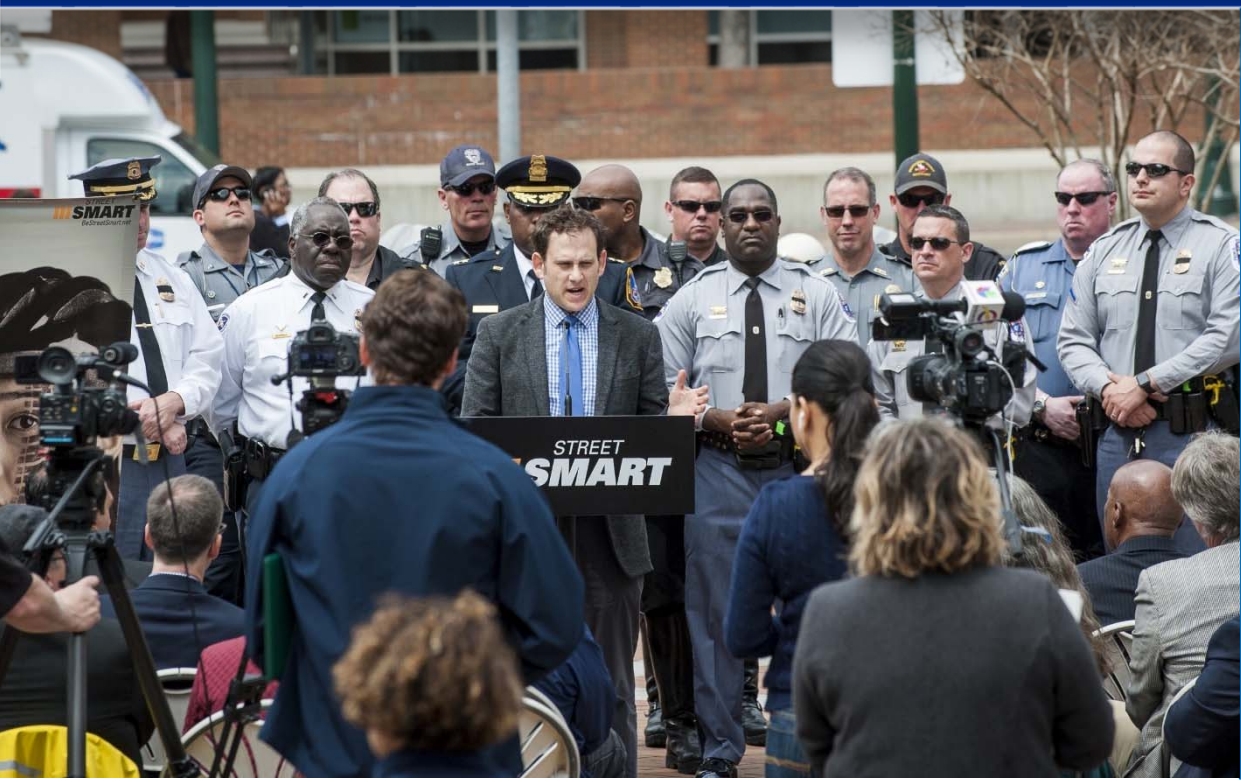




# District of Columbia Annual Report

# FY2016





# District of Columbia Highway Safety Office

## FY2016 Annual Report

**Submitted to:**  
**Elizabeth A. Baker, Ph. D.**  
**Regional Administrator**  
NHTSA Region III  
10 South Howard Street, Suite 6700  
Baltimore, MD 21201

On behalf of:

**Leif A. Dormsjo**  
**Mayor's Representative for Highway Safety**  
Director of the District Department of Transportation

**Carole A. Lewis**  
Chief, District of Columbia Highway Safety Office  
Transportation Safety Branch  
Policy, Planning & Sustainability Administration  
District Department of Transportation  
55 M St, SE  
Washington, DC 20003  
(202) 671-0492  
[www.ddot-hso.com](http://www.ddot-hso.com)

**December 31, 2016**



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## Glossary of Terms and Acronyms

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

AAG	Assistant Attorney General
CIOT	Click It or Ticket It
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 21 <sup>st</sup> 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
WRAP	Washington Regional Alcohol Program

# District of Columbia Highway Safety Annual Report

FY2016

## Executive Summary

On behalf of the Mayor of the District of Columbia and the Director of the District Department of Transportation (DDOT), the D.C. Highway Safety Office (HSO) is pleased to present the Fiscal Year 2016 Highway Safety Annual Report (AR).

The purpose of the Annual Report for FY2016 (October 1, 2015 – September 30, 2016) is to summarize the accomplishments and challenges experienced by the Highway Safety Office (HSO) in FY2016 with direct reference to the performance measures, targets, strategies and funding identified in the FY2016 Highway Safety Plan (HSP). It also provides the HSO the opportunity to evaluate the effectiveness of the prior year's HSP and provides an opportunity for the HSO to showcase their achievements.

For FY2016, the District Highway Safety program used Federal grant funds administered by NHTSA in accordance with 402 (Highway Safety Program) and 405b (OP High), 405c (Data Program) and 405d (Impaired Driving Low) of MAP-21 and Sections 402 (Highway Safety Program), 408 (Data Program Incentive), and 410 (Alcohol-Impaired Driving Incentive Grant) of SAFETEA-LU.

On July 6, 2012, a transportation reauthorization bill was signed into law P.L.112-141, called Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). 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) and adds two new incentive programs – one for distracted driving and one for graduated driver licensing. Each program is authorized as a separate section or tier within Section 405, and each has its own eligibility criteria. States must satisfy the eligibility criteria of each tier in order to receive funding for that tier. Based on this data analysis, the HSO has identified the following safety priority areas under Section 405:

- Impaired Driving – Eligibility criteria – Low-Range State
- Occupant Protection – Eligibility criteria – High Seat Belt Use State
- Traffic Records – Eligibility criteria – Has a functioning TRCC committee

The HSO focused on the following traffic safety areas in FY2016:

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

## District of Columbia Performance Measures

### Core Outcome Measures

	Description	2010	2011	2012	2013	2014	2015	2016 HSP Baseline	2015 Targets		Goal Met
									2015 HSP	2016 HSP	
<b>C-1</b>	Number of traffic fatalities	24	27	15	20	23	<b>23</b>	23 (2009-2013 avg.)	25	23	<b>Goal met</b>
<b>C-2</b>	Number of serious injuries	1,682	1,612	1,567	1,655	1,802	<b>1,981</b>	1,567	1,663	1,763	<b>Goal not met</b>
<b>C-3</b>	Fatalities per 100 million vehicle miles Traveled	0.67	0.76	0.42	0.57	0.65	<b>N/A</b>	0.72	0.68	0.68	Not available
<b>C-4</b>	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	5	6	4	0	3	<b>1</b>	4 (2009-2013 avg.)	3	3	<b>Goal met</b>
<b>C-5</b>	Number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher	7	8	3	7	5	<b>6</b>	7 (2009-2013 avg.)	8	6	<b>Goal met</b>
<b>C-6</b>	Number of speed-related fatalities (FARS)	8	10	6	9	12	<b>7</b>	9 (2009-2013 avg.)	9	7	<b>Goal met</b>
<b>C-7</b>	Number of motorcyclist fatalities	1	4	4	3	3	<b>3</b>	3 (2009-2013 avg.)	3	4	<b>Goal met</b>
<b>C-8</b>	Number of un-helmeted motorcyclist fatalities	0	2	1	0	1	<b>1</b>	1 (2009-2013 avg.)	1	1	<b>Goal met</b>
<b>C-9</b>	Number of drivers 21 or younger involved in a fatal crash	0	3	1	1	3	<b>0</b>	1 (2009-2013 avg.)	1	1	<b>Goal met</b>
<b>C-10</b>	Number of pedestrian fatalities	13	8	7	9	9	<b>13</b>	10 (2009-2013 avg.)	10	9	<b>Goal not met</b>
<b>C-11</b>	Number of bicyclist fatalities	2	1	0	1	1	<b>1</b>	1 (2009-2013 avg.)	1	1	<b>Goal met</b>

Source: NHTSA STSI/FARS  
 Serious Injuries are used as a performance measure for the HSP and the SHSP. It is defined as disabling and non-disabling injuries in the DDOT crash database.

## Core Behavior Measures

	Description	2012	2013	2014	2015	2016
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	92.4	87.46	93.2	95.5	94.1

Source: District of Columbia Observational Seat Belt Survey

## Core Activity Measures

	Description	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016
A-1	Number of seat belt citations issued during grant-funded enforcement activities	1,009	2,116	1,367	869	931	2,555
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	65	257	210	187	150	213
A-3	Number of speeding citations issued during grant-funded enforcement activities	1,007	1,697	15	72	145	1,004
	Number of distracted driving citations issued during grant-funded enforcement activities		1,167	1,030	677	862	2,068
	Number of pedestrian and bicycle related citations issued during grant-funded enforcement activities		591	592	691	704	294

Source: Citations shown resulted from grant funded activities

## Additional Core Outcome Measures

Description	2011	2012	2013	2014	2015	2015 Targets			Goal Met
						2016 HSP Baseline	2015 HSP	2016 HSP	
C-12 Number of serious injuries in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher.	93	76	101	88	80	88 (2012-2014 avg.)	84	86	Goal met
C-13 Number of Unrestraint occupant serious injuries	97	118	102	105	113	108 (2012-2014 avg.)	102	100	Goal not met
C-14 Number of speed-related serious injuries	282	251	300	319	296	290 (2012-2014 avg.)	256	280	Goal not met
C-15 Number of pedestrian serious injuries	313	362	348	404	370	371 (2012-2014 avg.)	341	371	Goal met
C-16 Number of bicyclist serious injuries	252	260	281	362	302	299 (2012-2014 avg.)	264	299	Goal not met

Source: State Crash Data Files



## Performance Goals and Trends

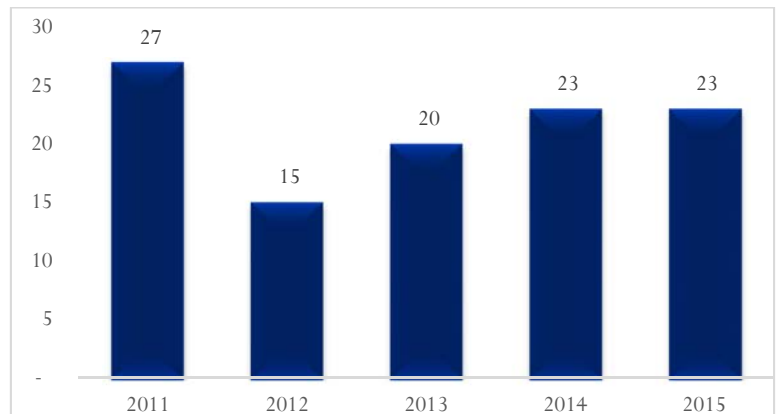
All of the organizations working to improve the safety of the District of Columbia's roadways strive to reduce traffic fatalities and injuries. The following graphs present the current trend, based on the performance measures and goals outlined in the FY2016 Highway Safety Performance Plan.

### TRAFFIC FATALITIES

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

Intermediate Goal: Decrease the number of traffic-related fatalities by 4 percent from a 5-year average (2009 to 2013) of 23 to 22 in 2016.

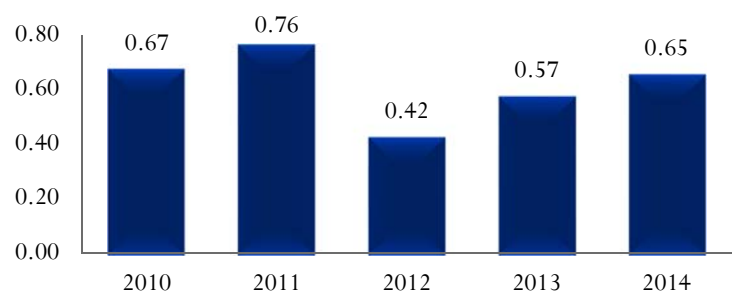
Note: Projected goal for traffic-related fatalities for **2015** was 23. **GOAL MET**



### DEATHS PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

**GOAL: To decrease the fatality rate by 7 percent of 5-year average (2008-2012) of 0.72 to 0.67 rate by December 31, 2016.**

2015 VMT rate not available at time of the report.

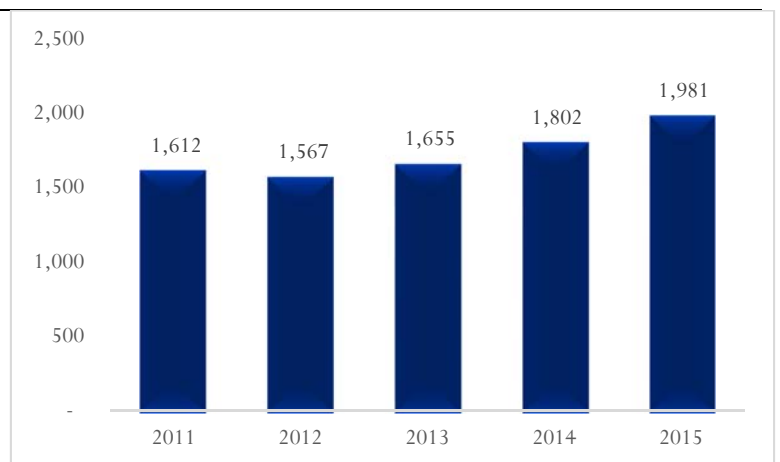


### TRAFFIC SERIOUS INJURIES

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

Intermediate Goal: Decrease the number of serious injuries by 4 percent from 2014 (1,802) to 1,725 in 2016.

Note: Projected goal for traffic-related serious injuries for **2015** was 1,763. **GOAL NOT MET**

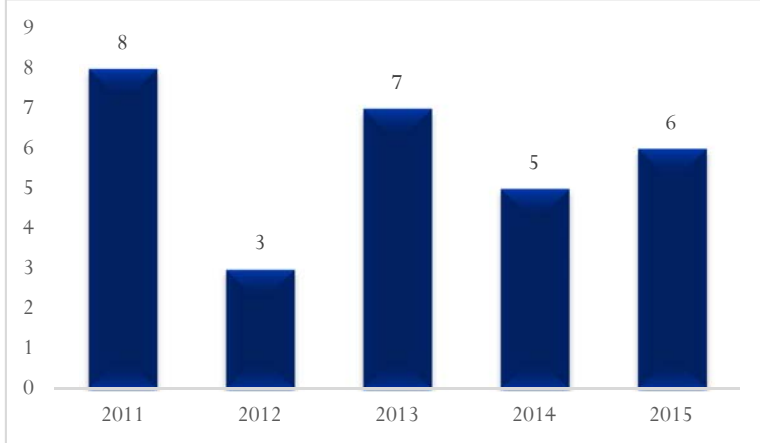


### IMPAIRED DRIVING FATALITIES

**GOAL:** To decrease the number of alcohol-related fatalities by 14 percent from a five year average (2009-2013) of 7 to 6 by December 31, 2016.

Note: Projected goal for alcohol-related fatalities for 2015 was 6. **GOAL MET**

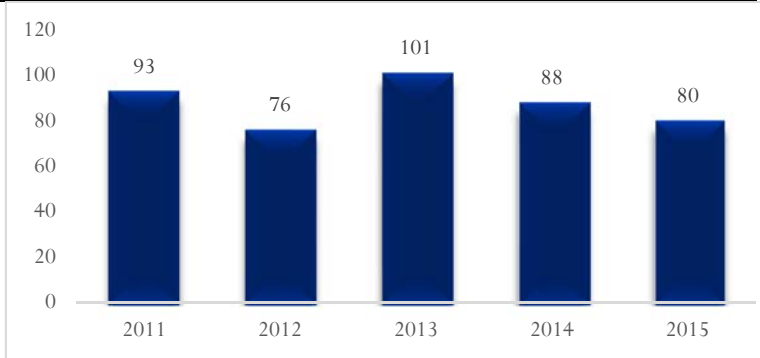
Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.



### IMPAIRED DRIVING SERIOUS INJURIES

**GOAL:** Decrease impaired driving serious injuries by 4 percent from a three-year (2012-2014) weight average of 88 to 84 by December 31, 2016.

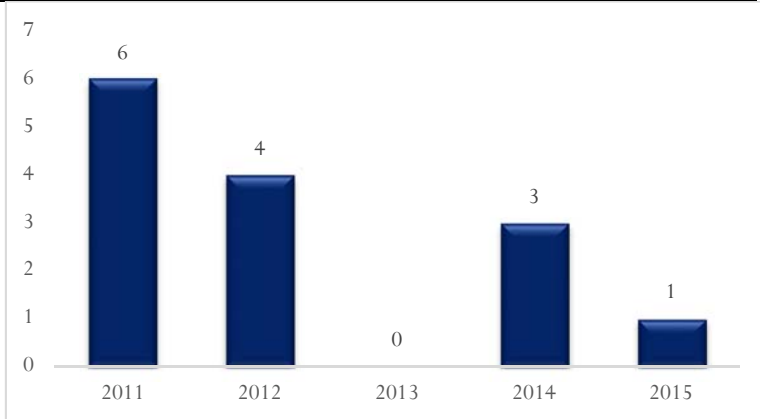
Note: Projected goal for alcohol-related serious injuries for 2015 was 86. **GOAL MET.**



### UNRESTRAINED FATALITIES

**GOAL:** Decrease the number of unrestrained fatalities by 50 percent from a five-year (2009-2013) average of 4 to 2 by December 31, 2016.

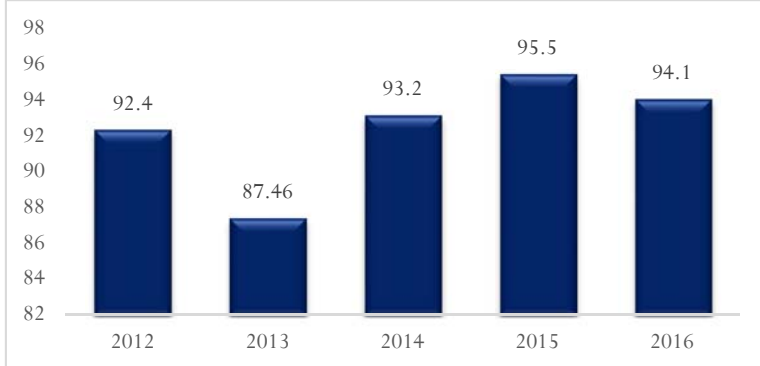
Note: Projected goal for unrestrained fatalities for 2015 was 3. **GOAL MET**



### SEAT BELT USE

**GOAL:** To maintain the observation seatbelt usage above 93 percent by December 31, 2016.

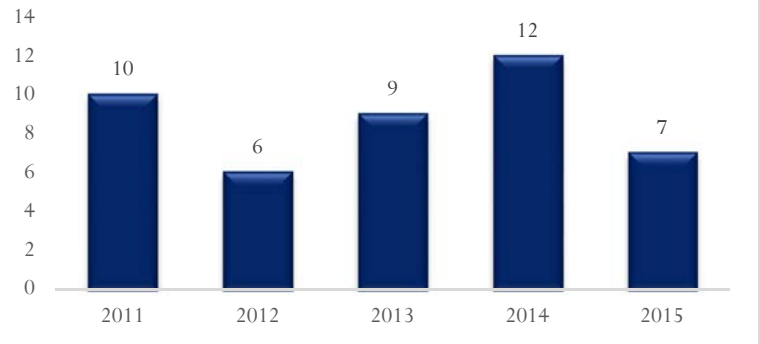
**GOAL MET**



### SPEED-RELATED FATATLITIES

**GOAL:** To decrease the number of speeding-related fatalities by 12.5 percent from a five-year average (2009-2013) of 9 to 8 by December 31, 2016.

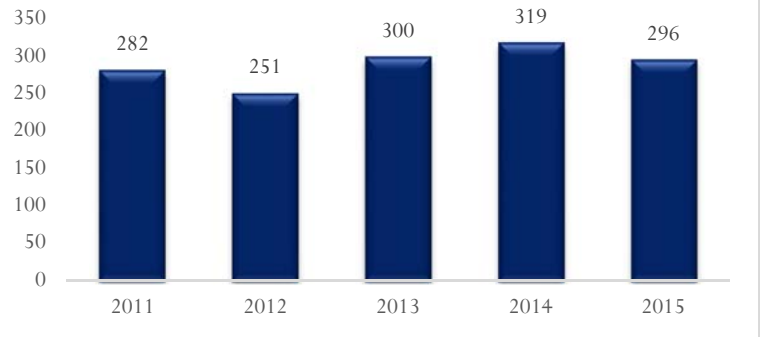
Note: Projected goal for speed-related fatalities for 2015 was 7. **GOAL MET**



### SPEED-RELATED INJURIES

**GOAL:** Decrease the number of speeding-related serious injuries by 3.4 percent from a three-year (2012-2014) average of 290 to 280 by December 31, 2016.

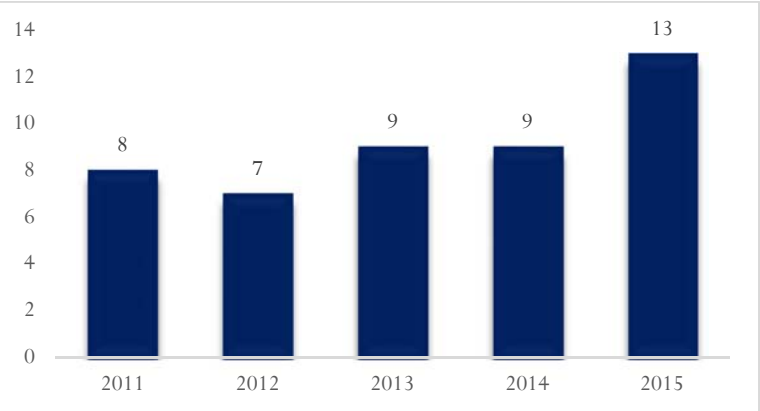
Note: Projected goal for speed-related injuries for 2015 was 280. **GOAL NOT MET.**



### PEDESTRIAN-RELATED FATATLITIES

**GOAL:** Decrease the number of pedestrian-related fatalities by 20 percent from a five-year (2009-2013) average of 10 to 8 by December 31, 2016.

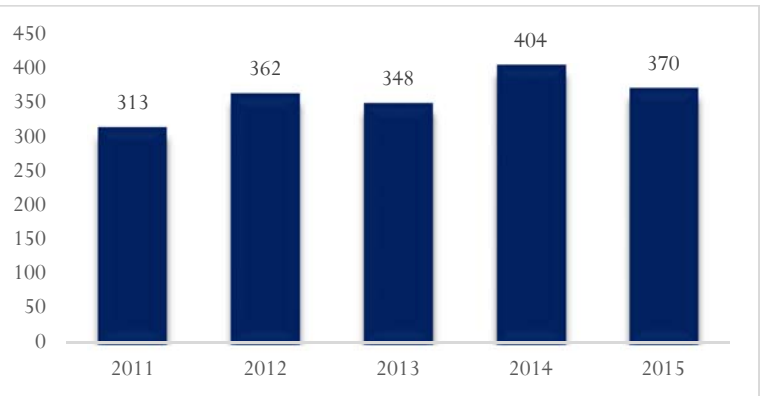
Note: Projected goal for pedestrian-related fatalities for 2015 was 9. **GOAL NOT MET**



### PEDESTRIAN-RELATED INJURIES

**GOAL:** Maintain the number of pedestrian-related serious injuries to no more than the three-year (2012-2014) average of 371 by December 31, 2016.

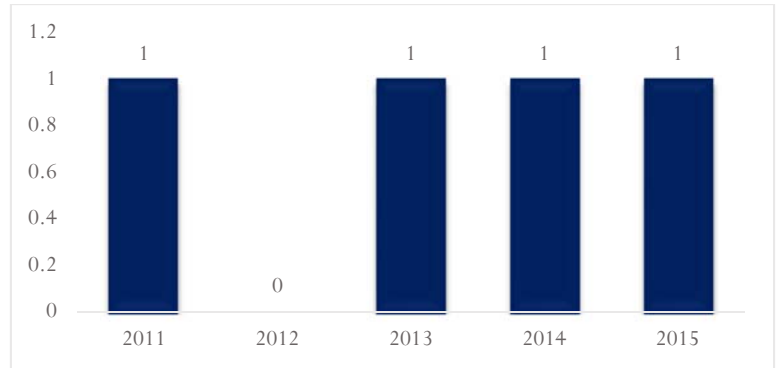
Note: Projected goal for pedestrian-related injuries for 2015 was 371. **GOAL NOT MET**



### BICYCLIST-RELATED FATALITIES

**GOAL:** Maintain the number of bicycle-related fatalities to no more than the three-year (2012-2014) average of 1 by December 31, 2016.

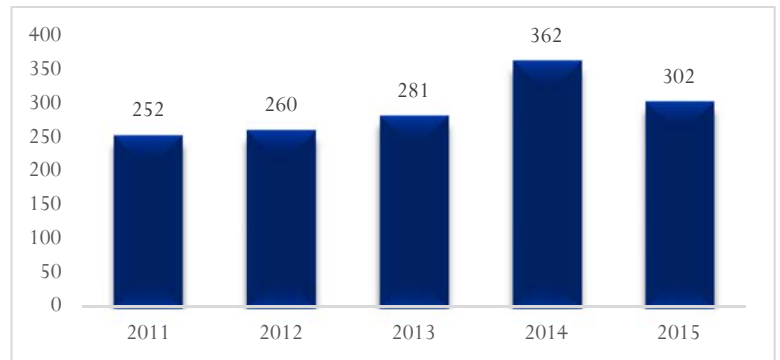
Note: Projected goal for bicycle-related fatalities for 2015 was 1. **GOAL MET**



### BICYCLE-RELATED INJURIES

**GOAL:** Maintain the number of bicycle-related serious injuries to no more than the three-year (2012-2014) average of 299 by December 31, 2016.

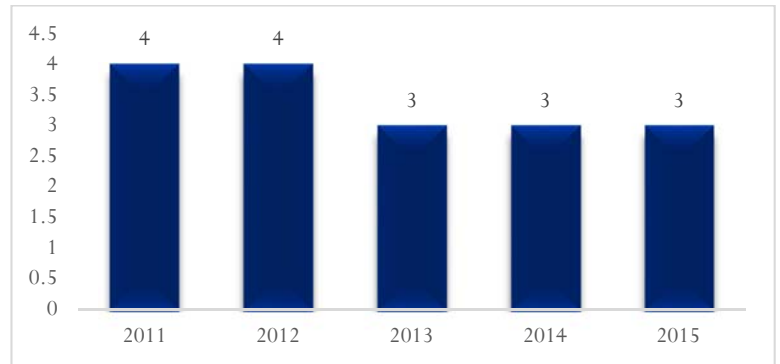
Note: Projected goal for bicycle-related injuries for 2016 was 299. **GOAL NOT MET**



### MOTORCYCLIST-RELATED FATALITIES

**GOAL:** To maintain the number of motorcyclist-related fatalities to no more than the five-year average (2009-2013) of 3 by December 31, 2016.

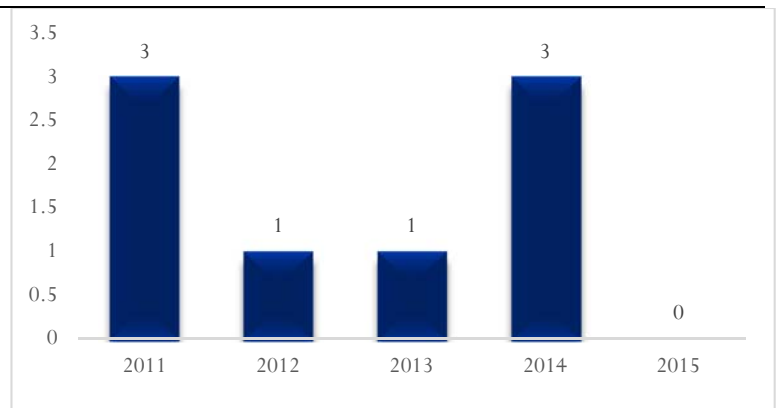
Note: Projected goal for motorcycle-related fatalities for 2015 was 4. **GOAL MET**



### YOUNGER DRIVER IN FATAL CRASH

**GOAL:** Maintain the number of younger drivers involved in a fatal crash to no more than 1 by December 31, 2016.

Note: Projected goal for younger driver fatality for 2015 was 1. **GOAL MET**



## Mission Statement

The mission of the District of Columbia Highway Safety Office (DC HSO) is “to provide a safe and efficient transportation system, improving the mobility of people and goods, increasing transit and walking, enhancing economic prosperity, preserving the quality environment, and ensuring that communities are realized.” The District of Columbia Strategic Highway Safety Plan (SHSP) 2014 identifies strategies to achieve the goal of improving transportation safety by reducing the total number of fatal and serious injuries (disabling and non-disabling injuries) with the ultimate vision of zero traffic fatalities. The District of Columbia seeks to reduce traffic fatalities by 20 percent from 26 (average of 5 years 2008 to 2012, FARS data) to 21 by 2025 and seeks to reduce the serious injuries by 20 percent from 1,688 in 2013 to 1,366 by 2025 (MPD data).

The DC HSO continues to work towards achieving its goals, through the administration of 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 Vehicle (DMV)
- Fire and Medical Emergency Service (FEMS)
- Superior Court of the District of Columbia
- Metropolitan Washington Council of Governments (COG)
- Office of Information Technology and Innovational
- Howard University
- Washington Regional Alcohol Program (WRAP)
- KLS Engineering, LLC
- McAndrew Company, LLC

This report provides an overview of each Program Area, including performance measures and goals implemented in FY2016. The majority of DC HSO programming efforts targeted the following traffic safety priority areas:

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

## Legislative Update

1. **Enhanced Penalties for Distracted Driving Amendment Act of 2016 (B21-0021), December 6, 2016** – This bill amended the Distracted Driving Safety Act of 2004. Key elements include:
  - a. To increase the penalties for distracted driving,
  - b. To remove the fine suspension for first-time violators who provide proof of acquisition of a hands-free accessory,
  - c. To provide that an individual who violates the prohibition on distracted driving 3 times within an 18-month period shall have his or her license suspended, and
  - d. To provide criminal penalties for a person who violates the prohibition on distracted driving by texting or using an application on a mobile telephone or other electronic device, other than a global positioning or navigation application, and thereby causes substantial bodily harm or death to a person, or property damage greater than or equal to \$10,000.

A full copy of the bill is provided as Appendix A.

2. **Bicycle and Pedestrian Safety Act of 2015 (B21-0335), October 21, 2016** – Key elements of the bill are described below.

### **Sec. 404. Universal street safety education.**

(a) The District Department of Transportation, in collaboration with the State Board of Education, the Metropolitan Police Department, and appropriate nonprofit organizations and advocacy groups shall notify schools of the availability of and make available to schools existing educational curriculum for individuals under 18 years of age regarding the safe use of public streets and premises open to the public by pedestrians and users of bicycles and human-powered vehicles. At a minimum, the curriculum shall address: (1) The safe use of bicycles; (2) How to navigate traffic, including high-risk traffic situations; (3) Bicycle skills; (4) On-bicycle training; (5) Proper use of bicycle helmets; (6) Traffic laws and regulations; (7) The use of bicycle lanes and trails; and (8) Safe pedestrian practices.

### **Sec. 503. Repeat offenders.**

A person that violates one of the following provisions of law - Section 2200.5, Section 2201.11, Section 2103.7, Section 2207, Section 2208 of Title 18 of the District of Columbia Municipal Regulations (DCMR) more than once within a 12-month period shall be subject to escalating fines as follows:

- For a second offense within a 12-month period, the fine shall be 1.5 times the amount provided in Title 18 of the DCMR.
- For a third offense within a 12-month period, the fine shall be 3 times the amount provided in Title 18 of the DCMR.
- For a fourth offense and each subsequent offense within a 12-month period, the fine shall be 5 times the amount provided in Title 18 of the DCMR; provided, that a fourth offense of section 2405.1 of Title 18 of the DCMR shall result in the vehicle automatically being towed.

### **Sec. 505. Aggressive driving.**

(a) A person shall be guilty of aggressive driving if the person commits 3 or more of the following offenses at the same time or during a single and continuous period of driving within the course of one mile:

- 1) Exceeding a maximum speed limit;
- 2) Unsafe or improper lane change;
- 3) Failure to yield the right of way;
- 4) Following too closely;
- 5) Passing on the right;

- 6) Failure to obey a traffic control device;
- 7) Failure to use turn signals; or
- 8) Performing reckless driving.

The penalty for violating this section shall be a fine of \$200 and 2 traffic points. A person convicted of a violation of this section shall also attend and successfully complete approved traffic educational sessions that are designed to improve the safety and habits of drivers and that are approved by the Department of Motor Vehicles. Failure to successfully complete the sessions shall result in the suspension of the person's license.

A full copy of the bill is provided as Appendix B.

## Challenges

1. During FY2016, there were several events and heighten security in the District that would have affected the officers working overtime on Traffic Safety. Between June and September 2016, Chief of Police issued an order that all vehicles should have two officers. This protocol was assessed weekly by the chief.
2. The District traffic related fatalities are often under 10 in many of the reporting areas in MAP 21. For example, the average over the last 5 years for many of these areas including impaired driving, unrestrained, speed related, pedestrian, bicyclist all average less than 10 to as low as 1. With low sample means (including zeros), the distribution of crash counts will be skewed (often excessively towards zero) which can result in incorrectly estimating parameters and erroneous inferences. The challenge will be to provide alternative performance measures in support of MAP 21 requirements.
3. Generally, all safety programs are based on crash data – this is NOT a proactive way to address road safety problems in urban areas with limited crashes. The District HSO is investigating the use of a risk based approach (proactive approach) using various factors to assess risk such as the 85<sup>th</sup> speed percentile, number of lanes, AADT, moving violation data, among others. The challenge is to be able to use federal funding to implement measures at locations deemed “high risk” but not “high crash.”
4. In 2015 the District approved legislation legalizing Marijuana. Referred to as “Initiative 71” it made the use of up to two ounces of marijuana and the possession and cultivation of up to three marijuana plants legal according to city law. Marijuana use impairs the psychomotor skills required for safe driving, and the available epidemiological evidence suggests that cannabis does increase the risk of crashing. A report, commissioned by the Governors Highway Safety Association, found that of all drivers who died in crashes and who were tested for drug use in 2013, about 40% tested positive for drugs. Of those, more than a third tested positive for marijuana, the report said. However, this risk, and how it varies with marijuana dose, is not well quantified relating to driving. This uncertainty hinders the development of effective road safety policy targeting cannabis-impaired.
5. The District plan is to increase the number of trips by both pedestrian and bicyclists in the coming years as reflected in their 2012 Sustainable DC Plan. Pedestrian trips has increased on average from approximately 35,000 trips in 2010 to over 60,000 trips in 2013 (71.4 percent increase). Bike trips have also increased on average between 3 to 4.5 percent annually. Further, the District has over 97 miles of bike lanes, cycle tracks, signed bike routes, and shared lanes. In 2015 just over 2 miles of new bike facilities were added, however, in 2016 over 6.2 miles were added, a 300 percent increase. In addition,

the Capitol Bikeshare program is now extended to over 202 bike share stations with over 2000 bikes for rent. In 2014 there were over 2.3 million bike share trips with an additional 380,000 continuing their journey with transit. Thus, the fast pace of all these changes is in itself a challenge as the District seeks to increase the modal share through walking and biking and re-allocate existing infrastructure space among all competing modes.

6. New modes of transportation such as the “Streetcar” (passenger service began on February 27, 2016) will compete for road space with all other modes. A new crash type will emerge as other forms of transportation become integrated with the street car due to its physical and operational limitations. Since inception 6 crashes has occurred with 3 injuries (November 15, 2016).
7. Accurate assessment of crash severity – often the data recorded by the officer on the scene represents their impression of the crash victim. This may not represent the actual severity of the crash victim as severe internal injuries do not manifest itself as a physical injury. The HSO is investigating data linkages with the emergency medical services and potentially the hospital trauma units. The challenge will be to use alternative data sources (i.e. EMS data or hospital data) as (1) the primary source to identify crash severity, and (2) ability to correlate this with past records to establish trend.
8. A new crash reporting application was rolled out in August 2015. This system has more MMUCC assets/attributes and improved data edits and other features that improve data accuracy. The impact of this is unknown at this time, but in other States where similar has occurred it is accompanied by a higher number of reported crashes.

## Future Plans

1. Use HSO funding to implement behavioral safety measures at locations deemed “high risk” but not “high crash.”
2. Work with District agencies to enhance and support the various safety programs including the Strategic Highway Safety Plan and Vision Zero.
3. Investigate the development of effective road safety policies targeting marijuana impairment.
4. Continue to address road safety utilizing the comprehensive and collaborative approach involving all E’s.
5. Increase enforcement/checkpoints with the Impaired Driving Van.
6. Strengthen convictions with the use of body cameras for law enforcement.
7. Pilot e-Citation system
8. Determine the feasibility of merging various traffic related data sets under OCTO for development of future safety programs.



## Program Funding (FY2016)

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 used in areas identified by the HSO to change driver behavior and reduce vehicle crashes and crash severity.

In FY2016 HSP included funding available under Section 402 State and Community Highway Safety Grant Program and Section 405 National Priority Safety Program of the Federal Transportation bill Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). The District qualified for 405b (High Seat Belt Use State), 405c (Data Program) and 405d (Alcohol – Low range state). In addition available funding from the Safe Accountable Flexible Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) was used. These included:

- Section 408 – K9–State Traffic Safety Information System Improvement Funds
- Section 410 – K8–Alcohol Grant

In FY2016, the following programs were funded:

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

Table 1 provides information on the Federal Aid Allocation and the related Grant Expenditure.

## Non-Implemented Projects in FY2016

- **FEMS – Driving Simulator**

**Project No.: M3DA-2016-07, SA-2016-15**

The HSO will continue to support FEMS Driving Simulator project to reduce FEMS related crashes through training of all new and existing personnel and ensuring they are using only approved Federal traffic safety apparel at the crash site. During the fourth quarter of FY2016, this project was in the procurement phase and was waiting on approval from the Office of Human Rights (EEO). This project was extended in FY2017 per FEMS request.

- **DDOT – Adult Bicycle Education**

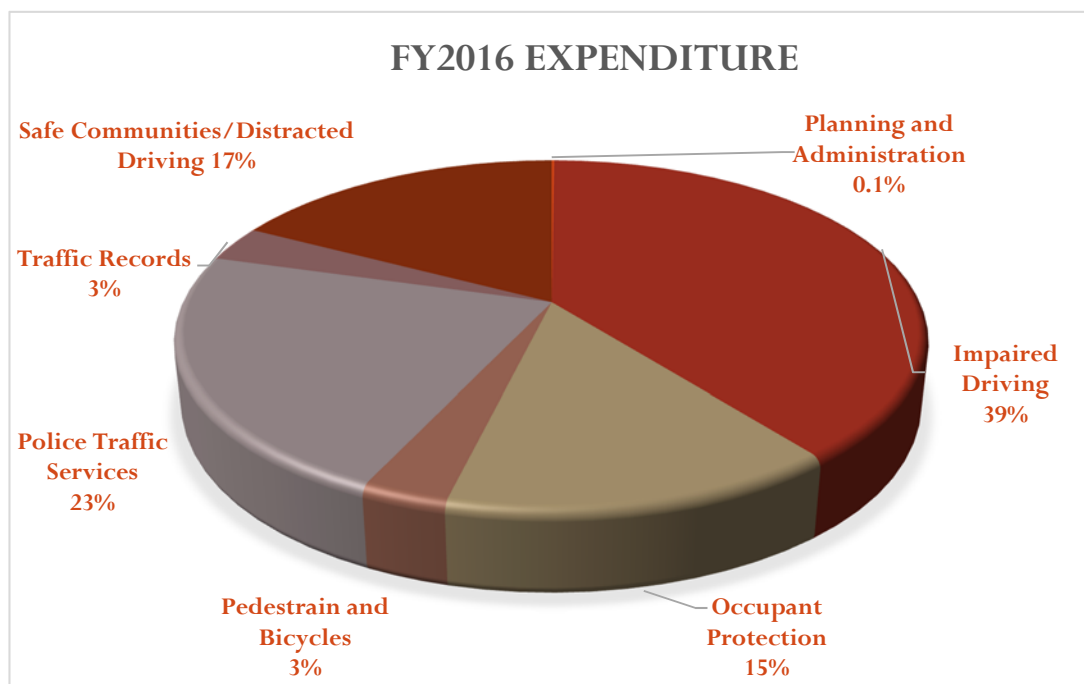
**Project No.: PS-2016-08**

Agency didn't pursue a grant – no application was received.

TABLE 1: FEDERAL AID ALLOCATION REPORT AND EXPENDITURE

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 2016-01-01	\$28,130.74	\$4,521.00	
	<b>402 TOTAL</b>			\$28,130.74	\$4,521.00	
<b>PM TOTAL</b>				\$28,130.74	\$4,521.00	
Impaired Driving	402	Office of the Attorney General (OAG) Alcohol Enforcement City-Wide	AL 2016-03-01	\$240,000.00	\$0.00	
			AL 2016-03-02	\$332,663.01	\$200,424.90	
	<b>402 TOTAL</b>			<b>\$572,663.01</b>	<b>\$200,424.90</b>	
	410	Impaired Driving Media Sec. 410	K8PM 2016-01-01	\$205,042.28	\$205,042.28	
	<b>410 TOTAL</b>			<b>\$205,042.28</b>	<b>\$205,042.28</b>	
	405d	Impaired Driving Media	M6OT 2016-00-00	\$128,723.48	\$0.00	
	Low	Media for Impaired Driving Program	M6X 2016-01-01	\$215,000.00	\$15,934.25	
		WRAP	M6OT 2016-01-01	\$144,504.48	\$99,63990	
		OAG Impaired Driving Program	M6OT 2016-01-02	\$1,357,317.08	\$522,037.48	
		OCME Impaired Driving	M6X 2016-01-02	\$414,442.19	\$132,205.42	
		COPS IN SHOPS - MPD	M6OT 2016-01-03	\$130,987.37	\$64,574.15	
		Training/Travel - Alcohol Program	M6OT 2016-01-04	\$21,288.33	\$0.00	
		Impaired Driving/Enforcement	M6OT 2016-01-06	\$719,821.86	\$178,073.93	
		Body Cameras	M6OT 2016-01-07	\$72,394.49	\$0.00	
		<b>405d TOTAL</b>			<b>\$3,204,479.28</b>	<b>\$1,012,465.13</b>
<b>Total</b>					<b>\$3,982,184.57</b>	<b>\$1,417,932.31</b>
Occupant Protection	402	Occupant Protection - CPS Howard University - SB Survey	OP 2016-05-01	\$210,000.00	\$19,748.34	
			OP 2016-05-02	\$100,000.00	\$82,542.76	
	<b>402 TOTAL</b>			<b>\$310,000.00</b>	<b>\$102,291.10</b>	
	405b	Community Child Passenger Safety	M1CPS 2016-05-01	\$35,480.10	\$35,480.10	
		High Visibility Enforcement - OP	M1HVE 2016-05-01	\$652,474.84	\$236,017.59	
		Media Related to HV Enforcement	M1HVE 2016-05-02	\$32,443.17	\$32,443.17	
		Media Related to HVE	M2HVE 2016-05-01	\$95,335.48	\$95,335.48	
		OP Enforcement MPD	M2HVE 2016-05-02	\$290,149.24	\$7,483.00	
		Media Related to HVENforcement	M2HVE 2016-05-03	\$13,859.24	\$13,859.24	
	<b>405b TOTAL</b>			<b>\$1,119,742.07</b>	<b>\$420,618.58</b>	
<b>Total</b>				<b>\$1,429,742.07</b>	<b>\$522,909.68</b>	
Ped/Bicycle Safety	402	Pedestrian Bicycle Safety Pedestrian Safety Enforcement - MPD Street Smart Campaign - FY 2016	PS 2016-08-03	\$150,000.00	\$0.00	
			PS 2016-08-04	\$222,600.56	\$15,497.19	
	PS 2016-08-05		\$300,167.18	\$100,000.00		
	<b>402 TOTAL</b>			<b>\$672,767.74</b>	<b>\$115,497.19</b>	
<b>Total</b>				<b>\$672,767.74</b>	<b>\$115,497.19</b>	
Aggressive Driving	402	Police Traffic Services - Citywide PTS Equipment - Lidar; Message Boards Paid Advertisement Various Campaigns	PT 2016-04-01	\$248,681.75	\$246,995.85	
			PT 2016-04-02	\$67,000.00	\$0.00	
	PM 2016-14-01		\$1,224,525.12	\$563,072.36		
	<b>402 TOTAL</b>			<b>\$1,540,206.87</b>	<b>\$810,068.21</b>	
<b>Total</b>				<b>\$1,540,206.87</b>	<b>\$810,068.21</b>	
Data Program	405c	Data Programs	M3DA 2016-07-01	\$604,191.46	\$0.00	
		Updating TR Strategic Plan	M3DA 2015-07-01	\$192,707.55	\$0.00	
		DC Fire & EMS Project	M3DA 2016-07-03	\$59,978.41	\$0.00	
		Data Project with OCTO	M3DA 2016-07-04	\$50,832.98	\$0.00	
		E-Citation Writers - MPD	M3DA 2016-07-05	\$500,000.00	\$0.00	
	<b>405c TOTAL</b>			<b>\$1,407,710.40</b>	<b>\$0.00</b>	
	408	Traffic Records - Section 408	K9 2016-07-01	\$337,452.04	\$118,998.05	
		Traffic Records Program Section 408	K9 2016-07-02	\$500,000.00	\$0.00	

	<b>408</b>				<b>\$837,452.04</b>	<b>\$118,998.05</b>
	<b>TOTAL</b>					
<b>Total</b>					<b>2245162.44</b>	<b>118998.05</b>
<b>Safe Communities</b>	<b>402</b>	CODES Project	TR 2016-01-00		\$79,632.60	\$0.00
		Roadway Safety	RS 2016-13-01		\$91,585.19	\$0.00
		Preparation of Various Safety Documents	SA 2016-15-01		\$943,795.13	\$505,151.89
		Fire & EMS Simulator Software/Hardware	SA 2016-15-02		\$275,000.00	\$33,486.88
	<b>402</b>				<b>\$1,390,012.92</b>	<b>\$538,638.77</b>
	<b>TOTAL</b>					
<b>Total</b>					<b>\$1,390,012.92</b>	<b>\$538,638.77</b>
<b>Distracting Driving</b>	<b>402</b>	Distracted Driving Enforcement	DD 2016-16-01		\$258,569.28	\$86,658.97
	<b>402</b>					
	<b>TOTAL</b>				<b>\$258,569.28</b>	<b>\$86,658.97</b>
<b>Total</b>					<b>\$258,569.28</b>	<b>\$86,658.97</b>
		<b>TOTAL</b>			<b>\$12,936,79.55</b>	<b>\$4,153,862.95</b>



## Program Summaries

## Impaired Driving Program

Impaired driving refers to a deterioration of a person's judgment that decreases his or her physical ability to drive. Alcohol intake and substance abuse are usually the 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 goal of the District's impaired driving program is to decrease the number of alcohol-impaired driving fatalities at the five year average (2009-2013) of 7 to 6 and decrease the number of impaired-related serious injuries by 4 percent from a three year average (2012-2014) of 88 to 84 by December 31, 2016.

The following are the numbers for the last five years:

YEAR	Alcohol-impaired Fatalities	Impaired Serious Injuries
2011	8	93
2012	3	76
2013	7	101
2014	5	88
2015	6 (Goal <6)	80 (Goal < 86)

The District achieve both alcohol-impaired fatalities and impaired-related serious injuries goal in 2015.

The impaired driving program qualified for the NHTSA 405 grant as a low range state. The following are the programs that were implemented in FY2016.

### ADJUDICATION

Office of the Attorney General (OAG) – Traffic Safety Resource Prosecutor (TRSP)

### BACKGROUND

The alcohol related offenses are considered the more complex cases that are 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 arrests. The Traffic Safety Resource Prosecutor (TSRP) program provides the District's traffic prosecutors and law enforcement agencies with up-to-date resource materials and training opportunities designed to prepare them for and assist them with traffic and safety issues, with particular emphasis on impaired driving.

### PROJECT GOALS

To 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.

### PROJECT SUMMARY:

**Activity Description** – *Attend at least six in person or electronic media based trainings to develop and maintain specialized knowledge of traffic safety and impaired driving issues.*

The TSRP attended the following training sessions:

1. Webinar, Governor’s Highway Safety Association “Drug Impaired Driving: A Guide for what States can do,” October 7, 2015.
2. TSRP Webinar, The Use Of Drug Recognition Experts in Impaired Driving. Facilitated by NC TSRP Sarah Garner, October 13, 2015.
3. TSRP Webinar, Investigating and Documenting Marijuana Related DUIs. Facilitated by WA TSRP Deena Ryerson, November 23, 2015.
4. TSRP Webinar, Traps for the Unwary--Recognizing and Avoiding the Suppression of Evidence, Facilitated by IA TSRP Pete Grady, December 8, 2015.
5. TSRP Webinar: Defending the Breath Test Result, presented by AZ TSRP Beth Barnes, January 12, 2016.
6. An Introduction to DUI Marijuana Investigations and Green Law, presented by Chris Halsor, Denver, Colorado, January 25-26, 2016.
7. TSRP Webinar, Body Worn Cameras, presented by MI TSRP Ken Stecker and MI State Police Sgt. Aric Dowling, March 8, 2016.
8. “New and Improved Courtroom Tools to Reduce Impaired Driving,” at Lifesavers National Conference on Highway Safety Priorities, April 3, 2016.
9. “Teamwork that works, everyone can partner to solve problems,” presented by NY TSRP Joe McCormack, and former TN TSRP Jim Camp, at Lifesavers National Conference on Highway Safety Priorities, April 4, 2016.
10. “Tips for working in a legalized marijuana world,” presented by OR TSRP Deena Ryerson, WY TSRP Ashley Schluck, CO TSRP Jen Knudsen, and WA TSRP Courtney Popp, at Lifesavers National Conference on Highway Safety Priorities, April 4, 2016.
11. “Body Cameras 101 and their Utilization in DUI Cases” presented by CA TSRP Dave Radford at Lifesavers National Conference on Highway Safety Priorities, April 5, 2016.
12. TSRP Webinar, Using Data to Prove Your Case, Prosecutor DWI Marijuana Cases, presented by CO TSRP Jen Knudsen Facilitated by Dr. Marilyn Huestis, April 12, 2016.
13. Annual TSRP Conference, Omaha, Nebraska, May 2-4, 2016. The TSRP also presented session on Grant Writing.
14. The Role of the Prosecutor in the Contemporary Criminal Justice System, Facilitated by Assistant Deputy Attorney General Alicia Washington, and AAG Barbara Chessner, May 5, 2016.
15. Jury Selection, facilitated by Deputy Attorney General Tamar Meekins, May 6, 2016.
16. TSRP Webinar: **Turning a Refusal Case into a Test Case**, presented by Mike Whalen, Assistance Dubuque (IA) County Attorney on August 9, 2016.

**Activity Description** – *Host/Conduct a minimum of 12 training sessions for prosecutors, law enforcement officers and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases. There should be a minimum of five attendees per training.*

The TSRP conducted the following trainings:

1. Office of the Attorney General Criminal Charges and Papering Procedures, Cooperation Act training, October 1 2015 (44 attendees), December 16, 2015 (60 attendees), February 25, 2016 (55 attendees), April 28, 2016 (39 attendees), July 2, 2016 (39 attendees), and September 28, 2016 (39 attendees)  
**Total trained: 276.**
2. Legal Update, Breath Test Operator Recertification course, Office of the Chief Medical Examiner, November 4, 2015 (8 attendees), November 6, 2015 (4 attendees), November 10, 2015 (2 attendees),

March 2, 2016 (3 attendees), June 27, 2016 (3 attendees), July 26, 2016 (4 attendees), September 19, 2016 (3 attendees). **Total trained: 27.**

3. "Cops in Court" Report Writing and Testimony Skills presentation and mock direct/cross examination exercise, US Capitol Police Standardized Field Sobriety Test class, November 18, 2015 (11 attendees), January 13, 2016 (28 trained). **Total trained: 39.**
4. "Cops in Court" Report Writing and Testimony Skills presentation and mock direct/cross examination exercise, Office of the Chief Medical Examiner Breath Operator class, December 10, 2015 (11 attendees), February 4, 2016 (11 attendees), September 15, 2016 (12 attendees). **Total trained: 34.**
5. "Cops in Court" Report Writing and Testimony Skills presentation at US Park Police Advanced Roadside Impaired Driving Enforcement (ARIDE) class March 8, 2016 (30 attendees); **Total Trained 30.**
6. "Cops in Court" Report Writing and Testimony Skills presentation and mock direct/cross examination exercise for MPD's SFST class (22 people) August 11, 2016. **Total trained: 22.**
7. "Welcome to the Party! Designer Drugs, Stash Compartments, Logos, Drug Clothing, and More," moderator for two sessions at the Lifesavers National Conference on Highway Safety Priorities, April 3, 2016, April 4, 2016 (excess at 500 attendees); **Total Trained: 500.**
8. "Cops in Court" Report Writing and Testimony Skills presentation and mock direct/cross examination exercise for USCP's Draeger 9510 operator class (5 people) April 29, 2016; August 24, 2016 (5 attendees). **Total trained: 9.**
9. Office of the Attorney General, DUI new attorney training (4 attendees), May 18, 2016; **Total trained: 4.**
10. Laboratory Technicians in Court, Office of the Chief Medical Examiner (2 attendees), June 15, 2016; **Total trained: 2.**
11. Alcohol University "Sobriety Check:" (approximately 300 attendees), August 23, 2016; **Total trained: 300.**
12. Office of the Chief Medical Examiner, Breath Technician in Court, mock trial exercise (2 attendees), June 16, 2016; **Total trained: 2.**

**Activity Description** – *Meet quarterly with representatives from the National Traffic Law Center ("NTLC"); maintain online relationship with other TSRPs nationwide, and when needed provide support to other jurisdictions.*

**Results:**

- Daily communication and support with other TSRPs via webforums.
- Below are some examples of the types of technical assistance provided to other TSRPs;
  - Provided materials on the boating while intoxicated seated battery of SFSTs (Oregon TSRP, October 13, 2015);
  - Provided TSRP manual (Arizona TSRP, November 4, 2015)
  - Answered question regarding DUI time of testing law (Vermont TSRP, December 3, 2015)
  - Answered question regarding marijuana per se level in DC (Nevada TSRP, February 10, 2016);
  - Provided DC's DUI fine structure (Vermont TSRP, February 19, 2016);
  - Sent copies of DC's DUI refusal jury instruction and implied consent provision (Kansas TSRP, March 1, 2016);
  - Provided case law governing consciousness of guilt evidence (Maine TSRP, April 26, 2016);
  - Answered query about oversight of ignition interlock device program (Oregon TSRP, May 25, 2016); and

- Answered question regarding the admissibility of Roadside Breath Tests (Michigan, TSRP May 31, 2016).
- In person meetings with NTLC: December 3, 2015 (Duane Kokesch), April 3, 2016 (Kim Brown), and May 2, 2016 (Kim Brown).

**Activity Description** – *Partner with Metropolitan Police Department or another law enforcement agency to present a “Dangers of Impaired Driving” course to area high school students.*

**Results:**

- Participated in WRAP’s Alcohol Awareness in Schools program on December 10, 2015 at Wilson High School and
- Developed new curriculum and presented inaugural “Alcohol University—Sobriety Check” program to incoming freshmen at Howard University, August 23, 2016.

**Activity Description** – *Meet with and provide assistance to MPD and other law enforcement agencies, DDOT, the Office of the Chief Medical Examiner, and the Executive Office of the Mayor. Attend at least 10 meetings/support during FY2016.*

**Results:**

- Attended StreetSmart kickoff, October 27, 2015;
- Attended NHTSA Region 3 grant coordinator’s meeting, October 28-29, 2015.
- Attended NHTSA Drive Sober or Get Pulled Over event, December 17, 2015;
- Attended the Foundation for Advancing Alcohol Responsibility (FAAR) Kevin Quinlan Awards ceremony, December 3, 2015 and
- GW Hospital blood draw task force: collaborated with GW Hospital and MPD to develop a streamlined implied consent blood draw collection method. Through OAG’s support, GW applied for a Vision Zero grant to continue the project with a goal to have all area hospitals utilize the same method with DUI blood draws. Meetings held: April 21, 2016, May 24, 2016, June 13, 2016, July 14 & 21, 2016.

**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 Drug Recognition Expert (DRE) program.*

**Results:**

- US Park Police held an ARIDE class (March 7-8, 2016). The TSRP presented “Cops in Court” Report Writing and Testimony Skills presentation at the class on March 8, 2016 in which 30 attendees were trained. The TSRP was also able to get space for new AAGs to attend the two day course.
- MPD is not pursuing a DRE program at this time, but indicates that it will explore hosting future ARIDE courses.

**Activity Description** – *Provide assistance/reference via OAG website to prosecutors, law enforcement agencies, defense attorneys, and the public to discovery materials pertaining to DUI cases. Provide monthly updates to the website. Increase web traffic to OAG’s website by providing informative materials, pretrial discovery, and other documents pertaining to impaired driving. Require userid and password credentials to determine frequency of document and discovery access.*

**Results:**

- All materials put on OAG’s website must be approved by the Chief Information Officer.
- Current SFST training manuals are publicly available at <http://oag.dc.gov/node/443582>



- The TSRP collaborated with OCME’s breath program manager to transition all breath test discovery materials to SharePoint. This will enable the prosecutors to have earlier access to breath materials.
- Bodyworn camera footage, police station, and street surveillance videos are provided electronically to defense attorneys through Sharefile.

**Activity Description** – *Host/conduct monthly DUI enforcement meetings and quarterly DRE meetings to train and assist police officers and other traffic safety professionals. There should be representatives from at least three different police agencies at the monthly enforcement meetings.*

**Results:**

- Monthly DUI Enforcement Meetings held: October 7, 2015, November 4, 2015, December 2, 2015, January 5, 2016, February 3, 2016, April 13, 2016, May 10, 2016, June 8, 2016, July 6, 2016, August 10, 2016 and September 7, 2016. The March, 2016 meeting was not held because the TSRP attended a family funeral.
- Because of ongoing scheduling conflicts with DC’s area DRE coordinator, DRE meetings were not separately held. However, the TSRP communicated regularly with area DREs.

**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.*

**Results:** Bi-weekly staff meetings, regular email messaging, training opportunities (TSRP webinar announcements), impaired driving trends communicated to line prosecutors, law enforcement, and toxicologists.

**Activity Description** – *Screen (paper) or assist with the screening of a minimum of 100 impaired driving arrests, arrest warrant applications, search warrant applications, and judicial summons cases.*

**Results:**

- Screened 762 DUI cases (citations and lock ups), 14 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 of 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** – *Avail self to prosecutors for trial assistance by providing technical support. Observe court proceedings on a bi-weekly basis to identify problem areas and the need for additional training. Provide legal research and writing support as needed. Participate in witness conferences. Assist with legal challenges to the impaired driving and implied consent laws.*

**Results:**

- Provided court coverage and observed court proceedings; provided feedback to AAGs and police officer witnesses, assisted with preparation of trial, handled witness conferences, expert witness submissions. Covered trial courtrooms, handle plea negotiations, trial readiness cases, status hearings, discovery issues, plea proffers, and sentencing.
- Second chaired new attorney trying first DUI trial; assisted with witness conference, and evidentiary issues at trial.
- Second chaired new attorney during a pre-trial detention hearing in a DUI case.

- Authored, reviewed, and edited over 21 motions in impaired driving cases.
- Participated in seven witness conferences DUI cases.
- Regularly observed court proceedings to provide feedback to line prosecutors, police officers, and management.
- Met regularly with line prosecutors to provide legal and practical advice on topics relevant to impaired driving.

**Activity Description** – *Maintain discovery database to preserve prosecutor requests for information. Convert approximately 150 incoming toxicology reports to an electronic format and preserve in electronic database.*

**Results:**

- All toxicology reports received are maintained on a shared drive for easy attorney access.
- 324 toxicology reports were provided from OCME to OAG for use in impaired driving prosecutions.
- Studied turnaround time from collection of specimen to completion of testing to determine whether DUI toxicology cases could have a faster court disposition.

**Activity Description** – *Streamline 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.*

**Results:**

- 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 (two Ruff fellows) hired in FY 2016.

**Activity Description** – *Advocate on behalf of the District and provide technical assistance of changes, if necessary, to the impaired driving, reckless driving, and other traffic safety laws. Review the effectiveness of the current impaired driving laws, and determine what, if any, modifications or amendments need to be made.*

**Results:**

- Collaborated with a team to author the Synthetics Abatement and Full Enforcement Drug Control Act of 2015 (“SAFE DC”) that adds synthetic cannabinoids and synthetic cathinones to the District’s schedule for controlled substances based on the class of the chemical compounds contained in the drugs rather than the individual compound found in a particular substance.
- Assisted with OCME’s drafting of regulations for its breath alcohol program.
- 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.

**Activity Description** – *Serve on and provide support to the Criminal Jury Instruction committee, particularly in the area of DUI jury instructions.*

**Results:** 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** – Author quarterly submissions to the TSRP blog pertaining to trends in impaired driving.

**Results:**

- Have a Safe Holiday (December 2015).
- Marijuana and Impaired Driving (February 2016).
- DUI breath testing (March 2016).
- Why Per Se Marijuana Levels Don't Work (May 2016).
- *Birchfield v. North Dakota* and its Implications in Washington, DC (July 2016).

**Activity Description** – Regularly attend the Traffic Records Recording Committee quarterly meetings, and the Strategic Highway Safety Program meeting(s).

**Results:**

- Attended TRCC meeting November 12, 2015. The TSRP presented to the TRCC regarding the District's DUI offender population using statistics about repeat offenders, chemical test refusal rates, and crashes.
- Attended TRCC meeting April 19, 2016.
- Attended TRCC meeting June 29, 2016.

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## ADJUDICATION

Office of the Attorney General (OAG) – Driving Under the Influence (DUI) Prosecutor

### BACKGROUND

The alcohol related offenses are considered the more complex cases that are handled by the Criminal Section of OAG. The complex issues related to impair 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 arrests. The DUI Prosecutors are essential to the effective and efficient prosecution of impaired driving cases and other serious offenses, taking a tough stance on impaired driving offenses, providing a resource to the law enforcement community, and protecting the citizens of the District of Columbia.

### PROJECT GOALS

The Criminal Section of OAG seeks to deter impaired driving offenses through two DUI Prosecutor positions and a paralegal position. The focus of the DUI Prosecutors will be to keep criminal violation of any traffic laws and resulting deaths, property damage, and physical injuries to a minimum by:

- Assisting in training OAG attorneys and law enforcement, the judiciary and the public on what the law is and how to prosecute impaired driving cases.
- Preparing legal pleadings for cases assigned to the DUI Prosecutors.
- Assisting in improving the laws in the District so that adequate punishment is available which would serve as a deterrent, including reviewing and drafting legislation.
- Serving as a resource for prosecutors, law enforcement and judges by offering expertise and assistance in prosecuting impaired driving offenses.
- Assisting in improving the breath, blood, and urine testing program.

## PROJECT SUMMARY:

**Activity Description** – *Charge new cases where all paperwork necessary to proceed with prosecution can be obtained.*

**Results:** Ms. Truth's and Ms. O'Connor's case load consists of Driving under the Influence (DUI), repeat offenders. Ms. Truth's and Ms. O'Connor's case load, which they proceed to go forward with charges, varies from 60 to 80 cases.

**Activity Description** – *Re-bring cases dismissed for variety of reasons.*

**Results:** Ms. O'Connor's rebought approximately one case of her own case load. Ms. Truth did not re-bring any cases.

**Activity Description** – *Maintain caseload of most demanding and difficult impaired driving cases.*

**Results:** Ms. Truth's and Ms. O'Connor's case load consists of DUI offenses, specifically those cases with more complex DUI issues, such as cases with multiple victims who have sustained serious injuries, children in the vehicle, repeat offenders, high breath score cases, and toxicology cases. Ms. O'Connor's and Ms. Truth's case load each varies from 60 to 80 cases.

Ms. Truth assists with screening of citation release arrests for impaired driving offenses. Ms. Truth screens police paperwork from various agencies and makes charging decisions. Ms. Truth screened approximately 450 cases this fiscal year.

Ms. Truth and Ms. O'Connor file enhancement papers on all applicable cases. Ms. Truth and Ms. O'Connor file expert notices on cases in which the officer conducted the Horizontal Gaze Nystagmus ("HGN") test. They also file expert notice for the Breath Alcohol Program Manager in cases that they introduce breath scores, as well as expert notice for the toxicologist in toxicology cases.

Ms. O'Connor files expert notices for Drug Recognition Expert (DRE) officers. Additionally, Ms. O'Connor files expert notice in cases she intends on utilizing an expert in her case in chief or in rebuttal. She seeks out experts for her cases utilizing National District Attorney's Association (NDAA) and other resources such as toxicologists, breath test technicians and DRE officers. She also seeks input from other police agencies, toxicologists, breath test technicians and NDAA to strategize on how to handle defense experts.

Additionally, Ms. Truth files expert notice when she intends to introduce expert testimony from DC Fire and Emergency Medical Services ("FEMS") personnel.

Ms. Truth and Ms. O'Connor respond to *Rosser* requests and discovery issues. They conduct plea negotiations. They review their cases before trial and extend plea offers to defense counsel. Ms. Truth and Ms. O'Connor provide discovery to defense counsel including stationhouse video, body worn camera video, street video, radio communications, and additional police reports.

Ms. Truth and Ms. O'Connor have conducted a number of witness conferences in preparation for trials including with civilian witnesses, victims, EMS personnel, HGN experts, and police officers offering lay testimony.

Ms. Truth and Ms. O'Connor regularly respond to questions from officers regarding potential cases and DUI enforcement.

Ms. Truth and Ms. O'Connor assist officers in drafting search warrants for DUI cases on a regular basis. Ms. Truth and Ms. O'Connor typically explain to the officers the search warrant process, including, 1) drafting the search warrant, 2) obtaining the judge's signature of the search warrant, 3) obtaining the

blood or urine kits from the station, 4) obtaining the samples from the hospital, 5) filling out the forms for chain of custody correctly, and 6) storing the sample correctly.

Ms. Truth assisted officers with search warrants in four cases this fiscal year and Ms. O'Connor with five cases this fiscal year.

Ms. Truth tried four bench trials this fiscal year. Ms. O'Connor conducted four jury trials, three bench trials, three motions to suppress hearings and one 23-110 motion hearing.

**Activity Description** – *Establish new and more stringent guidelines for acceptable pleas in serious impaired driving cases involving repeat offenders and individuals above specified BAC levels.*

**Results:** As part of the Criminal Papering Unit, Ms. Truth assists Section Chief Mr. Saba with plea guidelines, in hopes of assisting with drafting uniform plea guidelines for the section. Ms. Truth brought specific case files of repeat offenders, major crash cases, drug use cases (specifically PCP) and kids in the car cases to provide a benchmark for more stringent plea guidelines.

**Activity Description** – *Provide training to attorneys and law enforcement on how to prosecute impaired driving cases.*

**Results:**

- November 4, 2015, Ms. O'Connor assisted Ms. Shear in training MPD officers in a breath test re-certification course.
- On December 10, 2015, Ms. O'Connor and Ms. Truth assisted with the "Cops in Court" courtroom testimony presentation and direct examination exercise at MPD's Breath Test Operator class. Ms. O'Connor and Ms. Truth assisted Samantha Bashaw, the Breath Alcohol Program Manager, with a mock trial training in preparing the officers for SFST and breath test testimony.
- On January 13, 2016, Ms. Truth assisted with the "Cops in Court" courtroom testimony presentation and direct examination exercise at USPP's Breath Test Operator class. Ms. Truth assisted Officer Pentti Gillespie, the Breath Alcohol Program Manager, with mock trial training in preparing the officers for SFST and breath test testimony. This training included **28 attendees** from both USPP and USSS-UD.
- On February 4, 2016, Ms. O'Connor assisted Ms. Shear in conducting a mock trial for "Cops in Court" with MPD officers for the breath test course. Ms. O'Connor conducted a direct examination exercise covering potential SFSTs and breath test questions. Ms. O'Connor assisted Ms. Bashaw, the Breath Alcohol Program Manager.
- Ms. Truth assisted Deputy Attorney General Tamar Meekins with the Ruff Fellow/New Attorney Trial Skills training. On February 23, 2016, Ms. Truth observed the new attorneys give opening statements. Afterwards, she provided feedback, constructive criticism and tips for an effective opening statement. On February 26, 2016, Ms. Truth also provided feedback and constructive criticism to the new attorneys after she observed them give their closing arguments. Ms. Truth fielded questions from the new attorneys as well as met with at least one of the new attorneys after training for a one-on-one session. The training session included six new attorneys -- two from the Criminal section, two from the Juvenile section, one from the Appellate section and one from the Mental Health section.
- On March 23, 2016, Ms. Truth conducted Legal Issues Training for agency police at the U.S. Attorney's Office. This training session included over 50 police officers from various police agencies. Ms. Truth advised the officers of the role of OAG as a prosecutorial agency, as well as the various criminal charges that OAG prosecutes. She informed the officers of the papering process, tips for drafting a police report that is helpful to the assigned prosecutor and what to expect if/when the

officer has a trial with the OAG. Because of her knowledge of the DUI statute, Ms. Truth spent a great deal of the training fielding questions from the officers on this subject matter.

- On May 6, 2016, Ms. O'Connor assisted Mr. Saba in "Jury Selection – An Interactive Session" training for the Juvenile Section, Criminal Section and Neighborhood Victim Services Section. Ms. O'Connor met with Mr. Saba to discuss strategies to present the training. Ms. O'Connor and Ms. Truth each conducted a *voir dire* of a mock juror during the presentation. The goal of the training was to show prosecutors how to effectively question jurors and obtain the best possible information from jurors.
- On August 17, 2016, Ms. O'Connor assisted Ms. Bashaw at OCME by providing training on legal updates to MPD officers during a breath test re-certification course.
- On August 18, 2016, Ms. Truth assisted deputy Tamar Meekins and Assistant Chief Christina Jones in cross examination/direct examination training for the Public Safety Division.

**Activity Description** – Regularly attend the Traffic Records Coordinating Committee quarterly meetings, and the Strategic Highway Safety Program meeting(s).

**Results:** On November 12, 2015, Ms. Truth, Ms. O'Connor and Ms. Thomas attended the D.C. Traffic Records Coordinating Committee (TRCC) meeting. Ms. Shear conducted a presentation discussing the Number of YTD Impaired Driving Cases by categories such as crashes and repeat offenders.

**Activity Description** – Provide technical assistance and legal research to prosecutors on a wide variety of legal issues, including probable cause, Standardized Field Sobriety Tests ("SFST"), Drug Evaluation and Classification Program (once applicable in the District), implied consent, breath/blood/urine testing, pre-trial procedures, trial practice, and appellate practice.

**Results:** Ms. Truth and Ms. O'Connor answers questions from colleagues regarding charging decisions, trial preparation, expert witness issues, and Rosser responses. They also answer questions pertaining to the Intoximeter and Standardized Field Sobriety Tests (SFSTs). They provide colleagues with various information including sample questions for the breath test, SFSTs, expert notice samples, and legal writing samples. They assist other AAGs with technical or difficult issues. They regularly assists and answers other AAGs' questions regarding DUI cases.

**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.

**Results:**

**Motions**

Ms. Truth filed six motions, argued one motion in a motions hearing where defense filed a written pleading and argued two additional motions during trial where defense did not file a written pleading.

Ms. O'Connor filed 25 motions related to her cases, drafted one motion and assisted one AAG with an operation motion. Ms. O'Connor spoke with the Appellate unit and AAG Jacob Narva to prepare an operation memo for the court for AAG Narva's trial. Ms. O'Connor assisted him by discussing the memo with him first and then reviewing the memo after he drafted it.

**Reviewed Motions**

Ms. Truth assisted Mr. Saba with reviewing motions for line attorneys. She edited 16 motions this fiscal year.

**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.

**Results:**



- On a daily basis, Ms. Truth and Ms. O'Connor respond to colleagues' questions related to DUI issues. Ms. Truth and Ms. O'Connor answer questions from colleagues regarding charging decisions, trial preparation, expert witness issues, and *Rosser* responses. They also answers questions pertaining to the Intoximeter and SFSTs. They provide colleagues with various information including sample questions for the breath test, SFSTs, expert notice samples, and legal writing samples. They regularly assists and answers other AAGs' questions regarding experts in breath test cases.
- Ms. Truth and Ms. O'Connor routinely assist colleagues with their trial preparation. Ms. Truth and Ms. O'Connor discuss trial strategy with other colleagues about their cases in court. They discuss potential rules of evidence issues with colleagues before they go to trial to ensure the evidence is admitted.
- Ms. O'Connor also assists with smaller things such as ensuring AAGs have all the necessary equipment for trial, such as a laptop or radio run.
- Ms. Truth and Ms. O'Connor discuss new issues that arise in court with their colleagues. They discuss potential strategies and case law to present in court with AAGs who have hearings and trials.
- Ms. Truth and Ms. O'Connor provide sample motions and expert notices to other AAGs to assist their colleagues in their cases.

**Activity Description** – *Serve as second chair to less experienced and knowledgeable prosecutors on difficult impaired driving cases handled by the Criminal Section, including but not limited to, suppression hearings motions tackling new and unique areas of the law.*

**Results:** Ms. Truth observed a less experienced prosecutor in his first jury trial on February 17-18, 2016. Ms. Truth provided feedback and constructive criticism to this attorney. AAG Vaillan court second seated Ms. O'Connor during one trial.

**Activity Description** – *Advocate on behalf of the District and provide technical assistance of changes, if necessary, to the impaired driving laws.*

**Results:** Ms. Truth, along with Ms. Shear, assisted with reviewing and editing the City Administrator's edits of the DUI regulations. On March 7, 2016, Ms. Truth met with Dave Rosenthal, Special Assistant Attorney General to discuss the edits before they were to be presented by Section Chief Mr. Saba and TSRP Ms. Shear to the stakeholders.

### **CONFERENCE**

- Ms. Truth and Ms. O'Connor attended the 2016 Lifesavers National Conference on Highway Safety Priorities in Long Beach, California from April 3, 2016 through April 5, 2016. The conference provided a combination of public safety, public health, researchers, and practitioners who address highway safety challenges. The agenda included seminars on distracted driving and walking, impaired driving caused by over the counter medications and synthetic drugs, commercial vehicle safety, occupant protection for children, and other important topics. Additionally, attendee interacted with and participated with colleagues from across the nation, as well as national experts and other highway safety professionals and advocates.

### **COURT AND RELATED DUTIES**

- Ms. O'Connor assists by arraigning cases in arraignment court during the week and on weekends, on a rotational basis.
- Ms. Truth and Ms. O'Connor assist by covering Other Courtrooms ("OC"). Ms. Truth and Ms. O'Connor handle, 1) plea negotiations, 2) trial readiness calls, 2) obtaining new dates for cases, 4) coordinating necessary information with other Assistant Attorney Generals to resolve matters that

arise during court, including discovery issues and trial readiness issues, 5) plea proffers, and 6) sentencings.

- Ms. O'Connor occasionally assists by screening walk-in citations cases in the morning and after the papering desk has closed, before her tour of duty starts and after her tour of duty ends.
- Ms. Truth works closely with a number of Assistant U.S. Attorneys ("AUSAs") in their companion cases. She assists with interviewing witnesses, drafting global plea offers, negotiating on behalf of the OAG and the US case, establishing trial strategies and arguing the cases in hearings before the court.
- Ms. Truth assists Peter Saba, the Criminal Section Chief, with the screening of citation release arrests for impaired driving offenses. Ms. Truth screens police paperwork from various agencies and makes charging decisions. Ms. Truth also assists with filing Criminal Informations for the Driving under the Influence related offenses with the D.C. Superior Court. If Ms. Truth does not file the Criminal Informations then she provides the cases to Ms. Thomas to file the Criminal Informations with the court and build discovery. This fiscal year, Ms. Truth screened approximately 450 impaired driving cases.
- Ms. Truth continually meets with Mr. Saba, along with Ms. Melissa Shear, Jose Marrero, Assistant Chief of the Criminal Section, and Noelle Thomas, as part of a newly developed Criminal Papering Unit to develop efficient papering procedures for the section. Ms. Truth has provides assistance as it relates to DUI screening, charging, and discovery obligations.
- Ms. Truth attended the following Criminal Papering Unit meetings -- January 7, 8, 13, February 18, 23, and March 1, 2016.
- Ms. Truth drafted and submitted to Mr. Saba for approval, a new Discovery Cover Sheet. The new Discovery Cover Sheet was designed to provide uniformity among the section, as well as providing initial discovery, including enhancement papers, at an earlier stage. Ms. Truth's assistance has been geared specifically towards drunk and drugged driving offenses.
- At the Criminal Papering Unit meeting on March 1, 2016, Ms. Truth assisted Mr. Saba with revising the DUI Deferred Sentencing Agreement ("DUI DSA"), which is specific to alcohol and drug related cases that OAG decides to defer prosecution. The DUI DSA, however, has not yet been utilized.
- Ms. Thomas files Criminal Information's for the Driving under the Influence related offenses with the D.C. Superior Court.
- Ms. Thomas assists DUI prosecutors by preparing discovery packages for cases in arraignment court during the week and on weekends, on a rotational basis.
- Ms. Thomas assists by completing trial prep for the DUI prosecutors. Ms. Thomas requests, 1) radio runs, 2) certified convictions, 3) toxicology reports, 4) driving records, 5) videos, and 6) EMT reports.
- Ms. Thomas assists by performing WALES checks (criminal record checks) on police officers and witnesses for the DUI cases.
- Ms. Thomas assists by contacting victims to obtain restitution information as well as drafting and mailing witness subpoenas for trial.
- Ms. Thomas drafts and files writs with the court for defendants held in custody in other jurisdictions.

#### **STATISTICS AND DATA**

- Ms. Thomas provided monthly Deferred Sentencing Agreement (DSA) reports to the DMV representative this fiscal year for approximately 255 defendants.
- Ms. Thomas coordinated the retrieval of approximately 1,087 videos from MPD for DUI cases.
- During the month of October, Ms. Thomas assisted attorneys with I/LEADS redaction project, in approximately 200 cases.
- Ms. Thomas tracked and reported the outcome of DUI trials for October, November and December.



- Ms. Thomas tracked 15 trial outcomes this fiscal year.

## **TRAINING**

- On January 12, 2016, Ms. Truth attended Defending a Breath Test Result webinar, as part of the TSRP Tuesday webinar series.
- On March 1, 2016, Ms. O'Connor attended *Jencks* training presented by Assistant U.S. Attorney John Cummings.
- On March 2, 2016, Ms. O'Connor attended Professional Responsibility training presented by Assistant U.S. Attorney Leslie Ann Gerardo.
- On March 3, 2016, Ms. Truth and Ms. O'Connor attended Restorative Justice Training presented by Special Counsel Seema Gajwani.
- On March 8, 2016, Ms. Truth attended Body Cams 101 webinar, as part of the TSRP Tuesday webinar series.
- On March 9, 2016, Ms. Truth attended Ethics training.
- On March 10, 2016, Ms. Thomas attended Ethics training.
- On March 17, 2016, Ms. Truth and Ms. O'Connor attended Implicit Bias in the Juvenile and Criminal Justice System training by Professor Kristin Henning from Georgetown Law.
- On April 12, 2016, Ms. Truth attended Data to Prove Your Case: How Prosecutors Can Counter Defense Attacks and Jury Nullification Issues By Applying Current Scientific Research in Marijuana Impaired Driving Cases webinar, as part of the TSRP Tuesday webinar series.
- On April 14, 2016, Ms. Truth attended the Criminal Rules training session.
- On May 5, 2016, Ms. O'Connor and Ms. Truth attended the Role of the OAG Prosecutor in the Contemporary Criminal Justice System. They also attended Latent Fingerprint Training.
- On May 19, 2016, Ms. O'Connor attended "DNA 101" presented by Andrea Borchardt, the Forensic Science Manager in charge of the DNA Unit at Department of Forensic Science ("DFS").
- On June 8, 2016, Ms. Truth attended ShareFile 101 training. ShareFile is a secure file sharing and transfer service that has been instrumental in allowing Ms. Truth to provide digital discovery in her cases, such as Body Worn Camera ("BWC") footage.
- On June 9, 2016, Ms. O'Connor and Ms. Thomas also attended ShareFile 101 training.
- July 26, 2016, Ms. O'Connor attended a training conducted by AAG Jamie Carter and Chief Toxicologist Lucas Zarwell. They reviewed how to conduct a direct examination of a toxicology case and discussed new disclosures on toxicology cases.
- August 23, 2016, Ms. O'Connor attended training presented by Samantha Bashaw on SharePoint and she responded to questions about the breath test program.
- September 6, 2016, Ms. O'Connor attended a mock trial conducted by Jamie Carter and Joshua Karpoff. AAGs Carter and Karpoff conducted a direct and cross-examination of Sophia Brathwaite, a technician from OCME. The audience provided feedback.
- September 14, 2016, Ms. O'Connor and Ms. Truth attended a training conducted by AAG Paige Boorman on Personnel Performance Management System (PPMS) and *Lewis* disclosures. Mr. Saba, Mr. Marrero and Ms. Jones provided additional information during follow-up questions.
- On September 20, 2016, Ms. Truth attended Sensitivity and Cultural Awareness training facilitated by the National Coalition Building Institute (NCBI). Ms. O'Connor attended the training on September 26, 2016.
- On September 29, 2016, Ms. Truth attended Legal Writing training presented by John Salatti of LAWriters.com. Ms. O'Connor attended the training on September 29<sup>th</sup>-30<sup>th</sup>.

**MEETINGS**

- On December 3, 2015, Ms. Truth attended the Foundation for Advancing Alcohol Responsibility (FAAR) awards ceremony.
- On December 11, 2015, Ms. Truth attended the Washington Regional Alcohol Program's (WRAP) Law Enforcement Awards & Holiday Kick Off program in support of Metropolitan Police Department (MPD) Officer Jesus Perez. Officer Perez, who works closely with Ms. Truth, was an award recipient for his contributions and dedication to reducing the number of drunk and drugged drivers in the District.
- This fiscal year, Ms. Truth attended the following DUI enforcement meetings at the OAG hosted by Ms. Shear. At these meeting, representatives from MPD, United States Park Police (USPP), United States Secret Service Uniform Division (USSS-UD), Office of the Chief Medical Examiner ("OCME"), Washington Regional Alcohol Program ("WRAP"), and OAG were present and discussed a variety of issues pertinent to impaired driving, including enforcement initiatives, trends in alcohol or drug usage, training opportunities, changes in legislation, and recent court challenges and rulings.
  - December 2, 2015
  - January 5, 2016
  - February 3, 2016
  - May 10, 2016
  - July 6, 2016
- Ms. O'Connor and Ms. Truth attended bi-weekly meetings (brown bag lunch) with Mr. Peter Saba, Chief of the Criminal Section, Tamar Meekins, Deputy Chief of the Public Safety Division and other AAGs in the criminal section to discuss cases, trial strategy and evidentiary issues.

**CONDUCTED ADDITIONAL TRAINING**

- October 21, 2015, Ms. O'Connor and Mr. Carlos Gutierrez, another AAG reviewed potential direct and cross-examination questions for a USCP breath test trial with Dr. Felix Adatsi's, the USCP breath technician. Ms. O'Connor expected to call Dr. Adatsi as an expert witness in the Intoximeter.
- On March 29, 2016, Ms. O'Connor met with Dr. Felix Adatsi to review his testimony for trial by conducting a direct examination and reviewed potential exhibits.
- On July 16, 2016, Ms. Truth assisted Kiran Chopra, the Breath Alcohol Certified Maintenance Technician, by preparing her to testify for trial.

**PPMS HEARING**

- On September 14, 27, 28, 2016, Ms. O'Connor attended a hearing for two juvenile respondents moving to dismiss their cases because they argued the District failed to provide *Brady* evidence by failing to provide the respondents nine IAD investigations. As part of MPDs retention policy the documents were destroyed, therefore, the IAD investigations were no longer in MPD possession. Ms. Truth attended the hearing on September 14, 2016.

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**ADJUDICATION**

Office of the Chief Medical Examiner (OCME)

**BACKGROUND**

Currently, the Forensic Toxicology Division at the Office of the Chief Medical Examiner (OCME) performs forensic examination for the Metropolitan Police Department (MPD). This service is extensive, and because the service is interconnected with all toxicology testing through process, it involves multiple full time

positions (FTE) and consumes scientific and administrative resources. Administratively, the Forensic Toxicology Department provides support by offering expert testimony services, litigation documentation, and specialized training for federal and local prosecutors and law enforcement officials. Due to these resource needs, average turnaround time of DUI (Driving under the Influence) and DUID (Driving under the Influence of Drugs) casework is currently less than optimal (52 days).

The OCME is seeking one FTE, training, materials, and supplies in order to supplement enforcement support through the toxicology testing of suspected impaired drivers, improve turnaround time, and reduce overall backlog. With these resources, the OCME will use the new in-house methodologies developed with the FY2015 highway grant award to detect and report the presence of drugs and chemicals which are known to cause impairment.

This new testing would affect over 300 DUID (Driving under the influence of drug) cases a year.

**PROJECT GOALS**

- Continue to provide comprehensive DUI and DUID testing of District suspected impaired driving while reducing turnaround times and overall backlog of casework.
- Provide data to assist stakeholders with decreasing the prevalence of DUI and DUID in the District and as a result assist with reducing traffic fatalities in the District overall.
- Improve specific services by increasing DUI and DUID chemical testing knowledge base by sending the supervisor and grant funded employee to forensic toxicology scientific workshops and conferences.

**PROJECT SUMMARY:**

**Activity Description** – *Purchase Supplies to Support Chemical Testing.*

**Results:** Requisitions were approved and purchase order created in the 2<sup>nd</sup> quarter. Supplies continue to be ordered on these purchase orders.

**Activity Description** – *Obtain and Train FTE to handle casework.*

**Results:** OCME hired a FTE on January 25, 2016 and trained. As part of a team, the FTE assisted with testing and accessioning all toxicology casework, track DUI and DUID related supplies, and collect, summarize, and report data on DUI and DUID to the Chief Toxicologist.

**Activity Description** – *Statistical Analysis of Data, Turnaround time, and backlog.*

**Results:** OCME continues to make improvements in turnaround time by training and implementing the new employee as well as continuing to applying the new comprehensive methodology.

Average Quarterly Turnaround Time	Q1 (Oct-Dec, 2015)	Q2 (Jan-Mar, 2016)	Q3 (April-June, 2016)	Q4 (July-Sep, 2016)
Completed in 90 days	67.2%	73.2%	92.6%	100.0%
Completed in 60 days	25.3%	34.7%	63.6%	92.8%
Completed in 30 days	1.1%	0.0%	3.0%	40.1%
>60 (Backlog)	41.9%	38.5%	7.4%	0.0%

**Activity Description** – *Complete and present findings.*

**Results:** Validated Method presented to stakeholders on 11/12/2015.

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## PUBLIC EDUCATION

Washington Regional Alcohol Program (WRAP)

### BACKGROUND

Communications and outreach strategies seek to inform the public of the dangers of driving while impaired by alcohol and to promote positive social norms of not driving while impaired. Education may occur through formal classroom settings, news media, paid advertisements and public service announcements, and a wide variety of other communication channels such as posters, billboards, Web banners, and the like.

### PROJECT GOALS

1. 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.
2. To increase community outreach opportunities outside of the school environment.
3. To increase responsible choices regarding alcohol among those 21 and over through increased reach of WRAP's educational programs and printed materials.
4. To increase educational outreach to the public on the risks and consequences of impaired driving through media campaigns and printed materials.
5. To increase recognition of area leaders for their efforts in fighting impaired driving and/or underage drinking.

### PROJECT SUMMARY:

**Activity Description** – *Develop and distribute electronic copies of the “2015 How Safe Are Our Roads?” report through media press and at December 2015 news conference by December 30, 2015.*

**Results:** Final report is posted online at <http://www.wrap.org/pdfs/2015SafeRoadsDataReport.pdf>

**Activity Description** – *Produce and distribute 1500 copies of one or two newsletters and one annual report by September 30, 2016.*

**Results:** 1,200 spring newsletters designed, printed and distributed.

**Activity Description** – *Four SoberRide® campaigns will run on Halloween 2015, the Holiday season from December 12-31, 2015, St. Patrick's Day 2015 and July 4, 2015, to would-be drunk drivers. Printing and distributing 285,000 printed materials from October 1, 2015 to July 5, 2016*

**Results:**

- The Halloween and the Holiday SoberRide campaigns ran as scheduled. 90,000 pieces of SoberRide materials were printed and distributed for the two campaigns. 1,878 rides were dispatched for these two campaigns, with 49% (920) of the dispatched calls originating in the District of Columbia.
- St. Patrick's Day SoberRide campaign ran as scheduled. Materials were printed and distributed—45,000 pieces. 250 rides were dispatched.
- Cinco de Mayo and Independence Day campaign ran as scheduled. 90,000 pieces were distributed for the two campaigns. For the Cinco de Mayo campaign, 158 (70%) of the 225 rides were dispatched in DC.
- 103 total rides were dispatched for the July 4 SoberRide campaign with 44 (43%) originating in the District of Columbia.

- Total number of rides dispatched – 2,466; Total material distributed – 230,000.

**Activity Description** – *WRAP's 2015 Law Enforcement Awards for Excellence for Impaired Driving Prevention to be held on December 11, 2015 with expected attendance of 200. A total of 13 awards will be given from awardees selected from local law enforcement agencies including Metropolitan Police Department and US Park Police.*

**Results:** WRAP's 2015 Law Enforcement Awards of Excellence was held on December 11, 2015 at Maggiano's, McLean, VA with nearly 200 in attendance. Twelve officers, each nominated by their respective department, were honored. Officer Jesus Perez, MPD, and Officer Matthew Manning, USPP, were bestowed honors. Speaker for this event was NHTSA Administrator Dr. Mark Rosekind.

**Activity Description** – *Host WRAP's Annual Meeting to be held in Washington, DC in October 2015 with expected attendance of 100. Corporate, public and community awards to be given—around 25 awards in total to be given.*

**Results:** WRAP Annual Meeting and WRAPPY Awards was held on October 16, 2015 at Maggiano's, Washington, DC. WRAPPY awardees included: DC DOT, Metro. Wash. Council of Governments, and Restaurant Association Metropolitan Washington.

**Activity Description** – *Update and maintain WRAP's websites (www.wrap.org and www.soberride.com) with current news releases, upcoming events and program information.*

**Results:** WRAP's website and social media accounts are maintained with current information and news releases.

**Activity Description** – *Continue to serve as a resource for referrals to a host of audiences regarding the issues of impaired driving and underage drinking as well as explore opportunities to better compile and disseminate such information.*

**Results:** Through media interviews and phone call, Kurt Erickson served as a resource or impaired driving and underage drinking, during the SoberRide campaigns, and Super Bowl week.

**Activity Description** – *Attendance of the 2015 Lifesavers Conference and/or the 2015 GHSA Annual Meeting by WRAP's President.*

**Results:** Kurt Erickson attend the 2016 Lifesavers Conference (April 3-5, 2016) in Long Beach and the 2016 Annual Meeting of the GHSA (Aug 28 – 31, 2016) in Seattle, Washington.

**Activity Description** – *Contact all public and private District of Columbia high schools through mailings and direct calling promoting WRAP's Alcohol Awareness for Students presentation. Increase by 10% the number of students reached in District of Columbia high schools and other youth community related groups.*

**Results:**

- 7 presentations at Wilson High School on December 1 and 2, 2015 reaching 255 students.
- 8 presentations at Gonzaga College High School on February 3 and 4, 2016 reaching 277 students.

**Total number of presentations – 15, reaching 532 students.**

**Activity Description** – *Increase the number of District of Columbia high schools or community youth groups applying to WRAP's 2016 GEICO Student Awards from one in 2013 to 3 in 2016.*

**Results:** There were no entries from a DC school, private or public, for this year's program. Discussions are underway for a different format in the future.

**Activity Description** – Increase both the distribution of WRAP's 2016 "Parent Guide to Selecting a Limousine Service" as well as the measurable promotion (media placements or other metrics showing specific return on investment) of WRAP's call for a 2015 "Moment of Silence" in high schools.

**Results:** Moment of Silence PSA distributed to all DC schools. WRAP did not receive any feedback as far as participation levels.

Continued to convene a spectrum of stakeholders to morph WRAP's annual effort to annually laud local youth championing alcohol and drug-free lifestyles to a regional youth summit in FY2016.

**Activity Description** – *Attend five meetings with local and regional coalitions and advisory groups to address alcohol related issues concerning traffic safety.*

**Results:**

- Attended the DC Dept. of Behavioral Health Leadership forum on October 1, 2015.
- Attended a meeting at GW University Hospital on November 9, 2015.
- Attended and presented "Effective Partnerships" at NHTSA Region 3's Leadership meeting on March 15, 2016. Also attended the NTSB briefing on January 11, in addition to presenting regional DUI trends to the Metropolitan Washington Council of Governments' Transportation Planning Board on February 11, 2016.
- Attended the Luke J. Weiderhold Foundation Youth Awards on June 13, 2016.
- Participated in quarterly conference call meeting of NHTSA Region 3's Impaired Driving Coordinators on August 3, 2016.
- Attended the July 12, 2016 meeting of Maryland's Teen Safe Driving Coalition in Ellicott City, Maryland.
- Attended meeting of Virginia's Impaired Driving Program Committee on August 4, 2016 in Glen Allen, Virginia.
- Presented at and attended the Montgomery County Department of Police's roll call for their dedication of a sobriety checkpoint to slain Officer Noah Leotta on September 1, 2016 in Gaithersburg, Maryland.
- Featured Speaker (on Virginia's Checkpoint Strikeforce campaign) at the Virginia Association of Chiefs of Police's Law Enforcement Challenge Awards Luncheon on September 20, 2016 in Roanoke, Virginia.
- Attended and served as an interactive exhibitor (Fatal Vision goggles) at Walter Johnson, Walt Whitman and Bethesda-Chevy Chase High Schools' Town Hall Meeting on Underage Drinking held on September 29, 2016 in Bethesda, Maryland.
- Attended Montgomery County Department of Police and Coalition of Ignition Interlock Manufacturers' news conference announcing the "Noah's Law" branding of future interlocks in Maryland on September 30, 2016 in Rockville, Maryland.

**Activity Description** – *Produce and distribute 2,500 copies of WRAP's 2016 Youth Guide to area high schools and post electronic version on [www.wrap.org](http://www.wrap.org).*

**Results:** WRAP's 2016 Youth Guide is distributed in conjunction with Alcohol Awareness for Students presentations throughout the school year. No public funding is used for this activity. This guide is



underwritten by GEICO. Upon meeting with GEICO, a decision was made to only produce an electronic version of this guides this year. Posted on WRAP's website in July, 2016 at <http://www.wrap.org/pdfs/2016YouthGuide.pdf>

**Activity Description** – Produce and distribute 2,000 copies of WRAP's 2016 Corporate Guide through SoberRide® materials distribution list and post electronic version on [www.wrap.org](http://www.wrap.org).

**Results:** WRAP's 2016 Corporate Guide is distributed in conjunction with health fairs and other community events throughout the year. No public funding is used for this activity. This guide is underwritten by GEICO. Upon meeting with GEICO, a decision was made to only produce an electronic version of this guides this year. Posted on WRAP's website in July, 2016 at <http://www.wrap.org/pdfs/2016CorporateGuide.pdf>.

**Activity Description** – Participate in one youth event during NIDA's National Drug Facts Week (January 26-February 1, 2016) with attendance of at least 100 youth.

**Results:**

- Nationally featured as a "Prevention Champion" and featured speaker at the U.S. Substance Abuse and Mental Health Services Administration's 12<sup>th</sup> annual "Prevention Day" on February 1 – 4, 2016 in National Harbor, Maryland and as part of the larger Community Anti-Drug Coalitions of America's 26<sup>th</sup> annual National Leadership Forum.
- Attended the Virginia Department of Motor Vehicles' Young Driver Leadership Summit on July 28, 2016 in Glen Allen, Virginia.

**Activity Description** – Contractual services for annual audit for FY2015 by outside, independent audit firm.

**Results:** FY2015 audit completed in March 2016. Copy of report has been sent to Carole Lewis.

**Activity Description** – Attend monthly DUI Enforcement meetings convened by DC's Office of the Attorney General to address driving under the influence crimes and prevention of in the District of Columbia.

**Results:** Attended DC OAD DUI meetings were held on October 7, 2015, November 4, 2015, February 3, 2016, May 10, 2016 and July 6, 2016.

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## **PAID ADVERTISING – CHECKPOINT STRIKEFORCE**

McAndrew Company, LLC

### **BACKGROUND**

DDOT HSO continued the Checkpoint Strikeforce campaign in DC. 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.

The HSP states that the highest number of impaired fatalities and injuries occur Fridays through Sundays between 8 PM and 3 AM with males 21-35 in Wards 2, 7 and 8 having the highest incidence of fatalities and injuries. Paid media targeted men aged 21-35 as well as high-risk takers and will run in conjunction with regional coordinated law enforcement waves. A combination of radio, out-of-home advertising, and digital/social media were be used.

## OVERALL MARKETING/COMMUNICATION GOAL

Continue to foster momentum and support for this mature public awareness program was a major focus of this year's effort.

## MEDIA OBJECTIVE

- Build on the awareness of Checkpoint Strikeforce that has been established in prior campaigns in order 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 21-35 breaking down into distinct groups
- High Risk Takers, Single, 21-24
- Avid Sports Fans

## MEDIA STRATEGY

Use a mix of traditional media vehicles as well as new media technologies that are targeted to reach the young male audience.

- Radio was used as a primary way to reach drivers behind the wheel
- Out-Of-Home Transit ads and the MPD Billboard
- Digital and Social Media

## MEDIA TACTICS

### Radio

A minimum of 150 TRPs per week

- Spots were weighted Wednesday through Saturday from 2pm – 9pm when the greatest number of impaired driving incidents occur; and morning drive time on Wednesday – Friday while they may be thinking and/or planning their evening activities.
- A mix of :15's and :30's were used to give added frequency and make efficient use of the budget.

### Internet Sites

- A variety of sites (sports, music and gaming sites) were used analyzed to cover the 18-34 demographic that offered a more interactive experience.
- Geo-targeting was used so that the Checkpoint Strikeforce message was only be seen in Maryland, Washington, DC and Northern Virginia.
- Radio streaming on Pandora was used 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

- Ads ran in local sites like WTOP, Washington Post, ESPN and more.
- Video ads ran on You Tube
- Videos ads ran in Facebook and Twitter.





## CAMPAIGN RESULTS – August 2015 to January 1, 2016

- The DC DMA contains 5.8 million people and 39% of the DC, Maryland and Virginia population of 14.9 million people.
- The \$250,000 media budget funded a media mix of radio, sports radio sponsorships including the Capitals, Wizards and Redskins, digital, transit and social media advertising.
- All media channels were shaped to reach the 18 to 34 media demographic.
- Total campaign media impressions were 41,200,553.
- The campaign generated 189% value added increasing the media value to \$472,500.
- Sports sponsorships among all teams covered the entire period from August through December.
- Paid social media advertising proved to be very successful with over 239,000 video views
- The Halloween media flight was all value added.

### Campaign Reach & Frequency

- Reach: 72.1%
- Frequency: 7.9x

### MEDIA FLIGHTS

CPSF messages were placed to support DUI enforcement from August 19, 2015 through January 1, 2016. Media weekday schedules were based on the days with the highest fatality rates: Wednesday – Sunday AM. Most enforcement was conducted at night.

- Flight #1: NHTSA National Crackdown: August 19 – September 7, 2015
- Flight #2: Halloween: October 29 – November 1, 2015
- Flight #3: Holiday Crackdown: December 16, 2014 – January 1, 2016
- Sports Marketing Flight: August 29, 2015 – January 1, 2016

## ENFORCEMENT

Metropolitan Police Department

### BACKGROUND

Impaired Driving is a primary problem area in the District of Columbia. Like 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 and one in which we should not relent. Compared to alcohol, much less is known about the involvement of drugs and driving, due to the number of drugs that exist, both legal and illegal and that the effects of drugs change into different metabolites over time.

### PROJECT GOALS

1. To decrease the number of alcohol-impaired related fatalities by 14 percent from a five year average (2009-2013) of 7 to 6 by December 31, 2016.
2. To decrease the number of impaired related serious injuries by 4 percent from a three-year (2011-2014) average of 88 to 84 by December 31, 2016.

### PROJECT SUMMARY:

Impaired Driving is a primary problem area in the District of Columbia. With the legalization of marijuana and the use of other substances such as PCP, and over the counter drugs MPD aggressively look for impaired drivers year round. FY2016 the Metropolitan Police Department (MPD) under the impaired driving grant conducted high visibility enforcement all across the District. MPD participated with the nation for the "Drive Sober or Get Pulled Over" campaign, August 19 through September 5 and on various events such as, Halloween, Holiday season, Cinco de Mayo, and St. Patrick's Day.

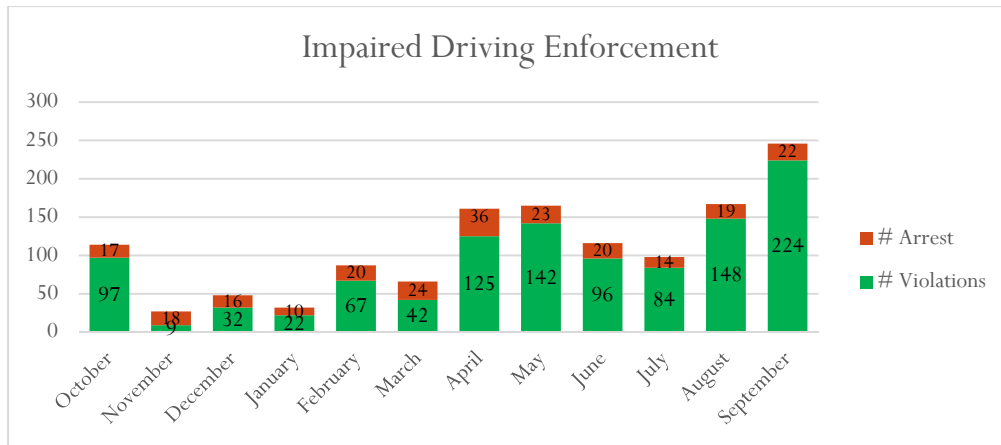
**Activity Description** – *Conduct 1,200 of overtime hours for alcohol enforcement for sobriety checkpoints and saturation patrols (bet 2100-0500) in hotspot locations including jurisdictional border locations with Maryland and Virginia.*

### Results:

This is a special enforcement conducted by MPD where a designated area is saturated with alcohol enforcement officers. Enforcements were generally conducted on Thursdays and Saturdays between 11:00 pm and 6:00 am, Districtwide. In FY2016, there were 955 citations and 223 arrest made under this grant, as shown below.

Seatbelt/Child Restraint Violations	81	DUI/DWI/OWI	195
Distracted Drivers	58	No Permit	18
Failure to Provide Proof of Insurance	4	OAS/OAR	3
Owner Permitting/Operating without Proper Insurance	6	POCA in Vehicle (Possession of alcohol in vehicle)	1
Traffic Sign Violation	31	All Other Arrests	6
Traffic Signal Violation	5	Total Arrest	223
Red Light Violations	28	TEST ADMINISTERED	0
One Light Running (one head light out)	189	SFST Administered	790
Improper Lane Change	19	Breath Test Administered	95
Improper Turn	70	Specimen Collection (Blood/Urine)	21
Speeding (ALL)	11	Total	906

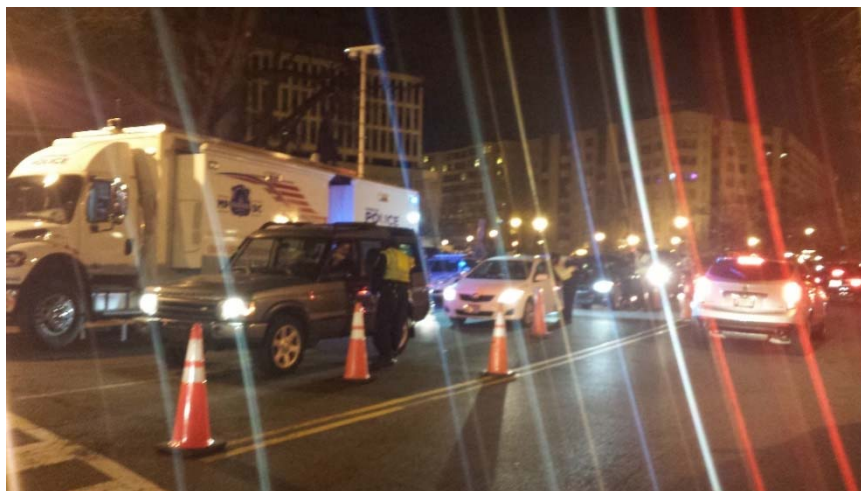
Traffic Violations (all others)	425	No. of Members Worked	<b>479</b>
Passing Stop Sign bike	2	No. of Overtime-hours	<b>3,820.5</b>
Failure to Use hand or Mechanical Signal	26	Traffic Stops	<b>2,075</b>
<b>Total Number of Violations</b>	<b>955</b>		



**Activity Description** – Participate in the 2016 National Crackdown impaired driving campaign between August 17<sup>th</sup> thru September 5<sup>th</sup> providing high visibility enforcement.

**Results:**

Enforcement was conducted in August: Thursdays and Saturdays from 8 pm to 7 am in Wards 1, 2, 3 and 5 resulting with:



Seatbelt/Child Restraint Violations	11	DUI/DWI/OWI	14
Distracted Drivers	9	No Permit	2
Traffic Sign Violation	1	<b>Total Arrest</b>	<b>16</b>
Red Light Violations	3	SFST Administered	52
One Light Running (one head light out)	29	Breath Test Administered	5
Improper Lane Change	4	<b>No. of Members Worked</b>	<b>37</b>
Improper Turn	15	<b>No. of Overtime-hours</b>	<b>302</b>
All Other Moving Violations	54		
Failure to Use hand or Mechanical Signal	7		
<b>Total Number of Violations</b>	<b>133</b>		

**Activity Description** – *Conduct SFST Training to 200 officers and refresher train 200.*

**Results:**

SFST Basic (32 hrs.)	SFST Refresher Course
February 22-25 <sup>th</sup> – 8	December 17 – 12
March 14-17 – 15	February 25 – 9
May 9-12 and 16-19 – 18	June 13-16 and 20-23 – 22
<b>Total Trained - 41</b>	<b>Total Trained - 43</b>

**Activity Description** – *Conduct 1,500 overtime-hours of enforcement on Cops in shops of misrepresentation of age while purchasing alcohol and the selling of alcohol to minors.*

**Results:**

As part of the District’s effort in curbing underage drinking, MPD has a unique partnership between members of the Alcohol Beverage Regulation Administration and MPD. It 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 are the results from FY2016 efforts:

No. of establishments checked	216
ABC Violations	18
Arrest for Misrepresentation of age	60
ID Checked	1,652
<b>No. of Overtime-hours</b>	<b>676</b>

## 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 seat belts and child-restraint systems. The District has one of the most comprehensive seat belt laws in the nation and has maintained its 90 percent or higher rating since 2008. This has helped to significantly reduce the crash severity.

### Goals and Trends

The goal of the District's occupant protection program is to decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions by 50 percent from a five year average (2009-2013) of 4 to 2 by December 31, 2016 and to maintain the seatbelt usage above 93 percent in 2016.

The following are the numbers for the last five years:

YEAR	Unrestrained Fatalities	YEAR	Seat Belt Use Rate
2011	6 (FARS)	2012	92.4
2012	4 (FARS)	2013	87.5
2013	0 (FARS)	2014	93.2
2014	3 (FARS)	2015	95.5
<b>2015</b>	<b>1 (FARS) – Goal &lt; 3</b>	<b>2016</b>	<b>94.1 – Goal &gt;93</b>

The District achieved the 2015 goals.

The following are the programs that were implemented in FY2016.

### CHILD PASSENGER SAFETY COORDINATION

Child Passenger Safety Program – DDOT

#### BACKGROUND

Motor vehicle crashes are the leading cause of accidental death for all young people from one-year-old babies through teens. Research on the effectiveness of child safety seats has found them to 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, if installed properly. Studies have shown that the majority of car seats are installed incorrectly.

**Project Safe-Child** – The District of Columbia Government has made it easier for the District residents to protect their families. Project Safe-Child is a child safety program for residents of the District. The purpose of this program is to provide DC residents infant, toddler, and booster seats, at a reduced rate plus information and educational materials on properly buckling in children.

#### PROJECT GOALS

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



**PROJECT SUMMARY:**

**Activity Description** - Provide at least 1,200 child seats and a 2-hour workshop to parents and caregivers, families at the nine distribution locations within the District.

**Results:** Over 1,000 seats were provided at low cost or free to the District's low-income families at the nine purchasing locations –Children's Hospital, Adams Morgan Clinic, Georgetown Hospital, George Washington Hospital, Providence Hospital, Mary's Center, Washington Hospital Center, Howard University, Centro Nia', Developing Families, MPD Traffic Division.

Child Passenger Safety (2-hour workshops). Classes were held at the following locations

- Mary's Center Maternal - 12 workshops -140 participants
- CentroNia' – 76 participants
- New Heights Teen Summit 100 participated 125 vouchers were given to distribute to teen moms
- Trust Health Plan – 1 trainings – 30 participates
- Capitol Hill Pregnancy Crisis Center – received 200 vouchers to distribute to clients for car seat
- Department of Health Teen Parent Program received 25 vouchers
- Medstar TAPP Program – received 25 vouchers
- Latin American Youth Center young Parent Program – received 25 vouchers
- New Heights HD Woodson – received 25 vouchers
- New Heights Washington MET – received 25 vouchers
- New Heights Anacostia – received 25 vouchers
- Child & Family Service Administration – 5 (4) hour training for staff on Child Passenger Safety 37 participates.
- Washington Hospital Center Birthing Class – 11 (2) hour Child Passenger Safety training 133
- COMP Clinic, CHNC – 12 participants received vouchers
- MPD Traffic Division – 137 participants received vouchers
- Children's National Medical Center – Transporting Children with Special Needs 5 Occupational Therapists and 15 Physical Therapist participated in CPS workshop
- Kramer Middle School Seat Belt – Injury Prevention presentation 40 students
- Catholic Charities Project Connect Staff 20 participates
- Medstar Rehabilitation Center for 2 Occupational Therapists and
- 4 Physical therapist
- National Children's Center 29 participated in CPS Workshop
- Office of the State Superintendent of Education Staff 18 participates
- Latin American Montessori Bilingual Charter School Pedestrian Safety Presentation 102 participates received activity books, crayons and color sheets. Teachers received walk signs.

**Activity Description** - Participate in at least 30 events, such as, Tots to Teens, Community Health Fairs distributing safety materials and brochures on the importance of Buckling Up.

**Results:** Participated in 28 events, distributed over 7500 safety materials and brochures at the following locations:

- 2<sup>nd</sup> Annual Seaton Elementary School - Health & Wellness Fair – distributed 350 information packages
- Trusted Health Plan - Community Health Fair Distribute 150 Packages on CPS



- Fire Prevention Week Annual Safety Fair Distribute 75 packages on CPS and Pedestrian to DC Government workers and visitors
- Senior Day at Greater Mount Calvary Family Life Center 80 participates
- Health Fair at Greenleaf Recreation Center 500 participates, 200 injury prevention packages were distributed.
- Tots to Teens Expo – 4<sup>th</sup> Annual event 2500 CPS packages was distributed
- AAP Experience National Convention & Exhibit with SafetyBeltSafe U.S.A. information on proper installation of car seats over 5000 participates visited the booth
- Safe Kids Day Savoy Elementary 120-150 students in grades Pre K3-7.
- Ward 8 Community Impact Day at the Petey Greene Center 75 participates received traffic safety packages
- Healthy Kids Day at the YMCA Capitol View Ward 7 45 participates
- Health Fair Emery Recreation 75 participants received traffic safety packages
- Summer Safety Campaign Veterans Affairs 60 participates received traffic packages
- National Council on Youth Sports Safety, DC Sports Safety Huddle on Concussion Rayburn House Office Building over 500 participants and 150 traffic safety packages
- Walk to School Day – multiple schools and daycare centers participated over 1500 packages were distributed for pedestrian safety
- Bike Rodeo Drew Elementary School 75 rode bikes and received bike helmets
- Children National Health System Health Leads received over 200 bike helmets, distributed to children in need of helmets
- Fire Prevention Week Safety Fair Anacostia Library 75 injury prevention packages was distributed.
- Children’s Hospital Health System Bringing It All Together Health Fair distributed 200
- Christina Tabernacle Child Development Center pedestrian Safety presentation 19 parents participated
- Department of Parks and Recreation (DPR) – Children's Event 450 participates received injury prevention packages
- Resource Fair Bright Beginnings 50 preschoolers received activity booklets and crayons
- Inspired Public Chartered School Emergency Medical Service for Children Day 175 injury prevention packages was distributed
- American Kidney Fund’s Kidney Action Day - Event at The Yards Park 150 participants 75 traffic safety packages was distribute
- The HSC Health Care System – Ward 5 June Fair 2016 500 packages was distributed

**Activity Description** - *Conduct at least 3 demonstrations/inspections per month on how to use child safety seats and boosters at the nine fitting stations within the District.*

**Results:** Parents and caregivers can receive free hands-on help from a Certified Child Passenger Safety Technician to learn how to install their safety seat. The District has at least one inspection station in every Ward. There were 250 demonstration and 2725 inspections conducted at the following locations:

- St Philips Child Development Center – 30 car seats properly installed over 52 safety packages
- St Timothy Child Development Center – 9 seats properly installed 3 seats given
- YMCA Hill Crest Ward 8 – 6 seats properly installed 4 given

- Providence Hospital – 713 car seats properly installed and over 3000 traffic safety packages.
- Gallaudet University – Annual car seat check 30 packages distributed and 12 seats checked 3 given
- Gallaudet University – Transportation Unit installed 22 car seat properly
- Booster Seat Tuesday Program – 82 booster seats distributed
- Metropolitan Police Department various location – 836 car seats properly installed.
- National Children’s Center – 32 car seats properly installed and 50 safety packages.
- Department of Motor Vehicle – 656 seats properly installed
- Children’s National Medical – 184 car seats properly installed and 200 safety packages
- THEARC: Town Hall Education Arts Recreation Campus 124 car seats were properly installed and 250 safety packages were distributed
- Anacostia 17 car seats were properly installed and 40 packages distributed.
- 2<sup>nd</sup> District Police station 84 car seats properly installed

**Activity Description** - *Conduct booster seat presentations at 4 elementary schools in the District, teaching the safety and procedures when traveling in a motor vehicle. Law enforcement officers will be the guest speakers to deliver vehicle safety messages to over 525 District’s students.*

**Results:** Booster seat presentations were held at 2 locations to grade students. These locations are as follows:

- Savory Elementary 150 participated Booster seat presentation car seat activities books and crayons were distributed
- Ketchum Elementary 175 participated in Booster seat presentation
- Martin Luther King Elementary School 125 participated in Booster presentation
- Inspired Public Chartered School 75 participated in Booster presentation

**Activity Description** - *Host two 24 hours National Child Passenger Safety Certification Training to Police Officers, Fire and EMS Departments, Health Care and Child Care providers with the necessary knowledge to explain installation procedures to parents and caregivers. Increasing the number of the District’s certified technicians from 82 to 115 in FY2016. Host one recertification class to at least 5 expired certified personnel with the current NHTSA updates and guidelines to maintain and enhance provider skill.*

**Results:** Hosting continued education will ensure that current technicians’ certifications are kept up to date as well as to recruit new CPS Technicians. A 4-day course was taught through a combination of lecturers, discussions of new issues, role playing and hands-on practice with both child safety seats and vehicle belt systems. The District now has a total of 26 certified technicians staffed by members representing DDOT, MPD, Fire & EMS, EMSC and Retail staff.

- Child Passenger Safety Technician Certification Course 16 new technicians in Northern VA no DC funds
- Child Passenger Safety Technician Certification Course 23 new certified technicians
- Child and Family Services Collaborative Resource Fair Staff Fair 250 participates
- NBC Fitness for Health Washington Convention Center 500 injury prevention packages distributed
- FY 2016 Grantee Workshop
- Safe Kids Meeting Upcoming Events & Observances
- Safe Kids Worldwide Briefing on Hydration, Concussions and Booster seats



- Safe Kids Meeting Prevent Accidental Childhood Injury
- Webinar on Cultural Humility
- Training GLBT Cultural Competency
- CEUs in the DMV update on FMVSS 213 Process MGA Research Corporation
- PREVCON, the Safe Kids Worldwide Childhood Injury Prevention Convention
- KIDZ IN MOTION 2016 annual National Child Passenger Safety Conference
- Webinar Advocacy Town Meeting on CPS Laws
- GLBT Diversity in the work place training
- Region 3 Leadership Meeting held at the Kellogg Center 2 days
- Lifesavers National Conference on Highway Safety Priorities
- Emergency Medical Services for Children Conference Call
- Safe Kids Washington DC Conference Call
- Webinar Cultural Humility National Association of County & City Health Officials
- Meeting with COMP clinic staff concerning directions of the car seat program
- Child Seat Manufacturer Fall Update" Webinar
- Research Results of Common Incompatibilities During Car Seat Installation Webinar
- Safe Kids Worldwide 2016 Annual Heatstroke Town Hall Meeting Webinar

#### PAID MEDIA – CLICK IT OR TICKET

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**." Click It or Ticket (CIOT) is the most successful seatbelt enforcement campaign ever, helping to increase the District's seatbelt usage rate. During each mobilization, officers crack down on motorists who fail to wear their seatbelts—both day and night.



#### PROJECT GOALS

- Continue to influence driver audience attitudes and actions regarding seat belt usage not only for themselves, but also for their passengers.
- Reinforce the message the law enforcement is strictly enforcing DC's seat belt laws, day and night, every trip, every time.
- Participate in NHTSA Region 3 Countdown to the Mobilization in order to increase law enforcement seat belt compliance.

#### PROJECT OBJECTIVES

- In 2015 belt compliance increased from 93 to 95.5%. The same tactics used in 2015 were continued into 2016 to sustain and increase compliance.
- DDOT HSO continued participation in the national Click It or Ticket campaign for the month of May. This campaign aimed 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.

- Mini campaigns were also ran in January and March in order to build strong awareness of the Click It or Ticket message.

#### **OVERALL MARKETING/COMMUNICATIONS GOAL**

- Continue to influence driver audience attitudes and actions regarding seat belt usage not only for themselves, but also for their passengers.
- Reinforce the message that law enforcement is strictly enforcing DC's seat belt laws, day and night, every trip, every time.
- Participate in the NHTSA Region 3 Countdown to the Mobilization in order to increase law enforcement seat belt compliance.

#### **MEDIA OBJECTIVE**

- Educate the audiences about the dangers of not wearing a seat belt.
- Inform the audience about increased law enforcement targeting non-seat belt usage.
- Build on awareness of the dangers of not wearing a seat belt that has been established in prior campaigns in order to change driving behaviors.

#### **ENFORCEMENT AND CAMPAIGN DATES**

- January 19 - 24
- March 9 - 14
- May 11 – 25

#### **TARGET PROFILE**

- Drivers: Adults 21 – 35
- Passengers: 11 - 25

#### **MEDIA STRATEGY**

A mix of traditional media vehicles as well as new media technologies were used to reach the target audience.

- Radio was the primary way to reach drivers behind the wheel.
  - 1,046 spots ran
  - The spot was heard 4,068,750 times
- Out-Of-Home
  - 10 Ultra Super bus ads ran in DC
  - The bus ad was seen 12,132,000 times
  - MPD's billboard ran through the month of May

#### **Digital and Social Media**

- A variety of sites (sports, music and gaming sites) were used for coverage of the 21-35 demographic that offered a more interactive experience.
- Geo-targeting was used so that the click It or Ticket message was only seen in the Washington, DC area.
- Digital radio was used to reach the young male audience while they were at their computers.

- Social media ads were used to further reach the audience.
  - MPD and DDOT social media activities were supplied with additional content.
  - The digital ads were seen 950,000 times.



**Child Passenger Safety Week** was supported in September 18 to 24, with a one-week radio buy encouraging DC residents to go have cars seats installed at several locations throughout the week. The media support increased participation in these events.

**Target Profile**

- Adults: 25-49
- Women: 25-49

**Media tactics**

A mix of traditional media vehicles as well as new media technologies were used to reach the target audience.

- Radio was the primary way to reach drivers behind the wheel. 560 spots ran and was heard 2,068,750 times
- Social media ads were used to further reach the audience. MPD and DDOT social media activities were supplied with additional content. The digital ads were seen 250,000 times.

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## **OBSERVATION SURVEYS: SEATBELT USE**

Howard University

### **BACKGROUND**

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

### **PROJECT GOAL**

Determine District of Columbia's seatbelt use rate.

### **RESULTS**

The **2016 Seatbelt Usage Survey**, conducted by Howard University, found an 94.1 percent seatbelt compliance rate; a 1.5 percent decrease from 95.5 percent in 2015. The District's seat belt use rate is still higher than the national average of 86 percent in 2012.

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## **ENFORCEMENT**

Metropolitan Police Department

### **BACKGROUND**

The District of Columbia has one of the strongest and most comprehensive seat belt laws in the country and the law allows the police to stop a vehicle solely because its driver and/or passengers are not properly buckled up. It's a \$50 fine and 2 points for not having your 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 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**

1. To reduce the number of unrestrained fatalities by 50 percent from a five-year (2009-2013) average of 4 to 2 by December 31, 2016.
2. To reduce the number of unrestrained serious injuries by 9 percent from a three-year (2012-2014) average of 108 to 98 by December 31, 2016.
3. To maintain the District's seat belt compliance rate above 93.2 percent in 2016.

### **PROJECT SUMMARY:**

FY2016 the Metropolitan Police Department (MPD) under the occupant protection grant conducted high visibility enforcement all across the District focusing on seatbelt use. MPD has supported the national enforcement and media campaign "Click It or Ticket" (November 16<sup>th</sup> to 21<sup>st</sup> and May 15<sup>th</sup> to 30<sup>th</sup>) and National Child Passenger week (September 18<sup>th</sup> to 24<sup>th</sup>). Under this grant MPD recorded a total of 5,115 citations, 39 arrest, 721 car seat installations and 204 child seat safety workshops to parents and caregivers. 699 number of officers worked a total of 3,212 hours of overtime.

**Activity Description** – Conduct a total of 900 overtime-hours of enforcement on day and or nighttime seat belt enforcement at high hazard locations. Based on the District’s seat belt use survey, a high percentage of unrestrained occupants were commercial vehicles.

**Results:**

Enforcements were generally conducted on Monday through Saturday both daytime and nighttime in the District. The results are as follows below.

Seatbelt/Child Restraint Violations	1,008	No Permit	21
		OAS/OAR - Operating after	
Distracted Drivers	645	Suspension/Restriction	5
Failure to Provide Proof of Insurance	347	Reckless Driving	1
Failure to Yield Right of Way to Ped	2	All Other Arrests	5
Owner Permitting/Operating without Proper Insurance	227	<b>Total Arrest</b>	<b>32</b>
Traffic Sign Violation	726	<b>No. of Members Worked</b>	<b>478</b>
Traffic Signal Violation	118	<b>No. of Overtime-hours</b>	<b>2,165.55</b>
Red Light Violations	81		
One Light Running (one head light out)	66		
Improper Lane Change	2		
Improper Turn	6		
Speeding (ALL)	152		
Speeding School Zone	17		
All Other Moving Violations	821		
Parking Violations	4		
Fail to Clear Intersection/Obstruct Crosswalk	26		
Following too close	1		
Failure to Use hand or Mechanical Signal	64		
Commercial Vehicle Violation	1		
<b>Total Number of Violations</b>	<b>4,314</b>		



**Activity Description** – Conduct 750 overtime-hours of nighttime seat belt enforcement during 2016 CIOT mobilizations and child passenger safety week.

**Results:**

The following are overtime enforcement during Click It or Ticket and National Child Passenger Week.

Seatbelt/Child Restraint Violations	<b>196</b>	DUI/DWI/OWI	<b>1</b>
Distracted Drivers	<b>150</b>	No Permit	<b>6</b>
Failure to Provide Proof of Insurance	<b>78</b>	<b>Total Arrest</b>	<b>7</b>
Failure to Yield Right of Way to Ped	<b>1</b>	<b>No. of Members Worked</b>	<b>90</b>
Owner Permitting/Operating without Proper Insurance	<b>47</b>	<b>No. of Overtime hours</b>	<b>407.5</b>
Traffic Sign Violation	<b>97</b>		
Traffic Signal Violation	<b>37</b>		
Red Light Violations	<b>13</b>		
One Light Running (one head light out)	<b>16</b>		
Speeding (ALL)	<b>8</b>		

All Other Moving Violations	<b>157</b>
Failure to Use hand or Mechanical Signal	<b>1</b>
<b>Total Number of Violations</b>	<b>801</b>

2016 CPS Week and Seat Check Saturday Checkup Events Statistics

Date of event	Host Organization	Safe Kids Event?	# of CPST's Assisting	Seats Checked	Seats Distributed	Booster seats Distributed
09/19/16	DC Department of Motor Vehicle	No	7	57	0	0
09/19/16	Safe Kids Washington DC	Yes	3	4	0	0
09/20/16	Safe Kids Washington DC	Yes	0	0	0	0
09/20/16	Safe Kids Washington DC	Yes	3	3	0	0
09/20/16	MPD Traffic Safety Division	No	5	29	6	9
09/20/16	DDOT - AU Safety Officer	No	5	3	1	0
09/21/16	MPD 2nd District	No	5	18	0	0
09/21/16	Safe Kids Washington DC	Yes	3	6	0	0
09/21/16	EMSC -FEMS	No	4	2	0	0
09/22/16	Safe Kids Washington DC	Yes	5	3	0	0
09/22/16	MPD Old 6D District	No	5	16	3	7
09/23/16	Safe Kids Washington DC	Yes	4	17	9	0
09/24/16	MPD Traffic Safety Division	No	10	31	5	13
<b>TOTALS</b>			<b>59</b>	<b>189</b>	<b>24</b>	<b>29</b>

## Aggressive Driving Program

Aggressive driving is characterized by violations such as speeding, tailgating, unsafe lane changes, and running both red lights and STOP signs. Speeding is always a major contributing factor in high-severity crashes.

### Goals and Trends

The goal of the District's aggressive driving program is to decrease speeding-related fatalities by 12.5 percent from a five-year (2009-2013) average of 9 to 8 by December 31, 2016 and to decrease the number of aggressive-related serious injuries by 3.4 percent from a three-year average (2012-2014) of 290 to 280 by December 31, 2016.

The following are the numbers for the last five years:

YEAR	Speed-related Fatalities	Speed-related Serious Injuries
2011	10 (FARS)	282
2012	6 (FARS)	251
2013	9 (FARS)	300
2014	12 (FARS)	267
<b>2015</b>	<b>7 (FARS) – Goal 7</b>	<b>296 – Goal 280</b>

The District achieve the 2015 speeding-related fatality goal but did not met speed-related serious injuries goals.

### PAID MEDIA

McAndrew, LLC

### SMOOTH OPERATOR PROGRAM

#### BACKGROUND

Smooth Operator is a cooperative interstate effort to combat aggressive driving in the Mid-Atlantic area. The public safety partnership blends the efforts of law enforcement, public safety officials and other experts. Smooth Operator is a model for a coordinated, intra- and interstate effort designed to combat the aggressive driving problem and find short- and long-term solutions.

#### AGGRESSIVE DRIVING

DDOT HSO partnered with Maryland on this program in order to benefit from cost savings and the strength of a regional campaign. The Smooth Operator campaign works to influence audience attitudes toward aggressive driving behaviors and their destructive consequences. Additionally, it aims to promote positive behaviors that will help improve the safety and well-being of the community. Data used to shape media efforts was taken from the 2016 HSP.

Paid media targeted men aged 18-44 as well as high-risk takers and ran in conjunction with regional coordinated law enforcement waves. A combination of radio, out-of-home advertising, and digital/social media was used.





## 2016 REGIONAL SMOOTH OPERATOR SOCIAL MARKETING CAMPAIGN

### Overall Marketing/Communications Goals

- Influence audience attitudes in the District of Columbia and metro area toward aggressive driving 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

- Build on the awareness of Smooth Operator that has been established in prior campaigns in order to reduce the number of aggressive driving related crashes.
- Increase the perception that law enforcement is enforcing speeding and aggressive driving.

### Target Profile

- Drivers: Males 18-44

### Enforcement Dates and media flights

- June 9-18
- July 7-16
- August 11-20

### Media Tactics

#### Radio

- Radio ran Thursday – Saturday during the flights.
- Spots were weighted from noon to 11PM when the greatest number of speed-related crashes occur.
- A mix of :15's and :30's were used to give added frequency and make efficient use of the budget.
- 1,040 Radio spots ran in DC
  - 71% of the audience heard the spot over 5 times
  - Radio spot was heard 3,600,512 times

#### Out of Home

- 8 Super Ultra bus sides ran throughout the DC area
- The MPD Billboard on New York Avenue ran the Smooth Operator message all summer
- The Smooth Operator ad was seen 13,600,000 times

### Digital and Social Media

- A variety of sites (sports, music and gaming sites) were used for coverage of the 18-44 demographic that offered a more interactive experience.
- Geo-targeting was used so that the Smooth Operator message was only seen in Maryland and the Washington, DC area.
- Digital radio was used to reach the young male audience while they were at their computers.
- Social media ads were used to further reach the audience.
- MPD and DDOT social media activities were supplied with additional content.

- The digital ads were seen 4,539,250 times.



## **DISTRACTED DRIVING PROGRAM**

### **BACKGROUND**

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 or smart phone
- Eating and drinking
- Talking to passengers
- Grooming
- Reading, including maps
- Using a navigation system
- Watching a video
- Adjusting a radio, CD player, or MP3 player

But, because cell phone use and text messaging requires visual, manual, and cognitive attention from the driver, it is by far the most alarming distraction. DC has a very strong hands free law related to cell phone use the MPD enforces

DDOT HSO developed a media campaign to raise awareness of this dangerous issue and the Metropolitan Police Department's efforts to enforce DC's hands free laws in relation to cell phones.

### **ENFORCEMENT DATES**

- April 2016

### **MEDIA DATES**

- Radio – April 6<sup>th</sup> and 30<sup>th</sup>
- Outdoor – April

### **MEDIA STRATEGY**

- Use a mix of traditional media vehicles
- Radio was used as a primary way to reach drivers behind the wheel
- Out-Of Home ads were used to provide increased reach for the audience with a Distracted Driving message.

### **RADIO**

- Radio was used as a primary way to reach drivers behind the wheel providing message frequency and a timely reminder of enforcement.
  - 6,377 radio spots ran during the media flight
  - 2,134,660 impression came from radio

### **OUT-OF-HOME ADS**

Outdoor advertising, while reaching all drivers, added even greater geographic targeting by focusing on roads where enforcement occurred.

- 6 Ultra Super Kings (covers entire side of bus, over windows) delivering 9,000,250 impressions
- VMS signage in enforcement areas



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## ENFORCEMENT

Metropolitan Police Department

### BACKGROUND

Every year, Metropolitan Police participates in the Smooth Operator campaign in law enforcement waves targeting aggressive drivers. Offenses include:

- **SPEEDING** - going faster than the posted speed limit or too fast for weather conditions.
- **RUNNING RED LIGHTS** - and running stop signs.
- **TAILGATING** - or following other vehicles too closely.
- **MAKING FREQUENT LANE CHANGES** -unsafe lane changes or weaving in and out of traffic to get ahead.
- **FAILING TO YIELD THE RIGHT OF WAY** - not allowing other drivers to merge or cutting other drivers off.
- **PASSING IMPROPERLY** - passing on the right, passing on the shoulder of the road, or failing to use turn signals when changing lanes.

### PROJECT GOALS

1. To decrease the number of speeding-related fatalities by 22 percent from a 5-year average (2009-2013) of 9 to 7 by December 31, 2016.
2. To reduce the number of aggressive driving related serious injuries by 3.4 percent from a 3-year average (2012-2014) of 290 to 280 by December 31, 2016.

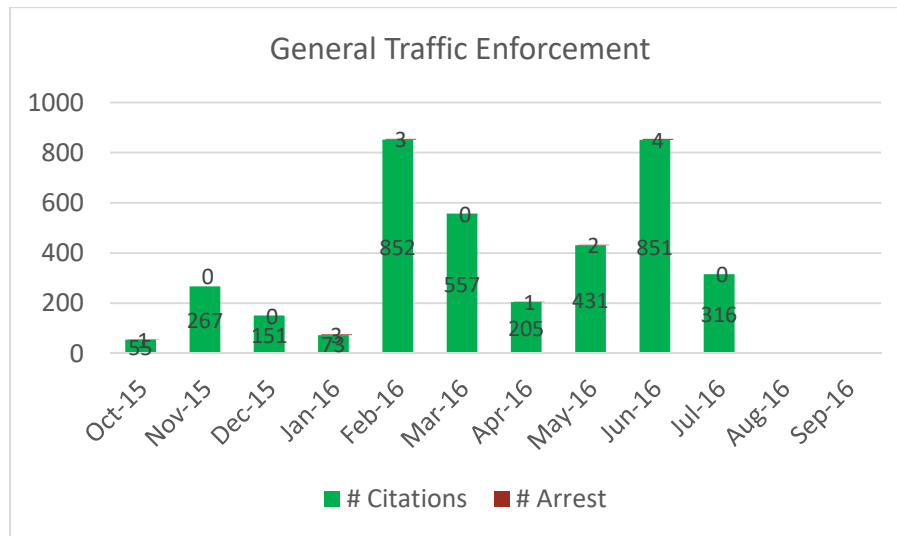
### PROJECT SUMMARY:

FY2016 the Metropolitan Police Department (MPD) under the police traffic services grant conducted high visibility enforcement all across the District focusing on speeding and aggressive driving and other moving violations. MPD has a Zero Tolerance policy for not complying with the motor vehicles laws of the District of Columbia. MPD participated in the Smooth Operator Campaign, National Distracted Driving Awareness month (April 7<sup>th</sup> to 16<sup>th</sup>) and DDACTs program during the summer. Under this grant MPD recorded a total of 9,901 citations and 144 arrest. 1,276 number of officers worked a total of 5,392 hours of overtime.

Listed below are some of the highlighted results for Traffic Safety Enforcement, Smoother Operator, National Distracted Driving Awareness and DDACTs summer program.

### Traffic Safety Enforcement

The following section provides information on the citations and arrest issued per month as well as the breakdown of citations by violation type:



Enforcement was conducted generally during the weekday between 2 pm and 7 pm. The following are a summary of the citations and arrests:

Seatbelt/Child Restraint Violations	650	No Permit Arrest	8
Distracted Drivers	716	OAS/OAR Arrest	9
Failure to Yield to Pedestrian in Crosswalk	8	Reckless Driving Arrest	1
Failure to Provide Proof of Insurance	252	All Other Arrests	3
Failure to Yield Right of Way to Ped	17	<b>Total Arrest</b>	<b>21</b>
Owner Permitting/Operating without Proper Insurance	187	<b>No. of Members Worked</b>	<b>466</b>
Traffic Sign Violation	593	<b>No. of Overtime hours</b>	<b>1,911.5</b>
Traffic Signal Violation	113		
Red Light Violations	142		
One Light Running (one head light out)	58		
Improper Lane Change	25		
Improper Turn	5		
Speeding (ALL)	99		
Speeding School Zone	2		
Traffic Violations (all others)	803		
Parking Violations	1		
Stopping, standing or parking vehicle in bike lane	6		
Fail to Clear Intersection/Obstruct Crosswalk	17		
Failure to Use hand or Mechanical Signal	52		
Bicycle Lane Violation	12		
<b>Total Number of Violations</b>	<b>3,758</b>		

### Smooth Operator

MPD participated in the District’s Smooth Operator program between July 7<sup>th</sup> and 16<sup>th</sup> and between August 11<sup>th</sup> and 20<sup>th</sup>. Due to the heightened security in the District during July 4<sup>th</sup> no overtime was conducted for the Smooth Operator program, however enforcement was conducted during the August campaign in Wards 2, 3, 4, and 6D on Monday, Tuesday, Wednesday, Thursday and Saturday between 7 am and 7 pm. The following summaries the activities conducted:

Seatbelt/Child Restraint Violations	58	No Permit Arrest	2
Distracted Drivers	44	All Other Arrests	1
Failure to Provide Proof of Insurance	45	<b>Total Arrest</b>	<b>3</b>
Owner Permitting/Operating without Proper Insurance	33	<b>No. of Members Worked</b>	<b>41</b>
Traffic Sign Violation	87	<b>No. of Overtime hours</b>	<b>168</b>
Red Light Violations	1		
Improper Lane Change/Passing	4		
Speeding (ALL)	263		
Speeding School Zone	5		
All Other Moving Violations	82		
Following too close	3		
Failure to Use hand or Mechanical Signal	1		
Commercial Vehicle Violation	6		
<b>Total Number of Violations</b>	<b>632</b>		

### National Distracted Driving Awareness Month

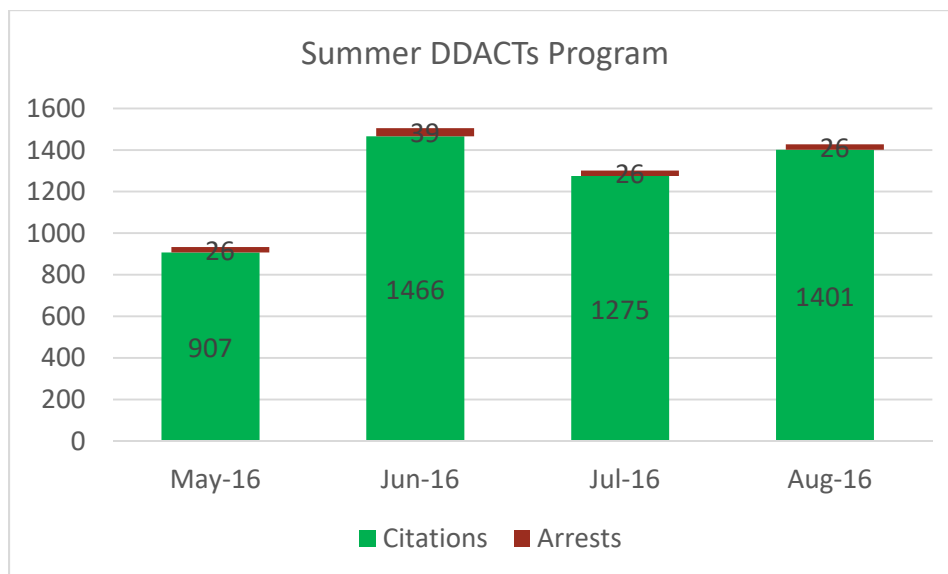
MPD conducted enforcement from April 6<sup>th</sup> to April 22<sup>nd</sup> on Tuesday, Wednesday, Thursday and Friday.

Seatbelt/Child Restraint Violations	56	No Permit Arrest	3
Distracted Drivers	155	<b>Total Arrest</b>	<b>3</b>
Failure to Provide Proof of Insurance	28	<b>No. of Members Worked</b>	<b>52</b>
Owner Permitting/Operating without Proper Insurance	21	<b>No. of Overtime Hours</b>	<b>217</b>
Traffic Sign Violation	79		
Traffic Signal Violation	20		
One Light Running (one head light out)	4		
Improper Lane Change	1		
Speeding (ALL)	7		
All Other Moving Violations	75		
Fail to Clear Intersection/Obstruct Crosswalk	6		
Failure to Use hand or Mechanical Signal	9		
Bicycle Lane Violation	1		
<b>Total Number of Violations</b>	<b>462</b>		



### Districts DDACTs Program

MPD conducted enforcement in the high crime locations in wards 3, 5, 6 and 7D between 7 pm and 3 am Monday through Sunday during the summer months. The following are a summary of their activities:



Seatbelt/Child Restraint Violations	457	DUI/DWI/OWI Arrest	3
Distracted Drivers	255	No Permit Arrest	68
Failure to Provide Proof of Insurance	369	Operating after Susp/Rest. Arrest	26
Failure to Yield Right of Way to Ped	2	All Other Arrests	21
Owner Permitting/Operating without Proper Ins	302	<b>Total Arrest</b>	<b>117</b>
Traffic Sign Violation	719	<b>No. of Members Worked</b>	<b>717</b>
Traffic Signal Violation	1	<b>No. of Overtime-hours</b>	<b>3,095.5</b>
Red Light Violations	120		
One Light Running (one head light out)	973		
Improper Lane Change	30		
Improper Turn	40		
Speeding (ALL)	52		
All Other Moving Violations	1,365		
Passing Stop Sign bike	291		
Fail to Clear Intersection/Obstruct Crosswalk	1		
Failure to Use hand or Mechanical Signal	72		
<b>Total Number of Violations</b>	<b>5,049</b>		

## Pedestrian and Bicycle Safety Program

Pedestrian and bicycle safety remains a 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 goal of the District’s pedestrian program is to decrease the number of pedestrian fatalities by 20 percent from a five year (2009-2013) average of 10 to 8 by December 31, 2016 and to maintain the number of pedestrian-related serious injuries to no more than the three-year average (2012-2014) of 371 by December 31, 2016.

The goal of the District’s bicycle program is to maintain the number of bicycle related fatalities to no more than the five year average (2009-2013) of 1 and no more than the three year average (2012-2014) of 299 by December 31, 2016.

The following are the numbers for the last five years:

YEAR	Pedestrian-related Fatalities	Pedestrian-related Serious Injuries	Bicycle-related Fatalities	Bicycle-related Serious Injuries
2011	8 (FARS)	313	1 (FARS)	251
2012	7 (FARS)	362	0 (FARS)	260
2013	9 (FARS)	348	1 (FARS)	281
2014	9 (FARS)	404	1 (FARS)	356
<b>2015</b>	<b>13 (FARS) – Goal 9</b>	<b>370 – Goal 371</b>	<b>1 (FARS) – Goal 1</b>	<b>356 – Goal 264</b>

The District is committed to improve the safety of all modes of transportation and is included in their 2012 Sustainable DC Plan. Their transportation goals are to:

- Increase biking and walking trips to 25 percent of all commuter trips in 20 years, and
- Increase the use of public transit to 50 percent of all commuter trips.

The District has seen a significant increase in both pedestrian and bicycle trips. In 2013, every day about 60,000 District residents walked to work; an increase of 71.4 percent compared to 2010 of 35,000 trips. Bike commuting in the District has increased by 3 to 4.5 percent annually. The following contributed towards this increase:

- 56 miles of bike trails
- 69 miles of bike lanes
- 6 miles of cycle tracks
- 2,600 bike racks
- 85 miles of signed bike routes
- 6.6 miles of shared lanes
- 2,000 Capitol Bikeshare Bikes
- 202 Capitol Bikeshare Stations

To date there is 97.5 bike facility miles (6.26 miles (7%) were added in 2016). With this increased in exposure, there will be an increase in crashes and also the reason why the District’s HSP goals were not met. The challenge is to accelerate implementation of the pedestrian and bicycle safety strategies to reverse this trend.

The following is a summary of the programs that were conducted in FY2016.

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## PAID ADVERTISING – STREET SMART CAMPAIGN

Metropolitan Council of Government

### BACKGROUND

Walking and biking improve health, prevent disease, and reduce traffic congestion and pollution. But being a pedestrian or cyclist can also be dangerous. People on foot or on bike make up the most vulnerable road user group. And while many of the region’s residents travel by car, train, or bus, nearly everyone walks at some point in the day. Since 2002, the Metropolitan Washington Council of Governments’ (MWCOC) Street Smart program has worked to protect 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, and out-of-home advertising, donated media, street-level outreach events, digital efforts, and increased law enforcement.

### PROJECT GOALS

1. Reduce pedestrian and cyclist injuries and deaths in the region.
2. Educate drivers, pedestrians, and cyclists about safe use of roadways.
3. Increase enforcement of pedestrian and bicycle safety laws and raise awareness about enforcement.

### PROJECT SUMMARY:

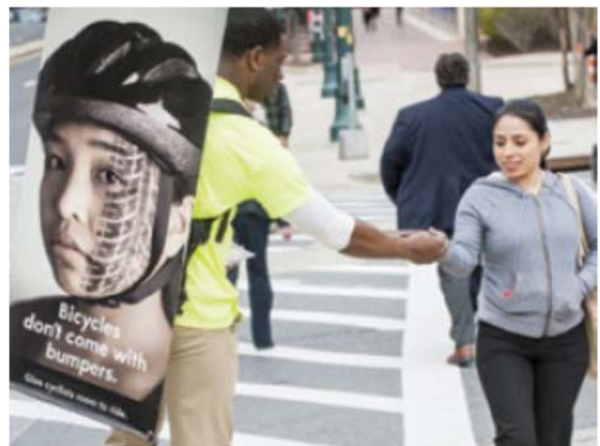
**Activity Description** – Hold 12 direct outreach events for the public, utilizing fixed booths and/or mobile “street teams” to engage pedestrians at high-incident locations and educate them about safer behavior.

**Results:** A total of 16 outreach events were held. These were three-hour events with a team of roving brand ambassadors with “walking billboard” messaging who distributed safety tips in English and Spanish. Five of the events were held in the District.

1. Union Station/Columbus Circle (DC), October 30, 2015
2. Rhode Island Ave NE, (DC), November 2, 2015
3. U Street NW (DC), April 18, 2016
4. Anacostia (DC), April 26, 2016
5. Adams Morgan (DC) April 29, 2016

**Activity Description** – Hosted two Press Events by a different jurisdiction each time. Purpose is to leverage media attention, highlight achievements and challenges in the host jurisdiction. Media outreach often highlights local enforcement efforts.

**Results:**



- Fall Press Event:** On Tuesday, October 27, 2015, Street Smart held a regional media event in Alexandria Market Square in Old Town, Alexandria, Virginia. Messages focused on visibility issues, pedestrian vulnerability, and increased enforcement during a dangerous and darker time of year. Speakers included the City of Alexandria Mayor, Transportation Planning Board First Vice-Chair, Virginia DMV Director of Highway Safety, DDOT Deputy Director, and MDOT Pedestrian Safety Manager. Multiple law enforcement agencies from across the region attended the event and warned residents that law enforcement would be stepping up efforts in November to ticket drivers, cyclists, and pedestrians who violated traffic safety laws.



- Spring Press Event:** On Monday, April 11, 2016, Street Smart launched the spring initiative at the Paul S. Sarbanes Silver Spring Transit Center. Metro was highlighted as the host of the event, and messaging emphasized safety around bus stops and Metrorail stations. Speakers included Director, Montgomery County Department of Transportation, Virginia DMV Director of Highway Safety, DDOT Associate Director of Policy, Planning and Sustainability Administration, MDOT Motor Vehicle Administrator, Managing Director of Planning, Metro, Assistant General Manager for Metrobus Services, Metro and representatives from Montgomery County Police Department and Montgomery County Council, District 5. Isabel Ricker, a DC bicyclist and crash survivor, shared her personal story and the importance of safety. Officials also called attention to area police departments' heightened enforcement of pedestrian and bicycle safety laws to take place between April 11 and May 8. Immediately following the event, the Montgomery County Police Department conducted live law enforcement demonstrations for the media.



**Activity Description** – *Solicit and run PSA media during the Spring and Fall campaigns, and throughout the year if available. Goal is to get PSA support double the value of the paid media budget.*

**Results:** The *Street Smart* program sponsored local media tours with press interviews to extend the coverage of the campaign. Spokespeople for the campaign included George Branyan, District Department of Transportation; Kimberly Lucas, District Department of Transportation; Abi Lerner, Virginia Department of Transportation; Captain Thomas Didone, Montgomery County Police Department; Michael Farrell, Metropolitan Washington Council of Governments; Marco Trigueros, Metropolitan Washington Council of Governments; and Walter Tejada, Arlington County Board. Sherry Matthews Marketing distributed news releases, fact sheets, press photos and cutlines, and b-roll video and event footage in both English and Spanish to media outlets across the region. Results are as follows:

- 18 television news segments reaching more than 716,000 viewers, with more than \$134,000 in publicity value.

- 20 radio broadcast news stories reaching more than 353,500 listeners, valued at more than \$58,000 in publicity.
- 18 articles in online publications with a combined circulation of more than 3.8 million daily page views.
- 6 news articles in print outlets, including *The Washington Post*, reaching more than 929,000 readers and earning more than \$330,500 in publicity value.



**Activity Description** – Conduct an evaluation survey for approximately 300 area residents. Target audience should remember the key messages, such as “Use the crosswalks” and “Stop for Pedestrian”. Analyze the survey results for increases in awareness of the campaign messages, and determine which media are most effective in spreading the messages.

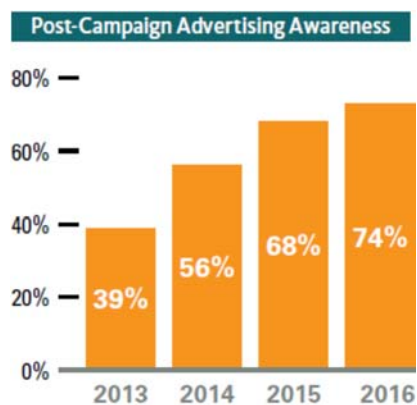
**Results:** An evaluation was conducted via online surveys to measure awareness and attitudes among drivers and pedestrian. The group surveyed were a representative sample who lived in DC, MD and Northern VA. The pre-campaign benchmark survey was conducted March 24 – March 29, 2016, with 300 respondents. The follow-up survey was conducted May 3 – May 11, 2016, with 302 respondents.

#### Advertising Awareness

- Unaided awareness increased overall from 18% in the pre-campaign wave to 26% in the post-campaign wave. This was also consistent with 2014 and 2015, when unaided awareness registered at 26% and 27% respectively.
- The respondents who recalled ads reported specific campaign elements such as “treads on a face,” “exercise caution,” “Street Smart,” and “stay aware.”
- On an aided basis, 62% said they saw at least one of the advertising executions in the pre-campaign wave and 74% in the post-campaign wave. This is a significant increase from previous years, when aided awareness in the post-campaign wave was 56% (in 2014) 39% (in 2013), and 19% (in 2012).

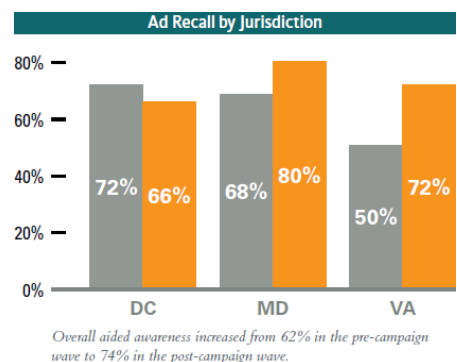


- 45% of participants recalled seeing the video ad in the post-campaign wave, up from 33% in the pre-campaign wave.
- Aided advertising awareness was slightly higher for pedestrians (79%) than for drivers (68%). This gap continues to shrink and is much smaller than it was in 2013, when aided advertising awareness was nearly twice as high for pedestrians (50%) as for drivers (27%).
- The main source of ad awareness was on buses and other public transportation, with television and posters on bus shelters the next most important sources.



### General Awareness

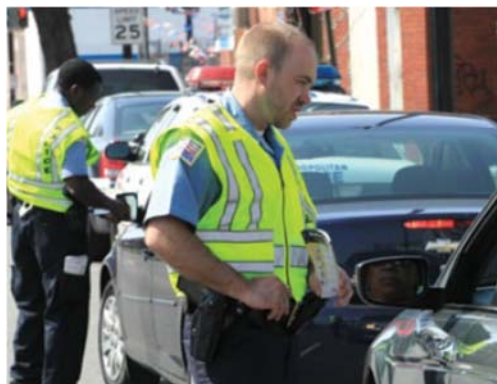
- General awareness for the Street Smart program increased significantly (33% to 42%). When asked what the Street Smart program is about, the main element was “roadway safety” (44% in the post-campaign wave).
- About one in four respondents said he or she had heard of police efforts to enforce pedestrian traffic laws. There were no statistically significant changes on this measure between waves.
- In general, respondents do not perceive the authorities to be very strict in enforcing laws for pedestrians, drivers, or bicyclists. There was no significant change in these measures between waves.



### Behaviors and Attitudes

- Respondents reviewed a list of behaviors surrounding pedestrian and bicycle safety. Overall, there were no significant changes in any of the self-reported behavior measures between waves.
- In both waves, the respondents identified “driving while texting,” “driving while on cell phone,” and “aggressive driving” as the most serious problems in their area.
- Overall, in the post-campaign wave, 45% of respondents said behavior problems are staying the same, 36% said they are getting worse, and 19% said they are getting better.
- In the post-campaign wave, 68% of the respondents felt the streets in their area were as safe as other areas for driving. At the same time, only 55% felt they were as safe as other areas for pedestrians and bicyclists. Between the two waves there was little change in how the respondents perceive the safety of their streets and highways for drivers, pedestrians, or bicyclists.
- The statements garnering the highest agreement were consistent in both waves, namely:
  - The best thing any driver, pedestrian, and bicyclist can do to prevent injury is to pay close attention to his or her surroundings.
  - Pedestrians and bicyclists do not have the same crash protection in an accident as vehicles; therefore, drivers should be extra careful.
  - If everyone just followed the rules, there would be a lot fewer deaths and injuries when it comes to pedestrian and bicycle safety.

**Activity Description** – Partner with law enforcement agencies to enforce pedestrian-related citations and warnings at high-incident location.



**Results:** Street Smart public awareness efforts are conducted in conjunction with increased law enforcement waves in which police step up enforcement of traffic safety laws that keep pedestrians and bicyclists safe. Fall 2015 enforcement dates were set as October 26 to November 15, and spring 2016 enforcement dates were set as April 11 to May 8. During the fall and spring campaigns, 8,091 citations and 1,797 warnings were issued to motorists, pedestrians, and bicyclists, according to reports from participating agencies in DC, Arlington County, Alexandria, Fairfax County, Prince William County, the Central Intelligence Agency, and Rockville.

**Overall Campaign Value**

Combining added value with earned and donated media and services, the fiscal year 2016 Street Smart program generated nearly \$3.4 million in overall campaign value on a budget of \$750,000.

TOTAL CAMPAIGN VALUE	
Earned Media Publicity Value	\$523,342.42
Paid Media Added Value	\$555,540.57
Donated Media Value	\$1,556,493.50
Campaign Budget	\$750,000.00
<b>CAMPAIGN VALUE</b>	<b>\$3,385,376.49</b>

**PAID MEDIA**

McAndrew Co.

**BACKGROUND**

The 2016 HSP addresses reducing pedestrian fatalities and serious injuries. Overall DC goals are to educate pedestrians, cyclist and drivers on how to interact safely on DC roads.

The HSP states that the highest number of pedestrian fatalities and injuries occur Mondays through Fridays 8 AM to 7 PM. District residents ages 16 – 35 in Ward 2 and cyclists between 21 and 40 have the highest incidence of fatalities and injuries.

In order to support these goals, High Visibility Enforcement activities by MPD were supported by campaign messages. Enforcement and media ran in June.

Media activities primarily used out-of-home advertising speaking to pedestrians and cyclists and radio focused on drivers and in support of law enforcement efforts in specific locations.

**MEDIA OBJECTIVES**

- Educate pedestrians, cyclists and drivers on safe behaviors.
- Increase the perception of law enforcement activities.



## TARGET PROFILE

- Pedestrians and cyclists 16 to 40
- Drivers, all ages

## CAMPAIGN AND ENFORCEMENT DATES

- June 2016

## MEDIA TACTICS

Use a mix of traditional media vehicles as well as new media technologies that are targeted to reach the target audience.

- 25 oversized ads ran on buses as a primary way to reach pedestrians and drivers in specific locations throughout the city.
  - The bus ads were seen 7,555,000 times.
- Radio was used to reach drivers while in their cars.
  - 88 spots ran for 2 weeks
  - The spot was heard 2,975,260 times.
- Digital and Social Media
  - The short safety videos were used on social media to promote the message,
  - 1,500,000 impressions came from social media.

The following are the primary driver/pedestrian messages based on citations the MPD can give tickets to drivers and pedestrians.





## ENFORCEMENT

Metropolitan Police Department

### BACKGROUND

With the population and work force growth in the down town section of the city, specifically in the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Districts, an increased number of pedestrians are crossing the city streets. With the increase in pedestrian traffic, the city has experienced an increase in pedestrian accidents. TSSEB 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

1. To reduce the number of pedestrian related fatalities by 20 percent from a 5-year average (2009-2013) of 10 to 8 by December 31, 2016.
2. To maintain the number of pedestrian related serious injuries at the 3-year average (2012-2014) of 371 by December 31, 2016.
3. To maintain the number of bicyclist related fatalities to no more than the 3-year average (2012-2014) of 1 by December 31, 2016.
4. To maintain the number of bicyclist related serious injuries to no more than the 3-year average (2012-2014) of 299 by December 31, 2016.

### PROJECT SUMMARY:

FY2016 the Metropolitan Police Department (MPD) under the pedestrian and bicycle safety grant conducted high visibility enforcement and distributed safety flyers all across the District focusing on pedestrian and bicyclist safety. MPD participated in the District's Streetsmart Campaign during the Fall campaign (October 26, 2015 to November 30, 2015) and Summer campaign (June 19, 2016 to July 2, 2016) and National Bike to Work day (May 20, 2016). There recorded a total of 366 citations and handed out 2,020 pedestrian safety fliers. Enforcement were conducted across the District at high pedestrian locations such as intersections of 14<sup>th</sup> Street and U Street, Blair Street and Piney Branch Street, Union Station, Chinatown, etc. 84 officers worked a total of 341 hours overtime. The following are some of the highlighted results:

**Streetsmart Campaign (Fall and Spring)**

Seatbelt/Child Restraint Violations	1	<b>No. of Members Worked</b>	<b>6</b>
Distracted Drivers	15	<b>No. of Overtime hours</b>	<b>24</b>
Red Light Violations	1	<b>Pedestrian/Vehicle (flyer issues)</b>	<b>300</b>
All Other Moving Violations	1		
All Other Bike Violations	1		
Passing Red light bike	1		
Walking Against Do Not Walk	13		
<b>Total Number of Violations</b>	<b>33</b>		

**National Bike to Work Day 2016**

This is an annual event held on May 20<sup>th</sup> that promotes the bicycle as an option for commuting to work. MPD participated by providing a 34 officers on bikes across the District and passed out 500 pedestrian safety fliers.

**Pedestrian and Bicycle Safety Enforcement**

Seatbelt/Child Restraint Violations	38	<b>No. of Members Worked</b>	<b>44</b>
Distracted Drivers	26	<b>No. of Overtime hours</b>	<b>180</b>
Failure to Yield to Pedestrian in Crosswalk	17	<b>Pedestrian/Vehicle (flyer issues)</b>	<b>1,220</b>
Failure to Provide Proof of Insurance	3		
Owner Permitting/Operating without Proper Ins.	4		
Traffic Sign Violation	1		
Passing Red Light Bicycles	21		
Passing Red Light Vehicles	5		
Improper Turn	5		
Traffic Violations (all others)	54		
All Other Bike Violations	5		
Passing Red light bike	5		
Walking Against Do Not Walk	1		
Walking Against Red light	8		
Parking Violations	19		
Stopping, standing or parking vehicle in bike lane	118		
Fail to Clear Intersection/Obstruct Crosswalk	1		
Failure to Use hand or Mechanical Signal	2		
<b>Total Number of Violations</b>	<b>333</b>		

Enforcement was conducted Monday, Tuesday, Wednesday, Thursday and Saturday between 7 am and 11 pm across the District.

## Traffic Records Program

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

### 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.

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### Traffic Records Coordination

KLS Engineering, LLC

### BACKGROUND

In 2007, the District of Columbia established its Traffic Records Coordinating Committee (TRCC) comprising of 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 Traffic Records Coordinating Committee (TRCC) and District Agencies to identify best practices, undertake technology transfer, and provide support on data integration and other issues.

### RESULTS

- Coordinated the TRCC meetings (November 12, 2015, April 19, 2016, and June 29, 2016) with nine DC agencies (DDOT, MPD, DMV, OAG, OCME, OCTO, SCDC, DOH and FEMS) including development of all project status reports, presentations, minutes, and action items for follow-up. Also, was responsible for creation of multi-agency sub-groups to address gaps in data linkages.
- **FARS Data Entry.** Assisted in FARS data entry relating to missing critical data element fields such as death certificate numbers, EMS arrival time, EMS time at hospital and EMS notification times. NHTSA moved up the data entry deadline to April 15<sup>th</sup>, 2016 and reached out to the HSO (on April 1, 2016). KLS worked with OCME, MPD, FEMS, and DOH to acquire the relevant information.
- **Traffic Records Assessment.** Coordinated, facilitated, and assisted the District of Columbia traffic records assessment conducted between April 25 and June 27, 2016.
  - Attended the pre-kickoff Conference Call on March 29, 2016
  - STRAP Training Webinar: *April 11, 2016*
  - Kickoff Meeting: *April 25, 2016*
  - R1 Data Collection (April 26-May 13, 2016)
    - Identified the agency level specific questions in the STRAP system and assigned them to the corresponding agency (9) users. Also coordinated with respective agencies by providing the relative questions in the form of MS Excel spreadsheet for ease of access to provide the user input.
    - Conducted meetings (total of 15) with individual agencies to discuss and gather inputs relating to Round 1 data collection
  - R2 Data Collection (May 26-June 10, 2016)

- Identified the agency level specific questions in the STRAP system after Round 1 which “Did not meet Advisory Ideal” and “Partially met Advisory Ideal” and worked with respective agencies.
- Facilitated the **TR Assessment completion Report** and meeting on July 14 with DC Agencies and NHTSA
- Based on the TRA findings and recommendations, KLS identified various projects for agencies (DDOT, MPD, DMV, FEMS, DOH, DCSC, and OAG). Initiated discussion with agencies in September, 2016 on assessment findings.

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## **UPDATING GIS IMAGERY**

Office of the Chief Technology Officer

### **BACKGROUND**

The Office of the Chief Technology Officer, GIS group (OCTO-GIS) is responsible for collecting, reviewing, and updating base map information and aerial photography. Additionally, DDOT is responsible for gathering street level assets and imagery.

OCTO GIS maintains and improves numerous geospatial datasets for the District. It is the centralized steward and knowledge expert regarding overall GIS programs, requirements, and datasets.

OCTO GIS has always been the originator and enterprise data repository for layers such as jersey wall and guardrails. They originally captured this information back in 1999 with the aerial photo and base map update.

OCTO GIS completed three successful planimetric updates (2005, 2008, and 2010) refining and operating an effective collection and QA/QC effort to acquire plan metric layers. In addition, OCTO GIS updated the District’s 911 CAD map with this information and will do so again at the close of this project.

### **PROJECT GOALS**

To improve the completeness and accuracy of the Roadway data assets related to guardrails, jersey wall, and other road side barriers available for use in the identification of crash causation factors and in the development of mitigating measures by DDOT and other District Agencies.

### **PROJECT SUMMARY:**

Project completed in March, 2016.

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## **ENTERPRISE TRUCK ROUTING NETWORK**

Office of Information, Technology and Innovations

### **BACKGROUND**

DC Government has a wealth of geographic data which provide great value for planning and daily operations of many District Government agencies as well as the general public. In providing public services to district residents or maintaining District assets, location and efficient and safe travel to and from one or more locations is a key component to just-in-time (JIT) delivery of those services.

The impetus for seeking a complete routing solution within DDOT was born from the need for the safe and efficient routing and permitting of oversize/overweight vehicles and hazardous cargo. An Enterprise Truck Routing Network would contribute in an immediate and real way to the issuing permits with intelligence within DDOT, preventing these large, heavy vehicles from travelling upon roads which are too small, have scheduled construction or lead to bridges that they cannot safely pass underneath.

When the system is completed it is expected that crashes involving commercial motor vehicles that average around 1,231 including over 50 injuries and 3-4 fatalities per year will be reduced.

### PROJECT GOALS

1. Resolve a critical need of OSOW automated routing application for renewal of license of HERE/NavTeq data.
2. Enhance the OSOW automated routing application with access to INRIX traffic/congestion data service.
3. Continue our current data migration key safety-related Geographic Information Systems (GIS) data into the anticipated future DDOT enterprise GIS environment.
4. Provide easy-to-use interface for transportation safety analysis.

### PROJECT SUMMARY:

#### Activity Description:

##### **Enterprise Routing System**

- a. *Initiate Procurement of Oversize Overweight application (OSOW).*
- b. *Requirements gathering for OSOW*
- c. *System design/integration of OSOW application with DDOT Bridge System Data and TOPS Permitting System*
- d. *Installation/Implementation of OSOW - installed on DDOT servers.*
- e. *Integrated testing of OSOW*
- f. *Identify and implement enhancements needed prior to go-live of OSOW.*
- g. *Go-live with OSOW in TOPS Permitting System*

**Results:** Truck enterprise routing system (iHaul Oversize Overweight – OSOW) was completed in June, 2016 and is now currently in production permitting system (TOPS). The routing system is also exposed as a standalone application. The intent of this project is to automatically notify and reroute oversize/overweight (OSOW) permittees using real-time data (such as emergency closures, weather events, etc) and provide advanced notice to make use of a secondary preferred route. Incorporating real-time traffic data into the OSOW route solving/analysis has the potential to increase safety by reducing crashes relating to overhead bridges, underpasses and wide loads and reducing congestion by rerouting these oversize vehicles.

#### Activity Description:

##### **INRIX**

- a. *Initiate Procurement of INRIX Data License.*
- b. *DDOT OITI group will provide Training to Relevant DDOT Business Units (approximately 60 persons – 2 sessions) such as the DDOT Highway Safety team, ITS, Urban Forestry Administration, the GIS Department, Planning, and other DC Agencies to demonstrating potential uses of the INRIX traffic data in safety analyses.*

**Results:** Completed initial training, 2<sup>nd</sup> session in Jan 2016. Follow-up meeting occurred in Feb 2016 with a broader audience, showing them how they may analyze and perhaps incorporate real-time traffic data into their workflows.

**Activity Description:**

**Roads and Highways Migration (EEAP Renewal)**

- a. *Initiate Procurement of EEAP Renewal.*
- b. *Ongoing software support and consultation in support of completion of R&H migration – migration of legacy event data (DDOT Street Spatial Data SSD) to new system, and assist planning for our R&H integration/transition with MAR (making sure that production MAR is fully functional).*

**Results:** Roads and Highways phase 1 completed in June 2016. Production server is now installed. Data collection is now underway; legacy data migration is also underway. Phase 1 includes the production centerline maintenance and MAR integration points. Phase 2 involves incorporation of legacy data and asset groups. ESRI-led training in support of both occurred in Jan 2016 and included the following classes:

- **Centerline Editing/Maintenance Training** (DDOT GIS – 4 staff total)
- **Roadway Characteristics Editor (RCE) Training** (DDOT GIS team, DDOT business groups – possibly more than 20 staff total)
- **Redlining Training** (DDOT GIS, MAR, Office of Planning – 10 staff total)
- **Addressing Training** (DDOT GIS, MAR - 6 staff total)

**Activity Description:**

**Road Analyzer (RA)**

- a. *Initiate Procurement of Road Analyzer Software License.*
- b. *Requirements gathering*
- c. *System design/integration*
- d. *DDOT Customization specs for RA*
- e. *Installation/Implementation of RA - installed on DDOT servers which will provide the ability for DDOT safety and GIS practitioners to query and compare traffic, roadway, safety, and build various analyses*

**Results:** Completed Dec 17, 2015. RA application will initially be available internally to DDOT only, but early next year (once Roads and Highways phase 1 implementation is complete by end of Dec 2015) we will have much more data available for viewing/querying via RA application. HPMS data elements should be loaded by the end of Jan 2016 and we intend to open this application up to the public around June 2016.



## Safe Communities/Roadway Safety

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

#### BACKGROUND

The District of Columbia has a fatality rate of approximately 0.7 fatalities per 100 million vehicle miles traveled (VMT, 2008-2014). National Highway Traffic Safety Administration (NHTSA), national average is 1.1 fatalities per 100 MVMT. While the District's traffic fatalities have dropped from 68 in 2001 to 23 in 2015, the average number of motor vehicles crashes is approximately 18,000 per year (2003-2015). The District Department of Transportation (DDOT) Highway Safety Office (HSO) has undertaken notable efforts in the past years to reduce the District's overall traffic crashes, injuries, and fatalities. Further, the DDOT HSO administers federal highway funds from the NHTSA and oversees the highway safety program efforts supported by these funds for the District of Columbia.

#### 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:

1. Highway Safety Performance Analysis
2. Assistance to DDOT HSO (including the development of the Annual HSP and AR Reports for NHTSA)

#### 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:

- Prepare a template for Quarterly Reporting on all activities included in the Grant application for all grantees.
- Assist grantees in completing their FY2015 activities for inclusion into the Annual Report.
- Completed and submitted the **District of Columbia Annual Report** in December 2015 (Federal Requirement)
- Monitoring FY2016 District Highway Safety activities – MPD, OAG, OCME, CPS, WRAP.
- Prepared FY2017 Grant Application form and posted on HSO website.

- Prepared 2015 Preliminary Crash data for District of Columbia supporting crash data analysis relating to DC focus areas.
- Prepared quick facts on the FAST ACT to DDOT and Grantees.
- Attended NHTSA Region 3 meeting in WV on March 15-16, 2016
- Provided support on FAST ACT to DDOT and Grantees.
- Attended NHTSA Status meeting April 27<sup>th</sup>, 2016.
- Attended GMSS training by NHTSA on May 17<sup>th</sup>, 2016.
- Attended 'FAST Act Interim Rule' webinar, NHTSA – June 2 and 'SHSP' webinar, NHTSA – June 7, 2016.
- Prepared and finalized MPD FY2017 grants (4) –June 13, 2016.
- Reviewed and finalized DMV grant – June 10, 2016.
- Assist and review grant applications with NHTSA for CPS, OCME (2), WRAP, WABA, OAG (2), and MWCOG
- Submitted CIOT enforcement numbers to NHTSA – June 27, 2016.
- Prepared and submitted FY2017 quarterly reports (14) to Carole – June 29, 2016.
- Prepared FY2017 Risk Assessment forms (14) – June 29, 2016.
- Completed and submitted FY2017 HSP 402 and 405 applications – June 30, 2016.
- Completed/submitted **2017 Highway Safety Plan** to DDOT/NHTSA on June 30, 2016
- Provided assistance to finalize NHTSA Qs on DDOT HSP package
- Provided grantee support and monitoring in accordance with federal requirements (OCME, OAG, MPD, and others) for HSP 2016 grants
- Attended conference call with WRAP and COG on DDOT data for report. Provided WRAP with 2015 Fatalities, injuries and crashes for the District.
- Facilitated presentation at NHTSA regarding challenges and gaps in District of Columbia Crash Data on August 24, 2016.
- Submitted and completed **Procedures Manual** update, September 2016.

**ACTIVITY DESCRIPTION** – *Provide support to the HSO and other agencies as needed, also in tracking project implementation across agencies or other activities as determined by the HSO.*

**RESULTS:**

- 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 the 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.
  - Participated in the MMUCC Compliance meeting with MPD and FMCSA on September 19<sup>th</sup> and 20<sup>th</sup>, 2016 in order to identify and assist MPD with the corresponding missing assets and attributes for compliance with MMUCC and also assisted MPD in identifying additional assets and attributes specifically for District of Columbia.
  - Provided assistance on the design related issues with the Mark43 Cobalt Crash System, in order to make it more user friendly.
- FEMS data analysis Report for 2014 and 2015 to review time based PMs. Calculated average travel time and number of transports for FEMS transports by hospital. The analysis is performed to verify

the performance measure for FEMS transports by priority as stated in the SHSP. Average travel time is calculated based on left scene time and arrived destination time. The results indicate that the average transport time remains relatively stable across 2014 and 2015 (11 minutes to 14 minutes), compared to previous years (2010 to 2013).

- Reviewed DMV moving violations data analysis for the years 2010 – 2014 and developed Report to Identified the high infraction locations based on the analysis of the DMV data. This will assist in targeting safety resources to the most hazardous/unsafe locations. The different types of infractions analyzed are listed below:

Disobey traffic control device.	Violation of no turn sign.
Passing a stop sign without coming to a full stop.	Turning left where left turns are prohibited.
Distracted driving using cell phone, other device.	Pedestrian yield right of way.
Seat belt regulation violation.	

- Generated Report on the list of high density crash areas using the intelligent data density layer to investigate interdependence to better target safety resources and mitigate road safety problems by combining resources available from multiple agencies:
  - Crashes by police district in District of Columbia
  - Infractions by police district issued by DMV
  - Crimes by police district in District of Columbia
- Developed and generated Report on the crash analysis maps for all the NPS crashes between the years 2012 – 2014. Critical to understanding the total crash picture of the District and meet DC safety goals.
- Developed and generated Report on the corridors in District of Columbia with high risk index maps and high injury EPDO index maps for all the identified SHSP programs which include crashes involving

Aggressive driving	Bicycle riders
Young drivers	Motor cycle riders
Older drivers	Pedestrians
Impaired driving	Commercial motor vehicle

- Developed a preliminary crash analysis assessment based on various risk factors which included Injury EPDO Score, AADT, Road Functional Classification, Truck Volume, number of lanes, bicycle lanes, medians on the road, streetlights. This assessment will provide insights about potential hazardous locations and allows DDOT to investigate and address issues.
- Developed and generated Report on bus stops and schools in District of Columbia which have a high risk index and high injury EPDO index (pedestrian calculation based on the age groups of 8 – 18).

**Vision Zero Support**

- Participated in the DC Vision Zero Hackathon meeting on February 13, 2016.
- Participated in InRix user training meeting at DDOT on March 2, 2016.
- Participated in the DC Vision Zero implementation meeting with various District agencies at the DC Mayor’s office on March 28, 2016.
- Met with DDOT and GW on addressing related goals in Vision Zero in relation to improving the DUI process to obtain blood draws and extend to all other trauma units in DC
- Assisting with grant opportunities as needed District wide
- Working with Vision Zero Team on implementation and maximizing efficiency through coordination with the SHSP and the TRCC Strategic Plan implementation.

**APPENDIX A – B21-0021**

AN ACT

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IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

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To amend the Distracted Driving Safety Act of 2004 to increase the penalties for distracted driving, to remove the fine suspension for first-time violators who provide proof of acquisition of a hands-free accessory, to provide that an individual who violates the prohibition on distracted driving 3 times within an 18-month period shall have his or her license suspended, and to provide criminal penalties for a person who violates the prohibition on distracted driving by texting or using an application on a mobile telephone or other electronic device, other than a global positioning or navigation application, and thereby causes substantial bodily harm or death to a person, or property damage greater than or equal to \$10,000.

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this act may be cited as the “Enhanced Penalties for Distracted Driving Amendment Act of 2016”.

Sec. 2. Section 6 of the Distracted Driving Safety Act of 2004, effective March 30, 2004 (D.C. Law 15-124; D.C. Official Code § 50-1731.06), is amended as follows:

(a) Subsection (a) is amended to read as follows:

“(a) Except as provided in subsections (a-1) and (a-2) of this section, the penalty for a violation of section 3, 4, or 5 shall be a fine of \$100.”.

(b) New subsections (a-1), (a-2), (a-3), and (a-4) are added to read as follows:

“(a-1) For a violation of section 3, 4, or 5 when a person has had a prior violation of section 3, 4, or 5 within an 18-month period, the penalty shall be a fine of \$150.

“(a-2) For a violation of section 3, 4, or 5 when a person has had 2 prior violations of section 3, 4, or 5 within an 18-month period, the penalty shall be a fine of \$200, and the person’s driver’s license or privilege to operate a motor vehicle in the District shall be suspended by the Mayor for at least 30 days, but not more than 90 days.

“(a-3)(1) The Mayor shall review each notice of infraction issued for a violation of section 3, 4, or 5 within 21 days of its issuance and determine whether the criteria have been met for application of an enhanced penalty pursuant to subsection (a-1) or (a-2) of this section.

“(2) If an enhanced penalty applies pursuant to subsection (a-1) or (a-2) of this section, the Mayor shall so notify the person subject to the enhanced penalty by mail at his or her address of record; provided, that the Mayor may develop and implement a computerized data

system capable of informing officers in the field whether an enhanced penalty applies, in which case notification of the enhanced penalty may be provided along with notice of the infraction.

“(3) Only violations that occur on or after the effective date of the Enhanced Penalties for Distracted Driving Amendment Act of 2016, passed on 2nd reading on November 1, 2016 (Enrolled version of Bill 21-21), shall be considered in determining the number of violations committed by a person within an 18-month period for purposes of subsections (a-1) and (a-2) of this section.

“(a-4)(1) A person who violates section 3, 4, or 5 by texting or using an application on a mobile telephone or other electronic device, other than a global positioning or navigation application, and thereby causes substantial bodily harm or death to a person, or property damage greater than or equal to \$10,000, shall upon conviction be fined \$1,000, or incarcerated for not more than 180 days, or both.

“(2) Prosecution for a violation of this subsection shall be in the Superior Court of the District of Columbia upon information or indictment filed by the Attorney General of the District of Columbia.”.

### Sec. 3. Applicability.

(a) This act shall apply upon the date of inclusion of its fiscal effect in an approved budget and financial plan.

(b) The Chief Financial Officer shall certify the date of the inclusion of the fiscal effect in an approved budget and financial plan, and provide notice to the Budget Director of the Council of the certification.

(c)(1) The Budget Director shall cause the notice of the certification to be published in the District of Columbia Register.

(2) The date of publication of the notice of the certification shall not affect the applicability of this act.

### Sec. 4. Fiscal impact statement.

The Council adopts the fiscal impact statement in the committee report as the fiscal impact statement required by section 4a of the General Legislative Procedures Act of 1975, approved October 16, 2006 (120 Stat. 2038; D.C. Official Code § 1-301.47a).

### Sec. 5. Effective date.

This act shall take effect following approval by the Mayor (or in the event of veto by the Mayor, action by the Council to override the veto), a 30-day period of congressional review as

**ENROLLED ORIGINAL**

provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of Columbia Register.

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Chairman  
Council of the District of Columbia

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Mayor  
District of Columbia



**APPENDIX B – B21-0335**



Councilmember Mary M. Cheh

A BILL

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

To require the District Department of Transportation to publish crash data, moving violation data, sidewalk closure information, and citizen petitions for traffic calming measures; to require DDOT to produce reports on locations of dangerous collisions and recommendations for improving bicycle and pedestrian safety; to require DDOT to create a pedestrian and bicyclist priority area program; to require DDOT to adopt a complete streets policy; to allow bicyclists to observe stop signs as yield signs; to amend Title 18 of the District of Columbia Municipal Regulations to update rules on dooring prevention; to amend the Compulsory/No-Fault Motor Vehicle Insurance Act of 1982 to adopt policies related to bicycle insurance; to require DDOT, in collaboration with others, to notify schools and make available to existing curriculum regarding the safe use of public streets by pedestrians and bicyclists; to amend Title 47 of the D.C. Official Code to update training for vehicle for-hire operators; to amend the District of Columbia Taxicab Commission Establishment Act of 1985 to require training of operators associated with digital dispatch companies; to require the Mayor to transmit a report on remediation and deferred disposition program; to increase penalties for repeat offenders of traffic violations; to amend the Distracted Driving Safety Act of 2004 to remove references to moving motor vehicles with respect to distracted driving; to create the offense of aggressive driving; to require side guards and blind spot mirrors on registered trucks; to require the Mayor to transmit a report regarding pedestrian-alert technologies for District-owned vehicles; and to amend Title IX of the Fiscal Year 1997 Budget Support Act of 1996 Access to provide access to collision video captured by District-owned cameras, and to create a crash review task force.

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this act may be cited as the "Bicycle and Pedestrian Safety Act of 2015".

**TITLE I. OPEN ACCESS TO DATA AND INFORMATION**

Sec. 101. Definitions.

43 For purposes of this title, the term:

44 (1) "Collision" shall have the same meaning as provided in section 2(3) of the  
45 District of Columbia Traffic Act, 1925, approved March 3, 1925 (43 Stat. 1119; D.C. Official  
46 Code § 50-2201.02(3)).

47 (2) "Vehicle" shall have the same meaning as provided in section 2(17) of the  
48 District of Columbia Traffic Act, 1925, approved March 3, 1925 (43 Stat. 1119; D.C. Official  
49 Code § 50-2201.02(17)).

50 Sec. 102. Publication of collision data.

51 The District Department of Transportation shall publish on its website, at least once per  
52 month, the following data related to collisions occurring in the preceding month:

- 53 (1) The date and time of the collision;  
54 (2) The type of vehicle or vehicles involved in the collision;  
55 (3) The location, by ward, block, and coordinates, of the collision;  
56 (4) The number of fatalities or injuries that result from the collision,

57 disaggregated as follows:

- 58 (A) The number of motorists killed;  
59 (B) The number of motorists injured;  
60 (C) The number of passengers killed;  
61 (D) The number of passengers injured;  
62 (E) The number of bicyclists killed;  
63 (F) The number of bicyclists injured;  
64 (E) The number of pedestrians killed; and  
65 (H) The number of pedestrians injured; and

66 (5) The apparent human factor or factors that contributed to the collision,  
67 including intoxication, driver inattention or distraction, speeding, failure to yield, and use of cell  
68 phones or other mobile devices.

69 Sec. 103. Publication of moving infraction data.

70 The Metropolitan Police Department shall publish on its website, at least once per month,  
71 the following information related to each moving infraction occurring in the preceding month:

72 (1) The date and time of the traffic infraction;

73 (2) The location, by ward, block, and coordinates, where the moving infraction  
74 occurred;

75 (3) The agency issuing the moving infraction;

76 (4) Whether the moving infraction was issued in person or by use of the  
77 automated traffic enforcement program;

78 (5) The provision of law violated;

79 (6) The jurisdiction in which the vehicle involved in the moving infraction is  
80 registered;

81 (7) The jurisdiction from which the driver's license was issued;

82 (8) The year, make, and model of the vehicle that committed the moving  
83 infraction; and

84 (9) The age of the driver of the vehicle.

85 Sec. 104. Publication of information relating to sidewalk closures.

86 The District Department of Transportation shall publish on its website, at least once per  
87 week, the following information related to public space permits issued under section 5(a)(4)(A)  
88 of the Department of Transportation Establishment Act of 202, effective May 21, 2002 (D.C.

89 Law 14-17; D.C. Official Code § 50-921.04(a)(4)(A)), in the preceding week that would block a  
90 sidewalk, bicycle lane, or other public pedestrian or bicycle path:

91 (1) The location of the public space affected by the issuance of the permit,  
92 including the ward, city block, and side of the street;

93 (2) A description of the public space affected by the issuance of the permit,  
94 including whether the permit closes a sidewalk, bicycle lane, or parking;

95 (3) The duration for which the portion of a sidewalk or bicycle lane will be  
96 closed, including the start and end date for the closure;

97 (4) A brief explanation of the reason for issuing the permit to close a portion of a  
98 sidewalk or bicycle lane; and

99 (5) A description of any safe accommodation provided for pedestrians and  
100 bicyclists, as required by section 603(f) of the Fiscal Year 1997 Budget Support Act of 1996,  
101 effective April 9, 1997 (D.C. Law 11-198; D.C. Official Code § 10-1141.03(f)), or, in the event  
102 that a safe accommodation is not provided for pedestrians and bicyclists, an explanation for the  
103 absence of a safe accommodations.

104

105 Sec. 105. Publication of information relating to citizen petitions for traffic calming  
106 measures.

107 (a) The District Department of Transportation shall publish on its website, at least once  
108 per month, the following information related to citizen petitions submitted to the agency for  
109 traffic calming measures in the preceding month:

110 (1) The location of the requested traffic calming measure, including the ward, city  
111 block, and coordinates;

- 112 (2) The date that the citizen petition was submitted to the agency;  
113 (3) The change or modification requested under the citizen petition for traffic  
114 calming; and  
115 (4) The status of the citizen petition within the agency's review of citizen  
116 petitions for traffic calming measures.

117 Sec. 106. Annual report on locations of dangerous collisions.

118 By July 1, 2017, and annually thereafter, the District Department of Transportation shall  
119 transmit to the Chairperson of the Council committee with oversight of transportation a report  
120 that:

121 (1) Identifies the 20 locations at which the highest number of collisions occurred  
122 during the preceding 5 years that resulted in the serious injury or death of a pedestrian or  
123 bicyclist; provided, that the list shall include at least one location in each ward;

124 (2) Describes any inspection conducted by DDOT at the locations identified  
125 pursuant to paragraph (1) of this section, recommendations for how to decrease the number of  
126 collisions at the locations, and a timeline for implementing the recommendations; and

127 (3) Provides status updates on the implementation of recommendations provided  
128 in past reports.

129 Sec. 107. Report and recommendations on improving bicycle and pedestrian safety.

130 (a) By January 1, 2021, and every 5 years thereafter, the District Department of  
131 Transportation shall submit to the Mayor and the Council, and make publicly available, a report  
132 and recommendations for improving bicycle and pedestrian safety.

133 (b) The District Department of Transportation shall use the report and recommendations  
134 required by subsection (a) of this section to develop strategies and plans to improve bicycle and  
135 pedestrian safety.

136 (c) The report and recommendations required by subsection (a) of this section shall  
137 include:

138 (1) A study of how to enhance the safety of bicyclists and pedestrians where  
139 vehicles make left turns. The study shall consider and make recommendations as to how streets  
140 and sidewalks may be designed to minimize the risk of collisions due to left turns, such as the  
141 removal of motor vehicle parking at or near left turn locations, installation of leading pedestrian  
142 intervals, the designation of lanes exclusively for left turns, and the installation of exclusive  
143 pedestrian phases;

144 (2) A study of arterial streets and recommendations on how arterial streets may be  
145 designed to minimize the risk of collisions; and

146 (3) A timeline for implementing the recommendations contained in the report.

147 **TITLE II. BICYCLE AND PEDETRIAN PRIORITY AREAS**

148 **Sec. 201. Bicycle and Pedestrian Priority Area Program.**

149 (a) There is established the Bicycle and Pedestrian Priority Area Program (“Program”),  
150 which shall be implemented by the District Department of Transportation.

151 (b)(1) Under the Program, the District Department of Transportation shall designate areas  
152 around the District as Priority Areas, based on the following criteria:

153 (A) The area is used heavily by bicyclists and pedestrians; and

154 (B) The area has a high number of collisions, based on an annual review  
155 of collision data.



156 (2) At least one Priority Area shall exist in each ward in the District.

157 (3) Upon being designated a Priority Area, the area shall retain that designation  
158 for at least 5 years.

159 (c) By January 1, 2018, and annually thereafter, the Mayor shall transmit to the Council a  
160 report that includes detailed information about the implementation of the Bicycle and Pedestrian  
161 Priority Area Program. The report shall include:

162 (1) An explanation of why the Priority Areas within the Program were selected;

163 (2) A summary of the improvements made in the previous year, including the use  
164 of automated traffic enforcement, the use of traffic control officers, temporary traffic safety  
165 improvements, and long-term modifications;

166 (3) A detailed assessment of public space and infrastructure improvements that  
167 may be made in the Priority Areas and a timeline for implementation of the improvements;

168 (4) A description of modifications to traffic patterns and infrastructure that DDOT  
169 recommends occur within a Priority Area, including:

170 (A) Not allowing a right turn when a vehicle operator has a red light at a  
171 signalized intersection;

172 (B) A reduction of the speed limit within the Priority Area;

173 (C) The installation of protected bicycle infrastructure within the Priority  
174 Area; and

175 (D) The increased use of traffic control officers and the automated traffic  
176 enforcement system in the Priority Area.

177 Sec. 202. Rules

178 By January 1, 2018, the Mayor, pursuant to the District of Columbia Administrative  
179 Procedure Act, approved October 21, 1968 (82 Stat. 1204; D.C. Official Code § 2-501 *et seq.*),  
180 shall issue rules to implement the provisions of this title.

### 181 TITLE III. COMPLETE STREETS

182 Sec. 301. Complete Streets policy.

183 (a) The District Department of Transportation shall adopt a Complete Streets policy that  
184 seeks reasonably to accommodate safe and convenient access and mobility for all users of the  
185 District's roadways, including pedestrians, bicyclists, transit users, motorists, and persons of all  
186 ages and abilities. The Complete Streets policy shall contain goals, including:

187 (1) Promoting healthy communities by encouraging walking, bicycling, and using  
188 public transportation;

189 (2) Improving safety by designing major arterials to include features such as  
190 wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features,  
191 including trees where appropriate;

192 (3) Ensuring that the Department does not prioritize vehicle qualitative  
193 measurements above other measures;

194 (4) Protecting the environment and reducing congestion by providing safe  
195 alternatives to single-occupancy driving; and

196 (5) Preserving community character by involving local citizens and stakeholders  
197 in planning and design decisions.

198 (b) The Department shall incorporate the complete streets policy into the Department's  
199 Transportation Strategic Plan, the Pedestrian Master Plan, the Bicycle Master Plan, and other  
200 Department plans, manuals, rules, regulations and programs as appropriate.

201 (c) The Department, in cooperation with the Office of Planning, shall establish a District-  
202 wide integrated system of bicycle and pedestrian infrastructure.

203 (d) The Complete Streets policy shall apply to all construction, reconstruction, and  
204 maintenance of highways, roads, streets, and lanes located within the District.

205 (e) The Complete Streets policy shall not apply if:

206 (1) Use of a particular highway, road, street, or lane by bicyclists or pedestrians is  
207 prohibited by law, including within interstate highway corridors;

208 (2) The costs would be excessively disproportionate to the need or probable use of  
209 the particular highway, road, street, or lane; or

210 (3) The safety of vehicular, pedestrian, or bicycle traffic would be placed at  
211 unacceptable risk.

212 Sec. 302. Rules.

213 By January 1, 2017, the District Department of Transportation, pursuant to the District of  
214 Columbia Administrative Procedure Act, approved October 21, 1968 (82 Stat. 1204; D.C.  
215 Official Code § 2-501 *et seq.*), shall issue rules to implement the provisions of this title.

216 **TITLE IV. BICYCLE AND PEDESTRIAN SAFETY**

217 Sec. 401. Stop as yield.

218 (a) A person operating a bicycle or human-powered vehicle approaching a stop sign or a  
219 steady red traffic control signal shall slow down and, if required for safety, stop before entering  
220 the intersection. After slowing to a reasonable speed or stopping, the person shall yield the right-  
221 of-way to any vehicle in the intersection or approaching on another roadway so closely as to  
222 constitute an immediate hazard during the time the person is moving across or within the  
223 intersection, except that a person, after slowing to a reasonable speed and yielding the right-of-

224 way if required, may cautiously make a turn or proceed through the intersection without  
225 stopping.

226 (b) For purposes of this section, the term:

227 (1) "Bicycle" shall have the same meaning as provided in section 10(1) of the  
228 District of Columbia Comprehensive Bicycle Transportation and Safety Act of 1984, effective  
229 March 6, 1985 (D.C. Law 5-179; D.C. Official Code § 50-1609(1)).

230 (2) "Human-powered vehicle" means a device with wheels which is propelled  
231 solely by human power and does not require a license to operate.

232 Sec. 402. Dooring prevention.

233 Section 2214.4 of Title 18 of the District of Columbia Municipal Regulations (18 DCMR  
234 § 2214.4) is amended by striking the phrase "without interfering with moving traffic or  
235 pedestrians" and inserting the phrase "without interfering with moving traffic, bicyclists, or  
236 pedestrians" in its place.

237 Sec. 403. The Compulsory/No-Fault Motor Vehicle Insurance Act of 1982, effective  
238 September 18, 1982 (D.C. Law 4-155; D.C. Official Code § 31-2401 *et seq.*), is amended as  
239 follows:

240 (a) Section 3 (D.C. Official Code § 31-2402) is amended by adding a new paragraph (3-  
241 1) to read as follows:

242 "(3-1) The term "bicyclist" means a person operating a bicycle, as that term is  
243 defined in section 10(1) of the District of Columbia Comprehensive Bicycle Transportation and  
244 Safety Act of 1984, effective March 6, 1985 (D.C. Law 5-179; D.C. Official Code § 50-  
245 1609(1)).".

246 (b) Section 10 (D.C. Official Code § 31-2409) is amended by adding a new subsection  
247 (p) to read as follows:

248 “(p) Bicyclist insurance policies –

249 “(1) Each insurer selling or offering bicyclist insurance shall be required to adhere  
250 to the provisions of this section, where applicable.

251 “(2) An insurer that offers bicyclist insurance policies may require than an insured  
252 register his or her bicycle and maintain such registration before a policy is issued or renewed.”.

253 Sec. 404. Universal street safety education.

254 (a) The District Department of Transportation, in collaboration with the State Board of  
255 Education, the Metropolitan Police Department, and appropriate nonprofit organizations and  
256 advocacy groups, shall notify schools of the availability of and make available to schools  
257 existing educational curriculum for individuals under 18 years of age regarding the safe use of  
258 public streets and premises open to the public by pedestrians and users of bicycles and human-  
259 powered vehicles. At a minimum, the curriculum shall address:

260 (1) The safe use of bicycles;

261 (2) How to navigate traffic, including high-risk traffic situations;

262 (3) Bicycle skills;

263 (4) On-bicycle training;

264 (5) Proper use of bicycle helmets;

265 (6) Traffic laws and regulations;

266 (7) The use of bicycle lanes and trails; and

267 (8) Safe pedestrian practices.

268 (b) For purposes of this section, the term:

269 (1) "Bicycle" shall have the same meaning as provided in section 10(1) of the  
270 District of Columbia Comprehensive Bicycle Transportation and Safety Act of 1984, effective  
271 March 6, 1985 (D.C. Law 5-179; D.C. Official Code § 50-1609(1)).

272 (2) "Human-powered vehicle" means a device with wheels which is propelled  
273 solely by human power and does not require a license to operate.

## 274 TITLE V. MOTOR VEHICLE SAFETY

275 Sec. 501. For-hire vehicle operator training.

276 (a) Section 47-2829(e)(2)(A) of the District of Columbia Official Code is amended as  
277 follows:

278 (1) Strike the phrase "At a minimum, the training course shall be designed to  
279 develop the applicant's knowledge of the following:" and insert the phrase "At a minimum, the  
280 training course and any refresher course provided by the Commission shall be designed to  
281 develop the applicant's knowledge of the following:" in its place.

282 (2) Sub-subparagraph (iii) is amended to read as follows:

283 "(iii) District traffic laws and regulations and the penalties for  
284 violating these laws and regulations, including:

285 "(I) The rights and duties of motorists;

286 "(II) The rights and safety of pedestrians, including not  
287 blocking the crosswalk or intersection; and

288 "(III) The rights and safety of bicyclists, including not  
289 driving or stopping in a bicycle lane or bicycle infrastructure."

290 (b) Section 20f-2 of the District of Columbia Taxicab Commission Establishment Act of  
291 1985, effective March 10, 2015 (D.C. Law 20-197; D.C. Official Code § 50-301.25b), is  
292 amended to read as follows:

293 “(a) A company that uses digital dispatch shall train associated operators:

294 “(1) In how to properly and safely handle mobility devices and equipment and to  
295 treat an individual with disabilities in a respectful and courteous manner; and

296 “(2) On District traffic laws and regulations, and the penalties for violating these  
297 laws and regulations, including:

298 “(A) The rights and duties of motorists;

299 “(B) The rights and safety of pedestrians, including not blocking the  
300 crosswalk or intersection; and

301 “(C) The rights and safety of bicyclists, including not driving or stopping  
302 in a bicycle lane or bicycle infrastructure.

303 “(b) Completion of a public vehicle-for-hire driver’s training course approved by the  
304 Commission shall satisfy the operator training required by this section.”.

305 Sec. 502. Study of remediation and deferred disposition program.

306 Before January 2, 2017, the Mayor shall transmit to the Chairperson of the Council  
307 committee with oversight of transportation a report and recommendation as to whether the  
308 District should implement a remediation and deferred disposition program for individuals that  
309 commit moving or nonmoving infractions in the District. The report shall include the following:

310 (1) A review of the best practices in other jurisdictions;

311 (2) An examination of issues such as staffing levels and implementation costs;



312 (3) The moving and nonmoving infractions, if any, to which the remediation and  
313 deferred disposition program may apply;

314 (4) Whether the program should reduce the entire fine or number of points  
315 included with an infraction, a portion of a fine or the number of points included with an  
316 infraction, or both; and

317 (5) The content of the remediation and deferred disposition program, including  
318 the content of a safety course provided in the program, the process by which a person would  
319 participate in the program, and the alternative activities a person may take in lieu of paying a fine  
320 or receiving points.

321 Sec. 503. Repeat offenders.

322 (a) A person that violates one of the following provisions of law more than once within a  
323 12-month period shall be subject to escalating fines as provided in subsections (b) and (c) of this  
324 section:

325 (1) Section 2200.5 of Title 18 of the District of Columbia Municipal Regulations;

326 (2) Section 2201.11 of Title 18 of the District of Columbia Municipal  
327 Regulations;

328 (3) Section 2103.7 of Title 18 of the District of Columbia Municipal Regulations;

329 (4) Section 2207 of Title 18 of the District of Columbia Municipal Regulations;

330 (5) Section 2208 of Title 18 of the District of Columbia Municipal Regulations; or

331 (6) Section 2405.1 of Title 18 of the District of Columbia Municipal Regulations;

332 (b) The escalating fines shall apply as follows:

333 (1) For a second offense within a 12-month period, the fine shall be 1.5 times the  
334 amount provided in Title 18 of the District of Columbia Municipal Regulations.

335 (2) For a third offense within a 12-month period, the fine shall be 3 times the  
336 amount provided in Title 18 of the District of Columbia Municipal Regulations.

337 (3) For a fourth offense and each subsequent offense within a 12-month period,  
338 the fine shall be 5 times the amount provided in Title 18 of the District of Columbia Municipal  
339 Regulations; provided, that a fourth offense of section 2405.1 of Title 18 of the District of  
340 Columbia Municipal Regulations (18 DCMR §2405.1) shall result in the vehicle automatically  
341 being towed.

342 Sec. 504. The Distracted Driving Safety Act of 2004, effective March 30, 2004 (D.C.  
343 Law 15-214; D.C. Official Code § 50-1731.01 *et seq.*), is amended as follows:

344 (a) Section 4(a) (D.C. Official Code § 50-1731.04(a)) is amended by striking the phrase  
345 “operating a moving motor vehicle” and inserting the phrase “operating a motor vehicle” in its  
346 place.

347 (b) Section 5 (D.C. Official Code § 50-1731.05) is amended as follows:

348 (1) Subsection (a) is amended by striking the phrase “while operating a moving  
349 school bus” and inserting the phrase “while operating a school bus” in its place.

350 (2) Subsection (b) is amended by striking the phrase “while operating a moving  
351 motor vehicle” and inserting the phrase “while operating a motor vehicle” in its place.

352 Sec. 505. Aggressive driving.

353 (a) A person shall be guilty of aggressive driving if the person commits 3 or more of the  
354 following offenses at the same time or during a single and continuous period of driving within  
355 the course of one mile:

356 (1) Exceeding a maximum speed limit;

357 (2) Unsafe or improper lane change;

- 358 (3) Failure to yield the right of way;  
359 (4) Following too closely;  
360 (5) Passing on the right;  
361 (6) Failure to obey a traffic control device;  
362 (7) Failure to use turn signals; or  
363 (8) Performing reckless driving.

364 (b)(1) The penalty for violating this section shall be a fine of \$200 and 2 traffic points.

365 (2) A violation of this section shall be processed and adjudicated under the  
366 provisions applicable to moving violations set forth in Title II of the District of Columbia Traffic  
367 Adjudication Act of 1978, effective September 12, 1978. (D.C. Law 2-104; D.C. Official Code  
368 § 50-2302.01 *et seq.*).

369 (3) In addition to any penalty prescribed by this section, a person convicted of a  
370 violation of this section shall attend and successfully complete approved traffic educational  
371 sessions that are designed to improve the safety and habits of drivers and that are approved by  
372 the Department of Motor Vehicles. Failure to successfully complete the sessions shall result in  
373 the suspension of the person's license.

374 Sec. 506. Side guards and blind spot mirrors on registered trucks.

375 Effective January 1, 2016, all heavy-duty vehicles registered in the District shall be  
376 equipped with the following:

- 377 (1) Blind-spot mirrors or a blind-spot camera system;  
378 (2) Reflective blind-spot warning stickers; and  
379 (3) Side-underrun guards to prevent bicyclists, other vehicles, or pedestrians from  
380 sliding under rear wheels.



404 (2) The Director of the District Department of Transportation, or the Director's  
405 designee;

406 (3) The Director of the Office of Planning, or the Director's designee;

407 (4) A representative from the Bicycle Advisory Council who is selected by that  
408 body; and

409 (5) A representative from the Pedestrian Advisory Council who is selected by that  
410 body.

411 (b) The Task Force shall:

412 (1) Review every crash handled by the Major Crash Investigations Unit of the  
413 Metropolitan Police Department; and

414 (2) Recommend changes to the Mayor and the Council to the District's statutes,  
415 regulations, and policies that the Task Force believes would reduce the number of crashes in the  
416 District resulting in serious injury or death.

417 **TITLE VII. FISCAL IMPACT; EFFECTIVE DATE**

418 Sec. 701. Fiscal impact statement.

419 The Council adopts the fiscal impact statement in the committee report as the fiscal  
420 impact statement required by section 602(c)(3) of the District of Columbia Home Rule Act,  
421 approved December 24, 1973 (87 Stat. 813, D.C. Official Code § 1-206.02(c)(3)).

422 Sec. 702. Effective date.

423 This act shall take effect following approval by the Mayor (or in the event of veto by the  
424 Mayor, action by the Council to override the veto), a 30-day period of congressional review as  
425 provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December

426 24, 1973 (87 Stat. 788; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of  
427 Columbia Register.