

District Department of Transportation

FY2022 Highway Safety Plan

July 1, 2021



© 2021

TABLE OF CONTENTS

| | |
|--|-----|
| Highway Safety Plan..... | 1 |
| Highway Safety Planning Process | 2 |
| Data Sources and Processes | 2 |
| Problem Identification | 2 |
| Target-setting Process | 2 |
| Processes Participants | 3 |
| Description of Highway Safety Problems..... | 4 |
| Methods for Project Selection | 6 |
| Information and Data Sources | 8 |
| Performance Report | 12 |
| FY2022 Performance Plan..... | 20 |
| Program Areas | 41 |
| Program Area: Planning and Administration | 41 |
| Program Area: Occupant Protection (Adult and Child Passenger Safety) | 42 |
| Program Area: Impaired Driving (Drug and Alcohol) | 61 |
| Program Area: Aggressive Driving..... | 84 |
| Program Area: Nonmotorized (Pedestrians and Bicyclists) | 95 |
| Program Area: Traffic Records | 113 |
| Program Area: Safe Communities | 119 |
| Evidence-based Traffic Safety Enforcement Program (TSEP)..... | 121 |

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS

The District applied for the following incentive grants:

- S. 405(b) Occupant Protection: **Yes**
- S. 405(e) Distracted Driving: **No**
- S. 405(c) State Traffic Safety Information System Improvements: **Yes**
- S. 405(f) Motorcyclist Safety Grants: **No**
- S. 405(d) Impaired Driving Countermeasures: **Yes**
- S. 405(g) State Graduated Driver Licensing Incentive: **No**
- S. 405(d) Alcohol Ignition Interlock Law: **No**
- S. 405(h) Nonmotorized Safety: **Yes**
- S. 405(d) 24–7 Sobriety Programs: **No**
- S. 1906 Racial Profiling Data Collection: **No**

Highway Safety Planning Process

Data Sources and Processes

Problem Identification

The District of Columbia Department of Transportation (DDOT) Highway Safety Office (HSO) administers the Federally funded State and Community Highway Safety Program, which was 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 prompted by unsafe roadway-user behaviors. Under this mandate, and to receive funding, States are required to submit a Highway Safety Plan (HSP) to the National Highway Traffic Safety Administration (NHTSA) that identifies their most critical traffic safety problems and develop a framework for creating a safer, more efficient transportation system. This District of Columbia HSP for Fiscal Year (FY) 2022 serves as the District's application to NHTSA for Federal funds available under Section 402 State and Community Highway Safety grant program and Section 405 National Priority Safety Program of the Fixing America's Surface Transportation (FAST) Act.

The District 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 determining those projects to implement that would be most effective and efficient in addressing the District's roadway crashes, injuries, and fatalities. An initial review of the data highlights factors that contribute to a high percent of fatalities and injuries.

The HSO used the most recent data available to complete this analysis, including:

- Fatalities (NHTSA / FARS 2019, preliminary 2020 MPD)
- Crash Data (MPD, February 2021)
- License Data (DMV, March 2021)
- Population Data (Census, July 2019)
- Seatbelt Survey (DDOT, December 2020)

The results of the analysis will ensure that resources are directed to areas identified as most efficient, effective, and appropriate for achieving the HSO primary goals.

Target-setting Process

The overall goal of the HSO is zero deaths from traffic-related crashes in the Nation's Capital. However, when setting the performance targets, participants must ensure targets are obtainable and follow the SMART principle: S–Specific, M–Measurable, A–Action-oriented, R–Realistic, and T–Time frame. Performance measures and goals are consistent with both NHTSA requirements and the Strategic Highway Safety Plan (SHSP) objectives align with the Highway Safety Improvement Plan (HSIP).

Goals used 2011 to 2020 data, as well as the 5-year rolling average trends to set realistic goals. The District's numbers are small, which makes it even more difficult to project. Using the rolling averages helps reduce some of these fluctuations. The lowest number of fatalities occurred in 2012 (15), but they have been increasing, similar to the patterns observed in most other similar-sized cities. The HSO projects the current trends and considers the effects of potential strategies to develop appropriate goals in 2022.

Processes Participants

The HSO collaborates with law enforcement, judicial personnel, private sector organizations, and community advocates to coordinate activities and initiatives relating to behavioral issues that affect traffic safety. These partners work together to achieve the HSO vision for a safe, efficient transportation system that has zero traffic-related deaths and injuries. The following are the public sector and community partners for FY2022:

- District Department of Transportation (DDOT)
- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Metropolitan Washington Council of Governments (MWCOG)
- Office of the Chief Medical Examiner (OCME)
- Office of Chief Technology and Officer (OCTO)
- Fire and Emergency Services (FEMS)
- Department of Motor Vehicles (DMV)
- Safe Kids DC / Children's National Hospital
- George Washington University Hospital
- Alcoholic Beverage Regulation Administration (ABRA)
- Washington Regional Alcohol Program (WRAP)
- Washington Area Bicyclist Association (WABA)
- Howard University
- McAndrew Company, LLC
- KLS Engineering, LLC

Description of Highway Safety Problems

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

The District is comprised of eight wards, the most populous of which are Wards 2 and 3. Ward 2 covers a significant portion of the District's downtown and comprises both business and residential areas. The ward is also the location of several important museums, theaters, and a major sports venue. Ward 3 consists of many diverse neighborhoods, including American University Park, Klingle, Cathedral Heights, Chevy Chase, Cleveland Park, Forest Hills, Foxhall, Friendship Heights, Glover Park, and Woodley Park. Local attractions in Ward 3 are Fort Reno Park, Mazza Gallery / Chevy Chase Pavilion, Forest Hills Park, Chevy Chase Park, Avalon Theatre, Uptown Theatre, and the 4th of July Palisades Parade.



The following factors were considered when setting the performance targets for FY2022.

The District is the center of all three branches of the Federal government and the home of many national monuments and museums. It also is the location of nearly 200 foreign embassies and headquarters of many international organizations, trade unions, nonprofit organizations, lobbying groups, and professional associations, which results in an ethnically diverse, cosmopolitan, midsize capital city.

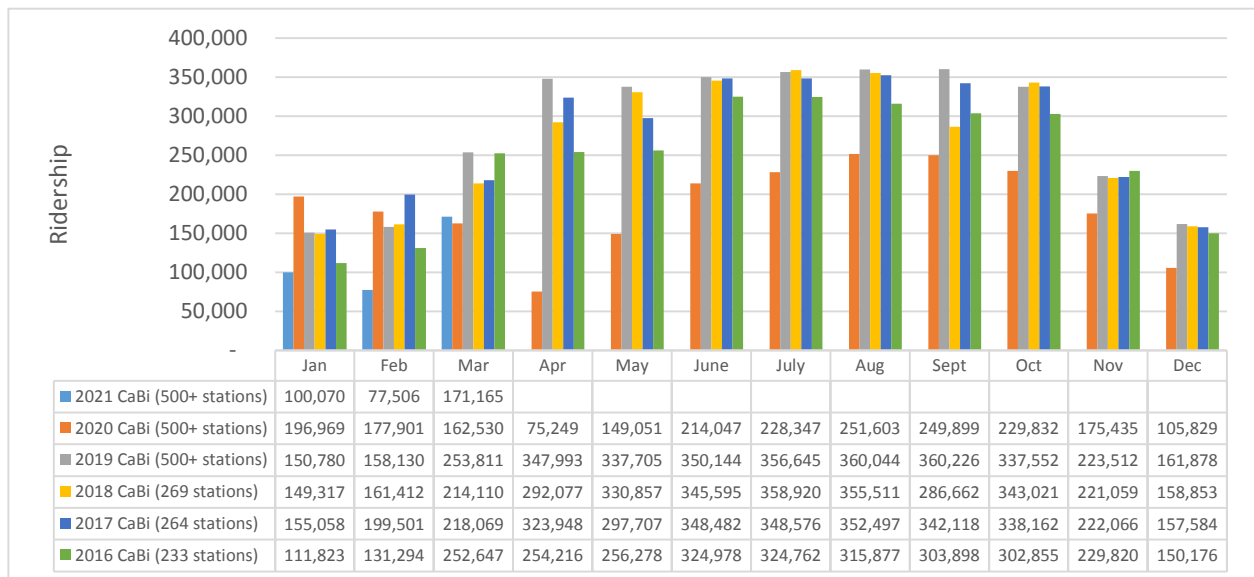
The District of Columbia Department of Employment Services states the total number of jobs in the District in March 2021 was 730,900, reflecting a decrease of 68,600 jobs from March 2020. Government employees make up 32.8 percent of the District's workforce (239,700 workers). Some of the other largest employers are medical institutions. There are 14 hospitals (four are accredited trauma centers), including the George Washington University, Georgetown University, Washington Hospital Center, and Howard University Hospital, which together employ a workforce of approximately 68,100. Professional, scientific, technical, and business services employ more than 163,900 people. During the workweek, prior to the COVID-19 pandemic, the number of commuters from the suburbs into the city swelled the District's daytime population to more than 1.5 million people, or more than 2.5 times the resident population. Therefore, unlike any other State in the Nation, solving the District's crash problem is very much a regional issue.

The U.S. Census Bureau estimates the District's population at 705,749, as of July 1, 2019, an increase of more than 100,000 people since the 2010 U.S. Census. The increase continues a growth trend since 2000, following a half century of population decline.

The District Department of Motor Vehicles (DMV) reports, as of March 2021, the total number of licensed District drivers was 427,633—217,693 female drivers and 209,596 male drivers. There are 280,016 registered vehicles (8.3 percent decrease from January 2020 of 305,520 vehicles) in the District, as of March 2021.

The District ranks No. 7 for the most walkable cities in the Nation—receiving a 76 walk score and the Gold Bicycle Friendly Community Award in 2018. The District currently has over 266.8 miles of bike facilities; 77.0 miles of bicycle lanes, 60 miles of bike trails, 11.8 miles of cycle tracks, 20.6 miles of shared lanes, 96.7 miles of signed bike routes, and well over 300 bike racks.

In September 2010, the District joined the Capital Bikeshare program with Arlington County, Virginia, with 400 bicycles at 49 stations. To date the program has been expanded to include Alexandria, Virginia, and Montgomery County, Maryland, and has more than 500 stations and 4,500 bikes. The ridership graph below shows that almost 3.4 million and 2.2 million trips were made, respectively, in 2019 and 2020. Reduction in ridership from April 2020, a result of the COVID-19 pandemic.



In October 2017, the District initiated the dockless bikes and scooter program with plans to increase the number of dockless vehicles from 6,210 in 2019 to more than 20,000 by 2022.

The Streetcar service on H Street commenced in March 2016, with daily weekday passenger averaging 2,419 passengers (67,853/month). Prior to COVID-19, ridership reached of 96,000 riders per month.

In February 2015, it became legal in the District for adults 21 years and older to use up to 2 ounces of marijuana and grow up to six plants in their homes for personal use. This has increased the potential for drug-impaired driving in the District, as indicated by OCME.

As Table 1 indicates, speeds were the most frequent contributing factor involved in a crash on District roadways, followed by unrestrained occupants involved and impaired driving. The

highest number of traffic-related injuries and fatalities resulted from aggressive-driving behavior and pedestrian involved.

Table 1: Crash Data by Highest Emphasis Areas 2020

| | 2020 Fatalities* | Injuries (2020) | Total Crashes (2020) |
|---------------------|------------------|-----------------|----------------------|
| Pedestrian | 10 | 304 | 626 |
| Bicyclists | 1 | 191 | 378 |
| Aggressive Driving | 16 | 430 | 3,065 |
| Impaired Driving | 7 | 127 | 628 |
| Occupant Protection | 7 | 46 | 663 |
| Motorcyclists | 6 | 76 | 177 |

*Preliminary Data

The District is committed to mitigating these problems and providing a safe transportation system for all road users.

Project-selection Methods

Each year, the HSO uses the problem-identification process to identify its highway safety programs; it identifies the top priority areas and sends out a request for grant proposals to address these issues. As noted previously, the District HSO administers the federally funded State and Community Program. The DDOT HSO Manager / Coordinator, Carole Lewis, coordinates the program. The HSO uses the SHSP, NHTSA’s *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (9th Edition, 2017), other best practices, and past experience to select strategies, countermeasures, and projects that could best help the District achieve its safety goals.

Because the District’s program is city based, it allows for a less-structured and more open-grants solicitation process. Program Coordinator experience and knowledge, as well as the ongoing partnerships, further allow for direct solicitation of grant proposals. For example, all enforcement-based grants go directly to the MPD, as it is the only law enforcement agency in the District eligible to receive Federal grant funds.

On March 1, 2021, the HSO issued a press release on the D.C. Registry and on the DDOT and HSO website. The additional outreach generated interest from nineteen (19) potential FY2022 grantees. Each of these interested agencies was sent an invitation to attend the Grant Workshop held on March 25. The workshop was mandatory for all new grantees to ensure they have a better understanding of the requirements on the type of projects and funding requirements. Nine (9) agencies attended the grantee workshops with interest in child passenger safety, impaired driving, aggressive driving, and pedestrian and bicycle safety.

Addressing the following questions are considered necessary as part of the grant applications when selecting for funding:

- Is the problem adequately identified?

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

The deadline for FY2022 grant applications was May 3, 2021. Fifteen (15) grant applications were submitted to the HSO. Once grant applications are received, each application is then reviewed in detail by the HSO and NHTSA to determine the completeness of the application packages and they clearly identify their problems, goals, and objectives, and use evidence-based strategies and activities and performance measures. Their goals and objectives must support the HSO, confirm activities, measure their effectiveness, and ensure estimated costs justify the anticipated results. For FY2022 all 15 grant applications were approved.

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

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

Pre-award Notice and Reporting Requirements

| Quarterly Progress Reports | |
|----------------------------|------------|
| Period | Due Date |
| October to December | January 14 |
| January to March | April 15 |
| April to June | July 15 |
| Final Performance Report | November 1 |

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

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

Information and Data Sources

Traffic Crash Data

The HSO obtains fatality data through the NHTSA Fatality Analysis Reporting Systems (FARS). The FY2022 HSP uses FARS data from 2011 to 2019 and preliminary 2020 fatality data from MPD. The District's fatality numbers are relatively small and, therefore, HSO uses injury data to get a clearer picture of the District's traffic safety problems. Injury data is based on data available as of February 17, 2021, from MPD and TARAS2 database.

The HSO, through an agreement with the MPD, has access to the MPD Cobalt-RMS / Traffic Crash system. The access to the crash data is through a REST API called CLERK; HSO can obtain all crash data, including injury-related data. The Cobalt-RMS / Traffic Crash system interfaces with the District DMV Destiny system to retrieve driver- and vehicle-related information based on either the Tag or VIN numbers. The HSO can also access the DMV and obtain number of registered of vehicles and number of licensed drivers, as well as moving citations.

Prior to 2016, the MPD database defined injury data as "disabling and non-disabling." In 2016, the MPD changed the injury severity level coding in its new crash-reporting system (COBALT) that captures injury data based on MMUCC 4th Edition, as required by Federal regulation under MAP-21[1]. This plan identifies an injury as:

- **Suspected Serious Injury.** Any injury other than fatal that results in one or more of the following: severe laceration; broken or distorted extremity (arm or leg); suspected skull, chest, or abdominal injury other than bruises or minor lacerations; significant burns; unconsciousness when taken from the crash scene; and other major injuries.
- **Suspected Minor Injury.** Any injury that is evident at the scene of the crash other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, and

minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).

The problem-identification process uses FARS fatality data and MPD data for injuries. The data queried determines:

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

Understanding the data helped the HSO and its stakeholders identify District safety problems and potential focus areas to improve traffic safety and decrease injuries and fatalities. In addition, MPD is currently updating its crash application with expanded crash assets / attributes, this is set to be completed in fall 2021.

Enforcement Data

MPD is the primary law enforcement agency for the District of Columbia and the HSO works closely with the agency throughout the year. The HSO has access to daily enforcement activities and reports on crashes and number of citations issued during campaigns and overtime enforcement.

Seatbelt Use Observational Survey

The **2020 Seatbelt Usage Survey**, conducted by Howard University, found a 95.7 percent seatbelt compliance rate—a 0.3 percent increase from 95.4 percent in 2019. The District’s seatbelt use rate has been above the national rolling average of 86 percent since 2012.

Vision Zero Plan

In February 2015, District Mayor Muriel Bowser launched Vision Zero in response to U.S. Department of Transportation Secretary Anthony Foxx’s Mayors’ Challenge for Safer People and Safer Streets. Vision Zero marks a new approach to the District’s challenges and a renewed sense of urgency within our city. The goal of Vision Zero is to realize zero fatalities by 2024.

More than thirty District agencies and safety partners worked to develop the plan that better educates stakeholders and grows a safety culture; more efficiently enforces life-saving laws; enhances the design of complete streets; and collects, leverages, and shares crucial safety data.

To accelerate this process, DDOT formed a new Vision Zero Office on March 1, 2019, to focus on safety strategies, including engineering, regulation, and community engagement. This new office is located under Project Delivery and interacts with all DDOT sections.

District Traffic Records Coordinating Committee (TRCC)

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

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

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

Participants prioritized and vetted projects during their quarterly meetings and this process becomes the following year's spending plan for the District's Section 405c (traffic records) funding.

Currently, the District is conducting the TRCC Self-Assessment, with completion expected in July 2021. This assessment will provide valuable input to update the 2017 Traffic Records Strategic Plan. The updated Traffic Records Strategic Plan will serve as a guiding document for traffic records improvements over a 5-year period, 2021 through 2026, and is due to be completed by September 2021.

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 the SHSP establish goals, objectives, and identify challenge areas. The broad array of partners involved is matched by the comprehensive reach of the plan needed to commit to and implement the strategies and reach the District's goal to save lives and prevent injuries. The 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).

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 FY2022 HSP aligns with the SHSP and targets for C-1: Fatalities, C-2: Serious Injuries, and C-3: Fatality rate per 100 million vehicle-miles traveled (VMT).

Performance Report

Progress toward meeting State performance targets from the 2021 HSP.

| Performance Measure | Target Period | Target Year (s) | Target Value FY21 HSP | Data/Source* /FY21 Progress Results |
|--|---------------|-----------------|-----------------------|-------------------------------------|
| C-1) Number of traffic fatalities (FARS) | 5 Year | 2017–2021 | 30 | 2015–2019 FARS 27 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO and its partner agencies are trending toward meeting the shared target set in coordination with the SHSP and reported in the HSIP annual report. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2017–2021) of 30 by December 31, 2021.</p> <p>Preliminary data show the District has a current 5-year (2016–2020) rolling average of 30 traffic-related fatalities. This increase was primarily the result of aggressive drivers’ increased risky behavior during the COVID-19 pandemic and the stay-at-home orders that resulted in open roads (less traffic accompanied by higher speeds on the roadways). As of April 30, 2021, the District has seen 16 traffic-related fatalities, a 60 percent increase over the same timeframe in 2020. The District continues to address traffic safety challenges by seeking new partners and stakeholders, lowering the speed limit, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |
| C-2) Number of serious injuries in traffic crashes | 5 Year | 2017–2021 | 365 | 2016–2020 D.C. 369 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO and its partner agencies are trending toward meeting the shared target set in coordination with the SHSP and reported in the HSIP annual report. The target set for FY 2021 HSP was to reduce the number of traffic-related serious injuries from the 5-year rolling average (2017–2021) 372 to 365 by December 31, 2021.</p> <p>Preliminary data show the District has a current 5-year (2016–2020) rolling average of 369 traffic-related serious injuries. This increase was primarily the result of aggressive drivers increased risky behavior during the COVID-19 pandemic and the stay-at-home orders that resulted in open roads (less traffic accompanied by higher speeds on the roadways). As of April 30, 2021, the District has seen 112 traffic-related serious injuries, the same amount in the same timeframe in 2020. The District continues to address traffic safety challenges by seeking new partners and stakeholders, lowering the speed limit, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |

| Performance Measure | Target Period | Target Year (s) | Target Value FY21 HSP | Data/Source* /FY21 Progress Results |
|--|---------------|-----------------|-----------------------|-------------------------------------|
| C-3) Fatalities /VMT (FARS, FHWA) | 5 Year | 2017–2021 | 0.81 | 2015–2019 FARS 0.74 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO and its partner agencies are trending toward meeting the shared target set in coordination with the SHSP and reported in the HSIP annual report. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2017–2021) of 0.81 by December 31, 2021.</p> <p>Preliminary data show the District has a current 5-year (2016–2020) rolling average of 0.85 traffic-related fatalities per VMT. This increase was primarily caused by aggressive drivers increased risky behavior during the COVID-19 pandemic and the stay-at-home orders that resulted in open roads (less traffic accompanied by higher speeds on the roadways). The District continues to address the traffic safety challenges by seeking new partners and stakeholders, lowering the speed limit, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions. | 5 Year | 2017–2021 | 3 | 2015-2019 FARS 3 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for the number of unrestrained passenger vehicle occupant fatalities, all seat positions. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2016–2019) of 3 by December 31, 2021.</p> <p>Preliminary data show the District has a current 5-year (2016–2020) rolling average of 4 unrestrained fatalities. In 2020, there were 7 unrestrained-related fatalities, a 40 percent increase (5) from 2019 FARS data. This increase was primarily caused by aggressive drivers increased risky behavior during the COVID-19 pandemic and the stay-at-home orders. As of April 30, 2021, the District has seen 3 fatalities involving a driver or a passenger; investigations are still pending on restraint use. The District continues to address the traffic safety challenges by increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |

| Performance Measure | Target Period | Target Year (s) | Target Value FY21 HSP | Data/Source* /FY21 Progress Results |
|---|---------------|-----------------|-----------------------|-------------------------------------|
| C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above. | 5 Year | 2017–2021 | 12 | 2015–2019 FARS 9 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for the number of fatalities in a crash involving a driver or operator with a BAC of 0.08 and above. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2017–2021) of 12 by December 31, 2021.</p> <p>Preliminary data show the District has a current 5-year (2016–2020) rolling average of 9 impaired-related fatalities. In 2020, there were 7 impaired-related fatalities, a 17 percent increase (1) from 2019 FARS data. This increase was primarily caused by aggressive drivers increased risky behavior during the COVID-19 pandemic and the stay-at-home orders. 2021 fatalities are still under investigations. The District continues to address the traffic safety challenges by seeking new partners and stakeholders, formed a Districtwide Impaired Driving Task Force, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |
| C-6) Number of speeding-related fatalities | 5 Year | 2017–2021 | 16 | 2015–2019 FARS 14 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for the number of speed-related fatalities. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2017–2021) of 16 by December 31, 2021.</p> <p>Preliminary data show that the District has a current 5-year (2016–2020) rolling average of 15 speed-related fatalities. In 2020, there were 15 speed-related fatalities, increasing by 15 percent (2) from 2019 FARS data. This increase was primarily the result of aggressive drivers increased risky behavior during the COVID-19 pandemic and the stay-at-home orders. As of April 30, 2021, the District has seen 5 speed-related fatalities (investigations still pending). The District continues to address the traffic safety challenges by seeking new partners and stakeholders, lowering the speed limit, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |

| Performance Measure | Target Period | Target Year (s) | Target Value FY21 HSP | Data/Source*/ FY21 Progress Results |
|--|---------------|-----------------|-----------------------|-------------------------------------|
| C-7) Number of motorcyclist fatalities | 5 Year | 2017–2021 | 6 | 2015–2019 FARS 5 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for the number of motorcyclist-related fatalities. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2017–2021) of 6 by December 31, 2021.</p> <p>Preliminary data show that the District has a current 5-year (2016–2020) rolling average of 5 motorcycle-related fatalities. In 2020, there were 6 motorcyclist fatalities, a 100 percent increase from 3 (FARS) in 2019. This increase was primarily the result of aggressive drivers increased risky behavior during the COVID-19 pandemic and the stay-at-home orders. As of April 30, 2021, the District has seen 2 motorcycle-related fatalities, in 2020 for the same timeframe there were no motorcycle-related fatality. The District continues to address the traffic safety challenges by seeking new partners and stakeholders, lowering the speed limit, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |
| C-8) Number of unhelmeted motorcyclist fatalities | 5 Year | 2017–2021 | 1 | 2015–2019 FARS 1 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for the number of unhelmeted motorcyclist fatalities. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2016–2019) of 1 by December 31, 2021.</p> <p>Preliminary data show that the District has a current 5-year (2016–2020) rolling average of 1 unhelmeted motorcyclist fatality. In 2020, the District saw 2 unhelmeted motorcyclist fatalities, a 100 percent increase from 1 (FARS) in 2019. This increase was primarily the result of aggressive drivers increased risky behavior during the COVID-19 pandemic and the stay-at-home orders. As of April 30, 2021, 2 motorcycle-related fatalities, investigation still pending. The District continues to address the traffic safety challenges by seeking new partners and stakeholders, lowering the speed limit, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |

| Performance Measure | Target Period | Target Year (s) | Target Value FY21 HSP | Data/Source*/ FY21 Progress Results |
|--|---------------|-----------------|-----------------------|-------------------------------------|
| C-9) Number of drivers age 20 or younger involved in fatal crashes | 5 Year | 2017–2021 | 2 | 2015–2019 FARS 2 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for the number of drivers age 20 or younger involved in a fatal crash. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2016–2019) of 2 by December 31, 2021.</p> <p>Preliminary data show that the District has a current 5-year (2016–2020) rolling average of 2 younger drivers. In 2020, based on the District data, there were no fatalities involving a driver under 20 years old, a reduction from 3 in 2019. As of April 30, 2021, there are no fatalities involving a driver under 20 years old. The District continues to address the traffic safety challenges by seeking new partners and stakeholders, lowering the speed limit, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |
| C-10) Number of pedestrian fatalities | 5 Year | 2017–2021 | 12 | 2015–2019 FARS 10 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for the number of pedestrian fatalities. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2017–2021) of 12 by December 31, 2021.</p> <p>Preliminary data show that the District has a current 5-year (2016–2020) rolling average of 10 pedestrian fatalities. In 2020, based on the District data, there were 10 pedestrian fatalities, an 11 percent increase from 9 (FARS) in 2019. This increase was primarily the result of aggressive drivers increased risky behavior during the COVID-19 pandemic and the stay-at-home orders. As of April 30, 2021, the District has seen 9 pedestrian fatalities, during the same timeframe in 2020, there were 5 pedestrian fatalities. The District continues to address the traffic safety challenges by seeking new partners and stakeholders, lowering the speed limit, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |

| Performance Measure | Target Period | Target Year (s) | Target Value FY21 HSP | Data/Source*/ FY21 Progress Results |
|---|---------------|-----------------|-----------------------|-------------------------------------|
| C-11) Number of bicyclists fatalities | 5 Year | 2017–2021 | 2 | 2015–2019 FARS 2 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for the number of bicyclist fatalities. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2017–2021) of 2 by December 31, 2021.</p> <p>Preliminary data show that the District has a current 5-year (2016–2020) rolling average of 2 bicyclist fatalities. In 2020, based on the District data, there was 1 bicyclist fatality, same as in 2019. As of April 30, 2021, the District has seen 2 pedestrian fatalities, during the same timeframe in 2020; there were no bicyclist-involved fatalities. The District continues to address the traffic safety challenges by seeking new partners and stakeholders, lowering the speed limit, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |
| B-1) Observed seatbelt use for passenger vehicles, front seat outboard occupants | Annual | 2021 | 90.0 | Survey 95.7 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for observed seatbelt use for passenger vehicles. The target set for FY 2021 HSP was to maintain the observation seatbelt use to more than 90 percent. The final results from 2020 showed a 95.7 percent usage for the District. (Note: Because of COVID, the surveys were conducted in December 2020).</p> | | | | |
| Number of unrestrained-related injuries | 5 Year | 2017–2021 | 55 | 2016–2020 District 58 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for the number of unrestrained passenger vehicle occupant fatalities, all seat positions. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2017–2021) of 55 by December 31, 2021.</p> <p>Preliminary data show that the District has a current 5-year (2016–2020) rolling average of 58 unrestrained injuries. In 2020, there were 46 unrestrained-related injuries, a 12 percent increase (41) from 2019. This increase was primarily the result of aggressive drivers increased risky behavior during the COVID-19 pandemic and the stay-at-home orders. As of April 30, 2021, the District has seen 24 unrestrained injuries; during the same timeframe in 2020, there were 15 unrestrained injuries. The District continues to address the traffic safety challenges by increasing media outreach and</p> | | | | |

| Performance Measure | Target Period | Target Year (s) | Target Value FY21 HSP | Data/Source*/ FY21 Progress Results |
|---|---------------|-----------------|-----------------------|-------------------------------------|
| enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis. | | | | |
| Number of injuries involving an impaired driver | 5 Year | 2017–2021 | 105 | 2016–2020 District 111 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for the number of impaired-related injuries. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2017–2021) of 105 by December 31, 2021.</p> <p>Preliminary data show that the District has a current 5-year (2016–2020) rolling average of 111 impaired-related injuries. In 2020, there were 127 impaired-related injuries, a 35 percent increase (94) from 2019 data. This increase was primarily the result of aggressive drivers increased risky behavior during the COVID-19 pandemic and the stay-at-home orders. As of April 30, 2021, the District has seen 50 impaired-related injuries; during the same timeframe in 2020, there were 44 impaired-related injuries. The District continues to address the traffic safety challenges by seeking new partners and stakeholders, formed a Districtwide Impaired Driving Task Force, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |
| Number of injuries involving an aggressive driver | 5 Year | 2017–2021 | 600 | 2016–2020 District 530 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for the number of speed-related injuries. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2017–2021) of 600 by December 31, 2021.</p> <p>Preliminary data show that the District has a current 5-year (2016–2020) rolling average of 530 speed-related injuries. In 2020, there were 430 speed-related injuries, a decrease of 14 percent (503) from 2019 data. As of April 30, 2021, the District has seen 168 speed-related injuries; during the same timeframe in 2020, there were 139 speed-related injuries. The District continues to address the traffic safety challenges by seeking new partners and stakeholders, lowering the speed limit, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |

| Performance Measure | Target Period | Target Year (s) | Target Value FY21 HSP | Data/Source*/FY21 Progress Results |
|--|---------------|-----------------|-----------------------|------------------------------------|
| Number of pedestrian-related injuries | 5 Year | 2017–2021 | 470 | 2016–2020 District 455 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for the number of pedestrian injuries. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2017–2021) of 470 by December 31, 2021.</p> <p>Preliminary data show that the District has a current 5-year (2016–2020) rolling average of 455 pedestrian injuries. In 2020, based on the District data, there were 304 pedestrian injuries, a 32 percent decrease from 447 in 2019. As of April 30, 2021, the District has seen 98 pedestrian injuries, during the same timeframe in 2020, there were 120 pedestrian injuries. The District continues to address the traffic safety challenges by seeking new partners and stakeholders, lowering the speed limit, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |
| Number of bicyclist-related injuries | 5 Year | 2017–2021 | 380 | 2016–2020 District 333 |
| <p>On Track to Meet FY21 Target: In-Progress</p> <p>Program Area-level Report</p> <p>The HSO will strive to meet the target measure for the number of bicyclist injuries. The target set for FY 2021 HSP was to maintain the 5-year rolling average (2017–2021) of 380 by December 31, 2021.</p> <p>Preliminary data show that the District has a current 5-year (2016–2020) rolling average of 333 bicyclist injuries. In 2020, based on the District data, there were 191 bicyclist injuries, a 43 percent decrease from 2019. As of April 30, 2021, the District has seen 55 bicyclist injuries, during the same timeframe in 2020, there were 54 bicyclist injuries. The District continues to address the traffic safety challenges by seeking new partners and stakeholders, lowering the speed limit, and increasing media outreach and enforcement efforts. Please refer to the Performance Plan section of the 2022 HSP for the supporting data and data analysis.</p> | | | | |

FY2022 Performance Plan

| Performance Measure | | BASE YEARS | | | | | |
|---------------------|---|------------------------|------|------|------|------|------|
| | | 2015 | 2016 | 2017 | 2018 | 2019 | |
| C-1 | Traffic Fatalities | FARS | 23 | 27 | 31 | 31 | 23 |
| | Reduce total traffic fatalities to 29 (2018–2022 rolling average) by 2022. | 5-Year Rolling Average | 22 | 22 | 25 | 27 | 27 |
| C-2 | Serious Injuries in Traffic Crashes | District | 337 | 391 | 382 | 364 | 352 |
| | Reduce serious traffic injuries to 343 (2018–2022 rolling average) by 2022. | 5-Year Rolling Average | 319 | 336 | 345 | 357 | 365 |
| C-3 | Fatalities / 100M VMT | FARS | 0.65 | 0.75 | 0.83 | 0.84 | 0.61 |
| | Reduce fatalities / 100 MVMT to 0.77 (2018–2022 rolling average) by 2022. | 5-Year Rolling Average | 0.61 | 0.61 | 0.69 | 0.74 | 0.74 |

| Performance Measure | | BASE YEARS | | | | | |
|---------------------|---|------------------------|------|------|------|-------|----|
| | | 2016 | 2017 | 2018 | 2019 | 2020* | |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions | FARS / *District | 6 | 3 | 1 | 5 | 7 |
| | Maintain number of unrestrained passenger vehicle-occupant fatalities, all seat positions, to no more than the 5-year (2016–2020) rolling average of 4 by 2022. | 5-Year Rolling Average | 3 | 3 | 3 | 3 | 4 |
| C-5 | Alcohol-Impaired Driving Fatalities | FARS / *District | 10 | 16 | 8 | 6 | 7 |
| | Maintain number of alcohol-impaired drivers' fatalities to no more than the 5-year (2016–2020) rolling average of 9 by 2022. | 5-Year Rolling Average | 6 | 9 | 9 | 9 | 9 |
| C-6 | Speeding-related Fatalities | FARS / *District | 16 | 17 | 15 | 13 | 15 |
| | Maintain number of speeding-related fatalities to no more than the 5-year (2016–2020) rolling average of 15 by 2022. | 5-Year Rolling Average | 10 | 12 | 13 | 14 | 15 |

| Performance Measure | | | BASE YEARS | | | | |
|---------------------|--|------------------------|------------|------|------|------|-------|
| | | | 2016 | 2017 | 2018 | 2019 | 2020* |
| C-7 | Motorcyclist Fatalities | FARS / *District | 6 | 4 | 8 | 3 | 6 |
| | Maintain number of motorcyclist fatalities to no more than the 5-year (2016–2020) rolling average of 5 by 2022. | 5-Year Rolling Average | 4 | 4 | 5 | 5 | 5 |
| C-8 | Unhelmeted Motorcyclist Fatalities | FARS / *District | 0 | 0 | 3 | 1 | 2 |
| | Maintain number of unhelmeted motorcyclist fatalities to no more than the 3-year (2018–2020) rolling average of 2 by 2022. | 3-Year Rolling Average | 1 | 0 | 1 | 1 | 2 |
| C-9 | Drivers Ages 20 or Younger Involved in Fatal Crashes | FARS / *District | 1 | 2 | 3 | 3 | 0 |
| | Maintain number of drivers ages 20 or younger involved in a fatal crash to no more than the 5 year (2016–2020) rolling average of 2 by 2022. | 5-Year Rolling Average | 1 | 1 | 2 | 2 | 2 |
| C-10 | Pedestrian Fatalities | FARS / *District | 8 | 11 | 11 | 9 | 10 |
| | Maintain number of pedestrian fatalities to no more than the 5-year (2016–2020) rolling average of 10 by 2022. | 5-Year Rolling Average | 9 | 10 | 10 | 10 | 10 |
| C-11 | Bicyclist Fatalities | FARS / *District | 1 | 2 | 3 | 1 | 1 |
| | Maintain number of bicyclist fatalities to no more than the 5-year (2016–2020) rolling average of 2 by 2022. | 5-Year Rolling Average | 1 | 1 | 2 | 2 | 2 |
| B-1 | Observed Seatbelt Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey) | Annual Survey | 94.1 | 93.6 | 95.1 | 95.4 | 95.7 |
| | Maintain observation seatbelt use to more than 90 percent by 2022. | | | | | | |
| C-12 | Unrestrained-related Injuries | FARS / *District | 105 | 55 | 43 | 41 | 46 |
| | Maintain number of unrestrained-related injuries to no more than the 5-year (2016–2020) rolling average of 58 by 2022. | 5-Year Rolling Average | 109 | 96 | 84 | 71 | 58 |

| Performance Measure | | | BASE YEARS | | | | |
|---------------------|--|------------------------|------------|------|------|------|-------|
| | | | 2016 | 2017 | 2018 | 2019 | 2020* |
| C-13 | Impaired Driving Injuries | FARS / *District | 122 | 110 | 102 | 94 | 127 |
| | Maintain number of impaired driving injuries to no more than the 5-year (2016–2020) rolling average of 111 by 2022. | 5-Year Rolling Average | 93 | 100 | 100 | 102 | 111 |
| C-14 | Aggressive-related Injuries | FARS / *District | 619 | 600 | 497 | 503 | 430 |
| | Reduce number of aggressive-related injuries by 6 percent from 530 (2016–2020 rolling average) to 500 (2018–2022) rolling average by 2022. | 5-Year Rolling Average | 393 | 463 | 503 | 539 | 530 |
| C-15 | Pedestrian-related Injuries | FARS / *District | 487 | 511 | 528 | 447 | 304 |
| | Maintain number of pedestrian-related injuries to no more than the 5-year (2016–2020) rolling average of 455 by 2022. | 5-Year Rolling Average | 394 | 424 | 460 | 469 | 455 |
| C-16 | Bicyclist-related Injuries | FARS / *District | 380 | 414 | 347 | 334 | 191 |
| | Maintain number of bicyclist-related injuries to no more than the 5-year (2016–2020) rolling average of 333 by 2022. | 5-Year Rolling Average | 317 | 348 | 361 | 355 | 333 |

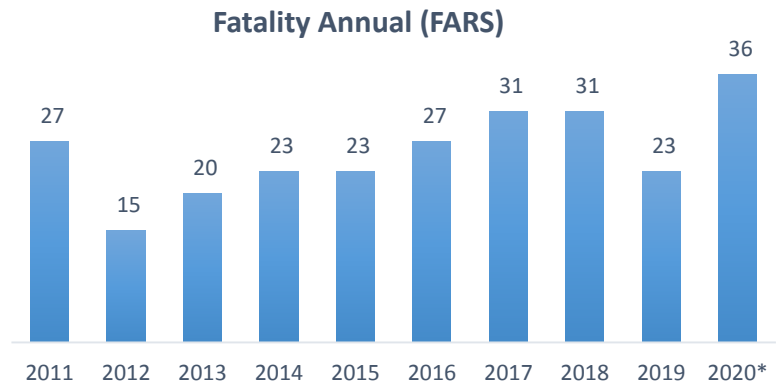
Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-1) Number of traffic fatalities (FARS): 2022 | Numeric | 29 | 5 Year | 2018 |

Performance Target Justification

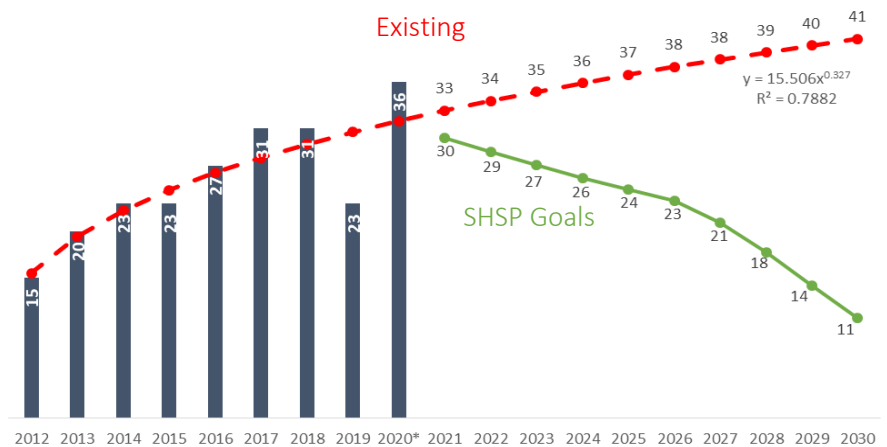
Traffic fatalities in the District in the past 10 years have fluctuated; from the lowest of 15 in 2012 to the highest of 36 in 2020. Currently year-to-date fatalities (16), as of April 30, 2021, show a 60 percent increase over the same date in 2020.



At the end of March 2020, the District, along with States across the country, issued a stay-at-home order as a result of the COVID-19

pandemic. The stay-at-home orders were lifted on May 29, 2021, and the Mayor’s Phase 1 reopening plan is currently in place; teleworking is still strongly recommended for nonessential workers, social distancing (minimum of 6 ft. apart), and wearing mask must be followed per DOH guidance. Large gatherings of more than 10 individuals are prohibited. Implementing stay-at-home orders and working from home drastically reduced VMT in the District. With the significant drop in traffic volume and driver perception that officers were either busy dealing with the pandemic or hesitant to engage in direct contact, drivers could not resist the temptation to engage in risky driving behaviors, such as excessive speeding, not wearing a seatbelt, and driving under the influence. While the number of crashes reduced, the District’s fatal and serious injury crashes increased.

The District’s SHSP was approved in March 2021. The working group comprised more than 17 agencies (District and Federal) and safety organizations (3). All agencies reaffirmed zero traffic fatalities as the goal.



The District will work to reduce traffic fatalities by 69 percent—from 36 (estimated 2020) to 11 by 2030. The 2018–2022 target would be 29; an approximate decrease of 7 (19 percent) from the 2020 total.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

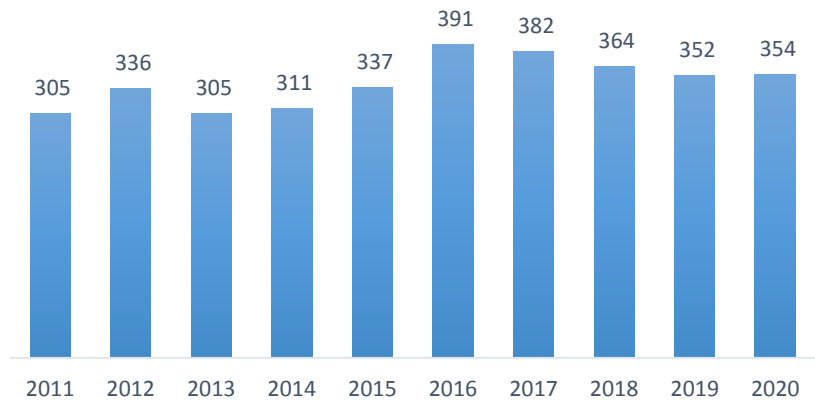
Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-2) Number of serious injuries in traffic crashes (State crash data files): 2022 | Numeric | 343 | 5 Year | 2018 |

Performance Target Justification

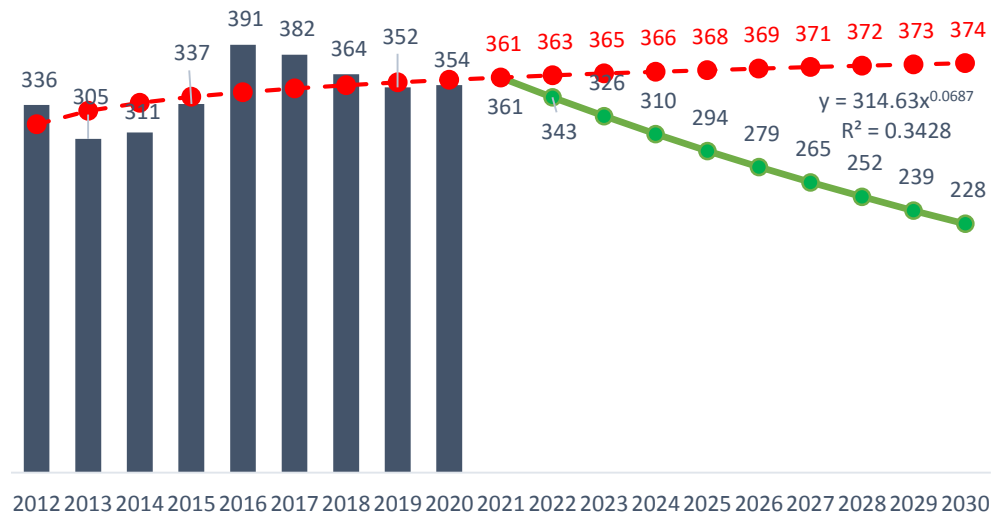
In August 2015, the MPD installed a new crash-reporting application that provides officers with more choices to accurately determine the severity of a person injured in a crash. This change in reporting resulted in an immediate increase in serious injury recorded. However, since 2016, the District has seen a slight decrease in serious injuries.

Serious Injuries



Currently, year-to-date serious injuries (112), as of April 30, 2021, are the same as occurred to date in 2020.

Based on the most recent SHSP update (March 2021), the District will work toward zero traffic fatalities. To achieve this, the District seeks to reduce traffic-related injuries by 37 percent, from 361 (estimated 2021) to 228 by 2030. The 2018-2022 target would be 343; approximately a decrease by 11 (3 percent) from the 2020 total.



Performance Measure: C-3) Fatalities / VMT (FARS, FHWA)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-3) Fatalities/VMT (FARS, FHWA): 2022 | Numeric | 0.77 | 5 Year | 2018 |

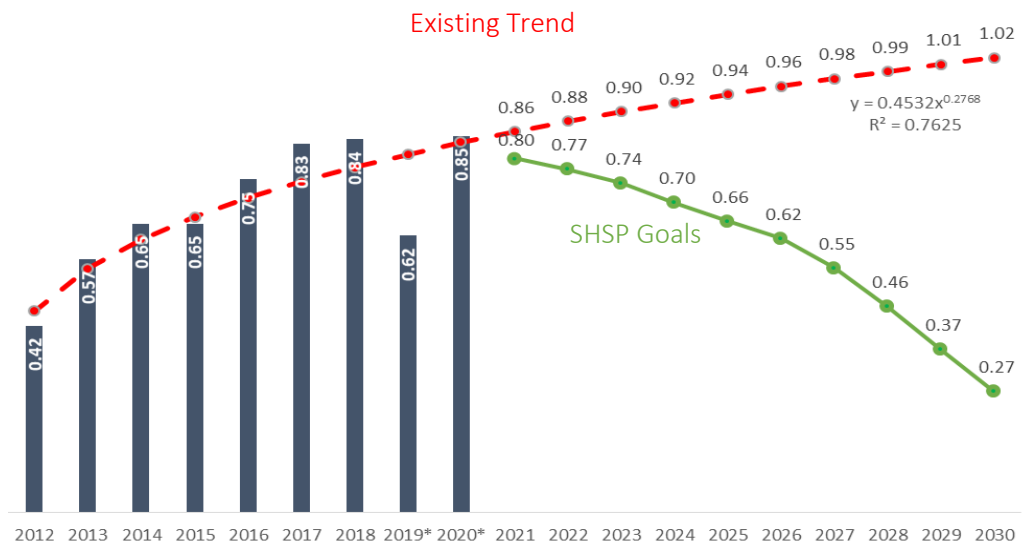
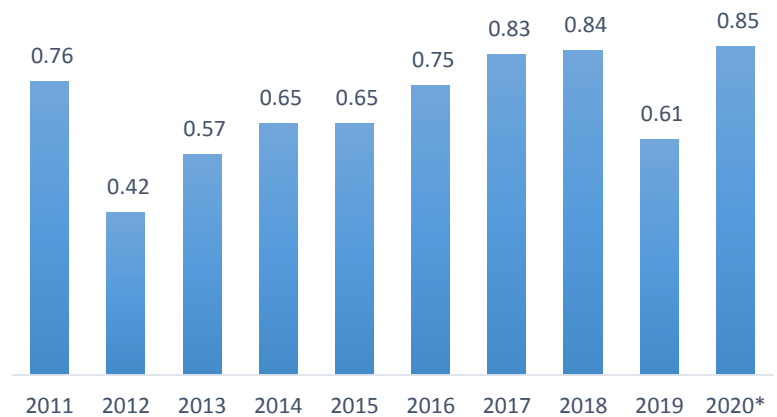
Performance Target Justification

As the number of VMT increases, the opportunity for an increase in severe vehicle crashes also increases. In FY2022, the factors that will increase VMT is a lifting of the COVID-19 pandemic restrictions and an emerging healthy economy.

Since March 2020, the District lost over 68,600 jobs, and the number of vehicles registered in the District reduced by 25,504 (8.3 percent).

Based on the most recent SHSP update (March 2021), the District will work toward zero traffic fatalities. To achieve this, the District established a fatality rate goal of 0.27 fatalities per 100 VMT by 2030, compared to 0.85 in 2020, a decrease of 68 percent. The 2018–2022 target would be 0.77, an approximate decrease of 0.08 (9 percent) from the 2020 fatality rate.

Fatalities / VMT

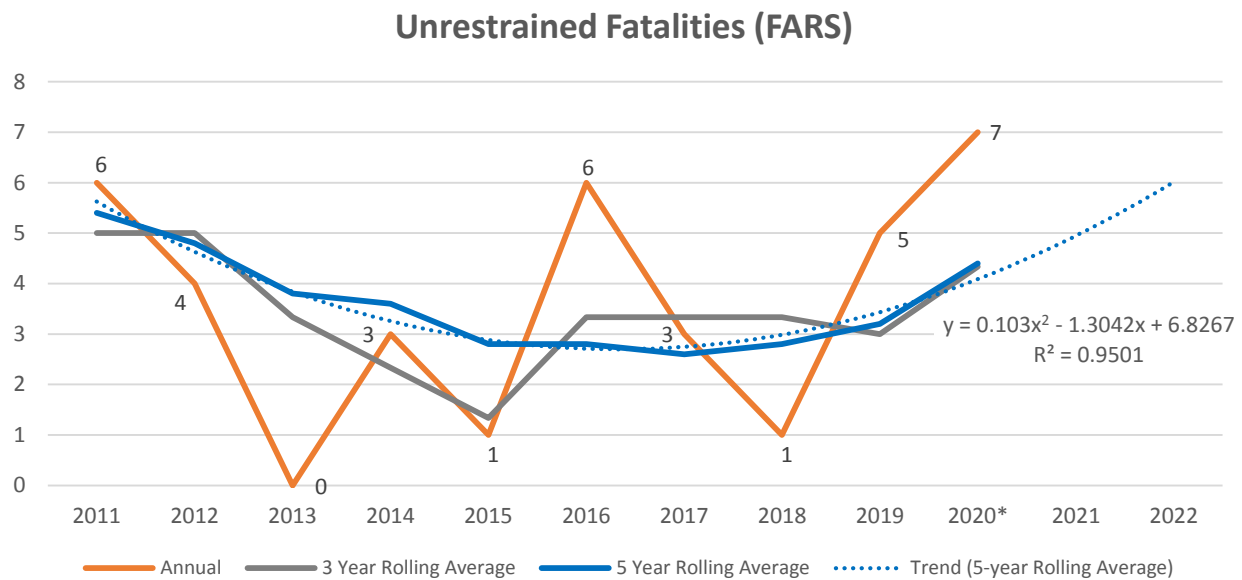


Performance Measure: C-4. Number of unrestrained passenger vehicle-occupant fatalities, all seat positions (FARS)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-4) Number of unrestrained passenger vehicle-occupant fatalities, all seat positions (FARS): 2022 | Numeric | 4 | 5 Year | 2018 |

Performance Target Justification



The number of unrestrained fatalities increased from 5 in 2019 to 7 in 2020—a 40 percent increase, based on preliminary District data. This is attributed to the COVID-19 pandemic with the increase in risky driving behavior in the District and throughout the country. The 2020 May Click It or Ticket (CIOT) campaign was cancelled because of the pandemic, which normally is a combination of high-visibility enforcement and outreach.

The HSO is committed to reducing this upward trend through education, enforcement, and media outreach efforts. For FY2022, the HSO has extended its partnership with Safe Kids to provide assistance and education to parents and caregivers of children with special needs on car seat safety installation and the importance of buckling up every time, every ride.

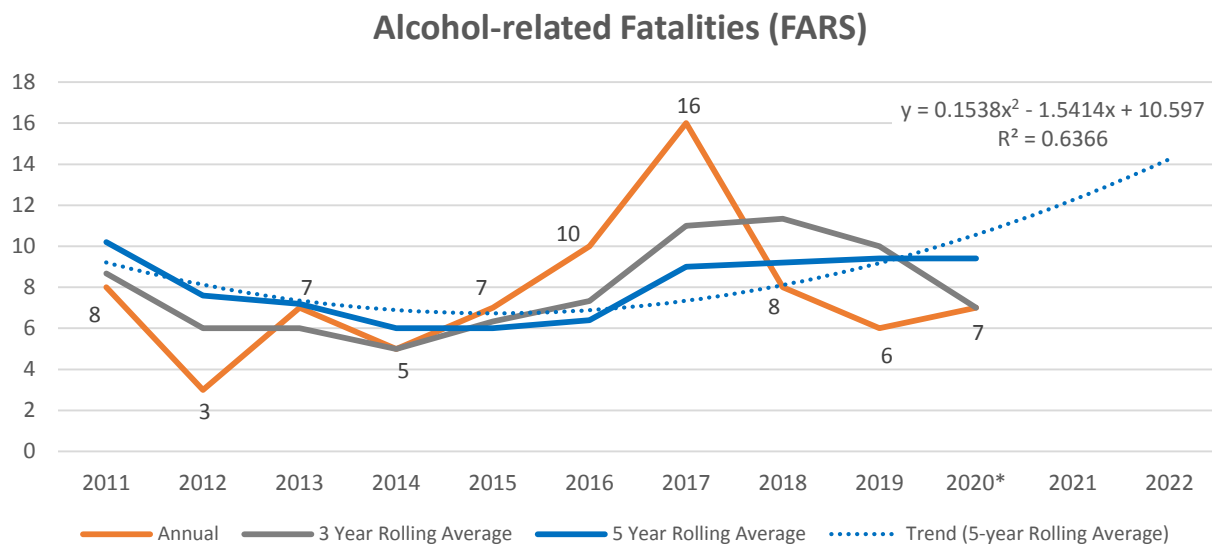
The District goal is to maintain the number of unrestrained fatalities to no more than the 5-year rolling average (2016–2020) of 4 by December 31, 2022, 33 percent less than the 5-year rolling average trend.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS): 2022 | Numeric | 9 | 5 Year | 2018 |

Performance Target Justification



The number of alcohol-related fatalities increased from 6 in 2019 to 7 in 2020; a 14 percent increase, based on preliminary District data. This is attributed to the COVID-19 pandemic with the increase in risky driving behavior in the District and throughout the country.

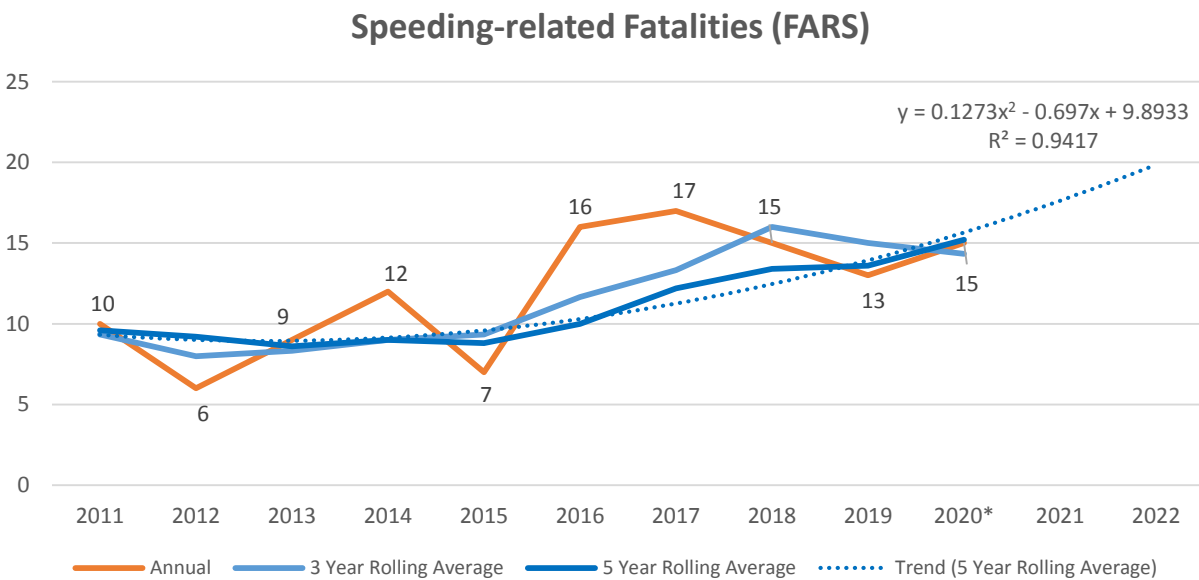
The HSO is committed to reducing this upward trend through education, enforcement, and media outreach efforts. In March 2021, the District formed an Impaired Driving Taskforce in response to the FAST Act requirements to reduce impaired driving. The District goal is to maintain the number of alcohol-related fatalities to no more than the 5-year rolling average (2016–2020) of 9 by December 31, 2022, 36 percent less than the 5-year rolling average trend.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-6) Number of speeding-related fatalities (FARS): 2022 | Numeric | 15 | 5 Year | 2018 |

Performance Target Justification



The number of speeding-related fatalities increased from 13 in 2019 to 15 in 2020; a 15 percent increase, based on the District’s preliminary data. This is attributed to the COVID-19 pandemic and the increase in risky driving behavior in the District and throughout the country.

The HSO is committed to reducing this upward trend through education, enforcement, and media outreach efforts. Effective June 2021, the District also implemented a 20 mph speed limit on all local streets.

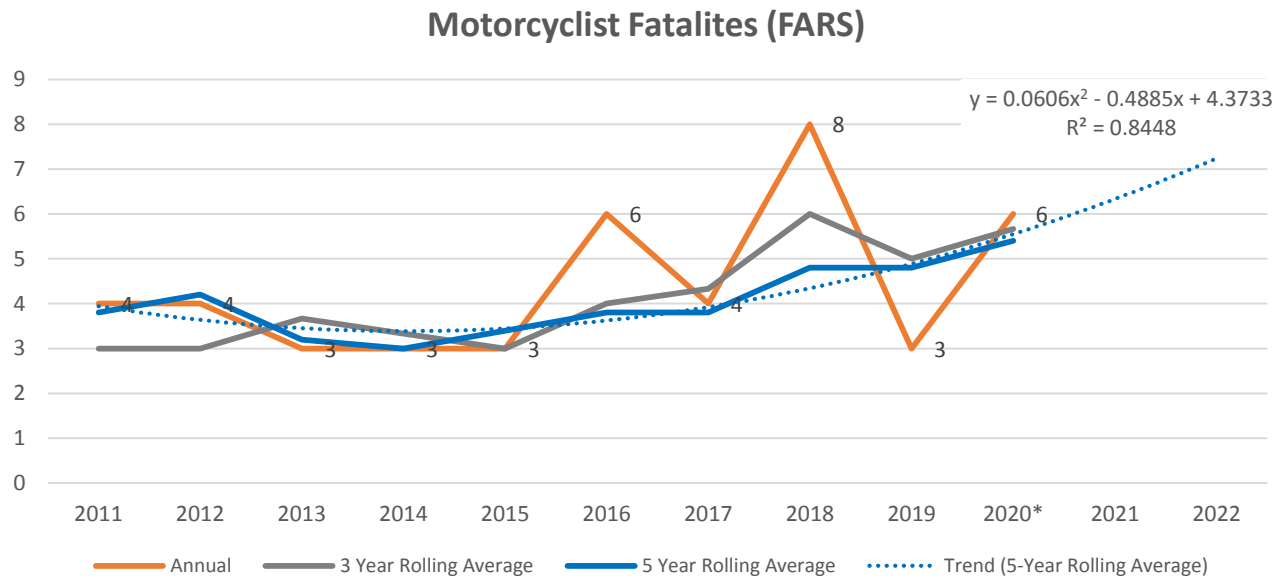
The District goal is to maintain the number of speeding-related fatalities to no more than the 5-year rolling average (2016–2020) of 15 by December 31, 2022, 25 percent less than the 5-year rolling average.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-7) Number of motorcyclist fatalities (FARS): 2022 | Numeric | 5 | 5 Year | 2018 |

Performance Target Justification



The number of motorcyclist fatalities increased from 3 in 2019 to 6 in 2020; a 200 percent increase, based on the District’s preliminary data. This is attributed to the COVID-19 pandemic and the increase in risky driving behavior in the District and throughout the country.

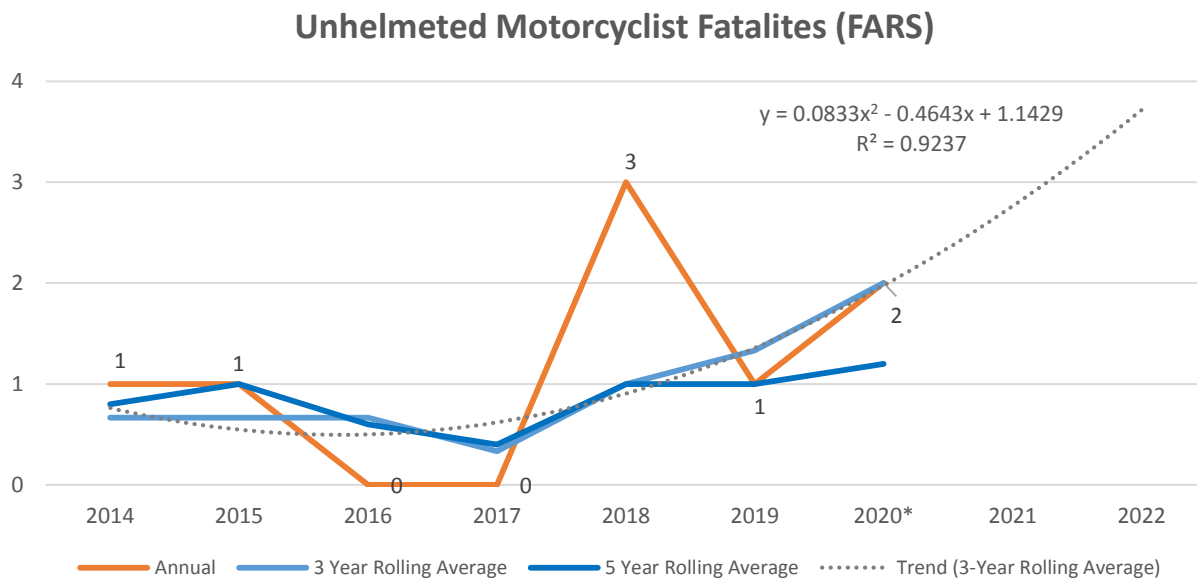
The HSO is committed to reducing this upward trend through enforcement and media outreach efforts. The District goal is to maintain the number of motorcyclist fatalities to no more than the 5-year rolling average (2016–2020) of 5 by December 31, 2022, 37.5 percent less than the 5-year rolling average trend.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-8) Number of unhelmeted motorcyclist fatalities (FARS): 2022 | Numeric | 2 | 3 Year | 2020 |

Performance Target Justification



The number of unhelmeted motorcyclist fatalities increased from 1 in 2019 to 2 in 2020; a 200 percent increase, based on the District’s preliminary data. This is attributed to the COVID-19 pandemic and the increase in risky driving behavior in the District and throughout the country.

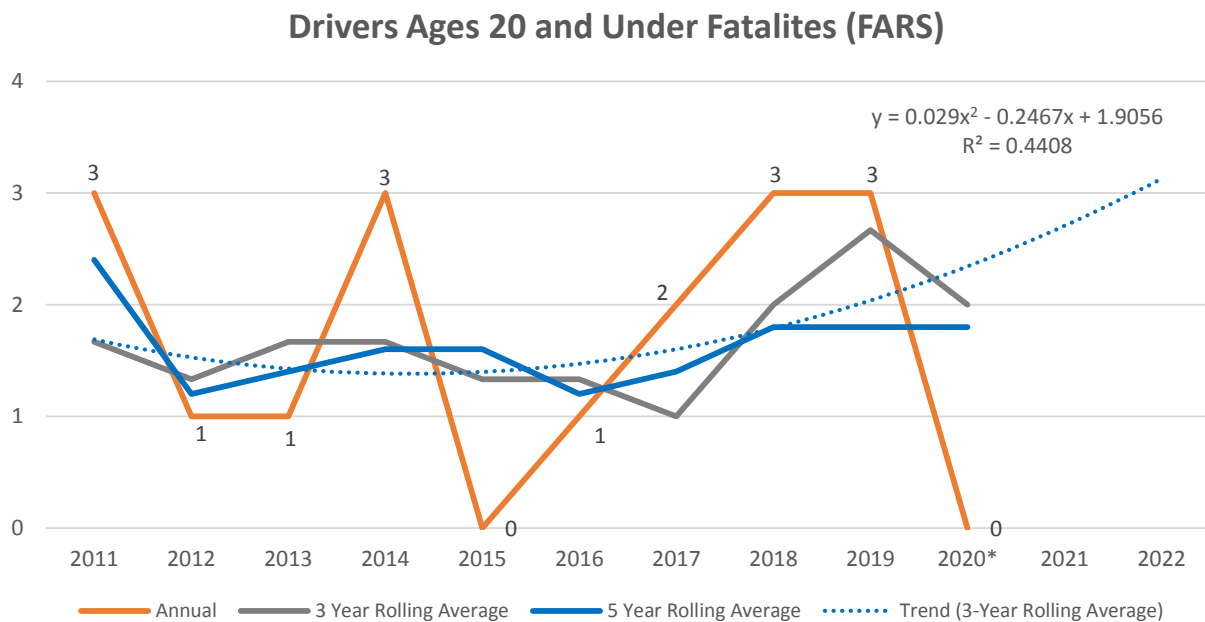
The HSO is committed to reducing this upward trend through education, enforcement, and media outreach efforts. The District goal is to maintain the number of motorcyclist fatalites to no more than the 3-year rolling average (2018–2020) of 2 by December 31, 2022, 50 percent less than the 3-year rolling average trend.

Performance Measure: C-9) Number of drivers ages 20 or younger involved in fatal crashes (FARS)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-9) Number of drivers ages 20 or younger involved in fatal crashes (FARS): 2022 | Numeric | 2 | 5 Year | 2018 |

Performance Target Justification



In 2020, based on the District’s preliminary data, there were no fatalities involving a driver under the age of 20, compared to 3 in 2019. However, the projected trend is still increasing. The HSO is committed to reducing this upward trend through enforcement and media outreach efforts.

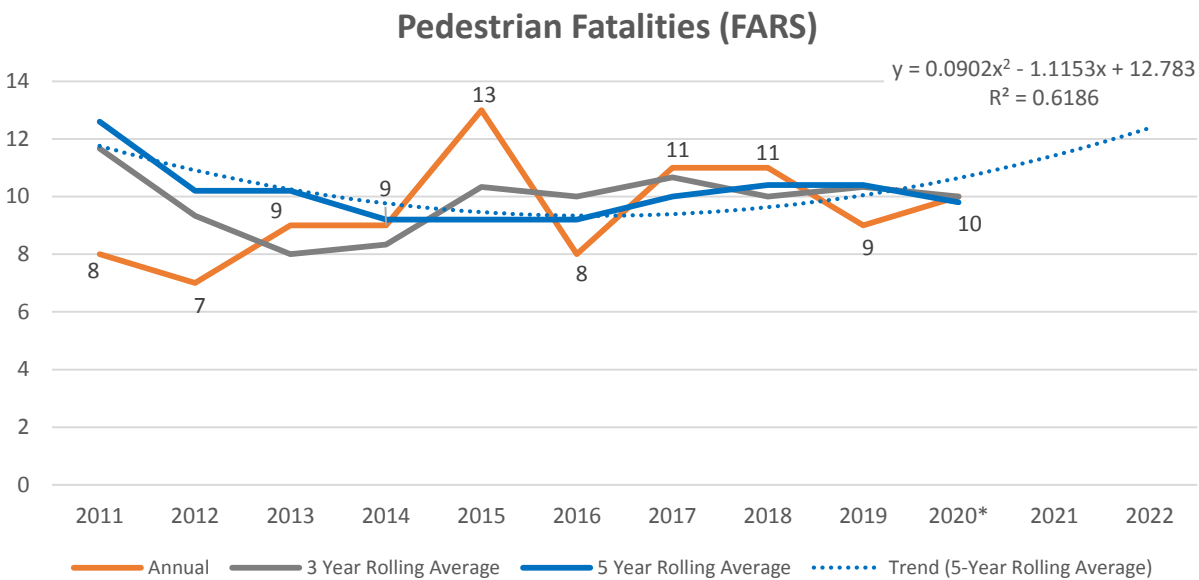
The District goal is to maintain the number of drivers ages 20 and under to no more than the 5-year rolling average (2016–2020) of 2 by December 31, 2022, 33 percent less than the 5-year rolling average trend.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-10) Number of pedestrian fatalities (FARS): 2022 | Numeric | 10 | 5 Year | 2018 |

Performance Target Justification



The number of pedestrian fatalities increased from 9 in 2019 to 10 in 2020; a 11 percent increase, based on the District’s preliminary data. In 2021 (April 30), the District observed a significant increase in pedestrian fatalities (9), compared to the same timeframe in 2020 (5). This is attributed to the COVID-19 pandemic and the increase in risky driving behavior in the District and also observed throughout the country.

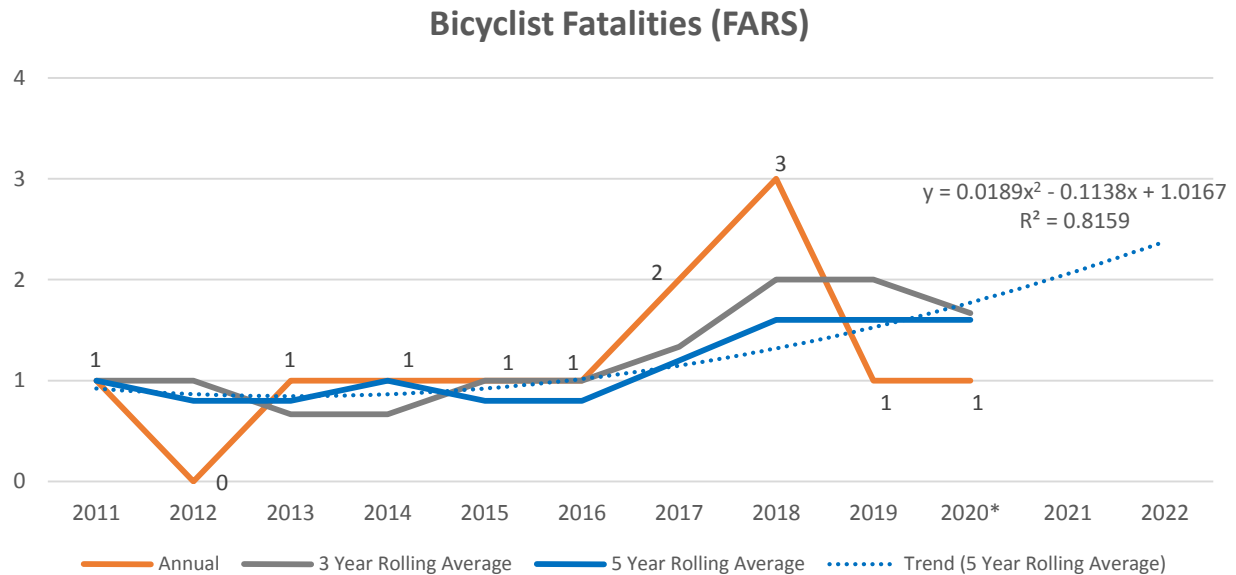
The HSO is committed to reducing this upward trend through education, enforcement, and media outreach efforts. Effective June 2021, the District also implemented a 20 mph speed limit and numerous other safety strategies on all local streets. The District goal is to maintain the number of pedestrian fatalities to no more than the 5-year rolling average (2018–2020) of 10, by December 31, 2022, 17 percent less than the 5-year rolling average trend.

Performance Measure: C-11) Number of bicyclist fatalities (FARS)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-11) Number of bicyclist fatalities (FARS): 2022 | Numeric | 2 | 5 Year | 2018 |

Performance Target Justification



In 2020, the number of bicyclist fatalities remained steady at 1 from 2019. The District observed a high of 3 bicyclist fatalities in 2018. The rolling average trend indicates an increase to 3 bicyclist fatalities in 2022. As bike trips increase in the District, there is the potential to see increases in the number of bike-related traffic fatalities beyond the 5-year average trend.

The HSO is committed to reducing this upward trend through education, enforcement, and media outreach efforts. Effective June 2021, the District also implemented numerous strategies, including a 20 mph speed limit on all local streets.

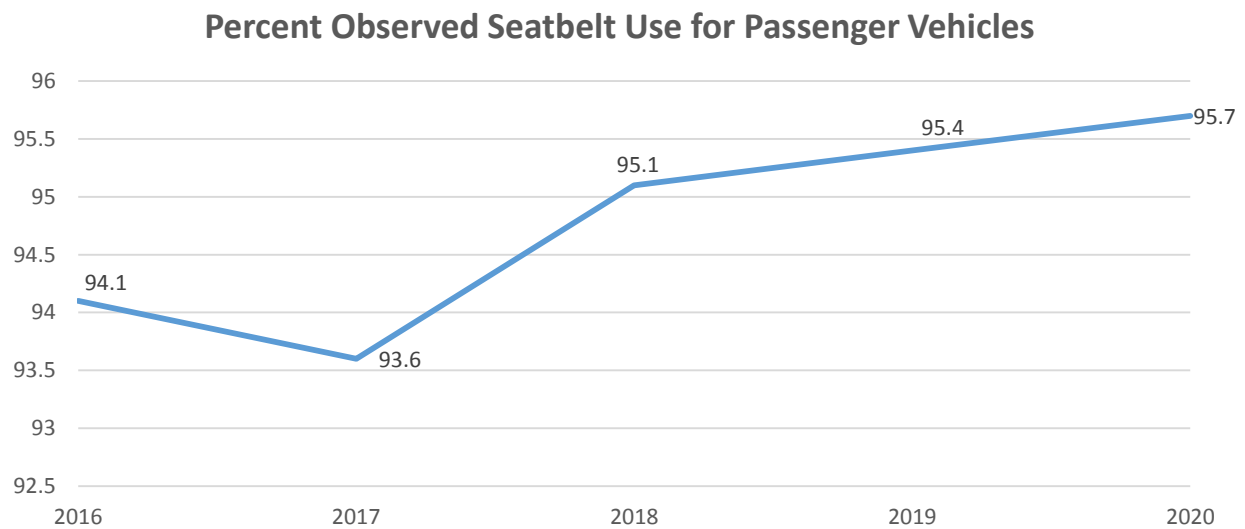
The District goal is to maintain the number of bicyclist fatalities to no more than the 5-year rolling average trend of 2 by December 31, 2022.

Performance Measure: B-1) Observed seatbelt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| B-1) Observed seatbelt use for passenger vehicles, front seat outboard occupants (survey): 2022 | Numeric | 90.00 | Annual | 2021 |

Performance Target Justification



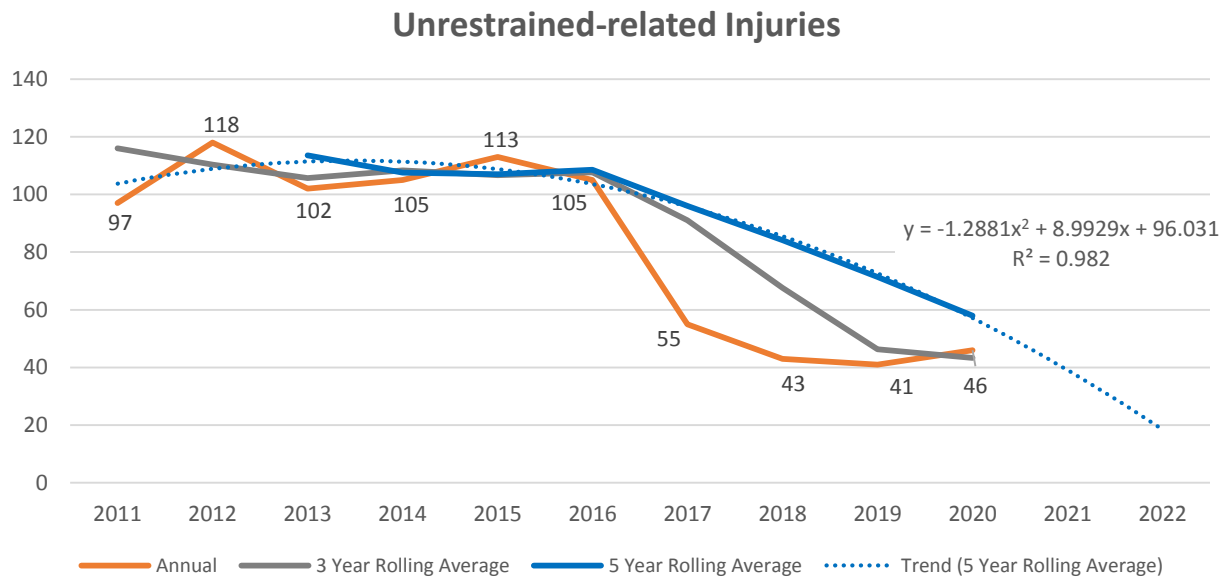
The District has implemented numerous strategies in outreach and enforcement to ensure that all drivers and passengers are aware of the District seatbelt laws and their potential to save lives and/or reduce the crash severity outcome. This work will continue to FY2022 and the District goal will be to maintain observation seatbelt use to more than 90 percent by December 31, 2022.

Performance Measure: C-12) Number of unrestrained-related injuries

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-12) Number of unrestrained-related injuries: 2022 | Numeric | 58 | 5 Year | 2018 |

Performance Target Justification



The number of unrestrained-related injuries increased from 41 in 2019 to 46 in 2020; a 12 percent increase. The HSO is committed to reducing unrestrained injuries through education, enforcement, and media outreach efforts.

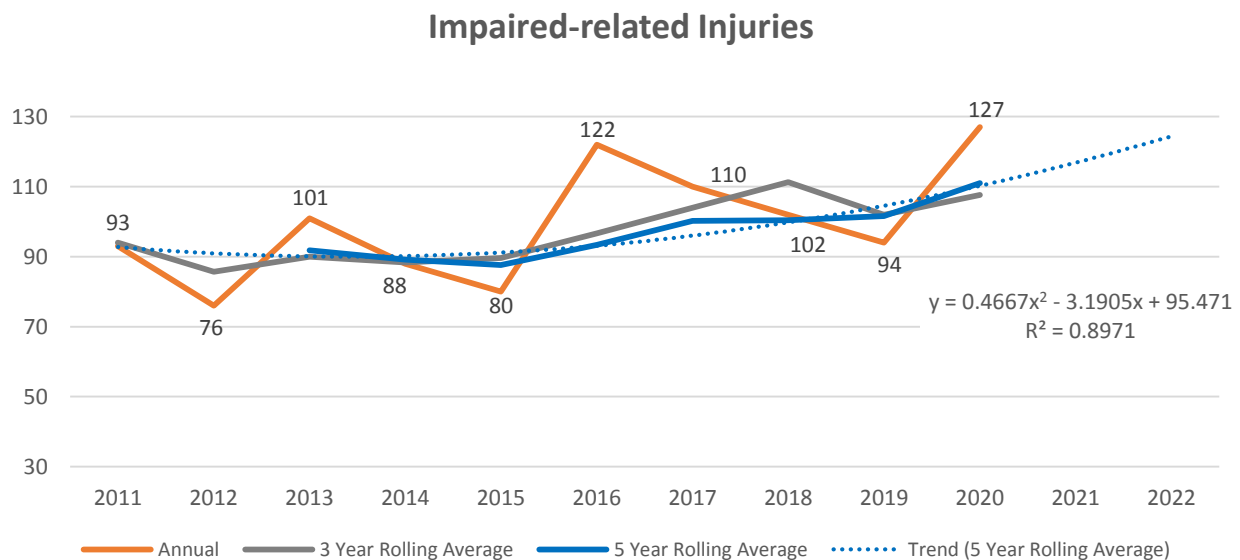
The District goal is to maintain the number of unrestrained-related injuries to no more than the 5-year rolling average (2016–2020) of 58 by December 31, 2022.

Performance Measure: C-13) Number of injuries involving an impaired driver

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-13) Number of injuries involving an impaired driver: 2022 | Numeric | 111 | 5 Year | 2018 |

Performance Target Justification



The number of impaired-related injuries increased from 94 in 2019 to 127 in 2020; a 35 percent increase. This is attributed to the COVID-19 pandemic with the increase in risky driving behavior in the District and throughout the country.

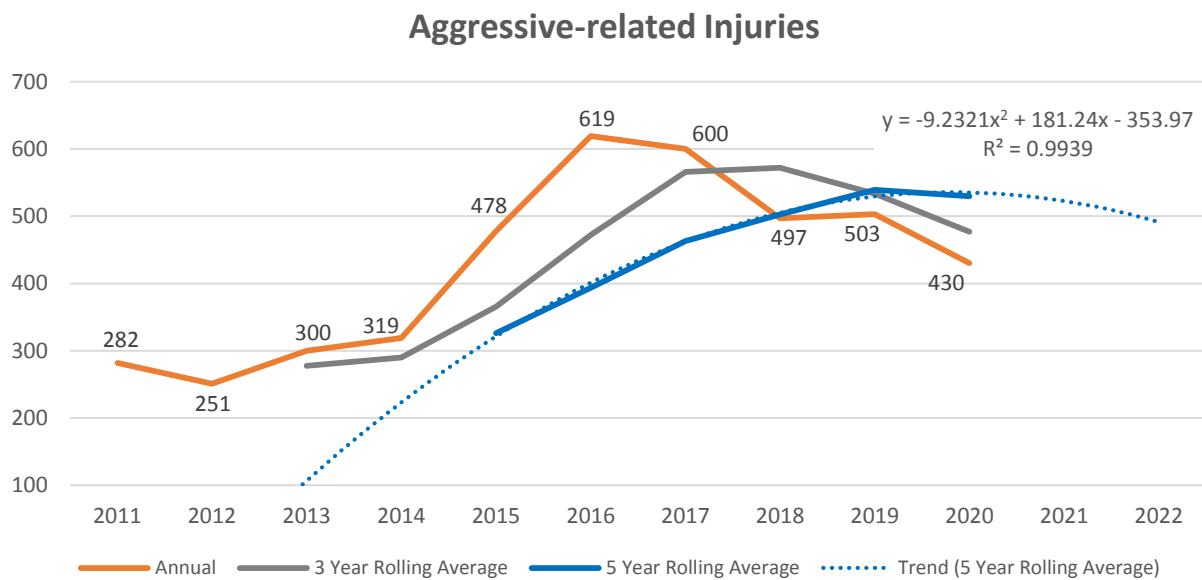
The HSO is committed to reducing this upward trend through education, enforcement, and media outreach efforts. The District goal is to maintain the number of impaired-related injuries to no more than the 5-year rolling average (2016–2020) of 111 by December 31, 2022, a 12 percent decrease from the 5-year rolling average trend.

Performance Measure: C-14) Number of injuries involving an aggressive driver

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-14) Number of injuries involving an aggressive driver–2022 | Numeric | 500 | 5 Year | 2018 |

Performance Target Justification



The number of aggressive-related injuries decreased from 503 in 2019 to 430 in 2020; a 15 percent decrease. However, aggressive-related fatalities continue on an upward trend in 2021.

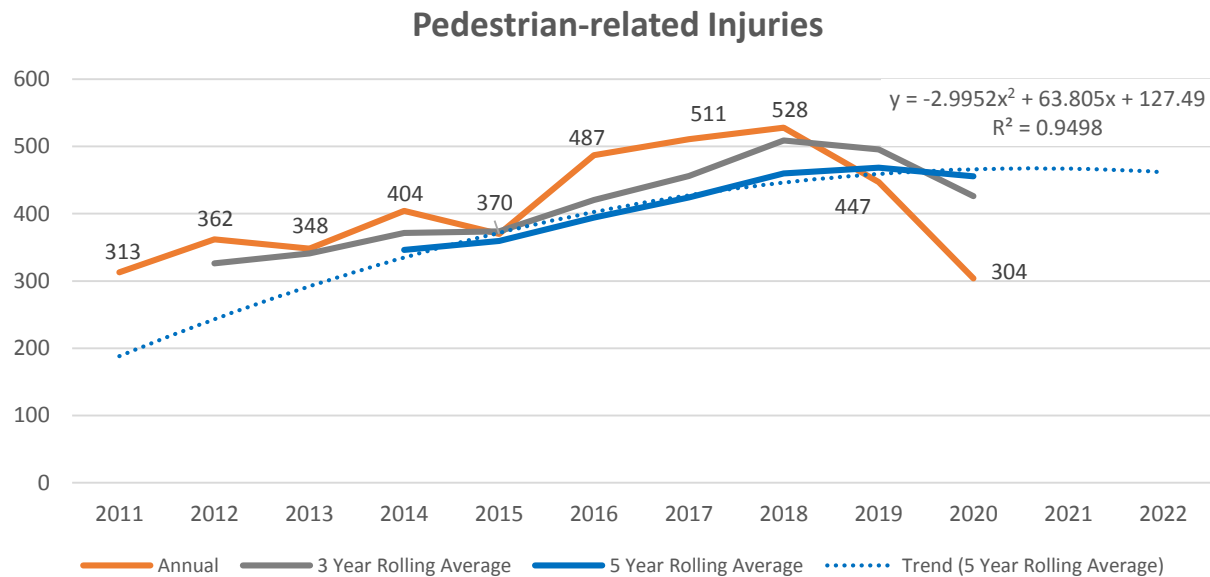
The HSO is committed to reducing the number of aggressive-related injuries through education, enforcement, and media outreach efforts. The District goal is to reduce the number of aggressive-related injuries by 6 percent from 530 (2016–2020 rolling average) to 500 (2018–2022) rolling average by 2022.

Performance Measure: C-15) Number of pedestrian-related injuries

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-15) Number of pedestrian-related injuries: 2022 | Numeric | 455 | 5 Year | 2018 |

Performance Target Justification



The number of pedestrian-related injuries decreased from 447 in 2019 to 304 in 2020; a 31 percent decrease. This is attributed to the COVID-19 pandemic and the stay at home orders. However, pedestrian fatalities continue on an upward trend in 2021.

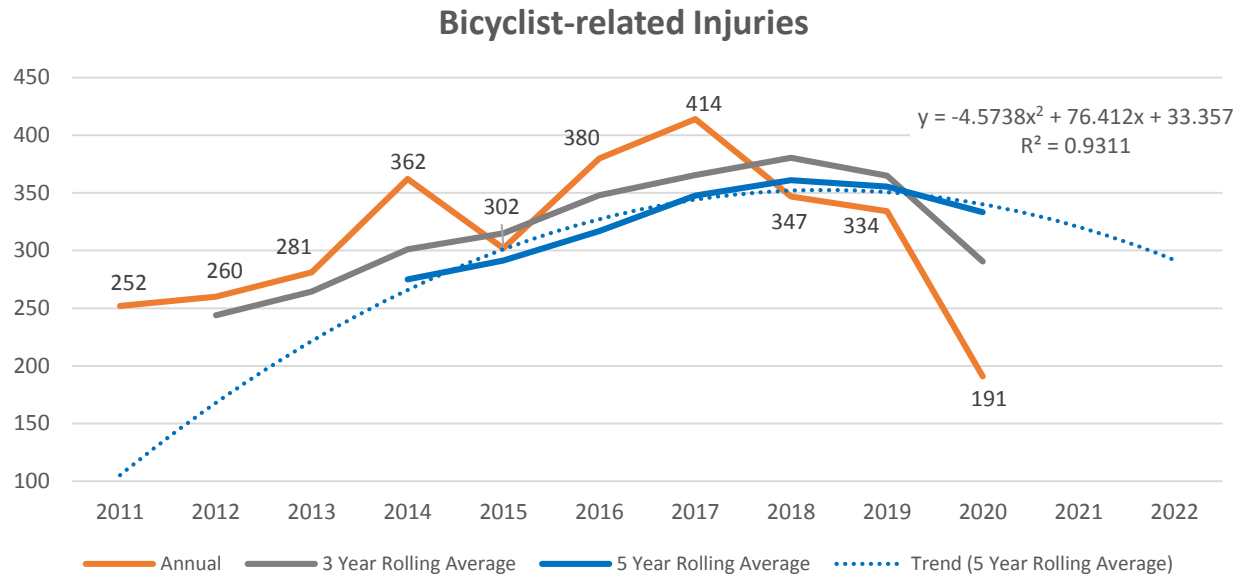
The HSO is committed to continue to reduce pedestrian-related injuries through education, enforcement, and media outreach efforts. Effective June 2021, the District also implemented numerous strategies, including a 20 mph speed limit on all local streets. The District goal is to maintain the number of pedestrian-related injuries to no more than the 5-year rolling average (2016–2020) of 455 by December 31, 2022.

Performance Measure: C-16) Number of bicyclist-related injuries

Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-16) Number of bicyclist-related injuries: 2022 | Numeric | 333 | 5 Year | 2018 |

Performance Target Justification



The number of bicyclist-related injuries decreased from 334 in 2019 to 191 in 2020; a 43 percent decrease. This is attributed to the COVID-19 pandemic and the stay-at-home orders.

The HSO is committed to reduce bicyclist-related injuries through education, enforcement, and media outreach efforts. Effective June 2021, the District also implemented numerous safety strategies, including a 20 mph speed limit on all local streets. The District goal is to maintain the number of bicyclist-related injuries to no more than the 5-year rolling average (2016–2020) of 333 by December 31, 2022.

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

I certify: **Yes**

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

Seatbelt citations: **1,743**

Fiscal Year A-1: **2020**

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

Impaired driving arrests: **201**

Fiscal Year A-2: **2020**

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

Speeding citations: **2,879**

Fiscal Year A-3: **2020**

Program Areas

Program Area: Planning and Administration

Description of Highway Safety Problems

In an effort to reduce traffic-related fatalities and serious injuries on the District roads, the Highway Safety Office administers programs focusing on the behavioral aspects of highway safety through partnerships with law enforcement, judicial personnel, private sector organizations, and community advocates.

Planned Activities

Planned Activities in Program Area

| Unique Identifier | Planned Activity Name | Primary Countermeasure Strategy ID |
|-------------------|----------------------------------|------------------------------------|
| PA-2022-01-01-00 | Program Administration—HSO Staff | Planning and Administration |

Planned Activity: Program Administration—HSO Staff

Planned activity number: **PA-2022-01-01-00**

Primary Countermeasure Strategy ID: **Planning and Administration**

Planned Activity Description

The HSO will serve as the primary agency responsible for ensuring the District’s highway safety concerns are identified and addressed through development and implementation the HSP. To fulfill this responsibility, the HSO conducts analysis of data to identify the District’s overall highway safety problems and set performance targets, selects and implements countermeasure strategies and programs, monitors progress, and evaluates program results each year.

Planning and Administration funds provide the staff (Deputy HSO Coordinator) and resources to implement and manage highway safety programs to meet HSO goals and objectives of the. The HSO Manager / Coordinator manages the HSO activities for the District.

Intended Subrecipients

The intended subrecipient will be the District Department of Transportation. The HSO Coordinator’s position, office space, equipment, etc., provides the match for these funds.

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-----------------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act NHTSA 402 | Planning and Administration | \$150,824.13 | \$350,000.00 | \$0.00 |

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

The FAST Act rates the District as a high-use State. The following sections conform to the FAST Act requirements for 405(b) application for the District.

Overview

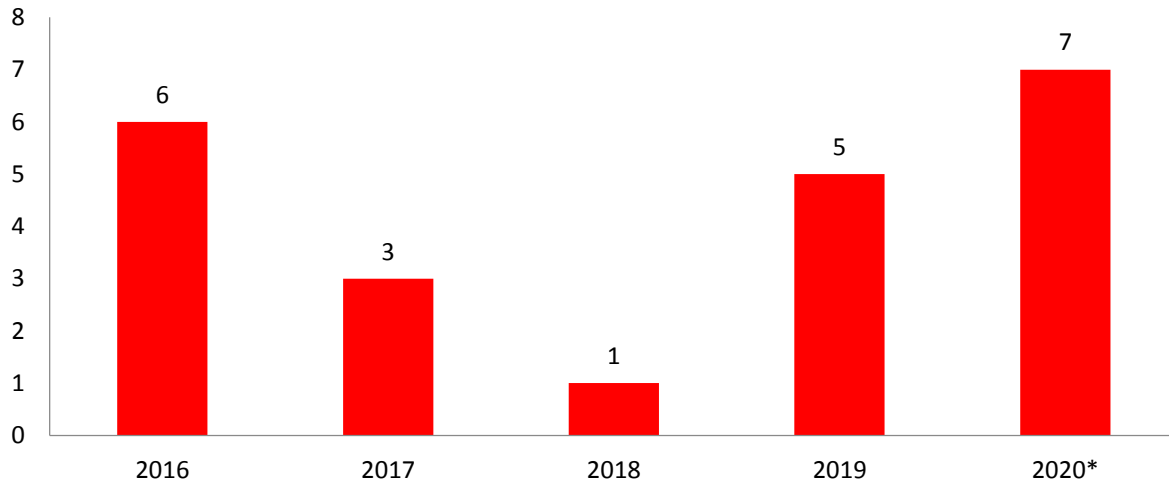
Proper and consistent use of seatbelts and child safety seats are the most effective protection to reduce the severity of a crash. The District has one of the most comprehensive seatbelt laws in the Nation, which went into effect on April 9, 1997. Unlike many States, District law allows police to stop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

- All motor vehicle passengers in the front seat and back seat are required to buckle up. Drivers are responsible for seatbelt compliance for all passengers. There is a \$50 fine and 2 points for not having the seatbelt buckled at all times—for drivers and all passengers, front and back seats.
- All children under the age of 8 must be properly seated in an installed infant, toddler, or booster child-safety seat. Booster seats must be used with both a lap and shoulder belt. Children between 8 and 16 years old must be securely fastened with a seatbelt. Drivers who fail to properly secure their child will face even stiffer penalties—a \$75 fine and 2 points for a first offense, and a \$150 fine for fourth and subsequent offenses.

Unrestrained-related Data Trends

Between 2016 and 2020, unrestrained fatalities accounted for 14.9 percent of all traffic fatalities (148) in the District. Unrestrained is defined as “not fastened” and/or “not installed.”

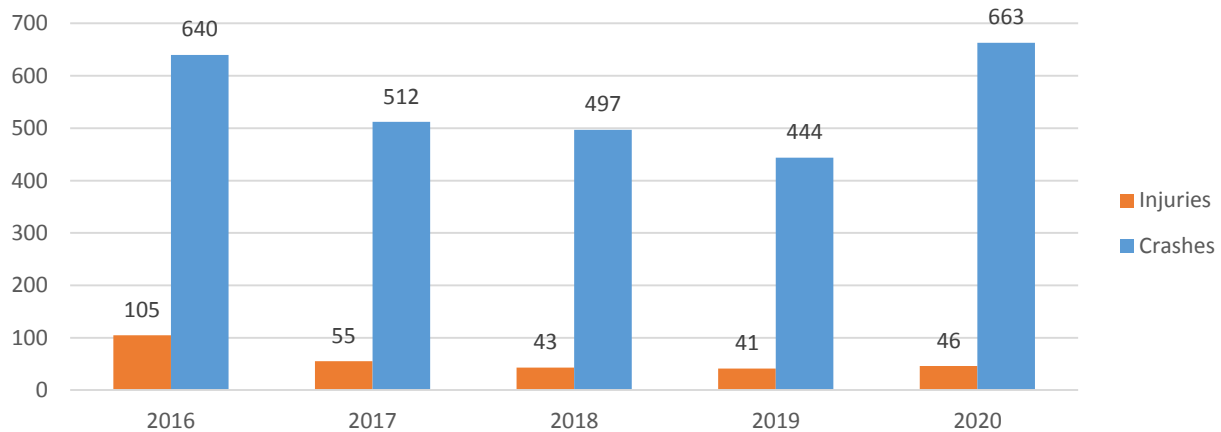
Unrestraint Fatalities (FARS)



*-preliminary MPD data

Between 2016 and 2020, there were 290 unrestrained-related injuries representing about 2.2 percent of all injuries (13,443). On average 10 percent of all unrestrained crashes resulted in an injury per year.

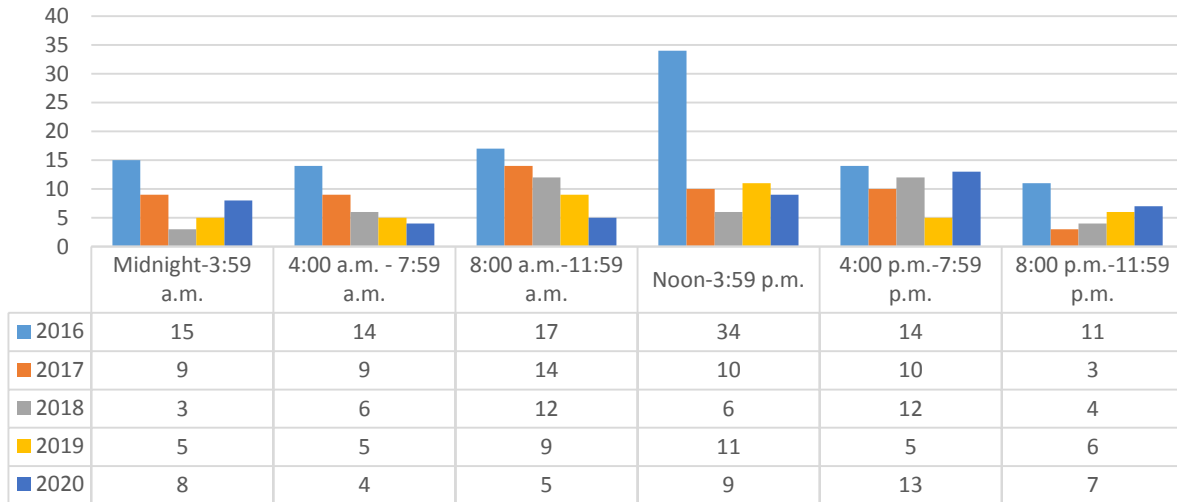
Unrestrained Injuries vs All Unrestrained Crashes



When they occur

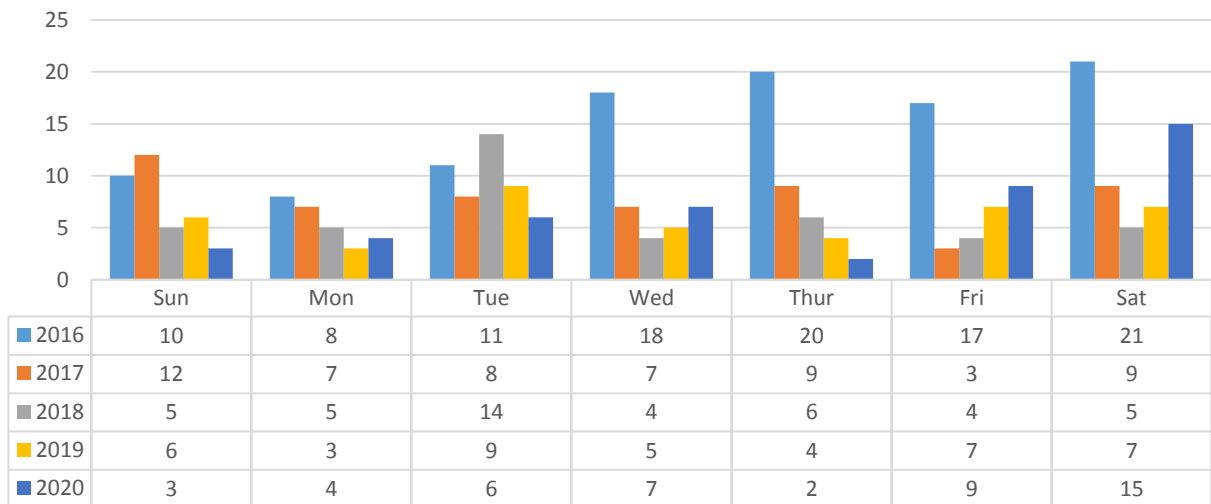
Injuries that result of unrestrained conditions seem to occur mostly during the day. The highest frequencies of unrestrained injuries occur between noon to 3:59 p.m. (24.1 percent), 8:00 a.m. to 11:59 a.m. (19.7 percent), and 4 p.m. to 7:59 p.m. (18.6 percent).

Unrestrained Injures by Time of Day



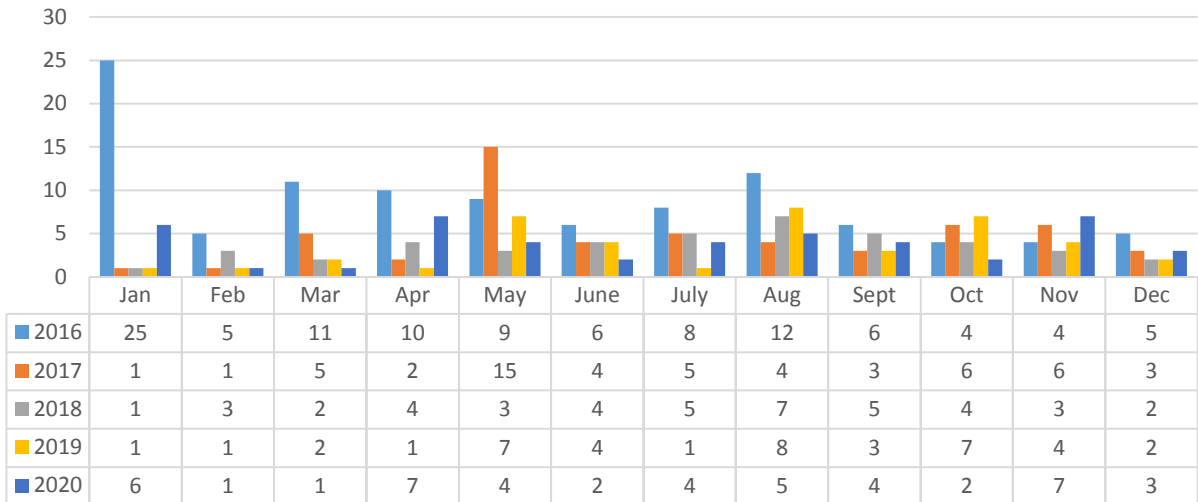
The days of the week with the highest frequencies of unrestrained injuries are Saturdays with 19.7 percent, followed by Tuesdays (16.6 percent).

Unrestrained Injuries by Day of the Week



The months with the highest frequencies of unrestraint injuries are May with 13.1 percent, August with 12.4 percent, and January with 11.7 percent of the total injuries. The District’s **Click It or Ticket** campaigns run in May and June, with a mini-campaign in March. Child Passenger Safety enforcement and education are conducted in September.

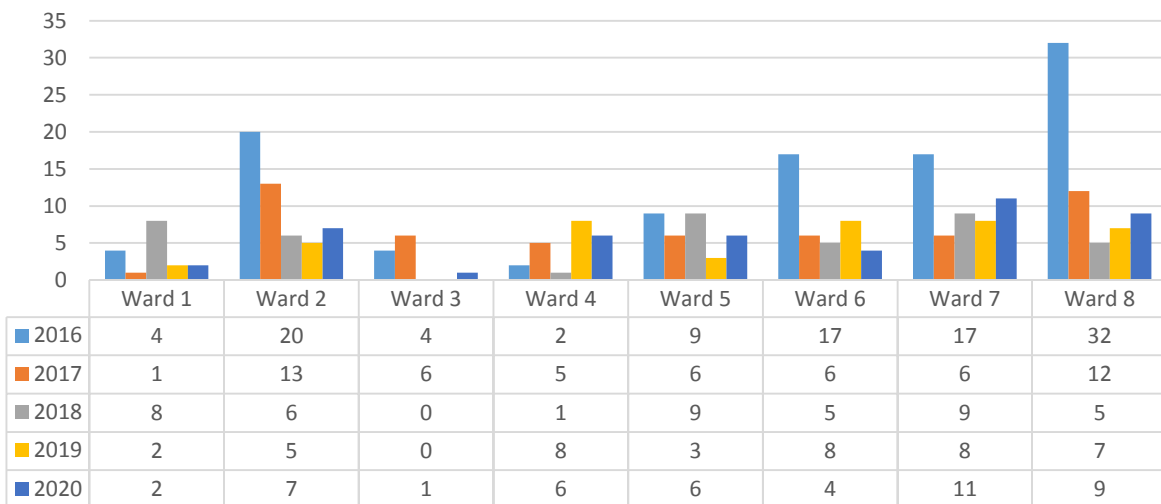
Unrestrained Injuries by Month



Where they occur

The highest unrestraint-related injuries occurred in Ward 8, accounting for about 22.4 percent of all unrestraint-related injuries between 2016 and 2020. Ward 2 and Ward 7 accounted for 17.6 percent each of all unrestraint-related injuries.

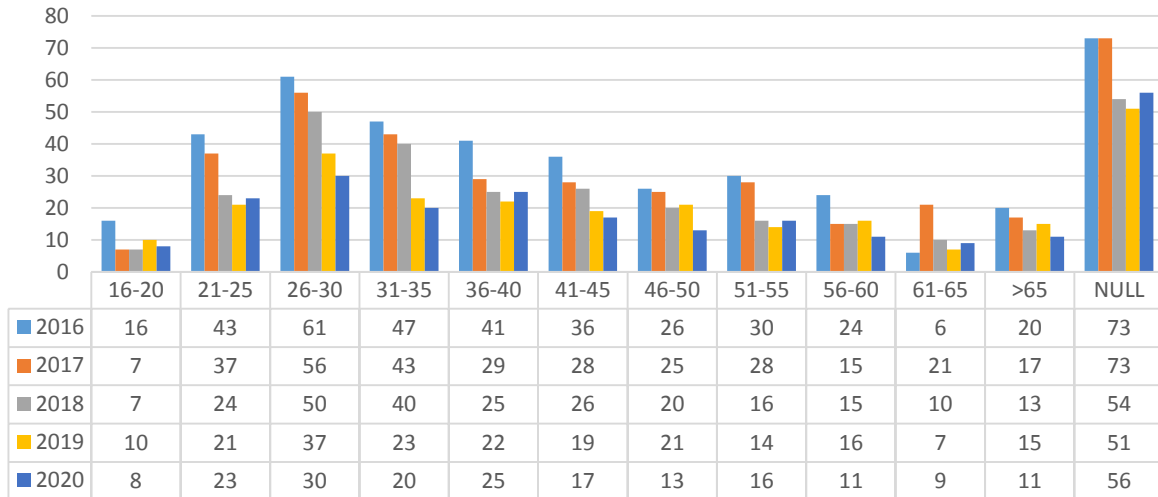
Unrestrained Injuries by Ward



Occupants who are unrestrained

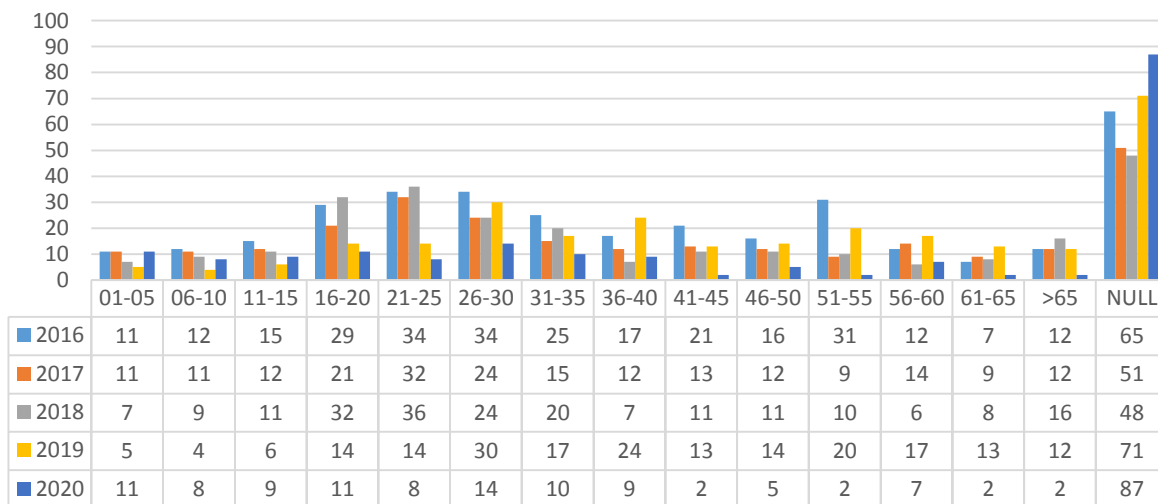
The driver age groups with the highest involvement in unrestraint crashes are 26–30 years (14.6 percent), 31–35 years (10.8 percent), and 21–25 years (9.3 percent). Overall, drivers within the 21–35 year age group accounted for 34.7 percent of all unrestraint-related crashes. 19.2 percent were Unknown.

Age of Unrestrained Driver



The passenger age groups with the highest involvement in unrestraint crashes are 26–30 (9.6 percent), 21–25 (9.4 percent), and 16–20 (8.1 percent). Passengers between the ages of 0 and 10 years old accounted for 6.8 percent.

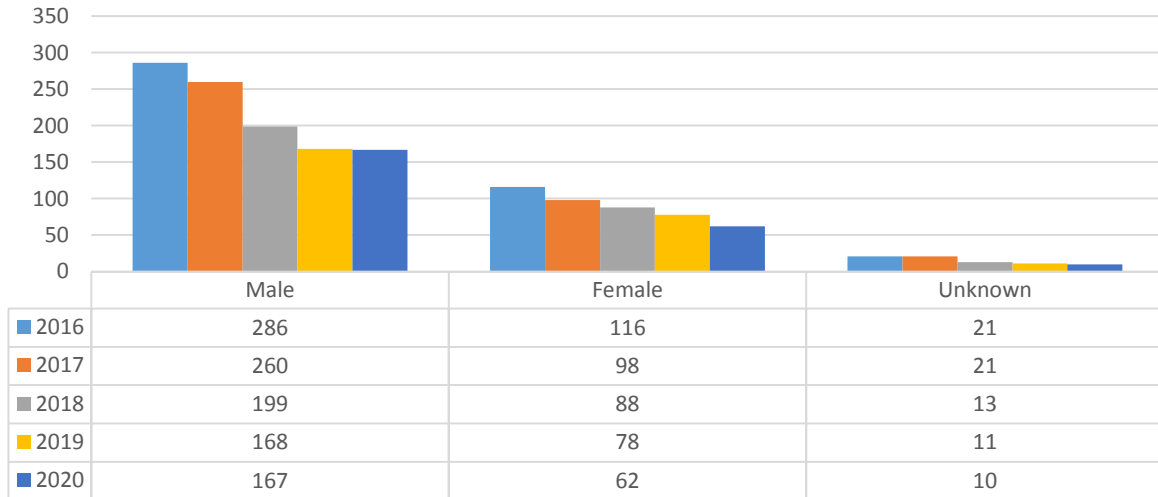
Age of Unrestrained Passenger



The following presents summaries of unrestraint driver crashes and passengers involved by gender.

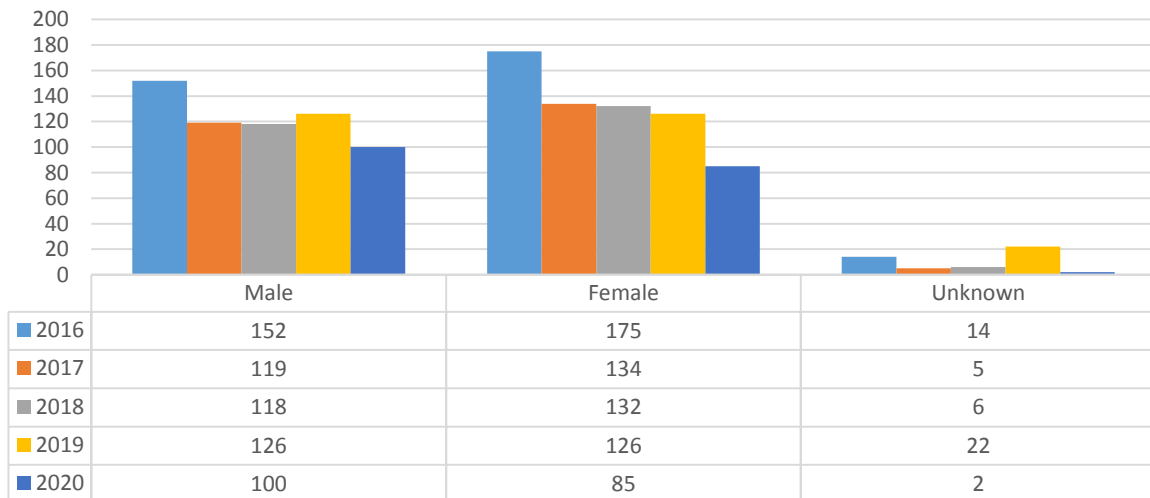
From the summaries, male drivers were reported as highest group involved in unrestraint crashes with 67.6 percent compared to 27.7 percent for female drivers. 4.8 percent were unknown.

Gender of Unrestrained Driver in a Crash



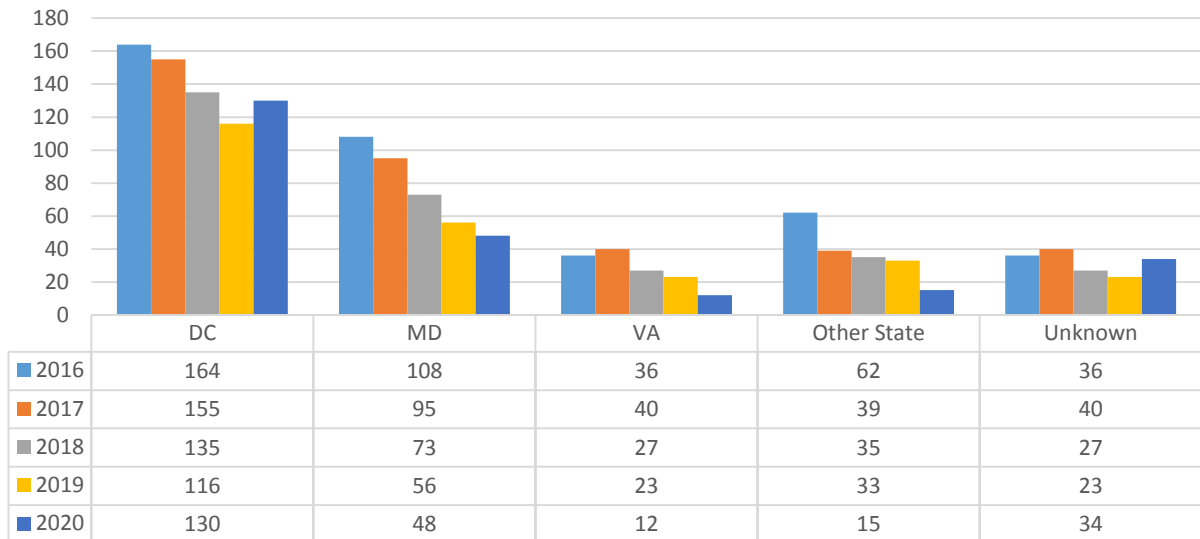
For unrestrained passengers, the percentage of unrestrained female passengers involved in crashes is slightly higher than male passengers at 49.5 and 46.7, respectively. 3.7 percent were unknown.

Gender of Unrestrained Passenger in a Crash



The majority of drivers involved in unrestrained crashes held a permit from the District of Columbia (44.8 percent). Drivers holding a permit from Maryland and Virginia accounted for 24.3 percent and 8.8 percent, respectively. However, 11.8 percent held a permit from other States and 10.2 percent were coded as unknown.

Permit of Unrestrained Driver



Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|-------------|---|-----------------|---------------|--------------|
| 2022 | C-4) Unrestrained passenger vehicle-occupant fatalities, all seat positions (FARS) | 2022 | 5 Year | 4 |
| 2022 | B-1) Observed seatbelt use for passenger vehicles, front seat outboard occupants (survey) | 2022 | Annual | 90.00 |
| 2022 | C-12) Number of unrestrained-related injuries | 2022 | 5 Year | 58 |

Countermeasure Strategies in Program Area

| Countermeasure Strategy |
|--|
| Child Restraint System Inspection Station(s) |
| Communication Campaign–OP |
| Occupant Protection Survey |
| Supporting Enforcement–OP |

Countermeasure Strategy: Child-Restraint System Inspection Station(s)

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Effects

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

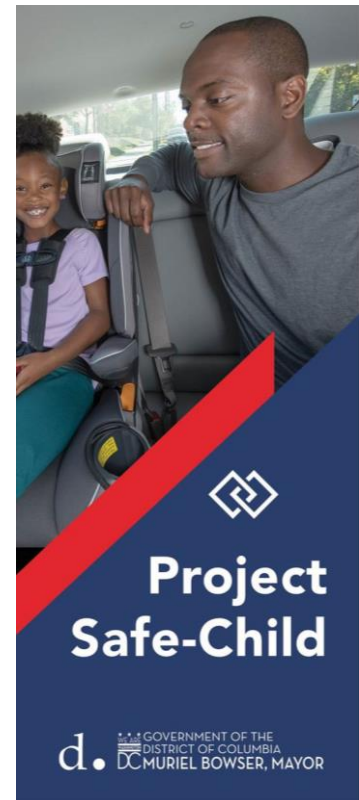
Safety experts and advocates currently recommend using booster seats for children from their fourth birthday until their eighth birthday. However, parents too often do not use booster seats because of cost, inconvenience, child discomfort, lack of understanding of how the seats work, and lack of understanding the law, as well as a low perceived risk of being ticketed for a booster seat law violation. Another problem in the District is the inability for new parents to afford an infant car seat prior to delivery or leaving the hospital.

Occupant Protection for Children Program

The occupant protection for children is part of the occupant restraint program administered by the District Certified Child Passenger (CPS) Coordinator, which uses DDOT grants to fund the CPS activities. This includes training for first-time technicians and recertification for trained technicians. These new technicians and seasoned technicians will staff inspection stations throughout the District. Each inspection station will have at least one nationally Certified Child Passenger Safety Technician during official posted hours. The technicians will ensure that parents, grandparents, and caregivers learn how to properly install their child passenger restraints and also provide other safety information and brochures.

In addition to this program, the CPS Coordinator also administers the District's Project Safe Child Program. Project Safe-Child (<https://ddot.dc.gov/node/480952>) is a program that provides infant, toddler, and booster seats to District residents and distributes information and educational materials on how to properly buckle children in their seats.

Parents and caregivers can get free hands-on help from a Certified Child Passenger Safety Technician and learn how to install their safety seats at any of the nine District inspection stations and outreach locations and at special events.



The CPS coordinator partners with MPD to promote and plan these events, as well as events supporting National Child Passenger Safety Week and that focus on both car seats and booster seats.

Certified Child Passenger Safety Technicians (CPS)

The District currently has more than 52 National Child Passenger Safety Certified Technicians; at least one at every CPS fitting station. In FY2022, the District will host one 32-hour National Child Passenger Safety Certification Training session and provide one recertification training for police officers, Fire and EMS department personnel, and health care and childcare providers.

Table below lists the number of CPS training courses for FY2022 that will be offered by the CPS Coordinator and two additional instructors.

| | Tentative Location | Tentative Date | Estimated number of Students (min) |
|----------------------------|---------------------------|-----------------------|---|
| CPS Training Certification | Ward 8 | April 2022 | 15 |
| CPS Recertification | Ward 2 | April 2022 | 10 |

Of those technicians who did not recertify, job change has been the biggest factor.

CPS Inspection Stations

The District has at least one inspection station in every Ward. Technicians at these locations conduct at least three demonstrations/inspections per month on how to install and use child safety seats and boosters. The District works with Department of Health—Healthy Start Program, Bright Beginnings, and DC Developing Families—to reach underserved District residents. Estimates are that approximately 35 percent of the District is underserved.

Linkage between Program Area

To reduce the number misused or improperly installed child passenger seats through workshops that educate residents on the proper use and benefits of using a car seat.

Rationale

The District has one of the most comprehensive seatbelt laws in the Nation and has maintained its 90 percent or higher rating since 2008. This has helped to significantly reduce crash severity. Each year over 1,000 car seats are provided free to families at nine locations throughout the District; Children’s Hospital, Adams Morgan Clinic, Georgetown Hospital, George Washington Hospital, Providence Hospital, Mary’s Center, Washington Hospital Center, Howard University, Centro Nia’, Developing Families, and MPD Traffic Division.

This program provides 2-hour Child Passenger Safety Workshops to parents and caregivers and also trains law enforcement officers, Fire and EMS Departments, and Health Care and Child Care providers to be National Child Passenger Safety (CPS) Technicians. These technicians will staff the 11 fitting stations and participate in over 60 events in the District.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|--------------------------------------|
| OP 2022-05-01-00 | Child Passenger Safety |
| M1X 2022-05-02 | Child Passenger Safety–Special Needs |

Planned Activity: Child Passenger Safety

Planned activity number: **OP 2022-05-01-00**

Primary Countermeasure Strategy ID: **Child Restraint System Inspection Station(s)**

Planned Activity Description

- Provide at least 1,200 child seats through the District voucher program and are distributed at the Capitol Hill Pregnancy Center, United Planning Organizing, DC Healthy Start, Bright Beginnings, and at various District events.
- Host at least two 2-hour workshops (in-person or virtually) at various locations within the District each month to parents, caregivers, and families on the importance of using of car seats.
- Participate in at least 6 events, such as Tots to Teens, Fitness for your Health Expo, Safe Kids Week, Child Passenger Safety Week, Community Health Fairs, and distribute safety materials and brochures on the importance of buckling up.
- Conduct at least five demonstrations/inspections per month (in-person or virtual) on how to use child safety seats and boosters at the seven fitting stations within the District.
- Conduct booster seat presentations in conjunction with Safe Kids DC at five District elementary schools annually to teach the safety and procedures when traveling in a motor vehicle.
- Participate in the DMV Regional Virtual Car Seat Check with Maryland and Virginia.
- Host one 32-hour National Child Passenger Safety Certification Training to provide police officers, Fire and EMS Departments, and Health Care and Child Care providers with the necessary knowledge to explain installation procedures to parents and caregivers.
- Host one recertification class to at least five previously certified personnel to provide current NHTSA updates and guidelines to maintain and enhance provider skill.
- Mentor at least 2 CPS Certified technicians so they can become National CPS Certified Instructors.
- Provide support, educational materials and resources to CPS technicians at least quarterly.
- Provide training (8) with the Office of the State Superintendent of Education (OSSE) on the importance of transporting children safely, as requested.

Intended Subrecipients

The intended subrecipient will be the District Department of Transportation (DDOT). The CPS Coordinator position provides the match for these funds.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|--|
| Child Restraint System Inspection Station(s) |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-----------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act NHTSA 402 | Child Restraint | \$107,452.00 | \$250,000.00 | \$0.00 |

Planned Activity: Child Passenger Safety—Special Needs

Planned activity number: **M1X 2022-05-02**

Primary Countermeasure Strategy ID: **Child Restraint System**

Project Safety Impacts

Children with special health care needs are those who require additional care for their physical, developmental, behavioral, and/or emotional differences than their typically developing peers. One in five children in District has a special health care need. These children often require special occupant-protection devices to safely ride in motor vehicles. Yet 70 percent of children with special physical needs are riding unrestrained or improperly restrained when in a car with their families, far higher than the 15 percent of normally developing children. Even with an appropriate seat, three quarters of those seats were misused or improperly positioned. Safe restraint education and support for these families is clearly an unmet need.

For children with special health care needs, safe transport may also be more complex than typically developing children. Children with significant medical issues may have a tracheostomy with a ventilator and also require oxygen. Despite how vital this technology is to the life of the child, on average only 8 percent of medical equipment is properly secured while a child is riding in a motorized vehicle. This could lead to malfunctioning equipment that could threaten the life of the child or even cause a crash. If not properly secured, this heavy equipment can also pose a risk to drivers and other passengers during both during normal driving and in an accident.

It is recommended that children with special needs use a passenger seat or specialized car seat when riding in a motor vehicle, as they have a higher risk of injury if they are involved in an accident. For some children, this is not feasible, and they must be transported in their wheelchair. When being transported seated in a wheelchair, the wheelchair tie downs and occupant restraint system must be used. However, not all wheelchair models can

accommodate tie downs and comply with safety standards for transportation, leading to unsafe restraint practices. People who are trained to use a wheelchair for transportation have better ability to safely secure the wheelchair, yet parents can find this training difficult to access.

Families of children with special needs also report significant behavioral issues that can interfere with safety while riding in the car. Three quarters of families who have children with autism spectrum disorder reported that their child escaped from vehicle restraints while they were driving, which can be very distracting to a driver. One in five parents reported that their child had aggressive or self-injurious behaviors that affected the safety of those in the car, including the driver. Many parents may resort to using after-market devices to secure their child, which are not recommended and may make them more unsafe in the event of a crash.

Currently, the American Academy of Pediatrics recommends discussing with parents and caregivers how to properly transport these children in a motorized vehicle. However, despite the significance of this problem with higher misuse, increased need for adaptation to commercial car seats, increased risk for injuries and the numbers of families this issue affects in the District and nationally, there are few resources available to help families keep their children with special needs safe in the car. For example, the NHTSA website has information on safe occupant passenger seats for typically developing children, but none for children with special needs. Even providers who routinely work with children with special needs may not feel comfortable offering solutions to common motor vehicle-restraint issues. Finding information on safe occupant transporting systems and behaviors can be complex. These parents have many competing demands for their limited time and deserve easy and accurate information on how to keep their children safe in motorized vehicles.

Planned Activity: Child Passenger Safety—Special Needs

Planned activity number: **M1X 2022-05-02**

Primary Countermeasure Strategy ID: **Child Restraint System**

Planned Activity Description

- **Baseline Survey of District Families:** This survey would provide estimates of the percentage of District families with special needs children served at Children’s National Hospital (CNH) and who have concerns surrounding safe motor vehicle restraint. This survey will test families’ knowledge of the restraint options available to them and assess for the child’s special need, how they are currently restrained, what their highest concerns are, and if they have ever been in a motor vehicle crash with their child on board. It would also serve as a baseline to judge the effectiveness of District intervention. Anticipate surveying 100 District families or caregivers.
- **Educational Intervention:** Brief, in-person or virtual intervention with families of special needs children being seen at the CNH Physical Medicine and Rehabilitation Department will be conducted by either the program manager or health educator. This will occur at scheduled medical appointments with Physical Medicine and Rehabilitation The

intervention will provide printed or digital educational materials as well as information on how to access the created informational videos and online resources pertaining to safe motor vehicle restraint. The family will also be offered a tablet to complete viewing of the educational video during their visit, if they choose. Anticipate reaching 200 District families or caregivers.

- **Informational Videos:** Create four (4) short educational videos directed at parents and guardians on safe motor vehicle-restraint options for children. Topics will include restraint options for children with physical needs, behavioral needs, children who are technologically dependent, and children who use wheelchairs. These will be four separate videos so parents can pick and choose which topics are pertinent to their unique situation and their child's needs. These videos will be accessible on the Safe Kids DC website. Videos can be viewed by families, either in clinic or asynchronously at home. The videos will remain on the website permanently, available for anyone who needs information on these topics.
- **Post-intervention Surveys:** Parents and caregivers will be sent surveys immediately after viewing their chosen video, at three months and six months post viewing. The survey immediately after will test knowledge gained from the video. The three- and six-month surveys will assess knowledge retention and behaviors changed.
- **Virtual Webinar:** This webinar(1) will be targeted to staff (approximately 20) of the Physical Medicine and Rehabilitation Department at Children's National, including nurses, case managers, physical therapists, occupational therapists, and social workers. The webinar will go over how to assess for safe restraint practices, options for safe restraint, including behavioral modification and devices, and helping families navigate insurance authorization for products. The webinar will be recorded and stored permanently on the Safe Kids DC website, so it can be viewed if a refresher is needed.
- **Staff Survey:** Staff who attend the webinar will be surveyed before, immediately after, and three months post-webinar to assess self-efficacy in discussing and recommending safe motor vehicle restraints to families.
- **Website Development:** The videos, webinar, and handouts will all be made available to the public on the Safe Kids DC website. The site will also contain links to any additional resources from reputable sources that may be helpful to families. This website will add to the sustainability of the project and allow the educational materials to be a resource for providers and families throughout the District and beyond.
- **Data Tracking and Analysis:** Data tracking on measures of success will be ongoing, allowing Safe Kids to make real-time adjustments, as needed, to ensure the success of this project. This data will be included in the quarterly and final reports.

Intended Subrecipients

The intended subrecipient will be the Safe Kids District of Columbia (Safe Kids DC) is a safety program that provides education and training to children and families on the prevention of unintentional injuries. New grantee for FY2022.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|-------------------------|
| Child Restraint System |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act 405b OP High | Child Restraint | \$49,982.00 | \$250,000.00 | \$0.00 |

Countermeasure Strategy: Communication Campaign—OP

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Effects

Influence audience attitudes and action regarding seatbelt usage, not only for themselves but also for their passengers, and reinforce the message that law enforcement strictly enforces District seatbelt laws.

Linkage between Program Area

Continue to build on the District's seatbelt compliance rate of over 90 percent by participating in the National Crackdown Click It or Ticket and Child Passenger Safety Campaigns. Participation will also help develop new message approaches.

Rationale

Providing information through various media formats (radio, print, television, etc.) is a proven strategy to help the public understand and potentially change behavior relative to their road use.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|-----------------------|
| M1X 2022-05-03 | Media Campaign |

Planned Activity: Media Campaign

Planned activity number: **M1X-2022-05-03**

Primary Countermeasure Strategy ID: **Communication Campaign—OP**

Planned Activity Description

Click It or Ticket

Participate in NHTSA’s national **Click It or Ticket** campaigns—May–June and November. This campaign aims to influence driver audience attitudes and actions regarding seatbelt usage not only for themselves, but also for their passengers, and to reinforce the message that law enforcement strictly enforces District seatbelt laws.

Mini-campaigns will also be held in March, as recommended. The campaign uses a combination of radio, out-of-home advertising, and digital/social media.

Child Passenger Safety

DDOT promotes Child Passenger safety throughout the year and participates in the national Child Passenger Safety week in September. DDOT supports efforts during Child Passenger Safety week with media promoting car seat inspection and installation events held throughout the District.

Overall Marketing / Communications Goal

Continue to influence driver audience attitudes and actions regarding seatbelt usage, not only for themselves, but also for their passengers. Reinforce the message that law enforcement strictly enforces District seatbelt laws, day and night, every trip, and every time.

Target Profile

Drivers: Adults 21–35

Passengers 11–25

Media Strategy

- Use a mix of traditional media vehicles as well as new media technologies designed to reach the target audience(s).
- Radio will be the primary way to reach drivers behind the wheel.
- Social media will target males ages 18–24 and provide increased reach for the Click It or Ticket message.
- Out-of-home campaign of bus ads and MPD Billboard.
- Earned media.

Intended Subrecipients

The intended subrecipient is the McAndrew Company. This is a privately owned, full-service advertising and marketing communications agency. For over 12 years, McAndrew has developed and implemented DDOT’s traffic safety campaigns, including Click It or Ticket, Aggressive Driving, Distracted Driving, and Pedestrian and Bicycle Safety, as well as managed the DC Road Rules website and social media pages.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|---------------------------|
| Communication Campaign–OP |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act 405b OP High | Paid Advertising | \$220,000.00 | \$220,000.00 | \$0.00 |

Countermeasure Strategy: Occupant Protection Survey

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Use NHTSA standards to conduct annual National Occupant Protection User Survey (NOPUS) and provide public information through a National and State report produced by Howard University.

Linkage between Program Area

The HSO will also fund Howard University to conduct the NOPUS of seatbelt use by all front passengers (driver and front seat occupants) in all passenger vehicles, including small commercial vehicles (under 10,000 lbs). The survey will comply with observation methodology adopted by NHTSA for the District’s 2018 seatbelt survey.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|----------------------------|
| OP 2022-05-02 | Occupant Protection Survey |

Planned Activity: Occupant Protection Survey

Planned activity number: **OP 2022-05-02**

Primary Countermeasure Strategy ID: **Occupant Protection Survey**

Planned Activity Description

- Develop survey and finalize survey requirements.
- Determine locations based on prior survey and other data sources (e.g., crash data).
- Implement.
- Complete data and analyze.
- Prepare final report.

Intended Subrecipients

The intended subrecipient is Howard University, Washington, D.C.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|----------------------------|
| Occupant Protection Survey |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act NHTSA 402 | Seatbelt Survey | \$110,000.00 | \$500,000.00 | \$0.00 |

Countermeasure Strategy: Supporting Enforcement—OP

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

The District of Columbia has a primary seatbelt law, meaning that law enforcement officers can ticket a driver or passenger for not wearing a seatbelt, without any other traffic offense taking place.

Seatbelt usage is enforced in the District by regular enforcement throughout the year, as well as dedicated programs such as the Click It or Ticket (CIOT) Campaign and Child Passenger Safety Week. The annual CIOT campaigns typically run in May and June, with a mini-campaign in March. The Child Passenger Safety enforcement is conducted in September.

Linkage between Program Area

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

Rationale

Enforcement has contributed to ensuring that more than 90 percent of all vehicle occupants wear their seatbelt.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|---------------------------------|
| OP 2022-05-01 | Occupant Protection Enforcement |

Planned Activity: Occupant Protection Enforcement

Planned activity number: **OP 2022-05-01**

Primary Countermeasure Strategy ID: **Supporting Enforcement—OP**

Planned Activity Description

- Conduct 2,000 hours of overtime enforcement on day and/or nighttime seatbelt enforcement at high-hazard locations identified by the HSO and MPD sources.¹
- Conduct 500 hours of overtime nighttime seatbelt enforcement during 2022 CIOT mobilizations and child passenger safety week.²

¹ Countermeasures that Work, Ninth Edition, 2017, Ch. 2, Section 2.2

² Countermeasures that Work, Ninth Edition, 2017, Ch. 2, Section 3.1

- Conduct 600 hours of overtime at events and evenings to inspect and perform CPS workshops for parents, teachers, and caregivers on the proper installation of child safety seats.
- Assist CPS Coordinator in providing Child Passenger Safety Certification and recertification training courses to police officers, and Fire and EMS personnel.

Intended Subrecipients

The intended subrecipient is MPD, the primary law enforcement agency for the District of Columbia. Since the adoption of the national enforcement and media campaign **Click It or Ticket**, MPD has supported the program with its enforcement efforts and has worked with neighboring jurisdictions to perform border-to-border seatbelt mobilizations. MPD currently has 20 officers who are Child Passenger Safety Certified Technicians; these technicians participate in the District’s Child Passenger Safety—Project Safe-Child program where child seats are checked or installed and workshops about the proper use of child seats given to parents and caregivers.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|---------------------------|
| Supporting Enforcement—OP |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-------------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act NHTSA 402 | Police Traffic Services | \$239,400.00 | \$550,000.00 | \$0.00 |

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Overview

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

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

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

- **§ 50-2206.11. Driving under the influence of alcohol or a drug.** No person shall operate or be in physical control of any vehicle in the District: (1) While the person is intoxicated³; or (2) While the person is under the influence of alcohol or any drug or any combination thereof.
- Additionally, persons under the age of 21 cannot purchase, consume, or possess any alcoholic beverages of any kind. If they are found to be operating a motor vehicle with any measurable amount of alcohol, then they will be placed under arrest and charged with Driving While Intoxicated (DWI).

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

A person can still be arrested if they are:

- Under 21; no measurable amount of marijuana is allowed.
- Smoking or consuming marijuana in public, possessing more than 2 ounces, or selling any amount of marijuana.
- Driving while under the influence of marijuana.

³ D.C. Code § 50-2206.01(9) defines "Intoxicated" as:

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

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

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

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

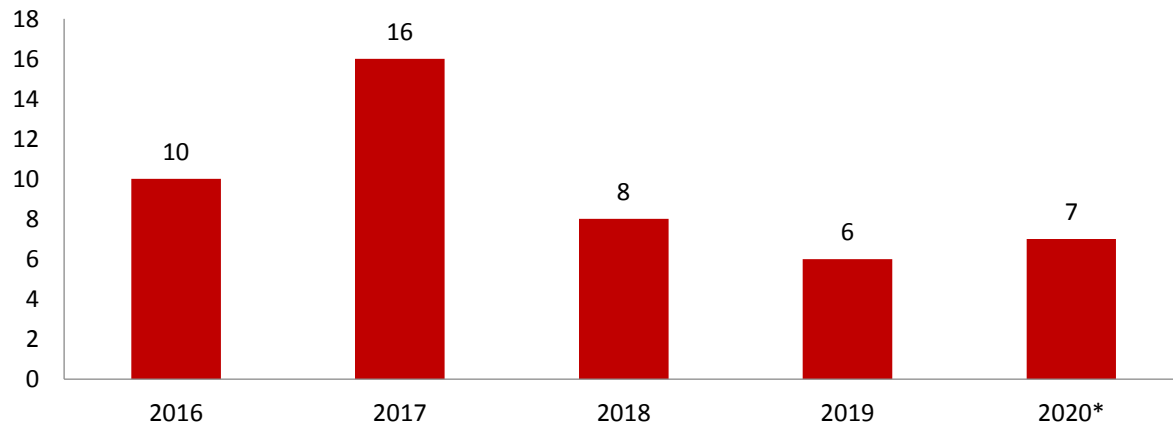
Federal law continues to prohibit the possession or use of any amount of marijuana. Therefore, Federal law enforcement officers may arrest anyone in the District for possession of any amount of marijuana.

In accordance with the FAST Act, the District of Columbia was rated as a Mid-Range State in FY2021 and qualifies for 405 funding to continue to support its efforts to reduce drinking and driving. In response to the grant requirements of Title 23, Section 405(d), an Impaired Driving Strategic Plan (IDSP) was developed under the guidance and contribution of the District’s Impaired Driving Task Force (IDTF), which was formed on March 3, 2021. Activities and strategies contained in the IDSP are also contained in the HSP.

Impaired-related Data Trends

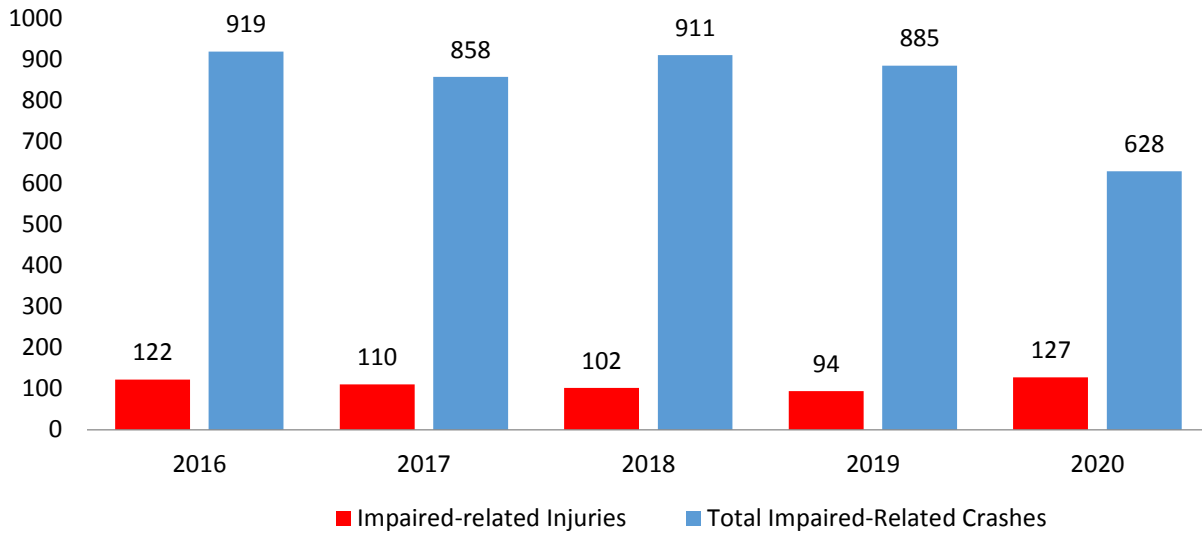
Between 2016 and 2020, there were 47 alcohol-impaired related fatalities, representing 32 percent of all traffic fatalities (148). 2020 alcohol-impaired fatalities are preliminary.

Alcohol-impaired Fatalities (FARS)



Between 2016 and 2020, there were 555 impaired-related injuries (alcohol and drugs) representing 4.1 percent of all injuries (13,443). On average, 14 percent of all impaired-related crashes resulted in an injury per year.

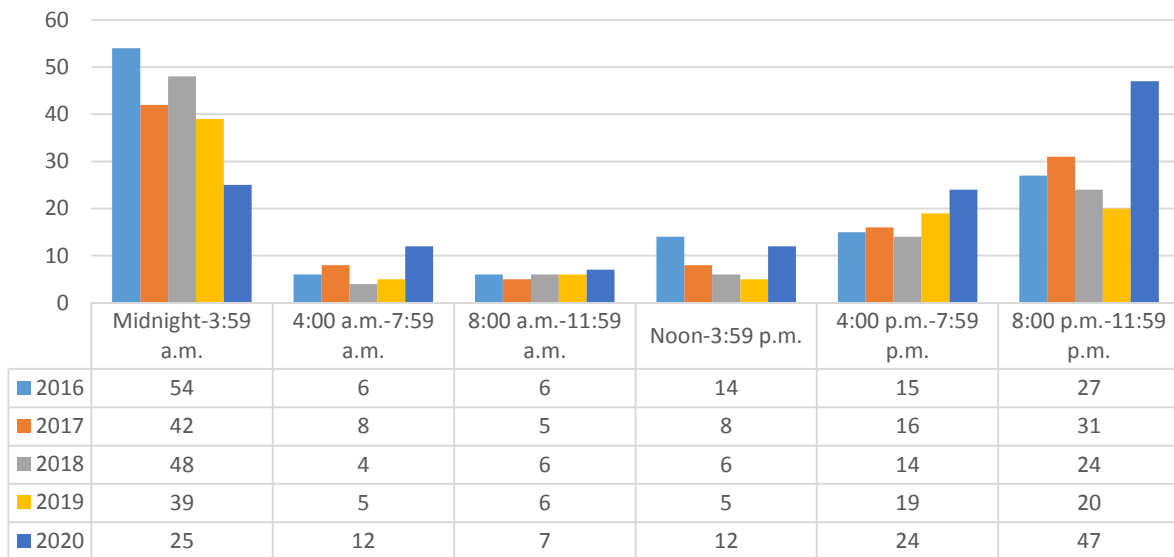
Impaired-related Injuries



When impaired-related injuries occur

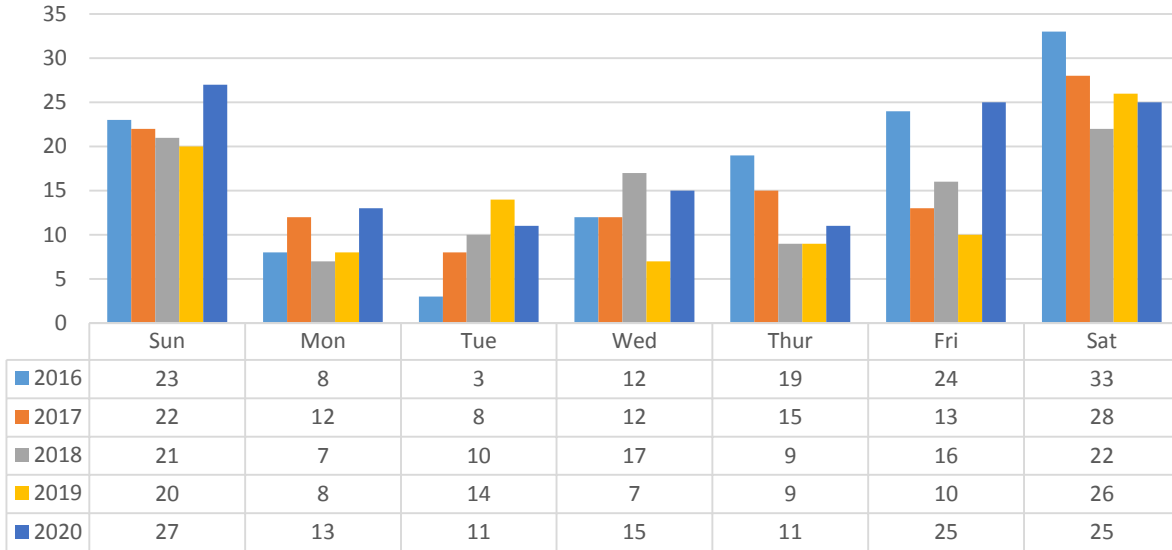
Based on injury data between 2016 and 2020, the majority of these injuries occurred between midnight and 3:59 a.m., followed by the second highest time between 8:00 p.m. and 11:59 p.m.

Impaired-driving Injures by Time of Day



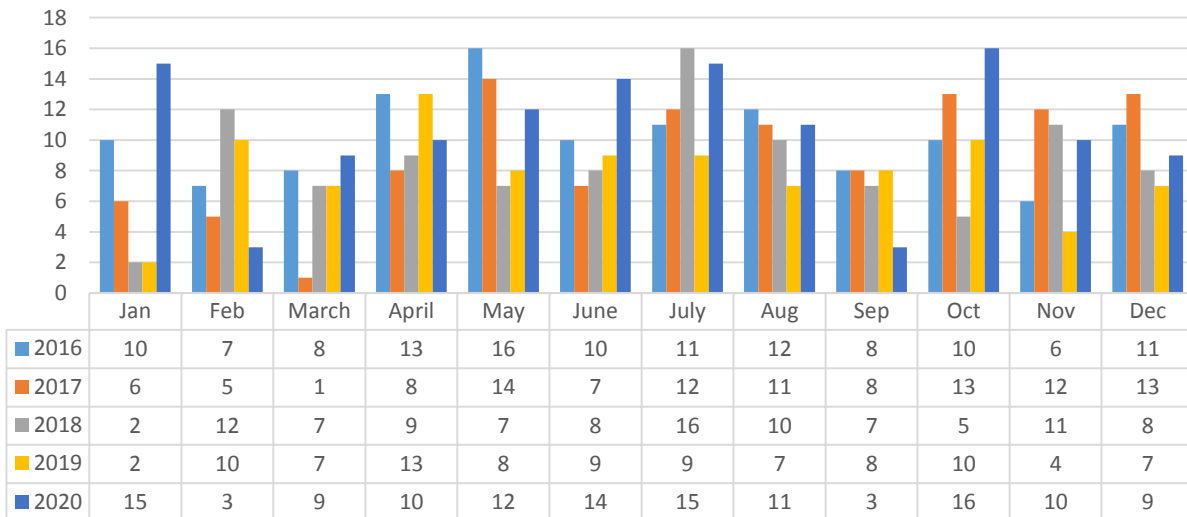
The days of the week with the highest frequencies of impaired-related injuries are Saturdays and Sundays with 24.1 percent and 20.4 percent, respectively. About 15.9 percent occur on Fridays and 11.4 percent occur on Wednesdays and on Thursdays.

Impaired Driving Injuries by Day of the Week



The months of the year with the highest frequencies of impaired-related injuries are July (11.4 percent), May (10.3 percent), and October (9.7 percent).

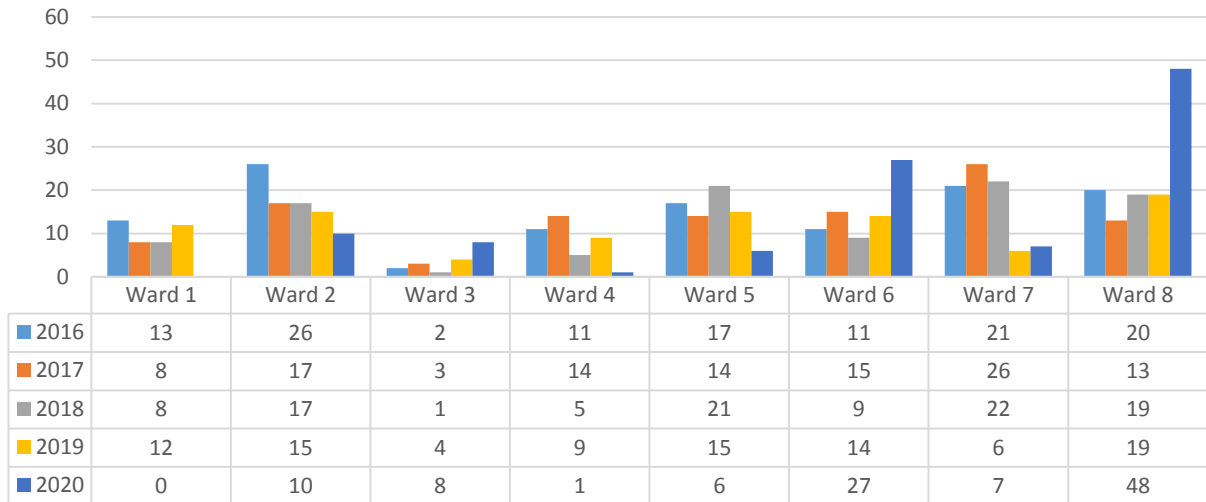
Impaired Driving Injuries by Month



Where impaired-related injuries occur

The distribution of crashes by ward is presented below. The highest impaired-related injuries occurred in Ward 8 (21.4 percent), Ward 2 (15.3 percent), and Ward 7 (14.8 percent) of all impaired-related injuries between 2016 and 2020.

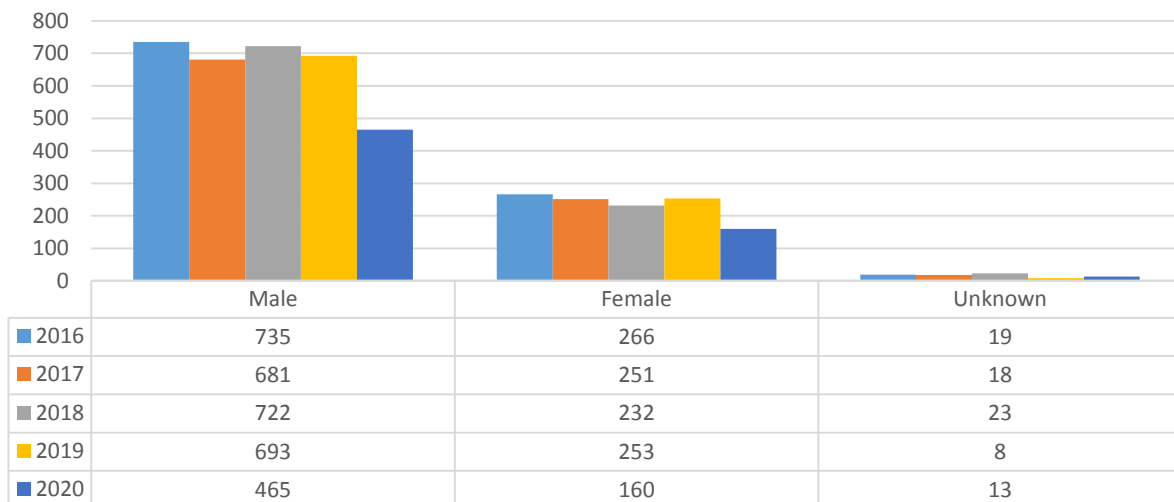
Impaired Driving Injuries by Ward



Who drives impaired

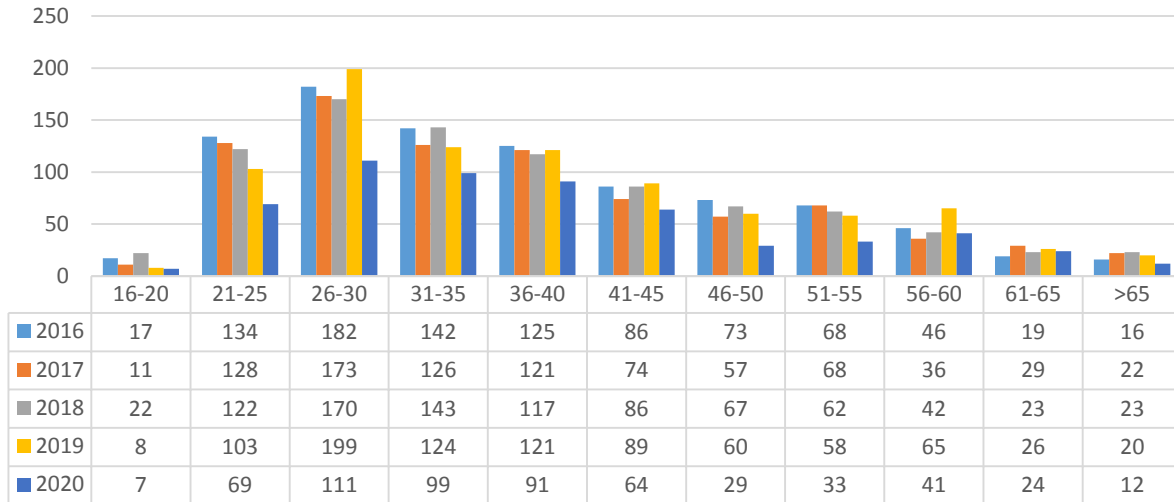
The summaries of impaired-driving crashes by gender are presented below. From the summaries, male drivers were reported as the highest group involved in impaired-related crashes with an overwhelming majority of 72.6 percent (25.6 percent for female drivers and 1.8 percent unknown).

Gender of Impaired Driver Involved in a Crash



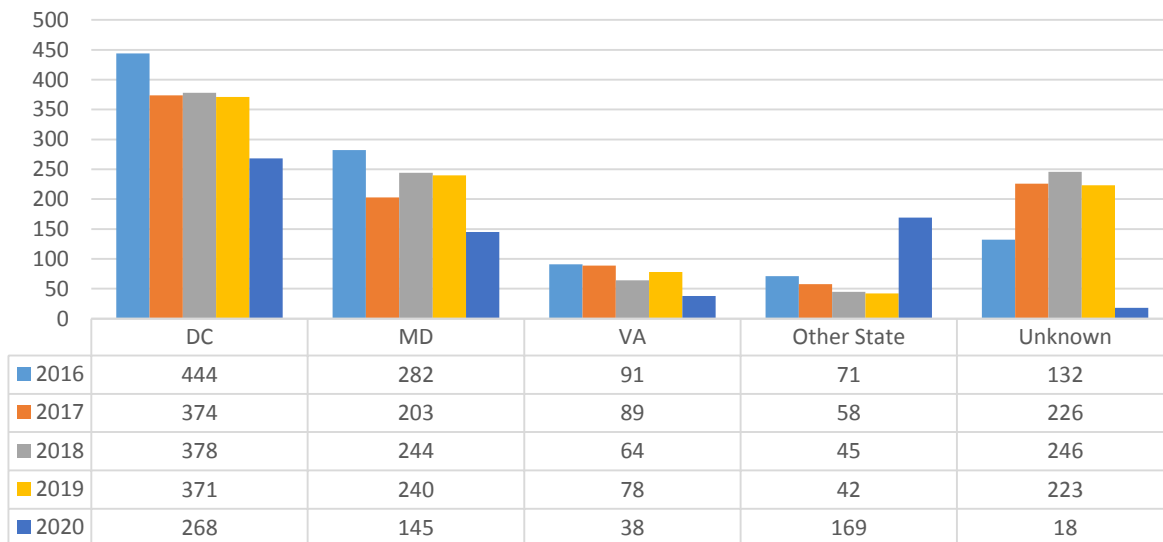
The age groups with the highest involvement in impaired-related crashes are 26–30 years (18.4 percent), 31–35 years (14 percent), and 36–40 years (12.7 percent).

Age of Impaired Driver Involved in a Crash



The majority of drivers involved in impaired-related crashes held a permit from the District (40.4 percent). 24.5 percent held a permit from Maryland, 7.9 percent from Virginia, and 8.5 percent from other States. 18.6 percent were coded as unknown.

Permit of Impaired Driver involved in a Crash



Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|-------------|---|-----------------|---------------|--------------|
| 2022 | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 2022 | 5 Year | 9 |
| 2022 | C-13) Number of injuries involving an impaired driver | 2022 | 5 Year | 111 |

Countermeasure Strategies in Program Area

| Countermeasure Strategy |
|------------------------------------|
| Communication Campaign—Impaired |
| Court Monitoring |
| High-visibility Saturation Patrols |
| Laboratory Drug Testing |

Countermeasure Strategy: Communication Campaign— Impaired

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

The goal of this outreach is to reduce the number of impaired-related crashes by informing the public and, more specifically younger adults, on the negative effects of alcohol and/or drugs and driving/walking/biking.

Linkage between Program Area

Data state the highest number of impaired fatalities and injuries occur:

- Thursdays through Sundays between 8 p.m. and 4 a.m.;
- Involve males ages 21–35;
- Months with the highest fatalities and injuries are May, July, and October; and
- Wards 8, 2, and 7 have the highest level with a moderate balance through other wards.

Media Objective

Increase belief of arrest for drinking and driving.

Increase perception that law enforcement is out with patrols and checkpoints.

Education Objective

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

Rationale

The District will also continue to participate in the National Enforcement Crackdown—where the primary message is *Drive Sober or Get Pulled Over*—in the summer months and holidays. The media campaign by The McAndrew Company operates in conjunction with regional law enforcement waves aimed at getting impaired drivers off the roads and educating the public about the dangers and consequences of drunk drivers.

The HSO will continue to partner with the Washington Regional Alcohol Program (WRAP) and provide communication and outreach strategies to the public on the dangers of driving while impaired. These efforts include education programs for high schools, community groups, and business. The SoberRide campaigns (<http://www.wrap.org/soberide/>) also provides a no-cost taxicab ride designed to prevent drunk driving.

All media/education outreach efforts will be coordinated with the MPD to support High-visibility Enforcement (HVE) waves. This plan will focus on areas with the greatest potential to enhance safety and improve existing traffic safety programs.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|-------------------------|
| M6X 2022-01-00 | Education and Outreach |
| FDLPEM 2022-01-00 | Media Campaign—Impaired |

Planned Activity: Education and Outreach

Planned activity number: **M6X 2022-01-00**

Primary Countermeasure Strategy ID: **Communication Campaign—Impaired**

Planned Activity Description

- Release the 2021 *How Safe Are Our Roads?* report prepared through a contract with the Metropolitan Washington Council of Governments (MWCOG). This detailed report represents an overall picture of the greater Washington area in the areas of impaired driving fatalities, crashes, injuries, and arrests.
- Promote and conduct five SoberRide campaigns. Print materials, in English and Spanish, to distribute for seasonal media campaigns. Approximately 250,000 printed pieces will be distributed throughout the grant year. The campaigns will run during Halloween 2021, the 2021 Holiday season, St. Patrick's Day 2022, Cinco de Mayo 2022, and Independence Day 2022.
- Conduct WRAP's 24th annual winter award program recognizing area law enforcement officers who have gone above the call of duty in the fight against impaired driving.
- Update and maintain WRAP's websites (www.wrap.org and www.soberride.com) and social media sites with current news releases, upcoming events and program information.
- Serve as a resource for referrals to a host of audiences, including the District Mayor's Office of Nightlight and Culture and the District of Columbia's Impaired Driving Task Force, regarding issues of impaired driving and underage drinking, as well as explore opportunities to better compile and disseminate such information.
- Promote and conduct educational programs and related events on risky behaviors and the consequences associated with underage drinking and impaired driving in District high schools and within the youth community groups.
- Serve as a coordinator and resource for local high school organizations promoting alcohol- and drug-free lifestyles to their peers.
- Continue WRAP's leadership role in local, regional, and national coalitions concerning traffic safety and alcohol-related issues.

- Produce and disseminate the 2022 edition of WRAP's annual educational guide on underage drinking laws, consequences, tips, information, and more. A resource guide for teachers, parents, and students is privately funded and publicly available.
- Produce and disseminate the 2022 edition of WRAP's annual reference guide on regional impaired driving laws, related facts and statistics. A resource guide for adults that is privately funded and publicly available.
- Continue to promote and conduct WRAP's Safe and Vital Employees (SAVE) initiative educating local employees and military personnel about impaired driving laws and consequences.
- Participate in SAMHSA's 18th Annual Prevention Day or likewise event or activity by WRAP's Director of Programs.
- Continue WRAP's leadership role in District Office of the Attorney General's regularly convened DUI Enforcement meetings coordinating DUI enforcement activities in city and among prosecutorial (AOAG, USDOJ), law enforcement (MPD, USPP, USSS, and USCP) and other (OFTS, MDSAA, NDAA) partners. Upon sought participation of said collective stakeholders, such a role can evolve to serving as a catalyst for the sought creation of a larger DC DUI task force.
- Continue to promote and conduct prom and graduation activities at 24 District high schools from mid-April through May to increase awareness and call attention on the perils of drunk driving by advocating that high schools call for a *Moment of Silence* the week of May 14, 2022. Continue to serve as a resource for area high school students, faculty, students, and parents on underage drinking prevention data, programs and efforts.

Intended Subrecipients

Enter intended subrecipients.

The intended subrecipient is WRAP, a nonprofit public-private partnership that has worked to prevent drunk driving and underage drinking in the Washington metropolitan area for 39 years. WRAP's SoberRide program has successfully removed thousands of would-be drunk drivers from the Greater Washington's roadways and has reached numerous high school students on alcohol awareness.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|---------------------------------|
| Communication Campaign—Impaired |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act 405d Impaired Driving Mid | Driver Education | \$146,850.00 | \$350,000.00 | \$0.00 |

Planned Activity: Media Campaign—Impaired

Planned activity number: **FDLPEM-2022-01-00**

Primary Countermeasure Strategy ID: **Communication Campaign—Impaired**

Planned Activity Description

Participation in the national Drive Sober get Pulled Over campaign. This campaign runs between December 18 and January 1, its purpose is to educate people about the dangers and consequences of driving drunk. Mini-campaigns are also conducted for Halloween, Super Bowl, St Patrick’s Day, and July 4th.

Target Profile

Male adults between ages 18 and 35

Media Strategy

Use a mix of traditional media vehicles as well as new media technologies to target the young male audience.

- Radio will be the primary way to reach drivers behind the wheel; other media will include Out-of-Home Transit ads and the MPD Billboard.
- Digital and social media.

Intended Subrecipients

The intended subrecipient is McAndrew Company. A privately owned, full-service advertising and marketing communications agency. For over 12 years, McAndrew has developed and implemented DDOT traffic safety campaigns, including Click It or Ticket, Aggressive Driving, Distracted Driving, and Pedestrian and Bicycle Safety, as well as managed the DC Road Rules website and social media pages.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|---------------------------------|
| Communication Campaign—Impaired |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act 405d Impaired Driving Mid | Paid/Earned Media | \$205,000.00 | \$800,000.00 | \$0.00 |

Countermeasure Strategy: Court Monitoring

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Reduce the number of impaired-related crashes by increasing the ability of prosecutors and law enforcement to effectively present and prosecute traffic safety violations, particularly focusing on impaired driving, by providing specialized training, legal research, practical resource materials, and real-time trial support throughout the District.

The Office of the Attorney General (OAG) prosecutes Driving Under the Influence of Alcohol and/or Drug offenses (DUI). The number of alcohol- and/or drug-impaired driving cases presented to the OAG for prosecution remains high. Because of the increased number of current cases, that continue to rise, there is an urgent need for prosecutors to handle the increased caseload and focus solely on impaired-driving offenses. Some of these cases have unique issues, such as:

1. Multiple police agencies, maintaining distinct breath-testing programs with unique rules and regulations, policies, and procedures;
2. Increased usage of police body-worn cameras (BWC), street video, and station video cameras that require preserving, redacting, and disclosing footage during pretrial discovery (the District’s failure to preserve video could result in a sanction as severe as dismissal of the charges);
3. Drug impaired-driving cases (decriminalization of small quantities of marijuana, use of phencyclidine, synthetic cannabinoids, cathinones, and opioids);
4. High volume of crash cases that seek redress for crime victims; and
5. In crash cases where defendants are transported to the hospital (due to injury), difficulty in assessing impairment or inability to have defendant consent to a blood/urine draw.

DUI cases are considered the more challenging cases that the OAG’s Criminal Section handles. The complex issues related to DUI cases that arise require activity hours devoted to learning and maintaining expertise to be able to assist law enforcement in conducting better investigations, as well as being able to effectively present the evidence in court, and ultimately aim to deter the problem of impaired drivers and create a safer community. The activity hours devoted to DUI Prosecution focus on the more complex cases, including but not limited to

children in the car with impaired drivers and repeat offenders. These cases include more intensive pre-trial discovery and novel and complex motions and oral arguments.

Linkage between Program Area

Strong DUI laws, high conviction rates, and swift prosecution of a DUI offence are critical for ensuring the motorist does not commit another offence. This can be achieved by placing special DUI prosecutors.

Rationale

For enforcement efforts to be effective there must be proper prosecution and adjudication of DUI arrests. Therefore, the OAG is committed to continue funding for a dedicated traffic-safety resource prosecutor (TSRP) position, and a DUI Team comprised of DUI prosecutors and a paralegal with the OAG. OAG works with law enforcement, judicial communities, and policymakers to take a tough stance on impaired-driving offences to protect the citizens of the District of Columbia. Comprehensive training arms law enforcement officers and prosecutors with the tools they need to better conduct their investigations and effectively present evidence in court to ultimately convict and deter impaired drivers. The DUI Team also meets and discusses drug-impaired-driving cases, marijuana impairment, and discusses revisions of legislation on marijuana levels and how to effectively prosecute marijuana-impaired cases.

This group meets monthly for DUI Enforcement meetings hosted by the TSRP. At these meetings, the TSRP keeps attendees abreast of legal issues, courtroom ruling trends, discovery matters, and training opportunities. Furthermore, attendees receive updates from police agency representatives on the occurrences and enforcement measures in their agency. These meetings also allow for creating new training programs, enforcement initiatives, and intra-agency coordination.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|--------------------------|------------------------------------|
| M6OT-2022-01-01 OAG/DUI | DUI Prosecutor and Paralegal |
| M6OT-2022-01-01 OAG/TSRP | Traffic Safety Resource Prosecutor |

Planned Activity: DUI Prosecutor and Paralegal

Planned activity number: **M6OT-2022-01-01 OAG/DUI**

Primary Countermeasure Strategy ID: **Court Monitoring**

Planned Activity Description

Activities I: Litigation

Carry caseloads (approximately 75–130 cases) of the most demanding and difficult impaired-driving cases, such as repeat offenders, children in car cases, major crash cases, and toxicology cases from inception to end. These include, but not limited to, arraignments, body worn camera footage review, review of police paperwork and witness statements, filing pleadings, plea negotiations, trials and motions hearings, and sentencing.

Activities II: Intra-office Support

Respond to prosecutors' written and verbal inquiries concerning criminal traffic matters and serve as a resource for prosecutors by offering expertise and assistance for prosecuting traffic safety offenses and reviewing written case materials on a variety of legal issues. This includes, but is not limited to, probable cause, Standardized Field Sobriety Tests (SFST), implied consent, breath/blood/urine testing, pretrial procedures, trial practice and strategy, advice with plea negotiations, and appellate practice.

Activities III: Screening DUI cases

Review and screen paperwork (65 cases per month) and body-worn camera footage from police agencies to verify there is sufficient evidence to charge DUI and ensure that the necessary documentation has been obtained from the police agencies.

Activities IV: Drug Court

Represent the District of Columbia in bi-weekly Drug Court hearings where the prosecutors monitor defendants' progress through the D.C. Superior Court Drug Intervention Program. This can also include extending Drug Court plea offers and reviewing pre-trial evaluations to determine if Drug Court is an appropriate resolution of the case.

Activities V: Training and Technical Support

Attend conferences, trainings, and meetings that represent the District of Columbia to learn new information on impairment, prosecution of DUI cases, and traffic safety; and prepare quarterly progress reports.

Activities VI: Paralegal Support

- Build DUI jackets for arraignments, including entering information into Abacus and creating discovery packets.
- Redact sensitive information from discovery packets and personnel performance management system (PPMS) documents.

- Request criminal records through WALES and NCIC.
- Request local and nationwide driving histories (both preliminary and certified).
- Order, pick up, and organize MPD station videos.
- Request subpoenas of civilian witnesses and radio run/911/CAD reports.
- Maintain statistical information on DUI cases not captured by the OAG case management system.
- Maintain spreadsheet of all defendants who are referred to and enter into Drug Court.
- Perform all other pre-trial and trial preparation for the DUI attorneys, as directed by supervisors.
- Professional Development involves attending training and courses to strengthen and broaden my paralegal skills.
- Close out all DUI cases after sentencing by inputting data in our case management system.

Intended Subrecipients

The intended subrecipient is the OAG, which has a long history of focusing on impaired driving. The Criminal Section of OAG has always prosecuted impaired drivers. As a result, the OAG has extensive experience training attorneys and law enforcement in this area, as well as successfully prosecuting impaired-driving cases. OAG is responsible for knowing every aspect of impaired driving and working with related agencies and successfully hold impaired drivers accountable. OAG continuously improves its policies and procedures to support the increased successful prosecutions of impaired drivers. OAG works with all law enforcement agencies in the District to prosecute impaired driving offenses.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|-------------------------|
| Court Monitoring |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|-----------------------|--------------------------|----------------|---------------|
| 2022 | FAST Act 405d Impaired Driving Mid | Court Support | \$712,524.00 | \$1,200,000.00 | \$0.00 |

Planned Activity: Traffic Safety Resource Prosecutor

Planned activity number: **M6OT-2022-01-01 OAG/TSRP**

Primary Countermeasure Strategy ID: **Court Monitoring**

Planned Activity Description

Activities I: Training

- Attend at least eight in-person or electronic media-based trainings to develop and maintain specialized knowledge of traffic safety and impaired-driving issues.
- Host / Conduct a minimum of 25 training sessions for prosecutors, law enforcement officers, and other traffic safety professionals to emphasize the effective prosecution of impaired-driving cases. There should be a minimum of five attendees per training. These sessions include, but are not limited to, the following topics:
 - Report writing and testimony tips (Cops in Court) to law enforcement;
 - Operating breath-testing instruments used by the MPD, U. S. Capitol Police, U. S. Park Police, and other police agencies;
 - DUI Boot Camp for New Prosecutors;
 - Qualifying and introducing expert witnesses;
 - How to prepare for a DUI trial;
 - Review appropriate DUI Plea Guidelines;
 - Prosecutor and Toxicologist Guide to Effective Communication in Impaired Driving Cases (with moot court); and
 - Legal updates that pertain to District code changes, case law, and other rules and procedures.
- Meet quarterly with representatives from the National Traffic Law Center (NTLC); maintain online relationship with other TSRPs nationwide, and when needed, provide technical support to other jurisdictions.
- Participate in Sobriety Check program to educate area high school and college students about the consequences of abusing alcohol and drugs.
- Facilitate one Advanced Roadside Impaired Driving Enforcement (ARIDE) course with a minimum of 10 law enforcement officers in attendance. Work with MPD to develop a more comprehensive ARIDE and Drug Recognition Expert (DRE) program.
- Attend some of the following conferences: Lifesavers Conference, the TSRP annual meeting, NHTSA regional meeting, DRE conference, and/or any additional conferences that promote traffic safety. When possible, provide subject matter expertise on topics requested. Provide a summary of lessons learned to the HSO.

Activities II: Districtwide Resource

- Meet with and support MPD and other law enforcement agencies, DDOT, the Office of the Chief Medical Examiner (OCME), and the Executive Office of the Mayor.
- Facilitate preservation of blood/urine specimens collected from impaired drivers at Washington area hospitals.
- Host / Conduct quarterly DUI enforcement meetings and annual DRE meetings to train and assist police officers and other traffic safety professionals. Representatives from at least three different police agencies should attend the monthly enforcement meetings. Facilitate quarterly meetings with the OCME to discuss toxicology and breath program issues pertinent to impaired driving.
- Participate in Community Outreach Events, such as WRAP SoberRide Kickoffs, NHTSA Drive Sober or Get Pulled Over, Responsibility.org congressional meetings, and the District's Vision Zero.
- Regularly attend the District Traffic Records Coordinating Committee quarterly meetings, and the Strategic Highway Safety Program meeting(s). Prepare quarterly report that includes statistical information on DUI cases to be shared with the HSO and TRCC committee.
- Serve as the co-chair of the citywide impaired driving related task force meetings.

Activities III: Intra-office Support

- Communicate trends in impaired-driving enforcement and prosecution, updates in the law, and other issues to prosecutors at bi-weekly staff meetings, and/or bi-weekly e-mail communication.
- Screen (paper) or assist with the screening a minimum of 350 impaired-driving arrests, arrest warrant applications, search warrant applications, and judicial summons cases. Assist law enforcement with biological specimen-preservation requests. Screen DUI offenders for Drug Court placement.
- Provide technical support to prosecutors dealing with impaired-driving cases. Technical support ranges from assisting with pretrial plea negotiations, litigation support, pre-trial preparation, witness conferences, case law, legal research, writing and editing legal arguments, reviewing body-worn camera footage, and aiding with sentencing. Can serve as second chair prosecutors in Court on difficult impaired-driving litigation.
- Observe court proceedings on a biweekly basis to identify problem areas and any need for additional training.
- Support pretrial discovery by securing toxicology reports from OCME, breath litigation materials, and save to a shared database for attorney access. Submit requests to Federal Agencies for street and station video, and upon receipt, deliver to attorneys. Secure FEMS reports.

- Maintain and provide intra-office resources to prosecutors so they have easy access to pleadings, expert witness materials, trial preparation materials, and pertinent caselaw. Create DUI trial binders for new attorneys.
- Keep Probation Show Cause (PSC) database and provide litigation support to track DUI offenders who violate terms of probation.
- Retain a caseload of approximately 20–25 serious traffic (DUI) cases so as to remain current on litigation skills, including pretrial preparation, legal writing, plea negotiations, and trial.

Activities IV: Legislative Support

- Advocate on behalf of the District and provide technical assistance for changes, if necessary, to the impaired driving, reckless driving, and other traffic safety laws. Review the effectiveness of the current impaired-driving laws, and determine what, if any, modifications are to be made.
- Serve on or support the Criminal Jury Instruction committee, particularly in DUI jury instructions.
- Write quarterly submissions to the TSRP blog pertaining to trends in impaired driving.

Intended Subrecipients

The intended subrecipient is the OAG, which has extensive experience training attorneys and law enforcement in this area, as well as, successfully prosecuting impaired-driving cases. The OAG must know every aspect of these charges and has worked over the years with allied agencies to successfully hold motorists accountable. OAG has continuously made improvements in policies and procedures to assist with the increased successful prosecutions of impaired drivers. OAG works with all law enforcement agencies in the District to prosecute impaired-driving offenses.

Over the past decade, OAG has used DDOT grants to hire and use a Traffic Safety Resource Prosecutor. This position has enabled OAG to focus more attention on impaired-driving cases as the number of arrests has increased. As a result, this funded position has significantly increased work product and prosecution of these types of offenses.

Countermeasure strategies

| Countermeasure Strategy |
|--------------------------------|
| Court Monitoring |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|-----------------------|--------------------------|----------------|---------------|
| 2022 | FAST Act 405d Impaired Driving Mid | Court Support | \$198,500.00 | \$1,200,000.00 | \$0.00 |

Countermeasure Strategy: High-visibility Saturation Patrols

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety

Impaired driving can refer to operating a motor vehicle while under the influence of alcohol, drugs, or both. While alcohol-impaired driving is well researched and understood, little is known of drug-impaired driving, especially as NHTSA tracks more than 400 drugs—legal and illegal—that can cause impairment, and each has a different effect on every user. The alcohol-impaired driving laws are better understood and easier to enforce than those for drug-impaired driving.

If drivers believe that driving impaired is likely to be detected and result in an arrest, conviction, and punishment, many will not drive impaired. The Traffic Safety Specialized Enforcement Branch (TSSEB) will continue to coordinate high-visibility, sobriety-saturated patrols citywide on a weekly/monthly basis. Enforcement will be conducted in conjunction with the alcohol van, increasing enforcement visibility, and with MPD officers equipped with body cameras to strengthen their convictions.

Linkage between Program Area

MPD will enforce the District DUI laws, as well as support efforts during the months of January, February—Super Bowl, March—St Patrick’s Day, May—Cinco de Mayo, August, October—Halloween, November, and December Holidays, as well as NHTSA-designated crackdown periods.

Rationale

The HSO has partnered with MPD to enforce the District’s DUI laws by regularly conducting saturated patrol and using specially trained officers and equipment in high-risk locations. Both methodologies are found in the NHTSA publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, 9th Edition, 2017. This effort includes uniformed law enforcement officers *saturating* a high DUI-related crash area and engaging the driving public by pulling over as many traffic violators as possible to serve as a deterrent to impaired driving. The HSO and other MPD sources identify these high-risk locations. As an additional deterrent, the HSO and MPD have also invested in building an Impaired Driving Mobilizing Processing Unit, which is a fully functional DUI processing center

equipped with Intoxilyzer, breath-testing instruments, fingerprint equipment, holding cell, officers’ workstations, and all other necessary equipment and supplies. Using this van will also increase the efficiency of onsite DUI processing and, as a result, an increase in DUI arrests. This hybrid approach, along with the associated national crackdowns and mobilization, will provide continuous direct and general deterrence in impaired driving.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|------------------------------|
| AL 2022-03-00 | Enforcement Impaired Driving |

Planned Activity: Enforcement Impaired Driving

Planned activity number: **AL 2022-03-00**

Primary Countermeasure Strategy ID: **High-visibility Saturation Patrols**

Planned Activity Description

- Conduct 4,000 overtime hours for alcohol enforcement for saturated patrol/checkpoints during the day and at times based on crash data at high-risk locations, and use the impaired driving van and body cameras.
- Conduct 1,000 overtime hours for enforcement during National Crackdowns, and holidays where high-visibility enforcement is required and also use the impaired driving van and body cameras.
- Conduct 1,000 overtime hours of enforcement on underage drinking/purchasing alcohol and selling of alcohol to minors).
- Conduct new SFST Training—32 hours of class; two classes in each of the seven MPD districts with a minimum of 10 new officers (140 officers).
- Conduct SFST Refresher Course—8 hours of class; 3 classes per year with a minimum of 20 officers (60 officers).
- Conduct Intoximeter training—40 hours of class; 4 classes per year with a maximum of 12 officers.
- Conduct ARIDE training—16 hours of class; 2 classes per year with a minimum of 10 officers.

Intended Subrecipients

The intended subrecipient is MPD, which has extensive and well-known past and current experience/qualifications. It includes 150 years of policing the Nation’s Capital and providing protection and traffic safety to the residents of the District of Columbia, its neighbors, and visitors. The majority of officers are seasoned veterans of the force and have over 100 years of combined traffic safety law enforcement experience. Combine this with many other officers who work from the MPD's seven police district stations, the Special Operations Division (SOD),

and the Patrol Services and School Bureau (PSSB), and the MPD meets and or exceeds the necessary qualifications and experience to meet its highway safety objectives and goals.

Countermeasure strategies

| Countermeasure Strategy |
|------------------------------------|
| High-visibility Saturation Patrols |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-------------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act NHTSA 402 | Police Traffic Services | \$458,000.00 | \$550,000.00 | \$0.00 |

Countermeasure Strategy: Laboratory Drug Testing

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

In the District of Columbia, approximately 94.5 percent of toxicology tests of individuals suspected of being impaired while driving was positive for alcohol or drugs in 2019 (calendar year). Ethanol, marijuana metabolite, and phencyclidine (PCP) were the most commonly encountered drugs, with average positivity rates of 64 percent, 33 percent, and 23 percent, respectively. Overall, this continued increase in positive casework creates workload challenges that negatively affect driving-under-the-influence casework turnaround time and backlog numbers.

The OCME Forensic Toxicology Laboratory conducts the blood and urine analyses for MPD. This service is extensive, and because it is interconnected with all toxicology testing, it involves two full-time equivalent (FTE) positions and consumes scientific and administrative resources. Scientifically, the laboratory provides screening and confirmation for alcohol and drugs of abuse. Administratively, the laboratory provides expert testimony services, litigation documentation, and specialized training for local prosecutors and law enforcement officials. With staff supported by grant funds, rolling average turnaround time of DUI (Driving under the Influence) and DUID (Driving under the Influence of Drugs) casework was 30 days in 2020, an improvement from 2016 when 53.8 days was the rolling average turnaround time for all DUI and DUID cases.

Linkage between Program Area

To address turnaround time, testimony services, method development, and monthly data gathering and distribution, the OCME is seeking continued staffing of two FTE positions (DUI toxicologists), training, and supplies and services to supplement DUID enforcement.

The two toxicologists will continue to use and improve new in-house methodologies that support detection and reporting of drugs known to cause impairment, as well as provide direct, timely testing of DUI specimens, expert testimony, and rapid data-analysis services to stakeholders.

Training will help support both the toxicologists and the evidential breath program, helping the toxicologists maintain the in-house requirements of continuing education and supporting testing efforts by staying current with DUID trends and new methodology.

To address supplies, the OCME is seeking laboratory consumables in order to test DUI and DUID specimens, as well as NIST traceable ethanol gas tanks to support the breath program.

The laboratory is committed not only to offering an expansive testing panel, but focus is also on monitoring acceptability trends. With the Federal Workplace Drug Testing Program now accepting oral fluids as a suitable specimen for testing, it is imperative that the laboratory explore oral fluids as an option to help support DUI and DUID efforts. As such, training specifically focused on oral fluid methodology (extraction and instrumentation), as well as expert testimony (to include interpretation) are paramount. Oral fluids allow for a less restrictive, less invasive, and less cumbersome collection process. At year end, the laboratory will report its findings regarding the toxicological assessment of being able to offer oral fluid testing for DUI and DUID cases.

Rationale

The OCME currently screens more than 450 urine cases a year. Average turnaround time for casework is approximately 30 days. Improved scientific and technical services for both the laboratory and breath program will help analyze different types of drugs in DUID casework.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|--------------------------------------|
| AL 2022-03-00 | Chemical Testing of Impaired Drivers |

Planned Activity: Chemical Testing of Impaired Drivers

Planned activity number: **AL 2022-03-00**

Primary Countermeasure Strategy ID: **Laboratory Drug Testing**

Planned Activity Description

- Continue to provide comprehensive DUI and DUID testing of District drivers suspected of

impaired driving, while reducing turnaround times and overall backlog of casework.

- Continue to share data and provide information and analysis to assist stakeholders with decreasing the prevalence of DUI and DUID in the District of Columbia.
- Improve specific services by increasing DUI and DUID chemical testing knowledge base and sending toxicologists and breath program employees to forensic toxicology scientific workshops and conferences.
- Increase knowledge on alternative sample matrices, such as oral fluids, by attending scientific workshops and conferences.

Intended Subrecipients

Enter intended subrecipients.

The intended subrecipients is the Office of the Chief Medical Examiner. The OCME Forensic Toxicology Laboratory performs forensic testing on DUI) and DUID casework occurring in the District. Increasingly, the laboratory has used grant funds to decrease testing turnaround time and expand the scope of its analysis to meet stakeholders’ needs and meet the challenges caused by drugs and driving nationwide. The testing provided is complex and uses two full-time positions, equipment, and supplies to maintain quality. The testing allows prosecutors to complete cases faster and provides information so DDOT can obtain more objective insight into the District’s impaired-driving population.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|-----------------------------------|
| Laboratory Drug Testing Equipment |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-----------------------|--------------------------|----------------|---------------|
| 2022 | FAST Act NHTSA 402 | Court Support | \$335,720.54 | \$1,200,000.00 | \$0.00 |

Program Area: Aggressive Driving

Description of Highway Safety Problems

Overview

Aggressive driving usually involves speeding, as well as other factors, such as driving too fast for conditions; exceeding posted speed limit; racing; following too closely; improper passing; operating motor vehicle in erratic, reckless, careless, negligent, or aggressive manner; ran red light and ran STOP sign. NOTE: With the MPD reporting a new category, *racing* was included with the injury graphs.

The following fines for speeding in DC are based on the number of miles per hour over the posted speed limit.

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

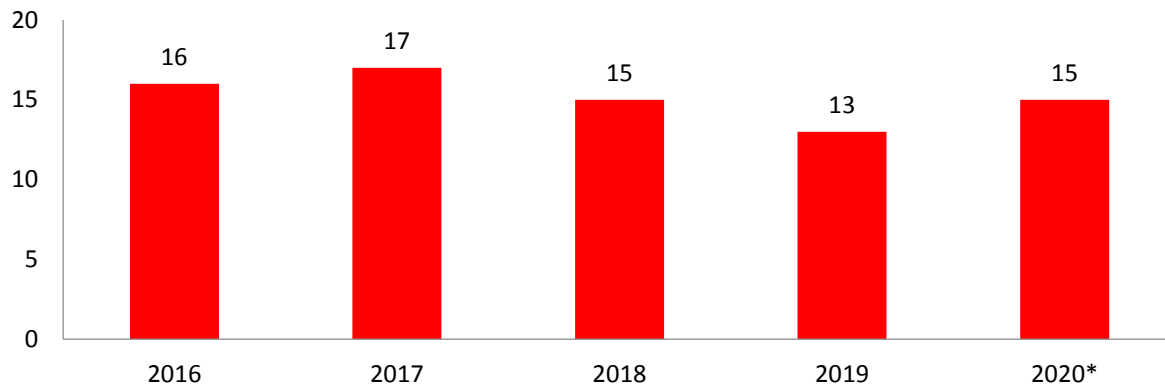
DDOT has developed and implemented an automated photo enforcement program called DC StreetSafe; it is designed to reduce the number of violations and improve public safety. The cameras help enforce traffic laws and reduce violations by automatically photographing the rear license plates of vehicles whose drivers violate the regulations. The District has 129 cameras placed throughout the District. All locations are listed here:

ddot.dc.gov/automatedenforcement.

Speeding-related Data Trends

Between 2016 and 2020, (2020 is preliminary data) speeding-related fatalities accounted for 51 percent of all traffic fatalities (76 out of 148).

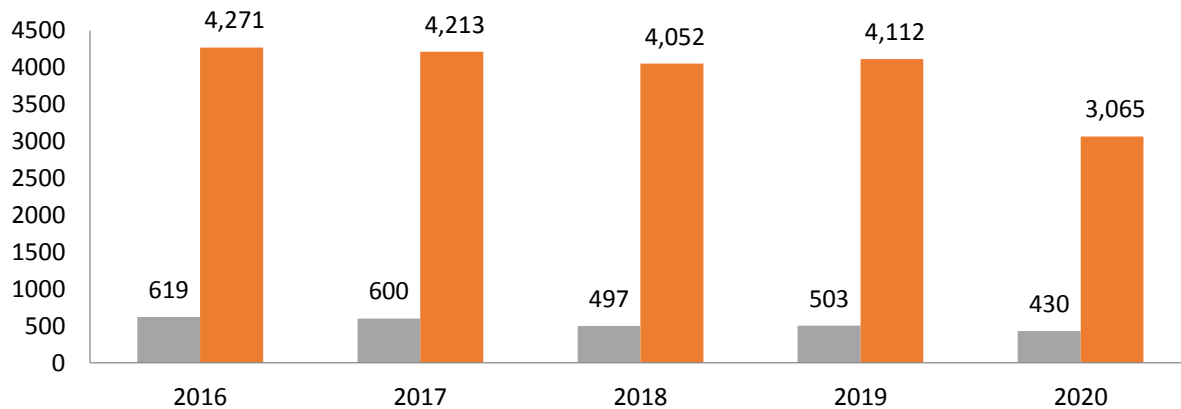
Speeding-related Driving Fatalities (FARS)



*-preliminary MPD data

Between 2016 and 2020, there were 2,649 aggressive driving-related injuries representing about 19.7 percent of all injuries (13,443). On average 13.5 percent of all aggressive -related crashes resulted in an injury per year.

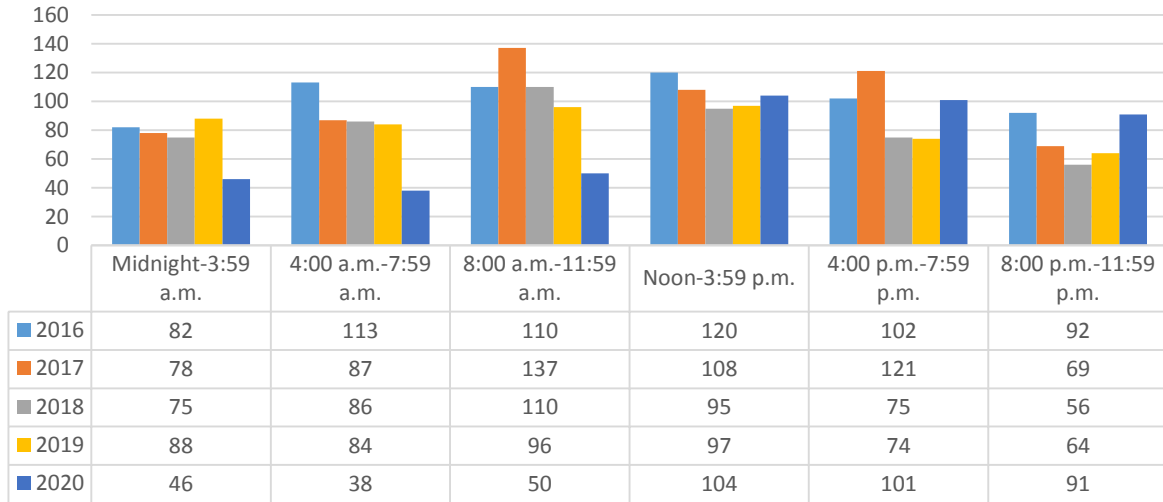
Aggressive Injuries vs All Aggressive-related Crashes



When aggressive driving injuries occur

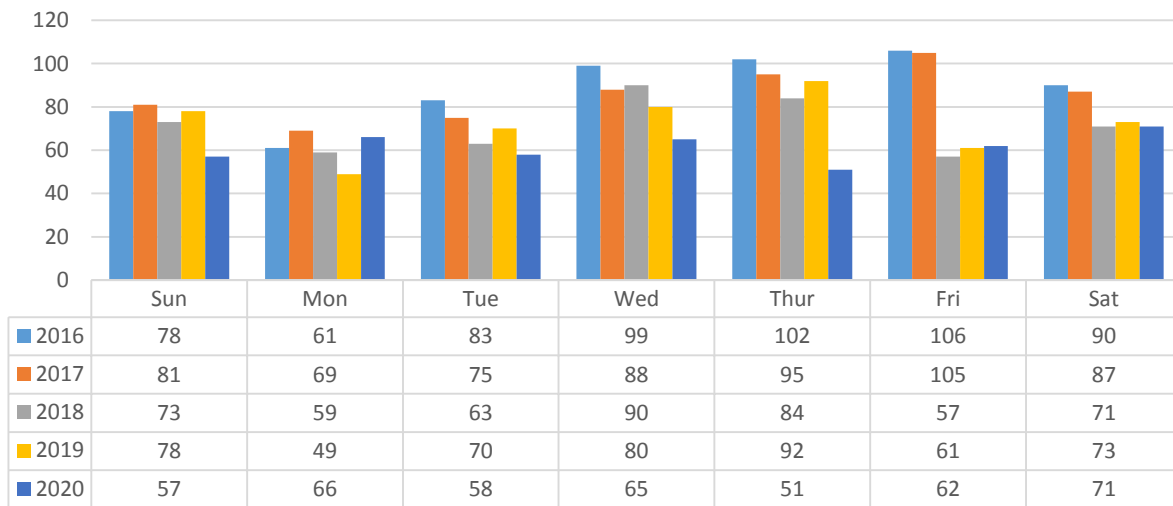
The highest frequencies of aggressive driving-related injuries occur between noon to 3:59 p.m. (19.8 percent), 8:00 a.m. to noon (19 percent), 4:00 p.m. to 7:59 p.m. (17.9 percent), and 4:00 a.m. to 7:59 a.m. (15.4 percent).

Aggressive Driving Injuries by Time of Day



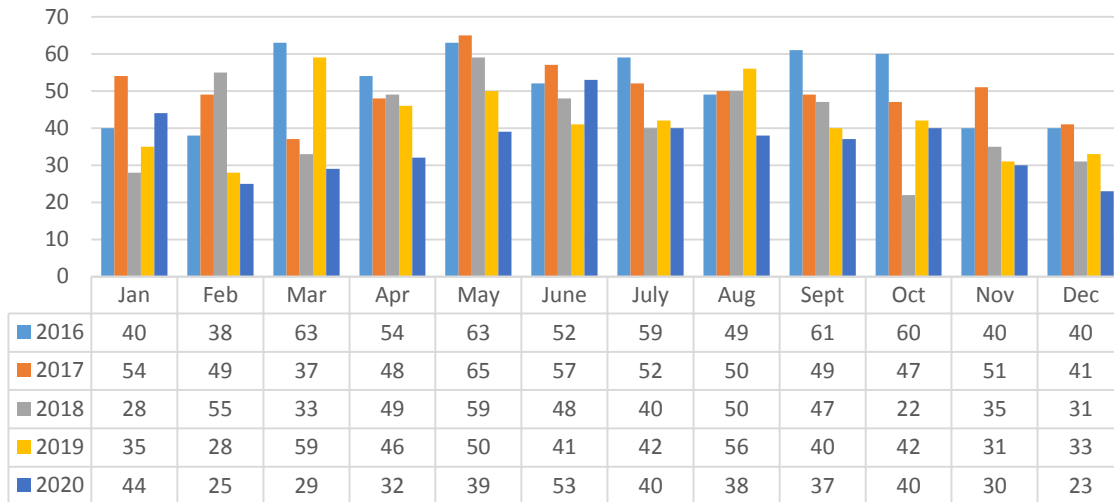
The days of the week with the highest frequencies of aggressive driving-related injuries are Thursdays (16 percent), Wednesdays (15.9 percent), Fridays (14.8 percent), and Saturdays (14.8 percent).

Aggressive Driving Injuries by Day of the Week



The months of the year with the highest frequencies of aggressive driving-related injuries are May (10.4 percent), June (9.5 percent), and August (9.2 percent).

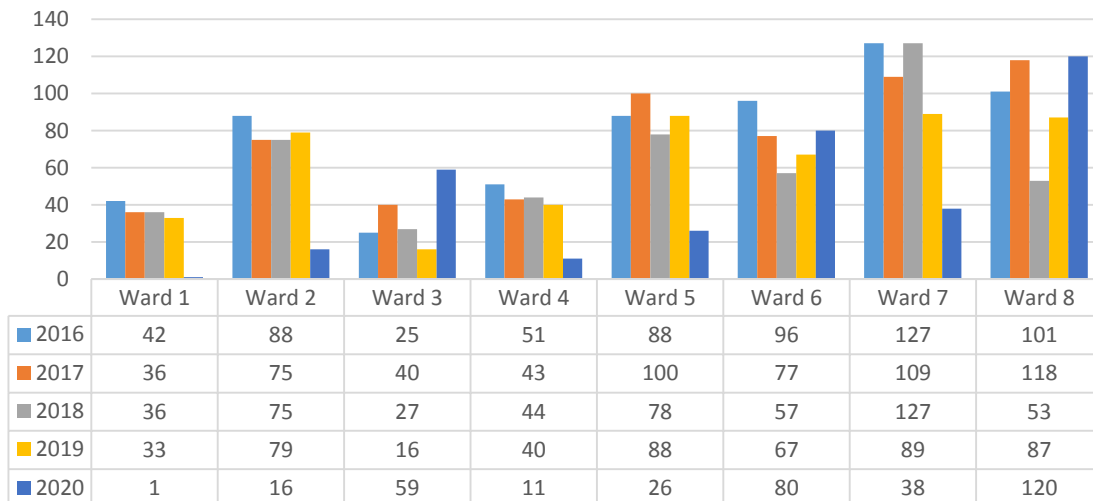
Aggressive Driving Injuries by Month



Where crashes occur

The distribution of crashes by ward is presented below. The highest aggressive driving-related injuries occurred in Ward 7 (18.5 percent), followed by Ward 8 (18.1 percent), Ward 5 (14.3 percent), and Ward 6 (14.2 percent).

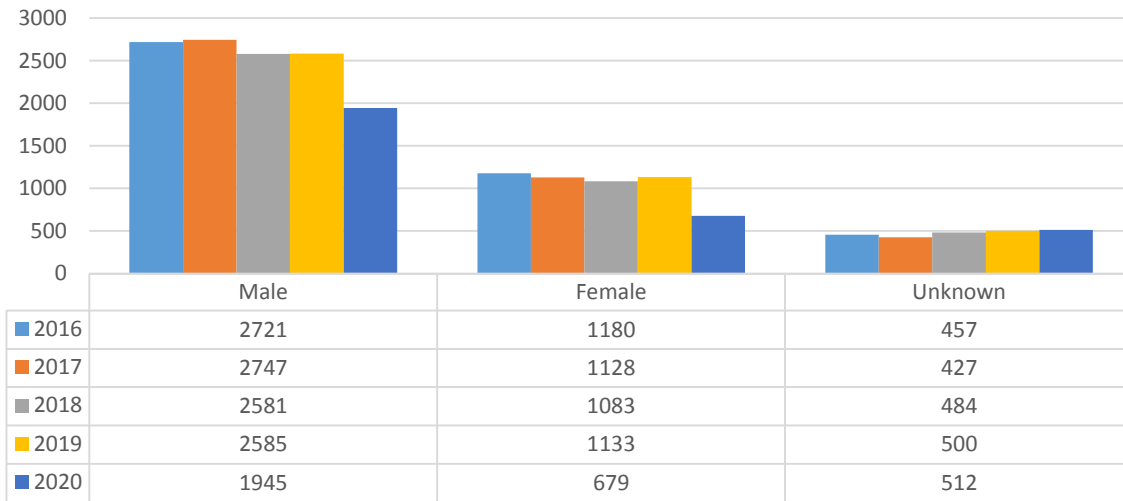
Aggressive-driving Injuries by Ward



Who drives aggressively

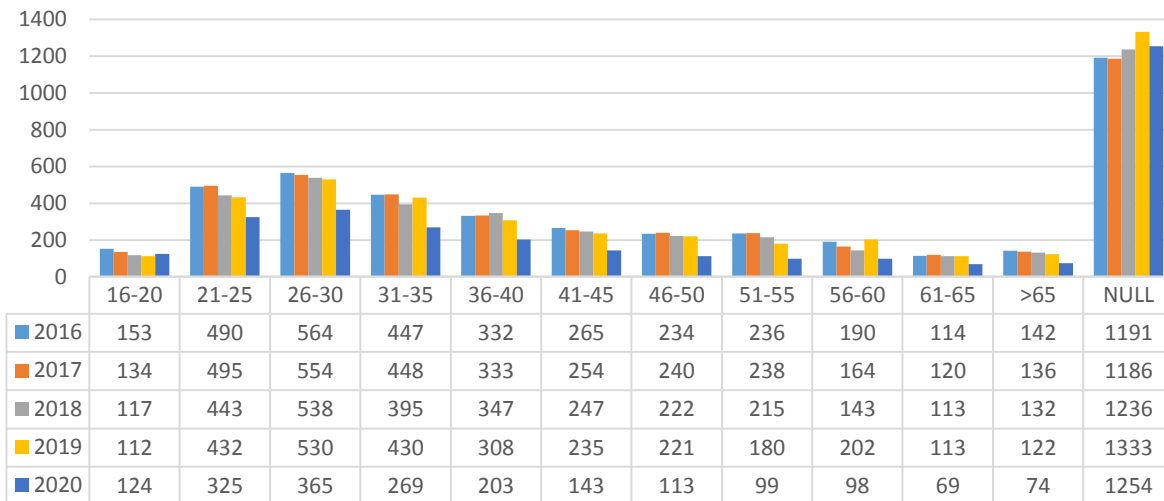
The summaries of aggressive driving-related crashes by gender are presented below. From the summaries, male drivers were reported as group most involved in aggressive driving-related crashes with 62.4 percent (25.8 percent for female drivers and 11.8 percent unknown).

Gender of Aggressive Driver Involved in a Crash



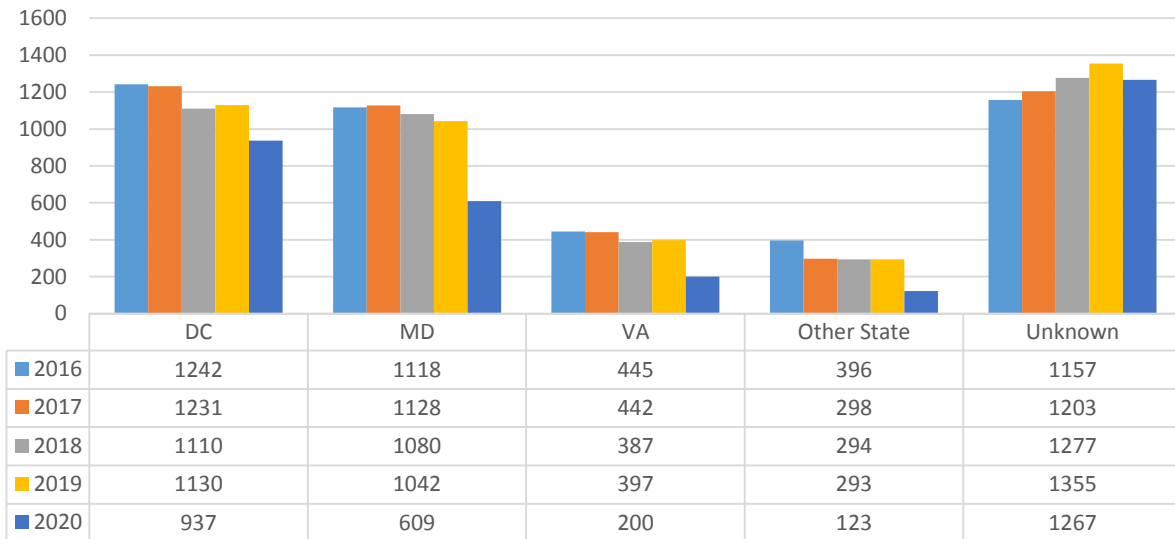
The age groups with the highest involvement in aggressive driving-related crashes are 26–30 years (12.7 percent), 21–25 years (10.8 percent), and 31–35 years (9.9 percent). 30.8 percent were coded as null.

Age of Aggressive Driver Involved in a Crash



The majority of drivers involved in aggressive driving-related crashes held a permit from the District of Columbia (28 percent), followed by the Maryland (24.7 percent), and Virginia (9.3 percent). About 7 percent of drivers held permits from other States and 31 percent accounted for unknowns.

Permit of Aggressive Driver Involved in a Crash



Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|-------------|---|-----------------|---------------|--------------|
| 2022 | C-6) Number of speeding-related fatalities (FARS) | 2022 | 5 Year | 15 |
| 2022 | C-15) Number of injuries involving an aggressive driver | 2022 | 5 Year | 500 |

Countermeasure Strategies in Program Area

| Countermeasure Strategy |
|---|
| Communication Campaign—Aggressive Driving |
| Enforcement—Police Traffic Services (PTS) |

Countermeasure Strategy: Communication Campaign— Aggressive Driving

Program Area: **Aggressive Driving**

Project Safety Affects

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

- Wednesdays to Saturdays between 8 a.m. and 4 p.m.
- Male drivers between ages 21 and 35 have the highest incidence of fatalities and injuries in Wards 7, 2, 5, and 8.
- Maryland resident fatalities and injuries were about equal to the District's.
- Highest injuries were noted in May, and August.

Paid media will target men ages 18 to 44, as well as high-risk takers, and will run in conjunction with regionally coordinated law enforcement waves. The campaign may use a combination of radio, out-of-home advertising, and digital/social media.

Overall Marketing / Communications Goals

- Influence audience attitudes in the District of Columbia and Metro area toward aggressive-driving behaviors and their destructive consequences.
- Continue to support the High-visibility Enforcement (HVE) approach through messaging and media.
- Cause and sustain positive behaviors that will help to improve the safety and well-being of our community.

Linkage between Program Area

The District will continue to participate with other public safety officials and law enforcement through the Aggressive Driving Campaign. This program is a model for a coordinated, intra- and interstate program designed to combat aggressive-driving problems and find short- and long-term solutions. The campaign provides education, information, and solutions to address the problem of aggressive driving.

The campaign works to influence audience attitudes toward aggressive-driving behaviors and their destructive consequences. Additionally, it promotes positive behaviors that will help improve the safety and well-being of the community.

Rationale

An aggressive enforcement program must be accompanied by an effective outreach campaign. Program evaluation has proved that implementing both elements can achieve the best results.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|-----------------------------------|
| PM-2022-14-00 | Media Campaign—Aggressive Driving |

Planned Activity: Media Campaign—Aggressive Driving

Planned activity number: **PM-2022-14-00**

Primary Countermeasure Strategy ID: **Communication Campaign—Aggressive Driving**

Planned Activity Description

Media Objective

Emphasize automated enforcement to increase the perception that law enforcement is targeting speeding and aggressive- driving behavior.

Media Strategy

- Use a mix of traditional media vehicles as well as new media technologies targeted to reach the young male audience.
- Use radio as a primary way to reach drivers behind the wheel.
- Out-of-Home—MPD Billboard and Bus ads.
- Support social media activities with additional content.
- Use additional social media advertising tactics to increase ad impressions.

Intended Subrecipients

The intended subrecipient is the McAndrew Company. This is a privately owned, full-service advertising and marketing communications agency. For over 12 years, McAndrew has developed and implemented DDOT traffic safety campaigns, including Click It or Ticket, Aggressive Driving, Distracted Driving, and Pedestrian and Bicycle Safety, as well as managed the DC Road Rules website and social media pages.

Countermeasure strategies

| Countermeasure Strategy |
|---|
| Communication Campaign—Aggressive Driving |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act NHTSA 402 | Paid Advertising | \$345,000.00 | \$800,000.00 | \$0.00 |

Countermeasure Strategy: Enforcement—PTS

Program Area: **Aggressive Driving**

Project Safety Impacts

The HSO remains committed to using enforcement and education to address unsafe speeding on District roadways. Particular emphasis will continue to monitor driving speeds with lidar radar guns, enforce posted speed limits, and identify other unsafe driving behaviors in known problem locations with a higher incidence of crashes, as well as locations identified from the Data-Driven Approaches to Crime and Traffic Safety (DDACTS).

In communities where speeding and other risky driver behaviors, such as impaired driving and not wearing a seatbelt, are an issue and where officers cannot be constantly patrolling, unstaffed variable message sign (VMS) trailers can be used to change drivers' behaviors. The VMS trailer would provide a safety-related message and drivers speed and be located in areas where officers can periodically patrol to increase its effectiveness. The unit can also be remotely accessed and provide data to monitor its effectiveness.

Electronic ticketing is faster and more efficient way to generate citations and reports for officers. Capturing driver's license information and vehicle registrations electronically by scanning the driver's license barcode and/ or vehicle registrations or other forms, officers can complete citations and reports easily, quickly, and error-free. Electronic ticketing allows all citations issued to be captured in one central database. Handwritten citations can take 15–20 minutes or longer to complete; using an electronic citation process can reduce the average time of stop, data run, and ticket entry to between 4–5 minutes. By creating an error-free citation system, e-Citation speeds up the process and decreases the number of illegible tickets (those thrown out). Each traffic stop is unique in nature and depends on the circumstance surrounding the traffic stop. However, Officer Android has enabled MPD officers to issue NOIs in expedient and efficient manner. eCitation application is a successful program that is located in the District's MPD.

The application was started in July 2017 as a grant-funded program awarded by DDOT through NHTSA. The MPD acquired the Gtechna web-based eCitation system and ticket management system service that would enhance MPD officers' ability to effectively and efficiently prepare and issue traffic Notices of Infraction (NOI) through an application supported by smart phones issued to every MPD officer who has a body-worn camera. Before the eCitation was implemented, MPD was tracking the number of citations arriving late through a batch report that was generated daily. Since implementing eCitation, MPD has seen a significant reduction NOIs unable to be processed or with inaccurate information. Phase 1 thru Phase 5 of this project was completed and, as of May 12, 2021, 2,757 MPD officers are using the eCitation application, and 253,335 citations have been generated using this application since implementation. MPD has completed implemented training modules to ensure compliance. The main benefit of this system is to improve timeliness and accuracy over paper reports presented in adjudication and to the public. More than 1700 administration users of the system have had

additional training on how to use and operate Officer Android (eCitation system). Phase 6 will be implemented in FY2022 and continue to provide maintenance and updates to the eCitation system, continue training, further increase the number of officers using this system, and work with State and local partners as they increase the efficiency of other services that can be enhanced through the application.

Linkage between Program Area

Provide educational materials and increase enforcement on District roadways to deter aggressive-driving behavior, such as speeding, tailgating, and unsafe lane changes.

Manage MPD grants per NHTSA requirements and support the HSO by attending meetings related to the District’s SHSP, TRCC, and NHTSA meetings.

Reduce the time it takes to issue a citation from fifteen (15) minutes to five (5) minutes; issue multiple violations, when justified, in a matter of minutes, while improving the availability of citations in a central database and reducing the number of citations issued with errors.

Rationale

Enforcement is a proven strategy for deterring aggressive driving. The District will enforce locations based on data (i.e., crash, citations and community feedback), as well as other locations deemed high risk.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|-------------------------|
| PT-2022-04-01 | Police Traffic Services |

Planned Activity: Police Traffic Services

Planned activity number: PT-2022-04-01

Primary Countermeasure Strategy ID: Enforcement—PTS

Planned Activity Description

- Conduct 4,200 overtime hours on speed enforcement at risk locations within the District, as identified by the HSO and MPD sources.
- Conduct 300 overtime hours of high-visibility enforcement during Aggressive Driving Campaign/holidays.
- Conduct 500 overtime hours to support traffic enforcement under MPD DDACTs Program for the Summer Crime Initiative.
- Print and distribute 5,000 informational materials to educate the public about the dangers of aggressive driving and behaviors.
- Manage and support the HSO grant programs to meet NHTSA requirements.

- Attend Traffic Crash Investigation training and Lidar Instructor class.
- Add printers, hardware devices, batteries, battery chargers, and accessories.
- Receive and distribute additional equipment.
- Continue training additional officers.
- Upgrade server housing the central database and ensure timely submission of citations to the court.
- Purchase a Variable Message Sign Trailer and 10 lidar radar guns and accessories.

Intended Subrecipients

Enter intended subrecipients.

The intended subgrantee is the MPD, which has 150 years of policing the Nation’s Capital and providing protection and traffic safety to the residents of the District of Columbia, its neighbors, and visitors.

The majority of officers are seasoned veterans of the force and have more than 150 years of combined traffic safety law enforcement experience. Combine this with many other officers who work from MPD's seven police district stations, the Special Operations Division (SOD), and the Patrol Services and School Bureau (PSSB), and the MPD meets and or exceeds the necessary qualifications and experience to achieve its highway safety goals and objectives.

Countermeasure Strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|---|
| Enforcement—Police Traffic Services (PTS) |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|----------------------------|-------------------------|--------------------------|----------------|---------------|
| 2022 | FAST Act 405c Data Program | Data Program | \$246,148.54 | \$1,500,000.00 | \$0.00 |
| 2022 | FAST Act NHTSA 402 | Police Traffic Services | \$634,883.00 | | |

Major purchases and dispositions

| Item | Quantity | Unit cost | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
|-----------------------|----------|-------------|-------------|----------------------|------------------------|
| Variable Message Sign | 1 | \$17,443.00 | \$17,443.00 | \$17,443.00 | \$17,443.00 |

Program Area: Nonmotorized (Pedestrians and Bicyclists)

Description of Highway Safety Problems

Overview

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

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

District Code Title 50, Sections 2201 through 2221 and DCMR Title 18, detail how a driver should operate a motor vehicle on the streets of the District of Columbia:

- Failure to STOP and give right-of-way to a pedestrian who has begun crossing on the WALK signal (signalized intersection). \$75 and 3 points
- Failure to STOP and give right-of-way to a pedestrian crossing the roadway within any marked crosswalk or unmarked crosswalk at an intersection (unsignalized crosswalk). \$250 and 3 points
- Overtaking a stopped vehicle from the rear at a marked crosswalk or at an unmarked crosswalk to permit a pedestrian to cross the roadway. \$250 and 3 points
- Failure to give right-of-way to a pedestrian on a sidewalk (e.g., alleys and parking lots). \$250 and 3 points
- Colliding with a pedestrian while committing any of the above-listed offenses.* \$500 and 6 points

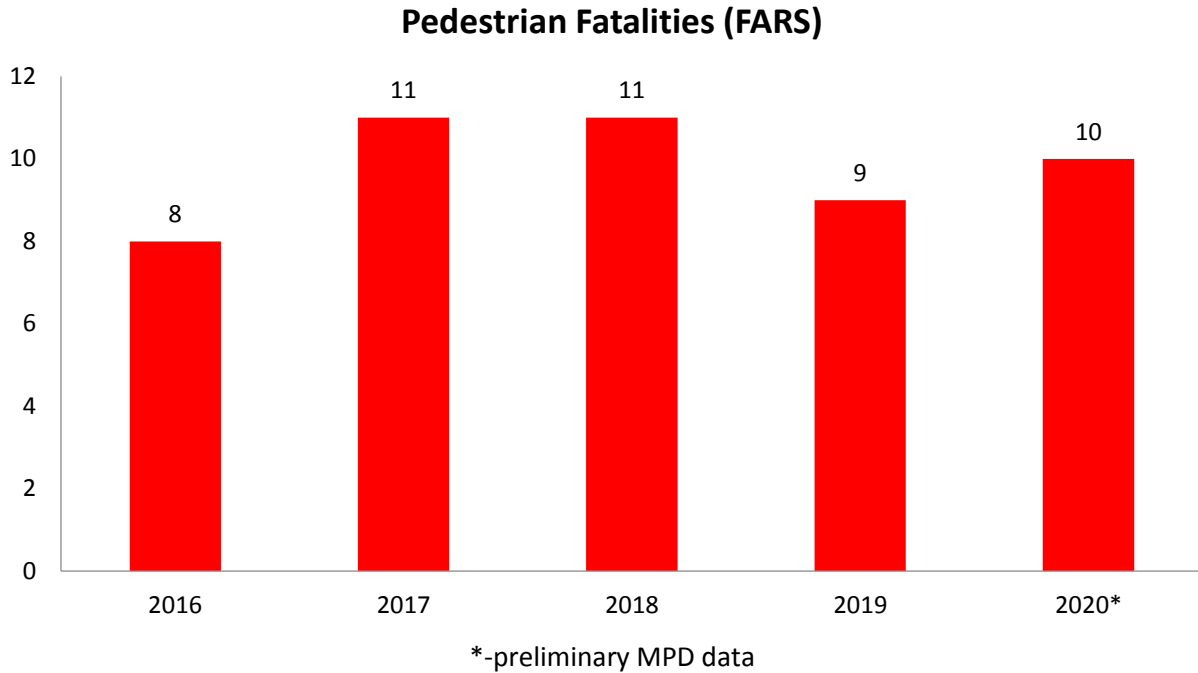
*** Criminal charges are possible. Penalty for colliding with a pedestrian leads to a double fine.**

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

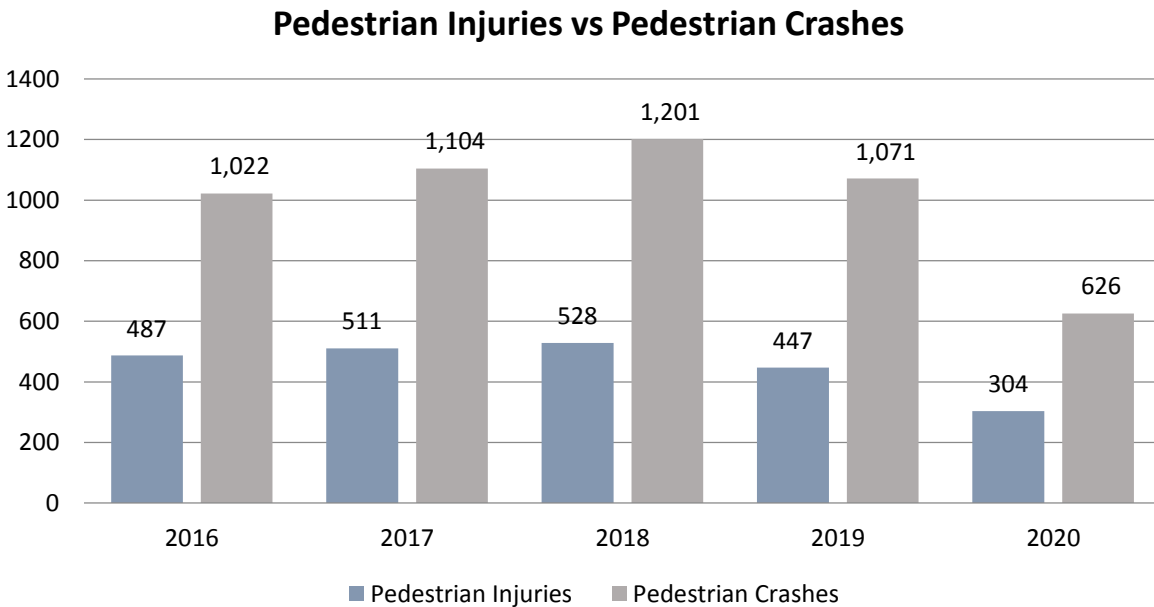
In accordance with the FAST Act, the District of Columbia qualifies for a 405(h) incentive grant for Nonmotorized safety by having exceeded 15 percent of the total annual crash fatalities in 2019 (10 out of 23, 43 percent).

Pedestrian Data Trends

Between 2016 and 2020, (2020—preliminary data) there were 49 pedestrian fatalities, representing 33.1 percent of all traffic fatalities (148).



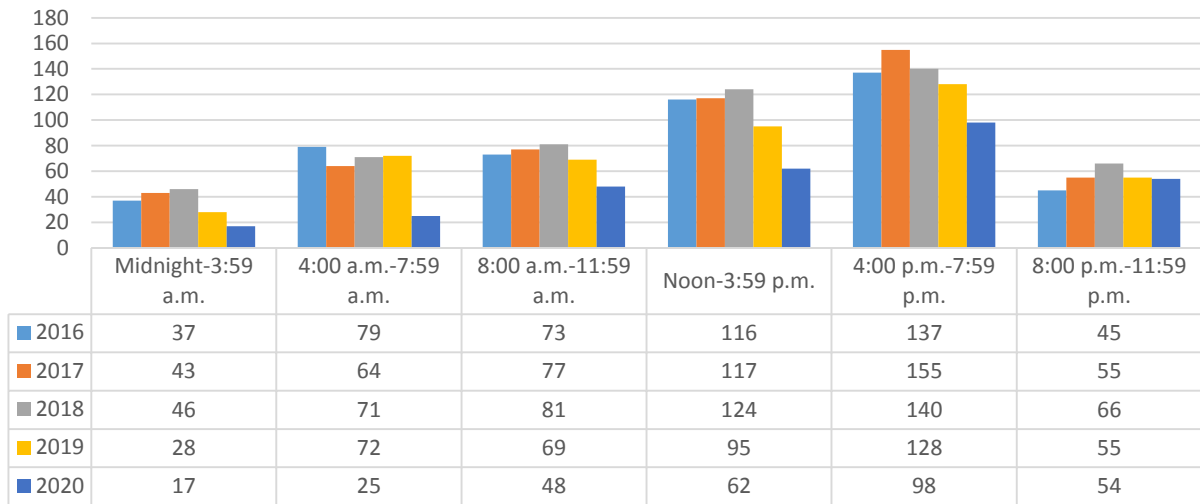
Between 2016 and 2020, there 2,277 pedestrian injuries representing about 16.9 percent of all injuries (13,443). On average, 45.6 percent of all pedestrian crashes resulted in an injury per year.



When injuries occur

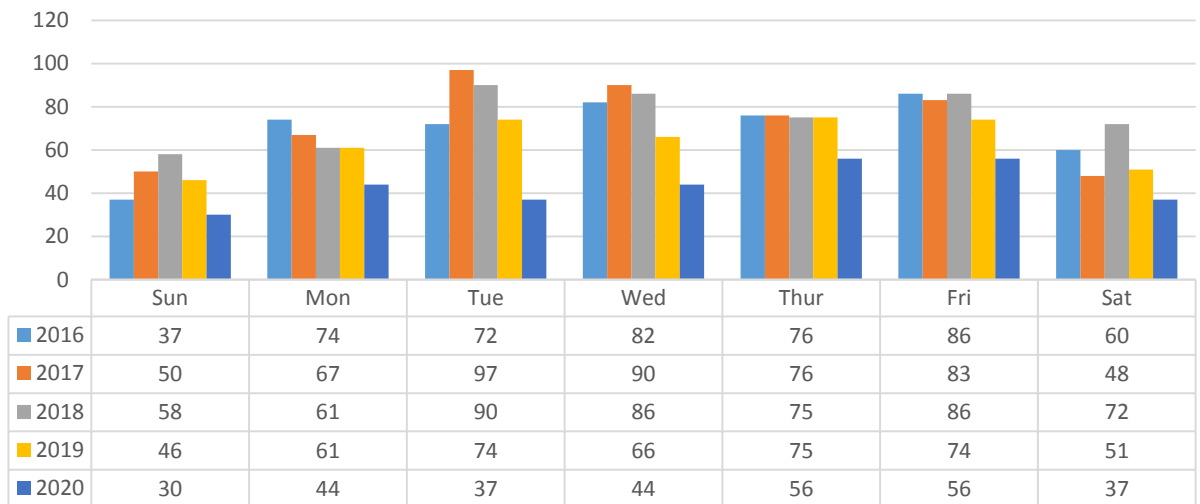
The highest frequencies of pedestrian injuries occur between the hours of 4 p.m. to 7:59 p.m. (28.9 percent), noon to 3:59 p.m. (22.6 percent), and 8:00 a.m. to 11:59 a.m. (15.3 percent).

Pedestrian Injuries by Time of Day



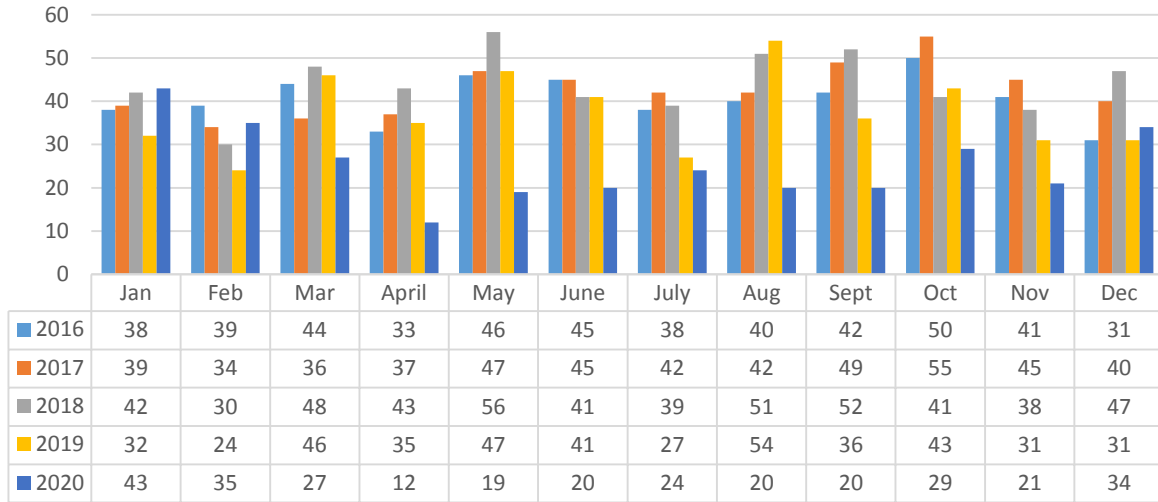
The days of the week with the highest frequencies of pedestrian injuries are Fridays (16.9 percent) and Tuesdays and Wednesdays (16.2 percent each).

Pedestrian Injuries by Day of the Week



The months of the year with the highest frequencies of pedestrian injuries are October (9.6 percent), May (9.4 percent), August (9.1 percent), and March (8.8 percent).

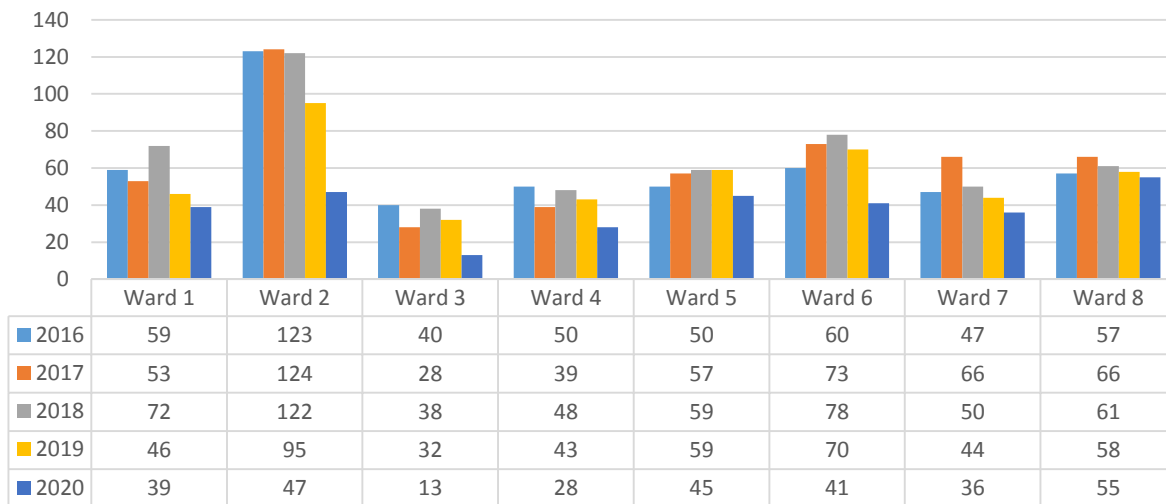
Pedestrian Injury by Month



Where they happen

The distribution of crashes by ward is presented below. The highest pedestrian injuries occurred in Ward 2 (22.4 percent), followed by Ward 6 (14.1 percent), Ward 1 (11.8 percent), and Ward 5 (11.9 percent).

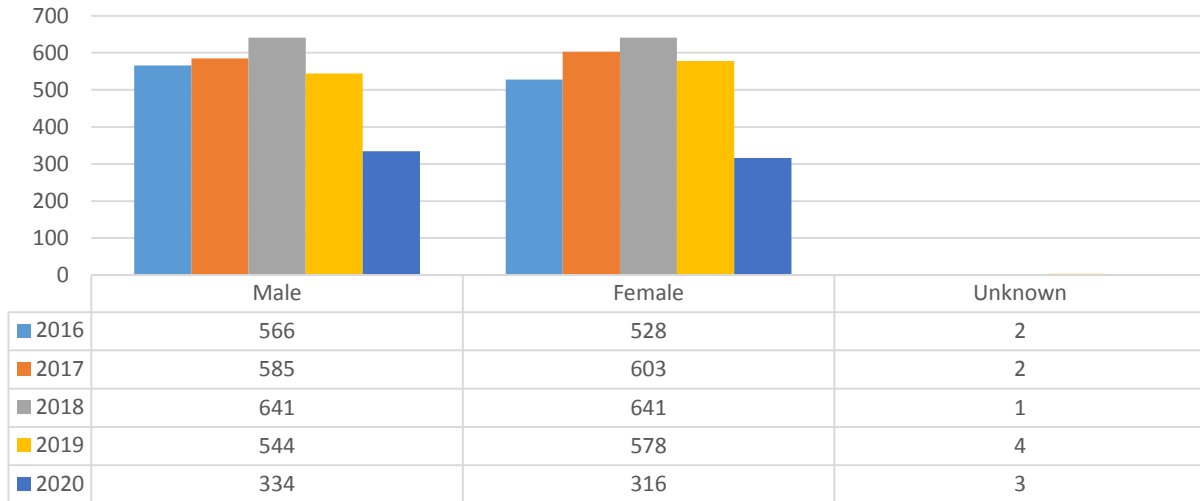
Pedestrian Injuries by Ward



Who is involved

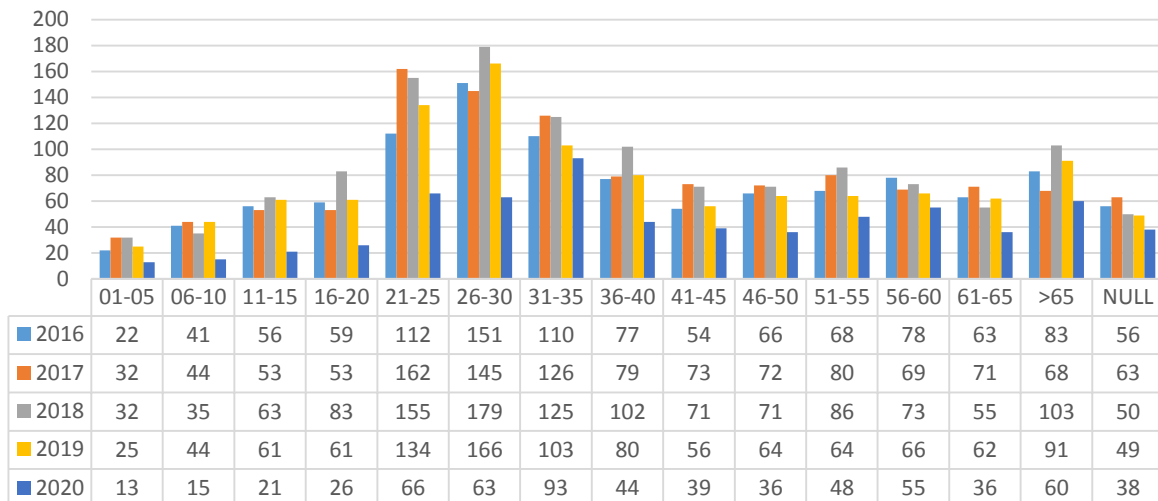
The summaries of pedestrian crashes by gender are presented below. The data revealed that male and female pedestrians are equally involved in crashes (49.9 percent).

Gender of Pedestrian Involved in a Crash



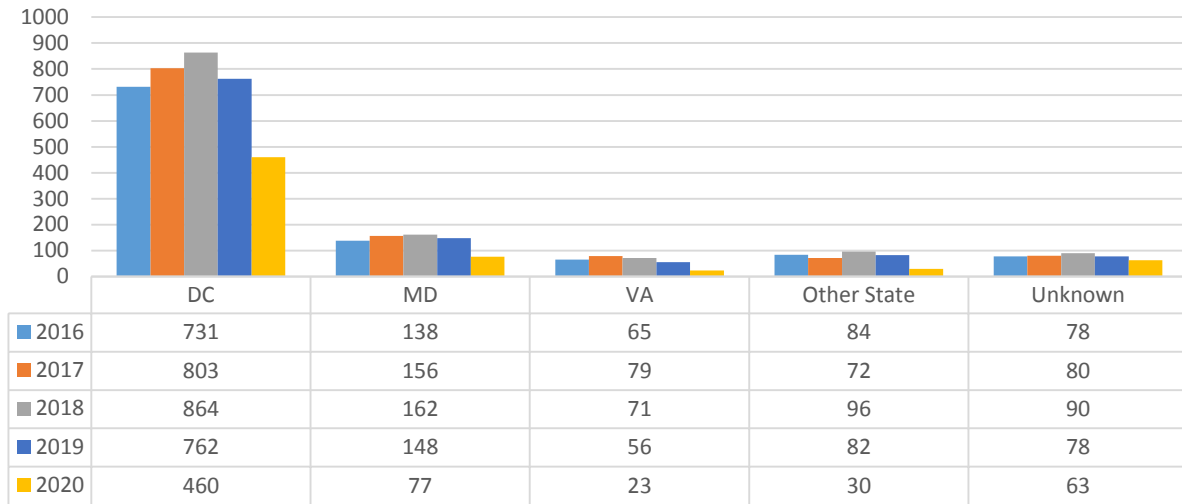
The age groups with the highest involvement in pedestrian crashes are 26–30 years (13.2 percent), 21–25 years (11.8 percent), and 31–35 years (10.4 percent). Overall, pedestrians within the 21–35 year age group accounted for 35.3 percent of all pedestrian crashes.

Age of Pedestrian Involved in a Crash



The majority of pedestrians involved in crashes held a permit from the District (67.7 percent). Pedestrians holding permits from Maryland and Virginia made up 12.7 and 5.5 percent, respectively. However, 6.8 percent are from other States and 7.3 percent were coded as other or unknown.

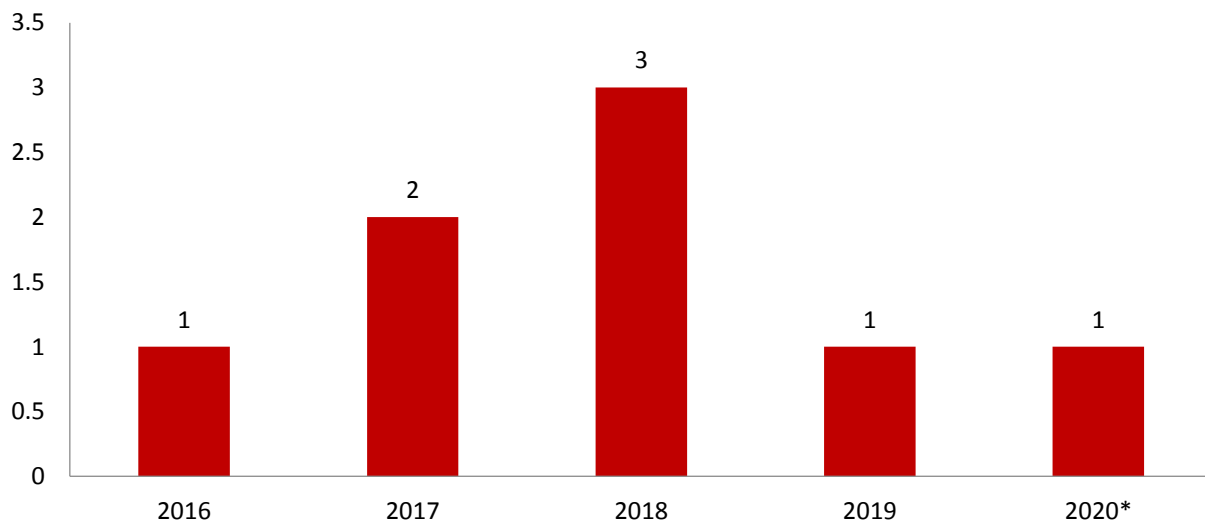
Residence of Pedestrian Involved in a Crash



Bicycle Crashes

The number of bicyclist fatalities in the District between 2016 and 2020 were 8, representing 5.4 percent of all traffic fatalities (148).

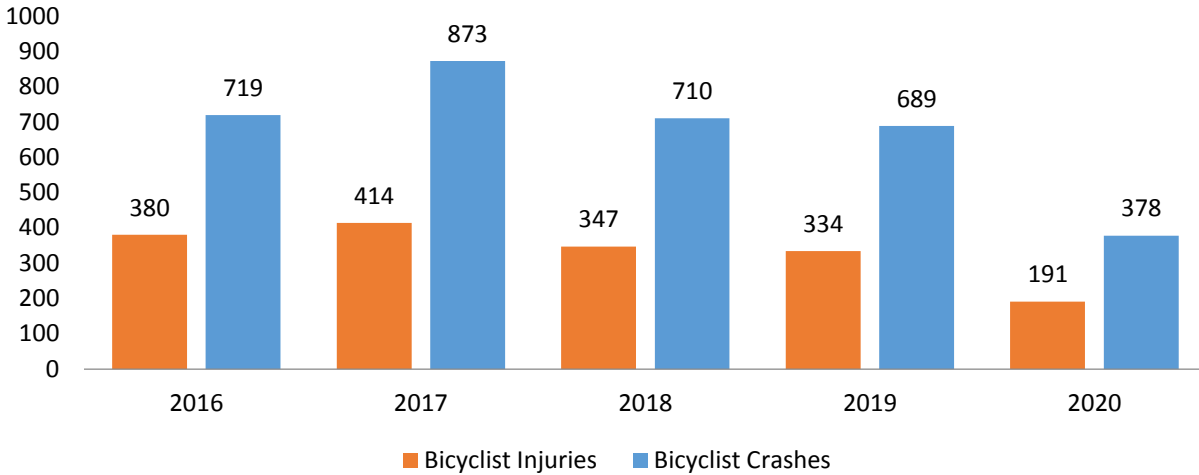
Bicyclist Fatalities (FARS)



*-preliminary MPD data

Between 2016 and 2020, 1,666 bicyclist injuries represented about 12.4 percent of all bicyclist-involved injuries (13,443). On average, 50 percent of all bicyclist crashes resulted in an injury per year.

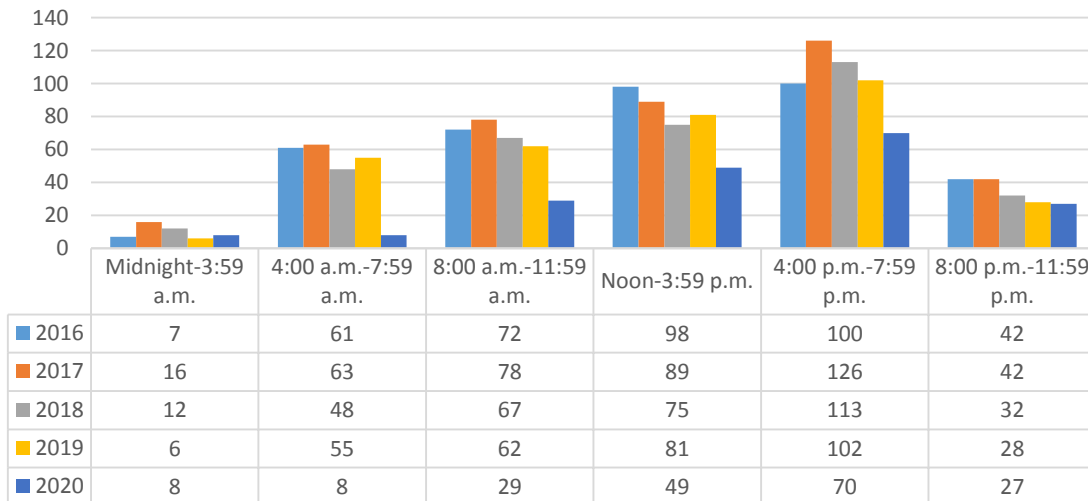
Bicyclist Injuries vs Bicyclist involved Crashes



When they occur

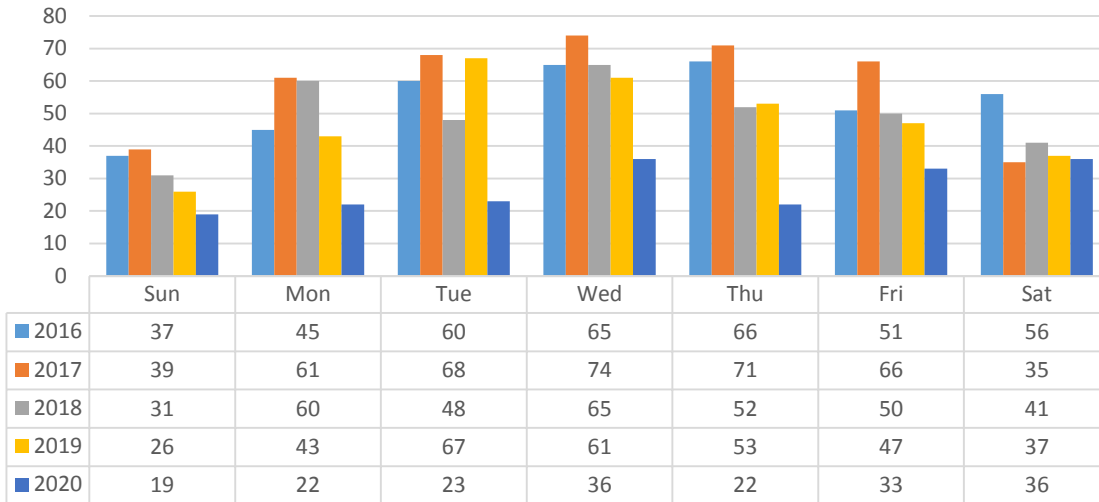
The highest frequencies of bicyclist injuries occur between the hours of 4:00 p.m. to 7:59 p.m. (30.7 percent), noon to 4:59 p.m. (23.5 percent), and 8:00 a.m. to 11:59 a.m. (18.5 percent).

Bicyclist Injuries by Time of Day



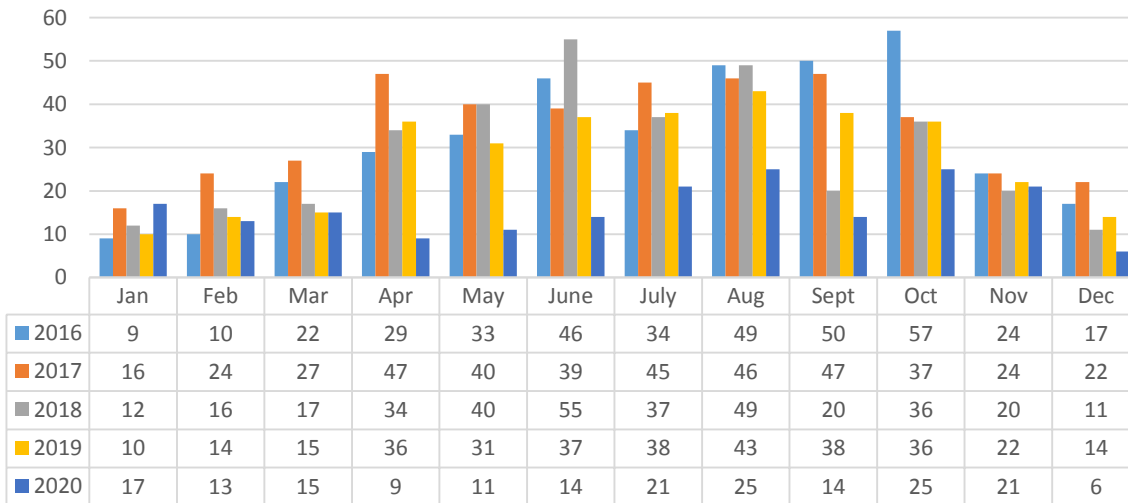
The days of the week with the highest frequencies of bicyclist-related injuries are Wednesday (18.1 percent), Thursday (16.8 percent), and Tuesday (16 percent).

Bicyclist Injuries by Day of the Week



The months of the year with the highest frequencies of bicyclist injuries are between June and October and accounted for almost 56.3 percent of all bicyclist injuries.

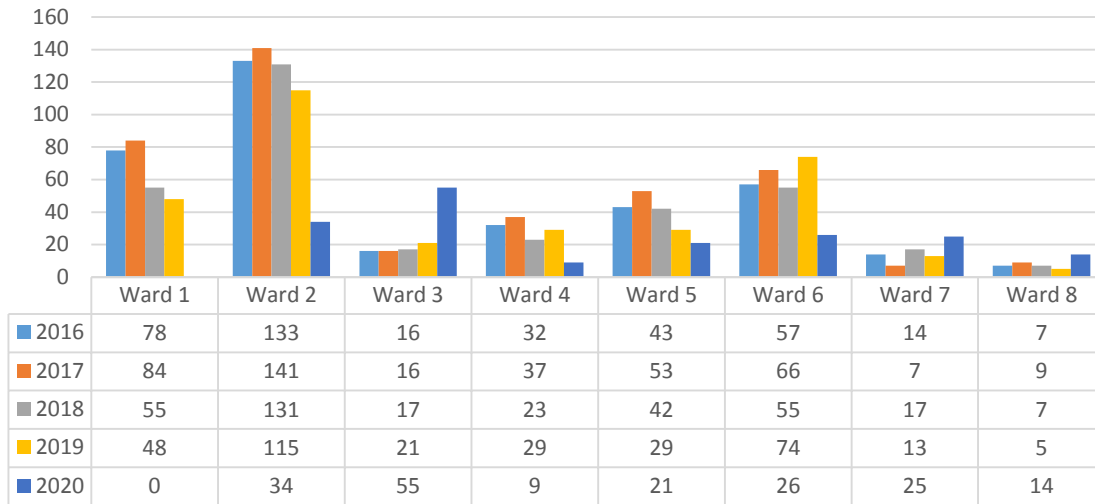
Bicyclist Injuries by Month



Where they happen

The highest frequencies of bicyclist injuries occurred in Ward 2 (33.3 percent), Ward 6 (16.7 percent), and Ward 1 (15.9 percent).

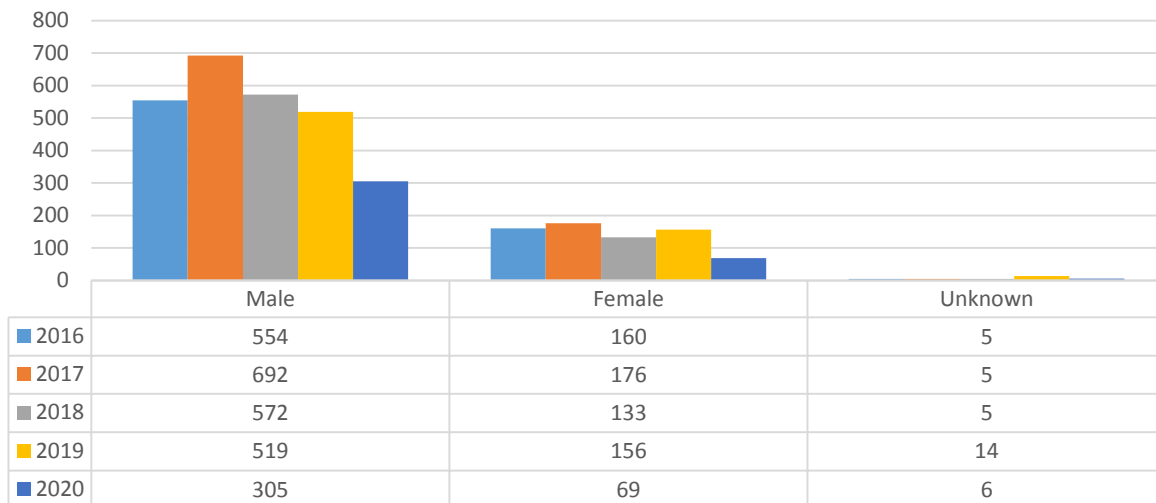
Bicyclist Injuries by Ward



Who is involved

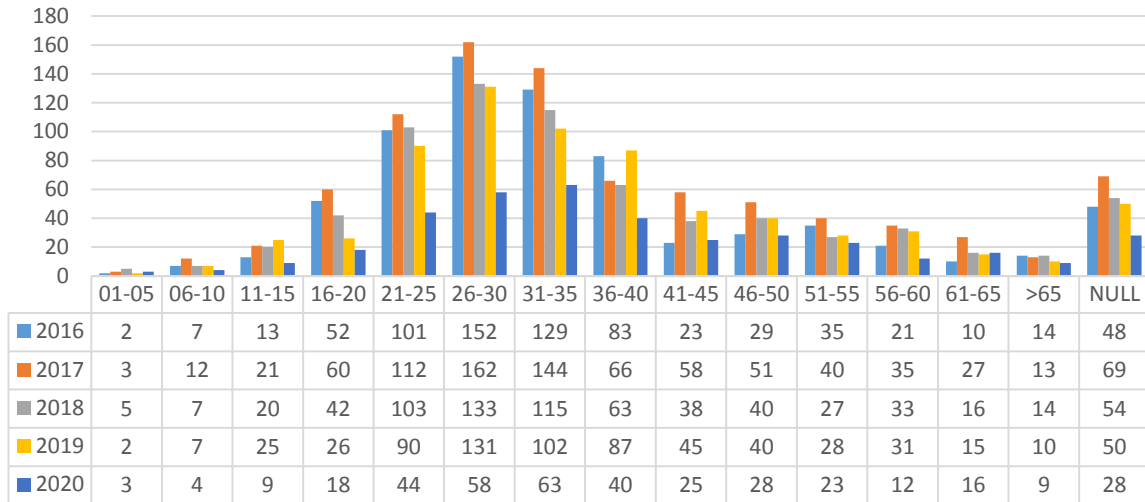
Males account for about 77.4 percent of all bicyclist involved in crashes.

Gender of Bicyclist Involved in a Crash



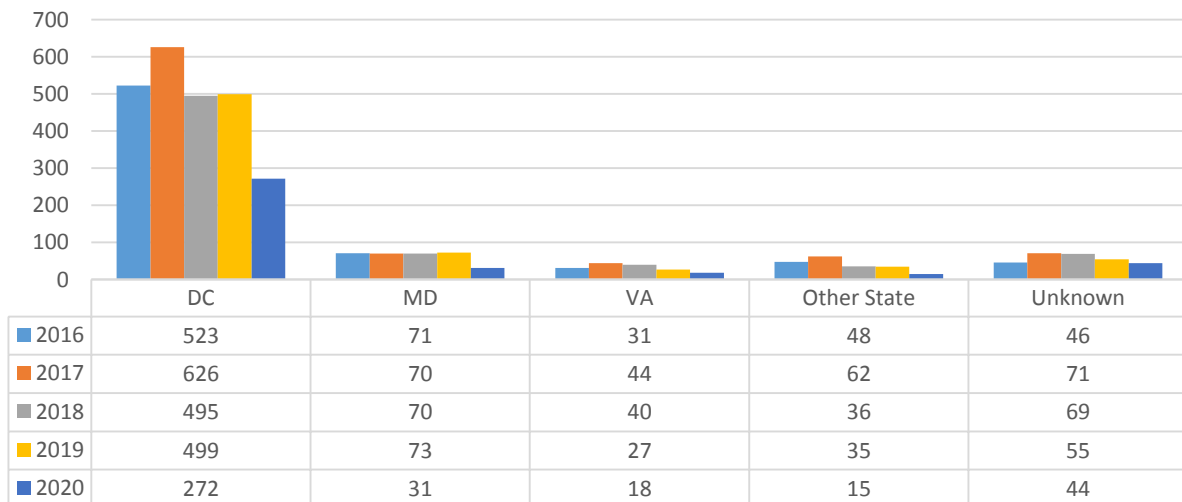
The age groups with the highest involvement in bicyclist crashes are 26–30 years (18.9 percent), 31–35 years (16.4 percent), and 21–25 years (13.3 percent). Bicyclist ages for 7.4 percent of crashes were unknown.

Age of Bicyclist Involved in a Crash



The majority of bicyclists involved in crashes held a permit from the District of Columbia (71.6 percent). A smaller portion of bicyclists held permits from Maryland (9.3 percent), Virginia (4.7 percent), other States (5.8 percent), and Unknown (8.5 percent).

Residence of Bicyclist Involved in a Crash



Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|-------------|--|-----------------|---------------|--------------|
| 2022 | C-10) Number of pedestrian fatalities (FARS) | 2022 | 5 Year | 10 |
| 2022 | C-11) Number of bicyclists fatalities (FARS) | 2022 | 5 Year | 2 |
| 2022 | C-15) Number of pedestrian-related injuries | 2022 | 5 Year | 455 |
| 2022 | C-16) Number of bicyclist-related injuries | 2022 | 5 Year | 333 |

Countermeasure Strategies in Program Area

| Countermeasure Strategy |
|----------------------------|
| Communication Campaign—Ped |
| Education and Outreach |
| Enforcement—Ped and bike |

Countermeasure Strategy: Communication Campaign—Pedestrian

Program Area: **Nonmotorized (Pedestrians and Bicyclists)**

Project Safety Impacts

- The highest number of pedestrian- and bicycle-related injuries occur Tuesdays through Fridays. 4 p.m. to 8 p.m.
- District residents ages 16–35 in Wards 2, 6, and 1 have the highest injury rates.
- Bicyclists between ages 21 and 40 have the highest incidence of fatalities and injuries.
- May and October have the highest rates of serious injuries.

Linkage between Program Area

Media activities will use out-of-home, social media, and radio advertising that speak to pedestrians, bicyclists, and drivers and support law enforcement efforts in specific locations at specific times. McAndrew Company will work with DDOT and MPD to identify location, timing, and campaign elements.

Media Objectives

- Educate pedestrians, bicyclists, and drivers about safe behaviors.
- Increase the perception of law enforcement activities.
- Consider top 10 intersection intervention.

Target Profile

- Pedestrians and bicyclists 16 to 40.
- Drivers, all ages.

Rationale

An effective pedestrian and bicyclist safety program must be accompanied by a targeted outreach campaign and enforcement activities.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|------------------------------|
| PS-2022-00 MEDIA | Paid Media—Pedestrian Safety |

Planned Activity: Paid Media—Pedestrian Safety

Planned activity number: **PM 2022-14-00**

Primary Countermeasure Strategy ID: **Communication Campaign—Ped**

Planned Activity Description

Media Strategy

- Out-of-home advertising will be a primary opportunity to reach pedestrians and drivers in specific locations throughout the city.
- Some radio will be added to reach drivers in their cars.
- Digital and social media.

Intended Subrecipients

The intended subrecipient is the McAndrew Company. This is a privately owned, full-service advertising and marketing communications agency. For over 12 years, McAndrew has developed and implemented DDOT’s traffic safety campaigns, including Click It or Ticket, Aggressive Driving, Distracted Driving and Pedestrian and Bicycle Safety, as well as managed the DC Road Rules website and social media pages.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|----------------------------|
| Communication Campaign Ped |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act NHTSA 402 | Paid Advertising | \$225,000.00 | \$225,000.00 | \$0.00 |

Countermeasure Strategy: Education and Outreach

Program Area: **Nonmotorized (Pedestrians and Bicyclists)**

Project Safety Affects

The goal of this outreach is to reduce the number of pedestrian- and bicycle-related crashes by informing the public about pedestrian and bicycle safety and the District Laws.

Linkage between Program Area

The HSO will also continue to partner with Maryland and Northern Virginia through the Metropolitan Washington Council of Government (MWCOG) Street Smart campaign. This is a public education, awareness, and behavioral campaign designed to promote pedestrian and bicycle safety. Since 2002, the campaign has used mass media (radio, newspaper, and transit advertising) to raise awareness and educate motorists, pedestrians, and bicyclists and create safer streets and sidewalks. High-visibility law enforcement also enforces laws and trains road users to be better drivers, cyclists, and pedestrians.

The Washington Area Bicyclist Association (WABA) is using a Ward-based community outreach effort to address the high rate of bicycle and pedestrian crashes—and their disproportionate effect on communities of color. WABA’s mission is to create a healthy, more livable region by promoting bicycling for fun, fitness, and affordable transportation; advocating for better bicycling conditions and transportation choices for a healthier environment; and educating children, adults, and motorists about safe bicycling.

Rationale

Multiple programs must be in place to reduce pedestrian/bike crashes. Education with the combination of enforcement is needed.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|-----------------------|
| FHPE-2022-01-00 | Street Smart Campaign |
| FHX W2022-01-00 | WABA Bike Safety |

Planned Activity: Street Smart Campaign

Planned activity number: **FHPE-2022-01-00**

Primary Countermeasure Strategy ID: **Education and Outreach**

Planned Activity Description

- **Develop Media Strategy**, including paid and free media directed at target audience with times and locations. National Capital Region Transportation Planning Board (TPB) staff, project consultant, and the advisory group work together to use current safety data and

develop the strategy.

- **Revise / Adapt Ads as Needed.** Consultant will work with TPB staff and advisory group to revise existing materials, as needed.
- **Direct Outreach.** Hold two direct outreach events for the public and use a mobile *Virtual Reality* (VR) training car, interactive headset, and large video screen to engage pedestrians at locations, such as shopping malls and street fairs, where large numbers of people gather and have time to take the training.
- **Press Events, Media Tours, and Enforcement-Activation Events.** Hosted by a different jurisdiction each time, the purpose is to leverage media attention and highlight achievements and challenges in the host jurisdiction. Media outreach often highlights local enforcement efforts. Enforcement-activation events enlist the press to cover live pedestrian enforcement.
- **Request PSA Placement.** TPB staff approaches transit agencies and TPB member jurisdictions. Consultant approaches media outlets with which paid media buys are placed and request PSA space. Messaging mix can be specific to the jurisdiction or agency. Print materials, as needed.
- **Run Paid Media and PSA Campaign.** The campaign typically includes transit ads, radio, TV, digital transit shelters in the District, and pump topper ads at gas stations. Peak times and corridors are targeted to the extent feasible for each media mode. Exact timing of paid advertising can be adjusted by a week or two, based on advisory group input, ad availability, conflicting events, or other factors.
- **Evaluation Survey** to 600 area residents.
- **Law enforcement by Partner Agencies.** Issue Pedestrian safety-related citations and warnings. Participating law enforcement agencies are encouraged to conduct enforcement at high-incident locations, as identified by the State or local jurisdiction.
- **Print and Distribute Materials.** Print and distribute 5,000 safety tips cards and other materials to partner agencies, including law enforcement.
- **Web Outreach:** website, Twitter feed, digital toolkit. Post campaign information on the website and maintain a social media presence and calendar. Distribute digital toolkits to partner agencies; toolkit includes web banners and other information to be posted on partner websites.
- **Best Practices in Pedestrian Enforcement Workshop.** Bring law enforcement officers from departments with successful pedestrian-safety programs, together with civilian safety experts, to conduct a half day training for law enforcement officers on best practices in pedestrian-safety enforcement.
- **Analyze Survey Results** Analysis of the survey of 600 area residents will show which messages the target audiences are hearing and remembering, and on which media they hear those messages. This will help show the overall campaign effectiveness and help rate

the cost-effectiveness of specific media buys.

- Annual Report.** Prepare and print the Annual Report, which is a tool for engaging stakeholders. It shows all activities for the year, including law enforcement, paid media buys, and PSA placement. Value of PSA placement can be claimed as local match. It will also contain analysis of the survey results.

Intended Subrecipients

Enter intended subrecipients.

The intended subrecipient is the TPB, a federally designated Metropolitan Planning Organization for the Washington Region. MWCOG and TPB have close contacts at the highest levels with the counties, cities, States, and agencies that make up its membership. Through the Street Smart Advisory group and the Bicycle and Pedestrian Subcommittee, the MWCOG / TPB has managed the regional Street Smart program for over 12 years.

The MWCOG allocates \$63,344 from its membership dues to support this program.

Countermeasure strategies

Countermeasure strategies in this planned activity

| |
|--------------------------------|
| Countermeasure Strategy |
| Education and Outreach |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act 405h Nonmotorized Safety | Public Education | \$200,000.00 | \$200,000.00 | \$0.00 |

Planned Activity: WABA Bike Safety

Planned activity number: **FHX W2022-01-00**

Primary Countermeasure Strategy ID: **Education and Outreach**

Planned Activity Description

Host the 2022 Washington Region Vision Zero Summit

The Washington Area Bicyclist Association (WABA) will convene a regional gathering of agency staff, elected officials, partner organizations, and community members working to eliminate traffic fatalities and serious injuries (Vision Zero) to share best practices, improve regional coordination, and address common issues. The 2018–2020 Summits hosted speakers and panelists from over 40 public agencies and organizations and included experts from other major American cities and around the world. The events were sold out with about 175 participants (there were over 250 participants in 2019 and 2020). WABA conducted targeted outreach to communities and stakeholders who did not participate in previous years and will plan to include more new voices and experts at the 2022 Summit.

Intended Subrecipients

Enter intended subrecipients.

The intended subrecipients is WABA, an association with more than 46 years of experience and has earned the reputation of a trusted nonprofit through its thoughtful, agile, and results-driven service to the community.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|-------------------------|
| Education and Outreach |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act 405h Nonmotorized Safety | Public Education | \$49,963.00 | \$250,000.00 | \$0.00 |

Countermeasure Strategy: Enforcement— Pedestrians and Bicyclists

Program Area: **Nonmotorized (Pedestrians and Bicyclists)**

Project Safety Impacts

Pedestrian / Bicycle Safety is a high-priority problem area in pedestrian-friendly metropolitan areas, such as the District, where walking is an important transportation mode of choice. With over 50 percent of the workers in the District either commuting by public transportation or walking to work (*2006 American Community Survey*), it is crucial to understand the causes and severity of crashes involving pedestrians and bicyclists in the District.

Linkage between Program Area

Pedestrian and bicyclist safety will always be a safety concern. MPD enforcement can increase all road-users awareness and encourage bikers and walkers to adhere to traffic laws and safely share the District roadways among its residents and visitors.

Rationale

Enforcement of driver and pedestrian behaviors is crucial to ensuring they follow appropriate traffic rules and regulations of the road.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|--------------------------------------|
| PS-2022-08-00 | Pedestrian and Bicyclist Enforcement |

Planned Activity: Pedestrian and Bicyclist Enforcement

Planned activity number: **PS-2022-08-00**

Primary Countermeasure Strategy ID: **Enforcement—Ped and Bike**

Planned Activity Description

- Conduct 2,200 hours of overtime enforcement for driver, pedestrian, and bicyclist violations at known risk locations/intersections and during the days and times of the month when the crash data, as provided by the HSO and MPD sources, indicate violations are the highest.
- Conduct 300 hours of overtime enforcement during the fall and spring/early summer Street Smart Campaign in all districts, but with added emphasis in the MPD Seventh, First, Second, and Third Districts, which is where MPD / DDOT data show the majority of pedestrian and bicycle fatalities occur.
- Attend training related to Pedestrian Crash Investigation.

Intended Subrecipients

Enter intended subrecipients.

The intended subrecipient is MPD, the primary law enforcement agency for the District of Columbia. Officers have been trained on the District’s Vehicle, Pedestrian, and Bicycle laws and regulations, but more training is needed. The activity also includes the MPD Academy, in conjunction with the DDOT Pedestrian and Bicycle Safety Group.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|--------------------------|
| Enforcement—Ped and Bike |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|---------------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act NHTSA 402 | Pedestrian/Bicycle Safety | \$192,310.00 | \$600,000.00 | \$0.00 |

Program Area: Traffic Records

Description of Highway Safety Problems

The vision of the District’s Traffic Records Coordinating Committee (TRCC) is to enhance transportation safety and reduce crashes and crash-related injuries by using a coordinated approach that will provide timely, accurate, complete, integrated, uniform, and accessible traffic records data. To achieve the vision, the TRCC developed the following goals:

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

Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|-------------|--|-----------------|---------------|--------------|
| 2022 | C-1) Number of traffic fatalities (FARS) | 2022 | 5 Year | 29 |
| 2022 | C-2) Number of serious injuries in traffic crashes (District crash data files) | 2022 | 5 Year | 343 |

Countermeasure Strategies in Program Area

| Countermeasure Strategy |
|---|
| Improves completeness of a core highway safety database |
| Improves timeliness of a core highway safety database |
| Real-time information to First Responders |

Countermeasure Strategy: Improve Completeness of a Core Highway Safety Database

Program Area: **Traffic Records**

Project Safety Impacts

One of the main barriers to efficient safety data analysis is data integration. The most recent Model Inventory of Roadway Elements (MIRE) 2.0 report states, “Data integration results in a new resource capable of supporting analyses that are not possible when the individual data sources stand alone.” Although crash data, roadway data, and traffic data form the three

primary components in safety data analysis, integrating these components is often a major challenge. Achieving this integration is deemed *vital*, according to the MIRE report.

DDOT has recently created a new system that extracts and synthesizes multiple datasets from the DDOT crash database and linear referencing system (LRS) into a MIRE safety database. Safety data present some unique challenges and using this new database makes data many times easier to query and access. An interactive Web application (the Cross-Section Viewer) was created to showcase what was possible with the new MIRE safety database. The safety data query viewer (name TBD) allows users to peruse safety data items and filter a variety of attributes in a dynamic way. In addition to filtering and finding candidate segments, users can also generate a dynamic [Streetmix](#) cross section—based completely on the source LRS inventory.

While the above project accomplished much, there is still considerable work yet to be done. This follow-on project to enhance the prior work, focusing on improvements to both the Web application and database architecture. These improvements will focus on the data-sharing and data-integration capabilities of the system overall.

Linkage between Program Area

The improvements above will allow DDOT to close a huge gap in the data feedback loop, providing users an easy, natural way to communicate changes to data maintainers. Downstream, the benefits are greater access to and completely integrated safety data (accurate location of crashes, MIRE safety data elements), and roadway, as well as traffic data. The need for ad-hoc ETL and data integration would be greatly reduced because the data are already fully integrated.

DDOT personnel need to visualize the possible effects of the chosen treatments prior to implementation. To facilitate this, fully integrated and accurate data are a must. The improvements above dramatically increase the ability to keep decision making fully data-centric and should help avoid negative/unsafe outcomes and other undue delays to safety mitigation.

Rationale

Improve road safety decision making.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|-----------------------|
| M3DA 2022-07-02 | MIRE Data Modeling |

Planned Activity: MIRE Data Modeling

Planned activity number: **M3DA 2022-07-02**

Primary Countermeasure Strategy ID: **Improves completeness of a core highway-safety database**

Planned Activity Description

The technical objective of this project is to enhance the Cross-Section Viewer application to communicate cross-section LRS updates through REST Web services. This will ensure the overall integrity of crash and safety data analyses, which depend heavily upon cross-section data elements (notably the MIRE FDE).

The overall benefit is to ensure that the above-mentioned analyses are producing more accurate predictions of where to make safety improvements. Better data, which is more timely and accurate, will allow DDOT to better integrate its analysis with the new safety database. Also, it will allow to easily report corrections in a data-centric way.

Intended Subrecipients

The intended subrecipient is the DDOT Office of Information Technology and Innovation (OITI), which provides information technology oversight for DDOT. OITI manages, maintains, and enhances DDOT-related owned and leased information technology infrastructures and solutions. OITI provides full service for technology operational support to all DDOT employees and vendors, specifically in the following areas: Applications and Development, Geospatial Data Systems, and Infrastructure and Customer Support. Committed to excellence, the OITI group has developed and/or implemented more than 40 different applications/solutions to support the agency’s mission and vision of maintaining and improving the District’s infrastructure.

OITI, including its staff, has also won numerous awards and commendations for its tireless commitments and first-rate accomplishments.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|---|
| Improves completeness of a core highway safety database |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|----------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act 405c Data Program | Data Program | \$ 107,908.00 | \$600,000.00 | \$0.00 |

Countermeasure Strategy: Improves Timeliness of a Core Highway Safety Database

Program Area: **Traffic Records**

Project Safety Impacts

The timely posting of convictions to drivers' records is essential to identifying adverse drivers and maintaining public safety.

The DMV identifies habitual and frequent violators of traffic regulations and is authorized to suspend or revoke the driver's license or driving privilege. DMV receives approximately 2,400 traffic convictions per month from other jurisdictions that are required to be posted to driver's records in the DESTINY system. Currently, there is a backlog of 2,600 convictions and, at a rate of 2,400 out-of-State convictions received every month, the DMV is challenged to enter all these convictions in a timely manner (average yearly 24,000 – 36,000, timely defined as a backlog of less than one month worth of convictions). Delays in posting convictions to driver records affects appropriate revocations and suspension actions against adverse drivers and thus the safety of the public.

Linkage between Program Area

Increasing the accuracy of driver records with the timely and accurate data entry of paper traffic-related convictions from other jurisdictions into DESTINY, results in the removal of the driving privileges of habitual and frequent violators of traffic regulations, and ultimately reduces traffic fatalities, injuries, and crashes.

Rationale

Approximately 10 percent (approximately 36,000) of all convictions within the District database originate from out-of-State violations. Entering these into the conviction database (Destiny) is crucial to ensure that traffic violations are appropriately dealt with and D.C. requirements assessed immediately. This strategy has the potential to reduce crashes, injuries, and fatalities.

Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|-------------------------------------|
| M3DA-2022-07-01 | Backlog of Out-of-State Convictions |

Planned Activity: Backlog of Out-of-State Convictions

Planned activity number: **M3DA-2022-07-01**

Primary Countermeasure Strategy ID: **Improves timeliness of a core highway safety database**

Planned Activity Description

DMV receives approximately 2,400 convictions per month from other jurisdictions. With the assistance of the grant, DMV has been able to use overtime and enter the following:

| | | |
|--------|--------------------------------|---|
| FY2017 | October 2016 to June 2017 | 14,996 convictions |
| FY2018 | January 2018 to September 2018 | 13,624 convictions |
| FY2019 | March 2019 to July 2019 | 10,032 convictions (32% of all convictions 30,279) |
| FY2020 | January 2020 to September 2020 | 5,041 convictions * |

*Note: Data entry of FY20 convictions was lower than prior years because of the impact of COVID-19. During this period, most DMV staff teleworked and document preparation could not be performed during normal business hours. Document prep was assigned to available onsite staff after normal duty hours in preparation for the data entry of convictions. As a result, there was a drastic increase in overtime hours for data preparation versus data entry.

DMV is currently entering convictions using funding from the FY2021 grant and will continue to reduce the backlog of convictions.

Data entry in FY2022 will continue to allow the timely entry of convictions and should eliminate the existing backlog of out-of-State convictions. In FY2022, DMV is requesting additional hours for DMV staff to enter convictions into the DESTINY system using overtime. The convictions will be posted to appropriate District driver's records. DMV will assign Legal Instrument Examiners to enter the convictions in the evenings and weekends.

The timely entry of out-of-State convictions will contribute to the total number of traffic convictions posted to District driver records. The entry of convictions and their associated points accumulation will result in an increase in suspensions and revocations, thereby removing the driver privilege of adverse drivers and improving public safety.

Intended Subrecipients

The intended subrecipients is the DMV, which is responsible for maintaining driver history and identifying habitual and frequent violators of traffic regulations. DMV has regulatory authorization to suspend or revoke the driver's license or driving privilege of adverse drivers. The agency receives traffic violation and convictions from both local and national courts and enforcement agencies, including approximately 2,400 out-of-State traffic convictions per month that are required to be posted to District driver's records. Because of the disparate automation systems among the courts and law enforcement agencies across the Nation, most out-of-State

convictions require data entry by DMV staff. Also, because of the large volume of out-of-State convictions received each month, DMV is challenged to enter all convictions in a timely manner. Delays in posting convictions to driver records affect appropriate revocations and suspension actions against adverse drivers and thus, the safety of the public. The DDOT HSO provides funding to assist DMV is updating the driver files with out-of-State convictions.

Countermeasure strategies

Countermeasure strategies in this planned activity

| Countermeasure Strategy |
|---|
| Improves timeliness of a core highway safety database |

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|----------------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act 405c Data Program | Data Program | \$70,000.00 | \$300,000.00 | \$0.00 |

Program Area: Safe Communities

Description of Highway Safety Problems

The District’s Highway Safety Office (HSO) will analyze multiple data sources, including crash and citation data, to develop effective countermeasures to address District road-safety problems. The HSO prepares the Highway Safety Plan, Annual Report, District’s Strategic Highway Safety Plan (SHSP), Traffic Records Plan, as well as coordinates the District’s Traffic Records Committee for USDOT / NHTSA requirements.

Planned Activities

Planned Activities in Program Area

| Unique Identifier | Planned Activity Name | Primary Countermeasure Strategy ID |
|-------------------|-----------------------|------------------------------------|
| SA-2022-05-00 | Safety Documents | Safe Communities |

Planned Activity: Safety Documents

Planned activity number: **SA-2022-01-01-00**
 Primary Countermeasure Strategy ID: **Safe Communities**

Planned Activity Description

Prepare required safety reports for the HSO. These activities will:

- Identify the District’s most significant traffic safety problems.
- Prioritize problems and develop methods to distribute safety funds.
- Coordinate the SHSP and other State plans.
- Participate on various traffic-safety committees and task forces.
- Serve as the TRCC Coordinator.
- Provide primary point of leadership and accountability for Traffic Safety Information Systems activity within the District.
- Prepare a plan to implement traffic-safety data improvements.
- Recommend forming interagency project teams to develop implementation plans for carrying out plan objectives.
- Provide executive guidance and coordination for programs, projects, and regulations as they become operational.
- Receive periodic updates from the project teams.
- Update Traffic Records Plan

- Update / Implement the SHSP strategies, monitor progress, and prepare report.

Intended Subrecipients

The intended subrecipient is KLS Engineering, LLC. KLS is a small business consulting firm.

Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-----------------------|--------------------------|--------------|---------------|
| 2022 | FAST Act NHTSA 402 | Safe Communities | \$240,000.00 | \$240,000.00 | \$0.00 |

Evidence-based Traffic Safety Enforcement Program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

| Unique Identifier | Planned Activity Name |
|---------------------|--------------------------------------|
| M6X 2022-01-00 WRAP | Education and Outreach |
| AL 2022-03-00 | Enforcement Impaired Driving |
| M1X 2022-05-03 | Media Campaign |
| PM 2022-14-00 | Media Campaign |
| M1X 2022-05-01 | Occupant Protection Enforcement |
| PS 2022-08-00 | Pedestrian and Bicyclist Enforcement |
| PT 2022-04-01 | Police Traffic Services |

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

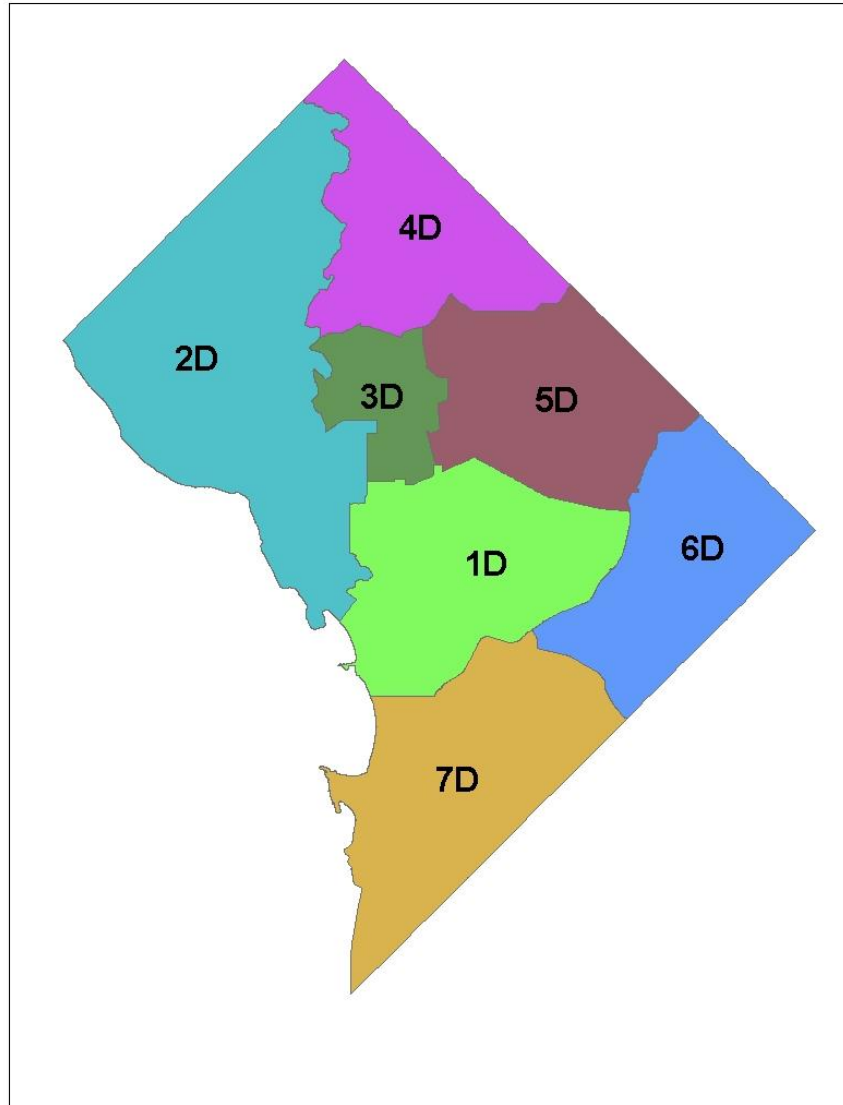
Crash Analysis

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

Deployment of Resources

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

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



The figure above shows the seven police districts in Washington, D.C. Each district is further divided into 7–9 Police Service Areas (PSAs), for a total of 56 PSAs Districtwide.

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

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

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

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

Saturated Patrol (Impaired Driving). All seven MPD Districts address impaired driving in collaboration with the Traffic Safety Specialized Enforcement Branch (TSSEB) Impaired Driver Support Unit (IDSU). If drivers believe that driving impaired is likely to be detected and result in arrest, conviction, and punishment, many will not drive impaired. The TSSEB will continue to coordinate high-visibility sobriety checkpoints, as well as saturation patrols citywide on a weekly/monthly basis. In addition to the saturation patrols, the MPD also participates during the National impaired-driving crackdowns in August and December. MPD also conducts a Cops in Shops program, a proactive approach that places undercover officers in retail liquor establishments to stop the sale of alcohol to minors, as well as to those of legal age who attempt to purchase it for them.

Occupant Protection Enforcement. Since adopting the national enforcement and media Click It or Ticket campaign, the MPD has supported the program with its enforcement efforts and has worked with neighboring jurisdictions to perform border-to-border seatbelt mobilizations. MPD also has 20 officers who are Child Passenger Safety Certified Technicians and who participate in the District’s Child Passenger Safety—Project Safe-Child program, where child seats are checked or installed, and workshops are given to parents and caregivers on the proper use of child seats.

Aggressive Driving Enforcement. Police Traffic Services (PTS) focuses on speeding and aggressive driving and other moving violations. Drivers should know that MPD has a Zero Tolerance policy for not complying with the motor vehicle laws of the District. Speeding was the primary contributing factor in almost one-third of the fatalities over the past 5 years. The program consists of four enforcement waves that coincide with media blitzes to inform and educate the public and stigmatize aggressive driving. Participating law enforcement agencies are also consulted to determine the timing of the law enforcement activities and identify target demographics. Research and evaluations are conducted annually to evaluate the program and study the problem and solutions.

Pedestrian / Bicycle Enforcement (Pedestrian and Bicycle Safety). More than 600 officers have been trained on the District’s Vehicle Pedestrian and Bicycle laws and regulations, but more training is needed. The MPD Academy, in conjunction with the DDOT Pedestrian and Bicycle Safety Group, are developing an online Pedestrian/Bicycle Training module that law enforcement officers and other authorized agency enforcement personnel can complete remotely from their office or wireless laptop. This should help increase enforcement capability, as well as public awareness.

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

Monitoring Effectiveness

To ensure these law enforcement projects remain relevant and retain the ability to adjust to any situation, various tracking mechanisms will be used that enable program managers and law enforcement managers to gain quick insights into the progress of each project. Monthly meetings with the HSO and progress reports will be required from each area a grant was received to ensure an understanding of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the area and times worked and the number of citations issued and arrests made. This monthly monitoring will allow for subtle or major adjustments within each MPD District in sufficient time to provide the greatest use of resources.

High-visibility Enforcement (HVE) Strategies

Planned HVE strategies to support national mobilizations:

| Countermeasure Strategy |
|------------------------------------|
| Communication Campaign—Impaired |
| Communication Campaign—OP |
| Communication Campaign—Aggressive |
| Enforcement—PTS |
| High-visibility Saturation Patrols |
| Supporting Enforcement—OP |

High-visibility Enforcement (HVE) planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug-impaired operation of motor vehicles and increase seatbelts use by of motor vehicle occupants.