

District Department of Transportation

# Highway Safety Office FY2021 Annual Report

December 31, 2021



# District of Columbia Highway Safety Office

## FY2021 Annual Report

**Submitted to:**

**Stephanie Hancock**  
**Regional Administrator**

NHTSA Region III  
George H. Fallon Bldg.  
31 Hopkins Plaza, Room 902  
Baltimore, MD 21201-2825

On behalf of:

**Everett Lott**

**Mayor's Representative for Highway Safety**  
Acting Director of the District Department of Transportation

**Carole A. Lewis**

Manager, District of Columbia Highway Safety Office  
Project Delivery Administration – Vision Zero

District Department of Transportation

250 M Street SE  
Washington, DC 20003

202-671-0492

[www.ddot-hso.com](http://www.ddot-hso.com)

**December 31, 2021**

# District Department of Transportation Mission

To equitably deliver a safe, sustainable and reliable multimodal transportation network for all residents and visitors of the District of Columbia.

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## Acronyms

AAG	Assistant Attorney General
AR	Annual Report
CADCA	Community Anti-Drug Coalitions of America's
CIOT	Click It or Ticket It
CPS	Child Passenger Safety
DDOT	District Department of Transportation
DMV	Department of Motor Vehicle
DREs	Drug Recognition Experts
DUI	Driving Under the Influence of Drugs or Alcohol
DWI	Driving While Intoxicated
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America's Surface Transportation Act
FEMS	Fire and Emergency Medical Services
FHWA	Federal Highway Administration
FY	Fiscal Year
HSO	Highway Safety Office
HSP	Highway Safety Plan
IDTF	Impaired Driving Task Force
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century Federal Law
MPD	Metropolitan Police Department
MWCOG	Metropolitan Washington Council of Governments
MMUCC	Model Minimum Uniform Crash Criteria
NHTSA	National Highway Traffic Safety Administration
NOIs	Notice of Infractions
OAG	Office of the Attorney General
OCME	Office of the Chief Medical Examiner
OCTO	Office of the Chief Technology Officer
OITI	Office of Information Technology and Innovation
SAMHSA	Substance Abuse and Mental Health Services Administration's
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
TARAS	Traffic Accident Reporting and Analysis System
TRCC	Traffic Records Coordinating Committee
TSRP	Traffic Safety Resource Prosecutor
US DOT	United States Department of Transportation

USCP	United States Capitol Police
USPP	United States Park Police
VMT	Vehicle Miles Travelled
WABA	Washington Area Bicycle Association
WRAP	Washington Regional Alcohol Program

## Introduction

On behalf of the Mayor of the District of Columbia and the Acting Director of the District Department of Transportation (DDOT), the Highway Safety Office (HSO) presents the Fiscal Year 2021 Highway Safety Annual Report (AR), which showcases the District's progress and achievements toward reaching the goal of zero traffic fatalities and serious injuries.

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

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

In FY2021, the HSO program used Federal grant funds administered by the National Highway Traffic Safety Administration (NHTSA), in accordance with the State and Community Highway Safety Funds under Section 402 and the National Priority Safety Programs under Section 405 (FAST Act and MAP-21).

## District of Columbia Core Performance Measures

Each fiscal year, the HSO establishes a new Highway Safety Plan (HSP) that identifies the most critical traffic safety problems. The HSP details a framework for creating a safer, more efficient transportation system. The FAST Act requires the District to establish goals for the 11 core performance measures based on FARS data, a behavioral measure for observational seatbelt use, and three activity measures. Using the District's injury data, HSO has included five additional core performance measures.

In August 2015, the Metropolitan Police Department (MPD) installed a new crash-reporting application that provides the officer with more choices to accurately determine the severity of the injured person. For example, a *Serious* injury is sub-defined into nine sub-attributes; this change helps guide the officer and results in more accurate reporting of serious injuries.

Injuries, unless noted otherwise, are a combination of *Suspected Serious Injury* and *Suspected Minor Injury*, as identified below:

*Suspected Serious Injury* is one or a combination of:

- Apparent Broken Bones
- Concussion
- Burns—major
- Other Major Injury
- Severe Laceration
- Unconsciousness
- Crush Injury
- Paralysis
- Suspected Skull, Chest, or Abdominal Injury

*Suspected Minor Injury* is one or combination of:

- Abrasions
- Apparent Minor Injury
- Bleeding
- Bruises
- Minor Cuts
- Loss Of Teeth
- Burns—minor
- Smoke Inhalation
- Swelling

In August 2021, MPD updated their crash reporting application in line with the Model Minimum Uniform Crash Criteria (MMUCC, 5<sup>th</sup> edition, 2017). A key change was reverting back to the MMUCC injury asset categories and not list the attributes as a choice in the prior application, (as shown above).

## **District of Columbia Core Performance Measures**

The Table below provides the 2020 and 2021 status of the core performance measures. For 2020, the District met 12 of its 16 core performance measure targets and, based on the available data, the District anticipates meeting 9 of the 16 performance measures in 2021. The HSO will continue to conduct thorough reviews of all its performance measures to determine whether additional initiatives are need to improve traffic safety on the District roads.



**Assessment of Results in Achieving Performance Targets for FY21 and FY20**

Performance Measure	FY 2021					FY 2020			
	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY2021 Progress Result (Jan 1– Sept 30)	On Track to Meet FY21 Target Y/N **	Target Year(s)	Target Value FY20 HSP	Data Source FARS	Met FY20 Target Y/N
<b>C-1) Total Traffic Fatalities</b>	5 year	2017–2021	30	2017–2021 FARS / STATE 30	N	2016–2020	40	2016–2020 FARS 36	Y
<b>C-2) Serious Injuries in Traffic Crashes</b>	5 year	2017–2021	365	2017–2021 FARS/STATE 349	In-progress	2016–2020	414	2016–2020 STATE 352	Y
<b>C-3) Fatalities / VMT</b>	5 year	2017–2021	0.81	2017–2021 FARS/STATE 0.95	N	2016–2020	1.07	2016–2020 FARS 1.12	N
<b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions</b>	5 year	2017–2021	4	2017–2021 FARS / STATE 1	In-progress	2016–2020	6	2016–2020 FARS 5	Y
<b>C-5) Alcohol-impaired Driving Fatalities</b>	5 year	2017–2021	12	2017–2021 FARS / STATE 7	In-progress	2016–2020	17	2016–2020 FARS 7	Y
<b>C-6) Speeding-related Fatalities</b>	5 year	2017–2021	16	2017–2021 FARS / STATE 12	In-progress	2016–2020	17	2016–2020 FARS 16	Y
<b>C-7) Motorcyclist Fatalities</b>	5 year	2017–2021	6	2017 – 2021 FARS / STATE 7	N	2016–2020	6	2016–2020 FARS 7	N
<b>C-8) Unhelmeted Motorcyclist Fatalities</b>	5 year	2017–2021	1	2017–2021 FARS / STATE 2	In-progress	2016–2020	1	2016–2020 FARS 2	N
<b>C-9) Drivers Age 21 or Younger Involved in Fatal Crashes</b>	5 year	2017–2021	2	2017–2021 FARS / STATE 0	N	2016–2020	3	2016–2020 FARS 5	N
<b>C-10) Pedestrian Fatalities</b>	5 year	2017–2021	12	2017–2021 FARS / STATE 12	N	2016–2020	15	2016–2020 FARS 10	Y
<b>C-11) Bicyclist Fatalities</b>	5 year	2017–2021	2	2017–2021 FARS / STATE 3	N	2016–2020	5	2016–2020 FARS 1	Y
<b>B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</b>	Annual	2021	90	State survey/ 95.9	Y	2020	90	State survey/ 95.7	Y

Performance Measure	Assessment of Results in Achieving Performance Targets for FY21 and FY20								
	FY 2021					FY 2020			
	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY2021 Progress Result (Jan 1 –Sept 30)	On Track to Meet FY21 Target Y/N **	Target Year(s)	Target Value FY20 HSP	Data Source/	Met FY20 Target Y/N
<b>C-12) Alcohol-Impaired Driving Injuries</b>	5 year	2017–2021	105	2017–2021 STATE 133	N	2016–2020	120	2016–2020 STATE 127	Y
<b>C-13) Unrestrained Passenger Vehicle Occupant Injuries, All Seat Positions</b>	5 year	2017–2021	55	2017–2021 STATE 98	N	2016–2020	83	2016–2020 STATE 46	Y
<b>C-14) Speeding-Related Injuries</b>	5 year	2017–2021	600	2017–2021 STATE 402	Y	2016–2020	200	2016–2020 STATE 430	N
<b>C-15) Pedestrian Injuries</b>	5 year	2017–2021	470	2017–2021 STATE 281	Y	2016–2020	572	2016–2020 STATE 304	Y
<b>C-16) Bicyclist Injuries</b>	5 year	2017–2021	380	2017–2021 STATE 182	Y	2016–2020	415	2016–2020 STATE 191	Y

Description		FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
<b>A-1</b>	Number of seatbelt citations issued during grant-funded enforcement activities	2,555	3,852	2,458	1,639	1,743	<b>2,461</b>
<b>A-2</b>	Number of impaired-driving arrests made during grant-funded enforcement activities	213	243	211	189	201	<b>91</b>
<b>A-3</b>	Number of speeding citations issued during grant-funded enforcement activities	1,004	1,473	1,394	1,146	2,879	<b>5,101</b>
	Number of distracted driving citations issued during grant-funded enforcement activities	2,068	3,391	1,496	1,222	805	<b>864</b>
	Number of pedestrian- and bicycle-related citations issued during grant-funded enforcement activities	294	1,240	914	2,493	1,199	<b>2,829</b>

Traffic-related fatalities in the District have been on an upward trend since 2012 when there were 12 traffic-related fatalities. In setting the 2021 HSP goals, the District projected the 5-year rolling average trends from 2012 to 2019.

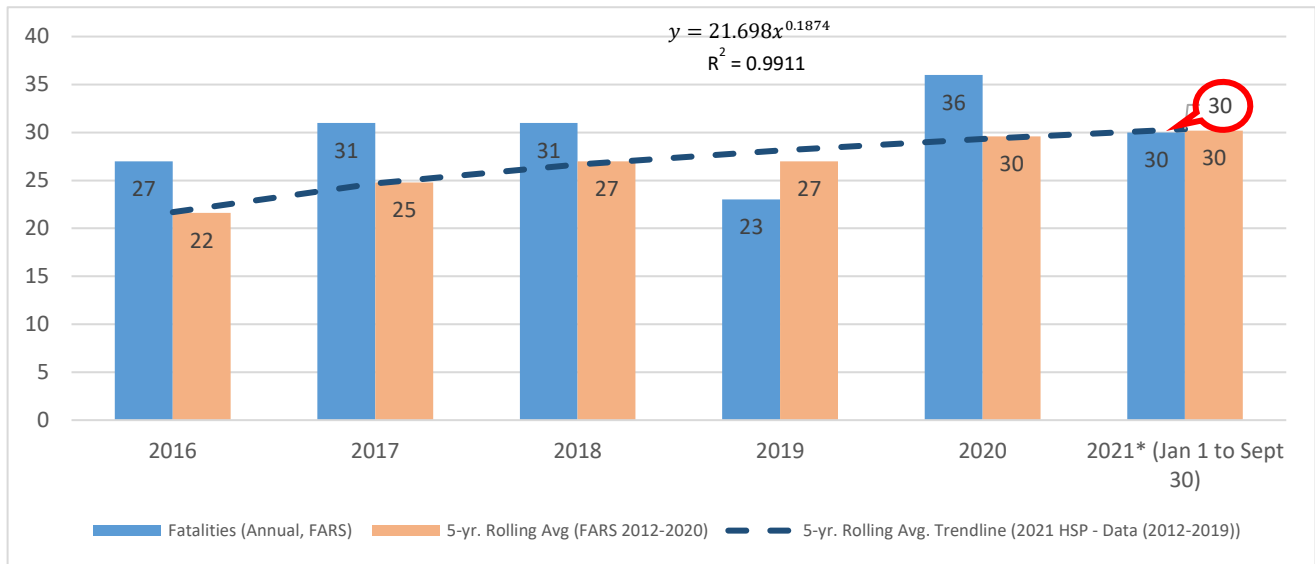


FIGURE 1: FATALITIES, TREND, AND 2021 HSP GOAL

In 2020, much like the rest of the Nation, people drove significantly less because of the COVID-19 pandemic stay-at-home orders; however, the less-congested streets also increased drivers’ risky behaviors, such as driving impaired, speeding, and not wearing a seatbelt. And like much of the Nation, the District saw a rise in traffic-related fatalities in 2020; a 57 percent increase from 2019. However, DDOT still met the 2020 HSP goal of 40. Unfortunately, this trend continued in 2021, and based on available data, there were 30 traffic-related fatalities (as of September 30, 2021), the same as it was in 2020. The District is not on track to meet the 2021 HSP goal, based on the 5-year rolling average projection of 30 by the end of 2021.

Based on preliminary data, there were 30 traffic-related fatalities in the District between January and September 30; this is same amount over the same 2020 time period.

#### Fatalities by Mode YTD

	2020	2021
Bicyclist	0	3
Drivers	9	6
Motorcyclists	6	7
Passengers	6	2
Pedestrians	9	12

The District's number of serious injuries has been on a steady decline since 2016 and remained relatively steady between 2019 and 2020. Preliminary data for 2021 currently show a slight increase in injuries involving pedestrians and drivers compared to prior year's data. The District is on track to meet the 2021 HSP goal of 365 serious injuries, based on the 5-year rolling average of 372 by the end of 2021.

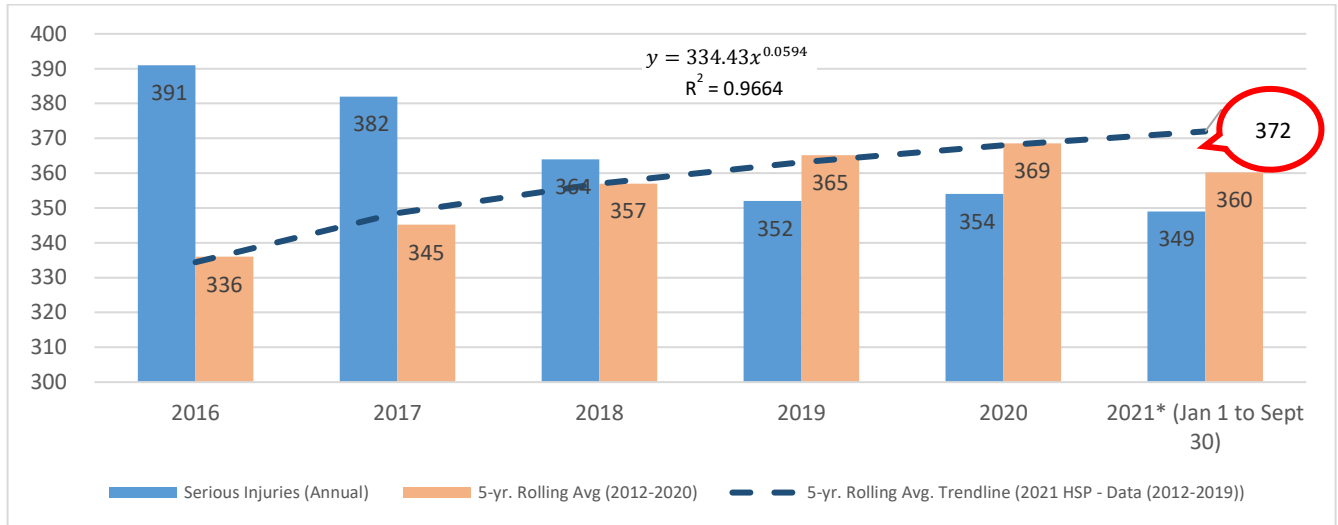


FIGURE 2: SERIOUS INJURIES, TREND, AND 2021 HSP GOAL

According to 2019 FARS, there was a sharp decline in the fatality rate from 2018, a 26 percent decrease; however, based on preliminary data, the fatality rate sharply increased for 2020. This is largely the result of the COVID-19 pandemic and the stay-home orders that reduced the number of miles travelled. However, the District is not on track to meet the 2021 HSP 5-year rolling average of 0.81.

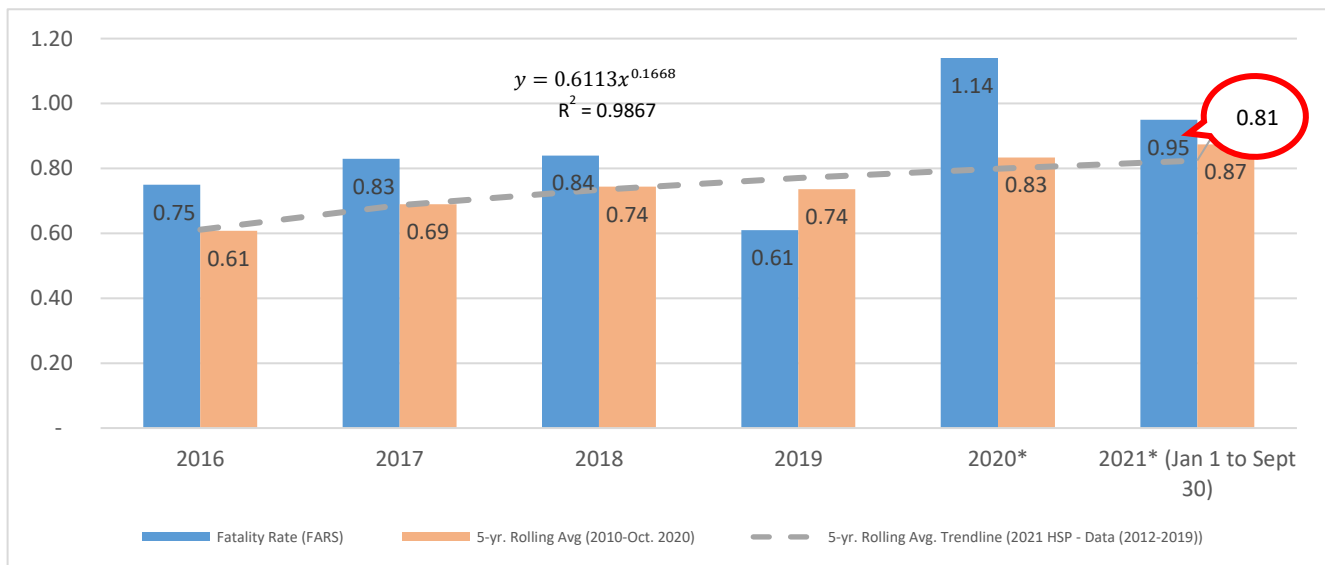


FIGURE 3: FATALITY RATE, TREND, AND 2021 HSP GOAL

In FY2021, the HSO implemented projects focused on the following emphasis areas:

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

The District continues to monitor other areas that are not emphasis areas, including motorcycle safety, younger drivers, and distracted driving:

**Motorcycle Safety.** As of December 14, 2021, there were 4,522 registered motorcycles in the District—1.5 percent of all registered vehicles (297,422). Based on the data from 2016–2020, crashes involving motorcycles (1,086) accounted for approximately 0.9 percent of all crashes (124,891), 3 percent (434) of all injuries (13,443), and 19 percent of all traffic fatalities (28). As of September 30, 2021, the District has had seven (7) motorcycle traffic fatalities; equal to all of 2020.

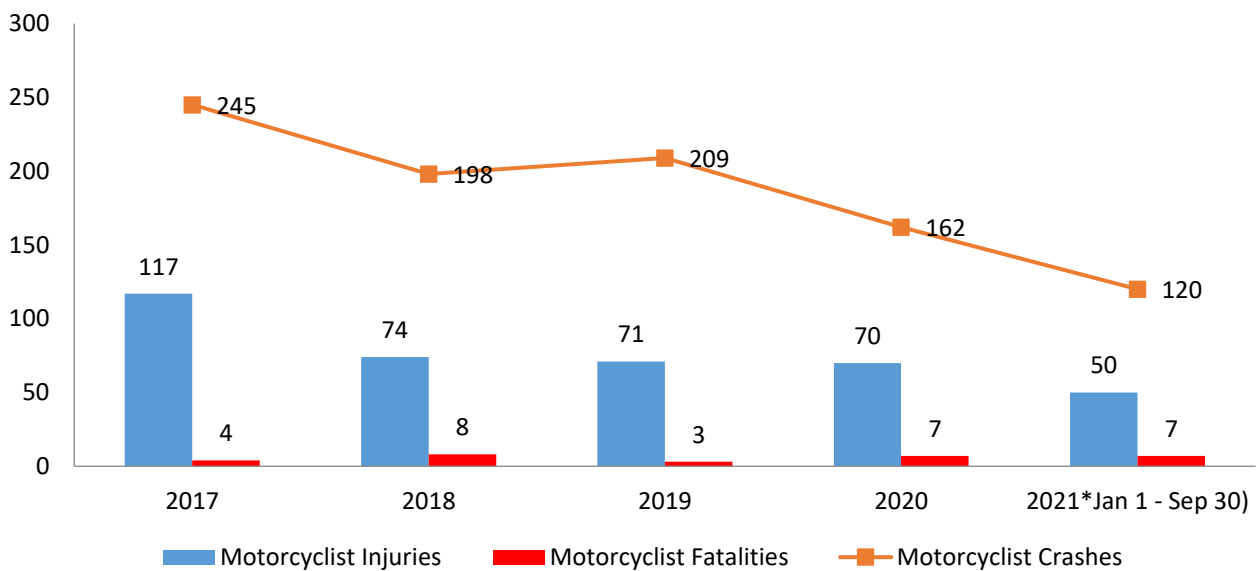


FIGURE 4: MOTORCYCLIST-RELATED FATALITIES, INJURIES, AND CRASHES

**Younger Driver (21 years old or younger).** As of December 14, 2021, there were 8,349 licensed younger drivers—1.9 percent of all licensed drivers in the District (435,241). Based on the data from 2016–2020 crashes involving younger drivers, (6,708) accounted for approximately 5.4 percent of all crashes (124,891), 9.2 percent (1,239) of all injuries (13,443), and 6.1 percent of all fatalities (9 out of 148). As of October 2021, the District has no fatalities involving a younger driver.

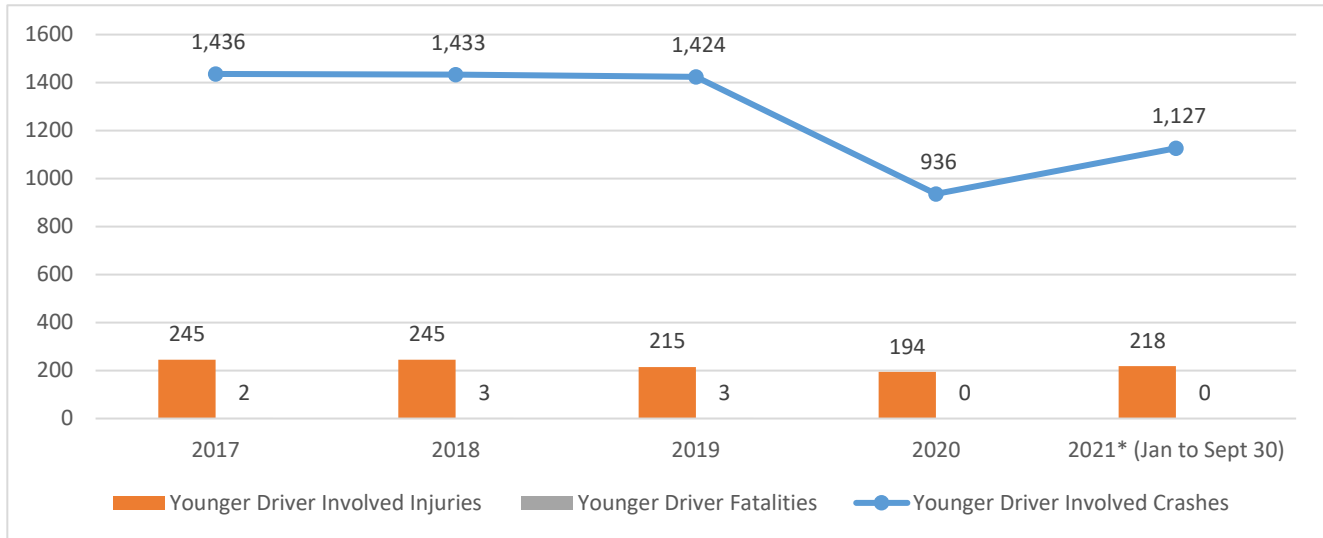


FIGURE 5: YOUNGER DRIVER FATALITIES, INJURIES, AND CRASHES

**Distracted Driving.** Distracted driving refers to inattentive driving while operating a motor vehicle that results in the unsafe operation of the vehicle; such inattention can be caused by reading, writing, performing personal grooming, interacting with pets or unsafe cargo, using personal communication technologies, or engaging in any other activity that causes distraction.

In March 2004, the District restricted the use of mobile telephones and other electronic devices while operating a motor vehicle unless the telephone or device is equipped with a hands-free accessory. It is a primary offence where the first offence is a fine of \$100 and the third offence is a fine of \$200, plus a 30–90 day suspension of driving privileges.

Unfortunately, it is difficult to obtain reliable statistics on cell phone use while driving or using a navigation system or other in-vehicle electronics as a contributor to crashes. However, data from 2016–2020 crashes identified using mobile telephone and electronic devices as the primary cause of distracted driving in 1.1 percent (1,405) of crashes (124,891), and 1.5 percent (198) of injuries (13,443). As of October 2021, there were 25 distracted-related injuries in the District.

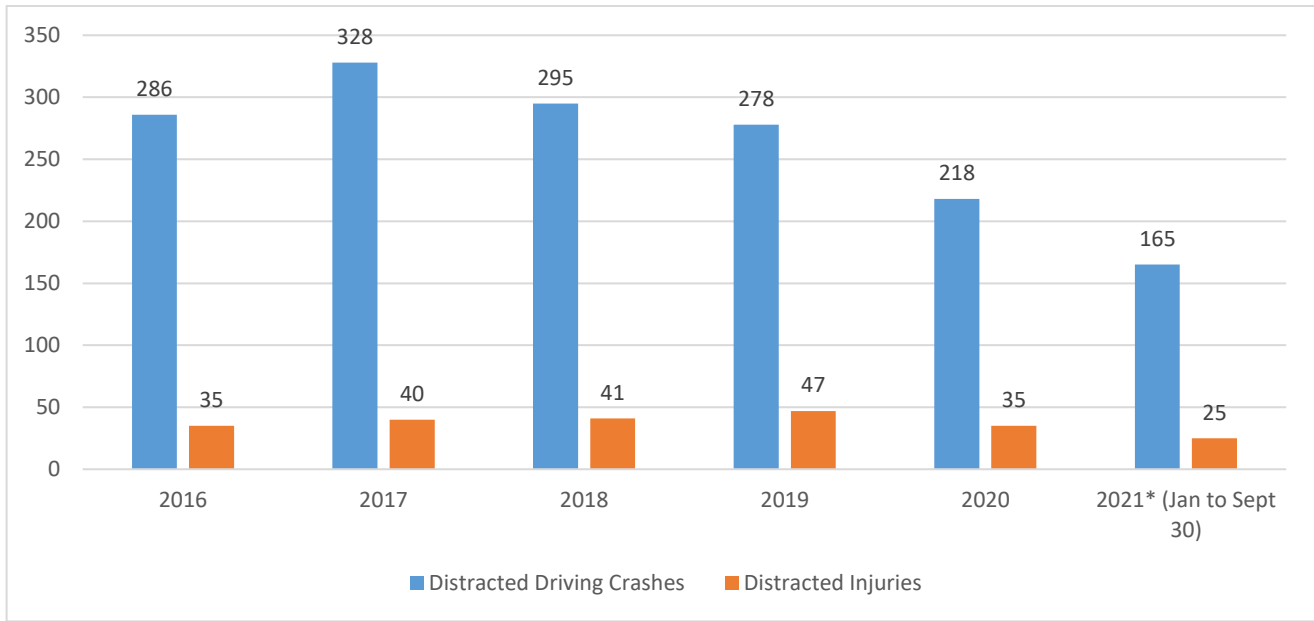


FIGURE 6: DISTRACTED DRIVING CRASHES AND INJURIES

## District Strategic Highway Safety Plan (SHSP) 2020–2025

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

As noted earlier, the District SHSP is a Federal requirement and is central to the transportation legislation, including the most recent FAST Act (December 2015). The FAST Act guides safety investments in infrastructure and safety behavior programs and includes a near-term component in form of Emphasis Areas (EAs) and Strategies.

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

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

DDOT used the following assumptions to develop the 2020 SHSP update goals:

- From January 2020 to present, coronavirus disease (COVID-19) has evolved from an isolated disease to a global pandemic that has brought countries to a standstill, pushed hospital systems to the brink, and dragged the global economy into recession. The District and surrounding regions are no exception; by late March 2020, there was a total lockdown of all public/private facilities, which almost eliminated all vehicle miles travelled (VMT).
- With empty streets, many drivers treated the open lanes as their own private race track and drove at excessive speeds, often at or above 100 mph. The result was an exponential increase in traffic fatalities, which, unfortunately, is expected to continue through 2021. However, the reverse occurred for traffic-related injuries. As traffic settles into normal VMT, it is expected that related injuries will also increase. To allow



for this abnormality, the 2020 data was projected and incorporated for use in the 5-year rolling average to establish the 2021 traffic fatality and injury numbers. Averaging crashes over a longer period than 1 year normalizes the data to account for such anomalies that can skew analyses.

- DDOT used FHWA traffic volume trends to estimate the anticipated VMT reduction from 2019 to 2020, which was conservatively estimated at 15.5 percent. It is expected that by 2022, VMT will be back to the pre-COVID levels (2019).
- From 2022 to 2030, it is estimated that VMT will increase by 1 percent annually. This is a conservative estimate as many employers are considering some form of telework arrangement, which can affect VMT.
- To achieve the 2020 SHSP vision, it is expected that by implementing the strategies, both traffic fatalities and injuries will be reduced by a minimum of 5 percent annually through to 2030.

## SHSP Traffic Fatality Performance Measures

To achieve the Vision Zero goal, the District will work to reduce traffic fatalities by 69 percent—from 36 (estimated 2020) to 11 by 2030 (Figure 7). The District also established a fatality rate goal of 0.26 fatalities per 100 VMT by 2030, compared to 1.14 in 2020 (Figure 8), a decrease of 77 percent.

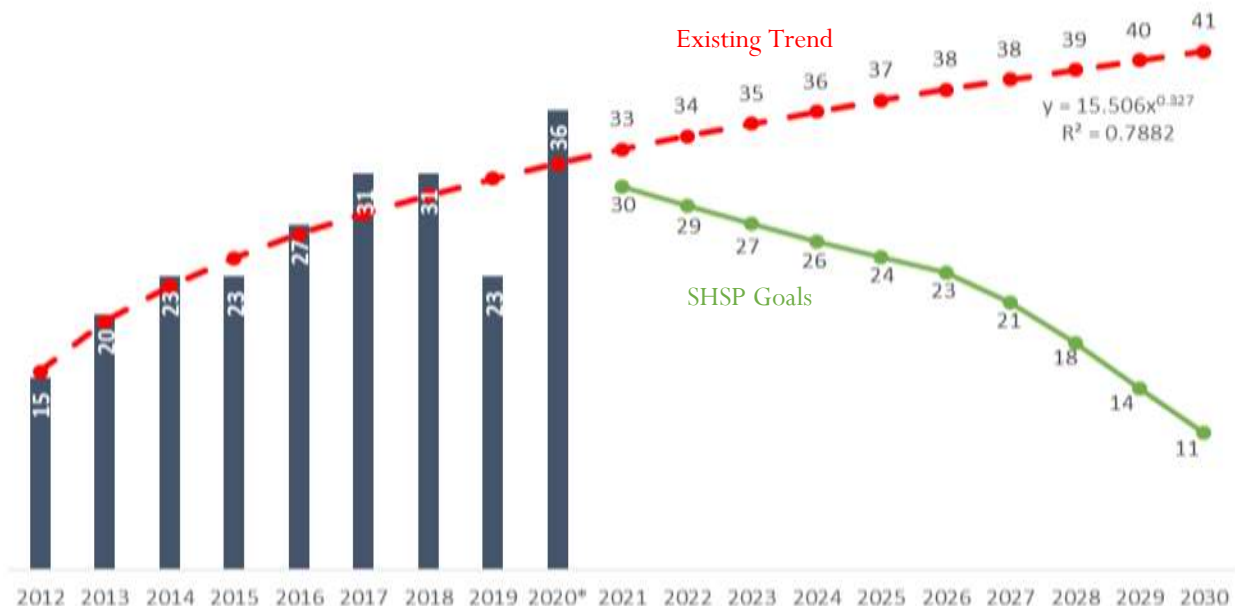


FIGURE 7: TRAFFIC FATALITY GOAL (FARS 2012–2019, DISTRICT 2020 PRELIMINARY)

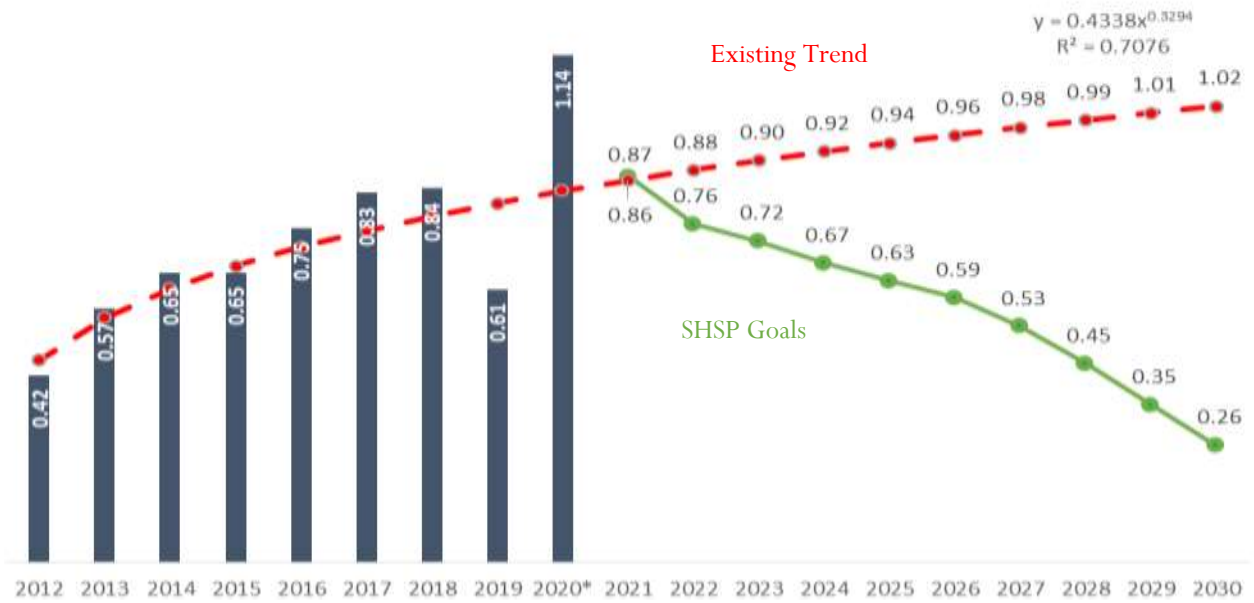


FIGURE 8: FATALITY RATE PER 100 VMT GOAL (FARS 2012–2019, DISTRICT 2020 PRELIMINARY)

## SHSP Traffic-related Injuries Performance Measures

The District also seeks to reduce traffic-related injuries by 48 percent, from 2,445 (estimated 2021) to 1,272 by 2030 (Figure 9).

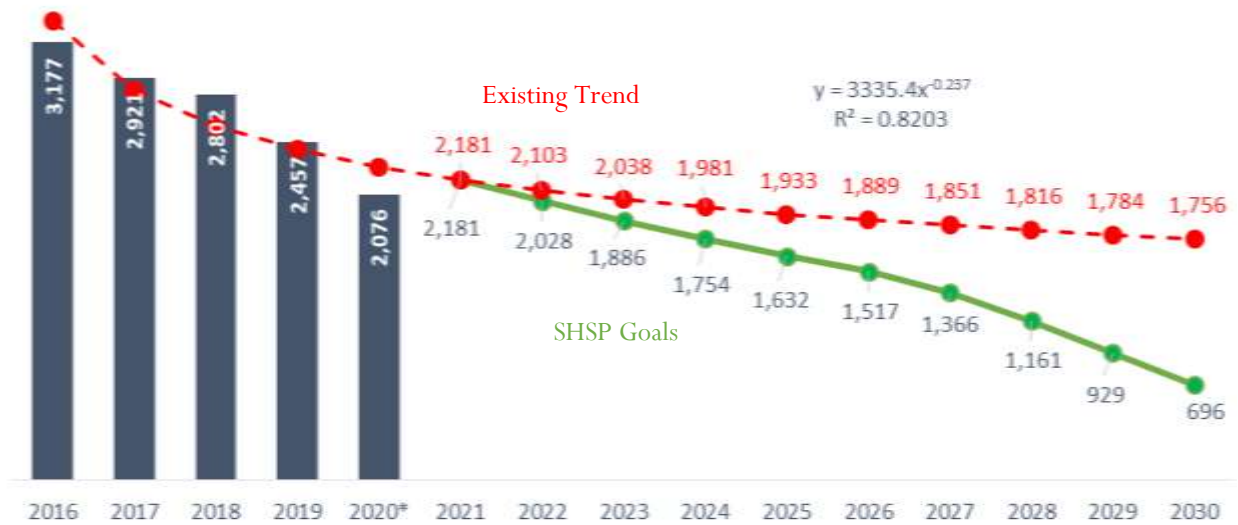


FIGURE 9: TRAFFIC INJURY GOAL (DISTRICT, 2020 PRELIMINARY)

## FY2022 Highway Safety Plan Focus

Based on the preliminary 2021 data, impaired, aggressive driving and pedestrian-related fatalities are on the rise and continue to be a challenge. The HSO will continue to support its current efforts in FY2022 and make appropriate adjustments. The HSO are exploring the following efforts:

- Utilizing dynamic message boards to relay safety messages for drivers entering the District.
- Partnering with Maryland law enforcement to enforce impaired and aggressive driving along the District–Maryland borders.
- Utilizing hard hitting messages via media for Impaired driving.
- Outreach to bars and restaurants utilizing posters and coaster with impaired-driving messaging.
- Develop a District Driving Under the Influence brochure to include fines, penalties, and information on the ignition lock (mandatory July 2022).
- Develop and implement a mandatory a District Pedestrian Law Enforcement training.

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

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

This report provides an overview of each Program Area, including performance measures and goals. The HSO 2021 programming efforts target the following safety areas:

- Impaired Driving. 405 Eligibility criteria, Mid-range State
- Occupant Protection. 405 Eligibility criteria, High Seatbelt Use State
- Pedestrian / Bicycle Safety. 405 Eligibility criteria, 15 percent or more of all fatalities are nonmotorized
- Traffic Records. 405 Eligibility criteria, has a functioning TRCC committee
- Aggressive Driving

## Description and Analysis of Projects and Activities Funded

# Impaired Driving Projects

## Overview

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

Figures 10 and 11 illustrate the progress the District has made in combatting impaired driving.

The number of alcohol-related fatalities has been steadily increasing from five in 2014 to a high of 16 in 2017. According to 2020 FARS data, there were seven alcohol-related fatalities: one more than in 2019; meeting the 2020 HSP goal of 17.

According to the preliminary fatality data for 2021, there are nine alcohol-related fatalities, as of September 30, 2021. This is largely the result of the ongoing COVID-19 pandemic and drivers indulging in more risky behaviors on less-congested roadways. Through the continued efforts of the HSO programs and partnership developed, the District is on track to meet the 2021 HSP goal and meeting the 5-year rolling average goal of 12.

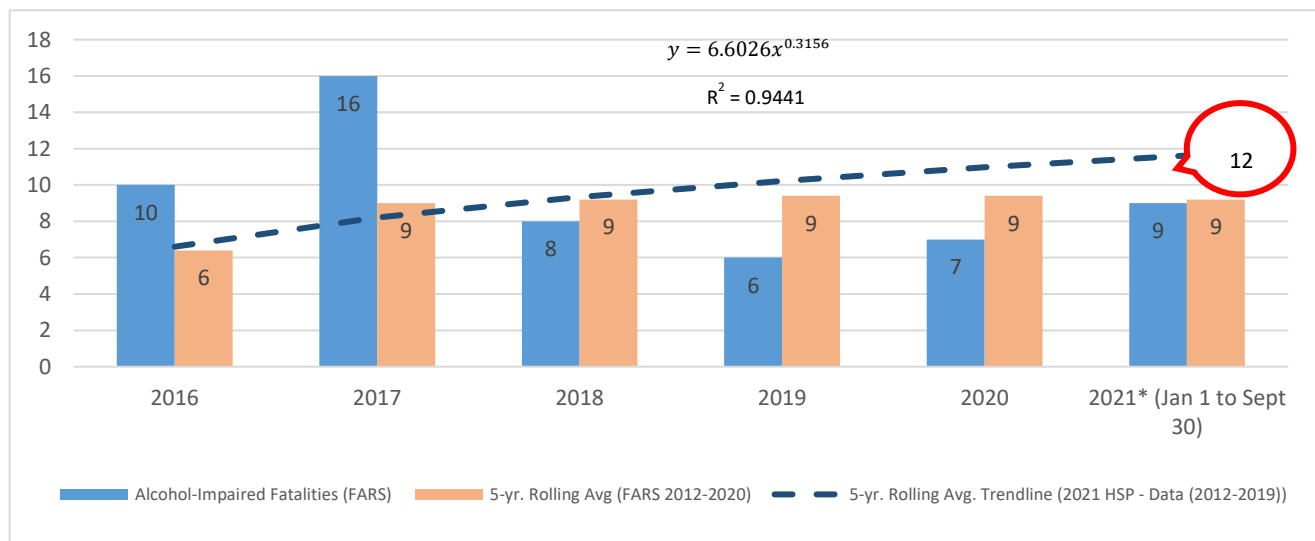


FIGURE 10: ALCOHOL-RELATED FATALITIES, TREND, AND 2021 HSP GOAL

Impaired-related injuries (involving alcohol and/or drugs) have seen a steady decline from a high of 122 in 2016 to a low of 94 in 2019. However, in 2020 and 2021 due to the ongoing COVID-19 pandemic there were more risky behaviors taking place on the roads resulting in an increase in impaired injuries. There were 127 impaired-related injuries in 2020, a 35 percent increase from 2019—resulting in the District not meeting its 2020 HSP goal of 120. In 2021, based on available data, this trend continued and there have been 133 impaired-related injuries to date. The District is not on track to meet the 2021 HSP goal of 105.

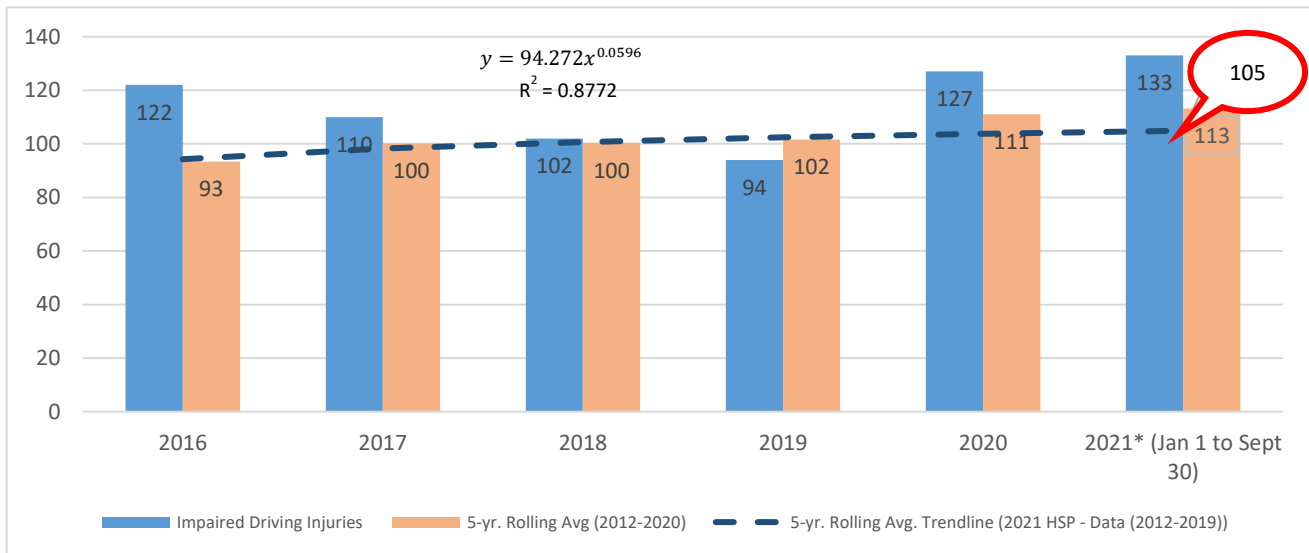


FIGURE 11: IMPAIRED-RELATED INJURIES, TREND, 2021 HSP GOAL

## Project Descriptions and Activities Funded

In March 2021, the HSO created the Impaired Driving Task Force (IDTF). The Task Force included individuals and organizations who served on the 2021 Strategic Highway Safety Plan (SHSP) impaired-driving focus group and will continue to collaborate with other traffic safety advocates as needed. The HSO manages the IDTF and developed the IDSP in conjunction with the Office of the Attorney General (OAG) Traffic Safety Resource Prosecutor (TSRP). Four meetings were held in FY2021.

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

- *Strengthen Implementation of Impaired Driving Laws.* Partner with the OAG to effectively prosecute impaired drivers and provide training to prosecutors and law enforcement on the complexities of an impaired-driving case.
- *Increase Chemical / Drug Testing.* Partner with Office of the Chief Medical Examiner (OCME) to increase the detection of drugs and other illicit substances to strengthen impaired driving cases and to reduce the testing turnaround.

- *Enhance Enforcement Efforts.* Partner with the MPD to expand saturated patrols and monitoring underage drinking at various establishments.
- *Conduct Education and Awareness Campaigns.* Partner with the Washington Regional Alcohol Program (WRAP) and the McAndrew Company to increase safety awareness throughout the District and the region.

The impaired-driving program qualified for the NHTSA 405 grant as a mid-range State. The following section summarizes projects implemented in FY2021.

**ADJUDICATION. COURT MONITORING**

<b>Project Number/ Agency</b>	<b>Project Name</b>	<b>Awarded Amount</b>	<b>Amount Expended</b>
M6OT-2021-01-00/ Office of the Attorney General (OAG)	DUI Prosecutor and Paralegal	\$890,500.00 (405d)	\$817,773.53
	Traffic Safety Resource Prosecutor (TSRP)		

**BACKGROUND**

Impaired-driving cases are considered the more challenging cases handled by the OAG Criminal Section and require the expertise of prosecutors to help law enforcement officers conduct better investigations to deter the problem of impaired drivers. The Prosecutors are essential to the effective and efficient prosecution of impaired-driving cases as they take a tough stance on impaired driving offenses, serve as a resource to law enforcement, and ultimately protect the citizens of the District.

**PROJECT GOALS AND RESULTS**

The focus of the DUI Prosecutors and the TSRP will be to keep criminal violations of traffic laws, involving alcohol and drugs, and resulting deaths, property damage, and physical injuries to a minimum by:

- Representing the District in litigating the most demanding and difficult impaired-driving cases, such as repeat offenders, children-in-car cases, major crash cases, and toxicology cases.
- Screening DUI Cases for Papering and Drug Court.
- Preparing legal pleadings for cases assigned to the DUI Prosecutors.
- Offering trial strategy and trial practice techniques for DUI cases.
- Advising line attorneys on plea negotiation regarding DUI cases.
- Attending and hosting DUI conferences, meetings, and trainings aimed at prosecuting DUI cases and promoting traffic safety.

- Maintaining communication and providing technical support and resources to other local and national traffic safety stakeholders.
- Educating and providing technical support and tools for prosecutors, law enforcement, highway safety professionals, toxicology personnel, and others involved in preventing, investigating, and prosecuting impaired driving and other traffic-related cases.
- Assisting and serving as a resource to law enforcement officials and prosecutors by offering expertise for prosecuting traffic safety offenses.
- Improving breath-, blood-, and urine-testing programs.
- Developing and enhancing the District's impaired-driving programs and cooperating to improve awareness and enforcement of impaired driving offenses.
- Providing legal, technical, and litigation support to prosecute impaired-driving cases.
- Strengthening District laws so adequate punishment is available and serve as a deterrent.

During FY2021, the DUI Prosecutors and the TSRP collectively completed the following:

- Closed 121 of the most complex DUI cases, such as those with multiple victims who sustained serious injuries, children in the vehicle, repeat offenders, high breath score cases, and toxicology cases.
- Filed enhancement papers on approximately 76 cases involving repeat offenders and children present in the vehicle.
- Filed approximately 61 expert notice motions for protective orders, including body-worn camera footage to defense counsel, while protecting the identities of civilian witnesses and victims.
- Filed an additional 23 pleadings. Notably, the DUI Prosecutors and the TSRP anticipate that as the DC Superior Court reopens and resumes trials, the number of pleadings that will be filed will substantially increase.

The DUI Prosecutors and the TSRP assisted officers in drafting search warrants for 24 DUI cases this year. These cases typically involve major crashes, and defendants under the influence of a combination of drugs or with high blood-alcohol levels.

Because of the COVID-19 pandemic, Drug Court was suspended in March 2020 and resumed, virtually, in January 2021. Even with the resumption of Drug Court operations, the court dealt with existing Drug Court cases only, and new cases were not generally referred to Drug Court. The OAG resumed referring cases to Drug Court in September 2021, totaling six new potential Drug Court participants.



During FY2021, DUI prosecutors participated in approximately 72 different training sessions, totaling approximately 161 activity hours of training that addressed DRE, ARIDE, and the IACP. The TSRP attended approximately 10 trainings and hosted and/or conducted an additional 33 trainings to approximately 400 people. Notably, the TSRP continued to host *TSRP Tuesday*, where attorneys could participate in training and moot court opportunities focusing in on toxicology, breath testing, and SFSTs.

The TSRP attended the Lifesavers Conference and 2021 TSRP National Conference (held virtually). The TSRP also attended the TSRP breakout session for the National Association of Prosecutor Coordinators virtual conference. Additionally, the TSRP also participated in the NHTSA Region 3 Leadership Meetings (virtual).

The TSRP participated in some long-term projects this fiscal year. Notably, the TSRP co-chaired the newly formed Impaired Driving Task Force, which met monthly beginning in March 2021.

The TSRP provided technical support to OAG attorneys and to other District stakeholders and other TSRPs in a variety of areas, including providing statutes and jury instructions, trial materials, expert witness documents, and legislative ideas. The TSRP provided technical support to AAGs through assistance with pretrial discovery, witness conference and court observations, training, and trial strategy discussions. Additionally, the TSRP helped secure toxicology reports from OCME and assisted with breath and toxicology litigation materials. The TSRP also worked with USCP to secure street and station videos.

The TSRP hosted three DUI enforcement meetings that enabled stakeholders to discuss trends in DUI enforcement and facilitate collaborative opportunities. Virtual meetings were held in February, March, and July 2021.

The TSRP continued to serve on the Board of Directors and as the Public Policy Chair for the WRAP. On behalf of OAG, the TSRP attended board meetings and community events to support WRAP's mission. The TSRP actively participated in DDOT's TRCC and regularly provided updates on trends seen in DUI casework. Furthermore, the TSRP worked with the TRCC to complete the Citation and Adjudication component of the traffic records assessment.

The TSRP served as the point of contact for OAG for all probation show-cause matters and ensured attorneys were properly informed of any alleged probation violations committed by DUI offenders. The TSRP regularly participated in the District Superior Court's drug treatment court, attending admission and status hearings, as well as participating in the graduation ceremonies.

The TSRP continued to work with the Senior AAG on legislative matters that affect traffic safety, including reviewing bills pertaining to ignition interlock, POCA, and .05 BAC laws. The TSRP 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, and ignition interlock. The TSRP also proposed adding synthetic cannabinoids to the mandatory minimum DUI-drug penalty, The TSRP reviewed changes to the Victims of Violent Crime Fund act.

**ADJUDICATION. LABORATORY DRUG TESTING**

<b><i>Project Number/ Agency</i></b>	<b><i>Project Name</i></b>	<b><i>Awarded Amount</i></b>	<b><i>Amount Expended</i></b>
M6X-2021-03-01/Office of the Chief Medical Examiner (OCME)	Chemical Testing of Impaired Drivers	\$336,262.03 (405d)	\$288,997.95

**BACKGROUND**

OCME is the District agency that performs forensic testing on driving under the influence (DUI) and driving under the influence of drugs (DUID). Progressively, the laboratory has used grant funds to decrease testing turnaround time (+90 days to ~30 days) and expand the scope of its testing to meet the needs of stakeholders and rise to the current challenges in chemical testing. The testing provided is complex and uses multiple full-time positions, equipment, and supplies to maintain a quality product. The testing allows prosecutors to complete cases faster and provides metrics and information so the DDOT and other agencies can obtain more objective insight about the District’s impaired-driving population and incorporate these factors into developing new and innovative behavioral mitigation measures.

**PROJECT GOALS AND RESULTS**

The goals of the forensic testing at OCME are to:

- Continue providing comprehensive DUI and DUID testing of District-suspected impaired driving while reducing turnaround times and overall backlog of casework.
- Continue sharing data and providing information and analysis to assist stakeholders with decreasing the prevalence of DUI and DUID in the District.
- Change sample flow procedures to use new technology and quickly screen urine samples.
- Improve specific services by increasing DUI and DUID chemical testing knowledge base by sending toxicologists and breath program employees to forensic toxicology scientific workshops and conferences.

In FY2021, the forensic toxicology laboratory received 405 cases (Figure 12, FY2019–FY2021), with March, November, and February (50 cases, 48 cases, and 44 cases, respectively) being the highest individual months.

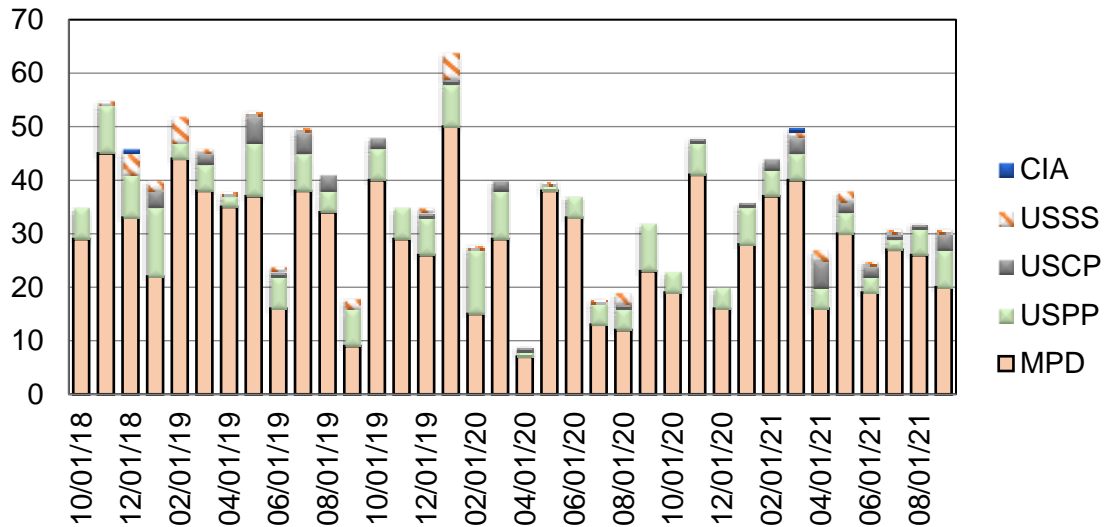


FIGURE 12: CASES RECEIVED FY2019 - FY2021

The split working schedule for the toxicology staff (3 days in the lab, plus 2 days of telework) concluded June 2021, which was in accordance with the District Government’s return-to-work schedule. During the hybrid telework schedule, the comprehensive testing panel remained in place. The schedule, which began March 2020 (FY2020), was effective in maintaining a turnaround time (TAT) between 20–40 days per case (Figure 13).

FY2021 began with similar TAT statistics, however, agency budget constraints limited maintenance contracts on the chromatographic instrumentation, including instrumentation routinely used for DUI/DUID testing, which could no longer be maintained. The contracts ended December 2020 and the first marked increase in TAT occurred January 2021. From January forward, the laboratory navigated these challenges. Between May and June 2021, instrumentation used specifically to confirm initial positive driving-under-the-influence case results began requiring additional maintenance and assessment. As of June, the instrument was taken offline and could not be used until agency funds were identified to cover the cost of vendor maintenance. This process took a number of weeks and resulted in the second marked increase in TAT for the fiscal year (Figure 13).

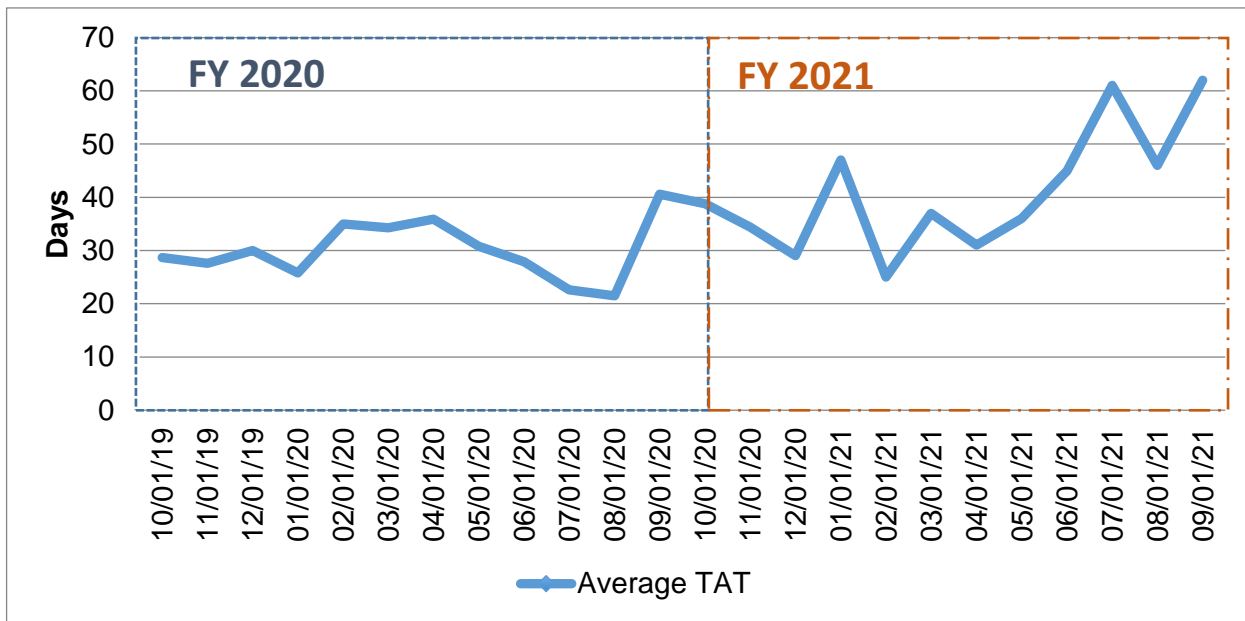


FIGURE 13: AVERAGE TURNAROUND TIME (TAT) FY2020–FY2021

Analysis of analytes, such as alcohol, phencyclidine, cocaine, heroin, fentanyl, anxiolytics (benzodiazepines), and synthetic cannabinoids remained within the panel. This, combined with the rapid initial test screening capability of the urine analyzer (purchased with FY2019 funds), allowed for the laboratory to maintain its comprehensive testing panel. Consistently, the most detected analytes continue to be ethanol (32 percent of cases), THCCOOH (16 percent of cases), and phencyclidine (12 percent of cases), (Figure 14). Despite instrument-maintenance challenges, the laboratory reported 48.8 percent of the cases within 30 days, 90.8 percent in 60 days, and 98.8 percent of cases in 90 days. Additionally, 14 litigation requests were fulfilled.

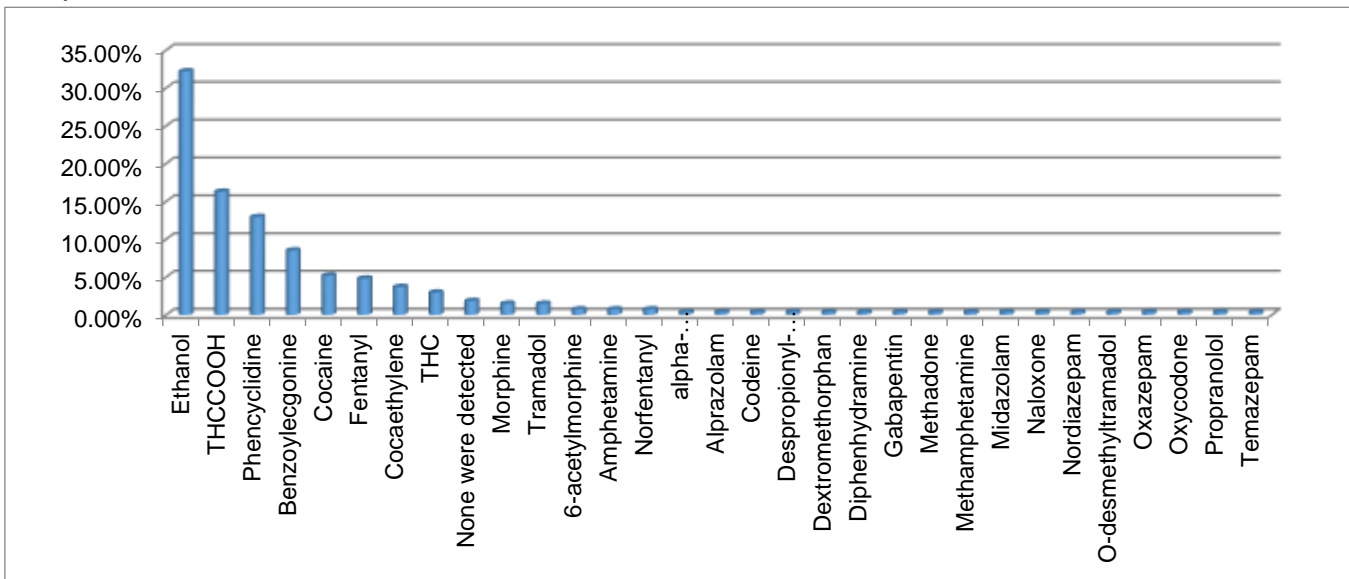


FIGURE 14: FY2021 DRUG PREVALENCE AMONG DUI DRIVERS

The OCME also operates the District’s Breath Alcohol program. Typically, the Breath Alcohol Program Manager conducts four separate 40-hour trainings for MPD officers to certify them as Breath Alcohol Operators. The training is a necessary part of ensuring officers are prepared to conduct and attest to an evidential breath ticket they generated. Again, because of COVID-19, indoor gathering were restricted; only two of the four scheduled classes were able to be held in-person in FY2021. However, with the restrictions significantly modified, the program is scheduled to hold all four classes in FY2022. In addition to training officers new to the breath alcohol program, previously certified officers were recertified once every two years. Based on procedure, certified officers who do not recertify would lose their ability to give an evidential breath test. However, in understanding the necessity for maintaining continuity of operations for DUI and DUID enforcement, the OCME (temporarily) replaced the in-person recertification with a written exam. The exam was used to demonstrate knowledge and competency. This adjustment, allowed for MPD officers to remain certified during the pandemic and continue their enforcement efforts. Funds provided this fiscal year were also used to ensure accurate calibration of the barometer used during EC/IR II instrument certifications, and procure a maintenance contract with the vendor. Finally, the breath program conducted an internal audit to ensure it was meeting the ISO/IEC requirements needed to achieve accreditation. The breath alcohol program plans to seek accreditation in FY2022.



## EDUCATION AND OUTREACH

<b><i>Project Number/ Agency</i></b>	<b><i>Project Name</i></b>	<b><i>Amount Awarded</i></b>	<b><i>Amount Expended</i></b>
M6X-2021-01-00/ Washington Regional Alcohol Program (WRAP)	FY2021 DC Public Information and Education and Youth Outreach on Impaired Driving	\$162,976.00 (405d)	\$95,081.88

## BACKGROUND

The nonprofit [501(c)(3)] Washington Regional Alcohol Program (WRAP) is a coalition of diverse interests that uses effective education, innovative programs, and targeted advocacy to end alcohol-impaired driving and underage drinking in the Washington, DC metro area. Through public education, innovative health education programs, and advocacy, WRAP is credited with keeping Metro Washington area alcohol-related traffic deaths lower than the national average. WRAP, however, may best be known to area residents for the organization’s popular free safe-ride service for potential drunk drivers—SoberRide®, a

public safety initiative. Since 1991, WRAP has provided 80,047 no-cost, safe rides home for Greater Washington residents who otherwise might have driven impaired.

## PROJECT GOALS AND RESULTS

- To increase knowledge and awareness of the dangers of alcohol by promoting healthy decisions through direct educational programs at District public and private high schools and community groups.
- To support HSO goals to reduce the number of fatalities, injuries, and related economic losses resulting from traffic crashes on District roadways.

The COVID-19 virus affected WRAP in the way HSO works and administers programs. Since March 16, 2020, under allowable guidelines through State governments, WRAP staff has worked remotely; the exception is Kurt Erickson, who has worked in the WRAPs office. Direct communication among staff occurs daily and via weekly Zoom staff meetings.

With the official limitations placed on gatherings of people and the closure of restaurants out of caution and social responsibility, FY2021 SoberRide ridership was drastically down. WRAP partnered with Lyft to provide a safety net for drivers while emphasis the message “Safer-at-home-BUT-if-you-go-out, take advantage of the SoberRide offerings.”

- Cancelled the 2020 Halloween SoberRide® campaign because of the continuing COVID-19 pandemic.
- New Year’s Eve SoberRide® campaign. Typically, a two- to three-week nightly offering, was reduced to one-night. With no printed materials, the program details were posted through social media platforms and on the WRAP website. 55 persons took advantage of this service.
- St. Patrick’s Day SoberRide® campaign. Nearly 100 (88) persons took advantage of the safer-at-home-BUT-if-you-go-out St. Pat’s SoberRide® campaign, translating to removing a potential drunk driver from Greater Washington’s roadways every 6.8 minutes. With no printed materials, the program details were posted through social media platforms and on WRAP’s website.
- Cinco de Mayo SoberRide® campaign. 28 persons took advantage of the safer-at-home-BUT-if-you-go-out Cinco de Mayo SoberRide® campaign, which translated to removing a potential drunk driver from Greater Washington’s roadways every 4.6 minutes. WRAP officially launched its 2021 Cinco de Mayo SoberRide® campaign at a May 4, 2021, outdoor and socially distanced news conference held in Washington D.C., featuring newly installed MPD Chief Robert J. Contee III.



- Fourth of July SoberRide® campaign. 89 persons took advantage of the service. Ridership was down considerably because of the continuing COVID-19 pandemic. This campaign was promoted through social media.

WRAP partnered with the MWCOC to produce its 28<sup>th</sup> annual *How Safe are Our Roads? A Data Report on the Impact of Drunk and Drugged Driving on Highway Safety in the Washington-Metropolitan Region* (December 28, 2020). This report is posted online at: <https://wrap.org/wp-content/uploads/2020/12/HSAOR-2020-Final-12-28-20.pdf>

Produced and released online, WRAP's 20-page and full-color spring / summer 2021 newsletter, the *WRAP Reporter*, on July 21, 2021. A small run of the newsletter was printed with private funds. Link to the newsletter: [https://wrap.org/wp-content/uploads/2021/07/WRAP\\_Reporter\\_Summer\\_21-004.pdf](https://wrap.org/wp-content/uploads/2021/07/WRAP_Reporter_Summer_21-004.pdf)

WRAP hosted its 38<sup>th</sup> Annual Meeting virtually on October 23, 2020, where the organization elected new officers as well as 14 Directors and or Members and recognized over two-dozen individuals and businesses in the fight against impaired driving and underage drinking via its annual WRAPPY Awards. Awardees included District of Columbia Department of Transportation.

WRAP hosted its 23<sup>rd</sup>-annual Law Enforcement Awards of Excellence for Impaired Driving Prevention ceremony virtually this year (the COVID-19 pandemic, again) on December 11, 2020, where more than a dozen Washington-metropolitan area police officers were honored for their "outstanding commitment in the fight against drunk driving in Greater Washington." Speakers included longtime event MC, NBC Washington's Melissa Mollet, along with taped presentations by both U.S. Representative Gerry Connolly (D-VA) and Anheuser-Busch's Director of Corporate Social Responsibility, Ashley Cahill. Honored police officers included Officer Roderick Saunders, MPD; Corporal Patricia Cox, Metropolitan Washington Airports Authority; Officer Aram Karapetyan, United States Capitol Police; and Officer Christopher Gogarty, United States Park Police.

WRAP continues to serve as a lead resource on a number of impaired driving-related issues to a host of audiences from participating in the NHTSA online launch of the national 2020 *Drive Sober or Get Pulled Over* campaign, a key member of the District's Impaired-driving Taskforce; and various media placement, including feature interviews on several stations such as NBC Washington, WDVM-TV, WTOP News, WMAL News, Capital News Service, iHeartRadio stations (WMZQ, WASH, HOT 99.5, DC-101 and BIG 100).

As the shutdown of schools has continued and with no definite date for reopening, WRAP continued to explore ways to market the posted YouTube 45-minute video as a way to bring WRAP's message to students, teachers and parents during home confinement and virtual learning. WRAP has stayed in contact with teachers regarding presentations and other cancelled school activities and work with teachers for the upcoming school year.

WRAP's current online version of its traditional in-school alcohol education program, *Alcohol Awareness for Students*, worked with area school systems (all of which have committed to remote learning) to actively market and slot this youth outreach program (including facilitated webinar versions of such).

On June 17, 2021, WRAP virtually presented WRAP's Alcohol Awareness for Students at Columbia Heights Educational Campus with three presentations reaching 26 students.

WRAP developed and launched its new Alcohol Awareness for Students webpage (<http://wrap.org/students/>) on August 24, 2021, and involves the nonprofit's in-school and or virtual alcohol education program educating teenagers and young adults about the dangers and consequences of underage drinking and impaired driving. WRAP continues to market the alcohol-education program to area schools.

With support from partner GEICO, WRAP developed and launched its new digital 2021 *School Resource Guide to Preventing Underage Drinking* (<https://wrap.org/youth-guide/>) – WRAP's annual educational guide on area underage drinking laws and consequences, related facts, statistics, and more.

WRAP has updated the interactive PowerPoint presentation used for WRAP's workplace, alcohol education program, Safe And Vital Employees (SAVE), including adapting it for distance learning, and continued marketing the presentation (including interfacing with U.S. military personnel regarding the scheduling of virtual SAVE presentations during the continuing COVID-19 pandemic).

WRAP attended the Substance Abuse and Mental Health Services Administration's (SAMHSA) 17<sup>th</sup> annual, virtual "Prevention Day," February 1, 2021, in conjunction with the Community Anti-Drug Coalitions of America's (CADCA) 31<sup>st</sup> annual National Leadership Forum, joining prevention leaders from across the nation to explore the latest "developments in the areas of substance use and misuse prevention."

WRAP released its annual parent-education initiative, *Ten Tips for a Safe Summer*. The spring parental outreach included developing a unique infographic for social media regarding ways to combat both teen drinking and impaired driving during the summer months.





## Occupant Protection Projects

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

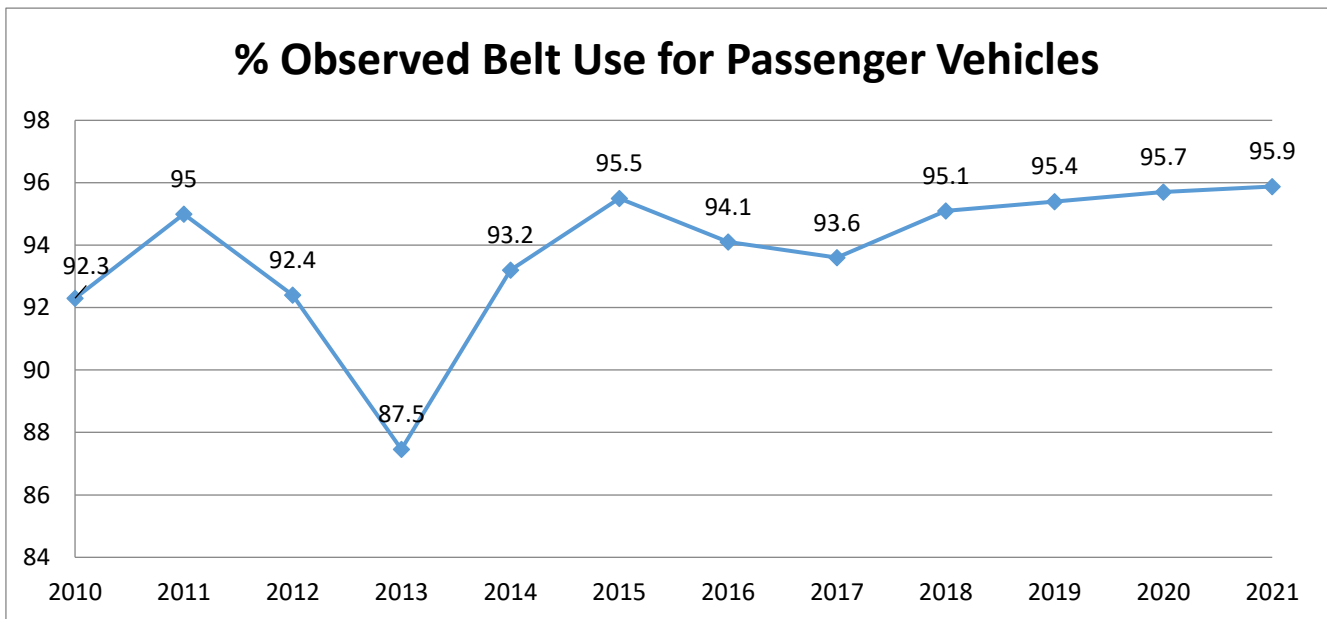


FIGURE 15: OBSERVED SEATBELT USE FOR PASSENGER VEHICLES (%)

Unrestrained fatalities has fluctuated in the past 10 years from the low of zero fatalities in 2013 to six in 2016, as illustrated in Figure 16. In 2019 and 2020, there were 5 unrestrained fatalities, an increase from prior years; however, the effort still met the 2020 HSP goal of 6.

Preliminary data for 2021, indicate there was 1 unrestrained fatality. The District is on track to meet the 2021 HSP goal of 3, based on the 5-year rolling average projections.

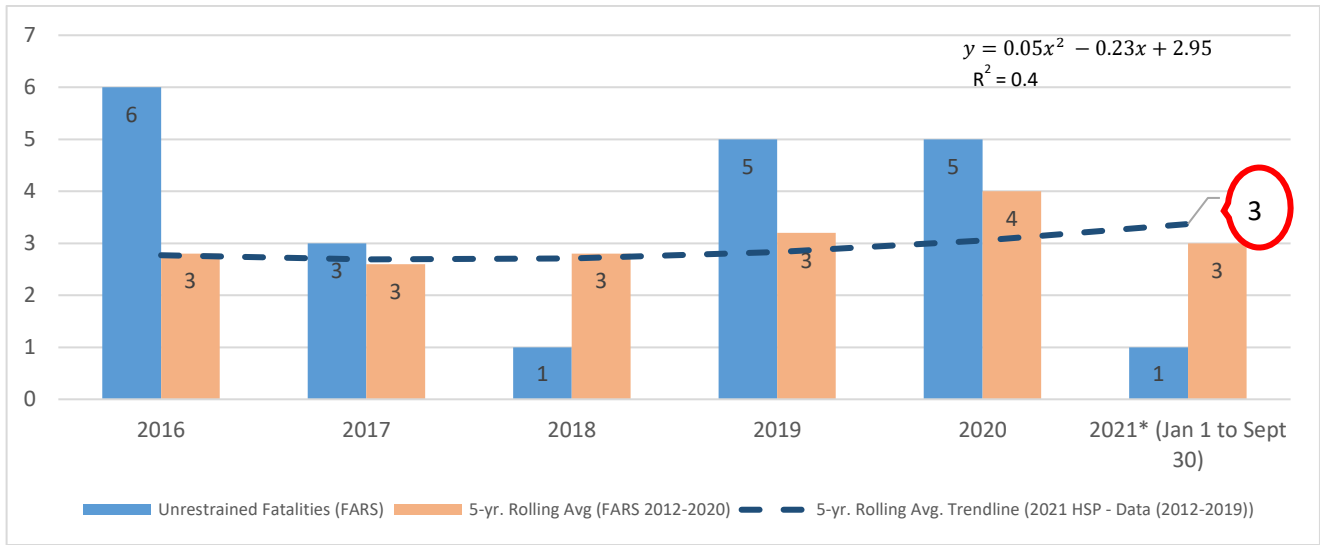


FIGURE 16: UNRESTRAINED FATALITIES, TREND, AND 2021 HSP GOAL

Unrestrained injuries declined from 2016 to 2019—a 61 percent reduction. In 2020, there was a slight increase of 5 unrestraint injuries; however, the District met the 2020 HSP goal of 83. Unfortunately, in 2021 this trend continues to increase, because of the COVID-19 pandemic. There have been 55 unrestrained injuries as of September 30. The District is not on track to achieve its 2021 HSP goal of fewer than 55 unrestrained injuries.

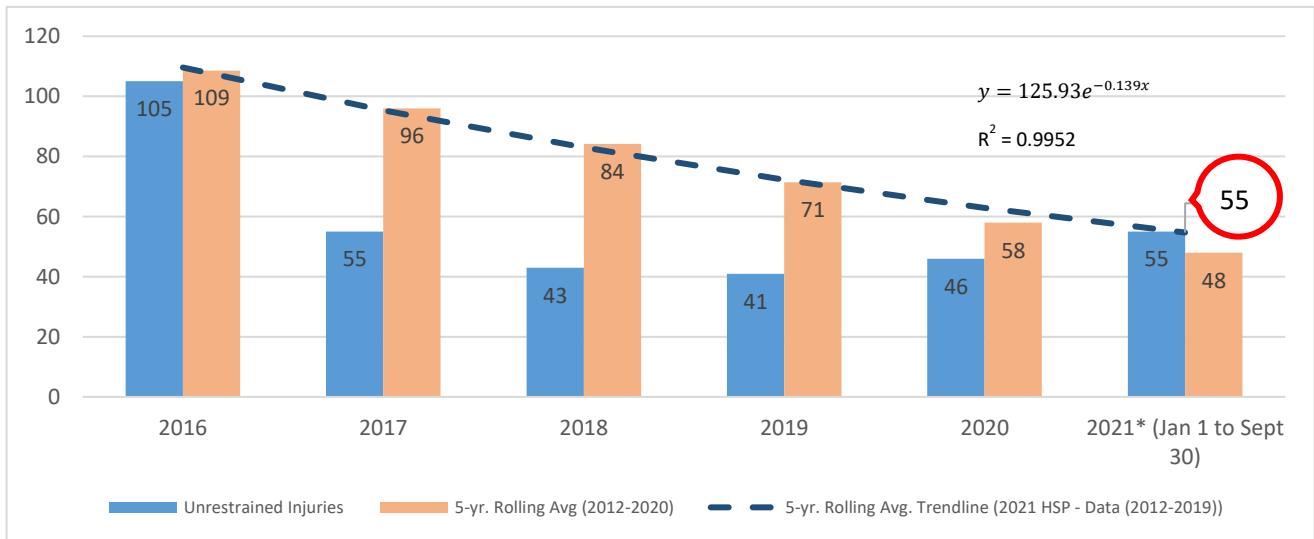


FIGURE 17: UNRESTRAINED INJURIES, TREND, AND 2021 HSP GOAL

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

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

The occupant-protection program qualified for the NHTSA 405 grant as a high-rate use State. The following section summarizes the projects implemented in FY2021.

### CHILD PASSENGER SAFETY

<b>Project Number/ Agency</b>	<b>Project Name</b>	<b>Amount Awarded</b>	<b>Amount Expended</b>
OP-2021-05-01/ District Department of Transportation (DDOT)	Child Passenger Safety (CPS) Program	\$114,000.00 402	\$34,890.00

### BACKGROUND

Nationally, motor vehicle crashes are the leading cause of accidental death for all children, from 1-year-old infants through teenagers. Research on the effectiveness of properly installed child safety seats indicates they can reduce a 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.

The District of Columbia Government operates Project Safe-Child, a safety program to provide District residents with a free infant, toddler, or booster seat. Participants are also trained in proper car-seat fitting and other related safety information.

### PROJECT GOALS AND RESULTS

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

Adjusting to COVID-19 restrictions in place, the Child Passenger Safety Program (CPS) Coordinator transitioned to virtual car seat inspection checks that were launched in September 2020. Parents and caregivers can access the virtual sign-up to create an appointment via Google duo or Zoom and set up an



appointment. There were 113 virtual request appointments: 90 District, 14 Maryland, and 9 Virginia residents.

The District online Voucher and Booster Seats Programs distributed 646 child-restraint seats at the following locations:

- Capitol Hill Pregnancy Center, 167 seats;
- CENTRO Nia, 48 seats;
- Children’s National Medical Center (Family Services), 50 seats;
- AmeriHealth Caritas, 1 seat;
- Trusted Health Plan, 20 seats;
- Latin American Youth, 3 seats;
- The Northwest Center, 9 seats;
- UPO Apple Tree, 4 seats;
- Medstar Washington Hospital Center, 154 seats;
- Howard University Hospital, 88 seats;
- George Washington University Hospital, 95 seats; and
- DDOT, 8 seats.

Through a partnership with MPD, Department of Motor Vehicles (DMV), Safe Kids District of Columbia, DC Emergency Medical Services for Children, and DC Department Fire and EMS, the program installed more than 889 child-restraint seats.

In FY2021, 14 2-hour workshops on the importance of using of car seats were conducted District-wide which included 785 parents, caregivers, and families, as follows:

- CENTRO Nia, 7 workshops, 43 participants;
- Office of the State Superintendent of Education, 7 workshops, 302 participants;
- Office of Early Learning Spanish-speaking Home Daycare staff, 1 workshop, 36 participants;
- Phone Duo and Zoom car seat virtual inspections, 38 care givers;
- Zoom Baby Shower with Howard University, AmeriHealth Caritas, 42 participants and 4 panelists;
- Zoom with Office of the State Superintendent of Education, Precautions in Transporting Children and Pedestrian and Bike Safety, 302 participants;
- St Columba’s Nursery School, CPS workshop, 17 staff members; and
- National Children Center, CPS workshop, 5 staff members;

CPS Coordinator participated in various events, including:

- Sibley Plaza Resident Association, Rolling for Peace Community Safety Event, 75 participants, distributed 50 traffic safety packages;
- Frederick Douglas Bridge Opening, provided car seat safety education;
- Virtual Seat Check Saturday, collaborative event that worked between the three jurisdictions (District, Maryland, and Virginia), 120 appointments, 132 car seats inspected; and
- Child Passenger Safety Week 2021, educated parents on child passenger safety and assisted to install 52 car seats.



In FY2021, 10 current technicians were recertified as Certified Technicians. Results also included 30 Certified Technicians and 4 Certified Instructors with the skills, experience, and knowledge required to educate parents and caregivers on the proper selection, installation, and use of their child safety seats.

The CPS coordinator also participated in several conferences, including:

#### **Zoom sessions with:**

- **Boston Children's Hospital.** Child Passenger Safety Conference, Pediatric Motor Vehicle Crash Epidemiology and the Importance of Legislation in Injury Prevention; Funding Injury Prevention Programs: How to Effectively Create Great Partnerships For A Successful Program; Childhood Motor Vehicle Crash Injuries: What Went Wrong and Its Implications; Creating a CPS Nurse Champion Program, and Fitting A Child With Special Needs A Conventional Approach.
- **Illinois Child Passenger Safety Virtual Conference.** Parent and Healthcare Provider Knowledge, Attitudes, Beliefs, and Practices Surrounding Child Safety; Product Development: Why Can't You Just Do THIS?; Special Needs Child Passenger Safety; CPS Curricula: What's New in '21?; Virtual Education: Expanding the CPS Toolkit; Making Car Seats Safer, Head, Shoulders, Knees, and Toes: How Pediatric Anatomy Affects Injuries; and National Digital Car Seat Check Form, Car Seat update panel.
- **Lifesavers National Conference on Highway Safety Priorities.** Safety Techs, Implementation Plan meeting; Younger Seat Belt Safety Education, Making Traffic Safety a Priority in Your Community; Revelations through Research Advancements in Child Passenger Safety; Special Needs Seats / Lifesavers, Navigating Child Passenger Safety Education Through a Virtual Landscape; and Addressing Current Social Issues: Building Relationships and Eliminating Biases, Periscope by General Motors.

- **Oregon Child Passenger Safety Conference.** Product Development, Why Can't You Just Do This?; Child Restraint Manufacturer Update 2; and Heatstroke Prevention, vehicular heatstroke—left or became trapped in a hot car.
- **Maryland Virtual CPS Technician Update 2021.** Using Conventional Car Seats for Special Transportation Needs; Using the National Digital Check Form To Your Advantage; Learn Practice Explain, Does it Work?; and Tethering in Pickup Trucks, Challenges, CPS Hot Topics.
- **National Organizations for Youth Safety.** Seat Belts Save Challenge Training, VIRTUAL SEAT BELTS SAVE CHALLENGE meeting.
- **SafeRide4Kids.** A smart alternative to booster seats; and RideSafer Vest | Travel Car Seat.

**Webinars with:**

- **CPS Coordinator’s Meeting.** CPS in North Carolina: Technician Proxy; Serving Tribal Populations and Using Tech Proxies to Retain Techs; New CPS resources, Data committee report; National Digital Car Seat Check Form; and Goodbaby International: Product Update, Winter 2021.
- **CPS Board.** Leaving on a Jet Plane and Bringing the Kids with Me.

**OBSERVATIONAL SEATBELT SURVEY**

<i>Project Number/ Agency</i>	<i>Project Name</i>	<i>Amount Awarded</i>	<i>Amount Expended</i>
M1X 2021-05-00 Howard University	Observational Seatbelt Survey	\$100,000.00 405b High	\$99,918.75

**BACKGROUND**

The primary objective of the annual seatbelt usage study is to conduct a comprehensive citywide survey and determine the overall seatbelt-use rate in the District, according to Federal requirements. This study has been completed annually for more than 20 years.

**PROJECT GOAL AND RESULTS**

***Determine Districts 2021 Seatbelt Use Rate***

The District conducted the survey in November 2021 (FY2021). The 2021 Seatbelt Usage Survey, conducted by Howard University, found a 95.9 percent seatbelt compliance rate. The District’s seatbelt use rate has been above the national average of 86 percent since 2012.

## Aggressive-driving Projects

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

Speeding-related fatalities in the District reached a high of 17 in 2017 and have fluctuated between 17 and 13 since.

Based on preliminary fatality data for 2021 (January 1 to September 30) 12 of the 30 fatalities were speeding-related—40 percent. As COVID-19 restrictions continue region-wide, there is a possibility that the District may not meet the 2021 HSP, 5-year rolling average goal of 16.

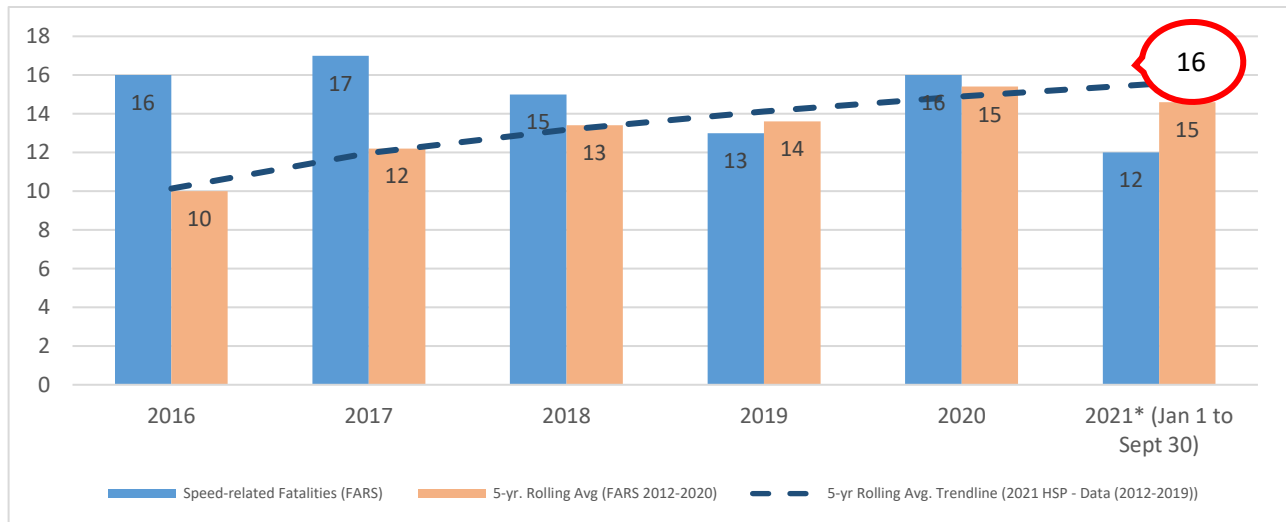


FIGURE 18: SPEED-RELATED FATALITIES, TREND, AND 2021 HSP GOAL

Since a high (619 injuries) in 2016, aggressive-driving injuries have been on the decline. The District is on track to meet the 2021 HSP goal of 600, which was based on the 5-year rolling average projections.

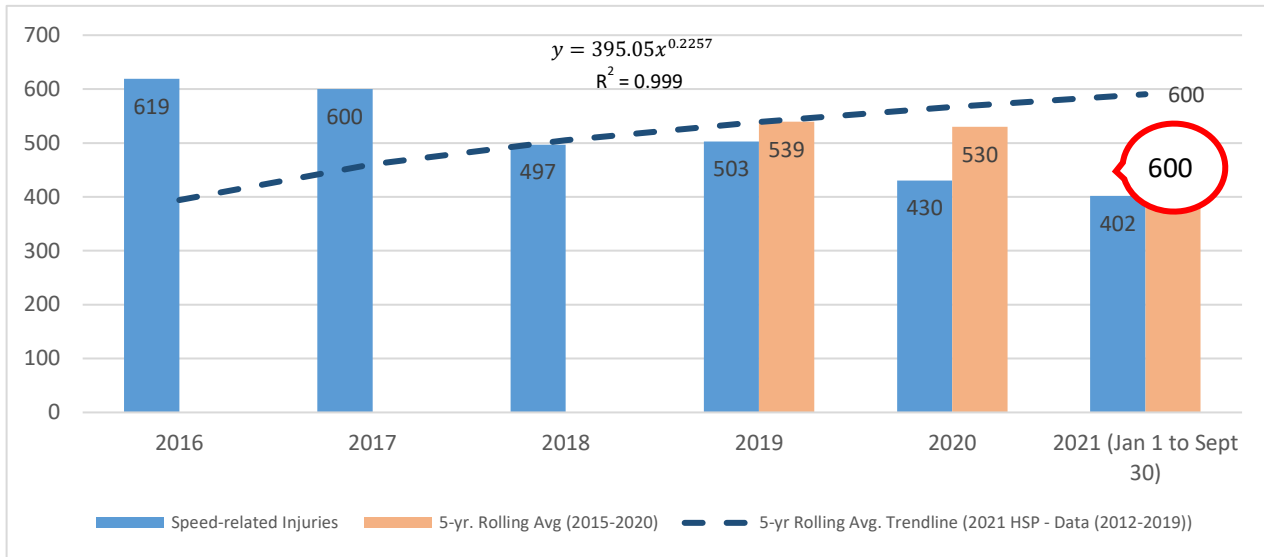


FIGURE 19: AGGRESSIVE-RELATED INJURIES, TREND, AND 2021 HSP GOAL

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

- **Enforcement.** Partner with the MPD to enforce District traffic laws.
- **Education and awareness campaigns.** Partner with the McAndrew Company to provide outreach and public awareness campaigns on the dangers of aggressive driving.

Refer to Paid Media and Law Enforcement sections for the projects implemented in FY2021.



## Pedestrian and Bicycle Safety Projects

Pedestrian and bicycle safety remain top priorities for the District. As the Nation’s Capital, the city is the Nation’s third-worst traffic congested 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.

According to 2020 FARS, there were 10 pedestrian-related fatalities; an 11 percent increase from 2019; however, the District met its 2020 HSP goal of 15. Based on available data for 2021, there were 12 pedestrian fatalities between January and September 30, 2021. Unfortunately, the District is not on track to meet the 2021 HSP goal of 11, which was based on the 5-year rolling average projections.

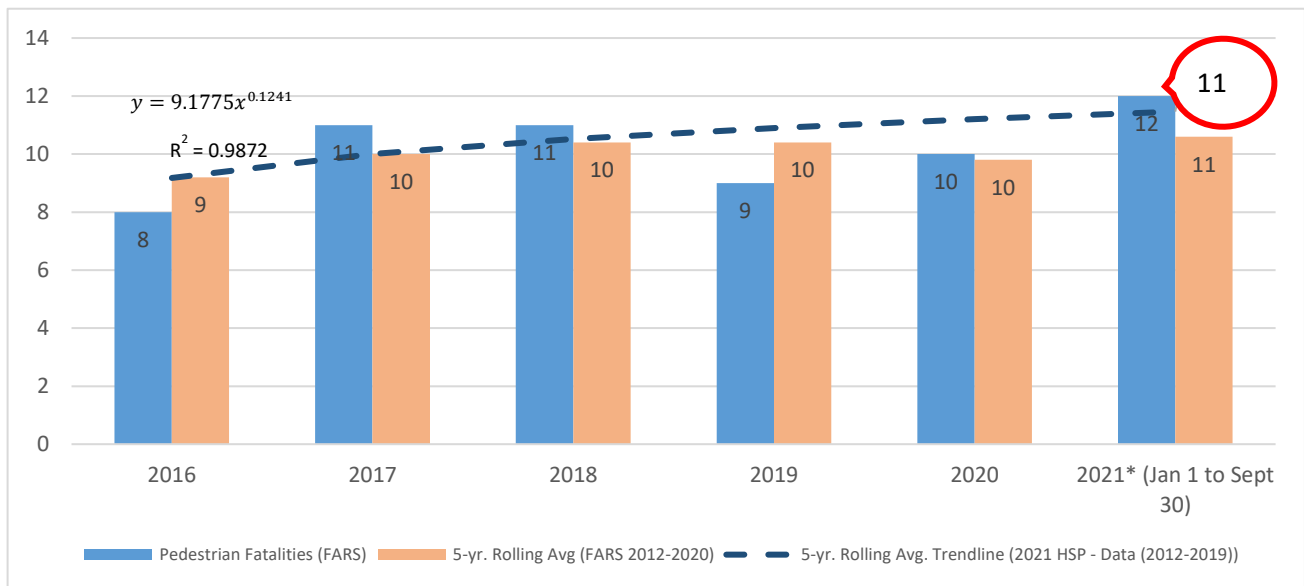


FIGURE 20: PEDESTRIAN FATALITIES, TREND, AND 2021 HSP GOAL

Pedestrian injuries have been on a downward trend from a high of 528 in 2018 to 304 in 2020; a 32 percent reduction, meeting the 2020 HSP goal of 572. Based on the available data, the District is on track to meet the 2021 HSP goal of 469, which was based on the 5-year rolling average projections.

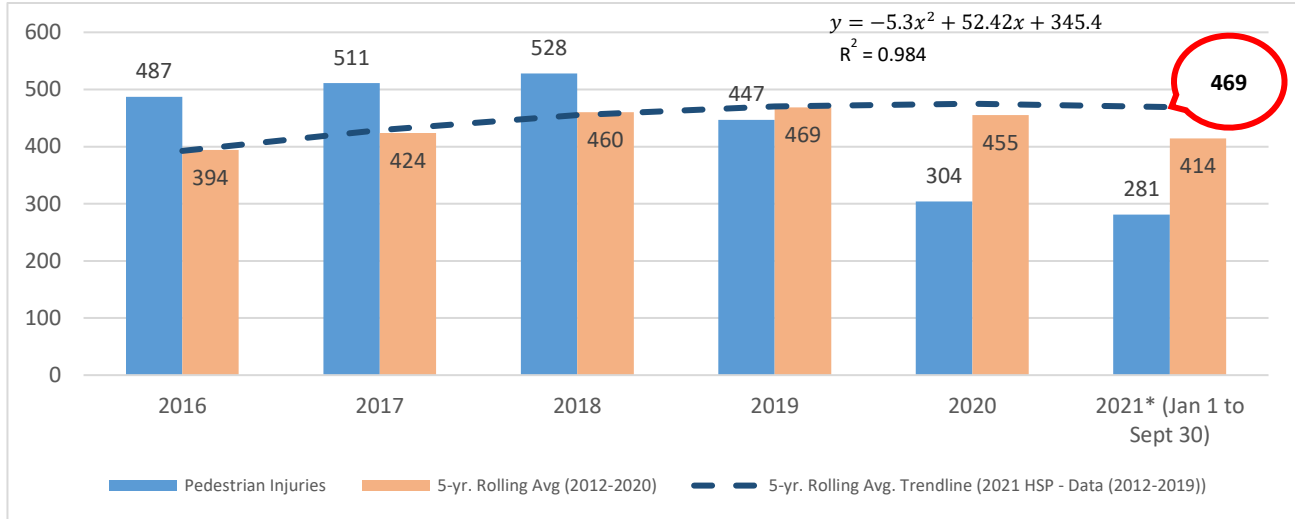


FIGURE 21: PEDESTRIAN-RELATED INJURIES, TREND, AND 2021 HSP GOAL

Bicyclist fatalities in the District have fluctuated in the past 10 years, from zero in 2012 to a high of 3 in 2018, as Figure 22 shows. According to 2020 FARS, there was 1 bicyclist fatality; a 66 percent decrease from 2018, meeting the District’s 2020 HSP goal of 5. Currently, based on 2021 preliminary data, there were 3 bicyclist fatalities between January and September 30, 2021. Unfortunately, the District is not on track to meet the 2021 HSP goal.

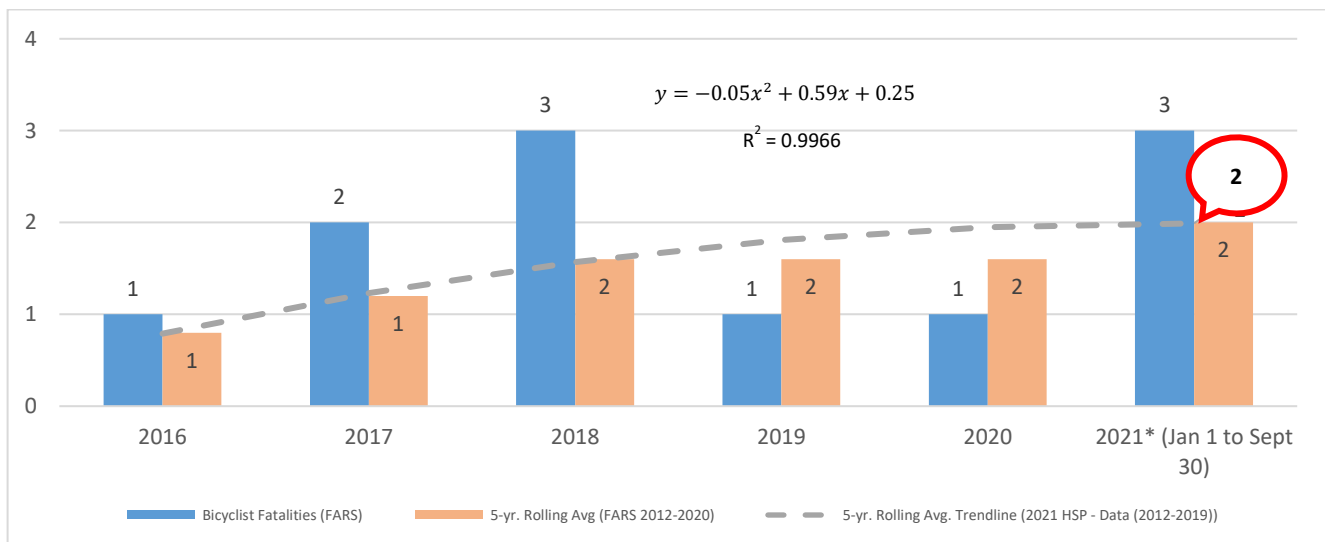


FIGURE 22: BICYCLIST-RELATED FATALITIES, TREND, AND 2021 HSP GOAL

Bicyclist injuries have decreased from a high of 414 in 2017 to 191 in 2020; a 43 percent reduction. The District met its 2020 HSP goal of 415. Currently, based on 2021 preliminary data, there were 182 bicyclist-related injuries between January and September 2021. The District is on track to meet the 2021 HSP goal of 383, which was based on the 5-year rolling average projection.

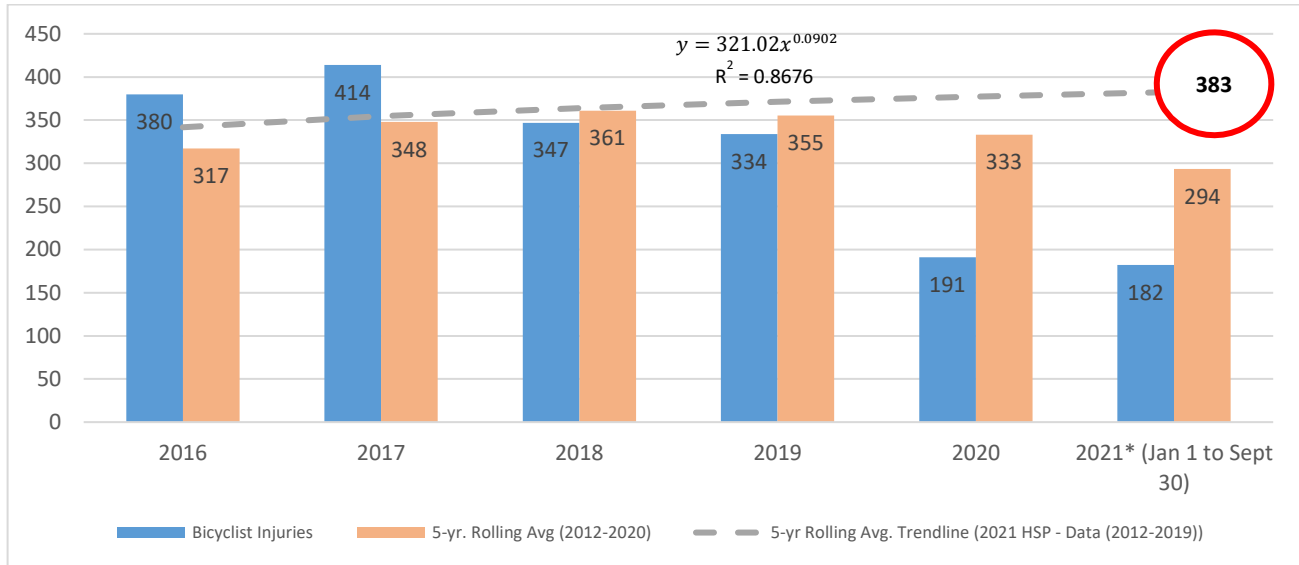


FIGURE 23: BICYCLIST-RELATED INJURIES, TREND, AND 2021 HSP GOAL

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

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

The pedestrian and bicycle program qualified for the NHTSA 405 grant. The following section summarizes the projects implemented in FY2021.

## EDUCATION AND OUTREACH

<b><i>Project Number/ Agency</i></b>	<b><i>Project Name</i></b>	<b><i>Amount Awarded</i></b>	<b><i>Amount Expended</i></b>
FHPE-2021-01-00/ Metropolitan Washington Council of Governments (MWCOG)	STREET SMART	\$200,000.00 405h	\$200,000.00

### BACKGROUND

The *Street Smart* program is sponsored by the District of Columbia, Maryland, and Virginia, and is supported by many partners committed to pedestrian and bicycle safety in the Washington region. Local cities, counties, States, police departments, nonprofit organizations, and transit authorities all work together to make the region a safer place for walking and biking.

Many State and local jurisdictions made safety-related improvements to intersection design and passed more stringent traffic laws, all of which combined to improve the safety of streets for vulnerable users throughout the region. As a part of that broader safety effort, the MWCOG Street Smart program works to protect people walking and biking by educating the public about measures individuals can take to improve safety and by promoting enforcement of pedestrian and bicycle safety laws.

### PROJECT GOALS AND RESULTS

The goals of the regionwide Street Smart campaign are to:

- Reduce pedestrian and cyclist injuries and deaths across the region.
- Educate drivers, pedestrians, and bicyclists about safe use of roadways.
- Increase enforcement of pedestrian and bicycle safety laws and raise awareness about enforcement.

Multiple components, including media relations, paid advertising, donated media, street-level outreach, events, digital efforts, and increased law enforcement, integrate to increase overall awareness of pedestrian and bicycle safety issues.

The following is the annual report of activities and results of the Street Smart public awareness and enforcement campaign for FY2021.

## Virtual Campaigns

The fall campaign was launched on October 1 for NHTSA’s inaugural Pedestrian Safety Month and in advance of the most dangerous time of the year when pedestrian and cyclist visibility becomes challenging. The spring campaign effort was mounted in mid-April when temperatures warmed, and pandemic lockdown restrictions began to ease—leading to more pedestrians, bicyclists, and drivers sharing the roadways. Late in the fiscal year, the Street Smart team pitched additional media coverage ahead of Pedestrian Safety Month.

Because of the public health landscape, Street Smart conducted virtual media relations activities, including a digital newsroom with pre-recorded video of soundbites from regional VIPs, b-roll video of multimodal street activity, and three new personal stories sharing heart-felt testimonials from area residents whose lives were upended following a pedestrian or bicycle crash involving them or their loved ones.

The Street Smart team conducted local media outreach and secured interviews for campaign spokespeople around the fall and spring campaigns, distributing news releases, fact sheets, photos, and video footage in English and Spanish to media outlets regionwide. The campaign resulted in dozens of news stories across major news channel in the region including WTOP, WAMU, NBC, FOX, ABC, Univision, and more.

### Earned Media Results\*

- 42 television news segments reaching more than 1.2 million viewers and totaling roughly \$429,500 in publicity value.
- 5 radio news stories reaching over a quarter million listeners and totaling nearly \$36,000 in publicity value.
- 20 articles in online and print publications totaling more than \$949,500 in publicity value.

**67 NEWS STORIES AND  
\$1.4 MILLION + IN  
PUBLICITY VALUE**

*\*Publicity value is determined through an industry standard; NHTSA-approved equation based on advertising rates reported by third-party sources.*

## Outreach

Street Smart's *Lives Shatter on Impact* testimonial wall was adapted for deployment during the pandemic as a contactless environment installation. The exhibit traveled to locations across the region so the public could hear those affected by a serious or deadly crash talk about the aftermath and effect on their lives. The display reinforces the need for drivers to always look out for people walking and biking and gives everyone reasons to be more alert and follow traffic safety laws. A partnership with WMATA brought the display to Metrorail stations across the region, in addition to popular shopping areas. Street Smart displayed the testimonial wall exhibit in 13 locations for 25 days, four of the locations were in the District during FY21:



- DCUSA (Columbia Heights), December 11–13,
- Union Station, April 18–24,
- Rhode Island Metrorail Station, May 13, and
- Minnesota Ave Metrorail Station, May 19.

## Paid Media

The Street Smart program reaches a wide audience segment, including drivers, pedestrians, and bicyclists, with campaign safety messaging. The target audience is adults ages 21–54, skewing toward male. To achieve maximum reach across this audience, the campaign emphasized a multifront strategy with street-level marketing throughout the region in English and Spanish.

**46,592,483**  
**PAID MEDIA IMPRESSIONS**

## Over-the-Top / Connected TV Advertising

The video testimonials (15- and 30-second television spots) streamed adjacent to major broadcast, cable, and news network content on connected TV devices (Roku, Amazon Fire, Xbox, AppleTV, etc.), reaching viewers nearly 4.8 million times during the fall and spring campaigns.



## Bus Ads

The fall and spring campaigns relied on English and Spanish outdoor media to target safety messages to high-priority audiences around the Washington metro area. Bus routes align with corridors with high pedestrian exposure. The campaign the Street Smart's messages in motion to reach drivers, pedestrians, and transit riders by placing exterior ads and interior cards on Metro buses during each campaign period.

- 175 tails with 350 bonus interior bus cards on WMATA Metrobuses from October 5–November 1, 2020.
- 175 tails with 350 bonus interior bus cards on WMATA Metrobuses from April 19–May 16, 2021.



## Digital Ads

Digital media ads ran November 9–30, 2020, and April 26–May 16, 2021 across YouTube, Twitter, and the Google Display Network, with emphasis on the new video spots and driving viewers to the testimonial website. The campaign again distributed a digital toolkit to partners across the region to reach a larger audience through social media channels.

- 12,669,460 impressions,
- 6,782 clicks,
- 4,231,919 completed video views, and
- 21,570 post engagements (reactions, shares, comments, clicks, etc.).

## Added Value

Paid media value-add benefits, including negotiated public service ad rates, bonus television PSAs, bonus gas station locations, window clings, and overrides on outdoor ads totaled more than **\$192,063**.

**\$192,000+**  
**IN ADDED VALUE FROM PAID MEDIA**

## DONATED MEDIA

**\$708,000 +  
IN DONATED MEDIA**

Street Smart increased message reach by leveraging many opportunities to work with our jurisdictional partners and media outlets. Our paid media effort was supplemented by donated message placements, including additional interior bus cards, exterior bus ads, partial bus wraps, and transit shelters. Many of these remained in place after the campaign ended for the season. The estimated total donated media value exceeded \$708,000.

Media	Jurisdiction/Agency	Qty	Duration	Value
Junior Billboards	DDOT / Clear Channel (DC)	22	8 weeks	\$ 232,941
Transit Shelters	DDOT / Clear Channel (DC)	10	8 weeks	\$ 31,765
Exterior Bus King Kong	DDOT / Circulator (DC)	1	9 months	\$ 11,414
Exterior Bus Tails	DDOT / Circulator (DC)	5	9 months	\$ 24,000
Interior Bus Cards	DDOT / Circulator (DC)	58	8 weeks	\$ 3,412
Interior Bus Cards	University of Maryland College Park (MD)	30	8 weeks	\$ 1,765
Transit Shelters	University of Maryland College Park (MD)	8	6 months	\$ 16,941
Interior Bus Cards	TransIT–Frederick County (MD)	30	8 weeks	\$ 1,765
Interior Bus Cards	The BUS–Prince George's County (MD)	200	8 weeks	\$ 11,765
Exterior Bus King Kongs	The BUS–Prince George's County (MD)	3	12 months	\$ 45,656
Transit Shelters	Signal Media–Prince George's County (MD)	40	8 weeks	\$ 72,000
Exterior Bus King Kongs	Ride On–Montgomery County (MD)	6	12 months	\$ 60,141
Interior Bus Cards	Connector–Fairfax County (VA)	700	6 months	\$ 123,529
Interior Bus Cards	DASH–Alexandria (VA)	180	6 months	\$ 31,765
Exterior Bus Tails	CUE Bus–Fairfax City (VA)	5	4 months	\$ 8,000
Interior Bus Cards	CUE Bus –Fairfax City (VA)	47	8 weeks	\$ 2,765
Bus Shelters	George Mason University (VA)	7	8 weeks	\$ 9,882
Interior Bus Cards	ART–Arlington County (VA)	320	8 weeks	\$ 18,824
<b>TOTAL</b>		<b>1672</b>		<b>\$ 708,329</b>

## OVERALL CAMPAIGN VALUE

Thanks to a successful earned media campaign and generous in-kind donations from paid media vendors and jurisdictional partners, Street Smart nearly quadrupled its annual campaign budget. Combining added value with earned and donated media and services, the fiscal year 2021 Street Smart program garnered more than \$3.1 million in overall campaign value on a budget of \$820,000.

EFFORT	VALUE
Earned Media Publicity Value	\$1,414,566
Paid Media Added Value	\$192,063
Donated Media Value	\$ 708,329
Campaign Budget	\$820,000
<b>TOTAL CAMPAIGN VALUE</b>	<b>\$3,134,958</b>



## EDUCATION AND OUTREACH

<i>Project Number/ Agency</i>	<i>Project Name</i>	<i>Amount Awarded</i>	<i>Amount Expended</i>
FHX-2021-01-00/ Washington Area Bicycle Association (WABA)	Community Outreach and Education	\$50,050.00 405h	\$29,557.97

## BACKGROUND

The Washington Area Bicyclist Association (WABA) mission and vision is to empower people to ride bikes, build connections, and transform places. WABA envisions a just and sustainable transportation system where walking, biking, and transit are the best ways to get around.

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

## PROJECT GOALS AND RESULTS

WABA primarily focuses on the traditionally underserved and under-resourced communities in the District. WABA will work in partnership with neighborhoods, community groups, advocacy organizations, businesses, MPD, and government agencies. The goal is to reduce the instances of traffic-related death and injury by educating and engaging community members through a variety of experiential education events that increase the knowledge of and commitment to a safer roadway culture.

The WABA focus under this grant was to develop and implement a traffic-safety educational video by educating the community on safe walking and biking to schools. WABA's goal is to share short, effective traffic safety videos during the public health emergency when the public is social distancing and traveling less by car, yet bicycles riding and walking have increased. There has been a boom in bicycle sales in the District during the pandemic, as explained in the article, "Bike Boom Continues as DC Area Moves Toward Reopening," by Kate Ryan, WTOP News.

To ensure the video project was successful, WABA staff developed a program plan and diversity and inclusion process. WABA wanted to ensure that the video was designed in an inclusive manner for District youth. Initially, WABA planned to work with a local very successful bicycle club to film teenage youth in person. Unfortunately, WABA were unable to identify teenagers who had been vaccinated against COVID-19 (which is part of Mayor Bowser's order for District government contractors that would apply to this work). WABA then identified another youth organization, CDMA Business Model, with the help from HSO (the

Director, Shanette Covington, is also a former Washington Region Vision Zero Summit speaker). Unfortunately, Ms. Covington and her team were also unable to identify youth who had been vaccinated and therefore ineligible to appear in the film. As a third and final resort, WABA decided to work with Next Day Animations company to produce the video.

WABA created a video using safety education information for youth bicyclists from the NHTSA *Bicycling Tips: Kids and Bicycling Safety* (found here: <https://one.nhtsa.gov/people/injury/pedbimot/bike/kidsandbikesafetyweb/index.htm>) and Pedestrian Tips from the NHTSA *Back to School Keeping Children Safe* (found here: <https://www.nhtsa.gov/school-bus-safety/keeping-children-safe> ).

WABA drafted the script and worked with DDOT and Next Day Animations to produce a finished product approved by HSO. WABA worked with the animation company to select voiceovers for both the Spanish and English videos and develop characters and images in the video. WABA Spanish-speaking staff also reviewed the Spanish video to check grammar and ensure the Spanish video was correctly translated.

Please find the video link below (<https://www.youtube.com/watch?v=x5bernjo88Q>) in English and ([https://www.youtube.com/watch?v=Vq\\_0CDp6XIA&t=8s](https://www.youtube.com/watch?v=Vq_0CDp6XIA&t=8s)) in Spanish.



Hi, there! We're here to share some tips to keep you safe

The WABA communication director posted the video on <https://waba.org/blog/2021/08/bike-pedestrian-safety-for-kids/> and have received approximately 30 views/downloads to date. Both videos are also posted on the WABA website at <https://waba.org/tips/>, which is linked to in almost every email HSO sends, which generally includes 6,000+ members and 15,000 supporters.

## **Siempre use casco.**

**Es menor de 16 años,  
también es la ley.**

**Asegúrese de  
usarlo correctamente.**



**Y asegúrese de usarlo correctamente:**

WABA has shared the video with schools, partner organizations, clubs, ANC Commissioners, and teachers, including Safe Routes Partnership, Safe Kids DC, Latin American Youth Center, Many Languages One Voice (MLOV), goDCgo, CDMA Business Model, Primeability Bicycle Club, Dunbar School, Garfield Elementary, Seasoned Settlers Ward 8 Nonprofit, ANC 8D04, ANC 8C07, MPD 8th District, and Gearin' Up Bicycles. HSO received feedback from its partners at the Safe Routes Partnership, Seasoned Settlers, and ANC8D that they will be sharing the video with their networks of parents and youth. Furthermore, the WABA youth education coordinator will incorporate sharing this video in the next round of education outreach to District schools and teachers; although not included in this grant cycle, it is a positive consequence of creating video content that can be shared repeatedly.

## Paid Media

<b>Project Number/ Agency</b>	<b>Project Name</b>	<b>Awarded Amount</b>	<b>Amount Expended</b>
PM 2021-14-00/ McAndrew Company	Paid Media	\$995,000.00 402	\$519,018.23
M1PE 2021-14-01, M1X 2021-14-01/ McAndrew Company	Paid Media	\$54,582.08 405b \$268,880.00 405b	\$54,582.08 \$268,880.00
FDLEPEM 2021-01-00-00/ McAndrew Company	Paid Media	\$183,127.00 405d	\$183,127.00

### BACKGROUND

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

### PROJECT GOALS AND RESULTS

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

#### **IMPAIRED DRIVING**

Following the NHTSA campaign, the District launched two impaired driving campaigns; December – Holiday Season, and July-September – 4<sup>th</sup> July and Labor Day. The goal of these campaigns was to increase awareness that drunk and drugged driving is deadly and to encourage people to always plan for a sober ride.

Young men, approximately 21 to 35, remain the focus of messaging efforts in the greater DC area.

The Holiday Season campaign was a high visibility enforcement message educating the public about the consequences of drunk driving.



*Holiday campaign bus ad in downtown DC.*

## Media Strategies

A combination of paid media and social media was used to reach the target audience.

- Radio
  - Produced :30 and :15 spots ran on local stations through a combination of broadcast and streaming radio. Spots aired on radios, smart speakers (Alexa, Google Home), desktops, tablets and mobile. Stations included were WIAD (94.7FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), Pandora and Spotify.
  - WPGC’s AM News Host, Guy Lambert, and WWDC AM Host Intern John were the campaign’s social media ambassadors. Both ambassadors promoted the campaign message on their shows and social media pages. They also created videos talking about the dangers of impaired driving. The videos were distributed on the stations’ websites and social media pages.
- Out-Of-Home. Eight (8) Super Ultra bus ads ran on WMATA buses throughout the District with specific routes in high incident wards.
- Digital. Cross platform ads ran on tablet, mobile and desktop devices and were placed on news, sports, weather, and entertainment websites.
- Social Media. Content was posted on DDOT, MPD and Vision Zero’s social media pages.
- Digital Toolkit. A digital toolkit was developed. The toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.

## Media Impressions

Over 32,122,370 media impressions were delivered during this campaign, which included 16,600,000 free value-added impressions.

The Labor Day Drugged Driving campaign was a high visibility enforcement message educating the public about the consequences of drugged driving



## Campaign Dates

Paid Media: August 30 – September 25, 2021

## Media Strategies

A combination of paid media and social media were used to reach the target audience.

- Radio
  - Produced :30 and :15 spots ran on local stations through a combination of broadcast and streaming radio. Spots aired on radios, smart speakers (Alexa, Google Home), desktops, tablets and mobile. Stations included were WIAD (94.7FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), Pandora and Spotify.
  - WPGC’s AM News Host, Guy Lambert, was the campaign’s social media ambassador. Mr. Lambert promoted the campaign message on his show and social media pages. He also created a video talking about the dangers of drugged driving. The video was distributed on WPGC’s website and social media pages and on Mr. Lambert’s social media.
- Out-Of-Home. Eight (8) Super Ultra bus ads ran on WMATA buses throughout the District with specific routes in high incident wards.
- Digital. Cross platform ads ran on tablet, mobile and desktop devices and were placed on news, sports, weather, and entertainment websites.
- Social Media. Content was posted on DDOT, MPD and Vision Zero’s social media pages.
- Digital Toolkit. A digital toolkit was developed. The toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.

## Media Impressions

Over 4,818,355 media impressions were delivered during this campaign, including 200,000 free value-added impressions delivered.

Both impaired driving campaigns delivered a total of 36,940,725 media impressions.

## AGGRESSIVE DRIVING

The media campaign was launched between February 15 to March 14 and August 2 to 28 to influence audience attitudes in the District and surrounding counties toward speeding and its destructive consequences as well as to increase positive behaviors that will help improve the safety and well-being on the District roadways.

Young men between the ages of 21 and 35 were the focus of the messages.



### Media Strategies

- Radio. Produced :30 and :15 spots ran on local stations through a combination of broadcast and streaming radio. Spots aired on radios, smart speakers (Alexa, Google Home), desktops, tablets and mobile. Stations included WIAD (94.7FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), Pandora and Spotify.
- Out-Of-Home. Eight (8) Super Ultra bus ads ran on WMATA buses throughout the District with specific routes in high incident wards. This campaign included a billboard on New York Ave. (1720 NY Ave., NE). The billboard was facing traffic driving into DC.
- Digital. Cross platform ads ran on tablet, mobile and desktop devices and were placed on news, sports, weather, and entertainment websites.
- Social Media. Content was posted on DDOT, MPD and Vision Zero's social media pages.
- Digital Toolkit. A digital toolkit was developed. The toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.

## Media Impressions

Both media flights combined had 10,883,900 media impressions during this campaign, including 5,502,400 free value-added impressions.

## Occupant Protection

The media campaign was launched between November 18 to December 26, 2020 and May 17 to June 17, 2021 to increase the awareness of the consequences of not wearing a seat belt and increase the seat belt usage in the District.

Young men between the ages of 21 and 35 were the focus of the messages.



*Click It or Ticket bus ads ran in areas with lower seat belt compliance.*

## Media Strategies

A combination of paid media and social media were used to reach the target audience.

- Radio. Produced :30 and :15 spots ran on local stations through a combination of broadcast and streaming radio. Spots aired on radios, smart speakers (Alexa, Google Home), desktops, tablets and mobile. Stations included WASH (97.1FM), WIAD (94.7FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM).



- Out-Of-Home. Seven (7) Super Ultra bus ads ran on WMATA buses throughout the District with specific routes in high incident wards.
- Social Media. Content was posted on DDOT and Vision Zero’s social media pages.
- Digital Toolkit. A digital toolkit was developed. The toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.

### Media Impressions

Both media flights combined delivered 14,961,800 media impressions during these campaigns, including 6,241,802 free value-added impressions delivered.

### *Distracted Driving*

The media campaign was launched between April 5 and 30, 2021 to increase the awareness of the consequences of distracted driving and increase the awareness of the District’s hands-free laws.

Young men between the ages of 21 and 35 were the focus of the messages.



### Media Strategies

A combination of paid media and social media were used to reach the target audience.

- Radio. Produced :30 and :15 spots ran on local stations through a combination of broadcast and streaming radio. Spots aired on radios, smart speakers (Alexa, Google Home), desktops, tablets and mobile. Stations included were WIAD (94.7FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), Pandora and Spotify.

- WPGC’s AM News Host, Guy Lambert, was the campaign’s social media ambassador. Mr. Lambert promoted the campaign message on his show and social media pages. He also created a video talking about the dangers of distracted driving. The video was distributed on WPGC’s website and social media pages and on Mr. Lambert’s social media.
- Out-Of-Home. Eight (8) Super Ultra bus ads ran on WMATA buses throughout the District with specific routes in high incident wards.
- Digital. Cross platform ads ran on tablet, mobile and desktop devices and were placed on news, sports, weather, and entertainment websites. Ads also ran on the WAZE app.
- Social Media. Content was posted on DDOT, MPD and Vision Zero’s social media pages.
- Digital Toolkit. A digital toolkit was developed. The toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.

### Media Impressions

There were 11,591,300 media impressions delivered during this campaign, including 4,245,600 free value-added impressions delivered.

### Campaign Summary

Campaign	Campaign Dates	Media Impressions	Free Value-added Impressions
Impaired Driving	Dec. 16, 2020 – Jan. 1, 2021 Aug. 30 – Sept. 25, 2021	36,940,725	16,800,000
Aggressive Driving	Feb. 15 – March 14, 2021 Aug. 2 – 28, 2021	10,883,900	5,502,400
Occupant Protection	Nov. 18 – Dec. 26, 2020 May 17 – June 17, 2021	14,961,800	6,241,802
Distracted Driving	April 5 – 30, 2021	11,591,300	4,245,600
<b>TOTAL</b>		<b>74,377,725</b>	<b>32,789,802</b>

## Law Enforcement Programs

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

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

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

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

During FY2021, MPD conducted 516 overtime tours, resulting in 2,164 warnings, 19,690 citations, and 249 traffic-safety related arrests.

	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
Total Warnings	N/A	N/A	N/A	1,240	2,164
Total Citations	12,577	13,984	15,734	14,823	19,690
Total Arrest	497	430	353	306	249
Total Hours	15,368	10,587	9,114.5	9,605	12,920

## Evidence-based Traffic Safety Enforcement Program

When determining where to provide resources for high-visibility enforcement, data are reviewed to establish the at-risk dates, locations, and times. In addition, consideration is given to entities that have the capacity to provide extra enforcement and input from citizens and citizen groups.

### Project Descriptions and Activities Funded

The projects implemented in FY21 are part of the overall strategies to reduce impaired driving, speeding, increase seatbelt and child restraint use, and pedestrian and bicyclist safety throughout the District. Through high-visibility overtime enforcement saturated patrols, the enforcement program has contributed to meeting the District’s Highway Safety Goals.

Project Number	Project Name	Amount Awarded	Amount Expended
AL 2021-03-00	Alcohol Overtime Enforcement	\$ 708,747.57 FAST 402 \$132,282.07 MAP21	\$0 \$95,410.26
OP-2021-05-00	Occupant Protection Enforcement	\$389,400.00 FAST 402 \$57,012.88 FAST 405b	\$69,089.41 \$57,012.88
PT-2021-08-01	Police Traffic Services / Marketing and Outreach	\$785,245.00 FAST 402	\$647,757.40
PS-2021-08-00	Pedestrian and Bicycle safety enforcement	\$ 268,310.00 FAST 402	\$145,168.88

In FY2021, MPD conducted District-wide overtime enforcement activities, including individual program involvement in following the national mobilizations detailed below; Winter Holiday Season, Click It or Ticket, and Labor Day Drive Sober Get Pulled Over:

## FY2021 Citations, Warnings, and Arrests Summary

CITATIONS	TOTAL	ARREST	TOTAL
Seatbelt / Child Restraint Violations	2,461	DUI/DWI/OWI	90
Distracted Drivers	5,101	No Permit	104
Failure to Stop for a Pedestrian in Crosswalk	83	OAS/OAR	7
Failure to Provide Proof of Insurance / Operating without insurance	1,632	30 over Posted Speed Limit	7
Failure to Yield Right-of-Way to Pedestrian	269	Possession of alcohol in vehicle	1
STOP Sign Passing	954	All Other Arrests	41
Disobeying Official Sign or Signal	168	<b>Total Arrest</b>	<b>250</b>
Red Light Violations	547		
One Light Running (one head light out)	694		
Speeding	4,310		
Speeding in School Zones	244		
Stopping, standing, or parking vehicle in bike lane	2,261	SFST Administered	138
Failure to Clear Intersection / Obstruct Crosswalk	182	PD29 Administered	12
All Others	6,803	Breath Test Administered	24
<b>Total Number of Violations</b>	<b>19,690</b>	Specimen Collection (Blood/Urine)	<b>77</b>
<b>Total Number of Warnings</b>	<b>2,164</b>	<b>Total Tests Administered</b>	<b>135</b>
<b>Number of Members Worked</b>	<b>1,688</b>		
<b>Number of hours</b>	<b>10,755</b>		

### Law Enforcement Training

Attended various Standardized Field Sobriety Test (SFST) trainings.

#### SFST Training Summary

Item	Dates	# of Officers Trained
	March 15–18, 2021	17
SFST Basic Training (32-hour course)	June 10–13, 2021	11
	September 20–23, 2021	16
	<b>TOTAL</b>	<b>44</b>

#### SFST Refresher Training

Item	Dates	# of Officers Trained
SFST Refresher Training (8-hour course)	August 25, 2021	6

Item	Dates	# of Officers Trained
	<b>TOTAL</b>	<b>6</b>

### Intoximeter Training

Item	Dates	# of Officers Trained
Intoximeter Training (40-hour class)	May 7, 2021	12
	September 27, 2021	8
	<b>TOTAL</b>	<b>20</b>

### Intoximeter Refresher Training

Item	Dates	# of Officers Trained
Intoximeter Training (40-hour class)	September 24, 2021	3
	<b>TOTAL</b>	<b>3</b>

DDOT CPS Program partners with MPD to provide child passenger safety information to new parents and perform car seat installation and inspections. In FY2021, MPD conducted 895 hours of overtime performing 274 CPS workshops to parents, teachers and caregivers and installed 528 car seats. During the pandemic, the MPD location at New York Avenue was the only agency performing in-person car-seat inspection by appointment.

## Traffic Records Program

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

The TRCC program qualified for the NHTSA 405 grant. The following section review the projects implemented in FY2021

<b>Project Number/ Agency</b>	<b>Project Name</b>	<b>Amount Awarded</b>	<b>Amount Expended</b>
M3DA 2021-01-05 / MPD	Police Traffic Services/ e-Citation Grant	\$246,148.54 FAST 405c	\$233,417.74

### BACKGROUND

Handwritten MPD citations can take 15–20 minutes or longer to complete. Using an electronic citation process, however, can dramatically reduce the average time of stop, data run, and ticket entry to between 4–5 minutes. By creating an error-free citation system, e-Citation speeds the process and decreases the number of illegible tickets in the system.

### PROJECT GOAL AND RESULTS

The MPD has issued 359,076 citations since the installing the application in July 2017.

In FY2021, the MPD continued with a new contract for the Officer Android Application—an e-Citation program. This web-based solution for ticket management is operated by Gtechna, an application installed on all MPD officers' smartphones, enhances the MPD officer's ability to effectively and efficiently prepare and issue Notices of Infractions (NOIs). In addition, the e-Citation system integrates automated ticket preparation, which reduces NOI processing time and improves the accuracy of NOI issuance reports. The department has created reports to specifically address officers who do not use the application and continue to handwrite tickets. This has also proved effective.

An estimated 2,800 officers currently use the e-Citation application, which generated 74,850 citations in FY2021. The system includes 1,000 application licenses, 588 Zebra printers, and 20 Seiko printers (200 of which are installed in patrol service cars), 106 Docking stations, and 107 car chargers that have been purchased and distributed across MPD districts and divisions.

The MPD annually uses two training modules to prepare and support continuing use of the application. 1,600 MPD officers, including Administration users, have been trained to use/operate the Officer Android (e-Ticketing system).

Of course, each traffic stop is unique in nature and involves different circumstance surrounding the stop. However, Officer Android enables MPD officers to expediently and efficiently issue NOIs. An officer can scan the driver license and vehicle registration's bar codes to access all information, including driver and vehicle information. Also, infractions

(code and description), including fine amounts, can be searched and auto-populated, which is much more efficient and faster compared to handwritten tickets.

The auto-registration process within the Command Center was developed and activated an Office of Chief Technology Officer (OCTO).

The newer software version is also supported with Google PlayStore to facilitate/streamline deployments.



## Program Management

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

<b><i>Project Number / Agency</i></b>	<b><i>Project Name</i></b>	<b><i>Amount Awarded</i></b>	<b><i>Amount Expended</i></b>
PA-2021-05-00 District Department of Transportation (DDOT)	Program Management	\$250,000.00 402	\$40,209.85

### BACKGROUND

Initiated in June 2021, this project provided funding for the Deputy Highway Safety Office Coordinator position to assist the HSO Coordinator in managing the day-to-day operations of the highway safety office.

### PROJECT GOAL AND SUMMARY

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

The HSO continued its administrative support of the FY2021 HSP, grants, and management. Funds supported salary, office supplies, and professional dues, such as membership in GHSA.

FY2021 activities include:

- Assist in preparing FY2022 grants, such as Risk Assessment, Quarterly Report templates, Memorandum of Understanding for all FY2022 grantees.
- Review FY2021 Grantee progress reports.
- Prepare and review FY2021 MPD progress reports.
- Participate in the NHTSA Occupant Protection focus group.
- Prepare and host monthly Impaired Driving Taskforce meetings.
- Attend weekly DDOT Safety Stats and fatality meeting hosted by the Vision Zero Division.
- Attend various meetings and webinar such as DC BAC, DC PAC, WABA Vision Zero summit, Wisconsin Vision Zero summit, MWCOG, Colorado Impaired-driving Taskforce meetings, Florida TSRP webinars, GHSA Annual meeting, and various NHTSA meetings.

- Attended WRAP 38<sup>th</sup> Annual Meeting – Ms. Lewis received an award in the fight against impaired driving.

## Safe Communities

The District of Columbia seeks to reduce traffic fatalities and injuries in the District through a collaborative effort between the public and private stakeholder groups.

<b>Project Number/Agency</b>	<b>Project Name</b>	<b>Amount Awarded</b>	<b>Amount Expended</b>
SA 2021-05-00/KLS	HSO Support	\$480,891.71 402	\$345,958.25

### BACKGROUND

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

### PROJECT GOALS AND SUMMARY

To assist and support the HSO in the following highway safety activities. In FY2021, KLS supported the HSO effort to meet Federal requirements by developing the following:

- **FY2022 Highway Safety Plan (HSP).** The HSO administers the Federally funded State and Community Highway Safety Program, established under the Highway Safety Act of 1966, 23 USC Chapter 4, Section 402, to reduce motor vehicle crashes and the resulting fatalities and injuries, which are likely the result of unsafe roadway-user behaviors. Under this mandate and to ensure funding, States are required to identify and submit an HSP to NHTSA that outlines States’ most critical traffic safety problems and develops a framework for creating a safer, more efficient transportation system. The HSO follows guidelines outlined in the NHTSA *Traffic Safety Performance Measures for States and Federal Agencies* and the Governors Highway Safety Association (GHSA) *Guidelines for Developing Highway Safety Performance Plans* to complete its identification of unsafe behaviors. This is a crucial step in solving the problem and helps determine which projects to implement that most effectively and efficiently address the District’s roadway crashes, injuries, and fatalities.
- **Revise the Procedures Manual to conform to current NHTSA and GHSA Guidelines.** The purpose of this manual is to establish consistent program- and project-management procedures for staff and sub-recipients and ensure administration of the District’s traffic safety program complies with **U.S. DOT, NHTSA regulations**. The manual contains a written record of approved current administrative and financial procedures. It serves as a guide to help staff and administrators perform their assigned functions. The manual is intended for use by HSO personnel, Department employees, District Government officials,

and anyone interested in HSO procedures, as per NHTSA Federal procedures, polices, and guidelines.

- **Update Strategic Highway Safety Plan (SHSP) (2021).** The SHSP is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148). Developing the District’s SHSP is a Federal requirement and is central to the transportation legislation, including the most recent Fixing America’s Surface Transportation (FAST) Act (December 2015). The FAST Act guides safety investments in infrastructure and safety behavior programs, and includes a near-term component in the form of Emphasis Areas (EAs) and Strategies. The 2021 SHSP was approved by FHWA on March 2, 2021.

The SHSP is a District-wide, data-driven traffic safety plan developed in collaboration with a wide range of safety partners; the goal is to reduce traffic-related fatalities and injuries across all modes and on all District public roads. This collaborative effort involves Federal, District, and private sector safety stakeholders who helped establish SHSP goals, objectives, and identify challenge areas. The broad array of partners involved is matched by the comprehensive reach of the plan needed to commit to and implement life-saving strategies to reach the District’s goal of zero deaths and injuries. The process is designed to drive safety investment decisions and coordinate with other safety plans, including the District’s Highway Safety Improvement Program (HSIP), the HSP, the Freight Plan, and the Zero Vision Plan.

- **Review grant applications and quarterly reporting and monitoring Requirements** across multiple District agencies, including MPD, OAG, OCME, FEMS, and DMV. The HSO publishes and uses traffic-safety grant selection procedures that fully comply with District and Federal regulations. The process helps determine whether an application has the potential to:
  - Affect traffic safety goals is based on its ability to implement evidence-based strategies;
  - Show a commitment to sustain and contribute to success;
  - Have measurable outcomes;
  - Address the greatest demonstrable need/problem; and
  - Target high-risk populations, high-risk behaviors, and high-crash locations.

The proposed grantee strategy must be either evidence-based and supported by research or an identified demonstration project with a clear data-driven safety need. A project must be supported with a strong evaluation plan that allows the HSO to assess the effectiveness of the activity at its conclusion, as detailed in the NHTSA guidelines. During project execution, the HSO / Federal guidelines require three types of progress reports in conjunction with traffic safety grant projects:

- Periodic progress reports during the life of a grant;
- A final report at the conclusion of a grant (this is to include training and consultant reports, if applicable); and
- Special reports, as required.

Progress reports provide the HSO with information that can be used to strengthen the District’s overall traffic safety program. These reports should keep the HSO informed of a grant’s progress, explain any difficulties encountered, provide background information that can be shared with others, and suggest ways in which the HSO can assist and aid in the distribution of funds.

- **In 2007, the District Established Its Traffic Records Coordinating Committee (TRCC).** The TRCC includes nine District agencies (DDOT, MPD, FEMS, DMV, OCTO, OAG, SCDC, OCME and DOH). The TRCC represents policy-level representatives from each major system owner (crash, roadway, enforcement/adjudication, driver, vehicle, and injury surveillance system/emergency medical system). The District’s TRCC vision is to enhance transportation safety and reduce crashes and crash-related injuries through a coordinated approach that will provide timely, accurate, complete, integrated, uniform, and accessible traffic records data. KLS assists the HSO by working with the TRCC and District agencies to identify best practices, undertake technology transfer, and provide support on data integration and other issues. Numerous activities were undertaken include:
  1. **Coordinate TRCC meetings** (Federal requirement) and other related support provided pre-/post-logistical support, such as meeting agendas, agency presentations, TRSP project tracking, and minutes. Working with agencies individually and with various work groups (i.e., Crash Data, Drug testing, and Roadway) to improve industry standards and compliance with Federal standards. KLS also supported the HSO in the 405 application to verify *demonstrated* progress.
  2. **Work with District agencies to leverage technology**, expand the interoperability, and improve data quality. Examples include:
    - a. **QuickCrash Crash Data Application.** The MPD rolled out the new *QuickCrash* crash application in August 2021. The Team, together with the TRCC, worked with the MPD on the new crash-data application, which was designed to comply with the MMUCC 5<sup>th</sup> edition and also District-specific needs relating to new assets and attributes.
    - b. The **National Motor Vehicle Title Information System (NMVTIS)** for the District is ongoing.
    - c. **Driver and Vehicle Legacy Systems.** DMV initiated the project to update these systems; expected completion is 2025.

3. **Support HSO in Various District Activities, Including developing the 2022 TR Strategic Plan** (completion expected spring 2022). In 2021, DDOT, under NHTSA guidance, conducted a self-assessment (TRA) of the District's traffic records program. The Team supported the HSO in working with various District agencies (25+ meetings) to identify projects and strategies relative to data deficiencies and model performance measures identified in the 2021 TRA, for update to the TRSP (2022). The 2022 TRSP update will incorporate some of the findings of the 2021 assessment.
4. **Coordinated the Following Monthly Meetings with Various Traffic Records Representative Agencies.** Prepared agendas, presentations, meeting minutes, and other supporting documentation between October 2020 and September 2021 to improve data quality and possible system integration. Sample list includes:
  - Provided MPD / DDOT with related R code and other data for the MWCOG 2019 *How Safe are Roads?* program.
  - Developed new crash application requirements document for DDOT / MPD on the crash application module for compliance with MMUCC 5th edition and unique District arrests/attributes.
  - Reviewed, developed, and submitted comparison/limitations document to DDOT on TARAS database uploaded to the DDOT SQL server. The comparison specifically highlighted:
    - Person Table Analysis
      - Contributing—Asset
        - Asset analysis
        - Data analysis
      - Missing Assets
    - Vehicle Table Analysis
    - Crash Location Analysis (illustrated with examples)
      - Corridor Analysis
        - Crashes assigned to wrong corridor.
        - Crashes not assigned to I-295 corridor.
      - Intersection Analysis
      - Crash Location errors based on MPD crash location.
  - Attended meetings with AASHTO Safety Analysis Numerics Team and DDOT OITI to coordinate data requirements for District test trial.

- Coordinated meetings with DDOT and FEMS to review necessary data requirements to ensure compliance with new NEMESIS 3.0.5 and also to discuss potential injury data extract from 2017 to 2020.
- Assisted HSO / DDOT to extract 2016–2020 crash data where a taxicab was involved by various parameters, e.g., hour of day, day of week, month, ward, person gender, person age, person residence, crash type, and contributing factors. Data was also separated through narrative search by the specific taxi-cabs like UBER and LYFT.
- Coordinated meetings with DDOT on potential changes to crash data collection by MPD with respect to PDO crashes being diverted to DDOT/#311. The discussion included possible options on how to handle the PDO crashes being diverted to DDOT. Also assisted DDOT in:
  - PDO Crashes data uniqueness and acquisition flow chart.
  - PDO Crash data minimum elements required.
- Coordinated meeting with DDOT OITI to perform detailed review of crash data and discuss the critical missing data elements, which are:
  - Provided by MPD as part of the API extract, but not captured by DDOT.
  - Not provided by MPD as part of the API extract.
  - Developed spread sheet summary

## Projects Not Implemented in FY2021

<b><i>Project Number / Agency</i></b>	<b><i>Project Name</i></b>	<b><i>Amount Awarded</i></b>
M3DA-2021-07-03/ Department of Motor Vehicles (DMV)	Out-of-State Data-Entry Convictions	\$70,000.00 405C

Because of COVID-19 pandemic restriction, the DMV implemented telework schedules that affected onsite operations and no activities were performed on this effort. This project will be performed under FY2022.

<b><i>Project Number / Agency</i></b>	<b><i>Project Name</i></b>	<b><i>Amount Obligated</i></b>
M3DA-2021-07-01/ District Department of Transportation (DDOT)	MIRE Data Integration and Analysis Enhancements	\$80,000 405c

Because of lack of budgeting for this effort and issues with procurement, no activities were conducted under this project. This project will be performed under FY2022 with added funds.

## Overview of Expenditures (FY2021)

During FY2021, the DC HSO successfully applied and received funding from NHTSA. These grant monies included funding available under Section 402 State and Community Highway Safety Grant Program and Section 405 National Priority Safety Program. The District qualified for 405b (High Seatbelt Use State), 405c (Data Program), 405d (Alcohol–mid range State) and 405h (non-motorized safety) included in the District’s HSP in accordance with the federal law.

The DC HSO administers the grant funds through the award of Federal grants to other District agencies and the private sector. In FY2021 \$4,224,952.06 were directed to areas the HSO identified that can change driver behavior and reduce vehicle crashes and crash severity.

Table 1 provides information on the Federal Aid Award and the related Grant Expenditures.

TABLE 1: FEDERAL AID ALLOCATION REPORT AND EXPENDITURE

Program Area	Fund	Task Description	Project No.	Awarded	Expenditure
Impaired Driving	405d	Office of the Attorney General (OAG)	M6OT 2021-01-00	\$ 890,500.00	\$ 817,773.53
	405d	Office of Chief Medical Examiner	M6X 2021-03-01	\$ 336,262.03	\$ 288,997.95
	405d	Washington Regional Alcohol Program	M6X 2021-01-02	\$ 162,876.00	\$ 95,081.88
	TOTAL			\$ 1,389,638.03	\$ 1,201,853.36
Occupant Protection	402	DDOT - CPS	OP 2021-05-01	\$ 114,000.00	\$ 34,890.00
	405b	Howard University - Observational Survey	M1X-2021-05-00	\$ 100,000.00	\$ 99,918.75
	TOTAL			\$ 214,000.00	\$ 134,808.75
Pedestrian and Bicycle Safety	405h	Street Smart Campaign	FHPE 2021-01-00	\$ 200,000.00	\$ 200,000.00
	405h	Washington Area Bicycle Association	FHX 2021-01-00	\$ 50,050.00	\$ 29,557.97
	405h TOTAL			\$ 250,050.00	\$ 229,557.97
Traffic Records	405c	DDOT - OITI	M3DA 2021-07-01	\$ 80,000.00	\$ -
	405c	DMV	M3DA 2021-07-05	\$ 70,000.00	\$ -
	405c	eCitation (MPD)	M3DA 2021-01-05	\$ 246,148.54	\$ 233,417.74
	TOTAL			\$ 396,148.54	\$ 233,417.74
Paid Media	402	Paid Media Campaigns	PM 2021-14-00	\$ 995,000.00	\$ 519,018.23
	405b	Paid Media Campaigns - OP	M1PE 2021-14-01	\$ 54,582.08	\$ 54,582.08
	405b	Paid Media	M1X 2021-05-00	\$ 268,880.00	\$ 268,880.00
	405d	Paid Media	FDLEPEM 2021-01-00-00	\$ 183,127.00	\$ 183,127.00
	TOTAL			\$ 1,501,589.08	\$ 1,025,607.31
Enforcement	402 MAP-21	Alcohol Enforcement	AL 2021-03-00	\$ 132,282.07	\$ 95,410.26
	402	Impaired Driving Enforcement	AL 2021-03-00	\$ 708,747.57	\$ -
	402	Seatbelt Enforcement	OP 2021-05-02	\$ 389,400.00	\$ 69,089.41
	405b	Occupant Protection - Various	M1HVE 2021-05-02-00	\$ 5,587.11	\$ 5,587.11
	405b	Occupant Protection	M1X 2021-05-00	\$ 51,425.77	\$ 51,425.77



	402	Pedestrian Enforcement	PS 2021-08-00	\$	268,310.00	\$	145,168.88
	402	Police Traffic Services	PT 2021-04-00	\$	785,245.00	\$	647,757.40
	<b>TOTAL</b>			\$	<b>2,340,997.52</b>	\$	<b>1,014,438.83</b>
Program Management	402	Program Administration	PA 2021-01-00	\$	250,000.00	\$	40,209.85
	402	Admin Support - KLS	SA 2021-05-00	\$	480,891.71	\$	345,058.25
	<b>TOTAL</b>			\$	<b>730,891.71</b>	\$	<b>385,268.10</b>
		402 MAP-21		\$	132,282.07	\$	95,410.26
		402 FAST		\$	3,991,594.28	\$	1,801,192.02
		405b FAST		\$	480,474.96	\$	480,393.71
		405c FAST		\$	396,148.54	\$	233,417.74
		405d FAST		\$	1,572,765.03	\$	1,384,980.36
		405h FAST		\$	250,050.00	\$	229,557.97
				\$	<b>6,823,314.88</b>	\$	<b>4,224,952.06</b>

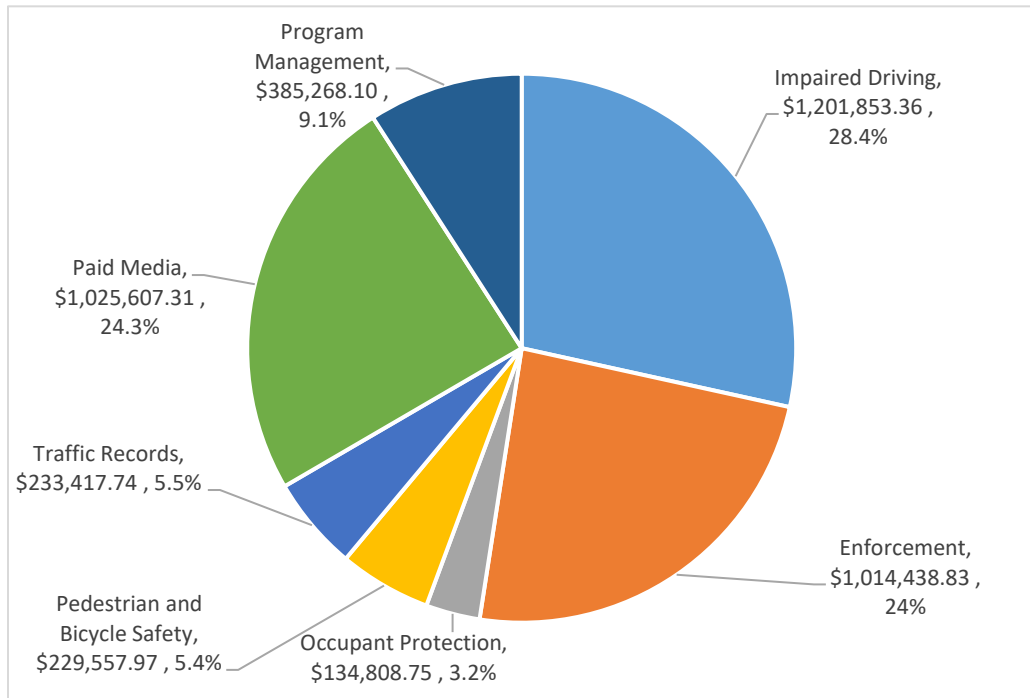


FIGURE 24: EXPENDITURE SUMMARY