



# ANNUAL REPORT

District of Columbia Highway Safety Office  
FY2015: October 2014 - September 2015  
December 31, 2015

# District of Columbia Highway Safety Office

## FY2015 Annual Report

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**December 31, 2015**



# Table of Contents

- GLOSSARY OF TERMS AND ACRONYMS..... 4
- EXECUTIVE SUMMARY..... 5
  - DISTRICT OF COLUMBIA PERFORMANCE MEASURES ..... 6
  - ADDITIONAL CORE OUTCOME MEASURES..... 7
  - PERFORMANCE GOALS AND TRENDS..... 8
- MISSION STATEMENT ..... 13
- LEGISLATIVE UPDATE ..... 14
- PROGRAM FUNDING (FY2015) ..... 16
- PROGRAM SUMMARIES ..... 21
  - IMPAIRED DRIVING PROGRAM..... 22
  - OCCUPANT PROTECTION PROGRAM ..... 46
  - AGGRESSIVE DRIVING PROGRAM ..... 56
  - PEDESTRIAN AND BICYCLE SAFETY PROGRAM ..... 65
  - TRAFFIC RECORDS PROGRAM..... 75
  - SAFE COMMUNITIES/ROADWAY SAFETY ..... 80

## Glossary of Terms and Acronyms

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

AAG	Assistant Attorney General
CIOT	Click It or Ticket It
DDOT	District Department of Transportation
DREs	Drug Recognition Experts
DUI	Driving Under the Influence of drugs or alcohol
DWI	Driving While Intoxicated
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FY	Fiscal Year
HSO	Highway Safety Office
HSPF	Highway Safety Performance Plan
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
WRAP	Washington Regional Alcohol Program

# District of Columbia Highway Safety Annual Report

FY2015

## 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 2015 Highway Safety Annual Report (AR).

The purpose of the Annual Report for FY2015 (October 1, 2014 – September 30, 2015) is to summarize the accomplishments and challenges experienced by the Highway Safety Office (HSO) in FY2015 with direct reference to the performance measures, targets, strategies and funding identified in the FY2015 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 FY2015, the District Highway Safety program used Federal grant funds administered by NHTSA in accordance with 23 USC, Section 154 (Open Container Grant), Sections 402 (Highway Safety Program), 405 (Occupant Protection Incentive Grant), 406 (Seatbelt Incentive Grant), 408 (Data Program Incentive), 410 (Alcohol-Impaired Driving Incentive Grant), and 2011 (Child Safety and Child Booster Seat Incentive Grant) of SAFETEA-LU and 402 (Highway Safety Program) and 405b (OP High), 405c (Data Program) and 405d (Impaired Driving Low) of MAP-21.

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 area 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 FY2015:

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

## District of Columbia Performance Measures

### Core Outcome Measures

	Description	2009	2010	2011	2012	2013	2014	2015 Baseline	2014 Targets		Difference (2014- 2015 HSP)
									2014 HSP	2015 HSP	
<b>C-1</b>	Number of traffic fatalities	29	24	27	15	20	<b>23</b>	25	21	25	2 below <b>Goal met</b>
<b>C-2</b>	Number of serious injuries	1,617	1,682	1,612	1,567	1,655	<b>1,802</b>	1,663	1,540	1,663	139 above <b>Goal not met</b>
<b>C-3</b>	Fatalities per 100 million vehicle miles Traveled	0.80	0.67	0.76	0.42	0.56	<b>N/A</b>	0.7	0.68	0.7	Not available
<b>C-4</b>	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	4	5	6	4	0	<b>3</b>	4 (2011-2013 avg.)	4	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	11	7	8	3	6	<b>5</b>	7 (2009-2013 avg.)	7	7	2 below <b>Goal met</b>
<b>C-6</b>	Number of speed-related fatalities (FARS)	10	8	10	6	9	<b>12</b>	9 (2009-2013 avg.)	5	9	3 above <b>Goal not met</b>
<b>C-7</b>	Number of motorcyclist fatalities	4	1	4	4	3	<b>3</b>	4 (2011-2013 avg.)	2	3	<b>Goal met</b>
<b>C-8</b>	Number of un-helmeted motorcyclist fatalities	2	0	2	1	0	<b>1</b>	1 (2011-2013 avg)	1	1	<b>Goal met</b>
<b>C-9</b>	Number of drivers 20 or younger involved in a fatal crash	2	0	3	1	1	<b>3</b>	1 (2011-2013 avg)	1	1	2 above <b>Goal not met</b>
<b>C-10</b>	Number of pedestrian fatalities	14	13	8	7	9	<b>9</b>	10 (2009-2013 avg)	7	10	1 below <b>Goal met</b>
<b>C-11</b>	Number of bicyclist fatalities	0	2	1	0	1	<b>1</b>	1 (2011-2013 avg)	1	1	<b>Goal met</b>

Source: NHTSA STSI/FARS

## Core Behavior Measures

Description		2011	2012	2013	2014	2015
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	95	92.4	87.46	93.2	95.5

Source: District of Columbia Observational Seat Belt Survey

## Core Activity Measures

Description		FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
A-1	Number of seat belt citations issued during grant-funded enforcement activities	2,959	1,009	2,116	1,367	869	931
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	384	65	257	210	187	150
A-3	Number of speeding citations issued during grant-funded enforcement activities	5,841	1,007	1,697	15	72	145
	Number of distracted driving citations issued during grant-funded enforcement activities			1,167	1,030	677	862
	Number of pedestrian and bicycle related citations issued during grant-funded enforcement activities			591	592	691	704

Source: Citations shown resulted from grant funded activities

## Additional Core Outcome Measures

Description	2010	2011	2012	2013	2014	2015 Baseline	2014 Targets		Difference (2014-2014 HSP)
							2014 HSP	2015 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.	88	93	76	101	88	90 (2011-2013 avg)	55*	88	Goal met
C-13 Number of Unrestraint occupant serious injuries	116	97	118	102	105	106 (2011-2013 avg)	40*	104	1 above Goal not met
C-14 Number of speed-related serious injuries	344	282	251	300	319	278 (2011-2013 avg)	90*	267	52 above Goal not met



<b>C-15</b>	Number of pedestrian serious injuries	303	313	362	348	<b>404</b>	341 (2011-2013 avg)	300	341	63 above <b>Goal not met</b>
<b>C-16</b>	Number of bicyclist serious injuries	220	251	260	281	<b>356</b>	264 (2011-2013 avg)	230	264	92 above <b>Goal not met</b>
<b>C-17</b>	Number of motorcyclist serious injuries	98	106	111	116	<b>79</b>	111 (2011-2013 avg)	85	111	32 below <b>Goal met</b>

Source: State Crash Data Files

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.

\* 2014 HSP numbers were based on disabling injuries and did not include non-disabling injuries.

### Performance Goals and Trends

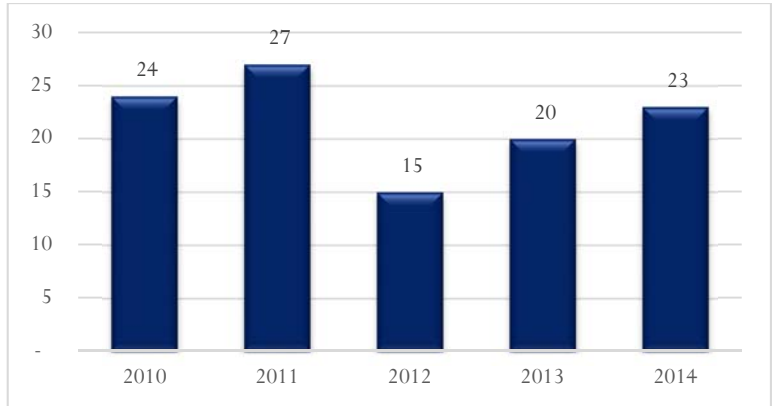
All of the organizations working to improve the safety of the District of Columbia’s roadways strive to reduce traffic fatalities and injuries. The following graphs present the current trend, based on the performance measures and goals outlined in the FY2015 Highway Safety Performance Plan.

#### TRAFFIC FATALITIES

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

Intermediate Goal: To maintain the number of traffic-related fatalities at 25 by December 31, 2015.

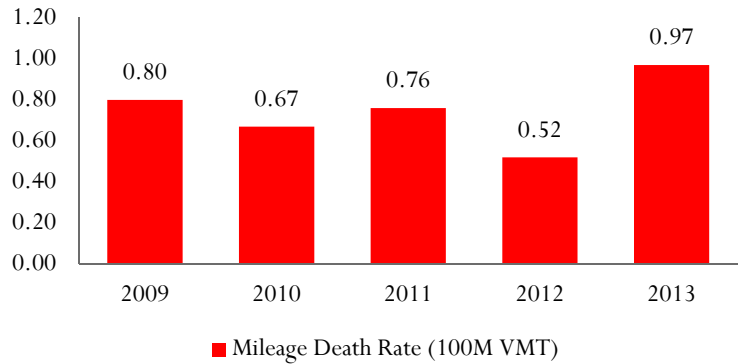
Note: Projected goal for traffic-related fatalities for 2014 was 25. **GOAL MET**



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

**GOAL: Maintain the mileage death rate of 0.7 fatality rate by December 31, 2015.**

2014 VMT rate not available at time of the report.

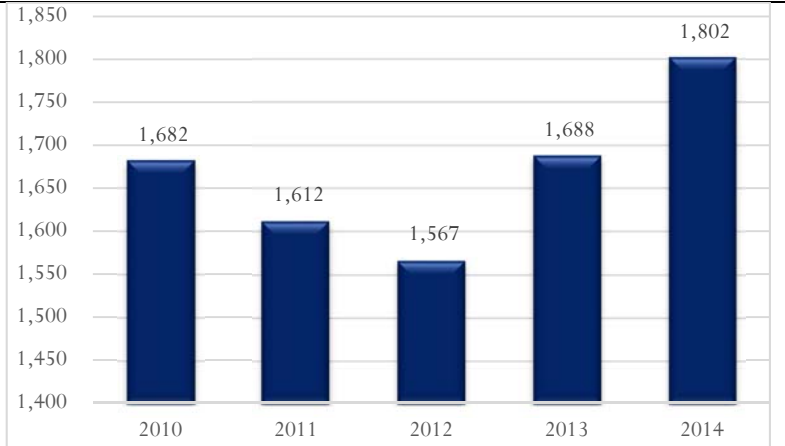




## TRAFFIC SERIOUS INJURIES

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

Note: Projected goal for traffic-related serious injuries for 2014 was 1,663. **GOAL NOT MET**

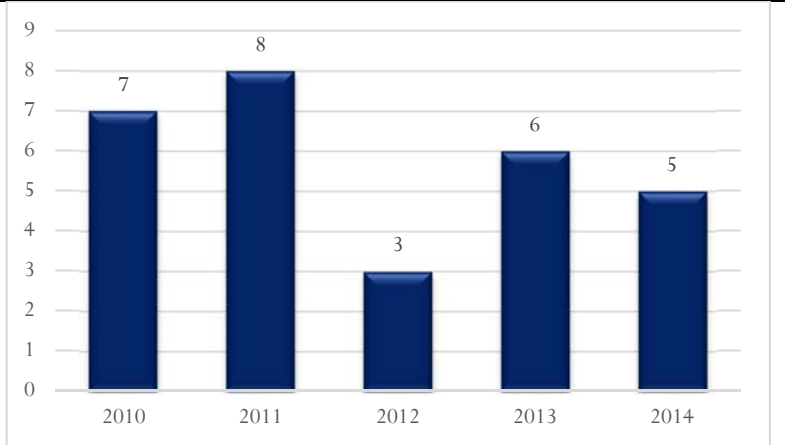


## IMPAIRED DRIVING FATALITIES

**GOAL:** To maintain or decrease alcohol-impaired driving fatalities at the five year average (2009-2013) of 7 by December 31, 2015.

Note: Projected goal for alcohol-related fatalities for 2014 was 7. **GOAL MET**

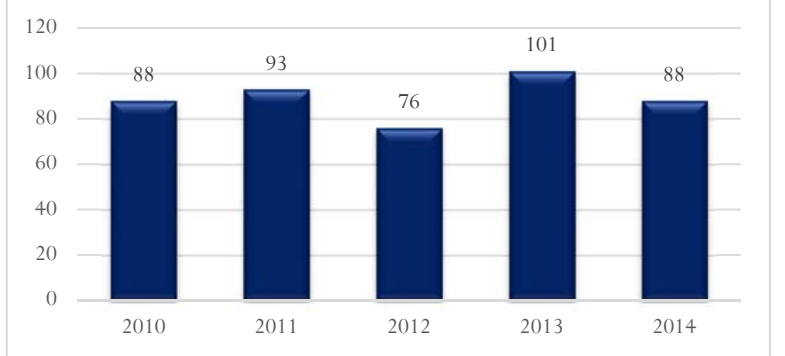
Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.



## IMPAIRED DRIVING SERIOUS INJURIES

**GOAL:** Decrease impaired driving serious injuries by 4 percent from a three-year (2011-2013) weight average of 90 to 86 by December 31, 2015.

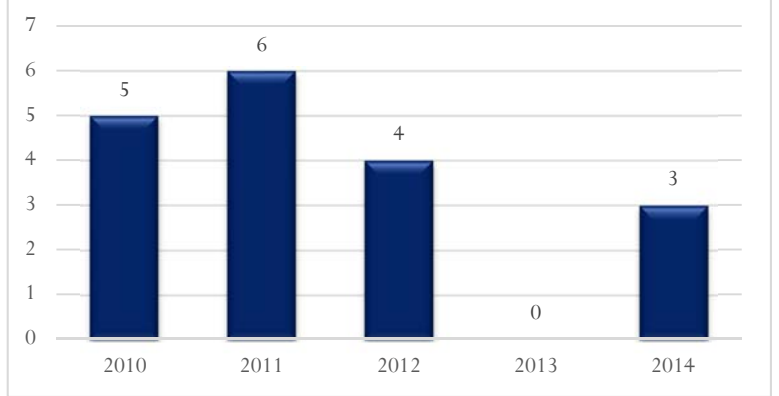
Note: Projected goal for alcohol-related serious injuries for 2014 was 88. **GOAL MET.**



## UNRESTRAINED FATALITIES

**GOAL:** Decrease unrestrained fatalities by 25 percent from a three-year (2011-2013) weight average of 4 to 3 by December 31, 2015.

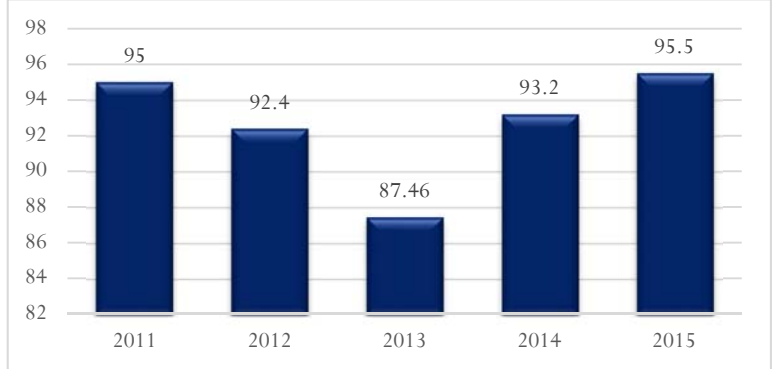
Note: Projected goal for unrestrained fatalities for 2014 was 3. **GOAL MET**



## SEAT BELT USE

**GOAL:** To maintain or increase the observation seatbelt usage above 91.6 percent by December 31, 2015.

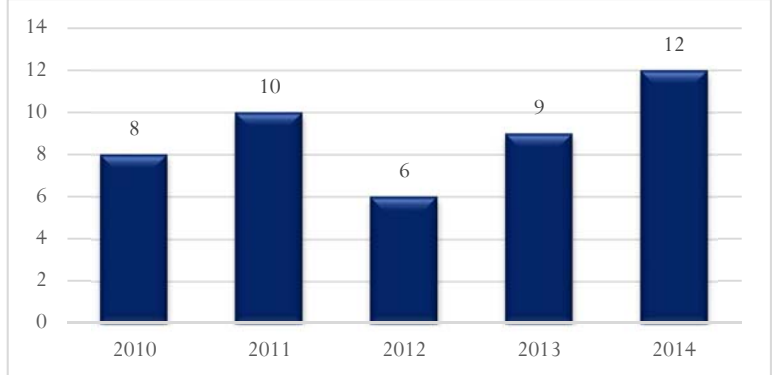
**GOAL MET**



## SPEED-RELATED FATALITIES

**GOAL:** Maintain or decrease speeding-related fatalities at the five-year average (2009-2013) of 9 by December 31, 2015.

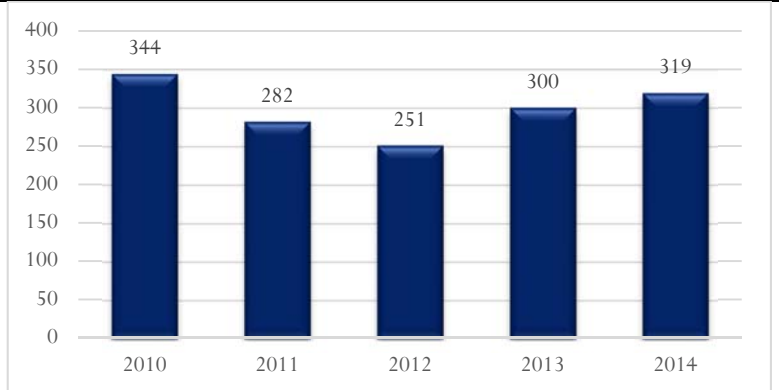
Note: Projected goal for speed-related fatalities for 2014 was 9. **GOAL NOT MET**



## SPEED-RELATED INJURIES

**GOAL:** Decrease speeding-related injuries by 8 percent from a three-year (2011-2013) weight average of 278 to 256 by December 31, 2015.

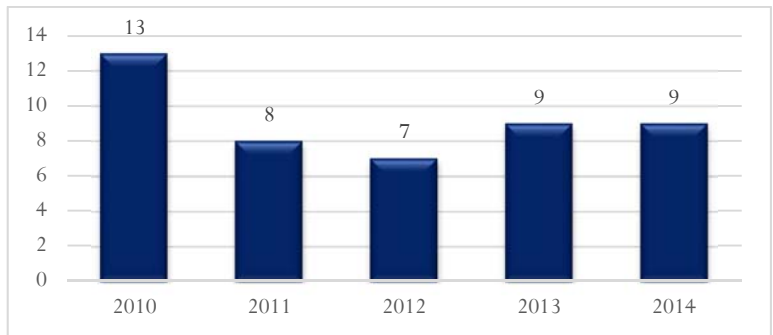
Note: Projected goal for speed-related injuries for 2014 was 267. **GOAL NOT MET.**



### PEDESTRIAN-RELATED FATALITIES

**GOAL:** Decrease pedestrian-related fatalities by 11 percent from a five-year (2009-2013) weight average of 11 to 10 by December 31, 2015.

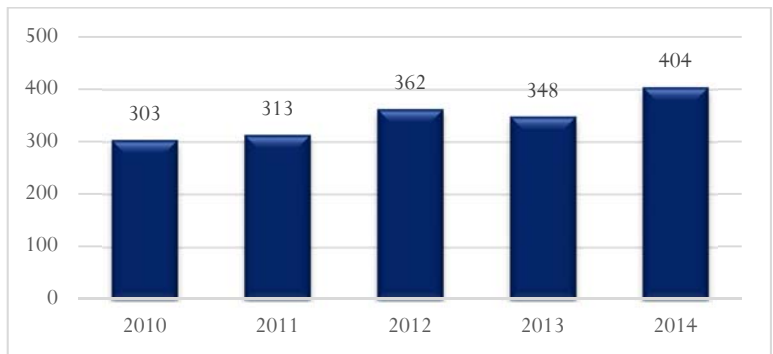
Note: Projected goal for pedestrian-related fatalities for 2014 was 10. **GOAL MET**



### PEDESTRIAN-RELATED INJURIES

**GOAL:** Maintain or decrease pedestrian-related injuries at the three-year (2011-2013) weight average of 341 by December 31, 2015.

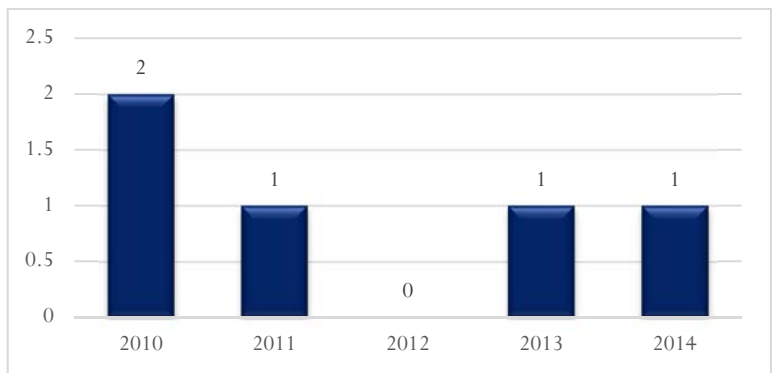
Note: Projected goal for pedestrian-related injuries for 2014 was 341. **GOAL NOT MET**



### BICYCLIST-RELATED FATALITIES

**GOAL:** Maintain or decrease the number of bicycle-related fatalities from a three-year (2011-2013) weight average of 1 by December 31, 2015.

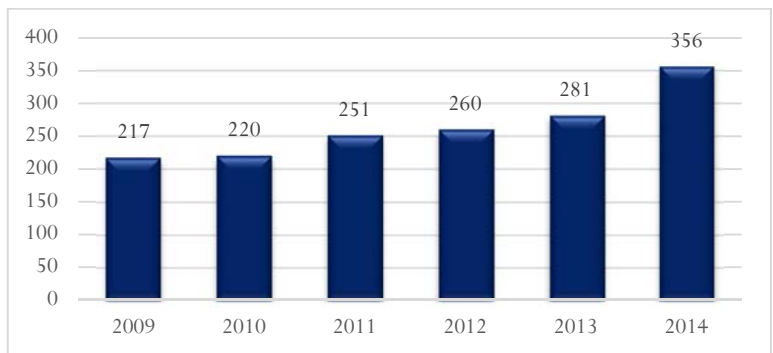
Note: Projected goal for bicycle-related fatalities for 2014 was 1. **GOAL MET**



### BICYCLE-RELATED INJURIES

**GOAL:** Maintain or decrease bicycle-related injuries at the three-year (2011-2013) weight average of 264 by December 31, 2015.

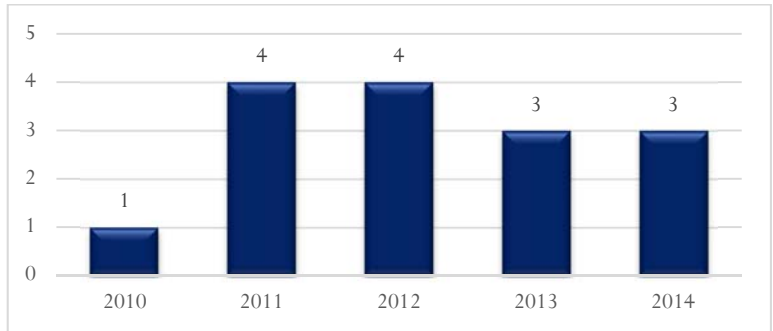
Note: Projected goal for speed-related fatalities for 2014 was 264. **GOAL NOT MET**



### MOTORCYCLIST-RELATED FATALITIES

**GOAL:** Decrease motorcyclist-related fatalities by 25 percent from a three-year (2011-2013) weight average of 4 to 3 by December 31, 2015.

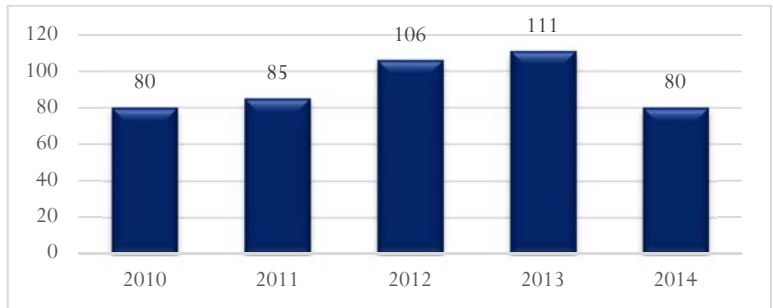
Note: Projected goal for motorcycle-related fatalities for 2014 was 3. **GOAL MET**



### MOTORCYCLIST-RELATED INJURIES

**GOAL:** Maintain or decrease motorcyclist-related injuries at the three-year (2011-2013) weight average of 111 by December 31, 2015.

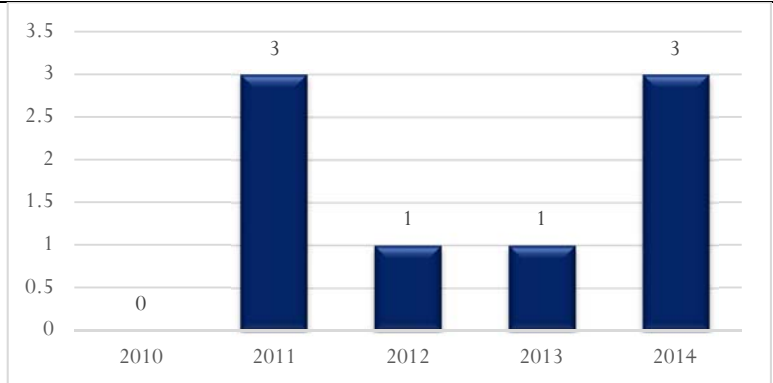
Note: Projected goal for motorcycle-related injuries for 2014 was 111. **GOAL MET**



### YOUNGER DRIVER IN FATAL CRASH

**GOAL:** Maintain or decrease the number of younger drivers involved in a fatal crash from a three-year (2011-2013) weight average of 1 by December 31, 2015.

Note: Projected goal for younger driver fatality for 2014 was 1. **GOAL NOT 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).

In general, the District’s population has been increasing by nearly 9 percent or 54,900 new residents; approximately 1,100 every month, since 2010. The DC region’s economy expanded by 14 percent (compared to 3 percent with the rest of the US) as a result of a 5 percent increase of the technology sector employment.

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
- MedStar National Rehabilitation

This report provides an overview of each Program Area, including performance measures and goals implemented in FY2015. 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

There were no updates in FY2015.

## Challenges

1. 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.
2. 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.”
3. 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, the latest year for which data is available, 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.
4. 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 150 miles of bike lanes, cycle tracks, signed bike routes, and shared lanes. Each year there is a plan to increase this by a couple miles. In addition, the Capitol Bikeshare program is now extended to over 202 bike share stations with over 2000 bikes for rent. The fast pace of all these changes is in itself a challenge as the District seeks re-allocate existing infrastructure space among all competing modes.
5. New modes of transportation such as the “Streetcar” that will startup in early 2016 will compete for road space with all other modes. It is expected that a new crash type will emerge as other forms of transportation becomes integrated with the street car due to its physical and operational limitations. To inform and sensitize the District with this new form of transportation trial runs are presently being

performed. In addition, the District is trying to learn from other cities that have implemented this type of transportation.

6. 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.
7. A new crash reporting application was rolled out in August 2015. This system is more MMUCC compliant with improved data edits and other features that improve data accuracy. The impact of this is unknown at this time, but in other locations where similar has occurred it is accompanied by a higher number of reported crashes.

## Future Plans

1. Provide alternative performance measures in addition to the MAP 21 requirements based on the District unique issues.
2. Use HSO funding to implement behavioral safety measures at locations deemed “high risk” but not “high crash.”
3. Work with District agencies to enhance and support the various safety programs including the Strategic Highway Safety Plan and Vision Zero.
4. Investigate the development of effective road safety policies targeting marijuana impairment.
5. Continue to address road safety utilizing the comprehensive and collaborative approach involving all E’s.
6. Increase enforcement/checkpoints with the Impaired Driving Van.
7. Strengthen convictions with the use of body cameras for law enforcement.



## Program Funding (FY2015)

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 FY2015 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 154 – AL – Open Container Grant
- Section 405 – K2–Occupant Protection
- Section 406 – K4–Primary Seat Belt Law
- Section 408 – K9–State Traffic Safety Information System Improvement Funds
- Section 410 – K8–Alcohol Grant
- Section 2011 – K3–Child Safety and Child Booster Seat Incentive Grants

In FY2015, 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.

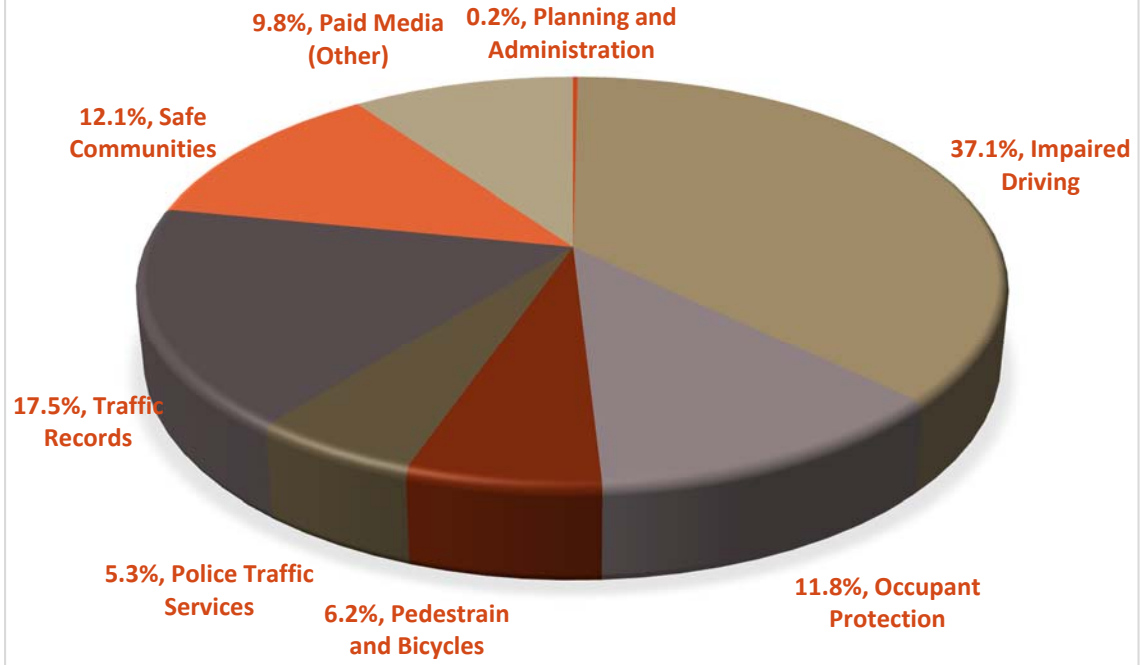
TABLE 1: FEDERAL AID ALLOCATION REPORT AND EXPENDITURE

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 2015-01-01	\$ 36,761.74	\$ 8,631.00
	<b>402 TOTAL</b>			\$ 36,761.74	\$ 8,631.00
<b>PM TOTAL</b>		<b>Program Expenditure - 23%</b>		<b>\$ 36,761.74</b>	<b>\$ 8,631.00</b>
<b>Impaired Driving</b>	402	Alcohol Enforcement	AL 2015-03-02	\$ 7,028.52	\$ 7,028.52
		Alcohol Enforcement/Chemical Testing	AL 2015-03-08	\$ 377.40	\$ 377.40
		Alcohol Breath Testing Program	AL 2015-03-09	\$ 107,508.78	\$ 107,508.78
		WRAP - Impaired Driving	AL 2015-03-10	\$ 31,416.35	\$ 31,416.35
		OAG - Attorney Positions & Support	AL 2015-03-12	\$ 240,000.00	\$ -
		Alcohol Enforcement City-Wide	AL 2015-03-13	\$ 150,000.00	\$ 32,545.93
	<b>402 TOTAL</b>	<b>402 Expenditure - 33%</b>		<b>\$ 536,331.05</b>	<b>\$ 178,876.98</b>
	410	Office of the Attorney General	K8 2015-01-03	\$ 122,829.26	\$ 122,829.26
		Impaired Driving Media Sec. 410	K8PM 2015-01-04	\$ 226,995.55	\$ 21,953.27
<b>410 TOTAL</b>	<b>410 Expenditure - 41%</b>		<b>\$ 349,824.81</b>	<b>\$ 144,782.53</b>	
	154	Open Container Funds - Alcohol MPD	154AL 2015-03-01	\$ 615,380.21	\$ 615,380.21
<b>154 TOTAL</b>	<b>154 Expenditure - 100%</b>		<b>\$ 615,380.21</b>	<b>\$ 615,380.21</b>	
<b>405d</b>		Washington Regional Alcohol Program	M6OT 2015-01-02	\$ 100,000.00	\$ 65,495.52
<b>Low</b>		OAG - Impaired Driving	M6OT 2015-01-03	\$ 607,394.49	\$ 315,050.22
		Cops in Shops - Impaired Driving	M6OT 2015-01-06	\$ 130,987.37	\$ -
		Breath Testing Supplies - Alcohol	M6OT 2015-01-08	\$ 100,000.00	\$ 1,960.90
		Training/Travel - Alcohol Program	M6OT 2015-01-09	\$ 35,000.00	\$ 13,711.67
		Media for Impaired Driving Program	M6OT 2015-01-10	\$ 254,028.48	\$ 125,305.00
		Alcohol Enforcement - MPD	M6OT 2015-01-11	\$ 33,754.25	\$ 33,754.25
		Alcohol Enforcement - MPD	M6OT 2015-01-13	\$ 650,000.00	\$ 28,217.24
		Media for Impaired Driving Program	M6OT 2015-01-16	\$ 2,838.49	\$ 2,838.49
		WRAP	M6OT 2015-01-18	\$ 110,000.00	\$ -
		Body Cameras	M6OT 2015-01-19	\$ 72,394.49	\$ -
		Media for Impaired Driving Program	M6X 2015-01-10	\$ 215,000.00	\$ -
		MPD Alcohol Enforcement	M6X 2015-01-11	\$ 215,208.94	\$ -
		OCME Impaired Driving Program	M6X 2015-01-17	\$ 296,378.94	\$ 97,145.69
<b>405d TOTAL</b>	<b>405d Expenditure - 30%</b>		<b>\$ 2,822,985.45</b>	<b>\$ 683,478.98</b>	
		<b>Program Expenditure - 38%</b>		<b>\$ 4,324,521.52</b>	<b>\$ 1,622,518.70</b>
Occupant Protection	402	Occupant Protection - MPD	OP 2015-05-03	\$ 84,028.15	\$ 84,028.15
		Seat Belt Survey FY 2015	OP 2015-05-04	\$ 5,015.00	\$ 5,015.00
		OP Activities - DDOT	OP 2014-05-05	\$ 21,774.69	\$ 21,774.69

	<b>402 TOTAL</b>	<b>402 Expenditure - 100%</b>		\$	<b>110,817.84</b>	\$	<b>110,817.84</b>
	<b>Child Seat Incentive</b>	Variable message Boards	K3 2015-05-17	\$	23,046.25	\$	23,046.25
		CPS Training and Outreach	K3 2015-05-18	\$	6,104.22	\$	6,104.22
		City-wide Programs - CPS	K3 2014-05-19	\$	90,487.73	\$	90,487.73
	<b>2011 TOTAL</b>	<b>2011 Expenditure - 100%</b>		\$	<b>119,638.20</b>	\$	<b>119,638.20</b>
	<b>405b High</b>	Community Child Passenger Safety	M1CPS 2015-05-06	\$	35,480.10	\$	-
		Media Related to High Visibility Enforcement	M1HVE 2015-05-04	\$	5,000.00	\$	5,000.00
		HV Enforcement - MPD	M1HVE 2015-05-05	\$	374,564.72	\$	70,310.70
		High Visibility Enforcement- MPD	M1HVE 2015-05-06	\$	19,428.18	\$	19,428.18
		Media Related to HV Enforcement	M1HVE 2014-05-08	\$	76,403.28	\$	76,403.28
		HV and Media	M1HVE 2015-05-09	\$	100,000.00	\$	67,556.83
		OP Programs - Various for FY 2015	K2 2015-15-03	\$	4,636.65	\$	4,636.65
		Media Related to HVE	M2HVE 2015-05-03	\$	95,335.48	\$	-
		OP Enforcement MPD	M2HVE 2015-05-04	\$	290,149.24	\$	-
		Conduct Seat Belt Survey for DC	M2HVE 2015-05-06	\$	58,398.46	\$	44,539.22
	<b>405b TOTAL</b>	<b>405b Expenditure - 27%</b>		\$	<b>1,059,396.11</b>	\$	<b>287,874.86</b>
<b>Total</b>		<b>Program Expenditure - 40%</b>		\$	<b>1,289,852.15</b>	\$	<b>518,330.90</b>
<b>Ped/Bicycle Safety</b>	<b>402</b>	Pedestrian Bicycle Safety	PS 2015-08-02	\$	56,373.27	\$	4,618.88
		Pedestrian Safety Enforcement - MPD	PS 2015-08-07	\$	46,676.97	\$	46,676.97
		Ped/Bike Enforcement Program - MPD	PS 2015-08-12	\$	46,845.30	\$	26,494.74
		Ped/Bike Enforcement Program - MPD	PS 2015-08-14	\$	877.68	\$	877.68
		Street Smart Campaign - FY 2015	PS 2015-08-15	\$	17,436.40	\$	17,436.40
		Bicycle Safety Program	PS 2015-08-16	\$	100,000.00	\$	100,000.00
		Street Smart Program FY 2015	PS 2015-08-17	\$	136,821.90	\$	76,654.72
	<b>402 TOTAL</b>						
<b>Total</b>		<b>Program Expenditure - 67%</b>		\$	<b>405,031.52</b>	\$	<b>272,759.39</b>
<b>Police Traffic Services</b>	<b>402</b>	Police Traffic Services - Citywide	PT 2015-04-01	\$	177,374.88	\$	177,374.88
		Police Traffic Services - MPD	PT 2015-04-02	\$	6,437.96	\$	6,437.96
		Officer Safety - Body Cameras	PT 2015-04-03	\$	50,000.00	\$	50,000.00
		PTS Administrative Support	PT 2015-04-04	\$	248,681.75	\$	-
	<b>402 TOTAL</b>			\$	<b>482,494.59</b>	\$	<b>233,812.84</b>
<b>Total</b>		<b>Program Expenditure - 100%</b>		\$	<b>482,494.59</b>	\$	<b>233,812.84</b>
<b>Traffic Records</b>	<b>402</b>	CODES Project	TR 2015-13-01	\$	79,632.50	\$	-
	<b>402 TOTAL</b>	<b>402 Expenditure - 0%</b>		\$	<b>79,632.50</b>	\$	<b>-</b>
	<b>408</b>	Traffic Records - Section 408	K9 2015-07-05	\$	93,053.73	\$	93,053.73
		Traffic Records Program Section 408	K9 2015-07-06	\$	108,942.26	\$	18,881.72
		Traffic Records - Section 408	K9 2015-07-07	\$	400,000.00	\$	152,608.50
		Traffic Records - OITI Projects	K9 2015-07-08	\$	500,000.00	\$	500,000.00

		Traffic Records Section 408	K9 2015-07-09	\$ 500,000.00	\$ -
	<b>408 TOTAL</b>	<b>408 Expenditure - 48%</b>		<b>\$ 1,601,995.99</b>	<b>\$ 764,543.95</b>
	<b>405c</b>	Data Programs	M3DA 2015-07-00	\$ 50,832.97	\$ -
		DMV Data Project	M3DA 2015-07-01	\$ 125,000.00	\$ -
		Roadway Data System Improvements	M3DA 2015-07-02	\$ 170,744.00	\$ -
		Updating TR Strategic Plan	M3DA 2015-07-03	\$ 92,039.36	\$ -
		TR Program	M3DA 2015-07-04	\$ 100,668.19	\$ -
		DMV Data Project	MEDA 2015-07-05	\$ 93,366.65	\$ -
		Data Project	M3DA 2015-07-06	\$ 359,414.94	\$ -
		DC Fire & EMS	M3DA 2015-07-07	\$ 59,978.41	\$ -
		Data Project With OCTO	M3DA 2015-07-08	\$ 50,832.98	\$ -
	<b>405c TOTAL</b>	<b>405c Expenditure - 0%</b>		<b>\$ 1,102,877.50</b>	<b>\$ -</b>
<b>Total</b>		<b>Program Expenditure - 27%</b>		<b>\$ 2,784,505.99</b>	<b>\$ 764,543.95</b>
<b>Roadway Safety</b>	<b>402</b>	<b>Roadway Safety</b>	<b>RS 2015-13-01</b>	<b>\$ 91,585.19</b>	<b>\$ -</b>
	<b>402 TOTAL</b>			<b>\$ 91,585.19</b>	<b>\$ -</b>
<b>Total</b>		<b>Program Expenditure - 0%</b>		<b>\$ 91,585.19</b>	<b>\$ -</b>
<b>Safe Communities</b>	<b>402</b>	Preparation of Various Safety Documents	SA 2015-05-12	\$ 55,651.79	\$ 55,651.79
		Preparation of Various Safety Documents	SA 2015-15-14	\$ 499,956.46	\$ 76,411.50
		Preparation of Updating Highway Safety Documents	SA 2015-15-15	\$ 294,352.23	\$ 294,352.23
		FEMS Purchase Simulator Software	SA 2015-15-16	\$ 275,000.00	\$ -
		Preparation of Various Safety Documents	SA 2015-15-17	\$ 17,880.00	\$ 17,880.00
	<b>402 TOTAL</b>	<b>402 Expenditure - 39%</b>		<b>\$ 1,142,840.48</b>	<b>\$ 444,295.52</b>
	<b>406</b>	Community Campaigns	K4SA 2015-15-18	\$ 85,678.21	\$ 85,678.21
		Community Campaigns	K4SA 2015-15-19	\$ 58.00	\$ 58.00
	<b>406 TOTAL</b>	<b>406 Expenditure - 100%</b>		<b>\$ 85,736.21</b>	<b>\$ 85,736.21</b>
<b>Total</b>		<b>Program Expenditure - 43%</b>		<b>\$ 1,228,576.69</b>	<b>\$ 530,031.73</b>
<b>Paid Advertisement</b>	<b>402</b>	Paid Advertisement Various Campaigns	PM 2015-14-06	\$ 661,239.55	\$ 333,745.01
		Paid Media - Various Campaigns	PM 2015-14-08	\$ 1,177.54	\$ 1,177.54
		Paid Media - Various Campaigns	PM 2015-14-09	\$ 766,601.46	\$ 92,692.50
	<b>402 TOTAL</b>			<b>\$ 1,429,018.55</b>	<b>\$ 427,615.05</b>
<b>Total</b>		<b>Program Expenditure - 30%</b>		<b>\$ 1,429,018.55</b>	<b>\$ 427,615.05</b>
<b>Distracting Driving</b>	<b>402</b>	<b>Distracted Driving Enforcement</b>	<b>DD 2015-16-01</b>	<b>\$ 105,000.00</b>	<b>\$ -</b>
	<b>402 TOTAL</b>			<b>\$ 105,000.00</b>	<b>\$ -</b>
<b>Total</b>		<b>Program Expenditure - 0%</b>		<b>\$ 105,000.00</b>	<b>\$ -</b>
		<b>TOTAL</b>		<b>\$ 12,177,347.94</b>	<b>\$ 4,378,243.56</b>

## FY2015 EXPENDITURE



## 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 maintain or reduce the number of alcohol-impaired driving fatalities at the five year average (2009-2013) of 8 and decrease the number of impaired-related serious injuries by 4 percent from a three year average (2011-2013) of 90 to 86 by December 31, 2015.

The following are the numbers for the last five years:

YEAR	Alcohol-impaired Fatalities	Impaired Serious Injuries
2010	7	88
2011	8	93
2012	3	76
2013	6	101
<b>2014</b>	<b>5 (Goal &lt;7)</b>	<b>88 (Goal &lt; 88)</b>

The District achieve both alcohol-impaired fatalities and impaired-related serious injuries goal in 2014.

The impaired driving program qualified for the NHTSA 405 grant as a low range state. The following are the programs that were implemented in FY2015.

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### ADJUDICATION

Project No.: K8-2015-01-03; Section 410;

Expenditure: \$122,829.26

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 (TRSP) 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.*

**Results:**

TRSP attended the following:

1. TSRP Webinar: Hash Oil 101, November 4, 2014 presented by WA TSRP Courtney Popp
2. MADD “No Refusal” workshop, November 18-19, 2014, Baltimore, MD
3. Lifesavers National Conference on Highway Safety Priorities, March 15-17, 2015, Chicago, IL.
4. Annual Traffic Safety Resource Prosecutor Training, May 4-6, 2015, Oklahoma City, OK.
5. “No Refusal Implementation and Operation” Webinar, June 18, 2015
6. Turning the Sword Into a Shield: Using the NHTSA Manual to Cross Examine the Defense Expert TSRP Webinar, presented by Tim Wilson, the Chief Deputy of the Jasper County (MO) Sheriff's Office –September 9, 2015
7. Demanding More Vigilance: Synthetic Drugs in the District of Columbia, Maryland, and Virginia Symposium, hosted by the Criminal Justice Coordinating Council, September 16, 2015
8. Public Health Challenge of Synthetic Cannabinoids webinar, September 30, 2015

**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.*

**Results:**

In FY2015, 20 training sessions was conducted, training 774 attendees. Details as follows:

1. OAG Charges and Papering--Cooperation Act, law enforcement training, October 1, 2014 (25 attendees); October 15, 2014 (25 attendees); October 30, 2014 (25 attendees). Total trained – 75.
2. Legal Update, OCME Breath Test Operator Recertification, October 3, 2014 (6 attendees); November 13, 2014 (6 attendees); January 29, 2015 (6 attendees); February 19, 2015; (6 attendees); March 19, 2015 (4 Attendees); April 15, 2015 (5 attendees); June 18, 2015 (5 Attendees); Total trained – 38.
3. DUI Issue Spotting and Papering, new attorney training, November 12, 2014 (2 attendees); December 12, 2014 (2 attendees); Total trained – 4.
4. DMV records, new attorney training, November 12, 2014 (2 attendees); Total trained – 2.
5. LIDAR evidence in criminal prosecutions, new attorney training, November 13, 2014 (2 attendees); December 11, 2014 (2 attendees); Total trained – 4.
6. “Cops in Court” courtroom testimony presentation to OCME’s breath operator course, and direct/cross examination exercise, December 4, 2014 (6 attendees); February 26, 2015 (12 attendees); Total trained – 18.
7. “Cops in Court” courtroom testimony presentation and direct examination exercise MPD 3D’s SFST class, March 11, 2015 (20 attendees); Total trained – 20.

8. "Cops in Court" courtroom testimony and direct/cross examination exercise to USPP Breath Operator class, March 26, 2015 (16 attendees); Total trained – 16.
9. "Cops in Court" courtroom testimony and direct/cross examination exercise to OCME Breath Operator class, April 30, 2015 (8 attendees); Total trained – 8.
10. Impaired Driving Laws and Breath Test Admissibility presentation to OCME's breath operator course, December 4, 2014 (6 attendees). Total trained – 6.
11. Cooperation Act training, February 26, 2015, (51 attendees); April 30, 2015, (49 attendees); June 24 2015, (50 attendees); Total trained – 99.
12. DUI and Toxicology new attorney training, March 3, 2015 (1 attendee); Total trained – 1.
13. DUI New attorney Training September 29, 2015 (7 attorneys); Total trained – 7.
14. TSRP Tuesday webinar, "Synthetic Marijuana: From the Road to the Lab" March 10, 2015 (300 attendees); Total trained – 300.
15. USPP Cops in Court Report Writing and Testimony Skills presentation and mock direct/cross examination exercise (30 attendees), July 15, 2015; Total trained – 30.
16. USPP Advanced Roadside Impaired Driving Enforcement (ARIDE) Legal Update presentation, September 1, 2015 (32 attendees); Total trained – 32.
17. US Attorney's Office Cooperation Act training, OAG Charges and Papering Procedures, July 30, 2015, (48 attendees); September 9, 2015, (50 attendees); Total trained – 98.
18. Drugs that Impair new attorney training, presented by Sgt. Adam Zielinski, USPP, September 8, 2015 (7 attendees); Total trained – 7.
19. Commercial Driver's License/Commercial Motor Vehicle Training, assisted National District Attorney's Association Senior Attorney Peter Odom, September 24, 2015 (5 attendees); Total trained – 5.
20. SFST new attorney training, presented by Officer Ryan Ford, USCP, September 16, 2015; Total trained – 4.

**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 web forums.
- Met with NTLC (Joanne Thomka, Duane Kokesch, Kristen Shea) in person on February 23, 2015, February 24, 2015, February 26, 2015; March 15-17, 2015; May 4-6, 2015 at the TSRP conference and July 2015 DUI enforcement meeting.

**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:**

MPD has not yet responded to TSRP request to participate in Youth Advisory Council. But, TSRP will be partnering with WRAP to present at their Alcohol Awareness in High Schools program; potential date December 1, 2015.

**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 FY2015.

**Results:**

Participating in Vision Zero (education and enforcement committees). February 26, 2015, April 1, 2015, April 22, 2015, May 12, 2015, May 19, 2015, June 9, 2015, June 16, 2015, and July 16, 2015

**Activity Description** – Attend at least one meeting with the MPD to develop a more consistent targeted Check Point Program.

**Results:**

TRSP reached out to MPD several times however this meeting did not occur.

**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:**

- MPD hosted ARIDE class May 5-6, 2015 (21 attendees)
- USPP hosted an ARIDE class August 31-September 1, 2015 (32 attendees)

**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:**

This activity was placed on hold with the new hire of an Attorney General and IT manager.

**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:**

12 monthly DUI enforcement meetings were held during FY2015 with attendees including a variety of law enforcement representatives and other stakeholders. Quarterly DRE meetings held 3 out of 4 quarters, one quarterly meeting not held due to scheduling challenges.

**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:**

Weekly (sometimes twice monthly) staff meetings, weekly email messages, information about area laws, training opportunities, trends, case law, trial related issue, etc. communicated to the criminal section attorneys. Impaired driving trends also forwarded to area law enforcement.

**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 882 citations, 14 search warrants

**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:**

Second chaired new attorney trying first DUI trial, reviewed and edited over 10 motions in impaired driving cases, observed court proceedings at least weekly, met on a daily basis with a variety of AAGs seeking 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 not come to the office in electronic format and are easily preserved on a shared drive for easy attorney access. 192 toxicology reports were provided from OCME to OAG for use in impaired driving prosecutions.

**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:**

5 new attorneys were assisted in creating trial binders. Created bench book for incoming DUI judge.

**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:**

In FY2015, with the new Attorney General and new Deputy for Public Safety, many of the legislative wish list items were put on hold and will be revisited in FY2016. 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:** No longer on the committee.

**Activity Description** – *Author quarterly submissions to the TSRP blog pertaining to trends in impaired driving.*

**Results:** Halloween, Winter Holiday, Marijuana

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

**Results:**

TRCC held their meetings on November 19, 2014, March 31<sup>st</sup>, 2015 and June 25<sup>th</sup>, 2015. Attended November and March. Did not attend June meeting due to schedule conflicts.

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## ADJUDICATION

Project No.: M60T-2015-01-03; Section 405d

Expenditure: \$315,050.22

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 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 DUI Prosecutor is 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

1. Assist in training OAG attorneys and law enforcement, the judiciary and the public on what the law is and how to prosecute impaired driving cases.
2. Prepare legal pleadings for cases assigned to the DUI Prosecutors.
3. Assist in improving the laws in the District so that adequate punishment is available which would serve as a deterrent, including reviewing and drafting legislation.
4. Serve as a resource for prosecutors, law enforcement and judges by offering expertise and assistance in prosecuting impaired driving offenses.
5. Assist in improving the breath, blood, and urine testing program.
6. Maintain statistical information on DUI cases not captured by OAG's case.
7. Maintain records of toxicology test results.

## PROJECT SUMMARY:

**Activity Description** – *Review serious impaired driving cases that are “no-papered” to determine reason for not prosecuting.*

### Results:

Noelle Thomas, DUI paralegal, works closely with the District's TSRP, Melissa Shear, and Acting Chief, Peter Saba, and assists with reviewing impaired driving cases that have been “no-papered.”

**Activity Description** – *Work with appropriate contacts with the MPD and other relevant police agencies to facilitate obtaining any missing paperwork in cases “no-papered” as a result of officers' inability or failure to appear at papering, or inability to obtain the appropriate paperwork prior to the time a papering decision must be made.*

### Results:

Ms. Thomas assists Mr. Saba, with contacting the various police agencies in obtaining missing paperwork in cases that are “no-papered.”

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

**Results:**

- Ms. O'Connor's and Ms. Truth's case load consists of Driving Under the Influence (DUI), offenses, specifically those cases with more complex DUI issues, such as cases with children in the vehicle, repeat offenders, high breath score cases, and toxicology cases. Ms. O'Connor's and Ms. Truth's case load, which they proceed to go forward with charges, varies from 60 to 80 cases.
- Ms. Truth assists Mr. Saba with the screening of citation release arrests for impaired driving offenses. Ms. Truth screens police paperwork from various agencies and make charging decisions. Ms. Truth files Criminal Information for the DUI-related offenses with the D.C. Superior Court.

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

**Results:**

Ms. O'Connor rebought approximately one to three cases of her own case load.

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

**Results:**

- Ms. O'Connor's and Ms. Truth's case load consists of Driving Under the Influence (DUI), repeat offenders and expert witnesses. Ms. O'Connor and Ms. Truth handles cases with more complex DUI issues, such as cases with children in the vehicle, repeat offenders, high breath score cases, and toxicology cases. Ms. O'Connor's and Ms. Truth's case load varies from 60 to 80 cases.
- Ms. O'Connor and Ms. Truth regularly respond to questions from officers regarding potential cases and DUI enforcement.
- Ms. O'Connor and Ms. Truth file enhancement papers on all applicable cases, such repeat offender cases and cases with children in the vehicle. Ms. O'Connor and Ms. Truth file expert notices on cases in which the officer conducted the Horizontal Gaze Nystagmus Test (HGN). Also, they file expert notices for the toxicologist in toxicology cases. Additionally, they file expert notice in cases they intend on utilizing an expert in their case in chief or in rebuttal. They respond to *Rosser* requests and discovery issues. They conduct plea negotiations. They review their cases before trial and extend plea offers to defense counsel. They provide discovery to defense counsel.
- Ms. O'Connor files expert notices for Drug Recognition Expert (DRE) officers.
- Ms. O'Connor 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.
- Ms. O'Connor and Ms. Truth conducted numerous witness conferences in preparation for trials including civilian witnesses, HGN experts, and police officers offering lay testimony. Ms. O'Connor also conducts witness conferences for DRE experts.
- Ms. O'Connor and Ms. Truth assist officers in drafting search warrants for DUI cases on a regular basis. Ms. O'Connor and Ms. Truth typically explain to the officer 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.

O'Connor contacts the hospitals' general counsels' office or the labs to preserve the sample prior to the hospital receiving the search warrant from the officers.

- Ms. O'Connor and Ms. Truth also file motions to seal for DUI cases.

#### Trials and Motions

- Ms. O'Connor tried three bench trials, one of which had a defense expert.
- Ms. O'Connor tried two jury trials.
- Ms. O'Connor had two motions to suppress.
- Ms. O'Connor conducted one motion to dismiss street video hearing.
- Ms. Truth tried eight bench trials, one of which was tried jointly with the U.S. Attorney's Office because it also involved three U.S. Attorney charges.
- Ms. Truth conducted two motions hearing – one opposition to Defendant's Motion to Exclude Enhancements and another opposition to a Motion to Suppress.

**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:

Because there is a new Attorney General and an Acting Section Chief, the Criminal Section has not implemented new plea guidelines yet, due to various other initiatives.

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

#### Results:

- Ms. O'Connor, Ms. Shear and Ms. Truth provided toxicology training to two new Assistant Attorney Generals (AAGs) on November 17, 2014 and to one new AAG on March 10, 2015. During the training, Ms. O'Connor and Ms. Truth discussed direct and potential cross-examination of the government's toxicology expert on topics that may be covered during trial. Ms. O'Connor and Ms. Truth provided case law, sample questions and presented a slide show.
- On March 10, 2015, Ms. Truth and Ms. Shear trained one new AAG on how to prepare for a DUI case.
- When Ms. Melissa Shear was unavailable, Ms. Truth conducted training at the U.S. Attorney's Office for police officers from various police agencies, such as MPD, Bureau of Engraving and Printing, Zoo Police, etc. The trainings were held on March 25, 2015 and April 29, 2015. The officers in attendance at the two "Legal Issues Training for Agency Police" were relatively new to law enforcement. 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 are helpful to the assigned prosecutor and what to expect if/when the officer has a trial with the OAG. Ms. Truth spent a great deal of the training fielding questions from the officers, specifically in the area of DUIs. One such training session included 51 police officers from various agencies.
- On April 15, 2015, Ms. Truth attended the Office of Chief Medical Examiner (OCME) Breath Test Operator Recertification class. Ms. Truth assisted Jennifer Runkle, the former overseer of the OCME's Breath Testing Program, with conducting training of its new officers.



**Activity Description** – *Serve as a regular and full participant in the MPD Breath Test Program Team with representatives from various agencies operating in the District.*

**Results:**

Because the MPD program started running again under the umbrella of the OCME with Jenny Runkle as the technician and now Samantha Bashaw, the MPD Breath Testing Team no longer meets.

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

**Results:**

On June 25, 2015, Ms. Thomas attended the D.C. Traffic Records Coordinating Committee (TRCC) meeting.

**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. O’Connor and Ms. Trough regularly assist colleagues with their trial preparation. Ms. O’Connor and Ms. Trough discuss trial strategy with other colleagues about their cases in court. Ms. O’Connor and Ms. Trough 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 the AAG has all the necessary equipment for trial, such as a laptop or radio run.
- Ms. O’Connor and Ms. Trough discuss new issues that arise in court with her colleagues. Ms. O’Connor and Ms. Trough also discuss with AAGs who have hearings and trials, potential strategies and case law to present to the court.
- Ms. O’Connor and Ms. Trough provide sample motions and expert notices to other AAGs to assist their colleagues in their 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:**

- Ms. O’Connor filed 26 motions.
- Ms. Trough filed 11 motions.
- The motions filed range from Oppositions to Motions to Suppress to Oppositions to Motions to Strike Out-of-State Prior Convictions.

**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. O’Connor and Ms. Trough respond to colleagues’ questions related to DUI issues. They answer 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 assist and answer other AAGs' questions regarding experts in toxicology cases and breath test 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 served as a second chair to AAG Brandon Lewis during his first DUI trial on January 14, 2015. Ms. Truth sat with AAG Lewis during his witness conference in preparing the officer who administered the SFSTs, as it was the officer's first time testifying and would need to be qualified as an expert. During the trial, Ms. Truth provided advice on evidentiary procedures and trial strategy. Ms. O'Connor has not had the opportunity to second chair someone during this fiscal year. However, Ms. O'Connor has had another AAG second seat her twice in the new fiscal year.

**Activity Description** – *Assist with creating an outline of an impaired driving offense manual for prosecutors to assist in the prosecution of impaired driving cases, which will include information on current case law, pre-trial preparation, traffic stops, probable cause, breathalyzer, blood and urine testing procedures, proof of impairment, chain of custody, sentencing procedures, common defenses, and examples of forms used in the District.*

**Results:**

Due to the reorganization of the Criminal Section and a new Acting Section Chief as of May 2015, an outline for an impaired driving manual has not been revised.

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

**Results:**

A new Attorney General and new section supervisor are now in charge and the DUI jury instructions have not been revised.

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

**Results:**

Ms. O'Connor has informally spoken with Mr. David Rosenthal who proposes legislation for the OAG. Ms. O'Connor has sat down with Mr. Rosenthal approximately four times to mention potential legislation or discuss problems with the current legislation and discuss ideas. For example, Ms. O'Connor spoke with Mr. Rosenthal about an issue that was arising in court. Ms. O'Connor asked Mr. Rosenthal to amend the new DUI statute to clear up the language that a prior DUI offense outside of the District also counted as a prior offense for enhancement purposes. Ms. O'Connor suggested a new law that prohibited individuals from carrying a firearm in the District while under the influence. The legislation was later proposed by Mr. Rosenthal and later passed and codified.

## Conference

- Ms. O'Connor, Ms. Shear and Ms. Truth attended the No-Refusal Workshop on November 18 and 19, 2014, in Baltimore, Maryland.
- Ms. O'Connor, Ms. Shear and Ms. Truth attended the 2015 Lifesavers National Conference on Highway Safety Priorities in Chicago, Illinois from March 14, 2015 through March 17, 2015. Sessions attended: Marijuana Impaired Driving Cases—Overcoming Challenges; Why You Don't See What You thought You Saw: Limitations of Mobile Video Recording (moderated the session); Prosecuting DUI Cases by Effectively Using the SFST Manual; Advocating for Impactful DUI Child Endangerment Laws; DUI Silver Bullets; Concentrates, Edibles, Popular Drug Devices & Their Relationship/Popularity With Impaired Driving; Marijuana, the Gateway to Legitimacy; and Oral Fluid in DUID Cases.
- Ms. Truth attended DRE School on June 10 – 17, 2015, in Baltimore, Maryland hosted by the Baltimore County Police Department. There, she sat side by side with police officers from various agencies and learned of the drug categories and how the officers are trained to recognize drivers who are under the influence of drugs. Ms. Truth was trained on how to further understand the signs of drug impairment and to decipher DRE evaluation reports received at papering. Further, she learned how to qualify officers as DREs in trial, and how to educate the judge and jury in drugged driving cases.

## 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. O'Connor and Ms. Truth assist by covering Other Courtrooms (OC). They handle 1) plea negotiations, 2) trial readiness calls, 3) obtaining new dates for cases, 4) coordinating with other AAGs, necessary information to resolve matters that arise during court, including discovery issues and readiness issues on trial calls, 5) plea proffers, and 6) sentencing.
- Ms. O'Connor 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. O'Connor assists in court as a DUI Floater, which includes, 1) discussing pleas on behalf of other AAGs, 2) locating officers for other AAGs prior to trial, 2) conducting *Giglio* checks on officers prior to trial, 3) explaining potential Lewis issues that arose in court to the AAG handling the case, 4) answering on trial calls for other AAGs and explaining to the AAG handling the cases the issues that arose before the court, 5) preparing SFST officers prior to trial for other AAGs' cases, and 5) discussing potential trial strategies with AAGs prior to trial.

## I/LEADS

- On March 24, 2015, Ms. O'Connor provided a memo to Mr. Saba for I/LEADS training, regarding *Brady*, *Jencks* and Rule 16 obligations pertaining to I/LEADS.
- Throughout the summer, Ms. Thomas assisted attorneys with the I/LEADS redaction project in over 1,000 case files. Ms. Thomas also assisted by printing, collating and packaging for mailing disclosure packages to defense counsel.

## Courses

- Ms. O'Connor attended one D.C. Bar course. Ms. O'Connor attended two sessions on evidence of Mastering the Rules of Evidence Series on September 17 and 24, 2015. Each session was for three hours. She paid for the course.

## Meetings

- Ms. O'Connor, Ms. Trouth, Ms. Shear, and Ms. Thomas attended a Vision Zero meeting on February 26, 2015. Vision Zero is a part of Mayor Bowser's response to the U.S. Department of Transportation's Mayor's Challenge for Safer People and Safer Streets, which aims to improve pedestrian and bicycle transportation safety by showcasing effective local actions, empowering local leaders to take action, and promoting partnerships to advance pedestrian and bicycle safety.
- Ms. O'Connor attended the D.C. Pedestrian Advisory Council Meeting on September 28, 2015.
- On May 27, 2015, Ms. Shear and Ms. Trouth met with George Washington Hospital staff to discuss search warrants, medical records and in court challenges AAGs have been facing.
- Ms. Trouth attended various DUI enforcement meetings at OAG hosted by Ms. Shear. At the meetings, representatives from MPD, USPP, USCP, USSS-UD, and OCME attended to discuss 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 or rulings.

## Additional Duties Summarized

### Case Preparation

- Ms. Thomas assists in preparing cases for trial for Ms. O'Connor, Ms. Shear and Ms. Trouth. Ms. Thomas orders radio runs, drafts notice of enhancements, drafts notices of expert, orders prior convictions from court, sends out subpoenas and CANS, contacts witnesses, orders driving records, orders EMT reports from Fire/EMS, drafts and files writs with the court for defendants held in custody in other jurisdictions, obtains restitution information from victims, and acts as a liaison between victims and Victim Advocates in OAG's Neighborhood Victim Services (NVS) section.

### MPD Station Videos

- Ms. Thomas orders station videos from MPD. Ms. Thomas is the liaison for the Criminal Section in obtaining station videos from MPD. Ms. Thomas is in regular contact with MPD by electronic mail and by phone, ensuring that videos have been ordered in a timely manner. Ms. Thomas picks up the videos from MPD and distributes the videos to the Criminal Section. Ms. Thomas maintains a log of the video requests.

### Statistics

- Ms. Thomas maintains several spread sheets for the Criminal Section of the DUI cases to assist in providing accurate statistics. The spreadsheets include case information, repeat offender status, chemical test results, trial results, and other pertinent information.
- Ms. Thomas assists Ms. Shear and Mr. Saba, with supplying DUI statistics to NHTSA and also internally to the Attorney General, Mr. Karl Racine.

## Reporting

- Ms. Thomas maintains a DUI DSA log that is submitted monthly to the D.C. Department of Motor Vehicles for license restrictions.
- Ms. Thomas maintains a weekly DUI Trial report detailing the outcome of the previous week's DUI trials and is submitted to Mr. Saba.

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## ADJUDICATION

Project No.: M6X 2015-01-17  
Expenditure: \$97,145.69 Section 405d  
Office of the Chief Medical Examiner

## BACKGROUND

Recommendations for Toxicological Investigation of Drug-Impaired Driving and Motor Vehicle Fatalities *J Anal Toxicol* (2013) 37 (8): 552-558 first published online August 13, 2013.

This improved method would routinely screen suspected driving under the influence blood and urine specimens for recommended compounds. The technology is quick, rapid, and will substantially improve laboratory turnaround time. In addition, the newer methodology will allow the laboratory to detect and report the presence of other drugs and chemicals which have been known to cause impairment. This new testing would affect over 400 DUID (Driving under the influence of drug) cases a year.

## PROJECT GOALS

Develop a fully validated method specifically for testing drugs and implement method into routine casework (will improve OAG case on impair driving) and reduce turnaround time for drug positive casework

## PROJECT SUMMARY:

**Activity Description** – *Agency will develop a new testing method and protocol which addresses driving under the influence of drugs in the District of Columbia. Agency will review relevant literature, establish an analytical design using in-house technologies, and perform experiments to establish a functional toxicology testing method for prevalent compounds in the Washington Regional Area.*

### Results:

- Agency reviewed relevant literature and developed a development and validation plan for tier I and tier II driving under the influence of drugs testing.
- Resources have been estimated, placed into scopes of work, and submitted to OCP for approval.

**Activity Description** – *Agency will dedicate personnel resources to the project in order to facilitate method validation and testing it in a timely manner.*

### Results:

- Agency has hired a FTE (Toxicologist 9) to facilitate the method validation process. The employee started February 9<sup>th</sup>, 2015. Hire was originally planned for November 2014.
- The FTE Employee assists only with method development and validation.

**Activity Description** – *In January 2015, the laboratory will begin full validation of the analytical method using established practices established by the Scientific Working Group for Forensic Toxicology (SWGTOX) Standard Practices for Method Validation in Forensic Toxicology.*

**Results:**

- Method development phase of project was completed on DATE on schedule. Method contains over 50 drugs of abuse and CNS depressants known to impair driving. Scientific validation of developed method has begun. Establishing forensic cutoffs in blood and urine, controls, and matrix interferences is underway. Method has been separated into tier I and tier II compounds. Cutoffs have been established. Validation experiments in tier 1 compounds have demonstrated 23 compounds will be robust enough to screen for using the tier 1 method.
- Validation started March 1<sup>st</sup>, 2015 and was completed September 15<sup>th</sup>, 2105

**Activity Description** – *Once the method is fully validated, the agency will implement it on forensic driving under the influence specimens. Data from this phase will be used in forensic reports as well as statistical reports for grant purposes. In addition, casework turnaround time will be measured and compared to previous casework.*

**Results:**

Testing on actual DUI Casework was initiated at the end of the fiscal year (9/30/2015). Turnaround time statistics are being captured and will be reported by the end of Q1 2016.

**Activity Description** – *Findings from the method validation and study will be presented to stakeholders (DDOT, OAG, and MPD).*

**Results:**

Validated Method presented to stakeholders on 11/12/2015.

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## **PUBLIC EDUCATION**

Project No.: AL-2015-03-10, M6OT-2015-01-02; Section 402, and 405d

Expenditure: \$96,911.87

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 annual data report through media press and at December 2014 news conference by December 30, 2014.*

**Results:** The 2014 How Safe Are Our Roads? This report was released in July, due to delays in obtaining data from the District of Columbia. Printed copies of the report are available a WRAP’s office. The entire report is available on WRAP’s website:

<http://www.wrap.org/pdfs/2014SafeRoadsDataReport.pdf>

**Activity Description** – *Produce and distribute 1500 copies of one or two newsletters and one annual report by September 30, 2015.*

**Results:** 1,500 copies of WRAP’s spring newsletter was printed with 800 copies distributed by September 30, 2015.

**Activity Description** – *Four SoberRide® campaigns will run on Halloween 2014, the Holiday season from December 12-31, 2014, St. Patrick’s Day 2015 and July 4, 2015, to would-be drunk drivers. Printing and distributing 285,000 printed materials from October 1, 2014 to July 5, 2015*

**Results:**

- The Halloween and the Holiday SoberRide campaigns ran as scheduled. 110,000 pieces of SoberRide materials were printed and distributed for the two campaigns. 1,458 rides were dispatched for the two campaigns.
- St. Patrick’s Day SoberRide campaign ran as scheduled. Materials were printed and distributed—50,000 pieces. 190 rides were dispatched. DC Mayor Muriel Bowser and MPD Assistant Chief Lamar Greene gave remarks at the news event for this campaign at Fados on 3/16. Planning commenced for new SoberRide campaign— Cinco de Mayo.
- Cinco de Mayo and Independence Day campaign ran as scheduled. 120,000 pieces were distributed for the two campaigns. For the inaugural Cinco de Mayo campaign 164 rides. This was WRAP’s first new SoberRide campaign since 1996.
- 237 total rides were dispatched for the July 4 SoberRide campaign with 126 (53%) originating in the District of Columbia.
- Total number of rides dispatched – 2,049; Total material distributed – 280,000.





**Activity Description** – *WRAP's 2014 Law Enforcement Awards for Excellence for Impaired Driving Prevention to be held on December 12, 2014 with expected attendance of 200. A total of 11 awards will be given from awardees selected from local law enforcement agencies including Metropolitan Police Department and US Park Police.*

**Results:** WRAP's 2014 Law Enforcement Awards were held on December 12, 2014 with attendance of just under 200. Officers from MPD and USPS were honored at the ceremony—MPD: Police Officer III Patrick Vaillancourt; USPP: Officer Mathew Manning. A total of 12 officers from the region were honored.



**Activity Description** – *Host WRAP's Annual Meeting to be held in Washington, DC in October 2014 with expected attendance of 100. Corporate, public and community awards to be given—around 20 awards in total to be given.*

**Results:** WRAP's Annual Meeting was held on October 17 with an attendance of 100. Awardees included DC DOT. MPD's Sgt. Terry Thorne was awarded the WRAPPY Law Enforcement Award. Soberwoman was launched as the featured speaker for the event.



**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 on 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 attended the GHSA Annual Meeting in Nashville, TN from 8/30-9/2/15. He was a member of the Effective sobriety Checkpoints panel discussion on September 1.

**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:**

- Wilson High School during the month of October, reached 265 students through ten Alcohol Awareness for Students presentations.



- Wilson High School March 24-27, reached 270 students through nine Alcohol Awareness for Students presentations.
- Dunbar High School on April 21, reached 100 students through one Alcohol Awareness for Students presentations.

**Total number of presentations – 20, reaching 635 students.**

**Activity Description** – *Increase the number of District of Columbia high schools or community youth groups applying to WRAP's 2015 GEICO Student Awards from one in 2013 to three in 2015.*

**Results:** WRAP received no applications from any DC school or group this year. It should be noted that only a total of five applications were received in total, at least ½ to 1/3 less from previous years.

**Activity Description** – *Increase both the distribution of WRAP's 2015 "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:** Due to scheduling and other activities, WRAP's Moment of Silence activity for May did not proceed. WRAP's "Teen Tips for a Safe Summer" was released in May.

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

**Results:**

- DC Nightlife Association on December 15 with 30 people in attendance.
- As part of the Winter Classic Designated Driver Promotion, in partnership with WMATA, MillerCoors, and Team Coalition promoted the distribution of 2,500 Metro SmartTrip cards. This allowed attendees of the 1/1/15 game a means to get to and from the game safely.
- NHTSA Region 3's Leadership Meeting on March 24, 25 in Newark, DE.
- MPD meeting on April 23 for a formal presentation of Sgt. Terry Thorne's 2014 WRAP law award.

**Activity Description** – *Produce and distribute 2,500 copies of WRAP's 2015 Youth Guide to area high schools and post electronic version on [www.wrap.org](http://www.wrap.org).*

**Results:** WRAP's 2015 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.

**Activity Description** – *Produce and distribute 2,000 copies of WRAP's 2014 Corporate Guide through SoberRide® materials distribution list and post electronic version on [www.wrap.org](http://www.wrap.org).*

**Results:** WRAP's 2015 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.

**Activity Description** – Increase by 10% the number of employees and or military personnel reached via presentations given at military facilities and participation at health fairs and other community events.

**Results:** Summer Safety Health Fair on June 30 at the US Department of Veteran Affairs. Informational table set-up by and attended by Tammy Wan.

**Activity Description** – Participate in one youth event during NIDA’s National Drug Facts Week (January 26-February 1, 2015) with attendance of at least 100 youth.

**Results:** Tammy Wan participated in NIDA event in the Greater Washington area. Explain a little more on the level of participants and the number of attendance.

**Activity Description** – Contractual services for annual audit for FY 2014 by outside, independent audit firm.

**Results:** FY 2014 audit completed in March 2015. 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 November 5, December 3, February 4, March 4, May 13, June 10 and August 5. The January meeting was cancelled due to snow.

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## **PAID ADVERTISING – CHECKPOINT STRIKEFORCE**

Project No.: K8PM 2015-01-04, M60T 2015-01-10/16; Section 410 and 405d

Expenditure: \$150,096.76

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. Males 21 -35 in Wards 2, 7, and 8 have 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 PURCHASING DEMOGRAPHIC**

- Men 18-34 including African Americans and bilingual Latinos
- General market coverage

#### **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

#### **CAMPAIGN RESULTS – August 13, 2014 to January 1, 2015**

- The DC DMA contains 5.8 million people and 39% of the DC, Maryland and Virginia population of 14.9 million people.
- The \$300,719 media budget funded a media mix of radio, sports radio sponsorships including the Nationals, Capitals, Wizards and Redskins, cable TV, digital, transit and movie theater advertising.
- All media channels were shaped to reach the 18 to 34 media demographic.
- Total campaign media impressions were 52,682,794.
- The DC DMA campaign awareness rose from 37% in the pre survey to 49% in the post survey. 12 points or a 24% increase in awareness.
- The campaign generated 148% value added increasing the media value to \$746,756.
- Cable TV and transit advertising delivered a significant increase in value added support.
- Sports sponsorships among all teams covered the entire period from August through December.
- The Halloween media flight was all value added.

#### **Campaign Reach & Frequency**

- Reach: 83.2%
- Frequency: 9.5x

#### Number of Spots – All Media

- o Paid: 3,553
- o Value Added: 3,872
- o Total: 7,425

#### **MEDIA FLIGHTS**

CPSF messages were placed to support DUI enforcement from August 13, 2014 through January 1, 2015. 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 13 – September 1, 2014
- Flight #2: Halloween: October 27 – November 1, 2014
- Flight #3: Holiday Crackdown: December 10, 2014 – January 1, 2015
- Sports Marketing Flight: August 13, 2015 – January 1, 2015

### **CAMPAIGN RESULTS – August 19, 2015 to January 1, 2016**

#### **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.



### ENFORCEMENT

Project No.: AL 2015-03-02/8/9/13; 154AL-2015-03-01; M6OT-2015-01-08/09/11/13; Section 154, 402, 405d  
Expenditure: \$840,484.90

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 increase the accuracy of impaired driving arrest and prosecution by redeveloping a Breath Testing Program that follows National Highway Traffic Safety Administration (NHTSA) and the American Society of Crime Laboratory Directors (ASCLD) standards.
2. To maintain the number of alcohol-impaired related fatalities at the five year average (2009-2013) of 8 by December 31, 2015.
3. To decrease the number of impaired related serious injuries by 4 percent from a three-year (2010-2013) average of 51 to 49 by December 31, 2015.

**PROJECT SUMMARY:**

**Activity Description** – Obtain accreditation for the Breath Testing program products by ASCLD/LAB-International.

**Results:**

MPD provides assistance to OCME in obtaining accreditation as needed.

**Activity Description** – Conduct 2,296 man-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, Fridays and Saturdays between 11:00 pm and 6:00 am, Districtwide. In FY2015, there were 651 citations and 130 arrest made under this grant, as shown below.

Citation	Total	TRAFFIC ARREST	
Seatbelt Violations	26	DUI/DWI/OWI	109
Distracted Drivers	40	No Permit	5
Failure to Yield to Pedestrian in Crosswalk	5	OAS/OAR	2
Failure to Provide Proof of Insurance	8	30 over Posted Speed Limit	1
Owner Permitting/Operating without Proper Insurance	6	POCA in Vehicle (Possession of alcohol in vehicle)	3
Traffic Sign/Signal Violation	4	All Other Arrests	2
Red Light Violations	29	61D Issued	1
One Light Running (one head light out)	157	<b>Total Arrest</b>	<b>123</b>
Improper Lane Change	21		
Improper Turn	29		
Speeding (ALL)	10		
Speeding School Zone	2		
All Other Moving Violations	259		
Fail to Clear Intersection/Obstruct Crosswalk	8		
Failure to Use hand or Mechanical Signal	32		
<b>Total Number of Violations</b>	<b>636</b>		
<b>No of Man-hours</b>	<b>3,141.5</b>		

**Activity Description** – Participate during NHTSA Region 3 Checkpoint Strikeforce impaired driving campaigns, between January thru July 2015, providing 560 man-hours of high visibility enforcement.

**Results:**

NHTSA Impaired driving dates were Sunday February 1 (Super Bowl XLIX), Tuesday March 17 (St. Patrick’s Day), Tuesday May 5 (Cinco de Mayo) and Saturday July 4 (Independence Day). Enforcement was conducted Saturday night into Sunday morning following the Super Bowl XLIX, St Patrick Day and Cinco de Mayo which would be the more likely day drinking would occur in the District verse the Tuesday. In addition, on the 4<sup>th</sup> of July all of MPD officers are required to work security in the Nations’ Capitol because of the vast amount of people that come into DC to view the

firework and live concerts on the mall. Enforcement was conducted however on the Thursday July 2<sup>nd</sup>.

A total of 151.5 hrs of man-hours of enforcement was conducted, resulting with 7 DUI arrest and 15 violations.

**Activity Description** – *Participate in the 2015 National Crackdown impaired driving campaign between August 21th thru September 7th, providing 700 man-hours of high visibility enforcement.*

**Results:**

2015 National Crackdown was held from August 19<sup>th</sup> to September 7<sup>th</sup> with the primary message: Drive Sober or Get Pulled Over.

Enforcement was conducted in August: Thursday 20<sup>th</sup>, Saturday 22<sup>nd</sup>, and Thursday 27<sup>th</sup> and in September: Thursday 3<sup>rd</sup> and Saturday 5<sup>th</sup>, in the first, second, and sixth Districts resulting with:

<b>Citations</b>		<b>TRAFFIC ARREST</b>	
Seatbelt Violations	1	DUI/DWI/OWI	4
Failure to Yield to Pedestrian in Crosswalk	3	Other Arrests	1
Failure to Provide Proof of Insurance	1	<b>Total Arrest</b>	<b>5</b>
Owner Permitting/Operating without Proper Insurance	1		
Traffic Signal Violation	1		
Red Light Violations	1		
One Light Running (one head light out)	14		
Improper Turn	9		
All Other Moving Violations	14		
Failure to Use hand or Mechanical Signal	5		
<b>Total Number of Violations</b>	<b>50</b>		
<b>No of Man-hours</b>	<b>157.5</b>		

**Activity Description** – *Conduct two border to border enforcement at four locations; approximately 600 man-hours of enforcement.*

**Results:**

Difficulty in getting the other jurisdiction to coordinate, however enforcement were conducted along the District borders.

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

**Results:**

<b>SFST Basic (32 hrs)</b>	<b>SFST Refresher Course</b>
September 28 to October 2 <sup>nd</sup> – 18	November 11 <sup>th</sup> – 9
February – 2 classes – 19	
March – 2 classes – 9	
April – 2 classes - 18	
<b>Total Trained - 71</b>	<b>Total Trained - 9</b>

**Activity Description** – *Conduct Intoximeter training to 120 officers.***Results:**

In 2015, the department continues to focus on the implementing the use of the intoximeter device for the testing of breath alcohol content in a joint effort with the Office of the Chief Medical Examiner. Each of the seven districts now has their own alcohol station to include an Intoximeter. The OCME oversees the daily calibration of the instruments and are the lead instructors for certifying officers. TSSEB attempts to put out at least 2 saturation patrols a week consisting of 5 to 10 officers, in FY2015 83 officers were trained.

**Activity Description** – *Conduct 2500 man-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 FY2015 efforts:

- 79 locations that have been checked
- 21 arrest made for misrepresentation of age to enter an ABC establishment and for misrepresentation of age to procure alcohol
- 2 arrest made for providing alcohol to a minor
- 21 underage drinkers (under the age of 21 years old) were identified inside of ABC establishment's consuming alcohol
- 5 ABC violations observed and reports completed
- Total number arrested – 88
- Number of man-hours – 336

**Activity Description** – *Maintain MPD's alcohol van and supplies for the breath program.***Results:**

- Alcohol van was being built in WI and delivered in January 2015, where it has been outfitted with the District logos, etc. Sgt. Thorne also obtained CDL license in order to operate the vehicle.
- MPD has also worked with GWU hospital and has a MOU agreement with them to assist the department with their blood draws. MPD purchase and store the blood draw kits at GWU together with the appropriate paperwork. This allows an officer to take a suspect to GWU to have their blood drawn without having to be admitted into the hospital and still under the officer's care. The blood sample is then turned over to OCME for testing. MPD continues to meet monthly with GMU to monitor and improve this process.



## 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 25 percent from a three year average (2011-2013) of 4 to 3 by December 31, 2015 and to maintain the seatbelt usage above 91.6 percent in 2015.

The following are the numbers for the last five years:

YEAR	Unrestrained Fatalities	YEAR	Seat Belt Use Rate
2010	5 (FARS)	2011	95.0
2011	6 (FARS)	2012	92.4
2012	4 (FARS)	2013	87.5
2013	0 (FARS)	2014	93.2
<b>2014</b>	<b>3 (DDOT) – Goal &lt; 3</b>	<b>2015</b>	<b>95.5 – Goal &gt;91.6</b>

The District achieved the 2014 goals.

The following are the programs that were implemented in FY2015.

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### CHILD PASSENGER SAFETY COORDINATION

Project No.: OP-2015-05-05, K2-2015-15-03, K3-2015-05-18/19; Section 402, 2011 and 405b

Expenditure: \$123,003.29

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 1,981 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, George Avenue Collaborative.

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

- Mary's Center Maternal - 230 participants
- CentroNia' – 130 participants.
- COMP Clinic – 89 participants.
- Edgewood Day Care for the Home Car Workers – 12 participants
- Nations Capitol Children Development Center 20 parents participated and 14 received vouchers to receive a car seat
- Trust Health Plan – 12 trainings – 90 participates
- Howard U Hospital – Bright Beginning Program – 40 vouchers was distributed to receive a car seat
- Capitol Hill Pregnancy Crisis Center – received 161 vouchers to distribute to clients for infant seats
- AmeriHealth – received 40 vouchers to distribute to clients for car seats
- Child & Family Service Administration – 4 hour training for staff on CPS 30 participates
- Brown Education Campus – 2 hour training on CPS 12 participates
- JPMA - CPS Check Event on Capitol Hill Senator side

**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 over 35 events, installing 584 child restraint seats, 380 bike helmets and distributed over 7,100 safety materials and brochures at the following locations:

1. Zena Day Care Center – 7 car seats properly installed over 20 safety packages
2. Booster Seat Tuesday Program – 472 booster seats received.
3. Gallaudet University – 14 car seats properly installed and 52 safety packages.
4. Walk to School Day – multiple schools and daycare centers participated over 1500 packages were distributed for pedestrian safety
5. Child Passenger Safety Week – over 218 child safety seats
6. Apple Tree Day Academy - (United Planning Organization sites) 130
7. Birth to Babies car seat check event was held at the Hill center at the old Naval Hospital, 12 car seats were properly installed and 40 packages distributed.
8. Department of Public Works Annual Truck Touch event 32 car seats were properly installed and 3 seats were given away, because the children were not in a car seat. 1 bike helmet was given.
9. Seaton Elementary School - Health & Wellness Fair – distributed 350 information packages
10. Trusted Health Plan - Community Health Fair Distribute 150 Packages on CPS

11. Capitol View Branch Public Library – Back to School Health and Fitness Safety Day distribute 65 packages containing information on CPS, Seatbelt, Pedestrian and Bike Safety. Fitted and provided 38 bike helmets to children and adults with bikes.
12. George Washington University - Student Community Event distributed 30 packages on bike safety and 16 bike helmets.
13. Kramer Middle School – seat belt safety 50 participate
14. Fire Safety Office – Distribute 150 packages on CPS and Pedestrian to DC Government workers and visitors
15. United Planning Organization – received over 600 packages with injury prevention materials
16. YMCA Capitol View Program Center – 150 injury prevention packages distributed, 50 bike helmets fitting and distributed and 1 car seat checked
17. Tots to Teens Expo – 3<sup>rd</sup> Annual event 1800 CPS packages was distributed, 50 vouchers were distributed to receive a booster seat
18. AAP Experience National Convention & Exhibit with SafetyBeltSafe U.S.A. information on proper installation of car seats over 1000 participates visited the booth
19. Mayor Office of Latino’s Affairs - El Día de Latino-América evento helo 400 safety pacayes das distributor.
20. Fire Prevention Week Safety Fair – distributed information on Pedestrian safety 40 packages was distributed.
21. Children’s Hospital Health System Bringing It All Together Health Fair distributed 250 packages on injury prevention gave 20 voucher for car seats
22. CentroNía - Annual Health Fair 250 packages on injury prevention was distributed
23. Professional Development Day
24. Building Safety Month – FIRE & EMS 100 packages on Bike Safety 35 helmets was fitting and given to participates
25. Auto Alliance - Event at The Yards Park 550 participates
26. The HSC Health Care System – June Fair 375 packages was distributed
27. Children’s Hospital Healthy Lead Program received over 100 bike helmets
28. Church of God of Prophecy – Annual Health Fair distributed 30 packages on injury prevention and 15 bike helmets
29. Drew Elementary – Bike Safety Day provide a bike rodeo 80 students participated and 63 received bike helmets
30. MPD Ward 7 - Bike Rodeo on Tanner Street SE 30 helmets were distributed with 50 injury prevention packages
31. Capitol View Library – Back to School Fun Day 32 bike helmets were fitted and distributed with 65 safety packages
32. Rosemount Center – 75 staff member participated in the Pedestrian Safety Workshop and 75 safety packages distributed.
33. Gallaudet University – Annual car seat check 30 packages distributed and 11 seats checked
34. National Children’s Center – 32 car seats properly installed and 50 safety packages.
35. Bald Eagle Recreation Center - 120 packages distributed and 2 car seats installed.
36. Steuart Weller Elementary – Safe Kids Fairfax Virginia 44 car seats properly installed.
37. Allen Chapel A.M.E. Church Booster seat workshop 30 participates and 5 car seats were properly installed
38. Emergency Medical Service for Children Day at LaPetie Academy, 50 packages was distributed and 23 car seats were properly installed.

**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 2127 car seat installation and over 3000 safety materials distributed at the following locations:

- Providence Hospital – 87 car seats properly installed and over 3000 traffic safety packages.
- Metropolitan Police Department various location – 1296 car seats properly installed.
- DMV – 744 car seats properly installed.

**Activity Description** - *Conduct booster seat presentations at 5 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 2500 District's students.*

**Results:**

Booster seat presentations were held at 12 locations to 1<sup>st</sup> to 5<sup>th</sup> grade students. These locations are as follows:

- Educare Academy 77 Booster seats were properly installed and 89 car seat packages distributed at the yearly event
- United Planning Organization – Apple Tree Daycare Centers booster seat presentation for 7 centers and 50 vouchers was given to receive booster seats

**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 FY2015. 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. This year, two training was held and 33 technicians were recertified. There were no new CPS Instructors were certified.

**Activity Description** – *Attended various training and webinars.*

**Results**

- Webinar New Car Seat Technologies
- FY 2016 Grantee Workshop
- Conference call on By USA Waiver
- Safe Kids Meeting Prevent Accidental Childhood Injury
- 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 Conference

- Lifesavers National Conference on Highway Safety Priorities
- Webinar Advocacy Town Meeting on CPS Laws
- GLBT Diversity in the work place training
- Region 3 Leadership Meeting
- Webinar Cultural Humility National Association of County & City Health Officials
- CPS Program meeting Discussion on determining measurable goals- data gathering updating WIC contact lists

### PAID MEDIA – CLICK IT OR TICKET

Project No.: M1HVE-2015-05-04/08/09; Section 405b  
 Expenditure: \$148,960.11  
 McAndrew. 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.



New creative for 2015 to include the Mayor’s Vision Zero Goals

### 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 2014 belt compliance increased from 87 to 93%. The same tactics used in 2014 were continued into 2015 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.
- One-week campaigns and enforcement waves also ran in January and March in order to build strong awareness of the Click It or Ticket message.
- Paid media targeted adults aged 18 – 44 with an emphasis on males aged 18 – 34. A combination of radio, out-of-home advertising, and digital/social media was used.

**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.

**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

**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.

Infographic used on social media



Child Passenger Safety Week was supported in September 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.

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#### **OBSERVATION SURVEYS: SEATBELT USE**

Project No.: OP 2015-05-04; M2HVE 2015-05-06; Section 402 and 405b

Expenditure: \$49,554.22

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 **2015 Seatbelt Usage Survey**, conducted by Howard University, found an 95.5 percent seatbelt compliance rate; a 2.5 percent increase from 93.2 percent in 2014. The District's seat belt use rate is still higher than the national average of 86 percent in 2012.



## ENFORCEMENT

Project No.: OP 2015-05-03, K3 2015-05-17, M1HVE 2015-05-05/06; Section 402, 2011 and 405b

Expenditure: \$173,767.03

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 25 percent from a three-year (2010-2013) average of 4 to 3 by December 31, 2015.
2. To reduce the number of unrestrained serious injuries by 4 percent from a three-year (2010-2013) average of 106 to 102 by December 31, 2015.
3. To increase the District's seat belt compliance rate above 90 percent in 2015.

## PROJECT SUMMARY:

**Activity Description** – *Perform 2 border to border seatbelt enforcement activities in conjunction with Prince Georges, Montgomery and Arlington County Police.*

### Results:

No enforcement conducted due to difficulty in getting the other jurisdiction to coordinate, however enforcement is conducted at the District borders.

**Activity Description** – *Conduct a total of 3,000 man-hours of enforcement on day and or nighttime safety compliance checkpoints, traffic safety and saturation patrol enforcement at high hazard locations and enhanced enforcement targeting commercial vehicles during the FY2015.*

### Results:

Enforcements were generally conducted on Monday through Saturday both daytime and nighttime in the District. In FY2015, there were 1842 citations and 20 arrest made under this grant, utilizing 1018 man-hours. The results are as follows below.

VIOLATIONS		VIOLATIONS	
Seatbelt Violations	386	Improper Turn/Lane Change	12
Distracted Drivers	367	Speeding (ALL)	58
Failure to Provide Proof of Insurance	214	All Other Moving Violations	355
Owner Permitting/Operating without Proper Insurance	100	Fail to Clear Intersection/Obstruct Crosswalk	13
Traffic Sign/Signal Violation	231	Failure to Use hand or Mechanical Signal	15



Red Light Violations	9	Commercial Vehicle Violation	36
Passing Red Light Vehicles	3		
One Light Running	43		
<b>Total Number of Violations</b>	<b>1842</b>		
<b>No of Man-hours</b>	<b>1018</b>		

TRAFFIC ARREST	
DUI/DWI/OWI	4
No Permit	12
OAS/OAR	1
All Other Arrests	3
<b>Total Arrest</b>	<b>20</b>

**Activity Description** – Conduct 1,920 man-hours of nighttime seat belt enforcement during 2015 CIOT mobilizations.

**Results:**

NHTSA Click It or Ticket It National Enforcement Mobilization for FY2015 were from May 11<sup>th</sup> to 25<sup>th</sup>, 2015 and Child Passenger Safety Week from September 13<sup>th</sup> to 19<sup>th</sup>, 2015. Enforcement was conducted from May 11<sup>th</sup> to 22<sup>nd</sup> and from September 14<sup>th</sup> to 18<sup>th</sup>, 2015 between 3 pm and 10 pm Citywide, resulting in 925 citations and 9 arrest with 446 man-hours. The results are as follows:

	NHTSA Click It or Ticket It	Child Passenger Safety Week
Seatbelt Violations	232	33
Distracted Drivers	120	33
Failure to Provide Proof of Insurance/Operating without insurance	70	38
Traffic Sign/Signal Violation	162	21
One Light Running	3	0
Improper Turn	8	0
Speeding (ALL)	1	4
All Other Moving Violations	126	34
Fail to Clear Intersection/Obstruct Crosswalk	7	1
All other pedestrian violations	7	15
Commercial Vehicle Violations		
<b>Total Number of Violations</b>	<b>746</b>	<b>179</b>
<b>No of Man-hours</b>	<b>367</b>	<b>79</b>
<b>TRAFFIC ARREST</b>		
DUI/DWI/OWI	1	2
No Permit	3	0
All Other Arrest	0	3
<b>Total Arrest</b>	<b>4</b>	<b>5</b>

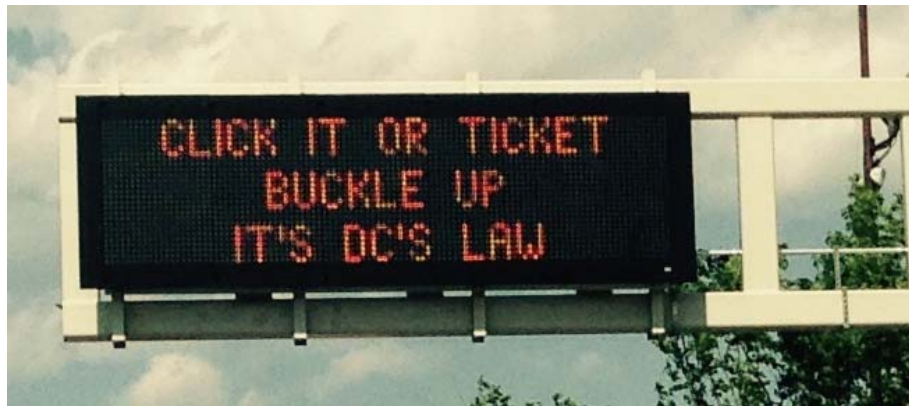
**Activity Description** – Perform a total of 50 CPS seat inspections at designated locations such as police district, firehouse, schools and other community centers.

**Results:**

In FY2015 there were 60 seatbelt events every Tuesdays at 501 New York Ave, NW and at other events such as Tots for Teens at the Convention center, Providence, 2498 Alabama Ave and 1400 E St. NW. Resulting in the installation/inspection of 707 child seats and conducting presentations to 98 parents and caregivers with 573.5 man-hours.



MPD purchased a variable message board to post traffic safety messages and campaign messages. It has been placed along areas/street where traffic safety is a concern. Messages was also placed on overhead sign in the District.



## 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 maintain or decrease speeding-related fatalities at the five-year (2009-2013) average of 9 by December 31, 2015 and to decrease speeding-related serious injuries by 8 percent from a three-year average (2011-2013) of 278 to 256 by December 31, 2015.

The following are the numbers for the last five years:

YEAR	Speed-related Fatalities	Speed-related Serious Injuries
2010	8 (FARS)	344
2011	10 (FARS)	282
2012	6 (FARS)	251
2013	9 (FARS)	300
<b>2014</b>	<b>12 (FARS) – Goal 9</b>	<b>267 – Goal 256</b>

The District did not achieve the 2014 goals.

### PAID MEDIA

Project No.: PM-2015-14-06/08/09 K4SA 2015-15-18/19; Section 402 and 406  
Expenditure: \$513,351.26  
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 continued participation and support of the regional Smooth Operator 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 2015 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.



## 2015 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.
- Consider ways to highlight automated enforcement, which is becoming DC's primary tactic to enforce speeding.

### Media Objectives

- Build on the awareness of Smooth Operator that has been established in prior campaigns in order to reduce the number of speed-related crashes.
- Increase the perception that law enforcement is out with patrols and checkpoints.

### Target Profile

- Drivers: Males 18-44

### Target Markets

- Washington, DC Metro area including the Maryland suburbs

### Enforcement Dates and media flights

- June 4-13
- July 9-18
- August 6-15

### 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 3,438,819 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 11,600,000 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 4,739,373 times.

New creative was developed for 2015



Oversized Smooth Operator bus ads ran throughout the DC area.

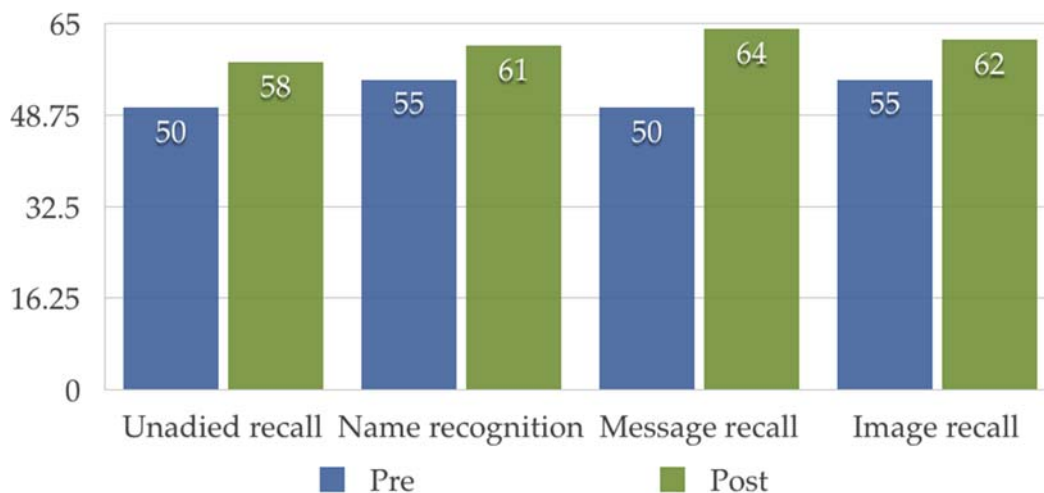


Digital ads ran in English and Spanish

Digital Toolkit with infographics was developed for use on social media.



Campaign awareness remains strong with message recall increasing 14 percent.





Smooth Operator held a press event at the National Harbor to inform the public of the border-to-border enforcement of speeding and aggressive driving in DC and Maryland. There were 11 TV news stories and 20 radio news stories.



At the 2015 Smooth Operator Recognition event it was revealed that there were over 330,000 citations issued during the four enforcement waves in 2015.



## **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 13 -30

### **MEDIA DATES**

- Radio – April 13 – May 2
- Outdoor – 4 weeks in 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**

- 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 providing message frequency and a timely reminder of enforcement.
  - 537 radio spots ran during the media flight



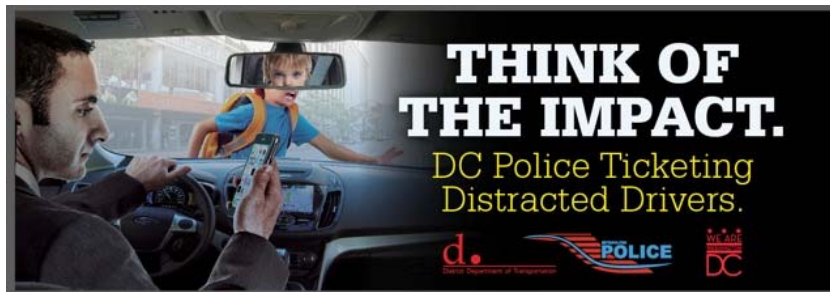
## OUT-OF-HOME ADS

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

Bus Tails and kings ran on highly traveled roads in Washington, DC.

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

New creative was developed for 2015



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## ENFORCEMENT

Project No.: PT-2015-04-01, PT-2015-04-02, PT-2015-04-03; Section 402

Expenditure: \$233,812.84

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 maintain the number of speeding-related fatalities at the 5-year average (2009-2013) of 9 by December 31, 2015.
2. To reduce the number of aggressive driving related serious injuries by 8 percent from a 3-year average (2011-2013) of 278 to 256 by December 31, 2015.

**PROJECT SUMMARY:**

**Activity Description** – *Conduct 10 on-duty LIDAR gun enforcement in all seven police Districts, throughout the DC.*

**Results:**

Continue to support the District in their traffic enforcement in their LIDAR (speed) enforcement. Grant funds were used to purchase some of the Lidar guns and calibrations.

**Activity Description** – *Conduct a projected total of 1,975 man-hours of enforcement during safety compliance checkpoints (SSC’s) and saturation patrols (SP’s) between (2130-0500), on aggressive driving behaviors throughout the District.*

**Results:**

FY2015 enforcement were conducted in Districts 1, 2, 3, 5 and 7 and at the intersection of 5<sup>th</sup> St and M St., generally on Thursday nights between 10 pm and 2 am in the months of November, December, January, April, May, June and July, looking for speeding and distracted driver as well as other unsafe driving activities. This resulted in 276 citations and 1 no permit arrest with 202 man-hours. Details of the results are below:

VIOLATIONS	Total
Seatbelt Violations	40
Distracted Drivers	54
Failure to Provide Proof of Insurance/without proper Insurance	12
Traffic Sign/Signal Violation	28
Red Light Violations	1
One Light Running	8
Improper Lane Change/Turn	18
Speeding (ALL)	14
All Other Moving Violations	76
All Other Bike Violations	7
Bicycle Lane Violation	18
<b>Total Number of Violations</b>	<b>276</b>
<b>No of Man-hours</b>	<b>202</b>

**Activity Description** – *Conduct 500 man-hours of high visibility enforcement during the Smooth Operator Campaigns.*

**Results:**

- The Smooth Operator campaign ran in June 4-13, July 8-9 and August 6-15, 2015. Enforcement was conducted on June 11-12, July 9, and August 6-14<sup>th</sup>, between 10 pm and 2 am in Districts 1, 2, 3, 5 and Congress Heights. The results as shown below:

VIOLATIONS	
Seatbelt Violations	52
Distracted Drivers	71
Failure to Provide Proof of Insurance	45
Owner Permitting/Operating without Proper Insurance	11
Traffic Sign Violation	35
Traffic Signal Violation	5
Passing Red Light Vehicles	10
One Light Running (one head light out)	5
Improper Lane Change	2
Improper Turn	3
Speeding (ALL)	6
All Other Moving Violations	79
Bicycle Lane Violation	8
<b>Total Number of Violations</b>	<b>332</b>
<b>No of Man-hours</b>	<b>190</b>
TRAFFIC ARREST	
DUI/DWI/OWI	3
No Permit	4

**Activity Description** – *Print and distribute 5000 educational materials to educate the public relating to the dangers of aggressive driving and behaviors.*

**Results:**

Informational Law Card “Road Rules” were printed and distributed by law enforcement officers.

**Activity Description** – *Purchase body cameras*

**Results:**

Sixty-six body cameras were purchased for traffic officers to support the conviction of traffic offenses. Each officer receiving a body camera have been trained on its use.

## 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 11 percent from a five year (2009-2013) average of 11 to 10 by December 31, 2015 and to maintain or decrease the number of pedestrian-related serious injuries of 341 by December 31, 2015.

The goal of the District’s bicycle program is to maintain the number of bicycle related fatalities to the three year average of 1 and 264 serious injuries by December 31, 2015.

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
2010	13 (FARS)	303	2 (FARS)	220
2011	8 (FARS)	313	1 (FARS)	251
2012	7 (FARS)	362	0 (FARS)	260
2013	9 (FARS)	348	1 (FARS)	281
<b>2014</b>	<b>9 (FARS) – Goal 10</b>	<b>404 – Goal 341</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 from 3.2 percent in 2012 to 4.5 percent in 2013. 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

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 FY2015.

## PAID ADVERTISING – STREET SMART CAMPAIGN

Project No.: PS 2015-08-02/17

Funding: \$94,091.12, Section 402

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. Preliminary data tell us that in 2014, crashes in the greater Washington metropolitan area resulted in the deaths of 72 pedestrians and 3 bicyclists, accounting for 28.5 percent of the 263 traffic fatalities in the region.

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 events were held; 9 in the fall, and 7 in the spring. These were three-hour events with a team of roving brand ambassadors with "walking billboard" messaging who distributed safety tips in English and Spanish. Six of the events were held in the District.

- 10/13, Wisconsin and M St NW, Georgetown,
- 10/21, Minnesota Ave Metro Station,
- 11/17: 7<sup>th</sup> and H St, NW, Gallery Place/Chinatown
- 4/8: Congress Heights/ Anacostia Metro,
- 4/10: Petworth Metro and
- 4/13: 17th and K St. NW,



Nov. 17, 2014 Event in Chinatown – walking billboards

**Activity Description** – *Distribute 1000 “Be Safe Be Seen” tips cards and reflective zipper pulls to pedestrians, especially in late Fall when worsening lighting conditions lead to higher pedestrian crash rates.*

**Results:**

Distributed approximately 5000 “Be Safe Be Seen” tip cards and reflective zippers pulls by law enforcement and the Street Teams.

**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 Friday, November 7, 2014, Street Smart held a regional media event in Washington, DC, at the intersection of Sherman Ave. and Euclid St. NW, one of several corridors in the District that has been improved as part of the Great Streets Program. Speakers featured representatives from DC were Matt Brown, Director of DDOT, and George Branyan of DDOT. A mother of a bicyclist, Kenniss Henry who was killed in Maryland was also a featured speaker. Law enforcement was also increased as a highlighted as part of the campaign. A media tour securing additional stories interviews with campaign spokespeople was also conducted.
- Spring Press Event:** On Wednesday March 25, 2015, Street Smart launched the spring initiative at College Park, Maryland. The location of multiple pedestrian fatalities last year which led officials to reduce the speed limit on MD Route 1 from 30 mph to 25 mph and to add improvements such as median fencing and signals to help pedestrians safely cross the roadway. *Street Smart* officials promote and encourage other engineering improvements to treacherous intersections and roadways across the region to keep pedestrians and bicyclists safe. Sam Zimbabwe of DDOT, spoke at the event.



**Activity Description** – *Run paid Spring and Fall Paid media campaigns. Exact size and composition of the paid media depends on the size of the final budget, but in previous year has included radio, transit, and pumptopper ads at gas stations.*

**Results:**

A variety of methods to deliver campaign messages to drivers, pedestrians and bicyclists to achieve the maximum reach across the region. The target audience was adults 18–49, skewing male. The overall media strategy focused on street-level marketing to reach target audiences in the most relevant places. Drivers were reached on the road or filling up their gas tank and pedestrians walking or riding the bus. Media included both English- and Spanish-language channels.



RADIO	NEGOTIATED COST	FLIGHT DATES	NOTES	ADDED VALUE	IMPRESSIONS
Fall Radio	\$34,725	11/10/14 - 11/23/14	257 15-second radio liners focused Wed-Fri 3-8 pm and Sat 6 am-8 pm + 120 bonus 15-second spots + 179 bonus 30-second spots + social media posts	\$55,112.50	3,303,684
Spring Radio	\$34,620	4/6/15 - 4/19/15	252 15-second traffic liners focused Wed-Fri 3-8 pm and Sat 6 am-8 pm + 98 bonus 15-second spots + 188 bonus 30-second spots	\$53,180	3,298,617
<b>OUTDOOR</b>					
Fall Exterior Bus Ads	\$48,470	10/27/14 - 11/23/14	50 bus kings, 65 bus tails, 200 bonus interior bus cards + 4 weeks of overrides	\$63,642	10,886,720
Fall Pumptoppers	\$39,853	10/27/14 - 11/23/14	508 ads on gas pumps and 127 bonus window clings at 127 stations, including 2 bonus stations + 4 weeks of overrides	\$115,909	60,312,300
Spring Exterior Bus Ads	\$50,735	3/23/15 - 4/19/15	80 bus kings and 200 bonus interior bus cards + 2 weeks of overrides	\$71,603	7,550,113
Spring Pumptoppers	\$37,265	3/23/15 - 4/19/15	500 ads on gas pumps and 125 bonus window clings at 125 stations, including 9 bonus stations + 4 weeks of overrides	\$116,044	59,362,500
<b>TELEVISION</b>					
Spring Television	\$49,970	4/6/15 - 4/19/15	108 15-second television spots on NBC and Univision + 139 bonus 15-second spots	\$33,475	3,847,937
<b>DIGITAL</b>					
YouTube & Pandora Internet Radio	\$14,744	3/23/15 - 4/26/15	71,397 video views on YouTube + 5,058 total clicks; added value includes 624,009 bonus banner impressions on Pandora	\$9,503.24	1,284,586
<b>TOTAL</b>	<b>\$310,382</b>			<b>\$518,468.74</b>	<b>149,846,457</b>

**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:

- 41 television news segments reaching more than 1.2 million viewers, with more than \$150,000 in publicity value.
- 29 radio broadcast news stories reaching more than 1.1 million listeners, valued at more than \$124,000 in publicity value.



- 27 online articles in publications with a combined circulation of more than 7.2 million daily page views.
- 15 news articles in print editions of the *Washington Post*, reaching more than 2.5 million readers, valued at more than \$1.2 million 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.

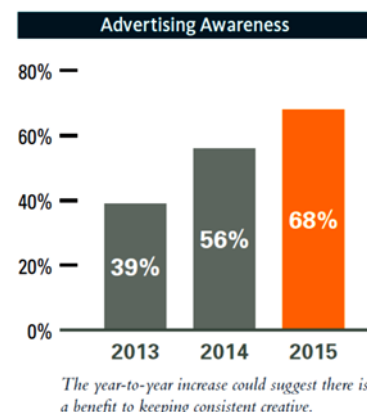
**Results:**

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 between March 4 and 14<sup>th</sup>, 2015 and the follow-up survey was conducted between April 22<sup>nd</sup> and 30<sup>th</sup>, 2015 – a total of 300 respondents.

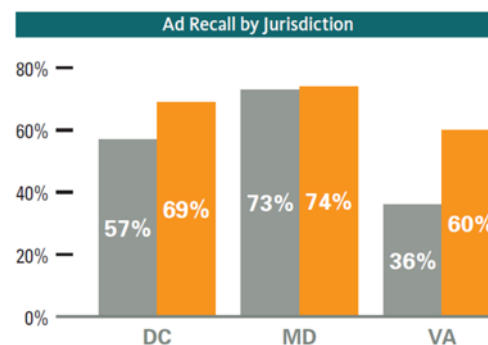
**Advertising Awareness**

- Unaided awareness increased overall from 22% in Wave 1 to 27% in Wave 2. The increase was not statistically significant. This was also consistent with 2014, when unaided awareness registered at 26%.
- The respondents who recalled ads reported specific campaign elements such as “treads on a face,” “exercise caution,” “*Street Smart*,” “stay aware,” and “dangers of jaywalking.”
- On an aided basis, 55% said they saw at least one of the three advertising executions in Wave 1 and 68% in Wave 2. This is a significant increase from previous years, when aided awareness in Wave 2 was 56% (in 2014) 39% (in 2013) and 19% (in 2012).
- 32% of participants recalled seeing the newly produced video ad.
- Aided advertising awareness was slightly higher for pedestrians (73%) than for drivers (63%), though not significantly. This gap 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 as the next most important source.



### General Awareness

- General awareness for the *Street Smart* program remained consistent (35% to 41%).
- About one in five respondents said they had heard of police efforts to enforce pedestrian traffic laws. There were no changes on this measure between waves.
- In general, the respondents do not perceive the authorities to be very strict in enforcing laws for pedestrians, drivers, or bicyclists. Roughly 6 of 10 respondents believe that the authorities are “not very strict” or “not strict at all” in enforcing safety laws. There was no significant change in these measures between waves.



Aided awareness between Wave 1 and Wave 2 increased overall by nearly 24%.

### Behaviors and Attitudes

- The 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.
- In the Driver segment, the perceived severity of “drivers texting while driving” increased significantly (83% to 91%). The perceived severity of “drivers running red lights and stop signs” also increased significantly (67% to 79%).
- In the Pedestrian segment, the perceived severity of “pedestrians jaywalking (crossing mid-block)” increased significantly (61% to 73%).
  - 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/her surroundings.
  - If everyone just followed the rules, there would be a lot fewer deaths and injuries when it comes to pedestrian and bicycle safety.
  - Pedestrians and bicyclists do not have the same crash protection in an accident as vehicles; therefore, drivers should be extra careful.

**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 2014 enforcement dates were set as November 6 – November 24, and spring 2015 enforcement dates were set as March 23 – April 19. During the fall and spring campaigns, 10,993 citations and 1,288 warnings were issued to motorists, pedestrians, and bicyclists, according to reports from participating agencies in Arlington County, Montgomery County, Prince William County, and City of Riverdale Park.

**Activity Description** – *Hold a Best Practices in Pedestrian Enforcement workshop. Bring law enforcement officers from departments with successful pedestrian safety programs, together with civilian safety experts, to conduct a half day training for law enforcement officers on best practices in pedestrian safety enforcement.*

**Results:**

Held September 30<sup>th</sup>. Included police speakers from DC, MD, and VA. There were 30 attendees.

**Activity Description** – *Print and distribute at least 5000 safety tips cards, reflective zipper pulls, and other materials to partner agencies, including law enforcement.*

**Results:**

Complete.

**Activity Description** – *All the information relevant to evaluation, including the earned media from the press events and outreach, the PSA's, the enforcement data, and analysis of the pre- and post-campaign survey data, are included in the Annual Report, which will be produced in September 2015.*

**Results:**

Completed. Posted on the web site. Hard copies are available on request.

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**PAID MEDIA**

Project No.: PS-2015-08-16; Section 402

Expenditure: \$100,000.00

McAndrew Co.

**BACKGROUND**

The 2015 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 walking/cycling/driving behaviors.
- Increase the perception of law enforcement activities.

**TARGET PROFILE**

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

## CAMPAIGN AND ENFORCEMENT DATES

- June 2015

## 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 5,549,000 times.
- Radio was used to reach drivers while in their cars.
  - 88 spots ran for 2 weeks
  - The spot was heard 2,971,200 times.
- Digital and Social Media
  - The short safety videos were used on social media to promote the message,

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



## ENFORCEMENT

Project No.: PS-2015-08-07/12/14; Section 402

Expenditure: \$74,049.39

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 11 percent from a 5-year average (2009-2013) of 11 to 10 by December 31, 2015.
2. To maintain the number of pedestrian related serious injuries at the 3-year average (2011-2013) of 341 by December 31, 2015.
3. To maintain the number of bicyclist related fatalities at the 3-year average (2011-2013) of 1 by December 31, 2015.
4. To maintain the number of bicyclist related serious injuries at the 3-year average (2011-2013) of 264 by December 31, 2015.

## PROJECT SUMMARY:

**Activity Description** – Conduct a total 4,000 man-hours of enforcement for both driver and pedestrian violations at known high pedestrian and vehicle collision locations/intersections. Focus on both in and out of crosswalk and with or without cross signal violations. Conduct 2,062 man-hours of enforcement of both driver and bicyclist violations high hazard intersections and bike lane corridors. Focus on District biking regulations including use of helmet violations etc.

### Results:

- Enforcement was generally conducted on Tuesday, Wednesday and Thursday in the months of October (7-10 am), April (4-10 pm), May (6-10 pm), June (4-10 pm), July, August and September (10 am to 10 pm) across the District. In FY2015, there were 1,479 citations and 4 arrest, as a result of 1,065.5 man-hours. See below for details:

Citations	Total	Citations	Total
Seatbelt Violations	165	Passing Red Light (Bike)	66
Distracted Drivers	136	All Other Bike Violations	13
Failure to Yield to Pedestrian in Crosswalk	83	Passing Stop Sign bike	11
Failure to Provide Proof of Insurance/Operating without	40	Walking Against Do Not Walk/Red Light	289
Failure to Yield Right of Way to Ped	120	Bicycle Lane Violation	10
Traffic Sign Violation	16	Walking as to create a hazard	77
Passing Red Light Vehicles	21	All other pedestrian violations	62
Speeding (ALL)	12		

All Other Moving Violations	245		
Fail to Clear Intersection/Obstruct			
Crosswalk	24	<b>TRAFFIC ARREST</b>	<b>Total</b>
Parking Violations	10	No Permit	3
Right turn on red	1	All Other Arrests	1
Bus Lane Violation	68		

**Activity Description** – Conduct 1,200 man-hours of enforcement during the fall and spring/early summer Street Smart Campaign in all districts but with added emphasis in MPD Seventh, First, Second and Third Districts, which is where the majority of pedestrian and bicycle fatalities occur based on MPD/DDOT data.

**Results:**

- Streetsmarts campaign Fall and Spring campaigns were between November 6<sup>th</sup> to 24<sup>th</sup> and March 23<sup>rd</sup> to April 19<sup>th</sup>. Enforcement was conducted on Friday November 7<sup>th</sup> and 14<sup>th</sup>, 2014 between 7 am and 10 am in the Third police District, resulting with the following:

Distracted Drivers	4
Failure to Yield Right of Way to Ped	7
All Other Moving Violations	3
All Other Bike Violations	6
Fail to Clear Intersection/Obstruct Crosswalk	1
Walking Against Do Not Walk	4
<b>Total Number of Violations</b>	<b>25</b>
<b>No of Man-hours</b>	<b>24</b>
<b>Pedestrian/Vehicle Contacts (flyer issues)</b>	<b>150</b>

**Activity Description** – Educate 2,700 officers on MPD online SITELMS Bicycle and Pedestrian training module.

**Results:**

All officers are required to attending training. This is online module and attendance isn't tracked. However, a 2-hr. pedestrian and bicycle module is incorporated into all MPD traffic safety training for all its officers. In addition, MPD has worked with DMV and DDOT in placing traffic safety messages such as ped and bike safety in DMV waiting areas, etc to educate the public.

## 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<sup>1</sup>

### 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

- Finalized and completed the **'2014 Traffic Records Strategic Plan'** in November, 2014.
- Coordinated the TRCC meetings (Nov 19, 2014, Mar 31, 2015, and June 25, 2014) with the 9 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.
- Working with MPD/DDOT to resolve issues relating to the new MPD Records Management System (RMS):
  - MMUCC compliance of the new RMS system
    - Met with DDOT on Dec 22, 2014 to discuss impacts of the new RMS system.
    - Met with DDOT on April 30, 2015 to review the MPD data schema.
    - Conducted several conference calls with MPD from May thru September, 2015.
    - Developed a report identifying critical data elements to be incorporated in the new MPD crash application (**see Appendix 1 for example**).
  - Reporting of CMV crashes to FMCSA (federally mandated by law).
  - Nightly transfer of crash data to DDOT.
- Crash Outcome Data Evaluation System (CODES)—Successfully established the data linkage between the MPD crash data, FEMS data and George Washington Hospital Trauma Data. The data linkage between the

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<sup>1</sup> This is one out of the three task under the KLS contract. Project number and expenditure is listed under the Safe Communities section.



MPD crash data, FEMS data and George Washington Hospital Trauma Data in the year 2014 is approximately 90%.

- Met with FEMS on Jan 7, 2015 to resolve the additional pedestrian injury data reported by FEMS that are not contained in the MPD crash database. Also, common correlation factors between MPD and FEMS UCC No. were also discussed at this meeting.
- Met with George Washington University on June 5, 2015 to review suggested data assets/attributes relating to trauma data.
- MAP-21 Assistance.
  - Attended conference call (December 10, 2015) with NHTSA Region 3 to discuss core safety performance measures, data ranges, use of 2002-2012 historical data.
  - Attended Governors Representative’s meeting in Delaware in March 2015 to discuss the new MAP-21 requirements.
  - Prepared and submitted MAP-21 required documents to NHTSA in June of 2015.
  - Worked with the 9 DC agencies to renew the TRCC MOU Charter for an additional 5 years. The renewed MOU Charter with signatures of the 9 agency directors was submitted to NHTSA on September 30, 2015.
- Initiated a data driven approach to improve traffic safety using DMV violation data as a safety surrogate. Geo-coded the DMV moving infraction data from 2009 – 2014 (over 400,000 infractions) and analyzed all the moving infraction data (over 200 infraction types) to identify the most common infraction locations based on the infraction type. This information will be used by MPD to assist in identifying locations for manual and automated enforcement and by DDOT to review potential hazardous locations (*see Appendix 2 for example*). Comparison of various data sources will provide evidence (or not) of the relationship between crime, crashes and traffic enforcement and assist the District in maximizing resources.
- 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.

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### UPDATING GIS IMAGERY

Project No: K9 2015-07-05; Section 408

Expenditure: \$93,053.73

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:**

**Activity Description:** *Data Review - aerial photography and street level imagery will be assessed to determine the accuracy of extracting the X, Y, and Z coordinates.*

**Results:** The vendor captured aerial photography using a combination of NGS and DC surveyed locations. Then the vendor used automated routines to establish a very accurate aerotriangulation solution. This exceeded ASPRS standards for large scale mapping at 1:1200. Completed 6/1/15

**Activity Description:** *Data Extraction – The data asset inventory will be developed, data mined to extract the asset attributes, and the data validated for accuracy.*

**Results:** The vendor has completed compilation of 3 of the 4 delivery areas for the planimetric data. DC and the independent QC vendor have reviewed 2 of these areas so far. Anticipated completion of this is winter 2016.

**Activity Description:** *Generate metadata/shape files and other elements needs for public access to data.*

**Results:** Once the data extraction task is complete and DC accepts the data, this activity will commence. Anticipated completion of this is winter 2016.

**Activity Description:** *Public access – publishing the data on the DC GIS enterprise database and data catalog for use within dc and the public.*

**Results:** Not started yet. Anticipated completion of this is winter 2016.

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## **ENTERPRISE TRUCK ROUTING NETWORK**

Project No: K9 2015-07-08; Section 408

Expenditure: \$500,000.00

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 1231 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:** Delayed go-live until Feb-Mar 2016. This effort is scheduled to go-live soon, but was delayed slightly as a result of two major factors. Firstly, there were a number of challenges with DDOT's bridge data. Conflating bridge data to the routing network and also an unexpected migration of the DDOT bridge asset management system to a hosted environment caused delays to the project. Additionally, while conducting integrated testing of OSOW within our permitting system (TOPS) a number of critical enhancements were identified; proceeding with these enhancements would enhance the long-term viability of the effort and ensure that other business processes can easily 'link in' to the network and restrict segments among other things. Should these enhancements be approved, we expect a delayed go-live deployment of March 2016. Without the enhancements, the go-live could move up slightly to February 2016.

##### **Activity Description:**

##### ***HERE Data Renewal***

- a. Initiate Procurement of HERE Data License*
- b. Integrate to Relevant Systems such as the Oversize, Overweight routing application to ensure that all application run on the latest available road network data*

**Results:** Completed April 15, 2015. HERE data license has been procured and data are integrated into the Oversize, Overweight routing application.

**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 tentatively scheduled for Jan 2016. INRIX traffic data have been procured and they are being actively used within DDOT's advanced traffic monitoring system (ATMS). INRIX provided a kick-off training for traffic and GIS subject matter experts occurred shortly thereafter on April 23. We have requested a follow-up meeting which should occur in Jan 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:** Still underway. DDOT team is still on schedule for Jan 2016 go-live for Roads and Highways phase 1, which 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 phases is scheduled to begin next month (Jan 2016) and will include 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

Project No.: K9 2015-07-06, SA 2015-15-12/15-14/15-14/15-15; Section 402, 408

Expenditure: \$426,415.52

KLS Engineering, LLC<sup>2</sup>

### 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 26 in 2014, the average number of motor vehicles crashes is approximately 18,000 per year (2003-2012). 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 HAP 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 Report on all activities included in the Grant application for all grantees and assist them in completing.
- Attended webinar on "Setting 2016 Targets for Core Safety Performance Measures" – December 10, 2014.
- Assist grantees in completing their FY2014 activities for inclusion into the annual report.

<sup>2</sup> See TRCC Task under Traffic Records Section of report.

- Completed and submitted FY2014 **Annual Report** to NHTSA by December 31<sup>st</sup>, 2014.
- Prepared and facilitated DC HSO hosted Grantee workshop on Feb 24, 2015 for FY2016 HSP. This included preparing FY2016 Grant Application and preparing and analysis of the District’s crash trends and goals for FY2016.
- Attended NHTSA Region 3 Leadership meeting in Christina, DE on March 24-25, 2015.
- Provided/discussed grant application process and performance measures with ARE on April, 23, 2015.
- Meet with NHTSA on April 23, 2015 to discuss items required in monitoring grantees.
- Review FY2016 Grant Applications for NHTSA compliance and work with grantees.
- Completed and submitted the **FY2016 HSP** and the Evidence-Based Traffic Safety Enforcement Plan in June, 2015.
- Created and completed Risk Assessments for each grantee in FY2016 and revise grant application form to the Super Circular requirements dated April 30, 2015.
- Attended Managing Highway Safety Program course in Mississippi on June 16 to 19, 2015.
- Attended the Governor of Highway Safety Conference GHSA, in Nashville, TN on August 30<sup>th</sup> to September 1, 2015.
- Monitored FY 2015 HSP activities. Meet and prepared monthly calendar to MPD with DDOT Media, NHTSA campaigns and other holidays in the District, in addition to the time, day, and what ward crashes occurred in previous years. Assist MPD in preparing their quarterly reports.
- Assist the DC HSO in hosting the NHTSA Region 3 Leadership meeting at the Gallaudet University, DC on October 28-29, 2015 (FY2016).

**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:**

- Completed and submitted the Strategic Highway Safety Plan (SHSP) in November 2014.
- Completed periodic updates and testing to the DC HSO website (e.g., uploading 2014 Traffic Records Strategic Plan, 2014 SHSP, FY2015 HSP, FY2014 Annual Report, review of all the external and internal hyperlinks).
- MWCOG Transportation Safety Subcommittee Meetings
  - Participated on ‘MAP-21 Performance Measures and Regional Safety Picture’ discussion on April 6, 2015.
  - Participated on ‘Commercial Motor Vehicle Safety’ discussion on May 7, 2015.
- District of Columbia Vision Zero Initiative
  - Providing programmatic support and guidance, on behalf of the HSO, to the Vision Zero meetings (over 20 District agencies). Attended sub-group meetings in the areas of engineering, data, enforcement, and education.
    - Attended 3 meetings in April, 2015 (12<sup>th</sup>, 19<sup>th</sup>, and 27<sup>th</sup>)
    - Attended 4 meetings in May, 2015 (12<sup>th</sup>, 19<sup>th</sup>, 26<sup>th</sup>, and 27<sup>th</sup>)
    - Attended 4 meetings in June, 2015 (9<sup>th</sup>, 16<sup>th</sup>, 24<sup>th</sup>, and 26<sup>th</sup>)
    - Attended 5 meetings in July, 2015 (9<sup>th</sup>, 14<sup>th</sup>, 20<sup>th</sup>, 22<sup>nd</sup>, and 24<sup>th</sup>)

- Participated in two public meetings (distributed brochures and conducted traffic safety surveys) on July 21, 2015—Takoma Metro Station, and on July 29—Minnesota Avenue Metro Station.
- Provided support in identifying list of safety strategies and developing Vision Zero plan.



**Vision Zero Public Meeting**



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## SAFE COMMUNITIES

Project No: SA 2015-15-17; Section 402

Expenditure: \$17,880.00

MedStar National Rehabilitation

## BACKGROUND

MedStar National Rehabilitation Network is consistently ranked in *U.S. News & Worlds Report's* annual listing of best medical rehabilitation hospitals and is fully accredited by both the JCAHO and CARF. With the goal of assisting each patient to become as functional and independent as possible. The Driver Training Program was initiated in 1987 and has grown to serve nearly 185 individuals annually. The Program is open to any person who has a physical disability, such as multiple sclerosis, Parkinson's disease, cerebral palsy, a traumatic brain or spinal cord injury, a cerebral vascular injury, an amputated limb or a hearing impairment.

## PROJECT GOALS

1. To more accurately identify at risk drivers and provide remediation training and/ or recommendation of driving cessation;
2. To better educate and train medically-at-risk individuals and older drivers on how to be safe drivers; and
3. To increase the number of medically eligible individuals being referred to the Medical Advisory Board at the DC Motor Vehicle Administration as competent to take driving test.

## PROJECT SUMMARY:

**Activity Description** – *Order and purchase following equipment that will improve reliability and accuracy of driving assessments. The Optec, The Useful Field of View and accompanying software, Brake Reaction Time Tester and Windshield Cam*

### Results:

All equipment has been ordered, and status is as follows:

- The Optec: Installed and in use as a part of clinical exam.
- The Useful Field of View and accompanying software: Installed and in use as a part of clinical exam.
- Brake Reaction Time Tester: Receipt slowed by vendor production. Is pending shipment to us on 10/26/15
- Windshield Cam: Installed and in use as a part of behind the wheel exam and training.

**Activity Description** – *Order and purchase the following adaptive driving devices: Sure Grip Easy Spin RF 360 and Sure Grip Quick Release 4-in1 Hand Control System*

### Results:

All of this equipment has been ordered, and status is as follows:

- Sure Grip Easy Spin RF 360: Installed and in use as a part of behind the wheel exam and training.
- Sure Grip Quick Release 4-in1 Hand Control System: This equipment was donated to the program, and is in use.

**Activity Description** – *Install equipment as it is received.*

### Results:

All Equipment has been received and installed with the exception of Brake Reaction Time Tester.

**Activity Description** – *Conduct driver assessment and evaluation to approximately 175-200 individuals per year.*

**Results:**

- The program completed on the road training / assessments to 81 individuals for the grant period.
- Due to loss of a key staff member during this period, the volume of evaluations and assessments was reduced. We were able to hire an experienced replacement in July 2015, however, and we are again seeing an average of 10-11 clients / week.

**Activity Description** – *Identify and counsel individuals who are no longer fit to drive.*

**Results:**

- There was only one individual who we needed to counsel on no longer driving during this report period. For the grant period, two individuals were counseled on not driving.
- This individual suffered from a degenerative neurological disorder that limited his motor control resulting in a safety issue. Education and counsel was provided as appropriate.

**Activity Description** – *Provide on the road training to 160-180 individuals per year.*

**Results:**

The program completed on the road training and assessments to 106 individuals during the grant period.

- Despite the loss of a key staff member earlier this year, the program was able to maintain its service level with on the road training. Our level of service has increased again with the hiring of the new team member referenced above.

**Activity Description** – *Train 60-70 individuals on the use of adaptive driving tools per year.*

**Results:**

- Of the 65 individuals who underwent road testing, all of them were assessed and trained to use adaptive equipment to assist their driving skills.
- Adaptive equipment using in this training included specialized hand controls, adaptive braking and/or steering mechanisms as appropriate.

## APPENDIX 1

**Attachment 1: Sample crash data compliance report**

Reviewed By:		KLS Engineering (L Boodlal, S Narsing)		Crash Table - Comparison with New Cobalt System (along with MMUCC Compliance) (Suggestions are shown in the "Comments" Column)						
SI No.	Business Name	Old Traffic Crash Table	Old Traffic Crash Column	Old Crash System Sub-Attributes	Proposed Old Crash System Additional Data Elements	New Cobalt Table	Proposed New Cobalt Column	Cobalt Sub-Attributes	MMUCC Sub-Attributes	Comments
1	Traffic Crash Identifier	TrafficCrashReport	trafficCrashReportId	N/A		traffic_crashes	id			
2	Created Date	TrafficCrashReport	addDate	N/A		traffic_crashes	created_date_utc			
3	Last mood date	TrafficCrashReport	moodDate	N/A		N/A				
4	Created By	TrafficCrashReport	creatorUserId	N/A		traffic_crashes	created_by			
5	Report Status	TrafficCrashReport	recordStatus	N/A		reports	approval_status			
6	Was a 252 prepared?	TrafficCrashReport	record252Prepared	N/A		N/A				
7	CCN for the report	TrafficCrashReport	ccn	N/A		incidents	cad_id			
8	Incident Start Date	TrafficCrashReport	crashDate	N/A		incidents	incident_start_utc			
9	Incident End Date	TrafficCrashReport	crashEndDate	N/A		incidents	incident_end_utc			
10	Incident Start Time	TrafficCrashReport	crashStartTime	N/A		incidents	incident_start_utc			
11	Incident End Time	TrafficCrashReport	crashEndTime	N/A		incidents	incident_end_utc			
12	Day of the week	TrafficCrashReport	dayOfTheWeek	N/A		N/A				
13	Crash Type	TrafficCrashReport	crashType	<ul style="list-style-type: none"> <li>Injury</li> <li>Property Damage</li> <li>Hit and Run</li> <li>Pedestrian</li> <li>D-E-Property</li> <li>Non-Collision</li> <li>Commercial Vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle</li> <li>Motorcycle</li> <li>Skate</li> <li>Hopped</li> <li>Streetcar</li> <li>Segway</li> </ul>	traffic_crashes traffic_crashes, person_injuries, person_vehicles, item_vehicles, incident_vehicles	fire_harmful_event_attr_id first_harmful_event_attr_id, injury_type_attr_id, vehicle_involvement_attr_id, item_category_attr_id, vars_lit_run	N/A	Add attributes to item_vehicles table, item_category_attr_id: • Streetcar, • Segway Ref - Row 91 (Vehicle Table)	
14	Custom Crash Type	TrafficCrashReport	crashTypeOther	N/A		legacy_entity_details	detail_value	Can be found by the various attributes in the corresponding tables		
15	Dispatch ID	TrafficCrashReport	ucc	N/A		N/A				Require - UCC No. starting with F. This is required to meet future MMUCC standards.
16	Address of Crash	TrafficCrashReport	location	N/A		locations	street_name			
17	Longitude of Crash	TrafficCrashReport	longitude	N/A		locations	longitude			
18	Latitude of Crash	TrafficCrashReport	latitude	N/A		locations	latitude			
19	District	TrafficCrashReport	district	N/A		incidents	district_attr_id			
20	PSA	TrafficCrashReport	psa	N/A		incidents	psa_attr_id			
21	Report Submitted	TrafficCrashReport	reportDate	N/A		report_submissions	submitted_on_utc			
22	DC Legacy Field: Location Feet	TrafficCrashReport	locFeet	N/A		traffic_crashes	dc_loc_feet			
23	DC Legacy Field: Location Bearing	TrafficCrashReport	locBearing	N/A		traffic_crashes	dc_loc_bearing			
24	DC Legacy Field: Intersection Block	TrafficCrashReport	locInterBlock	N/A		traffic_crashes	dc_loc_inter_block			
25	DC Legacy Field: Peppco Poll Number	TrafficCrashReport	locPeppcoPollNo	N/A		traffic_crashes	dc_loc_pepco_poll_no			
26	DC Legacy Field: Bridge	TrafficCrashReport	locBridge	N/A		traffic_crashes	dc_loc_bridge			
27	DC Legacy Field: Other	TrafficCrashReport	locOther	N/A		traffic_crashes	dc_loc_other			
28	Roadway Alignment / Grade	TrafficCrashReport	item191	<ul style="list-style-type: none"> <li>Unknown</li> <li>Straight</li> <li>Curve</li> <li>Level</li> <li>Grade</li> <li>Crest</li> <li>Underpass</li> <li>Ramp</li> </ul>	<ul style="list-style-type: none"> <li>Replace: Crest</li> <li>Crest/Top-of-Hill</li> <li>New:</li> <li>Uphill</li> <li>Downhill</li> </ul>	incident_vehicles	roadway_alignment_attr_id, roadway_grade_attr_id	<ul style="list-style-type: none"> <li>Straight</li> <li>Curve Left</li> <li>Curve Right</li> <li>Level</li> <li>Hillcrest</li> <li>Uphill</li> <li>Downhill</li> </ul>	<ul style="list-style-type: none"> <li>Straight</li> <li>Curve Left</li> <li>Curve Right</li> <li>Level</li> <li>Hillcrest</li> <li>Uphill</li> <li>Downhill</li> </ul>	Add attributes: • Underpass • Ramp • Bridge

## APPENDIX 2

**Attachment 2: Intersections with high number of moving violations (January, 2009 - September, 2015) \***

Type of Infraction	Full Intersection Name	Infraction Count
Turn Left Where Prohibited	F STREET NW AND 14TH STREET NW	2910
	13TH STREET NW AND F STREET NW	1837
	COLUMBIA ROAD NW AND ADAMS MILL ROAD NW	1530
	GEORGIA AVENUE NW AND ROCK CREEK CHURCH ROAD NW	1296
	WESTERN AVENUE NW AND 41ST STREET NW	1262
	NEW YORK AVENUE NE AND BLADENSBURG ROAD NE	1135
	17TH STREET NW AND CONSTITUTION AVENUE NW	1127
	7TH STREET NW AND H STREET NW	1078
	RHODE ISLAND AVENUE NE AND LINCOLN ROAD NE	1070
Right Turn On Red And Prohibited	LINCOLN ROAD NE AND U STREET NE	1069
	7TH STREET NW AND H STREET NW	1687
	G STREET NW AND 7TH STREET NW	1554
	H STREET SW AND 6TH STREET SW	1002
	7TH STREET NE AND H STREET NE	710
	NEW YORK AVENUE NE AND BLADENSBURG ROAD NE	629
Speeding (All Speeds), Drive At Unreasonable Speed	6TH STREET NW AND I STREET NW	590
	BEACH DRIVE NW UNDER CONNECTICUT AVENUE NW	1285
	EAST CAPITOL STREET NE AND BURNS STREET NE	664
Disobey TCD, Disobeying official TCD	SCALE GATE ROAD NW AND EISENHOWER SHERIDAN ROAD NW	476
	OBSERVATORY CIRCLE NW AND MASSACHUSETTS AVENUE NW	773
	NEW YORK AVENUE NE AND BLADENSBURG ROAD NE	680
	KANSAS AVENUE NW AND UPSHUR STREET NW	481
	KANSAS AVENUE NW AND GEORGIA AVENUE NW	481
Passing Stop Sign Without Coming To A Full Stop	FOXHALL ROAD NW AND RESERVOIR ROAD NW	474
	18TH STREET NE AND W STREET NE	423
	48TH STREET NE AND SHERIFF ROAD NE	1845
	BELMONT ROAD NW AND COLUMBIA ROAD NW	904
	M STREET NW AND 4TH STREET NW	737
	FAIRMONT STREET NW AND 11TH STREET NW	631
Fail To Stop Per Regulations Facing Red Signal, Fail To Slow At An Intersection, Passing A Yellow Traffic Signal	FESSENDEN STREET NW AND 39TH STREET NW	623
	ADAMS MILL ROAD NW AND ONTARIO ROAD NW	524
	CALVERT STREET NW AND CONNECTICUT AVENUE NW	611
	9TH STREET NW AND U STREET NW	350
	GEORGIA AVENUE NW AND COLUMBIA ROAD NW	348
Distracted Driving, Fail To Pay Attention While Operating A Vehicle	M STREET NW AND WISCONSIN AVENUE NW	290
	15TH STREET NW AND CONSTITUTION AVENUE NW	279
	M STREET NW AND WISCONSIN AVENUE NW	433
	GRANT STREET NE AND MINNESOTA AVENUE NE	270
	D STREET SE AND 8TH STREET SE	231
	SWANN STREET NW AND 14TH STREET NW	198
Fail To Obey Don'T Walk Or Wait For Traffic Signal, Fail To Obey Traffic Signal In Crosswalk, Pedestrians Leaving Curb Unsafe Manner, Create Hazard, Against Red Signal	6TH STREET SE AND SEWARD SQUARE SE	197
	48TH STREET NE AND SHERIFF ROAD NE	169
Fail To Yield To Pedestrian At Non-Signalized Site	K STREET NW AND 17TH STREET NW	579
	14TH STREET NW AND U STREET NW	256
	M STREET NW AND WISCONSIN AVENUE NW	433
	48TH STREET NE AND SHERIFF ROAD NE	169
One Way Street Violation, Violation Of One Way Street Restriction	SWANN STREET NW AND 14TH STREET NW	162
	ALABAMA AVENUE SE AND 21ST STREET SE	143
Truck Restricted Route, Driving Truck Through A Restricted Street	NEAL PLACE NE AND 4TH STREET NE	260
	5TH STREET NE AND NEAL PLACE NE	80
	F STREET NW AND 17TH STREET NW	104
Making U Turn Where Prohibited	E STREET NW AND 17TH STREET NW	86
	15TH STREET NW AND T STREET NW	77
Making U Turn Where Prohibited	BENNING ROAD NE AND 34TH STREET NE	48
	G STREET NW AND VIRGINIA AVENUE NW	30

\*: Every attempt has been made to accurately locate moving infractions.



NHTSA REGION # 3 Annual Report Review Fiscal Year 2015

(Uniform Procedures 23 CFR Part 1200.35)

State: DC Fiscal Year: 2015 Date Received: 12/31/15

Reviewed by: Stephanie Hancock Date Reviewed: 1/4/15

Date uploaded to Sharepoint: \_\_\_\_\_

Annual Report (AR)

Criteria: (Uniform Procedures 23 CFR Part 1200.35)

§ 1200.35 Annual Report

- Within 90 days after the end of the fiscal year, each State shall submit an Annual Report describing:
- (a) A general assessment of the State's progress in achieving highway safety performance measure targets identified in the Highway Safety Plan;
  - (b) A general description of the projects and activities funded and implemented under the Highway Safety Plan;
  - (c) The amount of Federal funds expended on projects from the Highway Safety Plan; and
  - (d) How the projects funded during the fiscal year contributed to meeting the State's highway safety targets. Where data becomes available, a State should report progress from prior year projects that have contributed to meeting current State highway safety targets.

(a) Performance Targets/Measures (FY2015 Requirements):

	Review the State's progress on each of the NHTSA/GHSA core outcome and behavior performance measures. Refer to the Highway Safety Plan (same Fiscal Year as Annual Report) to ensure that each target is included. Note: If the State addressed additional targets, insert rows into the document to add that information.
	<p>C-1) Traffic Fatalities</p> <p>Baseline: <u>25</u> Target: <u>25</u> Current: <u>23</u></p> <p>FARS Data <input type="checkbox"/> Year <u>14</u></p>
	<p>C-2) Serious Injuries</p> <p>Baseline: <u>1663</u> Target: <u>1663</u> Current: <u>1802</u></p> <p>State Data <input type="checkbox"/> FARS Data <input type="checkbox"/> Year <u>14</u></p>
	<p>C-3) Fatalities/VMT - Total</p> <p>Baseline: <u>.7</u> Target: <u>.7</u> Current: <u>Not available for FY 14</u></p> <p>FARS Data <input type="checkbox"/> Year <u>14</u> (<u>56-2013</u>)</p>
	<p>C-3) Fatalities/VMT - Rural (if available)</p> <p>Baseline: <u>N/A</u> Target: <u>N/A</u> Current: <u>DC is all urban</u></p>



	FARS Data <input type="checkbox"/> Year <u>    </u> <i>N/A</i>	
	C-3) Fatalities/VMT – Urban (if available) Baseline: <u>7</u> Target: <u>7</u> Current: <i>not available</i>	
	FARS Data <input type="checkbox"/> Year <u>14</u>	
	C-4) Unrestrained passenger vehicle occupant fatalities, all seat positions Baseline: <u>4</u> Target: <u>3</u> Current: <u>3</u>	
	FARS Data <input type="checkbox"/> Year <u>14</u>	
	C-5) Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above Baseline: <u>5</u> Target: <u>7</u> Current: <u>5</u>	
	FARS Data <input type="checkbox"/> Year <u>14</u>	
	C-6) Speeding-related Fatalities Baseline: <u>9</u> Target: <u>9</u> Current: <u>12</u>	
	FARS Data <input type="checkbox"/> Year <u>14</u>	
	C-7) Motorcyclist Fatalities Baseline: <u>3</u> Target: <u>3</u> Current: <u>3</u>	
	FARS Data <input type="checkbox"/> Year <u>14</u>	
	C-8) Unhelmeted Motorcyclist Fatalities Baseline: <u>1</u> Target: <del>1</del> <u>1</u> Current: <del>1</del> <u>1</u>	
	FARS Data <input type="checkbox"/> Year <u>14</u>	
	C-9) Drivers age 20 or younger involved in fatal crashes Baseline: <u>1</u> Target: <del>1</del> <u>1</u> Current: <del>1</del> <u>3</u>	
	FARS Data <input type="checkbox"/> Year <u>14</u>	
	C-10) Pedestrian Fatalities Baseline: <u>10</u> Target: <del>10</del> <u>10</u> Current: <u>9</u>	
	FARS Data <input type="checkbox"/> Year <u>14</u>	
	C-11) Bicyclist Fatalities Baseline: <u>1</u> Target: <u>1</u> Current: <u>1</u>	
	FARS Data <input type="checkbox"/> Year <u>14</u>	
	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants Baseline: <u>93.3</u> Target: <del>95</del> <del>96</del> <u>96</u> Current: <u>95.5</u>	

*(maintain)*

		A-1) Seat belt citations issued during grant-funded enforcement activities Current: 931 (2015)
		A-2) Impaired driving arrests made during grant-funded enforcement activities Current: 150 (2015)
		A-3) Speeding citations issued during grant-funded enforcement activities Current: 145 (2015)

COMMENTS:

**Certifications & Assurances (For Evaluation by NHTSA, Not Required for AR)**

Page #	Y/N	
		Is there a description of the activities implemented to:
<del>44</del> 54	Y	Support national safety belt and impaired driving mobilizations? How? HVE thru grant w/ MPD
43, 53 <del>50-57</del>	Y	Sustain enforcement of impaired driving, OP, and speed statutes? How? HVE thru grants w/ MPD
52 <del>40</del>	Y	Conduct annual safety belt survey? Howard Univ. grant Certification received or will provide by March 1? yes
75	Y	Develop statewide data systems? How? thru grants w 9 key DC agencies
81	Y	Coordinate data collection and information systems with the State's SHSP? thru TRCC that meets @ least 3x yr.

COMMENTS:

**(b) Program Area Analysis**

**Occupant Protection**

N/A

Page # Y/N

46-55 Y Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?:

Funding source(s): 402, 2011, 405b

Describe Strengths and Weaknesses:

Strong CPS program, best seat belt law in country, HVE, media

**State Traffic Safety Information System Improvements**

N/A

Page # Y/N

75-79 Y Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?:

Funding source(s): 408 ~~405b~~

Describe Strengths and Weaknesses:

DC has a tremendous amount of 408 + 405c funding - city has difficulty spending - working w/ HSO to identify projects - education writers to be purchased in FY 16 (over \$250,000)

**Impaired Driving Countermeasures**

N/A

Page # Y/N

22-25 Y Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?:

Funding source(s):

Describe Strengths and Weaknesses:

HVE - TRIP & DUI prosecutor - lots of activity - DUI arrests down BUT so were fatalities - van in use towards end of yr. al. involved

**Ignition Interlock**

N/A

Page # Y/N

Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?:

Funding source(s):

Describe Strengths and Weaknesses:



<b>Distracted Driving</b> DC does not receive funding but does address <sup>in HSP or AR</sup> <input checked="" type="checkbox"/> N/A		
<b>Page #</b>	<b>Y/N</b>	
<del>61-64</del>	Y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
		Funding source(s): 402
Describe Strengths and Weaknesses: HVE - during last 2 weeks in April - media all month long		
<b>Motorcycles</b> DC does not address MC in HSP or AR <input checked="" type="checkbox"/> N/A		
<b>Page #</b>	<b>Y/N</b>	
		Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
		Funding source(s):
Describe Strengths and Weaknesses: only 3 Fatal		
<b>Graduated Driver Licensing Laws</b> <input checked="" type="checkbox"/> N/A		
<b>Page #</b>	<b>Y/N</b>	
		Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
		Funding source(s):
Describe Strengths and Weaknesses: N/A		
<b>Child Passenger Safety</b> <input type="checkbox"/> N/A		
<b>Page #</b>	<b>Y/N</b>	
46-50	Y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
46-50	Y	States receiving Section 2011 funds must adhere to the specific reporting requirements in SAFETEA-LU. If applicable, does the State meet reporting requirements for Section 2011 as specified under SAFETEA-LU?
		Funding sources(s): 2011
Describe Strengths and Weaknesses: strong CPS program - Full time CPS Coordinator for City housed in DC H&O		

**Pedestrian/Bicycles** 10 of 23 fatal's  N/A

Page #	Y/N	
45-4	Y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
		Funding Source(s): 402

Describe Strengths and Weaknesses:  
Big problem for DC - strong Street Smart Program - HVE - media population increasing 1000+ a month - Bike Share program increasing

**Police Traffic Services** more email ped's bikes  N/A

Page #	Y/N	
50-4	Y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
		Funding source(s): 402

Describe Strengths and Weaknesses:  
Suggest DC have a PTS section for all the "other" program staff training - Recon etc.

**Paid Media**  N/A

Page #	Y/N	
	Y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
		Funding source(s): 402, 410, 405b, 405d

Describe Strengths and Weaknesses:  
descriptions are within each program area

**Speed**  N/A

Page #	Y/N	
56-4	Y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
		Funding source(s): 402

Describe Strengths and Weaknesses:  
Smooth Operator Program (HVE) (sustained eng)  
ask about the drop in Speed citations



**Safe Communities/Community Traffic Safety Programs**  N/A

Page #	Y/N	
43821	Y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
		Funding source(s): 408

Describe Strengths and Weaknesses:  
*one time grant to local hospital - at-risk + okly driver safety - how did this project go?*

**Other Program Area:** N/A

Page #	Y/N	
		Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
		Funding source(s):

Describe Strengths and Weaknesses:

**(c) Financial/GTS Review (For NHTSA Information/Review):**

	<p><b>Attach GTS Reports - m. Voucher Match Review Report (select Final Voucher). u. Obligations vs. Expenditures</b></p> <p>Date of GTS Reports:</p> <p>Was Final Voucher Reviewed to Determine Amounts Expended on Projects?  <i>yes</i></p> <p>Does the State provide expended amounts on all projects listed in the highway safety plan?  <i>yes</i></p> <p>Note: Project expenditures are only required in FY 14 and beyond as stated in §1200.11(e) <i>Program Cost Summary and List of Projects.</i></p> <p>Is the State compliant with the 40% to local requirement under Section 402 and 154AL and 164AL? If not, explain: <i>yes - 100% local as DC is a locality</i></p> <p>Are there major unexpended balances for specific funding categories (for example, Section 1906, Section 405 (e))? If yes, explain:  <i>yes Section 408 (\$800,000)</i></p> <p>Is the State compliant with matching requirements for applicable programs? If no, explain: <i>yes</i></p>
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COMMENTS:

**(d) Target Progress:**

Page #	Y/N	
	No	Does the State specify other measures that would be indicative of program and/or project success toward attainment of the performance measures?
	yes	Can it be determined if the State is progressing toward the attainment of its stated long range performance targets? If no, explain.
	yes	Does the narrative describe how the projects and activities funded during the Fiscal Year and/or prior years, contributed to meeting the State's highway safety goals as identified in the Highway Plan?
	yes	Did the State conduct the attitude and awareness surveys? Note: These surveys are strongly recommended, not required.
	yes	Is there any indication that the State used the results from previous attitude and awareness surveys? <i>to drive their media efforts + creative</i>
		List any other evaluations that were conducted and obtain a copy of the reports? Note: For NHTSA information/review.

COMMENTS:

**Implications for Future Planning:**

Based on the AR review, list lessons learned and/or considerations for future HSPs.

COMMENTS: *add a PTS section*

**Overview of Annual Evaluation Report**

**Strengths:**

**Weaknesses:** *continue to identify TR projects to spend 408 and 2013 405c funds -  
Increase Ped. projects -?*



Other Comments, Recommendations or Best Practices:

Reviewer Signature

*Stephanie Hancock*

Date

*1/15/16*

Upon completion of form, attach draft approval letters and submit to DRA & RA

DRA/RA Comments:

*RPM is checking w/ DC on their performance measures to ensure the most up to date numbers.*

DRA Signature

*Valerie A. Goff*

Date:

*1/28/16*

RA Signature

*Elyse C. Bolen*

Date:

*1/28/16*





U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

Region III  
Delaware, District of Columbia,  
Kentucky, Maryland,  
North Carolina,  
Virginia, West Virginia

**FILE COPY**

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Phone (410) 962-0090  
Fax (410) 962-2770

January 28, 2016

Leif Dormsjo, Director  
District Department of Transportation  
55 M Street, SE  
Washington, DC 20003

Dear Mr. Dormsjo:

We have reviewed the District of Columbia's Fiscal Year 2015 Annual Report recently submitted to this office. Based on this submission, we find your State's highway safety program to be in compliance with the requirements of the Section 402 Program (23CR Part 1200.35).

We commend the District of Columbia for its' efforts leading to a 95.5 percent seat belt use rate and for executing innovative digital and social media campaigns that reflect the District of Columbia's commitment to reducing traffic related injuries and fatalities.

Your regional program manager has already communicated the report's strengths and suggestions for improvement to your highway safety office.

Lastly, we would like to remind you that any fiscal year 2013 MAP21 funds must be obligated before September 30, 2016 and spent by the end of fiscal year 2017. In addition, the District's outstanding SAFETEA-LU Section 408 funds should be spent as soon as possible.

We appreciate the cooperation we have received from your office and will continue to work with your staff to achieve your highway safety goals and to strengthen your program. As always, our staff is available to assist you as you move forward with your program.

Sincerely,

Elizabeth A. Baker, Ph.D.  
Regional Administrator

cc: Carole Lewis, Chief, DC Highway Safety Office