chromatograph Mass Spectrometer (LC/MS/MS) equipment.** The TRCC, working with OCME, identified a gap to rapidly test/quantify certain drugs. The solution identified was the Liquid Chromatograph Mass Spectrometer (LC/MS/MS) equipment. The LC/MS/MS equipment can collect DUID impairment data (not alcohol) and rapidly test/quantify drugs such as marijuana, K2, bath salts, fentanyl, heroin, and prescription medications. The new equipment is now testing DUI specimens for fentanyl analogs and synthetic cannabinoids. Synthetic cannabinoids testing is being done on a routine basis. Data are being collected and reported quarterly. Although the capability to test for additional drugs is now expanded, the turnaround times to get the results back to the respective agencies were reduced from 28 days in 2018 to 25 days in 2019.

- **Responder-to-Vehicle System—Advanced Warning (FEMS).** Working with FEMS, TRCC identified a gap in Responder-to-Vehicle System in the FEMS vehicles, which will help with the near-miss crashes. In DC, 1,300–1,500 crashes occur involving a first responder vehicle. A first responder involved in a crash while responding to a call involving a crash it not only delays much-needed medical or other assistance but can potentially change a slight injury crash to a much more serious crash. By providing key alerts to the emergency crews the system will alert other first responders, create a safer overall response, and help reduce the cost of near-miss collisions both in terms of physical injury and damage to the vehicles. The TRCC is working with DC FEMS to deploy 80 alert systems as a demonstration project. The alert devices turn any emergency light bar or brow light into a digital alerting system. When the emergency lights are *ON*, the apparatus automatically transmits real-time digital safety alerts to motorists and other emergency vehicles. When emergency crews are in-route to a call and on-scene, oncoming drivers receive advanced notifications, warning them that a first responder is approaching or on scene at an incident. The alert system being deployed is called *HAAS* systems.

- **MPD Crash Data Application.** The TRCC identified deficiencies in a range of crash-data assets/attributes that the MPD crash data application were deficient in and was required to ensure that District crash-data needs were adequately addressed. Working with MPD the TRCC identified a two-phase approach to improve the MPD crash data application. Phase 1 is completed and Phase 2 was reviewed by MPD and though to substantial to address with the existing system. MPD is currently reviewing the RMS Cobalt application and in discussions with the TRCC and DDOT, as a new crash-data application may be the solution, The TRCC and other DC agencies will continue to meet with MPD to resolve this gap. Future projects may result from this interaction.

- **Trauma Data Registry**. The TRCC is working with DOH on the registry to determine its value for crash-data mining and integration into other datasets. Future projects may result from this interaction.

- **MIRE Fundamental Data Elements (FDE) Data Collection and Automation.** The TRCC worked with NHTSA in developing the Traffic Records Program Assessment Advisory report. A key recommendation was to improve the data dictionary for roadway-data inventory and the updates, changes and quality control routines related to that inventory. Working with the TRCC, the DDOT performed automated extractions of Model Inventory of Roadway Elements (MIRE) data, which consists of 38 Fundamental Data Elements (FDEs). DDOT is also creating additional scripts to extract an additional 81 MIRE data elements in addition to the FDEs extracted above. The effort was comprised of two phases–Extraction and database configuration, and Application development. Phase 1 is completed and Phase 2 is expected in early 2020.

- **DMV – Out-of-State Entry of traffic violations.** Annually, close to 30,000–36,000 traffic violations are issued to out-of-state drivers, which requires a manual process for data entry. These records once entered into the DMV system will be reflected on the corresponding driver's file. To ensure that the local enforcement has the most accurate driver files, the TRCC is working with DMV to ensure that the driver files are kept updated.

MIRE Fundamental Data Elements (FDE) Data Collection and Automation

Office of Information Technology and Innovation (OITI), DDOT

BACKGROUND

One of top recommendations in the most recent Traffic Records Program Assessment Advisory report was to improve the data dictionary for roadway data inventory and the updates, changes and quality control routines related to that inventory. To achieve this DDOT has recently collected detailed cross-section data on all roadways in DC. Using these data, DDOT is performing automated extractions of Model Inventory of Roadway Elements (MIRE) data, which consists of 38 Fundamental Data Elements (FDEs). MIRE data are extremely important for states to conduct sufficient safety analysis. As a follow-on task, DDOT is creating additional scripts to extract an additional 81 MIRE data elements in addition to the FDEs extracted above.

The MIRE cross-section data have been captured in a traditional GIS Linear Referencing System (LRS) Database. A major benefit to capturing MIRE data in this way is that MIRE Safety data and traditional Linear Referencing System (LRS) roadway inventory data will now live in the same system, using a common roadway centerline reference/linkage. All state Departments of Transportation (DOTs) maintain roadway inventory information using some form of LRS in a relational database.

Based on observations, a primary challenge is that safety data have highly complex relationships, which are difficult to model in a traditional relational database.   While relational databases (such as Oracle or SQL Server) and LRS are generally regarded as the 'standard' way to structure and store roadway information for

a state DOT, this choice comes with some notable drawbacks. Relational databases require a predefined structure for the data and any modification to the structure comes with a huge effort and cost. Additionally, complex queries of the data require expert-level database administrator (DBA) on-staff to design and create them. Query speed is critical, but so is agility, as applications evolve far more rapidly than legacy applications. If the required DBA expertise is not available, agencies must extract, transform and load (ETL) into the system or structure that provides what the analysis requires.

By comparison, a NoSQL (non-relational) database built to be highly flexible and can store the data in multiple ways: column-oriented, document-oriented, graph-based, or a key-value pair. This NoSQL database provides the features of flexibility, speed of execution of queries, scalability and dynamic data structure. Safety analysts can begin to ask complex questions of the data without having to worry about whether their safety analysis app offers that specific function or query. Application developers with no or very little safety, GIS or transportation experience can access the data and begin to form queries with very little guidance. Additionally, a non-relational database provides non-experts with an easy-to-query JSON-like format which is Web-ready. The multi-relational nature of highway safety data make the NoSQL model a very good fit.

To incorporate the best features of the NoSQL database in the future, the first option would be to create a prototype of the sample MIRE data in the NoSQL database by loading the data through ETL. OITI would like to create examples of how the NoSQL approach can serve as the 'Application' data tier, making the underlying MIRE and GIS network data more transparent, accessible and understandable than before.

PROJECT GOALS

The goals of this project are to create a new model for MIRE safety data, by leveraging a NoSQL data model.

PROJECT SUMMARY

NOTE: This project was extended to FY 2020, due to additional hours needed to complete the requirements. The below summary provides a list of the accomplishments achieved during FY 2019.

When planning this project, there were two primary tracks:

1. Extraction and database configuration

2. Application development

Track 1 is complete, with the fully data migration and data pipeline completed. The contractor created tools that allow DDOT to extract relevant safety data from its LRS and populate an extremely detailed ArangoDB NoSQL database. Additionally, the contractor was able to publish Web services in support of general user query and also the Track 2 Web application. DDOT is able to validate in its own environment that the above-mention tools work.

Unfortunately, OITI require some additional time (requested a formal extension of this project) into the first quarter of FY 2020. Due to the complexity of the data and the inherent challenges of modelling these data, it took additional time to ensure that not only were data extracted in the correct way. Another challenge was optimizing our data queries to ensure they were running optimally.

With the extension, the contractor should be able to complete the remaining items for track 2 and deliver the Web application as required.

Data-Entry Convictions

Department of Motor Vehicles (DMV)

BACKGROUND

DMV is responsible for maintaining driver history and identifying habitual and frequent violators of traffic regulations. DMV has regulatory authorization to suspend or revoke the driver's license or driving privilege of adverse drivers. The agency receives traffic violation and convictions from both local and national courts and enforcement agencies, including approximately 2,400 out-of-state traffic convictions per month that are required to be posted to DC driver's records. Because of the disparate automation systems among the courts and law enforcement agencies across the Nation, most out-of-state convictions require data entry by DMV staff. Because of the large volume of out-of-state convictions received each month, DMV is challenged to enter all convictions in a timely manner. Delays in posting convictions to driver records affect appropriate revocations and suspension actions against adverse drivers and thus, the safety of the public.

PROJECT GOALS

The goals of this project are to:

- Increase the accuracy and completeness of driver records of paper traffic convictions received from other jurisdictions into the DMV DESTINY system; and

- Remove the driving privilege of habitual and frequent violators of traffic regulations and ultimately reduce traffic fatalities, injuries, and crashes.

PROJECT SUMMARY

Eighteen DMV Legal Instrument Examiners were assigned to enter backlogged convictions before and after normal working hours between March 3rd and July 21st, 2019.

During FY2019, approximately 1,785 staff hours were expended for the entry of 10,032 convictions.

Digital Alert Technologies in Emergency Vehicles
Fire and Emergency Services (FEMS), DDOT

BACKGROUND

First responders have always been at risk traveling to a scene approaching from multiple directions at the same time. Negligent drivers sometimes posed a danger by refusing to provide a safe passage through. This is not unique to the U.S.; it is a global concern every responder must face. As if navigating the chaos of cities, congestion and traffic to arrive safely and quickly on-scene weren't enough, responders are then expected to perform and assist each other to the highest degree at all times.

In DC, over 1,300–1,500 crashes occur that involve a first-responder vehicle. A first responder involved in a crash while responding to a call involving a crash not only delays much-needed medical or other assistance but it can potentially change a slight injury crash to a much more serious crash. Ensuring that first responders are aware of each other and the general public will ensure an all-around safer response.

To reduce the number of crashes involving first responders, DC FEMS will deploy 80 alert systems as a demonstration project. The alert devices turn any emergency light bar or brow light into a digital alerting system. When the emergency lights are *ON*, the apparatus automatically transmits real-time digital safety alerts to motorists and other emergency vehicles. When emergency crews are en route to a call and on-

scene, oncoming drivers receive advanced notifications, warning them that a first responder is approaching or on scene at an incident. The alert system being deployed is called *HAAS* systems.

FEMS as part of the deployment has access to a situational awareness dashboard, a real-time fleet intelligence, and analytics portal, see Figure 1. HAAS Alert Fleet Fusion API tool has been made available for DC FEMS for further integration with existing DC FEMS systems.
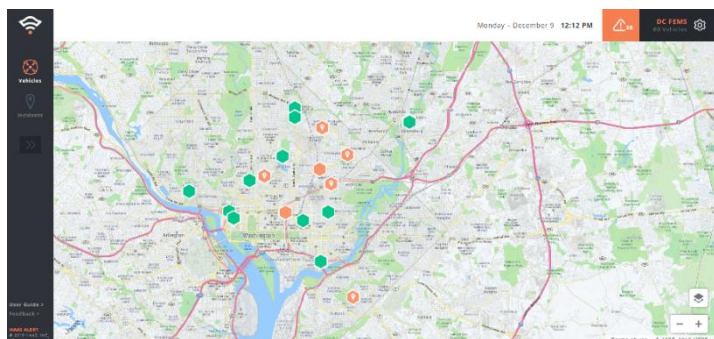

Figure 1. Caption from the HAAS dashboard. Showing 38 of the systems currently (as of December 1, 2019).

| ICON	STATUS	COMMUNICATION	WARNING LIGHTS	VEHICLE MOVEMENT	EXAMPLE
🔶	Active - Responding	Connected [1]	ON	Moving	• Emergency vehicle en-route to an accident scene • Utility vehicle driving to work area (warning lights on)
🔶	Active - On-Scene	Connected [1]	ON	Stationary	• Emergency vehicle on location at an active scene • Utility vehicle performing roadway work
🟢	Online	Connected [1]	OFF	N/A	• Fire truck parked at station • Police vehicle on patrol • Utility vehicle en route (warning lights off)

PROJECT GOALS

1. Alert multiple first responders within proximity to another on-coming first responders.

2. Provide information through this new technology to District drivers on first-responder location and potentially avoid an unsafe road condition.

3. Increase the timeliness for when alerts are sent for incident location to drivers with roadway information through Waze (Baseline = 0).

4. Increase the accessibility of alerts sent to other first-responders to the same incident or in the vicinity and/or received by FEMS (Baseline = 0).

5. Reduce crashes relating the geographic area of the District that the technology is deployed by 10 percent per year (Baseline to be established pending selection of area. Table 1 provides District-wide crashes).

PROJECT SUMMARY

FEMS uses four dealers for all its vehicles maintenance. To initialize this project the HAAS vendor needed to secure agreements with FEMS-approved installers and dealers to install HAAS Alert devices. HAAS Alert conducted installation workshops in July for installation partners to demonstrate the appropriate installation procured and FEMS approved installation locations in each vehicle type.

The project team provided preliminary installation the list of vehicles, and FEMS Fleet began to schedule installations as vehicles were in for maintenance or repair. The contractor shipped 35 of 80 systems to dealer partners for installation and 24 of those 35 systems were installed in FY19. The project team tested the Alert Devices and corrected any installation issues.
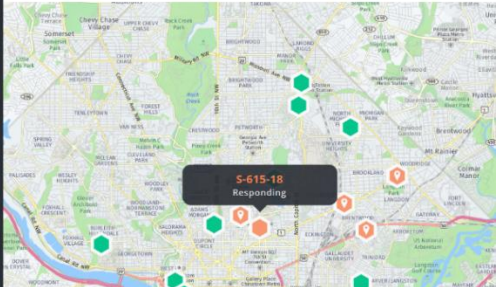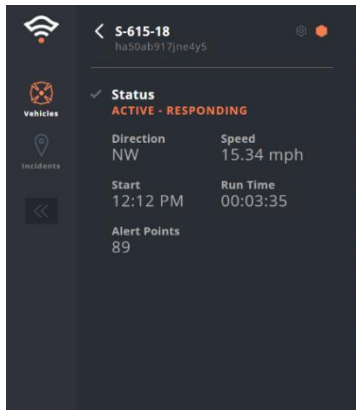
The system provides data for when a unit is responding to an incident; proving the speed, start and stop times and direction of travel, as shown below.

The system also provides data for when a unit is on-scene, time on-scene, and arrival times.
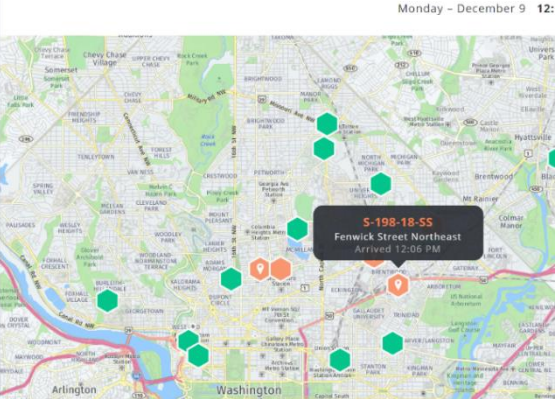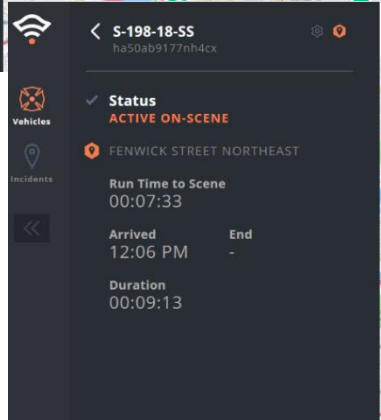
Delivery and installation of the remaining 45 alert devices was delayed by unforeseen key FEMS personnel absence and inability to rotate fleet because of low reserve vehicle levels needed for rotation to perform the installations. HAAS contractors have met with the four dealers and have agreed to complete the remaining installations onsite at FEMS locations in FY2020.

The project team comprising of the HAAS vendors, FEMS and HSO meet once a month on the status of this project. The team have identified a method to baseline Responder-to-Responder (R2R) digital alerting. After full deployment, HAAS Alert will deactivate R2R digital alerting for a 2-week period to gather control data. After the end of the 2-week control period, HAAS Alert will activate R2R alerting for all vehicles. The project team will compare deceleration rates of the vehicles when R2R alerting was inactive to those when they were active.

Safe Communities

The District of Columbia seeks to reduce serious and fatal injuries in the District through a collative effort between the public and private stakeholder groups.

STRATEGIC HIGHWAY SAFETY PLAN (SHSP)/HIGHWAY SAFETY REPORTING
KLS Engineering, LLC

PROJECT OBJECTIVE

The objective of this effort is to assist the DDOT HSO programs that support the DDOT mission, including (a) improving highway safety, and (b) working with other District agencies to incorporate best practices.

PROJECT GOALS

To assist and support the DDOT HSO in the following activities relating to highway safety:

- Highway Safety Performance Analysis

- Assistance to DDOT HSO (including developing the Annual HSP and AR Reports for NHTSA) and SHSP for FHWA.

PROJECT SUMMARY

Activity Description. *Assist the HSO in undertaking research/analysis to identify road-safety problems, assess the best practices to undertake the problems as applicable to the District, work with various District agencies to prepare the Highway Safety Plan (HSP), and update the Procedures Manual.*

RESULTS

- Prepared a template for Quarterly Reporting on all activities included in the Grant application for all grantees.

- Assisted grantees in completing their FY2018 activities for inclusion into the Annual Report.

- Completed and submitted the **District of Columbia Annual Report** in December 2018 (Federal Requirement).

- Monitored FY2019 District Highway Safety activities—MPD, OAG, OCME, DMV, OITI, FEMS, WABA, MCOG, CPS, and WRAP.

- Prepared FY2020 Grant Application form and posted on HSO website.

- Prepared 2018 Preliminary Crash Data for District of Columbia supporting crash-data analysis relating to DC focus areas.

- Assist and review FY2020 grant applications.

- Prepared and submitted FY2019 quarterly reports for MPD.

- Completed/submitted **FY2020 Highway Safety Plan** to DDOT/NHTSA on June 30, 2019.

- Provided assistance to finalize NHTSA questions on DDOT HSP package.

- Provided grantee support and monitoring in accordance with Federal requirements for HSP 2019 grants.

- Submitted and completed **Procedures Manual** update per GHSA updates.

Activity Description. *Provide support to the HSO and other agencies, as needed, and track project implementation across agencies or other activities, as determined by the HSO.*

- Working with **MPD/DDOT** to resolve issues relating to the new MPD Records Management System (RMS) Crash Data Application:
  — Developed Comparison Report (Cobalt/MMUCC/PD10) identifying all existing and missing assets and attributes from the old MPD crash system to the new DC Crash Data Application. Report covered main tables to meet MMUCC compliance.
  — Developed DDOT Draft Data Mapping Plan. Plan provides a framework to map data from the Old Crash System to the new Crash System as both have different schemas.
  — Updated the DDOT/OITI GitHub Repository to track all the issues pertaining to Crash Data. The following items were updated on the portal with priority levels as Critical, High, Medium and Low:
    - Crash Data Issues
    - Additional/Update attributes required.
    - Additional assets required.
  — Working with MPD on potential transition to a new crash data application.

- Developed **Crash Data and DMV Moving Citation Comparison Review** for (2016–19) to guide MPD in enforcement for the various programs as listed below:
  – Distracted Driving
  – Pedestrian and Bicycle Crashes
  – Impaired Driving
  – Red Light Running
  – Speeding
  – Stop Sign Violation

- Updated the **DDOT database** with additional fields that include Citation Number, Issuing Officer Badge, and CADD numbers for the following infractions from October 1, 2016 to June 30, 2019:
  – Moving
  – Parking
  – Warning
  – Void

- **Critical Emphasis Areas.** Completed preliminary crash data report for the years 2014-2019 for various emphasis areas as part of the SHSP process:
  – High-risk Drivers
    - Aggressive Driving
    - Impaired Driving
    - Young Drivers
    - Older Drivers
    - Distracted Drivers

- – Pedestrian and Bicyclist Safety
  - ▪ Pedestrians
  - ▪ Bicyclists
- – Engineering/Facilities Infrastructure
  - ▪ Signalized Intersections
  - ▪ Un-signalized Intersections
  - ▪ Head-on Crashes
- – Special Vehicles
  - ▪ Large Trucks
  - ▪ Motorcycle
  - ▪ Mopeds / Scooters
- – Special Target Areas
  - ▪ Emergency Management Services
  - ▪ Occupant Protection
- – The report also has been modified to incorporate all the related data in separate Appendix section for each emphasis area.

- **Analysis of High Injury Network – Arterial Street.** Completed preliminary report on High Crash Corridor and Segments based on analysis of crash data covering the period January 1, 2014 to August 31, 2019. The following factors were used to identify the high-crash corridors:
  - – Crash and Injury Frequency – used to calculate the number of crashes and injuries during a certain time period for each corridor and segment.
  - – Crash and Injury Rate – used to calculate the average number of crashes per year divided by the number of millions of vehicles entering the segment per year.
  - – The top corridors analyzed are:
    - ▪ New York Avenue
    - ▪ Georgia Avenue
    - ▪ H Street
    - ▪ Minnesota Avenue
    - ▪ M Street
    - ▪ Florida Avenue
    - ▪ Benning Road
    - ▪ 14th Street
    - ▪ Wisconsin Avenue
    - ▪ Connecticut Avenue
    - ▪ Pennsylvania Avenue
    - ▪ 16th Street
    - ▪ North Capitol Street
    - ▪ Massachusetts Avenue
    - ▪ 9th Street
    - ▪ Alabama Street
    - ▪ Southern Avenue

- 7th Street

Analysis of High Injury Network – Interstates/Freeways. Analyzed the following six Interstate corridors that are major routes into the District of Columbia.

- I395EB
- I395WB
- I295NB – I695WB
- I695EB – I295SB
- DC295 NB
- DC295 SB

Final Crash Data Report with Emphasis Area and Corridor Recommendations was submitted in early November.

- **Other DC Agency support.** Supported other District agencies (OAG, OCME, DMV, MPD, DOH, and OCTO) to sustain their road safety efforts, including identifying of best practices, methods, technologies, and procedures.