WE ARE WASHINGTON DC

District Department of Transportation

FY2017 DISTRICT OF COLUMBIA

Highway Safety Plan

District Department of Transportation 55 M Street, SE, Suite 400 Washington, DC 20003

Contents

Executive Summary

On behalf of the Mayor of the District of Columbia and the Director of the District Department of Transportation (DDOT), the D.C. Highway Safety Office (HSO) presents the Fiscal Year 2017 Highway Safety Plan (HSP). This document serves as the District's application for State and Community Highway Safety Funds under Section 402 and the National Priority Safety Programs under Section 405 for federal funding. It is prepared each year by reviewing the District's data, detailing priority areas, setting goals and performance measures, and describing specific project activity that can provide the greatest impact on the District traffic crashes, injuries and fatalities.

In 2014, there were 23 fatalities in the District; a 15 percent increase from 20 in 2013. With these small numbers in fatalities, the District looked at serious injuries to determine where the problem exists. As with the fatalities, there was a 6.7 percent increase in serious injuries in the District from 1,688 in 2013 to 1,802 in 2014 and an additional 9.9 percent increase to 1,981 in 2015.

The District's population has steadily increased to 672,228 persons in 2015—approximately a 12 percent increase from 2010. There were more than 772,000 jobs within the District in 2016. Between April and October, the estimated number of visitors in the District is almost 200,000. These numbers indicate a daytime population of over 1.5 million people in the District. Unlike any other state in the nation, solving the District crash problem is a regional issue. Other events complicating the District's crash problem include legalizing marijuana and increased nonmotorized trips (pedestrian/bicyclist) and developing new on-road facilities, such as streetcar and bike lanes may potentially worsen the problem.

The District is committed to mitigating these problems and providing a safe transportation system for all road users. As such, the HSP details a number of strategies in enforcement, education, and emergency services developed to reverse any negative trends and ultimately reduce traffic fatalities and serious injuries. The goal remains toward zero fatalities.

This document links directly to the District's Strategic Highway Safety Plan (SHSP), last updated in September 2014. The SHSP includes strategies in the 4 Es of traffic safety—engineering, enforcement, education, and emergency medical services—to target distinct emphasis areas believed to significantly reduce the number of deaths and serious injuries in the District. The HSP addresses three of the emphasis areas outlined in the 2014 SHSP—High-Risk Drivers (Impaired and Aggressive Drivers), Pedestrian and Bicycle Safety, and Occupant Protection. The HSO focuses on public outreach and other strategies for conducting behavioral safety communications campaign.

The HSP includes the following components, as required by 23 CFR 1200.00:

Highway Safety Planning Process. The District's planning process, data sources, and the District's demographics to identify the District's highway safety problems.

Performance Plan. Details the performance measures and the method used to select targets for each program area. These targets are data driven and support the long-range goals of the SHSP.

Highway Safety Strategies and Projects. Divided by program area, this section identifies a data-driven problem and proven-countermeasure project activities. It also includes HSO safety partners, project description, project numbers, and level of funding for their activity.

Performance Report. Provides a snapshot of the District's performance by program-area level and its success in meeting its performance targets.

Performance Cost Summary. Presents the District's proposed allocation of funds (including carry-forward funds) by program area based on the projects identified in the Highway Safety Strategies and Projects section.

Certifications and Assurances. Includes required certification statements and assurances signed by the Governor's Representative for the District's Highway Safety Office. The statement provides assurances that the District will comply with applicable laws and regulations, financial and programmatic requirements, and the special funding conditions of the programs.

Overview of the Highway Safety Office

Introduction

The Federal Highway Act of 1966 makes the District's Mayor responsible for preparing and administering a District-wide highway safety program. **Muriel Bowser** was elected Mayor of the District of Columbia in November 2014. Mayor Bowser serves as the eight-elected Mayor of the District of Columbia. The Mayor named **Leif A. Dormsjo** as the Director of the District Department of Transportation (DDOT); he will act as her representative for the District's highway safety program.

The District of Columbia's Highway Safety Office (HSO) was established in accordance with the Highway Safety Act of 1966 and federal grants from the National Highway Traffic Safety Administration (NHTSA) primarily fund its activities.

The HSO coordinates and manages the District's highway safety program. This includes taking a leadership role to identify the District's traffic safety emphasis areas and collaborate with safety and private sector organizations. The also provides technical assistance to grantees and ensures compliance with federal program regulations and guidelines. The HSO works in tandem with NHTSA to implement programs focusing on occupant protection, impaired driving, aggressive driving, pedestrian and bicycle safety, and Traffic records.

MISSION

Develop and maintain a cohesive sustainable transportation system that delivers safe, affordable, and convenient ways to move people and goods—while protecting and enhancing the natural, environmental, and cultural resources of the District.

Organization Overview

The HSO is located within the DDOT, Planning and Sustainability Administration (PPSA). The Transportation Safety Office (TSO) Chief, **Carole A. Lewis** is the District's Highway Safety Coordinator, who administers the District's highway safety program. This includes planning, organizing, evaluating, monitoring, and directing the operations and programs in accordance with Federal and District rules, regulations, and guidelines. The HSO has a contracted with KLS Engineering to assist the HSO Coordinator with the safety programs.

Key Partnerships

The HSO office works with law enforcement, judicial personnel, private sector organizations, and community advocates to coordinate activities and initiatives relating to behavioral issues in traffic safety. These partners work together to achieve the HSO vision for a safe and efficient transportation system that has zero traffic-related deaths and serious injuries. These public sector and community partners for FY2017 include:

- District Department of Transportation (DDOT)

- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Metropolitan Washington Council of Governments (COG)
- Office of the Chief Medical Examiner (OCME)
- Office of Chief Technology and Officer (OCTO)
- DC Fire and Emergency Medical Services
- Washington Regional Alcohol Program (WRAP)
- Washington Area Bicyclist Association (WABA)
- Howard University
- McAndrew Company, LLC
- KLS Engineering, LLC
- Federal Partners include:
    - National Highway Traffic Safety Administration (NHTSA)
    - Federal Highway Administration (FHWA)
    - Federal Motor Carrier Safety Administration (FMCSA)
    - US National Park Service

District of Columbia Demographics

Population

The U.S. Census Bureau estimates that the District's population was 672,228 on July 1, 2015, an 11.7 percent increase since the 2010 United States Census. The increase continues a growth trend since 2000, following a half-century of population decline. The District has had an increase in the proportion of white, Asian, and Hispanic residents, and a decline in the city's black population.

Table 1, below shows the District's population by race, age, and sex.

Table 1: District Population

Race	2010	2014*	% Change
White [a]	38.5 %	43.6 %	+5.1 %
African-American [a]	50.7 %	49.0 %	-1.7 %
American Indian & Alaska Native [a]	0.3 %	0.6 %	+0.3 %
Asians [a]	3.5 %	4.0 %	+0.5 %
Native Hawaiian & Other Pacific Islander [a]	0.1 %	0.2 %	+0.1 %
Persons reporting 2 or more races	2.9 %	2.6 %	-0.3 %
Hispanic or Latino Origin [b]	9.1 %	10.4 %	+1.3 %
*2015 data not available			

(a) Includes persons reporting only one race
(b) Hispanics may be of any race, so are also included in applicable categories.

The District was considered the 23rd most populous city in the United States in 2014. It is the center of all three branches of the federal government and the home of many of the national monuments and museums. It also is the location of 176 foreign embassies and headquarters of many international organizations, trade unions, non-profit organizations, lobbying groups, and professional associations, resulting in an ethnically diverse, cosmopolitan, mid-size capitol city.

According to the District of Columbia Department of Employment Services, the total number of jobs in the District in March 2016 was 772,600, reflecting an increase of 5,300 jobs from April 2015. As of March 2016, the District's unemployment rate is 6.5 percent. Federal employees make up 25.6 percent of the District's workforce (198,000 workers). Some of the other largest employers are medical institutions. There are 14 hospitals and 4 accredited trauma centers such as The George Washington University, Georgetown University, Washington Hospital Center, and Howard University Hospital, which employ approximately 28,100 employees. Professional, scientific, or technical services employ more than 161,500 people. During the workweek, however, the number of commuters from the suburbs into the city swells the District's population to a daytime population of more than 1.5 million people.

The District of Columbia is comprised of eight (8) wards. Figure 1 below indicates the wards with the largest population.

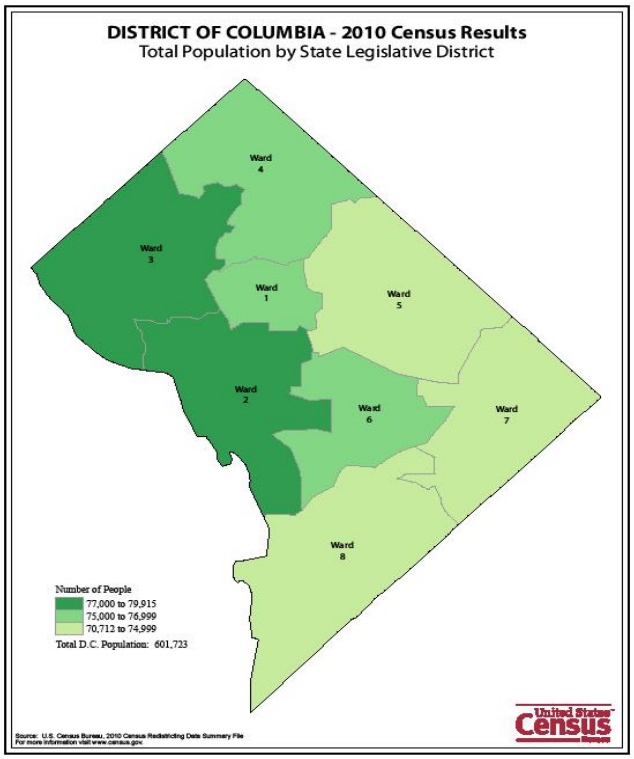


Figure 1: District of Columbia Population by Ward

Ward 2 covers a significant portion of downtown DC. It comprises both business and residential areas. Several important museums, theaters, and a major sports venue are located in the area. 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 Gallerie/Chevy Chase Pavilion, Forest Hills Park, Chevy Chase Park, Avalon Theatre, Uptown Theatre, and the 4th of July Palisades Parade.

Geography

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. The District is our nation's capital and it is not part of a state.

The south bank of the Potomac River forms the District's border with Virginia; its two major tributaries are the Anacostia River and Rock Creek. The highest natural elevation in the District is 409 feet above sea level at Fort Reno Park in upper northwest Washington and the lowest point is sea level at the Potomac River. The City has a total area if 68.34 square miles, of which 61.05 square miles is land and 7.29 square miles is water.

Transportation

The District's transportation system is critical to residents and businesses, the federal government, and millions of tourists who visit the nation's capital annually. There are 1,153 road miles: 60 percent are local roads, 15 percent are minor arterials, 13 percent are collectors, 8 percent are principal arterials, and 5 percent are classified as freeways and expressways.

Nation's Capital at Night

As of May 31, 2016, the number of licensed District drivers was 457,283; male drivers 223,179 and women drivers 234,104 which represents a 6.6 percent increase from December 2014 of 428,894. As Table 2 below shows there are also over 307,000 registered vehicles (3.6 percent increase from March 2015 of 296,303 vehicles) in the District, as of May 31, 2016.

Table 2: Active Registration and Drivers

Active Vehicle Registration	
Passenger Car	90.2 Percent
Truck/Tractor/Trailer	1.8 Percent
Motorcycle	6.3 Percent
Federal/Government Vehicle	1.7 Percent
Total Registered Vehicle	**296,303**

Source: Department of Motor Vehicles, May 31, 2016.

Based on the number of active licensed drivers, and as Figure 2 shows, the largest age group is 25–34 years. This age group (25-34 years) increased 5.1 percent since 2015 (137,897). Other increases in drivers include a 9.5 percent for 35–44 age group (93,578 in 2015) and a 11.2 percent increase for drivers over 69 years old (33,255 in 2015).

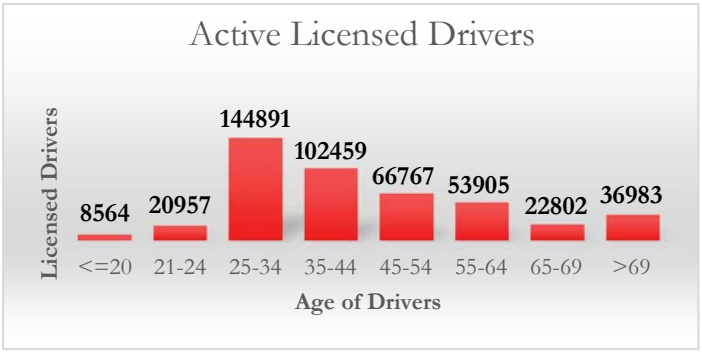


Figure 2: License Drivers by Age (as of May 31, 2016)

The Washington Metropolitan Area Transit Authority (WMATA) operates the Washington Metro, the city's rapid transit system, as well as Metrobus. Both serve the District and its suburbs and currently include 86

stations and 106.3 miles of track. With an average of one million trips each weekday, Metro is the second-busiest rapid transit system in the country. Metrobus serves over 400,000 riders each weekday, making it the nation's sixth-largest bus system.

The city also operates its own DC Circulator bus system, which connects commercial areas within central Washington. An expected 32 percent increase in transit usage within the District by 2030 has spurred construction of a new DC Streetcar system to interconnect the city's neighborhoods, as well as the additional Metro lines that will connect Washington to Dulles Airport in Virginia.


Capital Bikeshare

In August 2008, the District of Columbia became the first jurisdiction in North America to launch a Bikesharing system. SmartBike DC offered 120 bikes at 10 stations in downtown DC and the Center City. Approximately 1,600 people joined SmartBike DC during its 2 years of operation. Capital Bikeshare was then formed in partnership with Bike Arlington, the City of Alexandria and Montgomery County. With Capital Bikeshare riders can take a bicycle from more than 350 stations across the Washington, DC, metro region and return it to any station near your destination. It is currently one of the largest bicycle sharing systems in the country with over 3,000 bicycles and 350 stations. Marked bicycle lanes currently exist on 56 miles of streets and the District plans to further expand the network.

Media in the District

Washington, DC is a prominent center for national and international media. T*he Washington Post*, founded in 1877, is the oldest and most-read local daily newspaper in Washington. Popularly referred to as "The Post", the paper had the sixth-highest readership of all news dailies in the country in 2011. The Washington Post Company also publishes a daily free commuter newspaper called the *Express*, which summarizes events, sports and entertainment, as well as the Spanish-language paper *El Tiempo Latino*.

The Washington Times is another popular local daily; the city's second general interest broadsheet and the *Washington City Paper* also have substantial readership in the Washington area. There are several other weekly community and specialty papers focusing on neighborhood and cultural issues. Other publications based in Washington include the *National Geographic* magazine and political publications such as *The Washington Examiner*, *The New Republic,* and *Washington Monthly*.

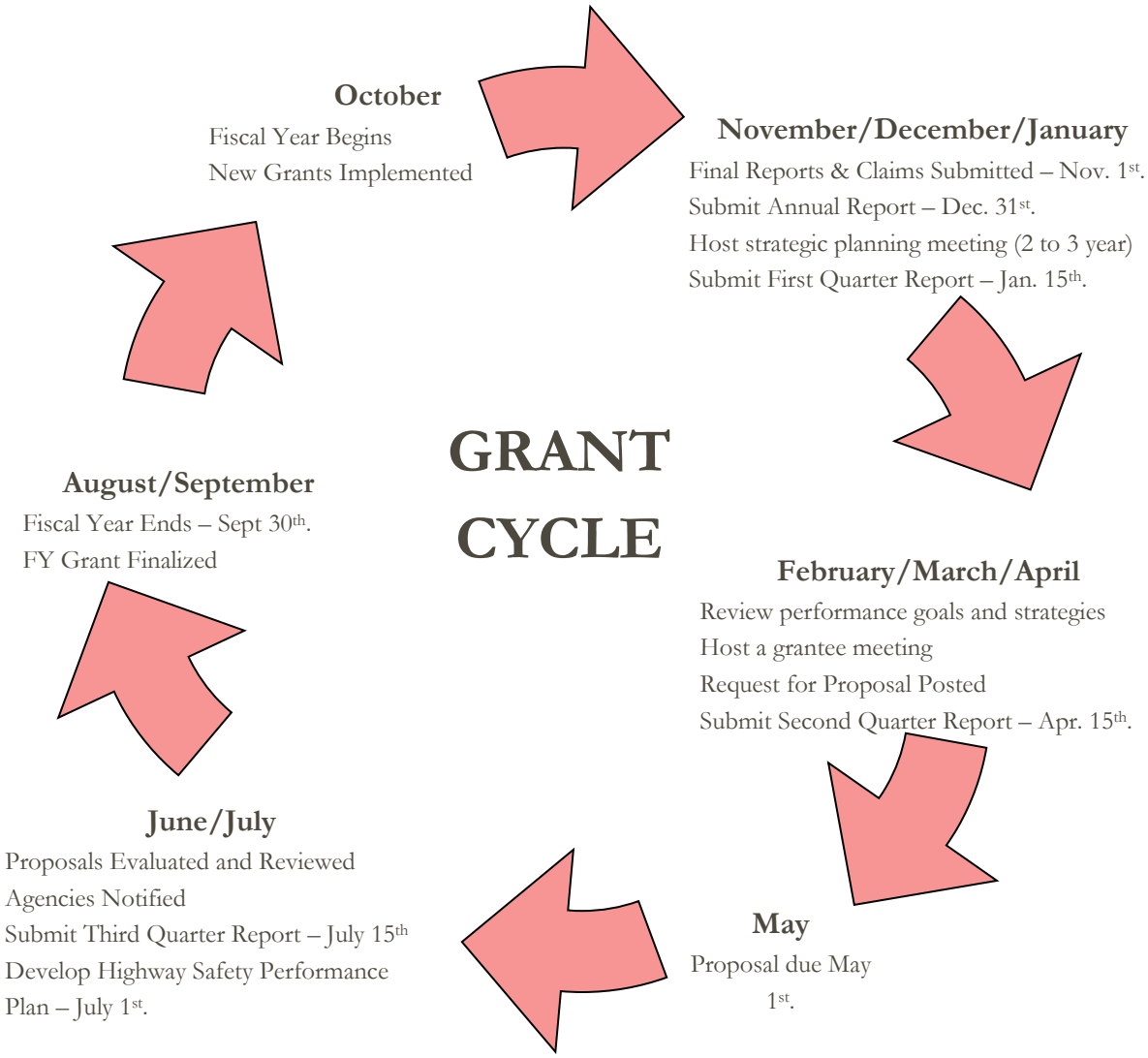
The Washington Metropolitan Area is the ninth-largest television media market in the U.S. with two million homes, approximately 2 percent of the U.S. population. Several media companies and cable television channels have their headquarters in the area, including C-SPAN; Black Entertainment Television (BET); Radio One; the National Geographic Channel; Smithsonian Networks; National Public Radio (NPR); Travel Channel (in Chevy Chase, Maryland); Discovery Communications (in Silver Spring, Maryland); and the Public Broadcasting Service (PBS) (in Arlington, Virginia). The headquarters of Voice of America, the U.S. government's international news service, is near the Capitol in Southwest Washington.

Highway Safety Planning Process

The Planning Process

Developing and implementing the HSP is a year-round cycle. At any one point in time, the HSO may be working on previous, current, and upcoming fiscal year plans. The process below outlines the activities and coordination of the HSO.

Figure 3: Grant Cycle



Traffic Safety Project Proposals

Each year, the HSO uses the problem identification process to determine its highway safety programs; it identifies the top priority areas and sends out a request for grant proposals to address these issues. The HSO uses the SHSP, NHTSA's *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (Seventh Edition, 2013); and past experience to select strategies, countermeasures, and projects that would best help the District achieve its safety goals.

Because the District's program is City based, this allows for a less structured and more open-grants solicitation process. The Coordinator's 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 Metropolitan Police Department (MPD), as it is the only law enforcement agency in the City eligible to receive Federal grant funds. Grant proposal requests posted in the DC Register and the HSO website, had a due date of May 1, 2016. The FY2017 Grant Application as well as other grant related forms are posted on the HSO website at www.ddot-hso.com.

The following questions are considered when selecting projects 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 HSO and NHTSA jointly review all traffic safety grant applications to ensure the applications clearly identify their problem, goals and objectives, and use of evidence-based strategies and activities and performance measures. Goals and objectives should support the HSO and ensure activities and their effectiveness can be measured.

Who Can Apply

Any District Government agency or non-profit organization that can show a plan to addressing an identified highway safety problem may apply for Federal funding. The problem must fall within one of the District's emphasis/priority areas or in an area where there is documented evidence of a safety problem.

A Project Director of each nonprofit organization must submit a Grant Application. The designated Project Director will represent the subgrantee agency and is responsible for ensuring that project/program objectives

are met, expenditures are within the approved budget, and reimbursements and required reports are submitted in a timely manner.

Pre-Award Risk Assessment

As required by 2 CFR Parts 200 and 1201, a pre-award Risk Assessment is conducted for each grantee prior to awarding the NHTSA funds. The objective of this assessment is to provide the District with a tool to better monitor each grantee. This assessment will evaluate each grantee and identify each as a high-, medium-, or low-risk designation. 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 may include information such as past performance of the grantee during previous grants and review timeliness of claim submissions and progress reports.

The HSO may notify grantees during the assessment of the need to answer or explain any identified deficiencies. Based on the risk level (high, medium, or low) will determine the level or type of monitoring during the grant period to better track the project progress.

Pre-Award Notice and Reporting Requirements

Upon final approval from the HSO Coordinator, each project director is notified of the approved amount of funding and advised of individual fiscal and administrative reporting/evaluation requirements.

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 quarterly progress report, which outlines activities from the grant application. **If project goals are not being achieved, 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 provide an in-depth cumulative summary of the tasks performed and goals achieved during the project period. This report is due no later than November 1 of each year that the grant is in place.

Quarterly Progress Reports	
Period	**Due Date**
October to December	January 15th
January to March	April 15th
April to June	July 15th
Final Performance Report	Nov 1st

Problem Identification

The HSO uses the problem identification process and guidelines outlined in the NHTSA *Traffic Safety Performance Measures for States and Federal Agencies* and the *GHSA Guidelines for Developing Highway Safety Performance Plans*.

This is a critical step in solving the problem and determining which projects to implement that would be most effective and efficient in addressing the District's crashes, injuries and fatalities. An initial review of the data highlights those factors that contribute to a high percent of fatalities and serious injuries.

Sources of Information

This section reviews how the HSP uses a number of sources and partnerships to determine the District's crash problem.

Traffic Crash Data

The HSO, through an agreement with the Metropolitan Police Department, has access to the MPD's Cobalt-RMS/Traffic Crash system. The access to the crash data is through a REST API called CLERK and HSO can obtain all the crash data, including injury-related data. The Cobalt-RMS/Traffic Crash system interfaces with the DC DMV Destiny system to retrieve driver- and vehicle-related information based on either the Tag or VIN numbers. The HSO can also access the Department of Motor Vehicle (DMV) and obtain registered number of vehicles and number of licenses drivers.

HSO obtains fatality data through the NHTSA Fatality Analysis Reporting Systems (FARS). The FY2017 Highway Safety Plan uses FARS data from 2010 to 2014; 2014 is the most recent year available as the HSP was prepared.

The identification process examines the following variables, including crash severity (fatality and serious injuries), time of day, day of the week, driver gender and age, contributing circumstances (speed, impaired, seat belt use, etc.), and location by ward.

Enforcement Data

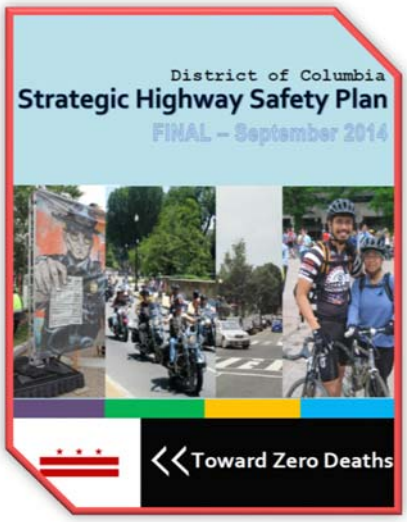
The MPD is the primary law enforcement agency for the District of Columbia and the HSO works closely with the agency throughout the year. The HSO has access to daily enforcement activities and reports on number of citations issued during campaigns and overtime enforcement.

Seat Belt Use Observational Survey

The District conducts an annual seat belt use survey each year in June. The latest report was conducted between May 28th to June 10th, 2015, and showed a reported seat belt use rate of 95.5 percent by drivers and front seat passengers sampled at 150 locations within the District.

Field technicians collected data weekdays between 7:30 A.M. and 6:00 P.M. The schedule included rush hour (before 9:30 A.M. and after 3:30 P.M.) and non-rush hour observations. Field technicians were scheduled to visit five sites each day for each field technician; they collected data for at least 40 minutes at each site, with a 20-minute time period to get to each site. The start times were staggered to ensure the data included a representative number of weekday/rush hour/non-rush hour sites. The field technicians observed a total of 15,000 vehicles, resulting in 17,451 driver and right-front passengers at the 150 randomly selected sites. Technicians counted all passenger vehicles (including small commercial vehicles) under 10,000 pounds.

Strategic Highway Safety Plan



The District's HSP links directly to the District's Highway Strategic Safety Plan (SHSP) 2014. The SHSP's goal is to reduce all traffic-related fatalities and serious injuries by 20 percent by 2025. Per FAST Act requirement, the HSP and the SHSP goals should be the same for total fatalities, fatality rate and serious injuries.

The SHSP, is the guiding document that governs traffic-safety investments throughout the District. The HSO is also responsible for developing and implementing the District's SHSP and has contracted with KLS Engineering on this effort. Two teams were involved in the process to develop the 2014 SHSP; a Strategic Management Team (SMT) – comprised of executives/senior managers from various agencies, and Safety Partners – agencies or organizations responsible for safety on the District's roadways. The HSO coordinator and previous and current grantees attended these meetings and provided input and guidance relative to the behavioral highway safety program areas. The following are the list of participants involved in the SHSP process:

DDOT

- Adil Rizvi
- Alberta Paul
- Amber Carran-Fletcher
- Asnake Negussie
- Brett Rouillier
- Carole Lewis
- Clarence Dickerson
- Colleen Hawkinson
- Dena Thweatt
- Eric Ambrose
- Eric Walden
- Eulois Cleckley
- Faisal Khan
- George Branyan
- Gregg Steverson
- Harvey Alexander
- Howard Chang
- James M. Cheeks

DDOT

- Jose Colon
- Jose Thommana
- Karen Gay
- Maurice Keys
- Mike Goodno
- Ogechi Elekwachi
- Paul Hoffman
- Rahul Jain
- Reginald Arno
- Reginald Bazile
- Robert Green
- Ronaldo Nicholson
- Sam Zimbabwe
- Soumya Dey
- Steven Zike
- Victory Rich
- William McGuirk

MPD

- Anne Grant
- Comm. James Crane
- Glenn Amodeo
- Lee Nobriga
- Lisa Sutter
- Lt. Nicholas Breul
- Lt. Ronald Wilkins
- Michele Molotsky
- Officer Arlinda Page
- Officer Gerald Anderson
- Officer Robert Wells
- Officer Wen Ai
- Raphael Dionicio
- Sgt. Andrew Margiotta
- Sgt. James Schaefer
- Sgt. Terry Thorne

OAG

- Andrew Fois
- Kimberly Brown
- Melissa Shear
- Whitney Stoebner

FMCSA

- Bernard McWay
- Deborah Snider

DOH

- Brian Amy
- Cynthia Harris
- Robert Austin

OCME

- Jameshia Peterson
- Jeffrey Powell
- Jim Sebastian

WMATA

- Gregory C Kupka
- Janice Mayo
- Kristin Haldeman

HSEMA

- Patrice White

FEMS

- Erik Johnson
- Sean Egan

MWCOG

- Andrew Meese
- Michael J Farrell

DC Office on Aging

- Courtney Williams
- Linda Irizarry

DCSC

- Dan Cipullo
- Joyce Jenkins
- Michael Francis
- Nancy McKinney

DMV

- Cherice Stanley
- David Glasser
- Elaine Speller
- Kenneth King
- Lucinda Babers
- Rick Whitley

OCME

- Lucas Zarwell

US Capitol Police

- Christopher Dickhoff
- Jason .R. Bachman
- Joseph Torreyson
- Lt. Talaya Mayronne
- Lt. Timothy Bowen
- Michael Riccardi
- Michael Riley
- Mike Baierlein
- Richard Larry
- Ryan Ford
- Sgt. Brian Verderese

DCPS

- Anthony Hinnant
- Patrice Bowman

OCTO

- Mario Field

NHTSA

- Beth Baker
- Kristen Allen

FHWA

- Jawad Paracha
- Peter Doan
- Sandra Jackson

US Park Police

- Janice Bindeman
- Lt. Russel Fennelly
- Maj. Keith Horton
- Officer Pentti Gillespie

Others

- D. Lynn and Sally Wilson, Children's National Medical Center
- Dawn Moreland, MedStar Washington Hospital Center
- Dayna Minor, Associates for Renewal in Education
- Edward R. Stollof, ITE, Safety Program Senior Director
- Angela Mickalide, Safe Kids
- Jim McAndrew and Mary McAndrew, McAndrew Company
- KLS Engineering Staff
- Kristin Rosenthal, Safe Kids
- Kurt Erickson, WRAP
- Teresa Edelen, DC Truckers Association
- Tiffany Rose, DC Tourism
- Armen Abrahamian, PG County
- Marlene Berlin, IONA Senior Services
- Patrick N.Foster, PG County
- Philip Sause, Maryland DOT
- Randy Dittberner, Virginia DOT
- Sharon Bauer , IONA Senior Services
- Trish Blomquist, MRC
- Errol Noel, Howard University
- Kenyatta Hazlewood, George Washington University Hospital
- Lakisha Johnson, Associates for Renewal in Education
- Victor Weissberg, PG County
- Wayne Wentz, Arlington County

The HSP and the SHSP use the same process to identify problems in the District and identify/select evidence-based countermeasures. The primary sources for evidence-based strategies are the GHSA *Countermeasures that Work*, NHTSA *Highway Safety Uniform Guidelines*, the NCHRP 500 series, and scientifically sound evidence-based research regarding strategies not identified by GHSA, NHTSA, or NCHRP.

The SHSP used a systematic data- and information-driven process and guidance from the District's safety partners. The HSO uses two primary crash data sources to analyze and identify the District's most significant traffic safety problems, the NHTSA FARS program and the MPD Crash Data. The latter contains information on crashes and injuries for the District.

The problem identification process uses the FARS fatality data and MPD data for serious injuries—defined as disabling and nondisabling injuries. The data queried to determine 1) who is involved in a crash (e.g., age,

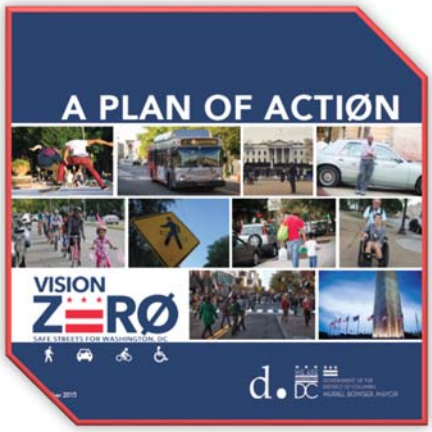
gender, seat belt use, impairment, etc.), 2) when crashes occur (e.g., time of day, day of the week, month), 3) what is the cause of the crash (e.g., speed, alcohol, other), 4) and where crashes occur in the District.

Understanding the data helped the HSO and its stakeholders identify the five Critical Emphasis Areas (CEAs) listed in the 2014 SHSP to improve traffic safety and decrease injuries and fatalities in the District. The five CEAs (SHSP) are the following:

1. High-Risk Drivers
   a. Aggressive Driving
   b. Impaired Driving
   c. Driver Competency and Licensing
   d. Distracted Driving
2. Pedestrian and Bicyclist Safety
   a. Pedestrian Safety
   b. Bicyclist Safety
3. Engineering/Facilities Infrastructure
   a. Signalized intersections
   b. Non-signalized Intersections (STOP Controlled only)
   c. Work Zones
4. Special Vehicles
   a. Large Trucks
   b. Motorcycles
5. Special Target Areas
   a. EMS
   b. Occupant Protection
   c. Traffic Incident Management (TIM)

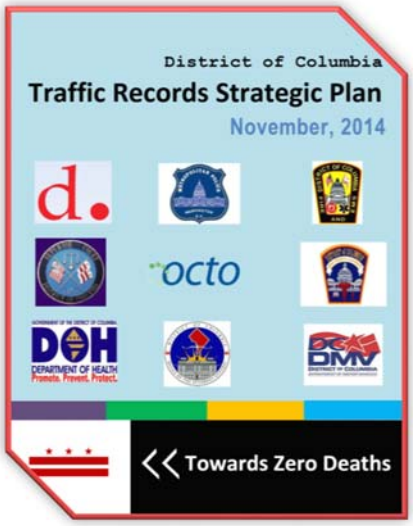
Vision Zero Plan

In February 2015, Mayor Bowser launched Vision Zero in response to U.S. Department Secretary Anthony Foxx's Mayors' Challenge for Safer People and Safer Street. Vision Zero marks a new approach to the District's challenges and a renewed sense of urgency within our city. More than thirty District agencies and safety partners worked to develop the plan to better educate stakeholders and grow a safety culture; more efficiently enforce life-saving laws; enhance the design of complete streets; and collect, leverage, and share crucial safety data. The goal of Vision Zero is to zero fatalities by 2024.



District's Traffic Records Coordinating Committee

In 2007, the District of Columbia established its Traffic Records Coordinating Committee (TRCC) comprised of nine District agencies (DDOT, MPD, FEMS, DMV, OCTO, OAG, DCSC, OCME and DOH). The HSO 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. To achieve the Vision, the TRCC developed the following goals:

- To provide an ongoing District-wide forum for traffic records and support the coordination of multi-agency initiatives and projects.
- To leverage technology and appropriate government and industry standards to improve the timely collection, dissemination, and analysis of traffic records data.
- To improve the interoperability and exchange of local and regional traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
- To create a user-friendly data system incorporating public and private data sources that better informs 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.

During the time of developing this report, the District was working with NHTSA to complete its Traffic Records Assessment. The final report was released on June 27, 2016. This may influence the related projects in the HSP and result in an amendment in late 2016.

Evidence-Based Traffic Safety Enforcement Plan

The HSO has developed procedures to ensure the efficient and effective use of enforcement resources that support the goals of the District's highway safety program. The District incorporates an evidence-based approach in its District-wide enforcement program through the following components.

To ensure these law enforcement projects remain relevant with the ability to adjust to any situation, various tracking mechanisms used will provide program managers and law enforcement managers with quick insights

into the progress of each project. MPD focuses on the date, times, and locations where enforcement should be emphasized in the District. This is information is based on data gleaned from previous year's crash histories, citizen complaints, holidays, and events in the District, and NHTSA and DDOT Traffic Safety calendars. MPD prepares progress reports for each area grant received, documenting the activities conducted, such as the area and times worked and the number of citations issued and arrests made. These reports will allow for subtle or major adjustments within each police district in sufficient time to provide the greatest use of resources.

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. The following are factors were considered when setting the performance targets for FY2017:

- Fatality Numbers. As previously noted, the District fatalities numbers are small and progress to reduce these numbers further becomes increasingly difficult. Therefore, it might be a better use of resources to look at reducing the District's severe injuries.

- Legalization of Marijuana. In February 2015, it became legal in the District for adults 21 years and over to use marijuana up to two ounces and growing up to six plants in their homes for personal use. This has increased the potential for drug-impaired driving in the District.

- Non-motorized trips. The increase number of bicycles, on-road bicycle facilities, and the introduction of streetcars in the District assumes these numbers will increase.

Performance Plan

Core Performance Measures

Performance measures are the tools or standard used to determine whether programs work and to what extent. Developed by NHTSA in collaboration with GHSA and others, the FAST Act identified 11 Core outcomes and 1 behavior performance measure. However, with the District's relatively small fatalities numbers each year, the HSO has added serious injuries as additional performance measures. Note all the fatalities numbers are based on FARS data with 2014 being the most current data available. Table 4 below identifies the program areas with the related performance measures.

Table 3: Core Performance Measures

Program Area	NHTSA Measure	Core Performance Measures	Measured By
Overall HSO Program Area Goals	C-1	Reduce Fatalities	Number of traffic-related fatalities
	C-2	Reduce Serious Injuries (classified as disabling and non-disabling injuries)	Number of traffic-related injuries
	C-3	Decrease Fatality Rate per 100 Million VMT	Fatalities per 100 million VMT
Occupant Protection	C-4	Decrease Unrestrained fatalities	Number of unrestrained fatalities (all seating positions)
		Decrease Unrestrained serious injuries	Number of unrestrained serious injuries (all seating positions)
	B-1	Increase Observed Belt Use	Observed belt use
Impaired Driving	C-5	Decrease Fatalities with a BAC at 0.08 or Above	Number of fatalities with a 0.08 or above BAC
		Decrease Impaired-related Serious Injuries	Number of serious injuries where the driver is impaired with drugs or alcohol or both.
Aggressive Driving	C-6	Decrease Speeding-related Fatalities	Number of speeding-related fatalities.
		Decrease aggressive-related Serious Injuries	Number of aggressive-related serious injuries (speeding, following too close, improper lane change and red-light violation behaviors).
Motorcycle Safety	C-7	Decrease Motorcyclist fatalities	Number of motorcyclist fatalities.
	C-8	Decrease Unhelmet Motorcyclist Fatalities	Number of unhelmet motorcyclist fatalities.
Younger Driver	C-9	Decrease Drivers 20 or Under Involved in a Fatal Crash	Drivers 20 years and under involved in fatal crashes.
Pedestrian and Bicycle Safety	C-10	Decrease Pedestrian Fatalities	Number of pedestrian fatalities.
		Decrease Pedestrian Serious Injuries	Number of pedestrian serious injuries.
	C-11	Decrease Bicyclist fatalities	Number of bicyclist fatalities.
		Decrease Bicyclist Serious Injuries	Number of bicyclist serious injuries.

The FY2017 HSP aligns with the District's SHSP (2014) interim goal to reduce fatalities, serious injuries, and fatalities per 100 million vehicle miles traveled (VMT) by 20 percent in 2025. The overall fatality trends and fatality rate trends use FARS data with a baseline of 2008, whereas all other trends in the SHSP used a MPD data with a baseline of 2009. The SHSP goals were based on a percentage reduction in 2025, which varied by emphasis areas. The SHSP stakeholders met to determine this reduction. It was determined that areas with a smaller number of serious person injuries (<150) the goal may vary from 10–20 percent. In areas where the numbers of serious person injuries are greater than 150 per year, the percent reduction is generally 20 percent.

The Table 5 identifies the program areas and performance measure that are the focus of the District's HSP for FY2017. Participants established these performance targets based on reviewing the data trends from recent years, SHSP goals, and understanding the changing environment within the District, as well as understanding the overall long-term objective of reaching zero fatalities. As noted below, there are some program areas where the District numbers fluctuate from year to year, making it challenging to project the 2017 targets. The following addresses the rationale for each target.

Program Area Targets

Overall Fatalities. Fatalities in the District have been declining, reaching its lowest of 15 in 2012. However, there was a significant increase in 2014 of 53.3 percent, from 15 in 2012 to 23 in 2014. The District's SHSP goal was based on a 20 percent reduction from the 5-year average (2008 to 2012) of 26 to 21 in 2025, as Figure 4 shows. There is a potential for fatalities to continue on an upward trend resulting from the 6.6 percent increase in licensed drivers between December 2014 to May 2016, in particular the 5.1 percent increase in drivers 25–34 years, 9.5 percent increase in drivers 35–44 age group and 11.2 percent increase in the over 69-year-old drivers. Also the increase number of pedestrian trips resulting from the streetcar implementation on H Street and bicycle trips related to the Bikeshare program.

Per FAST Act requirement, FY2017 fatality goals should match the District's SHSP goal. Using the SHSP methodology, a 20 percent reduction from the 5-year average (2010 to 2014) of 22 to 18 fatalities in 2025, the 2017 interim target should not to exceed 20 fatalities.

Figure 4: SHSP Fatality Reduction Goal (2008-2012)

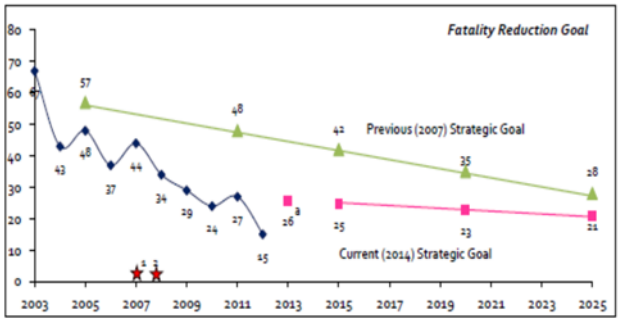
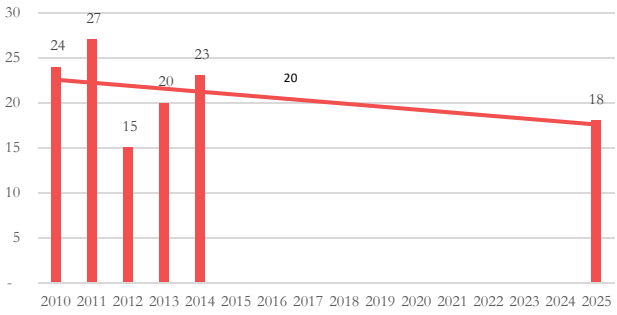


Figure 5: HSP Fatality Reduction Goal (2009-2014)



Fatality Rate. Since 2012, the District's fatality rate based on 100 MVMT has increased from 0.42 in 2012 (lowest) to 0.65 in 2014, a 54.7 percent increase. Per FAST Act requirement, FY2017 fatality goals should match the District's SHSP goal, and as Figure 6 shows, the 2017 goal is 0.66. Based on the District's latest data (FARS) and using a linear trend line; the 2017 goal projected at 0.50. This goal does not seem realistic based on the changes throughout the District. Therefore, the HSO will set the goal as to not exceed the 5-year average (2010–2014) of 0.61 in 2017.

Figure 6: SHSP Fatality Rate Reduction Goal (2008-2012)

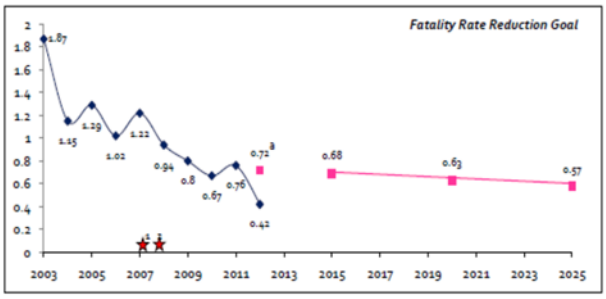
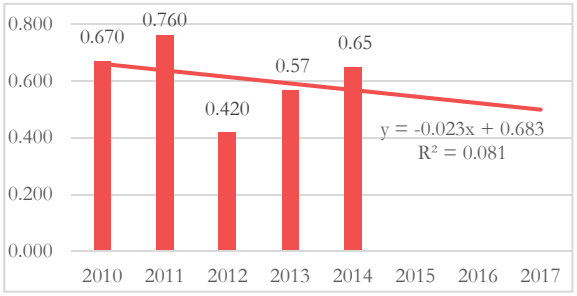


Figure 7: Fatality Rate Reduction Goal (2010-2014)



Serious Injuries. Serious injuries have increased, with 2012 at the lowest of 1,567, as Figure 9 shows. In 2015, there was a significant increase of 26.4 percent from 1,567 in 2012 to 1,981 in 2015. The District's SHSP does not account for this increase in trend and the plan will be updated according to FAST Act regulations. A 2017 interim goal would be not to exceed the 5-year average (2011–2015) of 1,730; a 12.6 percent decrease. The HSO recognized that this as an unrealistic goal; however, the District will continue to increase its efforts to reduce this continuing trend.

Figure 8: SHSP Serious Injury Reduction Goal (SHSP 2014)

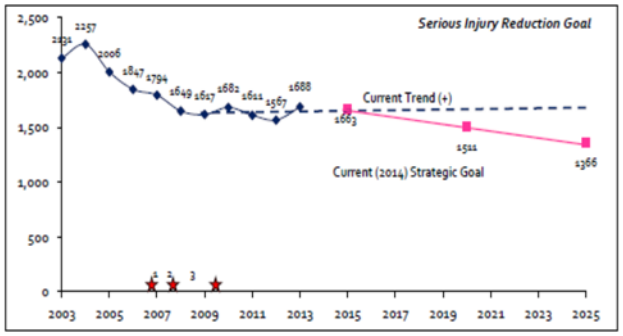
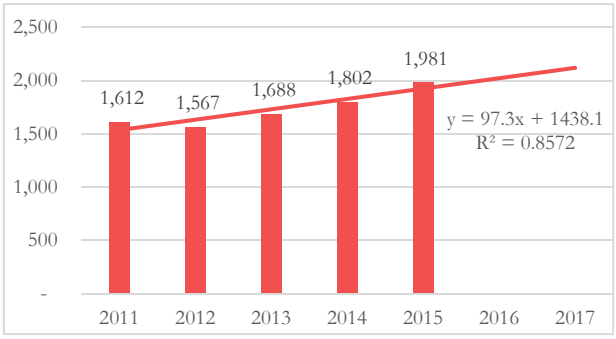


Figure 9: HSP Serious Injuries Reduction Goal (2017)



Unrestrained Fatalities. As Figure 10 shows, the numbers of unrestrained fatalities in the District have been low, the highest being 6 in 2011 and the lowest being zero in 2013. With these small numbers and its fluctuation, it is very difficult to predict. Using the alternative baseline calculation for both 3- and 5-year averages, a projected 2017 goal is 1, as Figure 11 shows. Based on preliminary fatality data, the number of unrestrained fatalities in 2015 was 7 (6 were unknown and 1 unrestrained). Because of the unpredictability of the data and the models, the District will maintain the goal as the 5-year average (2010–2014) of 4.

Figure 10: Unrestrained Fatalities Linear Trend

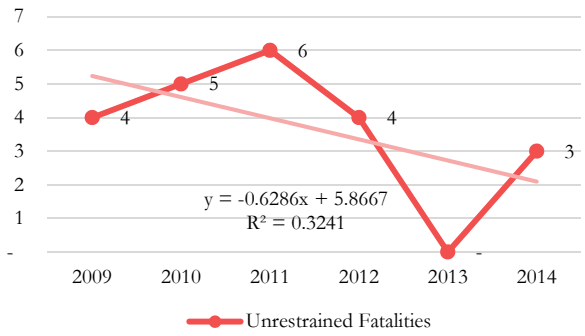


Figure 11: Unrestrained Fatalities Alternative Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)		Comparison Year (3 years later than last year in multi-year baseline period)		% Change (Comparison year versus baseline period)
(2005-2009) avg.	7.0	(2012)	4	-42.9%
(2006-2010) avg.	5.4	(2013)	0	-100.0%
(2007-2011) avg.	5.4	(2014)	3	-44.4%
		Average % Change		**-62.4%**
Current Multi-Year Base				**2017 Projection**
(2010-2014) avg.	3.6			**1**

Unrestrained Serious Injuries. The number of unrestrained serious injuries remains relatively constant. Both trends, the linear (Figure 12) and a 3-year moving average (Figure 13) points in different directions. Given the unpredictability of the models, the District will maintain the 5-year average (also the 3-year average) of 107 in 2017.

Figure 12: Unrestrained Serious Injuries Linear Trend

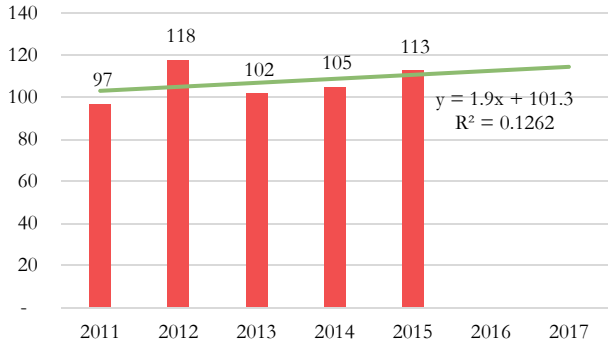
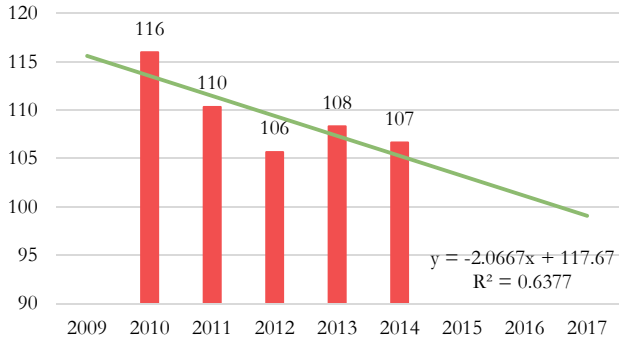
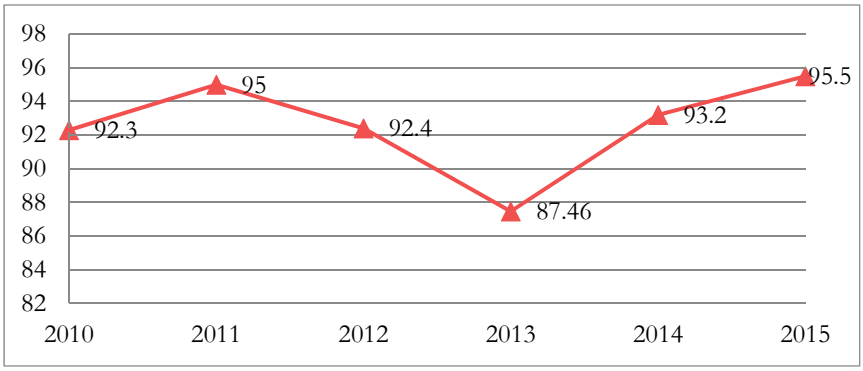


Figure 13: Unrestrained Serious Injuries 3-yr. Moving Avg.



Observation Belt Use. In 2015, the District attained a seatbelt use rate of 95.5 percent, see Figure 14. As there will always be a small percent of population that choose not to wear their seat belts, it is understood that reaching 100 percent compliance is difficult. The goal is to maintain the 95.5 percent rate in 2017.

Figure 14: Percent Observed Belt Use for Passenger Vehicle



Alcohol-impaired Driving Fatalities. The number of alcohol-impaired drivers (BAC +0.08) related fatalities has been decreasing and has been under 10 since 2010. As Figure 15 shows 2012 had the least amount of alcohol-related fatalities of 3; 2011, there were a total of 8. The District's small numbers and the fluctuation from year to year, makes it a challenge for the models to predict. Using the alternative baseline calculation (Figure 16) and both the 5-year and 3-year baseline, the estimated 2017 target is 3. However, based on the District's preliminary data for 2015 there were at least 10 impaired-related fatalities and with the added legalization of the use of marijuana, there is also a potential for drug-impaired driving to increase. Therefore, the 2017 goal for no more than 6 fatalities (5-year average is 6) is appropriate.

Figure 15: Alcohol-Impaired Fatalities Linear Trend

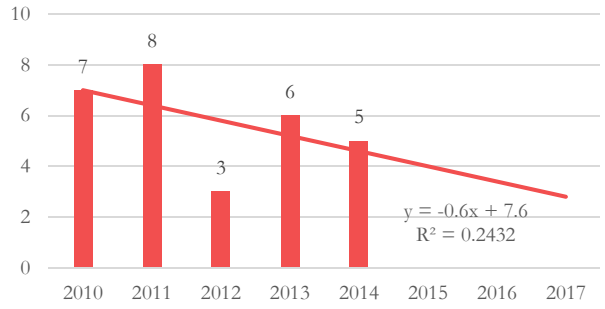


Figure 16: Alcohol-Impaired Fatalities Alt. Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)		Comparison Year (3 years later than last year in multi-year baseline period)		% Change (Comparison year versus baseline period)
(2005-2009) avg.	13.6	(2012)	3	-77.9%
(2006-2010) avg.	11.2	(2013)	7	-37.5%
(2007-2011) avg.	10.2	(2014)	5	-51.0%
		Average % Change		**-55.5%**
Current Multi-Year Base				**2017 Projection**
(2010-2014) avg.	6.0			**3**

Impaired-Driving Serious Injuries. Within the past 5-years the number of impaired-related serious injuries (drug/alcohol) in the District has fluctuated between 76 (lowest in 2012) and 101 (highest in 2013). The linear trend line predicts the 2017 target as 93 and the 3-year moving average predicts it at 86; and as Figures 17 and 18 show, both have a very low level of confidence. As with alcohol-related fatalities, there is a potential for serious injuries also to increase, therefore setting a target of no more than 85 for 2017, a 2 percent decrease from the 5-year average (2011-2015) of 87 is appropriate.

Figure 17: Impaired Driving Serious Injuries Linear Trend

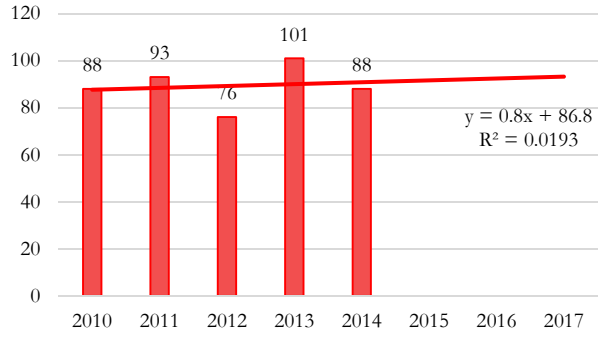
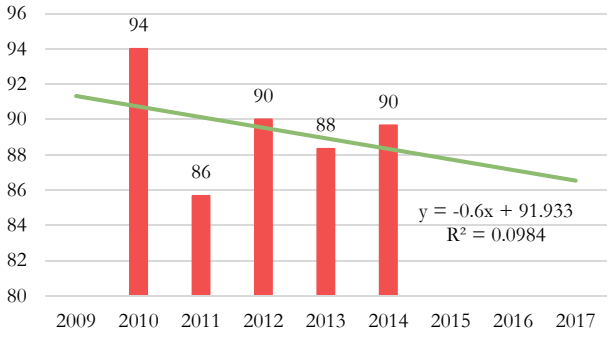


Figure 18: Impaired Driving Serious Injuries 3-yr. Moving Avg.



Speeding-related Driving Fatalities. The number of speeding-related driving fatalities has been fluctuating within the District. As Figure 19 shows the lowest is 6 in 2012 and 12 is the highest in 2014 – a 100 percent increase. Using the 5-year alternative baseline calculation model; 9 fatalities were predicted for 2017 (Figure 20) and 12 using the linear trend but with a low level of confidence. Also the preliminary 2015 data indicated that 12 fatalities occurred in the District as a result of speeding. All current trends point upwards, therefore setting a goal of no more than 12 speeding-related fatalities for 2017 is appropriate.

Figure 19: Speed-related Fatalities Linear Trend

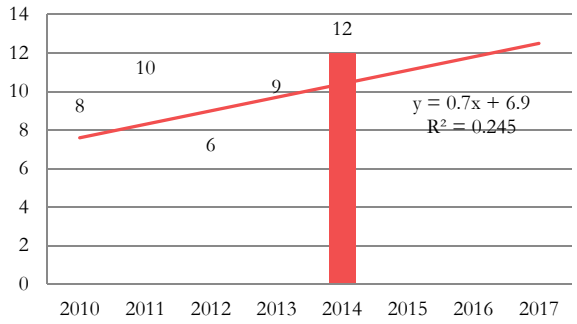


Figure 20: Speed-related Fatalities Alt. Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)		Comparison Year (3 years later than last year in multi-year baseline period)		% Change (Comparison year versus baseline period)
(2005-2009) avg.	10.0	(2012)	6	-40.0%
(2006-2010) avg.	8.2	(2013)	9	9.8%
(2007-2011) avg.	9.6	(2014)	12	25.0%
		Average % Change		**-1.7%**
Current Multi-Year Base				**2017 Projection**
(2010-2014) avg.	9.0			**9**

Aggressive Driving Serious Injuries. In the District, aggressive-related serious injuries have increased between 2013 and 2014. There was a 7 percent decrease in 2015 from 319 in 2014 to 296 in 2015. Using the linear trend line, the 2017 goal is 326, whereas using the 3-year moving average shows a projected goal of 314. Both trend are upwards and a goal not to exceed the current 3-year average of 305 (2013-2015) is appropriate given the increase in the District's population and licensed drivers.

Figure 21: Aggressive Driving Serious Injuries Linear Trend

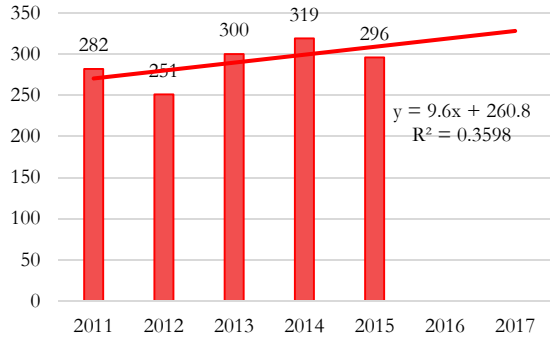
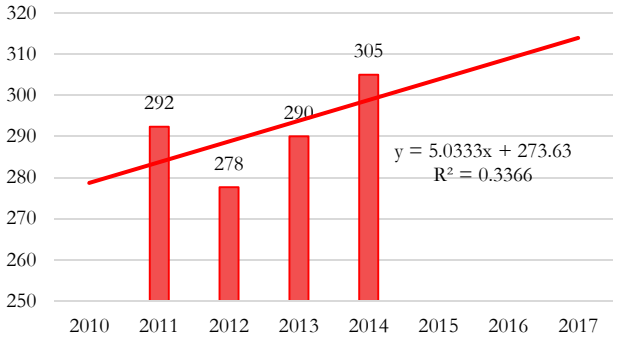


Figure 22: Aggressive Driving Serious Injuries 3-yr. Moving Avg.



Motorcycle-related Fatalities. This is not an emphasis area in the District, but it is included as it is a NHTSA requirement. The number of motorcycle-related fatalities has not exceeded 4 since 2009. Because of the smaller numbers alternative baseline calculation projects for a 5-year and 3-year baseline, the 2017 target to no more than 3 is appropriate.

Figure 23: Motorcyclist-related Fatalities

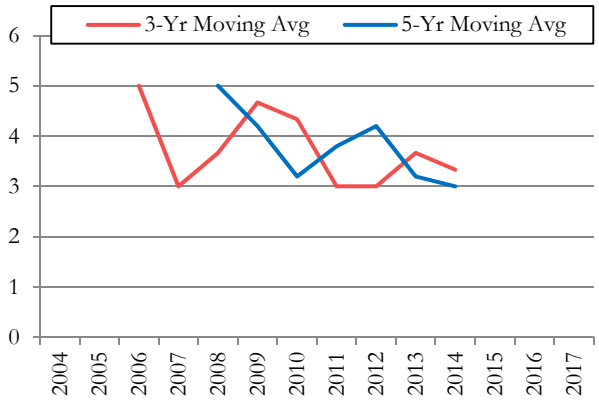


Figure 24: Speed-related Fatalities Alt. Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)		Comparison Year (3 years later than last year in multi-year baseline period)		% Change (Comparison year versus baseline period)
(2005-2009) avg.	4.2	(2012)	4	-4.8%
(2006-2010) avg.	3.2	(2013)	3	-6.3%
(2007-2011) avg.	3.8	(2014)	3	-21.1%
		Average % Change		**-10.7%**
Current Multi-Year Base				**2017 Projection**
(2010-2014) avg.	3.0			**3**

Unhelmeted Motorcyclist Fatalities. This is not an emphasis area in the District, but needs to be included since it is as a NHTSA requirement. The number of unhelmeted motorcyclist fatalities in the District has not exceed 2 since 2005; and with a 3-year average of 1 (2012-2014), therefore setting a target of no more than 1 in 2017 is appropriate

Younger Driver-related Fatalities. This is not an emphasis area in the District, but needs to be included as it is as a NHTSA requirement. The number of younger driver-related fatalities has not exceeded 2 since 2008, as Figure 25 shows. Based on the alternative baseline calculation, a goal of 1 is projected for 2017, as Figure 26 shows. With the 18 percent increase in younger drivers from 7,257 in 2015 to 8,564 in 2016, a goal to not exceed 2 fatalities in 2017 seems appropriate.

Figure 25: Younger Driver Fatalities Linear Trend

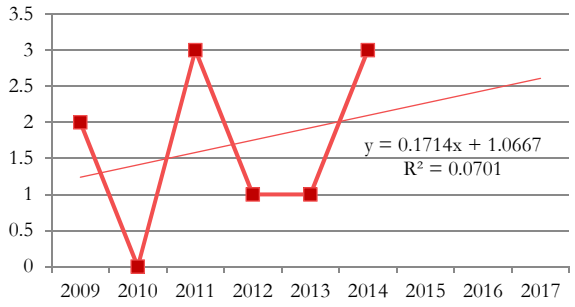


Figure 26: Younger Driver Fatalities Alt. Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)		Comparison Year (3 years later than last year in multi-year baseline period)		% Change (Comparison year versus baseline period)
(2005-2009) avg.	4.0	(2012)	1	-75.0%
(2006-2010) avg.	2.6	(2013)	1	-61.5%
(2007-2011) avg.	2.4	(2014)	3	25.0%
		Average % Change		**-37.2%**
Current Multi-Year Base				**2017 Projection**
(2010-2014) avg.	1.6			**1**

Pedestrian-related Fatalities. Based on the 5-year trend line, pedestrian fatalities appear on a decline as Figure 27 shows. However, preliminary data indicates that there were 14 pedestrian fatalities in 2015. There is also an anticipated increase in fatalities with increase pedestrian trips and the introduction of a streetcar on H Street. Based on these factors, a 3-year average is more appropriate as it reflects the District's current direction. A target is no more than the 3-year average of 8 pedestrian fatalities in 2017 is appropriate.

Figure 27: Pedestrian-related Fatalities Linear Trend

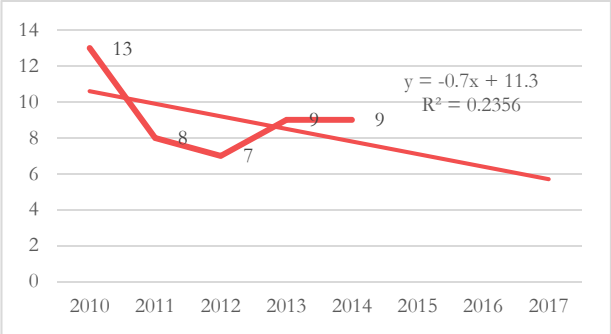


Figure 28: Pedestrian-related Fatalities Alt. Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)		Comparison Year (3 years later than last year in multi-year baseline period)		% Change (Comparison year versus baseline period)
(2005-2009) avg.	15.0	(2012)	7	-53.3%
(2006-2010) avg.	14.4	(2013)	9	-37.5%
(2007-2011) avg.	12.6	(2014)	9	-28.6%
		Average % Change		**-39.8%**
Current Multi-Year Base				**2017 Projection**
(2010-2014) avg.	9.2			**6**

Pedestrian-related Serious Injuries. The number of pedestrian-related serious injuries is on an upward trend and based on 5-years of historic data has been increasing at an average of 7 percent per year, Figure 29 shows. The District will need to focus its strategies to reverse this trend as the number of pedestrian trips in the District increases. The target is no more than the 3-year average (2013-2015) of 374 in 2017 is appropriate.

Figure 29: Pedestrian-related Serious Injuries Linear Trend

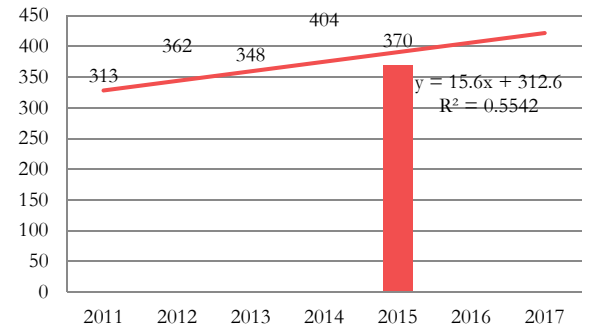
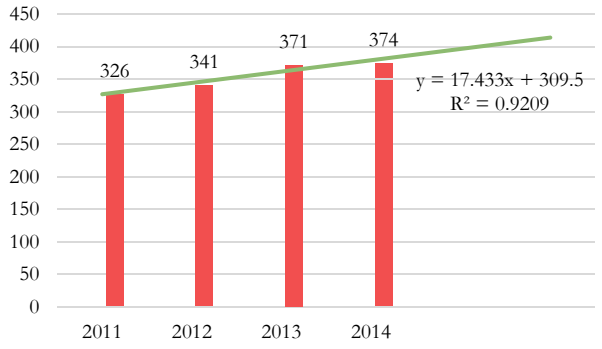


Figure 30: Pedestrian-related Serious Injuries 3-yr. Moving Avg.



Bicyclist-related Fatalities. The number of bicyclist-related fatalities has not exceeded 2 since 2006; however with the increase in exposure, there is a potential for fatalities to increase. Based on the historical trend and the alternative baseline calculation (Figures 31 and 32), there is a target of no more than 1 in 2017 is appropriate.

Figure 31: Bicyclist-related Fatalities Linear Trend

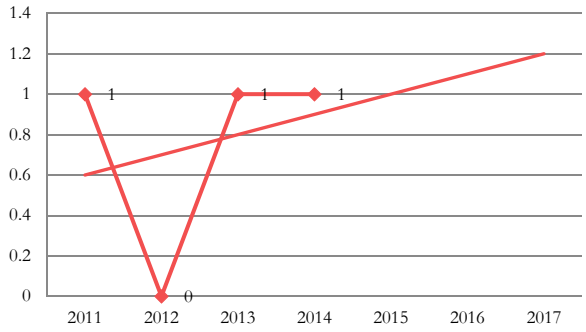


Figure 32: Bicyclist-related Fatalities Alt. Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)		Comparison Year (3 years later than last year in multi-year baseline period)		% Change (Comparison year versus baseline period)
(2005-2009) avg.	1.0	(2012)	0	-100.0%
(2006-2010) avg.	0.8	(2013)	1	25.0%
(2007-2011) avg.	1.0	(2014)	1	0.0%
		Average % Change		**-25.0%**
Current Multi-Year Base				**2017 Projection**
(2010-2014) avg.	1.0			**1**

Bicyclist-related Serious Injuries. The number of bicyclist-related serious injuries is at an upward trend; in 2015 there was a 20 percent increase from the number of serious injuries in 2014. With the increase in bicyclists in the District (Bikeshare program and the number of bike lanes) there is a need for the District to reverse the trend. This will involve a culture shift in drivers to accommodate the growth of bike trips, estimated at 5-10 percent increase annually. The District will work to maintain a target of no more than the 3-year average (2013-2015) of 315 in 2017.

Figure 33: Bicyclist-related Serious Injuries Linear Trend

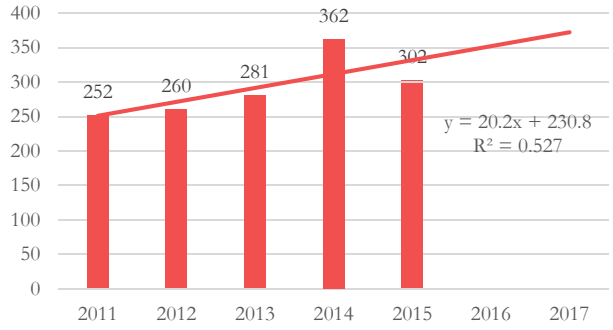


Figure 34: Bicyclist-related Serious Injuries 3-yr. Moving Avg.

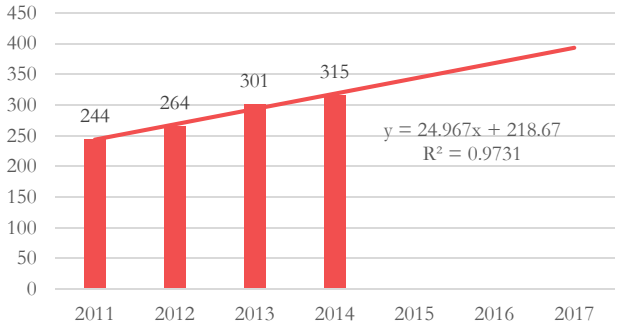


Table 4: FY2017 Performance Measure Targets

Program Area	NHTSA Measure	FY2017 Performance Targets
Overall HSO Program Area Goals	C-1	To decrease the number of traffic-related fatalities by 9 percent from a 5-year average (2010–2014) of 22 to 20 by December 2017.
	C-2	To maintain the number of serious injuries to no more than the 5-year average (2011–2015) of 1,730 by December 2017.
	C-3	To maintain the fatality rate to no more than the 5-year average (2010–2014) of 0.61 by December 2017.
Occupant Protection	C-4	To maintain the number of unrestrained fatalities to no more than the 5-year average (2010–2014) of 4 by December 2017.
		To maintain the number of unrestrained serious injuries to no more than the 5-year average (2011–2015) of 107 by December 2017.
	B-1	To maintain the observation belt use to more than 95 percent.
Impaired Driving	C-5	To maintain the number of alcohol-related fatalities to no more than the 5-year average (2010–2014) of 6 by December 2017.
		To decrease the number of impaired-related serious injuries by 2 percent from a 5-year average (2011–2015) of 87 to 85 by December 2017.
Aggressive Driving	C-6	To maintain the number of speeding-related fatalities to no more than the 2014 value of 12 by December 2017.
		To maintain the number of aggressive-related serious injuries to no more than the 3-year average (2013–2015) of 305 by December 2017.
Motorcycle Safety	C-7	To maintain the number of motorcyclist fatalities to no more than the 5-year average (2010–2014) of 3 by December 2017.
	C-8	To maintain the number of unhelmet motorcyclist fatalities to no more than the 3-year average (2012–2014) of 1 by December 2017.
Younger Driver	C-9	To maintain the number of drivers age 20 or under involved in a fatal crash to no more than the 5-year average (2010–2014) of 2 by December 2017.
Pedestrian and Bicycle Safety	C-10	To maintain the number of pedestrian-related fatalities to no more than the 3-year average (2010–2014) of no more than 8 by December 2017.
		To maintain the number of pedestrian-related serious injuries to no more than the 3-year average (2013–2015) of 374 by December 2017.
	C-11	To maintain the number of bicyclist-related fatalities to no more than the 5-year average (2010–2014) of 1 by December 2017.
		To maintain the number of bicyclist-related serious injuries to no more than 3-year average (2013–2015) of 315 by December 2017.

Highway Safety Strategies and Projects

The District safety partners works with the HSO to achieve the District's safety goals, with data-driven problem identification and using proven countermeasure activities that will reduce the District's fatalities and serious injuries. Based on the data analysis, behavioral survey findings and discussions with key partners, the District's FY2017 will focus on impaired-related, occupant protection, aggressive driving, pedestrian, and bicycle safety and Traffic Records. This supports two of the five emphasis areas in the District's SHSP. It is important to note that while distracted driving, younger driver and motorcycle safety are not included in the FY2017 HSP focus areas, the HSO and its safety partners, the SHSP addresses these areas.

In 2004, the District of Columbia enacted the Distract Driving Safety Act, which restricted the use of mobile phone and other electronic devices while driving. The law places additional restrictions on school bus drivers or individuals with a learner's permit – they are prohibited from using any mobile phone or other electronic device, even if it has a hands-free accessory, unless they are placing an emergency call. The penalty for violating the law is $100. However, first-time violators can have the fine suspended by providing proof of having acquired a hands-free accessory prior to the imposition of the fine. There are no points imposed on violators of the Distracted Driving Safety Act.

For younger drivers between the ages of 16 and 21 years old, the District has a Gradual Rearing of Adult Drivers (GRAD) Program. This program permits novice drivers to safely gain driving experience before obtaining full driving privileges. The three stages in the graduated licensing program are Supervised learner's phase, Intermediate phase in which you earn a provisional license, and Full license – depending on age, there may be conditions.

Driver under this program will be faced with penalties if they violate the traffic laws or GRAD program requirements. The District also has a zero tolerance for younger drivers (under the age of 21 years) with any measurable amount of alcohol in their blood. These drivers will lose their driver's license for a specific period (between 6 months to a year). Parents or adults who aid them may also be fined $300 and have their licenses revoked for up to 90 days.

District law defines a motorcycle as a two- or three-wheeled motor vehicle that has one or more of the following characteristics: piston displacement of more than 50cc, capable of traveling over 35 miles per hour on level ground, more than 1.5 brake horsepower (S.A.E. rating), wheels under 16 inches in diameter, and a manual transmission. To operate a motorcycle in the District, drivers must obtain a motorcycle endorsement on a regular driver's license from the DMV. Drivers may not ride a motorcycle without first having a regular DC driver's license. To get a motorcycle endorsement, applicants must have a valid DC driver's license, be at least 18 years of age, pass the motorcycle knowledge test and pass the motorcycle demonstration skills test or provide a motorcycle demonstration course of completion approved by Maryland or Virginia. Motorcyclists in the District are required to wear a helmet.

The following sections provide details on the safety focus area – the when, where, demographics related to the serious injuries, project descriptions and activities, as well as the funding levels and sources. The HSO

uses the Countermeasures that Work (CTW): *A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Seventh Edition, 2013 (http://www.ghsa.org/html/publications/countermeasures.html), as well as *NHTSA Uniform Guidelines for State Highway Safety Programs*, Guideline found on the NHTSA website at http://www.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/. The HSO uses these documents as a reference to aid in selecting effective, evidence-based countermeasure for the FY2017 HSP.

Impaired Driving Program Area

Overview

Consumption of alcohol and drugs continues to be prominent factor in serious injury crashes in the District. The number of drivers driving under the influence of drugs or/and a combination of both drugs and alcohol is increasing, making this a 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 legal drinking age in the District of Columbia is 21, and the Metropolitan Police Department enforces the following three very distinct drinking and driving laws.

- Driving while intoxicated (DWI) – DWI applies to a person having a statutorily prohibited blood alcohol concentration (BAC) of .08 or higher. (The District of Columbia adopted the .08 percent BAC standard for driving while intoxicated in April 1999.) The suspect can be convicted in court based solely on the breath, blood or urine results without any structured field sobriety test.

- Driving under the influence (DUI) – DUI applies to a person having a blood alcohol concentration of .07 percent or lower. Under DC code, a driver can be charged with a DUI offense if, in addition to a BAC reading, the officer has other signs of impairment from a structured field sobriety test and from observations of the suspect's driving behavior.

- Under Age Drinking – 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, they will be placed under arrest and charged with DWI—Driving While Intoxicated.

In accordance with MAP-21, the District of Columbia is rated as a Low Range State and qualifies for 405 funding to continue to support the District's efforts in reducing drinking and driving.

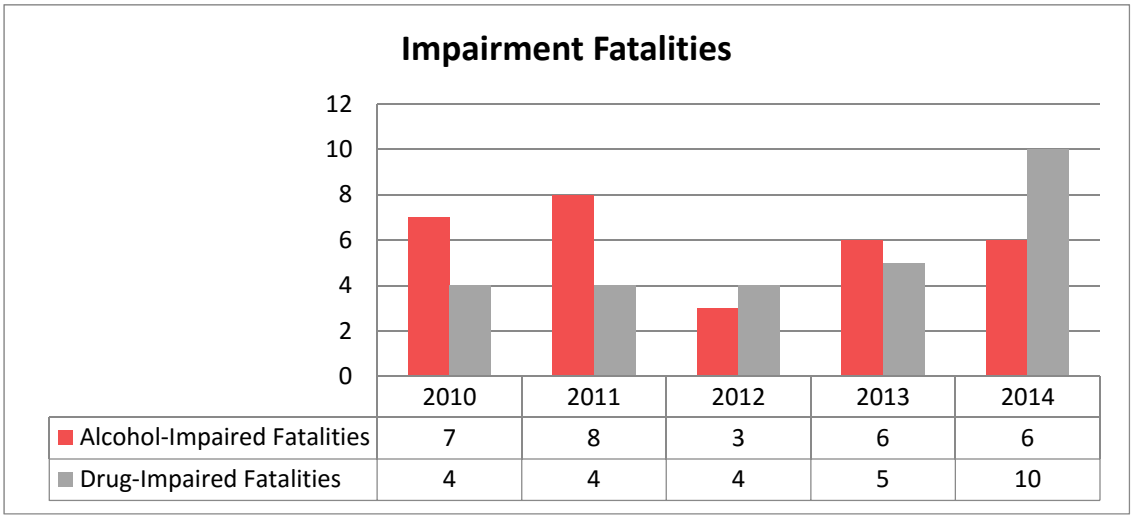
FY2017 Performance Target

- To maintain the number of alcohol-impaired related fatalities to no more than the 5-year average (2010-2014) of 6 by December 31, 2017.

- To decrease the number of impaired-related serious injuries by 2 percent from a 5-year average (2011-2015) of 87 to 85 by December 31, 2017.

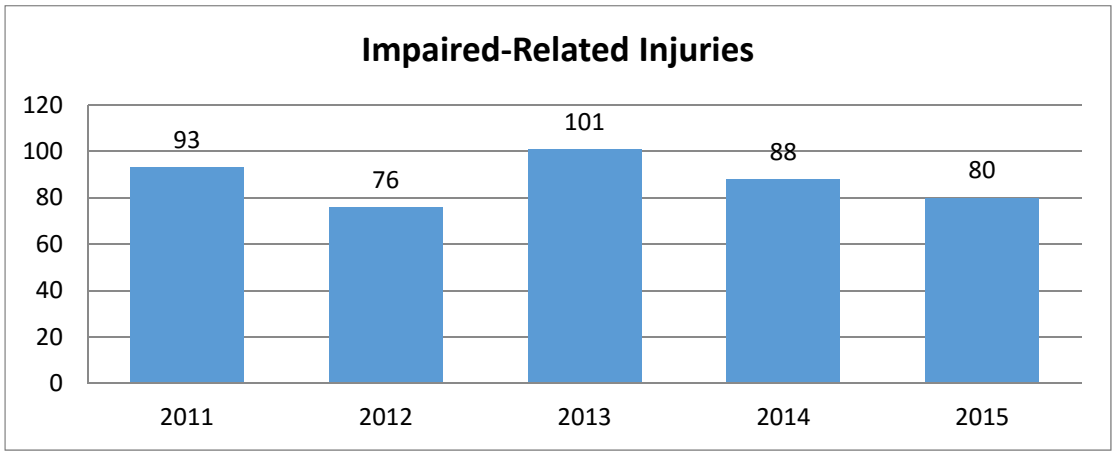
Impaired-Related Data Trends

Impaired driving cause more than half of traffic fatalities in the District of Columbia (i.e. the use of alcohol and/or drugs). Between 2010 and 2014, there were a total of 30 alcohol-impaired fatalities and another 27 drug-impaired fatalities, which taken together accounted for 52.3 percent of all traffic fatalities (57 out of 109) as shown below. While alcohol impaired fatalities have remained the same in 2014 and 2013 at 6, drug-impaired fatalities have doubled in 2014 (10) compared to 2013 (5). The data indicates that drug-impaired driving seems to be an increasing issue in the District. This is not one of the performance measures but it should be noted that it is a growing issue.



	2010	2011	2012	2013	2014
Alcohol-Impaired Fatalities	7	8	3	6	6
Drug-Impaired Fatalities	4	4	4	5	10

Between 2011 and 2015, there were a total of 438 impaired-related serious injuries representing about 5.1 percent of all serious injuries (8,650) resulting in an average of 88 serious injuries per year. Impaired-related serious injuries accounted for approximately 4 percent of all serious injuries in 2015 (80 out of 1,981) and 4.9 percent in 2014 (88 out of 1,802). Impaired-related serious injuries decreased by 9 percent in 2015 compared to 2014.

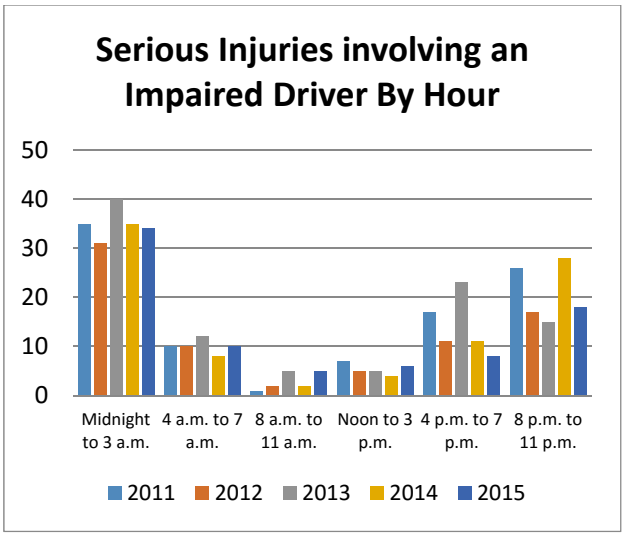


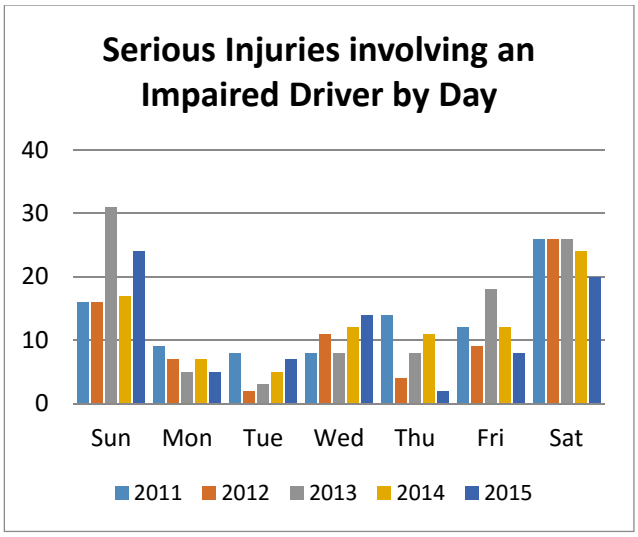
Source: Metropolitan Police Department Crash data

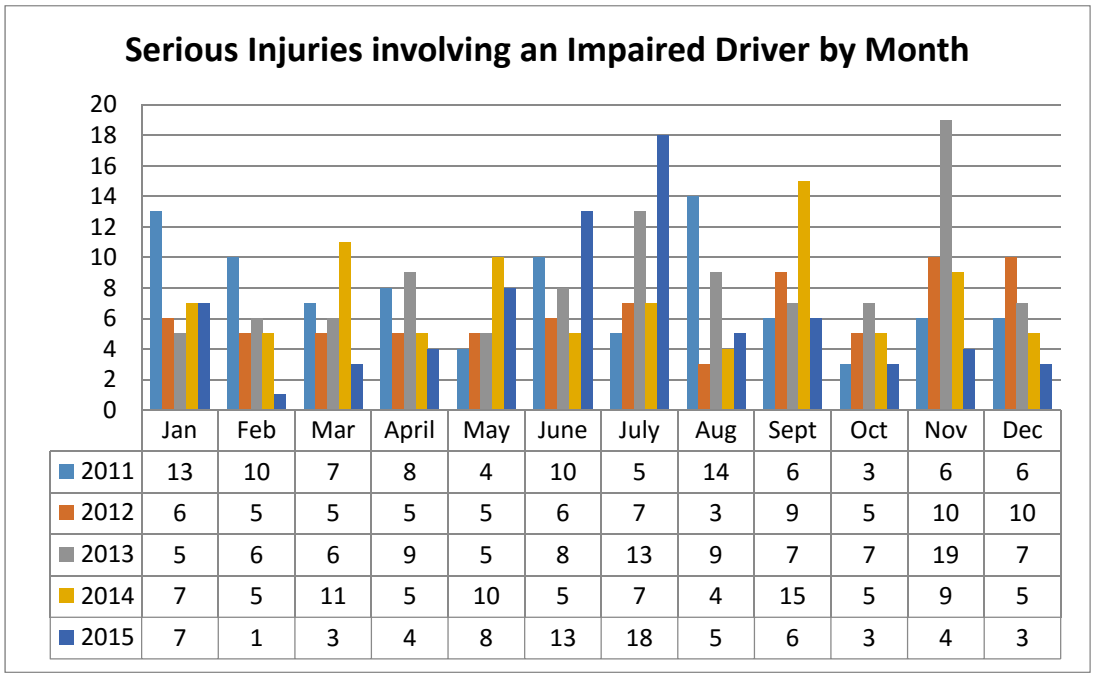
When the Crashes Occur

As the charts below illustrate, the crash analysis for the years 2011 thru 2015 also revealed that majority of all impaired-driving related serious injuries occur between 8 p.m. and 3 a.m. (63.6 percent), on Saturdays (23.9 percent) and Sundays (28 percent), and during the months of June (9.7 percent), July (11.6 percent), September (10 percent) and November (11.1 percent).

Serious Injuries involving an Impaired Driver





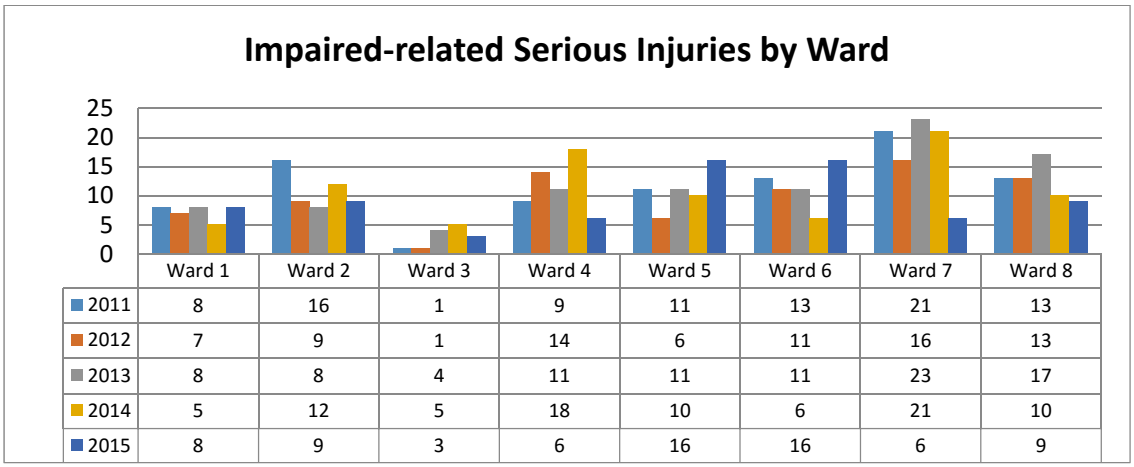


	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2011	13	10	7	8	4	10	5	14	6	3	6	6
2012	6	5	5	5	5	6	7	3	9	5	10	10
2013	5	6	6	9	5	8	13	9	7	7	19	7
2014	7	5	11	5	10	5	7	4	15	5	9	5
2015	7	1	3	4	8	13	18	5	6	3	4	3

Source: Metropolitan Police Department Crash data

Where Impaired-related Serious Injuries Occur

The highest impaired-related serious injuries occurred in Ward 7, accounting for about 20.6 percent of all impaired-related serious injuries between 2011 and 2015. Wards 2, 4, 5, 6, and 8 had relatively even distribution of impaired-related serious injuries ranging from a low of 12.8 percent in Ward 5 to a high of 13.7 percent in Ward 4. Ward 3 had the least number of serious injuries at 3.3 percent, followed by Ward 1 at 8.5 percent.



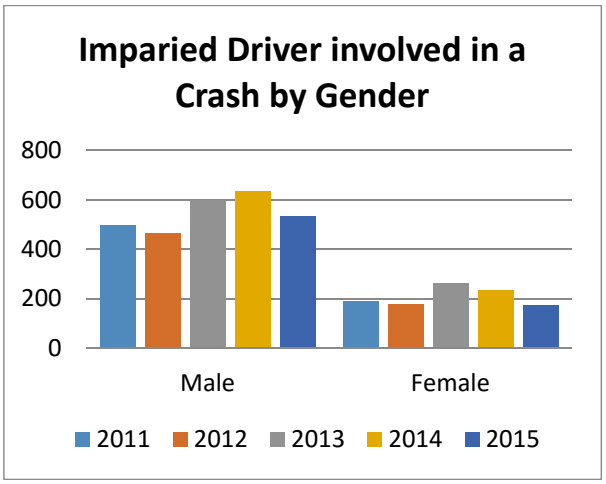
	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8
2011	8	16	1	9	11	13	21	13
2012	7	9	1	14	6	11	16	13
2013	8	8	4	11	11	11	23	17
2014	5	12	5	18	10	6	21	10
2015	8	9	3	6	16	16	6	9

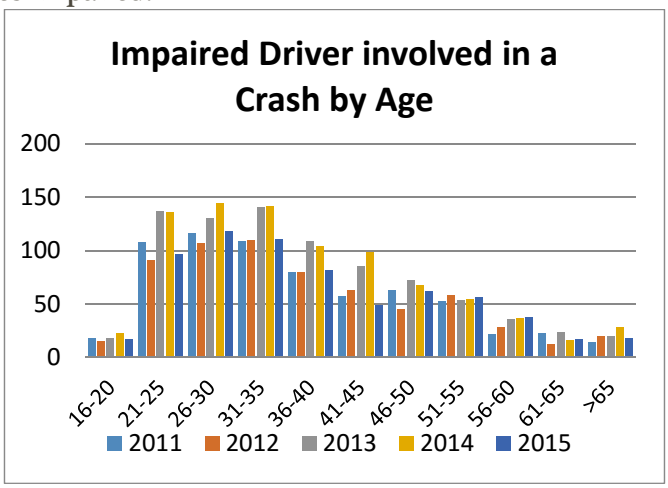
Who Drives Impaired?

Based on the District's data of all crashes; male drivers were reported as highest group involved in impaired-related crashes with an overwhelming majority of 72.5 percent (27.5 percent for female drivers).

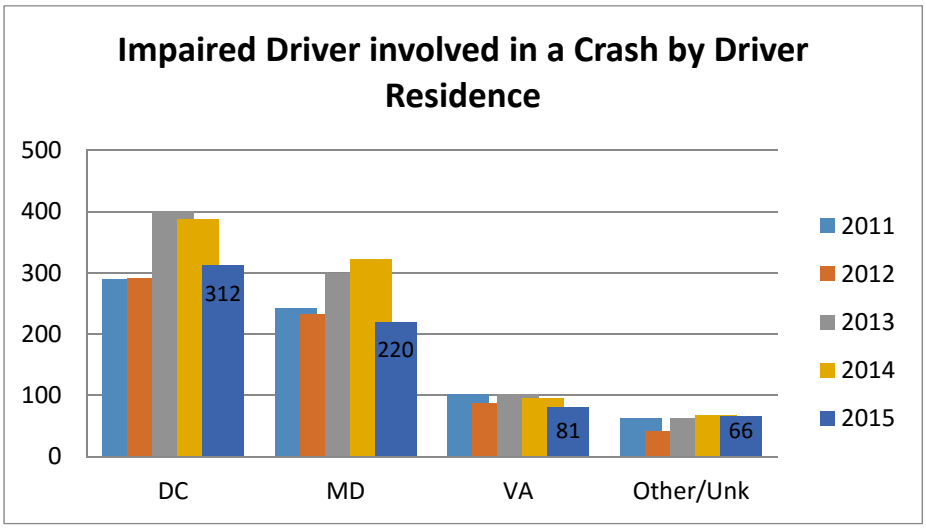
The age groups with the highest involvement in impaired-related crashes are 26-30 years (16.9 percent), 31-35 years (16.9 percent) and 21-25 years (15.7 percent). Overall, drivers within the 21-35 year age group accounted for 49.4 percent of all impaired-related crashes.

Who Drives Impaired?





The data also revealed that the majority of drivers involved in impaired-related crashes live in the District (44.6 percent). A significant portion of drivers originate from Maryland (35 percent) with a much smaller proportion from Virginia (12.4 percent).



Source: Metropolitan Police Department Crash data

Program Strategies

The HSO is committed to removing impaired drivers, pedestrians, bicyclists, and motorcyclist from the District's roadways and will continue to work on the enforcement and education strategies outlined in the 2014 SHSP.

The HSO has partnered with Metropolitan Police Department (MPD) to enforce the District's DUI laws by regularly conducting saturated patrol and publicized checkpoints and using specially trained officers and equipment in high-risk locations. The HSO and MPD have also invested in building an Impaired Driving Mobilizing Processing Unit that is fully equipped with Intoxilyzer, breath-testing instruments, fingerprint equipment, holding cell, officers' workstations, and all other equipment and supplies necessary for it to be a fully functional DUI processing center. Using this van will increase the efficiency of onsite DUI processing, checkpoints and, as a result, an increase in DUI arrests. 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, as well as in the Checkpoint Strikeforce Campaign. This is a research-based, multi-state, zero-tolerance initiative conducted jointly with Maryland and Virginia. The media campaign 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. Additional enforcement in deterring excessive drink is the District's Cops-in-Shops program, focusing on underage drinking, ABRA compliance checks, and beverage service policies for all ABC license holders.

The HSO is aware that for the enforcement efforts to be effective there must be a proper prosecution and adjudication of DUI arrests. Therefore, the agency is committed to continue funding for a dedicated traffic

safety resource prosecutor (TSRP) position, four DUI prosecutors, and a paralegal with the Office of the Attorney General (OAG). They provide critical support and training to both prosecutors and law enforcement to ensure the proper and efficient adjudication of impaired driving cases.

There is also a need for forensic toxicology to support these cases, so the HSO also partners with the Office of the Chief Medical Examiner (OCME), who performs the forensic examination for MPD and operates the only toxicology laboratory in the District. OCME also works on a new screening program with upgraded equipment and testing capabilities that will allow it to screen for the presence of drugs and chemicals known to cause impairment.

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 at high schools, community groups, and business. This program also provides a no-cost taxicab ride designed to prevent drunk driving during the SoberRide campaigns.

The table below lists the strategies that are included in this HSP (FY2017) and that are also included in the District's HSP, 2014.

Enforcement Strategies
Strategy 1: Reduce excessive drinking and underage drinking: • Continue and expand ID compliance checks with establishments selling alcohol.
Strategy 2: Enact beverage service policy • Expand monitoring/enforcement of beverage service policies for alcohol servers and retailer.
Strategy 4: Prosecute DUI Offenders • Ensure all enforcement agencies using breath-test instruments provide updated training to OAG staff prior to system going online and on a regular basis for all new staff.
Strategy 5: Legislative actions • Promote legislation to require civil asset forfeiture of automobile impoundment after multiple DUI convictions. • Publicize region-wide DC's intent for strong enforcement and prosecution of DUI offenses (also listed under Education).
Strategy 6: Enhance judicial process that identifies and effectively disarms offenders with multiple DUIs: • Work with OAG, DCSC, DMV, and MPD to institute an electronic system for easily obtaining DUI past-conviction data for DC-prosecuted cases.
Strategy 10: • Continue to work with hospitals to enable easier consent to blood draws and access to medical treatment records.
Strategy 12: Prosecute, impose sanctions on, and treat DUI offenders: • Continue to screen all DUI offenders for substance abuse. • Review/update legislation to effectively target high BACs and repeat offenders in line with best practices.

Strategy 15: Provide continuing support to the Traffic Safety Resource Prosecutor to: • Prosecute criminal traffic violations with particular emphasis on DUI. • Review/develop DUI-related legislation. • Conduct training. • Improve interagency communications.
Strategy 21: Traffic Safety Resource Prosecutor (TSRP): • Continue TSRP activities in DUI (court room/litigation support, discovery, community outreach training, etc.)

Project Activities

Metropolitan Police Department – Alcohol Enforcement

MPD uses deterrence to addressing 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 an arrest, convicted, and punishment, then 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. Officers conduct sobriety checkpoints in conjunction with the alcohol van, increasing enforcement visibility and with MPD officers equipped with body cameras, strengthen their convictions.

In addition, each unit Enforcement times and locations are based on a data-driven approach described earlier in the HSP and in more detail in the evidence-based enforcement plan; the data analyses are designed to identify who is involved in crashes, when, and where. There activities are as follows:

- Conduct 1,200 overtime hours for alcohol enforcement for sobriety checkpoints during the day and times based on crash data at high risk locations; utilizing the Impaired driving van and body cameras.[1]
- Conduct 4,000 overtime hours for enforcement during Checkforce Strikepoint, National Crackdowns and holidays where high-visibility enforcement is required; use the impaired driving van and body cameras.[2]
- Conduct 1,000 overtime hours of enforcement on Cops in Shops (misrepresentation of age while purchasing alcohol and the selling of alcohol to minors).
- Conduct new SFST Training – 32 hours class, two classes in each of the seven Districts with a minimum of 10 new officers (140 officers)
- Conduct SFST Refresher Course - 8 hours class, three per year with a minimum of 20 officers.(60 officers).
- Conduct Intoximeter training – 40 hours class, four class per year with a maximum of 12 officers.

[1] Countermeasures that Work, Seventh Edition, 2013, Ch. 1, Section 2.2
[2] Countermeasures that Work, Seventh Edition, 2013, Ch. 1, Section 2.2

Office of the Attorney General (OAG) – DUI Prosecutor

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

- Assisting in training OAG attorneys and law enforcement, the judiciary, and the public on what the law is and how to prosecute impaired driving cases.[3]
- Preparing legal pleadings for cases assigned to the DUI Prosecutors.[4]
- Assisting in improving the laws in the District so that adequate punishment is available which would serve as a deterrent, including reviewing and drafting legislation.[5]
- Serving as a resource for prosecutors, law enforcement and judges by offering expertise and assistance in prosecuting impaired driving offenses.[6]
- Assisting in improving the breath, blood, and urine testing program.[7]

The focus of the DUI Paralegal will be to provide support on DUI cases by:

- Providing general assistance with cases and with preparing legal pleadings on DUI cases.[8]
- Maintaining statistical information on DUI cases not captured by OAG's case management system.[9]
- Providing statistical data as needed to Highway Safety Office (HSO). [10]
- Maintaining records of toxicology test results.[11]

Office of the Attorney General (OAG) – TSRP Prosecutor

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

- **Training.** The TSRP will provide education and training, technical support, and tools for prosecutors, law enforcement, highway safety professionals, toxicology personnel, and others involved in the prevention, investigation, and prosecution of impaired driving and other traffic related cases.[12]
- **District-wide Resource.** Assist and serve as a resource to law enforcement officials and prosecutors

[3] Countermeasure that Work, 7th Edition, 2013, Ch. 1, Section 3.1
[4] Highway Safety Uniform Guidelines, No.8, Section D
[5] Countermeasure that Work, 7th Edition, 2013, Ch. 1 Section 1.5
[6] Highway Safety Uniform Guidelines, No.8, Section D
[7] Countermeasure that Work, 7th Edition, 2013, Ch. 1, Section 2.3.
[8] Highway Safety Uniform Guidelines, No. 8, Section D
[9] Highway Safety Uniform Guidelines, No. 8, Section VI
[10] Highway Safety Uniform Guidelines, No. 8, Section VI
[11] Highway Safety Uniform Guidelines, No. 8, Section VI
[12] Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 3.1

by offering expertise for prosecuting traffic safety offenses[13]. Improve breath, blood, and urine testing program[14]. Develop and enhance the District's impaired driving programs and cooperate to improve awareness and enforcement of impaired driving offenses[15].

- **Intra-office Support.** Provide legal and technical support to prosecute impaired driving cases.[16]
- **Legislative Support.** Strengthen the laws in the District so that adequate punishment is available that would serve as a deterrent, including working with the Executive Office of the Mayor to draft such legislation.

Office of the Chief Medical Examiner (OCME) – Chemical Testing of Impaired Drivers

The Office of the Chief Medical Examiner (OCME), Forensic Toxicology Division performs forensic blood and urine analysis for the MPD. The toxicology laboratory is the only organization in the District of Columbia that currently provides forensic chemical testing on driving under the influence casework (breath, urine, or blood).

Since legalizing marijuana, the District is having a high prevalence of K2 (spice), and the introduction of novel psychoactive substances. This has made identifying, quantifying, and interpreting the effect of those compounds difficult, if not impossible, with current resources and equipment. Developing comprehensive, rapid, drug-testing methods takes time, devoted resources, and highly sensitive equipment.

OCME proposed solution to this problem is through two DUI toxicologist and purchase of a Liquid Chromatograph Mass Spectrometer (LC/MS/MS) system to focus on tracking and quantitating novel and traditional DUID related compounds. This instrument is more sensitive and test cases quicker resulting in accurate data and turnaround time to OAG, MPD and DDOT. Activities are as follows:

- Continue to provide comprehensive DUI and DUID testing of District drivers suspected of driving impaired while reducing turnaround times and overall backlog of casework.[17]
- Create a data-sharing protocol and provide information and analysis to assist stakeholders to decrease the prevalence of DUI and DUID in the District of Columbia.
- Develop a novel methodology using LCMSMS equipment and apply it to DUID casework.
- Improve specific services by increasing DUI and DUID chemical testing knowledge base and sending the supervisor and grant-funded employees to forensic toxicology scientific workshops and conferences.

[13] Highway Safety Programs Uniform Guidelines #8, Section B
[14] Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 2.3
[15] Highway Safety Programs Uniform Guidelines #8, Section I
[16] Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 3.1
[17] Countermeasures that Work, 7th Edition, 2013 Ch.1, Section 2.3

OCME also propose replacing and upgrading Intox EC/IR II instruments with Ethernet communication capability. This will help manage data as it can be reviewed daily and help identify trends more rapidly. Activities are as follows:

- Replace the existing 18 Intox EC/IR II instruments; 8 at MPD District Stations and 10 at OCME Toxicology Laboratory. These will increase the timeliness of communication, data accessibility, and overall functionality of the instruments.
- Continue providing training and certification services to MPD by administering the Breath Alcohol Program. OCME holds a 40-hour Breath Test Operator course to train MPD officers to properly operate the instruments and administer a breath test.
- Establish data analysis protocols for efficient and relevant data sharing in order to best benefit stakeholders.
- Provide statistical data to stakeholders quarterly, OCME, MPD, and OAG about the prevalence of breath alcohol testing in the District.
- Train 5 Breath Alcohol Program staff members to access, analyze, and review data and identify trends to initiate preventative maintenance.
- Establish measure and demonstrate a decrease in the turnaround time to perform instrument maintenance, respond to maintenance requests, and collect statistical data.

Washington Regional Alcohol Program (WRAP)

WRAP is a nonprofit, award-winning public-private partnership working to prevent drunk driving and underage drinking in the Washington-Metropolitan Area. WRAP uses educational programs at high schools and with community groups to increase knowledge and awareness of the dangers of alcohol. Their activities include the following:

- Release the *"2016 How Safe Are Our Roads?*" report prepared through a contract with the Metropolitan Washington Council of Governments or other similar agency. This detailed report represents an overall picture of the greater Washington-area relating to impaired driving deaths, crashes, fatalities and injuries.[18]
- Produce two newsletters and one annual report to highlight and communicate WRAP's programs and efforts for the continued need for traffic safety initiatives.[19]
- WRAP's SoberRide® Campaign is a zero alcohol-related traffic fatalities during the running times of the SoberRide® campaigns in the service areas. The campaign provides free cab rides home to would-be drunk drivers in Greater Washington. The campaign also produce printed materials in English and Spanish for distribution with the seasonal media campaigns. [20]

[18] Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 5.2
[19] Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 5.2
[20] Countermeasures that Work, 7th Edition, 2013 Ch. 1, Section 5.2 and 5.4

- Conduct WRAP's winter award program to recognize area law enforcement officers who have gone above the call of duty in the fight against impaired driving. Invitations are printed and mailed to the WRAP database.[21]
- Conduct WRAP's annual fall awards program recognizing individuals and corporations who have greatly aided in WRAP's programs and activities for the fiscal year ending September 30, 2016.[22]
- 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.[23]
- Continue to serve as a resource for referrals to a host of audiences regarding the issues of impaired driving and underage drinking as well as explore opportunities to better compile and disseminate such information.[24]
- Promote and conduct educational programs and related events in District of Columbia high schools and within the youth community groups on risky behaviors and the consequences associated with underage drinking and impaired driving.[25]
- Expand WRAP's role to help serve as a coordinator and resource for local high school organizations promoting alcohol and drug-free lifestyles to their peers.[26]
- Continue WRAP's leadership role in local, regional and national coalitions concerning traffic safety and alcohol related issues.[27]
- In balance with private sector support, produce and distribute the 2017 edition of WRAP's annual educational and reference guide on underage drinking laws, consequences, tips, information and more.[28]
- Promote and conduct WRAP's Safe and Vital Employees (SAVE) initiative that educates local employees and military personnel about impaired-driving laws and consequences.[29]
- Participate in an event during National Institute on Drug Abuse's (NIDA) National Drug & Alcohol Facts Week with factual information either through panel discussion or presentation on alcohol, drugs and drug abuse. [30]
- Continue WRAP's leadership role in DC Office of the Attorney General's convened monthly DUI Enforcement meetings coordinating DUI enforcement activities in city and amongst prosecutorial (AOAG, USDOJ), law enforcement (MPD, USPP, USSS and USCP) and other (OFTS, MDSAA,

[21] Highway Safety Program Uniform Guidelines #8, Section IV
[22] Highway Safety Program Uniform Guidelines #8, Section IV
[23] Highway Safety Program Uniform Guidelines #8, Section IV
[24] Countermeasures the Work, 7th Edition, 2013, Ch. 1, Section 6.5
[25] Countermeasures that Work, 7th Edition, 2013, Ch.1, Section 6.5
[26] Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 6.5
[27] Highway Safety Programs Uniform Guidelines #8, Section I
[28] Highway Safety Programs Uniform Guidelines #8, Section IV
[29] Highway Safety Programs Uniform Guidelines #8, Section IV
[30] Highway Safety Programs Uniform Guidelines #8, Section I

NDAA) partners. Upon sought participation of said collective stakeholders, such a role will evolve to serving as a catalyst for the sought creation of a larger DC DUI task force.[31]

- Continue to promote and conduct prom and graduation activities at 24 DC high schools from mid-April through May and increase awareness to include calling attention to the perils of drunk driving by advocating that high schools call for a "moment of Silence" the week of May 14, 2017. Continue to serve as a resource for area high school students, faculty, and parents on underage drinking prevention data, programs and efforts.

Checkpoint Strikeforce Regional Impaired Driving Campaign – McAndrew Co

DDOT HSO continued the Checkpoint Strikeforce campaign in DC. The goal of Checkpoint Strikeforce is to reduce the number of alcohol-related crashes by increasing the audience's belief of arrest for drinking and driving. This is a high-visibility campaign conducted in conjunction with law enforcement. The campaign includes the following activities:

- Conduct 150 TRPs per week during enforcement weeks via radio to create a heightened awareness of impaired driving throughout the region.[32]

Project Summary

Project Number	M60T-2017-01-13 – Impaired Driving
Project Title	Alcohol Enforcement – MPD
Project Goals/Description	Highly visibility enforcement used to reduce impaired-driving fatalities and serious injuries. Enforcement conducted is during the times and locations where the data indicates are high risk for impaired driving behaviors. Enforcement will also be coordinated with the national mobilizations and Checkpoint Strikeforce campaigns throughout the District.
Budget	$100,000, Section 402; $155,800, 405d;

Project Number	M6OT-2017-01 – Impaired Driving – ***Cops in Shops***
Project Title	Alcohol Enforcement – MPD
Project Goals/Description	"Cops in Shops" program, allows officers to work undercover at retail locations to help catch underage patrons trying to purchase alcohol or adults buying alcohol for minors. Typically, officers work undercover and will either be inside or outside liquor stores watching for underage buyers or adults purchasing alcohol for underage drinkers.
Budget	$100,000; Section 405d

[31] Highway Safety Program Uniform Guidelines #8, Section I
[32] Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 5.2

Project Number	M6OT-2017-01-03 – Impaired Driving;
Project Title	Office of the Attorney General – DUI
Project Goals/Description	Project funds the Serious Impaired-Driving Offender Program. Each year, the number of alcohol-related offenses, particularly DWI/DUI, increases. As a result of this increased number of cases, there is a tremendous need for DUI attorneys to manage the caseload.
Budget	$704,700; Section 405d

Project Number	M6OT-2017-01-03 – Impaired Driving
Project Title	Office of the Attorney General - TRSP
Project Goals/Description	Program funds the Serious Impaired Driving Offender Program, by prosecuting impaired driving offenses and working with other agencies through the TRSP.
Budget	$169,250; Section 405d

Project Number	M6X-2017-01, Impaired Driving - LOW
Project Title	Office of the Chief Medical Examiner
Project Goals/Description	Replace Intox EC/IR II instruments with new, upgraded Intox EC/IR II instruments that have Ethernet communication capability. This upgrade will increase the timeliness of communication, data accessibility, and overall functionality of the instruments.
Budget	$194,210; Section 405d

Project Number	M6X-2017-01, Impaired Driving
Project Title	Office of the Chief Medical Examiner – Chemical Testing
Project Goals/Description	OCME seeks two full-time equivalent positions (DUI toxicologists), training, equipment, and supplies. This will supplement DUID enforcement and provide a comprehensive DUI and DUID testing of District suspected impaired driving while reducing turnaround times and overall backlog of casework.
Budget	$609,969; Section 405d

Project Number	M6OT-2017-01 Impaired Driving - LOW
Project Title	Washington Regional Alcohol Program (WRAP)
Project Goals/Description	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 with community groups in the District of Columbia.
Budget	$110,000, Section 405d

Project Number	M6OT-2017-01 Impaired Driving Media
Project Title	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign
Project Goals/Description	Build an awareness of Checkpoint Strikeforce that has been established in prior campaigns in order to reduce the number of alcohol-related crashes. Increase belief of arrest for drinking and driving. Increase the perception that law enforcement is out with patrols and checkpoints. Target audience includes male drivers 18 to 44 years old.
Budget	$150,000 Section 405d

Table 1: IMPAIRED DRIVING PROGRAM AREA Expenditure Summary

Project Number	Project Title	Budget	Budget Source
M6OT-2017-01	Impaired Enforcement	$155,800.00	Section 405d
		$100,000.00	Section 402
		$100,000.00	Section 405d
M6OT-2017-01	Office of the Attorney General	$169,250.00	Section 405d
		$704,700.00	Section 405d
M6X-2017-01	Office of the Chief Medical Examiner	$194,210.00	Section 405d
		$609,969.00	Section 405d
M6OT-2017-01	Washington Regional Alcohol Program	$110,000.00	Section 405d
M6OT-2017-01	Paid Advertising – Checkpoint Strikeforce	$150,000.00	Section 405d
405d Total		**$2,193,929.00**	
402 Total		**$100,000.00**	
Total All Funds		**$2,293,929.00**	

Occupant Protection

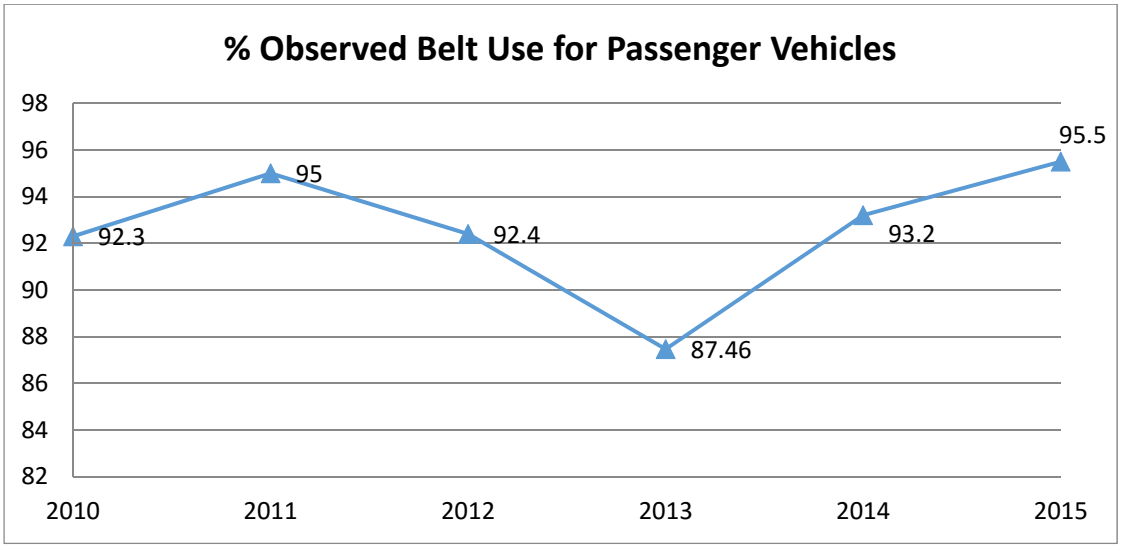
Overview

Proper and consistent use of seat belts and child safety seats are the most effective protection in reducing the severity of a crash. The District has one of the most comprehensive seat belt laws in the nation, which went into effect on April 9, 1997. Unlike many other 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 seat belt compliance for all passengers. It's a $50 fine and 2 points for not having your seat belt buckled at all times – for drivers and all passengers, front and back seats.

- 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 seat belt. Drivers who fail to properly secure their child will be face even stiffer penalties: a $75 fine and 2 points for a first offense, and a $150 fine for fourth and subsequent offenses.

In accordance with FAST Act the District is rated as a high seat belt use rate state for 405 funds. The District had over a 90 percent seat belt use rate since in 2014. As the figure below shows, in 2013, the overall seat belt use rate dropped from 92.4 percent in 2012 (95.16 percent in 2011) to 87.46 percent, a statistically significant decrease of 4.94 percent. The reason for the decrease in 2013 was of the change in the 2013 study that included usage rates among small commercial vehicles (taxi cabs and small commercial trucks). In 2015, 95.5 percent of drivers observed the seatbelt use law. This includes all front passengers (driver and front seat occupants) in all passenger vehicles, including small commercial vehicles (under 10,000 lbs).



In order to qualify for 405b funds, the HSO must submit the following:

- An Occupant Protection Plan
- Programmatic Criteria:
- Click It or Ticket
- Child Restraint Inspection Stations and
- Certified Child Passenger Safety Technicians

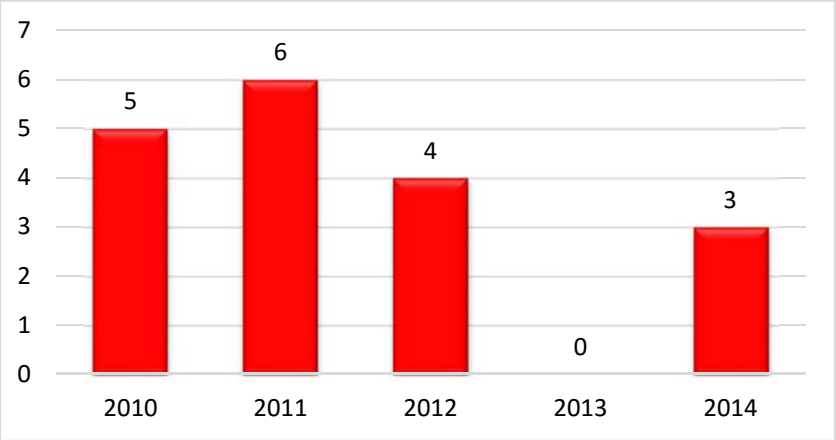
These requirements are included in this section of the FY2017 HSP and outlines in the 405 application.

FY2017 Performance Target

- To maintain the number of unrestrained fatalities to no more than the 5-year average (2010-2014) of 4 by December 31, 2017.
- To maintain the number of unrestrained serious injuries to no more than the 5-year average (2011-2015) of 107 by December 31, 2017.
- To maintain the observational seat belt use to over 95 percent.

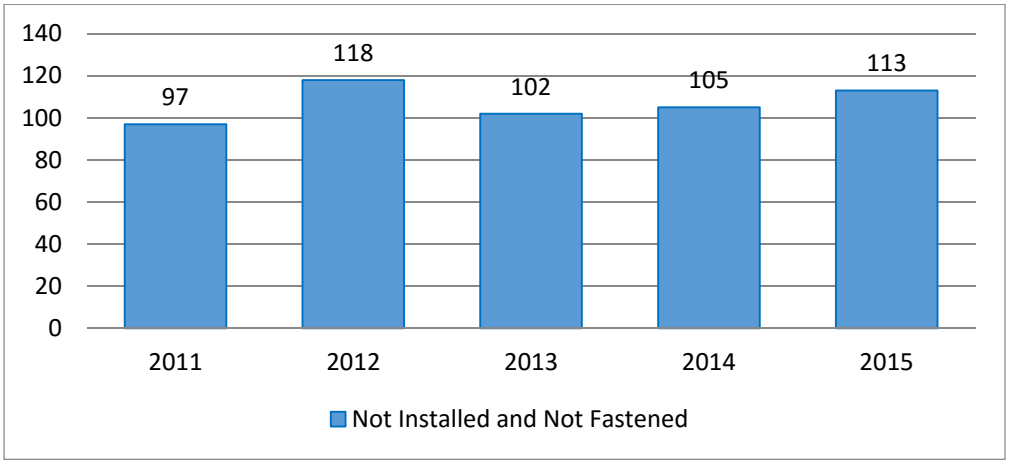
Unrestrained-related Data Trends

Even with DC primary laws in effect, which requires that all passengers wear a seatbelt, more than 16 percent of all traffic-related fatalities involves someone not wearing a seatbelt (18 of 109) between 2010 and 2014, with the exception of 2013 which recorded no unrestrained fatalities.



Unrestrained is defined as "Not Fastened" and "Not Installed". Between 2011 and 2015, there were a total of 535 unrestrained-related serious injuries representing about 6.2 percent of all serious injuries (8,650) resulting in an average of 107 serious injuries per year. Unrestrained-related serious injuries accounted for approximately 5.7 percent of all serious injuries in 2015 (113 out of 1,981) and 5.8 percent in 2014 (105 out of 1,802). Unrestrained-related serious injuries increased by 7.6 percent in 2015 compared to 2014. It also shows

a large number of incidents where seat belt use was not being captured or the officer did not have the information to include.

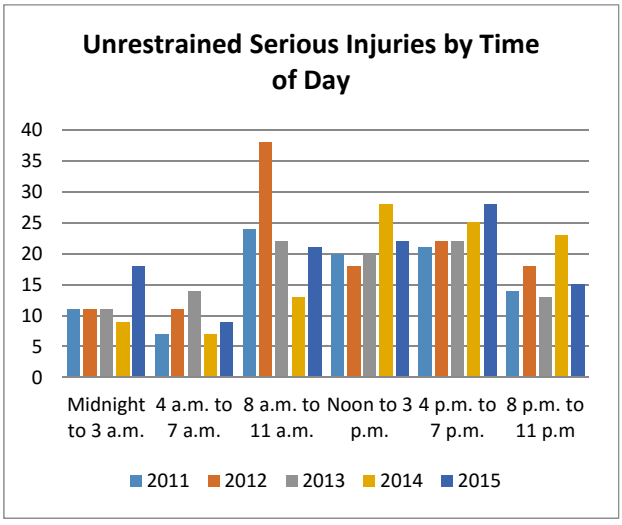


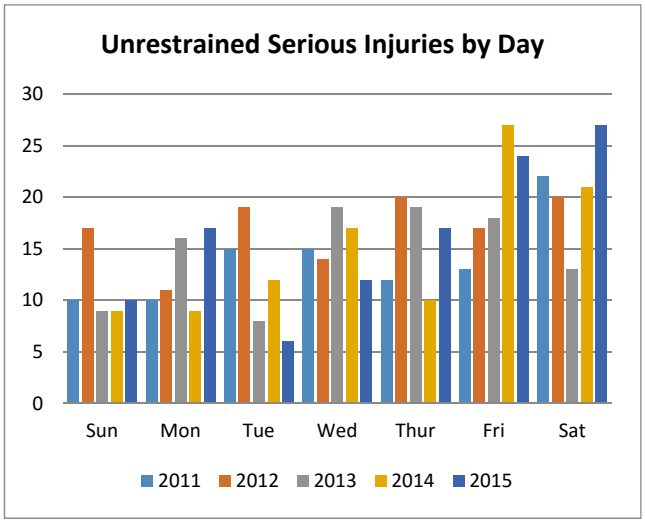
Source: Metropolitan Police Department Crash data

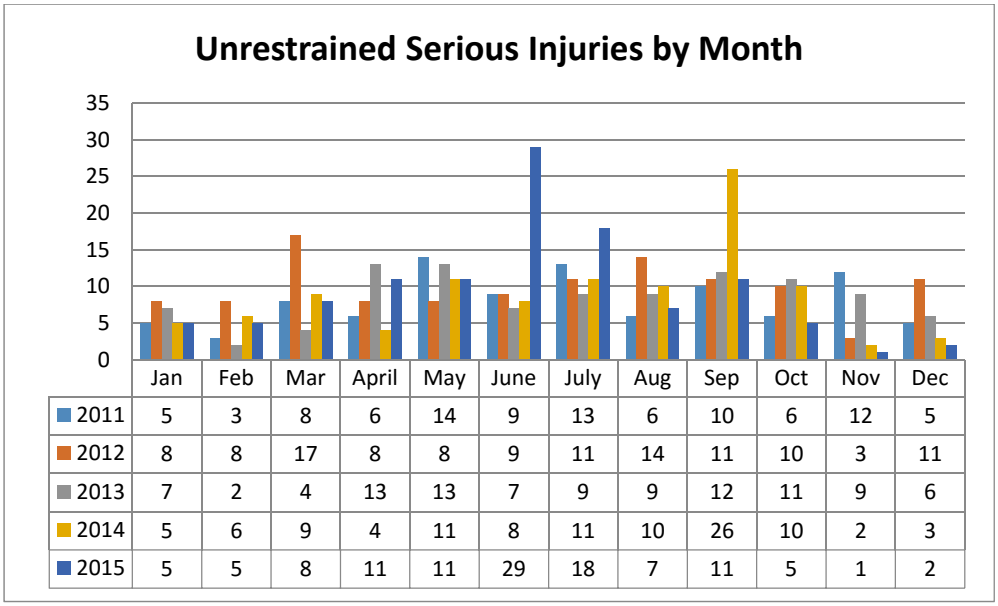
When Unrestraint Crashes Occur

As the charts below illustrate, an analysis of traffic crash data for the years 2011 thru 2015 revealed that the majority of unrestrained serious injuries occurred between noon and midnight (58 percent), on Fridays (18.5 percent) and Saturdays (19.3 percent), and during the months of May (10.7 percent), June (11.6 percent), July (11.6 percent), and September (13.1 percent).

When they occur







	Jan	Feb	Mar	April	May	June	July	Aug	Sep	Oct	Nov	Dec
2011	5	3	8	6	14	9	13	6	10	6	12	5
2012	8	8	17	8	8	9	11	14	11	10	3	11
2013	7	2	4	13	13	7	9	9	12	11	9	6
2014	5	6	9	4	11	8	11	10	26	10	2	3
2015	5	5	8	11	11	29	18	7	11	5	1	2

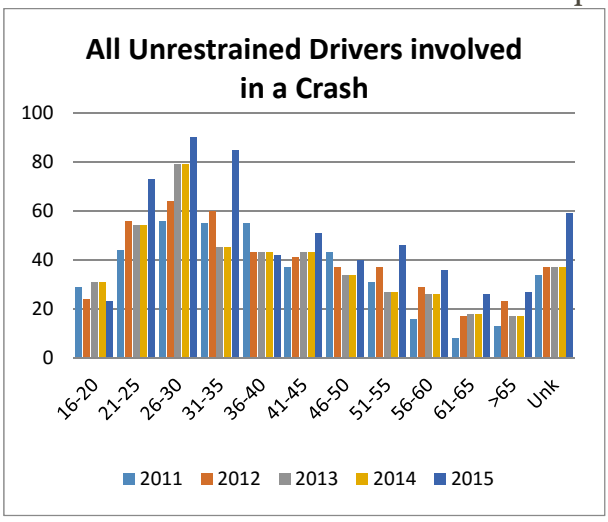
Regular law enforcement activities enforce seat belt use in the District. There are also dedicated programs such as the Click It or Ticket (CIOT) Campaign and Child Passenger Safety Week. Typically, each year the CIOT campaigns runs in May and June, with a mini campaign in March while the Child Passenger Safety enforcement is conducted in September.

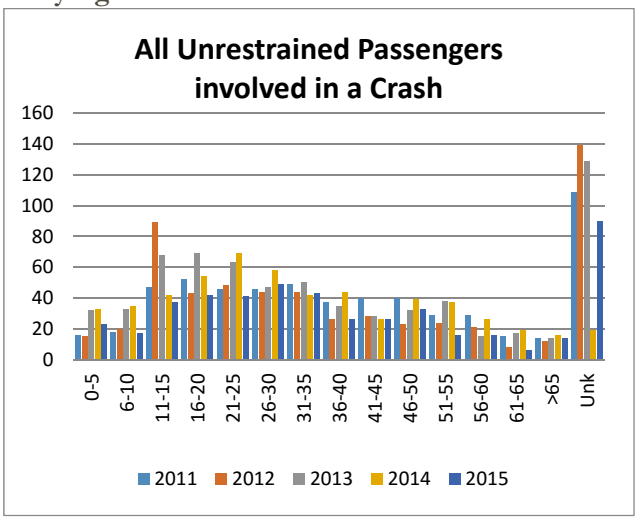
Occupants Who are Unrestrained

The driver age groups with the highest involvement in unrestraint crashes are 26-30 years (16.1 percent), 31-35 years (14.2 percent) and 21-25 years (13.2 percent). Overall, drivers within the 21-35 year age group accounted for 43.5 percent of all unrestraint-related crashes.

The passenger age groups with the highest involvement in unrestraint crashes are 11-15 years (9.8 percent), 21-25 (9.3 percent), 16-20 years (9 percent), and 26-30 (8.5 percent). Overall, passengers within the 11-30 year age group accounted for 36.6 percent of all unrestraint-related crashes.

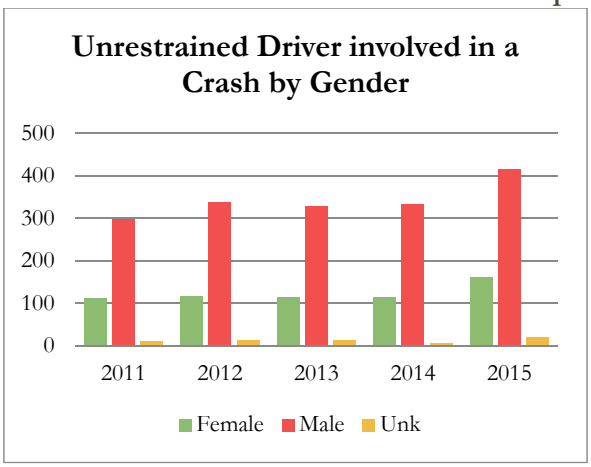
All Unrestrained Occupants by Age involved in a Crash

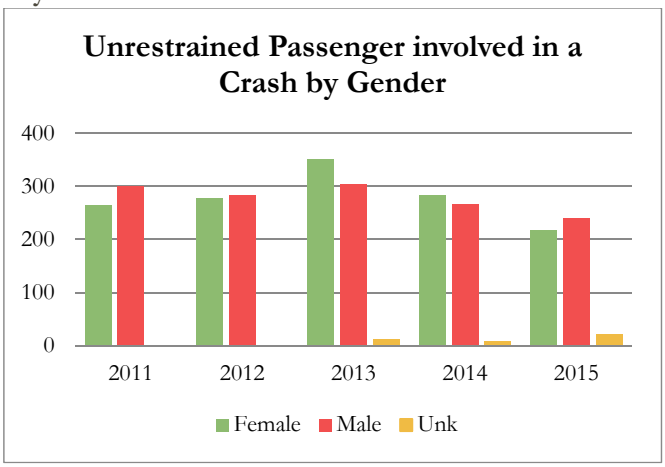




Based on the figures below; more male drivers tend to drive unrestrained compared to female drivers, however there is no significant difference between male and female passengers being unrestrained.

All Unrestrained Occupants by Gender involved in a Crash



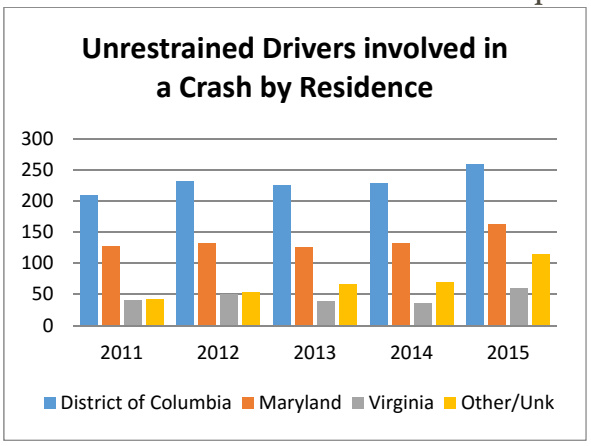


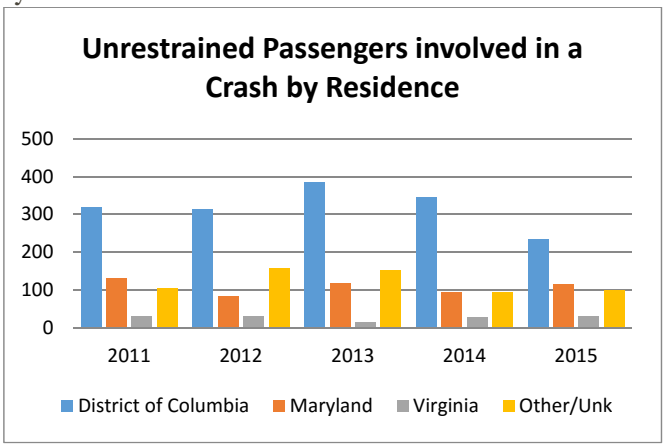
Source: Metropolitan Police Department Crash data

The majority of drivers involved in unrestrained crashes live in the District (48 percent). A substantial portion of drivers originate from Maryland (28.2 percent) with a much smaller proportion from Virginia (9.4 percent).

Similarly, the majority of passengers involved in unrestrained crashes live in the District (55.5 percent). A substantial portion of drivers originate from Maryland (18.8 percent) with a much smaller proportion from Virginia (4.6 percent).

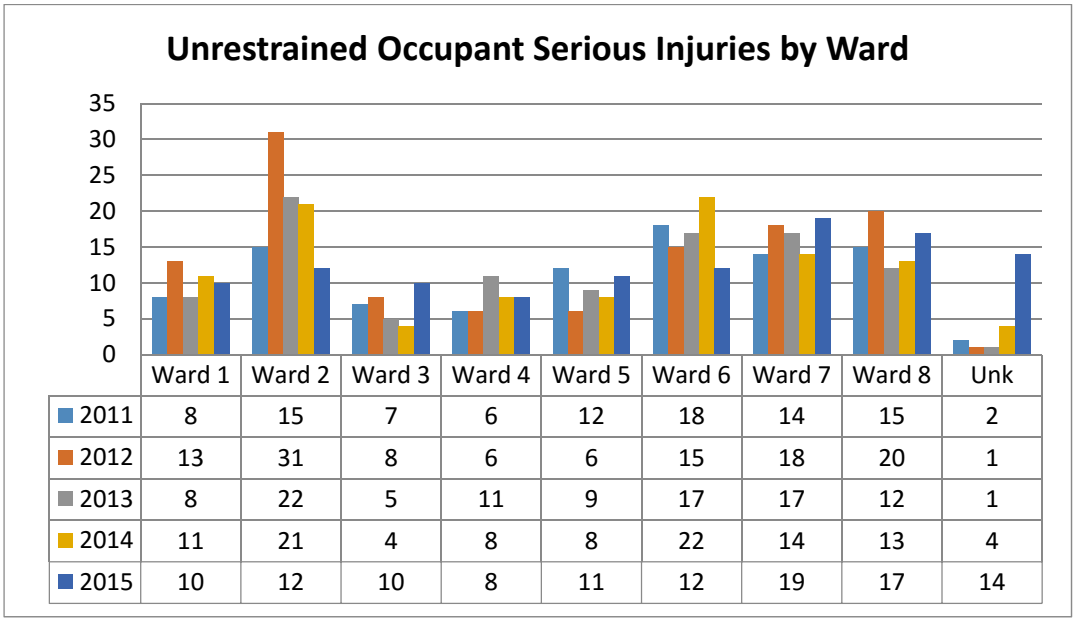
All Unrestrained Occupants by Residence involved in a Crash





Where Unrestrained Crashes Occur

The highest unrestraint-related serious injuries occurred in Ward 2, accounting for about 18.9 percent of all unrestraint-related serious injuries between 2011 and 2015. Wards 6, 7, and 8 had relatively even distribution of unrestraint -related serious injuries of 15.7 percent, 15.3 percent and 14.4 percent respectively.



	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Unk
2011	8	15	7	6	12	18	14	15	2
2012	13	31	8	6	6	15	18	20	1
2013	8	22	5	11	9	17	17	12	1
2014	11	21	4	8	8	22	14	13	4
2015	10	12	10	8	11	12	19	17	14

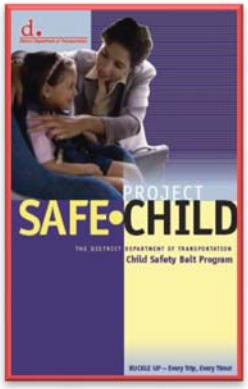
Source: Metropolitan Police Department Crash data

Strategies

The HSO is committed and continues its efforts to increase the proper and consistent use of seat belts and child safety seats, as a mitigating factor in reducing the severity of a crash. The District, with above 90 percent seat belt compliance rate will strive to maintain and increase this rate where possible. One of the areas needing improvement is seat belt use among commercial vehicles; the HSO will address this through enforcement efforts.

The HSO is aware that the most effective strategy for achieving and maintaining a high seatbelt use rate is to use highly publicized high-visibility enforcement of its primary seatbelt laws and will continue to participate in the national Click It or Ticket events. The District adopted the national enforcement and media campaign ***"Click It or Ticket"***, in 2002. Click It or Ticket (CIOT) is the most successful seat belt enforcement campaign ever, and helps increase the District's seat belt usage rate. During each mobilization, officers crack down on motorists who fail to wear their seat belts—both day and night. However, because nighttime passenger vehicle occupants are among the least likely to buckle up and are the most likely to die in crashes when unrestrained, nighttime enforcement has become a priority of the Click It or Ticket mobilization.

Four out of five car seats are installed incorrectly. Correctly used car seats and booster seats are extremely effective, reducing the risk of death in a crash by as much as 71 percent. The HSO will continue to partner with MPD, hospitals, nationally certified child passenger safety technicians, Fire and EMS Departments and Child Care providers, to ensure proper installation and use of child restraints. The District of Columbia Government has made it easier for District residents to protect their families. Project Safe-Child is a program for residents of the District of Columbia. The DC Child Passenger Safety (CPS) Coordinator manages PROJECT SAFE-CHILD, the purpose of which is to provide infant, toddler, and booster seats to DC residents at a reduced rate and provide information and educational materials on properly buckling children.



Parents and caregivers can receive free hands-on help from a Certified Child Passenger Safety Technician to learn how to install their safety seats. The District has at least one inspection station in every Ward. Technicians at these locations conduct at least 3 demonstrations/inspections per month on how to use child safety seats and boosters. See Appendix A for these locations.

The District currently has more than 26 National Child Passenger Safety Certified Technicians; at least one at every CPS fitting station. The District will host at least one 32-hour National Child Passenger Safety Certification Training for Police Officers, Fire and EMS Departments, Health Care and Child Care providers. This is to ensure that current technicians' certifications are current, as well as to recruit new CPS Technicians. See Appendix B.

The table below lists the strategies included in this HSP (FY2017) and these are also included in the District's HSP, 2014.

Enforcement Strategies
Strategy 1. Continue to conduct Click It or Ticket (CIOT) Campaign accompanied by enforcement. Strategy 2. Conduct enforcement at locations identified with high-injury crashes and unknown and/or low seatbelt use.
Education Strategies
Strategy 2. Provide training to MPD officers on seatbelt laws, applicability, seatbelt use in crashes, and methods to improve seatbelt crash reporting. Strategy 3. Expand educational efforts to develop and distribute educational materials (e.g., brochures, flyers). Strategy 5. Expand community programs. • Quarterly child passenger safety workshops. • Car seat inspection events. • Increase the number of District child passenger safety certified technicians. • Continue the booster seat program.

Project Activities

Metropolitan Police Department – Occupant Enforcement

MPD has supported this program with enforcement efforts since adopting the national enforcement and media campaign Click It or Ticket. MPD has 40 officers who are Child Passenger Safety Certified Technicians and who participate in the District's Child Passenger Safety—Project Safe-Child program. The program involves workshop for parents and caregivers on checking and installing where child seats and the proper use of child seats. Officials use a data-driven approach described earlier in the HSP to identify enforcement times and locations; the data analyses are designed to identify who is involved in crashes, when and where. These activities are as follows:

- Conduct a total of 900 hours of overtime enforcement on day and or nighttime seat belt enforcement at high-hazard locations.[33]
- Conduct 750 hours of overtime nighttime seat belt enforcement during 2017 CIOT mobilizations and child passenger safety week.[34]
- Conduct 900 hours of overtime at events and evenings for inspecting and performing CPS workshops to parents, teachers, and caregivers on the proper installation of child safety seats.

Project Safe-Child – Child Passenger Safety (CPS)

Project Safe-Child is a child safety seat program that has been in the District for more than twenty years. The program has collaborated with parents, caregivers, law enforcement, emergency medical services, health and safety agencies, and advocates to facilitate awareness, education and creating programs designed to reduce the economic costs and needless tragedy resulting from motor vehicle crashes. Low cost car seats, free car seat inspections/installations, safety presentations, workshops and safety material distribution is all part of services provided to District residents. These activities are as follows:

- Provide at least 1,200 child seats via the District voucher program which are distributed at the Capitol Hill pregnancy center, United Planning Organizing, DC Healthy Start and Bright Beginnings and at various District events.
- Host at least 21, 2-hour workshop to parents, caregivers and families on the importance of using of car seats at various locations within the District per month.
- Participate in at least 30 events, such as, Tots to Teens, Fitness for your Health Expo, Safe Kids Week, Child Passenger Safety Week, Community Health Fairs distributing safety materials and brochures on the importance of buckling up.
- Conduct at least 3 demonstrations/inspections per month on how to use child safety seats and boosters at the seven fitting stations within the District.

[33] *Countermeasures that Work*, Seventh Edition, 2013, Ch. 2, Section 2.2
[34] ———. Section 3.1

- Conduct booster seat presentations in conjunction with law enforcement at 5 elementary schools in the District, teaching the safety and procedures when traveling in a motor vehicle per year.
- Host one 32 hour National Child Passenger Safety Certification Training to police officers, Fire and EMS Departments, Health Care and Child Care providers with the necessary knowledge to explain installation procedures to parents and caregivers. Increasing the number of the expired District's certified technicians from 26 in FY2015 to 50 in FY2017.
- Host one recertification class to at least 5 previously certified personnel with the current NHTSA updates and guidelines to maintain and enhance provider skill.
- Provide Pedestrian and Bike Safety presentation at 5 elementary and middle school in the District. To better ensure that children understand of bicycle safety and engage in life-long bicycle safety behaviors, when cycling including wearing a helmet and following the rules of the road.

Click It or Ticket – McAndrew Co.

The Click It or Ticket and Child Passenger Safety Week campaigns[35] are designed to influence driver audience attitudes and actions regarding seat belt usage—not only for themselves, but also for their passengers—and to reinforce the message that law enforcement is strictly enforcing DC's seat belt laws. Paid media target adults aged 18–44 with an emphasis on males aged 18–34. The campaign uses a combination of radio, cable TV, out-of-home advertising, and digital/social media may be used. The following activities are part of the program:

- 100 TRPs per week during enforcement weeks by radio.
- On cable TV networks and programs 3 weeks in July and 3 weeks in August (105 spots).
- Develop and distribute 25,000 brochures, translated in Spanish, Amharic, Chinese, Korean, and Vietnamese.
- Hold a brief press conference the week of May followed by a day/night safety belt checkpoint.

Project Summary

Project Number	**M1HVE 2017-05; M2HVE 2017-05 Occupant Protection**
Project Title	**Occupant Enforcement – MPD**
Project Goals/Description	Conduct overtime high-visibility seatbelt enforcement activities regularly and during Click It or Ticket, and Child Passenger Safety week. Enforcement will focus on locations where crash data and observational surveys indicate a low use rate.
Budget	$146,900 Section 405b

[35] *Countermeasures that Work*, Seventh Edition, 2013, Ch. 2, Section 3

Project Number	**OP-2017-05; M1CPS-2017-05**
Project Title	• **Occupant Protection Survey 2017** • **Project Safe Child for DDOT 2017**
Project Goals/ Description	Conduct the annual National Occupant Protection User Survey (NOPUS) using NHTSA standards and provide public information through a national and state report, by the Howard University. Training, purchase of car seats, education, outreach to community, materials/supplies.
Budget	$90,000 Survey; Section 402, $100,000 Project Safe Child

Project Number	PM-2017-14; M1HVE-2017-05; M6OT-2017-01
Project Title	**Paid Advertising – CIOT, CPSC**
Project Goals/ Description	Click It or Ticket It (CIOT) - Influence attitudes and actions of audiences regarding seat belt usage not only for themselves, but also for their passenger and reinforce the message that law enforcement is strictly enforcing DC's seat belt laws. Child Passenger Safety Campaign (CPSC) - To educate and increase awareness parent/caregivers to use a child safety seat in the back of vehicles, restrain their child properly and in accordance with their size emphasizing the "4 Steps for Kids". Additionally we want to ensure that all children seats are installed properly by promoting the "National Seat Check Saturday" at various locations in the District.
Budget	$582,000 Section 402; $245,000 405b

Table D- 2: OCCUPANT PROTECTION PROGRAM AREA - Budget Summary

Project Number	Project Title	Budget	Budget Source
M1HVE 2017-05 M2HVE 2017-05	Metropolitan Police Department	$146,900.00	Section 405b
OP 2017-05 M1CPS-2017-05	OP Survey 2017	$90,000.00	Section 402
	Project Safe Child for DDOT	$100,000.00	Section 402
PM-2017-14 M1HVE-2017-05 M6OT-2017-01	Paid Advertising: • To include CIOT; Child Passenger Safety; Various safety campaigns	$582,000.00	Section 402
		$245,000.00	Section 405b
402 Total		**$ 772,000.00**	
405b Total		**$ 391,900.00**	
TOTAL		**$1,163,900.00**	

Aggressive Driving

Overview

Aggressive driving is increasing as society moves at a faster pace. This behavior usually involves speeding, as well as other factors, such as following too closely or improper lane change. Speeding is the primary contributing circumstance for traffic-related fatalities and serious injuries in the District.

The following are the fines for speeding in DC, and 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

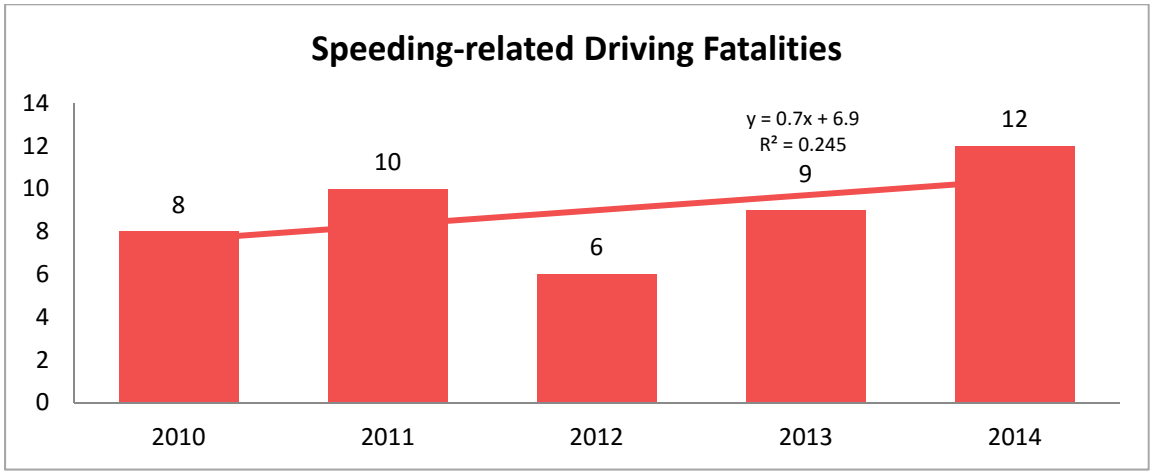
FY2017 Performance Target

- To maintain the number of speeding-related fatalities to no more than the 2014 value of 12 by December 31, 2017.

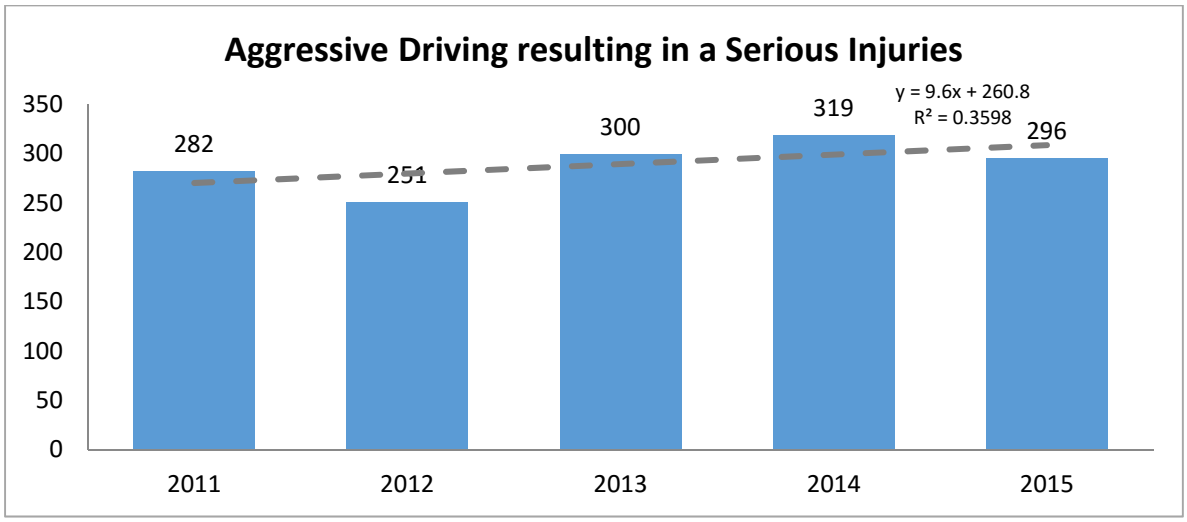
- To maintain the number of aggressive-related serious injuries to no more than the 3-year average (2013-2015) of 305 by December 31, 2017.

Speeding-related Data Trends

Between 2010 and 2014, speeding-related fatalities accounted for 41.3 percent of all traffic fatalities (45 of 109). In 2014, speeding-related fatalities accounted for 60 percent (12 of 20) of all traffic-related fatalities.



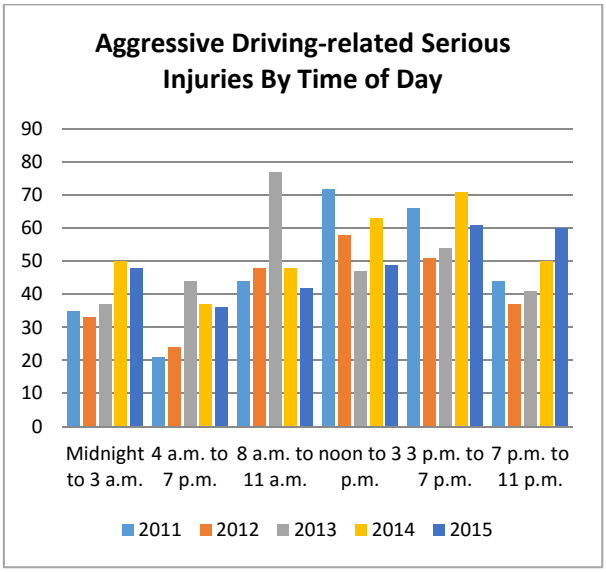
Between 2011 and 2015, there were a total of 1,448 aggressive driving-related serious injuries representing about 16.7 percent of all serious injuries (8,650) and resulting in an average of 290 serious injuries per year. Aggressive driving-related serious injuries accounted for almost 15 percent of all serious injuries in 2015 (296 out of 1,981) and 17.7 percent in 2014 (319 out of 1,802). In 2015, aggressive driving-related serious injuries decreased by 15.4 percent compared to 2014.

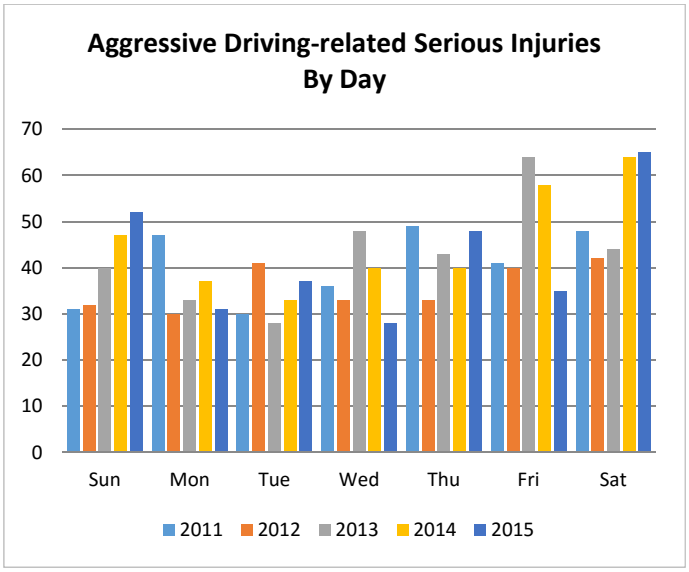


When Aggressive-Driving Crashes Occur

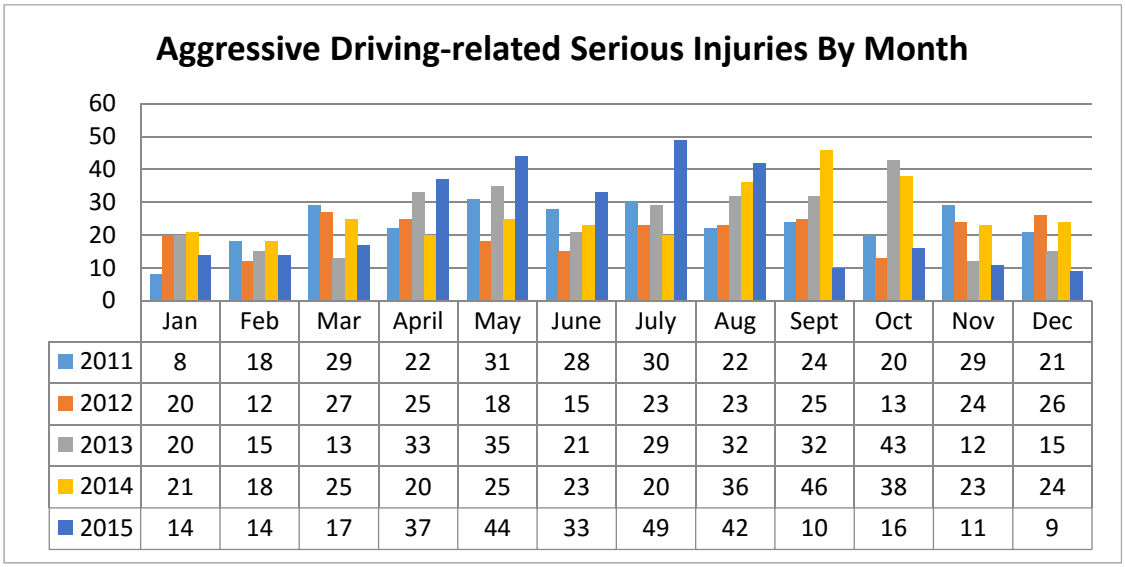
The highest frequencies of aggressive driving-related serious injuries occur between the hours of 3 p.m. to 7 p.m. (20.9 percent), noon to 3 p.m. (20 percent) and 8 a.m. to 11 a.m. (17.9 percent). Saturdays and Sundays are the days of the week with the highest frequencies of aggressive driving-related serious injuries with 18.2 percent and 16.4 percent respectively.

When Aggressive-Driving Crashes Occur





The months of the year with the highest frequencies of aggressive driving-related serious injuries are May (10.6 percent), July (10.4 percent), and August (10.7 percent). The Smooth Operator program runs in the District in June, July, August, and September.

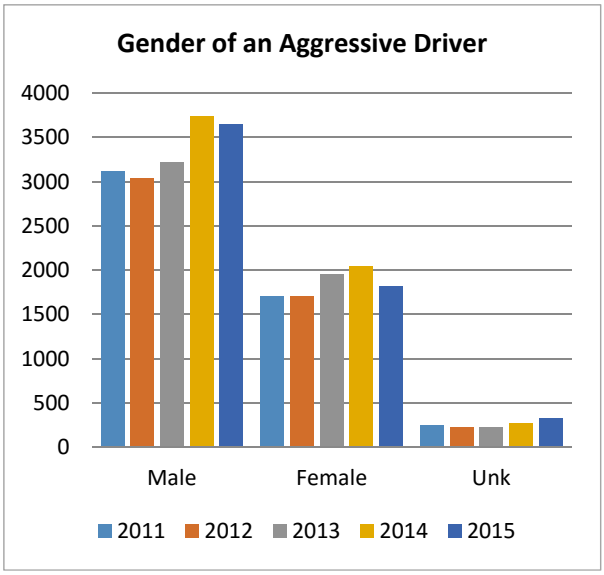


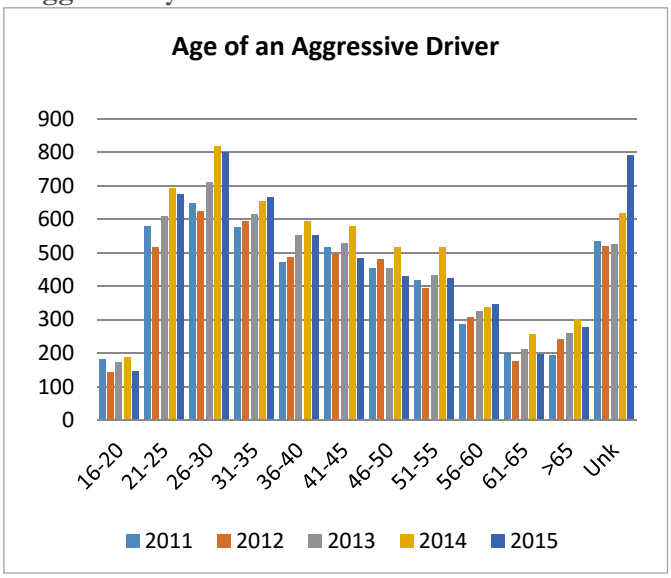
	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2011	8	18	29	22	31	28	30	22	24	20	29	21
2012	20	12	27	25	18	15	23	23	25	13	24	26
2013	20	15	13	33	35	21	29	32	32	43	12	15
2014	21	18	25	20	25	23	20	36	46	38	23	24
2015	14	14	17	37	44	33	49	42	10	16	11	9

Who Drives Aggressively

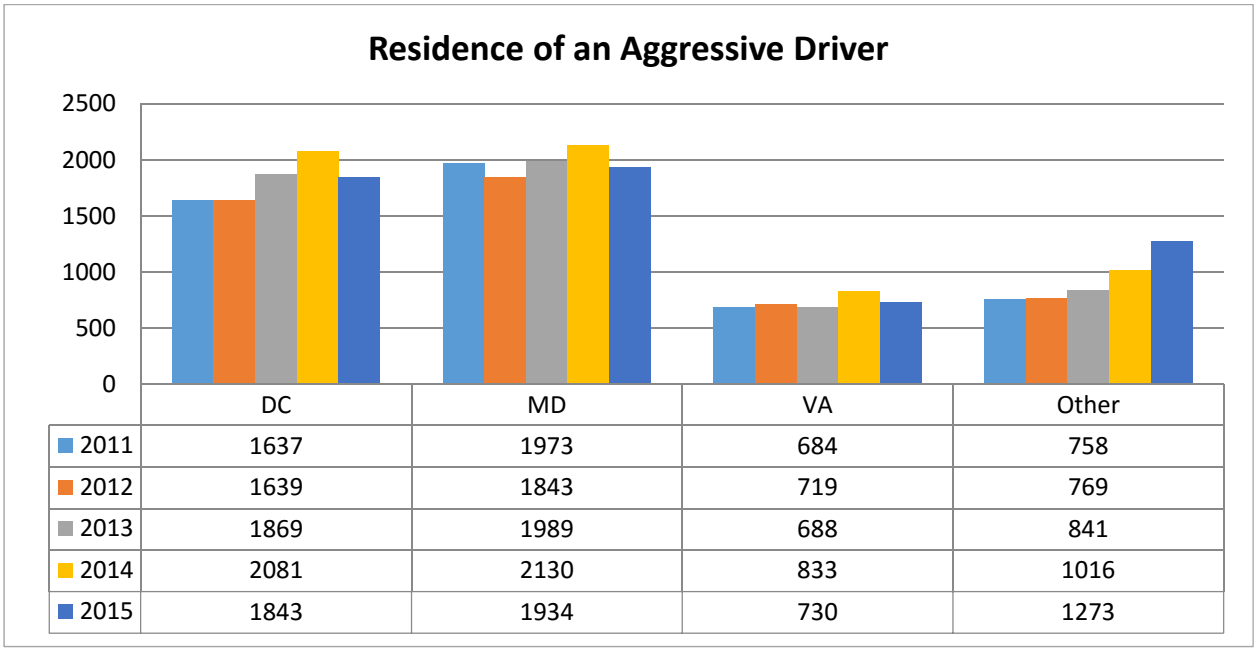
Male drivers were reported as highest group involved aggressive driving-related crashes with 61.5 percent (33.8 percent for female drivers). The age groups with the highest involvement in aggressive driving-related crashes are 26-30 years (13.2 percent), 31-35 years (11.4 percent) and 21-25 years (11.3 percent). Overall, drivers within the 21-35 year age group accounted for 35.9 percent of all aggressive driving-related crashes.

Who drivies aggressively





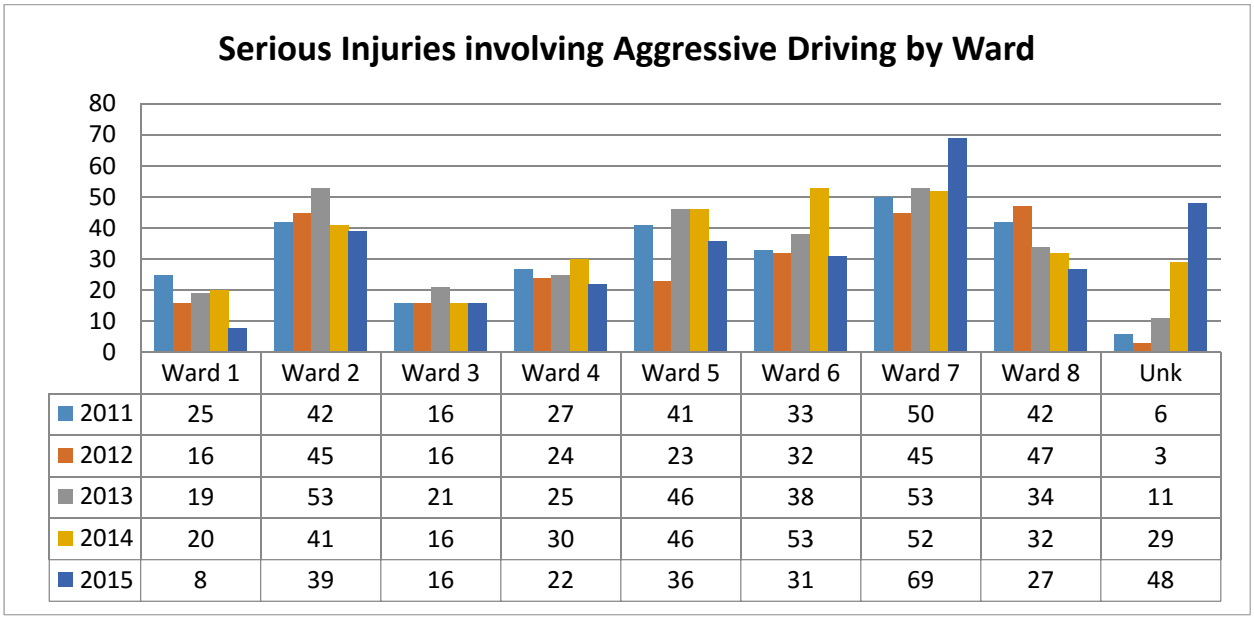
The majority of drivers involved in aggressive driving-related crashes reside in Maryland (36.2 percent) followed by the District (33.3 percent) and Virginia (13.4 percent).



	DC	MD	VA	Other
2011	1637	1973	684	758
2012	1639	1843	719	769
2013	1869	1989	688	841
2014	2081	2130	833	1016
2015	1843	1934	730	1273

Where Aggressive-Driving Crashes Occur

The table below presents the distribution of crashes by ward. The highest aggressive driving-related serious injuries occurred in Ward 7 (18.6 percent) followed by Ward 2 (15.2 percent), Ward 5 (13.3 percent) and Ward 8 (12.6 percent). Ward 3 had the least number of serious injuries at 5.9 percent, followed by Ward 1 at 6.1 percent.



	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Unk
2011	25	42	16	27	41	33	50	42	6
2012	16	45	16	24	23	32	45	47	3
2013	19	53	21	25	46	38	53	34	11
2014	20	41	16	30	46	53	52	32	29
2015	8	39	16	22	36	31	69	27	48

Strategies

The District will continue to maintain its partnership with Maryland public safety officials and law enforcement through the Smooth Operator program. This program is a model for a coordinated, intra- and interstate program designed to combat the aggressive driving problem and find short- and long-term solutions for it. It provides education, information, and solutions for the problem of aggressive driving. Smooth Operator describes "*aggressive driving*" as a combination of unsafe and unlawful actions that demonstrate a conscious and willful disregard for safety.

The table below list the strategies that are included in this HSP (FY2017); they are also included in the District's HSP, 2014.

Enforcement Strategies
Strategy 1. High-Visibility Enforcement: • Target selected high-crash or high-violation geographical areas (refer to latest DDOT speed information) using either expanded regular patrols or designed aggressive driving patrols. Officers focus on drivers who commit common aggressive driving actions such as speeding, following too closely, and running red lights. Enforcement is widely publicized.
Strategy 5. Investigate and determine the use of new technologies (examples): • Laser speed-measurement equipment (provide more accurate and reliable evidence of speeding). • Stationary LIDAR. ▪ Evaluate pilot program in a selected high-speed corridor.
Education Strategies
Strategy 1. Conduct educational and public information outreach campaigns: • Educate roadway users on the dangers of aggressive driving and rules of the roads (e.g., Smooth Operator campaign).

Project Activities

Metropolitan Police Department – Aggressive driving enforcement

MPD 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 vehicles laws of the District of Columbia. Enforcement times and locations are based on a data-driven approach described earlier in the HSP; the data analyses are designed to identify who is involved in crashes, when and where. These activities are as follow:

- Conduct 860 overtime hours on speed enforcement at risk locations within the District.[36]
- Conduct 700 overtime hours of high-visibility enforcement during the Smooth Operator Campaigns.[37]

[36] Countermeasures that Work, Seventh Edition, 2013, Ch. 3, Section 2.3
[37] Countermeasure that Work, Seventh Edition, 2013, Ch. 3, Section 2.2

- Conduct 150 overtime hours in four border-to-border enforcement at hotspot locations including locations with Maryland and Virginia.[38]
- Conduct 850 overtime hours of enforcement during the Summer Crime Initiatives determined under the DDACTs program.
- Print and distribute 5000 educational materials to educate the public relating to the dangers of aggressive driving and behaviors.[39]
- Manage and provide support to the HSO grant programs to meet NHTSA requirements.

Smooth Operator Campaign – McAndrew Co.

The Smooth Operator campaign works to influence audience attitudes toward aggressive driving behaviors and their destructive consequences. Additionally, it aims to promote positive behaviors that will help improve the safety and well-being of the community. Paid media will target men aged 18-34 as well as high risk takers and will run in conjunction with regional coordinated law enforcement waves. The campaign may use a combination of radio, cable TV, out-of-home advertising, and digital/social media. The campaign marketing communication plan[40] is as follows:

- 100 TRPs per week during enforcement weeks by radio.
- On cable TV networks and programs three weeks in June, July, and August (105 spots).
- Outdoor advertising on billboards and bus backs. Target the bus routes along the high speed corridors.
- Internet advertising during the enforcement waves and ad campaign (18-34 demographics).

Project Summaries

Project Number	**PT-2017-04**
Project Title	**Police Traffic Services/Aggressive Driving- MPD**
Project Goals/Description	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 traffic laws in the District.
Budget	**$204,205.00; Section 402**

[38] Countermeasures that Work, Seventh Edition, 2013, Ch. 1, Section 2.2
[39] Countermeasure that Work, Seventh Edition, 2013, Ch. 3, Section 4.1
[40] Countermeasures that Work, Seventh Edition, 2013, Ch. 3, Section 2.2

Project Number	**PM-2017-14**
Project Title	**Paid Advertising – Smooth Operator**
Project Goal/ Description	Influence audience attitudes and action towards aggressive driving behaviors and their destructive consequences to cause and sustain positive behaviors that will help to improve safety and well-being of our community. Target audiences are drivers between the ages of 18 to 44, with emphasis on males' drivers between the ages of 18 to 24.
Budget	**$150,000; Section 402**

Table D- 3: AGGRESSIVE DRIVING PROGRAM AREA - Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-2017-04	Metropolitan Police Department	$204,205.00	Section 402
PM-2017-14	Paid Advertising – Smooth Operator	$150,000.00	Section 402
402 Total		**$354,205.00**	
Total All Funds		**$354,205.00**	

Pedestrian and Bicyclists

Overview

Pedestrians and bicyclists are among our most vulnerable roadway users and when involved in a crash with a motor vehicle, they suffer more serious injuries than vehicle occupants. The District has placed pedestrian enforcement efforts in areas identified as particularly dangerous. During these efforts emphasis is placed on education and safety tips to help community members gain 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.

DC 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 (un-signalized crosswalk)	$250 and 3 points
• Overtaking a vehicle from the rear that is stopped 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 travelling on city streets, cyclists should follow the same rules of the road as motorized vehicles. This means stopping at stop signs; obeying traffic signals and lane markings; and using hand signals to let others know your intention to stop or turn. Furthermore, cyclists are advised to be aware of their surroundings.

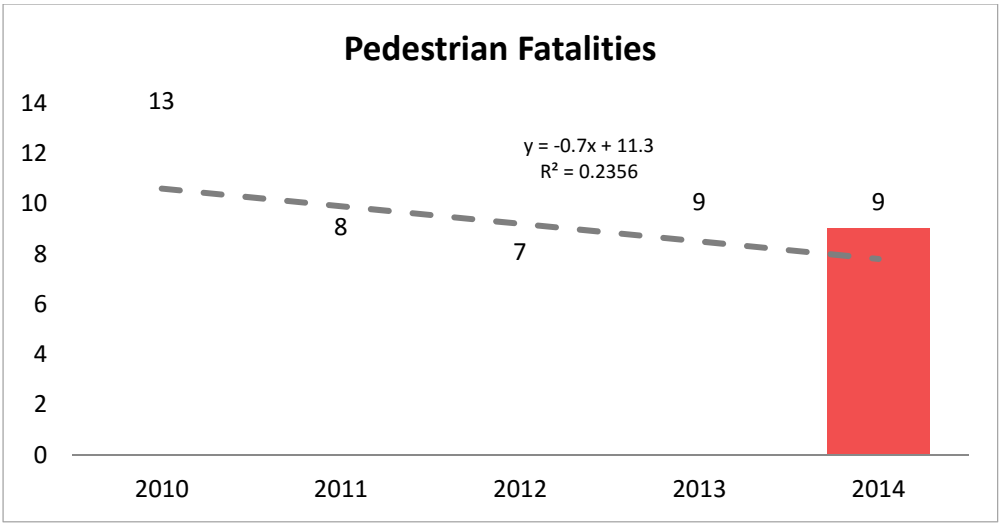
FY2017 Performance Target

- To maintain the number of pedestrian-related fatalities to no more than the 3-year average (2012-2014) to no more than 8 by December 31, 2017.
- To maintain the number of pedestrian-related serious injuries to no more than the 3-year average (2013-2015) of 374 by December 31, 2017.
- To maintain the number of bicyclist-related fatalities to no more than the 5-year average (2010-2014) of 1 by December 31, 2017.

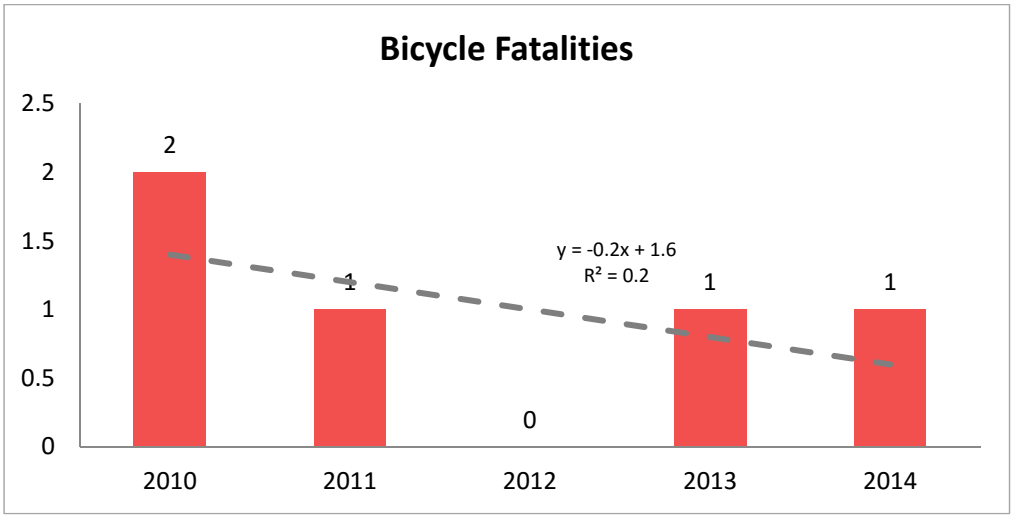
- To maintain the number of bicyclist-related serious injuries to no more than 3-year average (2013-2015) of 315 by December 31, 2017.

Pedestrian and Bicycle Data Trends

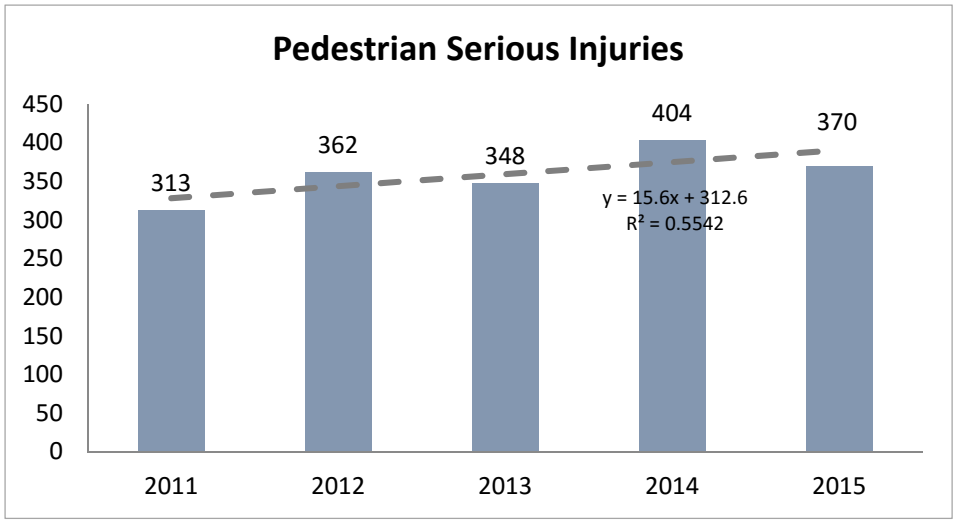
Between 2010 and 2014, there were a total of 46 pedestrian fatalities (of 109 total fatalities), representing a significant 42.2 percent of all traffic fatalities. The number of pedestrian fatalities in 2014 remained changed from 2013 at 9.



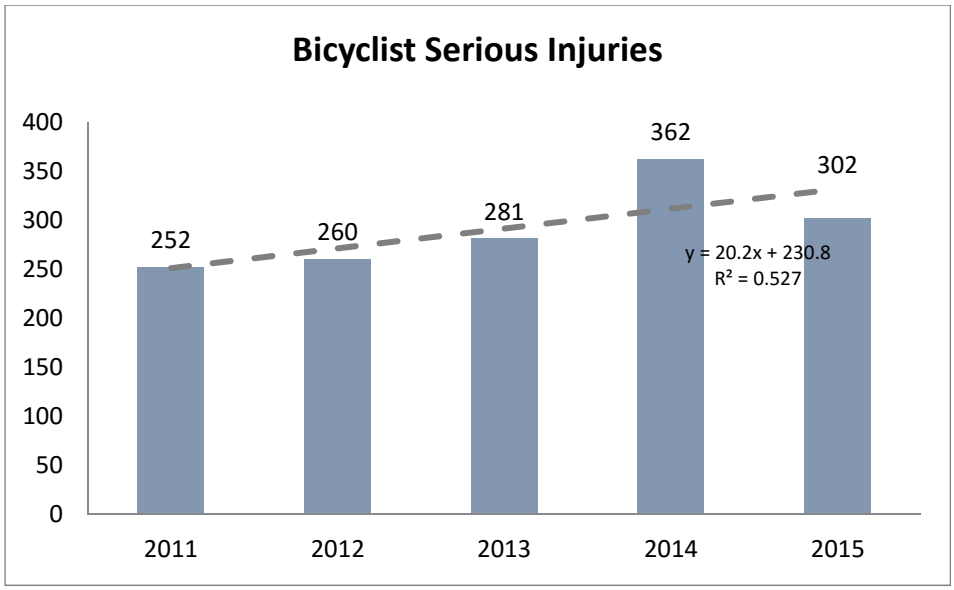
The number of bicycle fatalities in the District is very low to identify a meaningful trend. Between 2010 and 2014, 5 bicycle fatalities occurred representing 4.6 percent of all traffic fatalities.



Between 2011 and 2015, there were a total of 1,797 pedestrian serious injuries representing about 20.8 percent of all serious injuries (8,650), resulting in an average of 360 serious injuries per year. Pedestrian serious injuries accounted for approximately 18.7 percent of all serious injuries in 2015 (370 out of 1,981) and 22.4 percent in 2014 (404 out of 1,802).



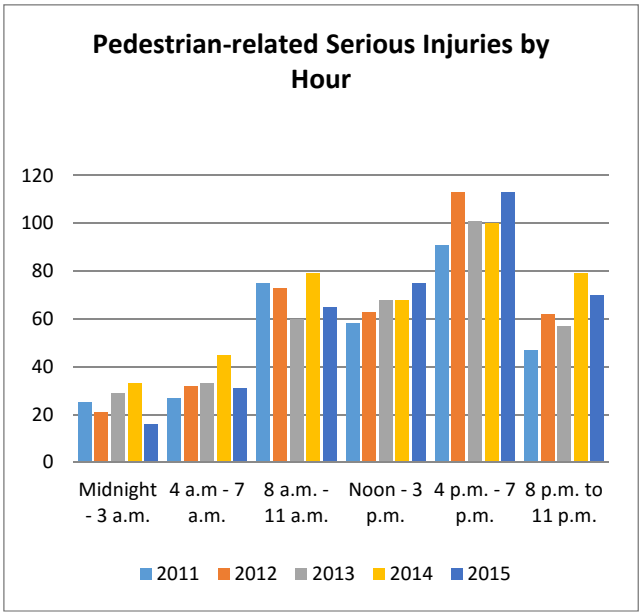
Serious injuries involving bicyclist has been increasing since 2011. Between 2011 and 2015, there were a total of 1,457 bicyclist serious injuries representing about 16.8 percent of all serious injuries (8,650), resulting in an average of 291 serious injuries per year. Bicyclist serious injuries accounted for approximately 15.2 percent of all serious injuries in 2015 (302 out of 1,981) and 20 percent in 2014 (362 out of 1,802).

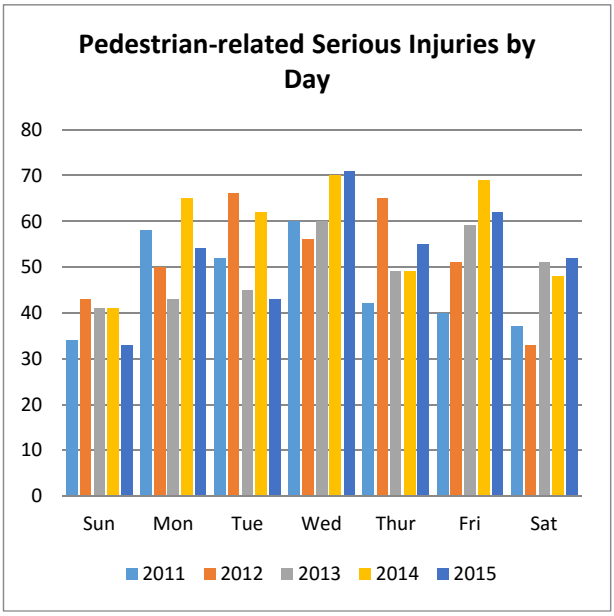


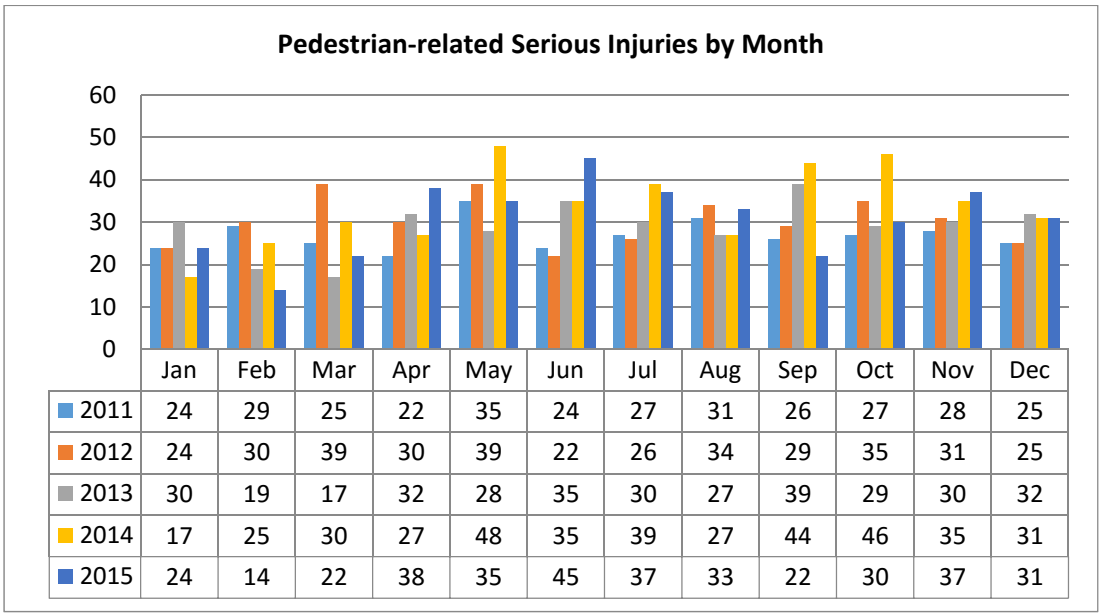
When Pedestrian-Related Crashes Occur

An analysis of traffic crash data for the years 2011 thru 2015 revealed that the majority of pedestrian serious injuries were occur between 4 p.m. to 7 p.m. (28.6 percent), on Wednesdays (17.5 percent) and Fridays (15.5 percent) and during the months of May (10.2 percent) and October (9.2 percent).

When are the pedesrtian serious injuries occuring?



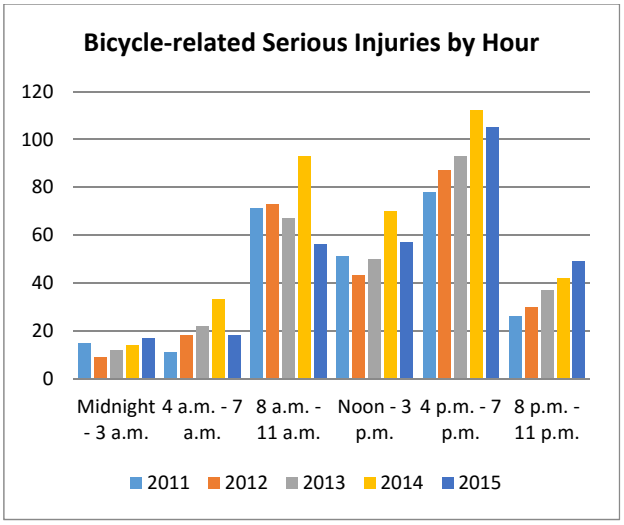


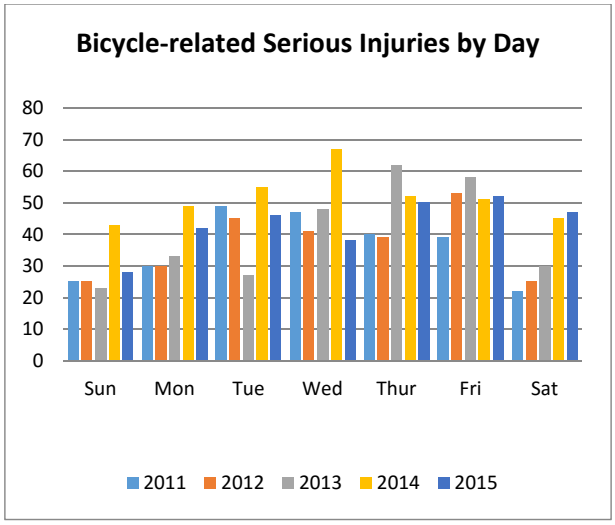


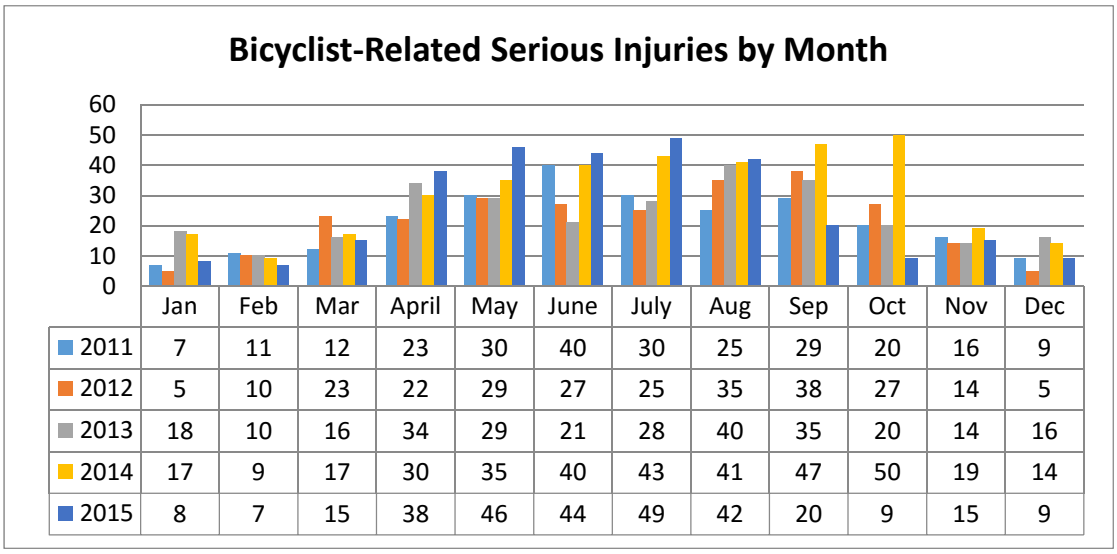
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	24	29	25	22	35	24	27	31	26	27	28	25
2012	24	30	39	30	39	22	26	34	29	35	31	25
2013	30	19	17	32	28	35	30	27	39	29	30	32
2014	17	25	30	27	48	35	39	27	44	46	35	31
2015	24	14	22	38	35	45	37	33	22	30	37	31

An analysis of traffic crash data for the years 2011 thru 2015 revealed that the majority of bicycle serious injuries occurred between 4 p.m. to 7 p.m. (32.6 percent), during weekdays (Monday thru Friday) and during the months of May and September, which together account for almost 60 percent of all bicyclist serious injuries.

When are the bicyclist-related serious injuries occuring?





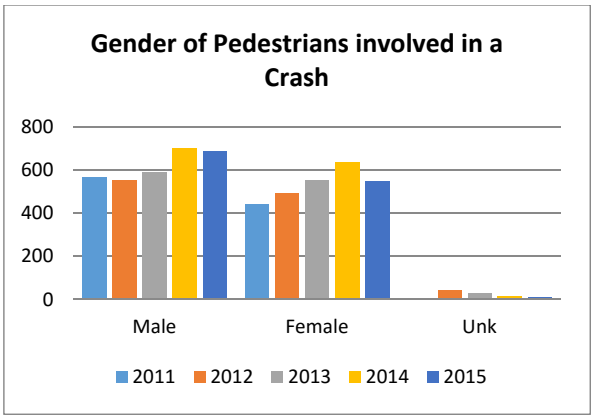


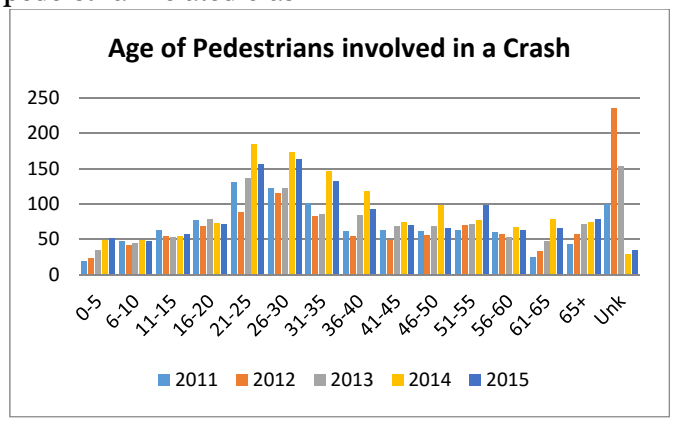
	Jan	Feb	Mar	April	May	June	July	Aug	Sep	Oct	Nov	Dec
2011	7	11	12	23	30	40	30	25	29	20	16	9
2012	5	10	23	22	29	27	25	35	38	27	14	5
2013	18	10	16	34	29	21	28	40	35	20	14	16
2014	17	9	17	30	35	40	43	41	47	50	19	14
2015	8	7	15	38	46	44	49	42	20	9	15	9

Who is Involved in a Pedestrian-related Crash

The data revealed that male pedestrians (52.7 percent) are slightly more involved in crashes than female pedestrians (45.4 percent). The age groups with the highest involvement in pedestrian crashes are 26-30 years (13 percent), 21-25 years (12.9 percent) and 31-35 years (10.3 percent). Overall, drivers within the 21-35 year age group accounted for 36.3 percent of pedestrian crashes.

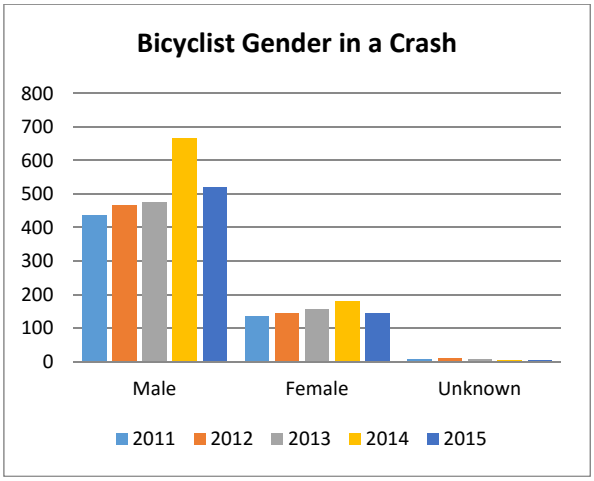
Those involved in a pederstrian-related crash

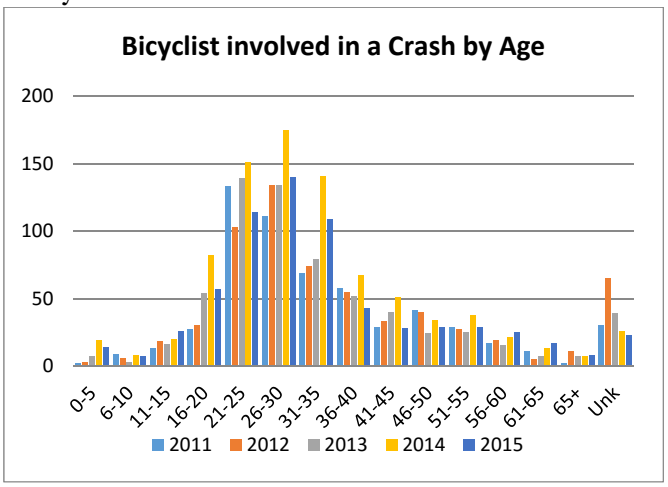




About 76.3 percent of all bicyclist involved in crashes are males. The age groups with the highest involvement in bicyclist crashes are 26-30 years (20.6 percent), 21-25 years (19 percent), and 31-35 years (14 percent). Overall, drivers within the 21-35 year age group accounted for 53.6 percent of all bicyclist crashes.

Those involved in a bicycle-related crash



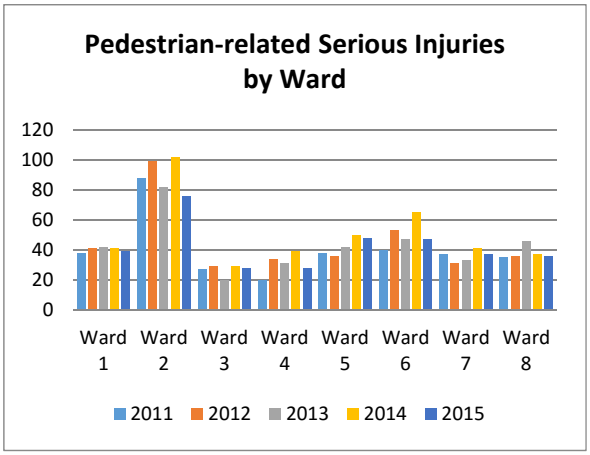


Where Pedestrian- and Bicycle-Related Crashes Occur

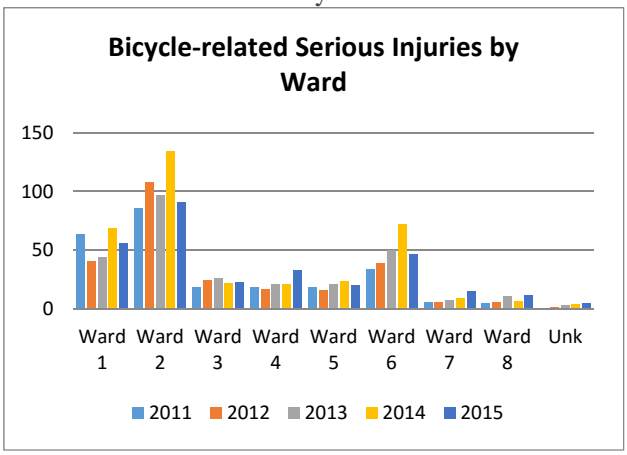
Both pedestrian- and bicyclist-related serious injury crashes occurred most frequently in Wards 1, 2 and 6.

Where are these serious injuries occuring?

Pedestrians



Bicyclists



Strategies

The District joined the Capital Bikeshare program in 2010 with Arlington County, Virginia. This program is a service owned by the local governments but operated in a public-private partnership with Alta Bike Share. The program launched in September 2010 with 400 bicycles at 49 stations, during that time the District has added 56 miles of bike lanes (2012) and 175 Bikeshare stations in the District. To date the program as expanded to being multijurisdictional with Alexandria and Montgomery County. From the Bikeshare database, as of May 2016, Bikeshare had almost 3,000 bicycles in service providing about 200,000 trips. Based on a survey, nearly 6 in 10 respondents use Bikeshare to commute to or from work and 40 percent often make a commute trip by Bikeshare.

The District is also the nation's third worst traffic congested-area and is the eighth most popular tourist destination. However, District officials realize that enforcement, education, and engineering solutions can prevent most injuries and deaths. DDOT has developed and is currently implementing the Pedestrian Master Plan (2008) and Bicycle Master Plan (2005), which outline strategies to make the environment safer and to decrease the overall exposure for both pedestrians and bicyclists. There is concern that with the added miles of bike lanes and new users per day, bicycle injuries, and fatalities could continue to rise.

The HSO will continue to partner with Maryland and northern Virginia through the Street Smart campaign. This is a public education, awareness and behavioral campaign geared towards pedestrian and bicycle safety. Since 2002, the campaign has used mass media, such as, radio, newspaper, and transit advertising, to emphasis and educate motorists, pedestrian and bicyclists to build safer streets and sidewalks. High-visibility law enforcement is used to enforce laws and train users to be better drivers, cyclists and pedestrians.

The following table lists the strategies included in this HSP (FY2017); they are also included in the District's SHSP, 2014.

Enforcement Strategies
Strategy 1: Implement Targeted Enforcement Campaign. Examples include: • Conduct regular pedestrian safety enforcement operations targeting motorists and pedestrians. • Use speed enforcement in areas where high concentrations of pedestrians cross or on high pedestrian-crash corridors. • Enforce relevant polices—NRTOR, blocking of sidewalks, crosswalks, etc.
Strategy 3: Expand the Traffic Safety focus at MPD: • Safety Training for all officers, retraining every 2 years (to include refresher classes in ARIDE, SFST, etc.). • Review/update the online Ped/Bike training, to be: – Completed every 2 years by MPD officers. – Added to the Academy curriculum. – Expanded to include other Federal Enforcement Agencies. • ARIDE training for other law enforcement agencies in the District.
Education Strategies
Strategy 1: Targeted Education Initiatives: • Continue and expand pedestrian traffic safety education in elementary, middle, and high schools. • Improve pedestrian safety information training in DDOT, MPD, DMV, WMATA, and among other District agencies and other Federal Agencies. • Educate pedestrians on dangers of walking along or crossing roadways while distracted (e.g., texting while walking).
Strategy 4: Continue the pedestrian awareness campaign—Street Smart: • Expand the use of social media. • Expand to include all DC enforcement agencies and other agencies as necessary.

Project Activities

Metropolitan Police Department – Enforcement

Pedestrian/Bicycle Safety is a high-priority problem area for MPD, as well as with local and regional stakeholders. MPD, DDOT, the Metropolitan Washington Council of Government (MWCOG) in conjunction with local and regional partner associations are working to reduce pedestrian and bicycle injuries and fatalities. MPD bases enforcement times and locations on a data-driven approach described earlier in the HSP; the data analyses are designed to identify who is involved in crashes, when and where. The activities are as follows:

- Conduct a total 1,850 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 indicates are the highest.[41]

- Conduct 350 hours of overtime enforcement during the fall and spring/early summer Street Smart Campaign in all districts, but with added emphasis in MPD Seventh, First, Second and Third Districts, which is where the majority of pedestrian and bicycle fatalities occur based on MPD/DDOT data.[42]

Street Smart Campaign – Metropolitan Council of Governments

The National Capital Region Transportation Planning Board is the 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 COG/TPB has managed the regional Street Smart program for 12 years. Their goal is to change the motorist and pedestrian behavior towards pedestrian safety. Their activities include the following:

- Develop Media Strategy, including paid and free media, target audience, times, and locations. TPB staff, project consultant, and the advisory group work together, using current safety data, to develop the strategy.

- Revise/Adapt Ads as Needed. Consultant will work with TPB staff and advisory group to adapt the existing materials, if necessary. We anticipate using the same "tired faces" creative as in FY 2015, but minor adjustments may be made, or new messages added, as directed by the Street Smart Advisory Group.

- Direct Outreach. Hold direct outreach events (4) for the public, utilizing mobile "street teams" to engage pedestrians at high-incident locations and educate them about safer behavior. Distribute 1000 safety tips cards to pedestrians at high incident locations.

- Press Events, Media tours, and "Enforcement Activation" events. Hosted by a different jurisdiction each time. Purpose is to leverage media attention, highlight achievements and challenges in the host jurisdiction. Media outreach often highlights local enforcement efforts. "Enforcement activation" pres events enlist the press to cover live pedestrian enforcement. We expect to carry out at least one such event in each state.

- Request PSA placement. TPB staff approach transit agencies and TPB member jurisdictions. Consultant approaches media outlets with whom we are placing paid media buys to request PSA

[41] Countermeasures that Work, Seventh Edition, 2013, Ch 8, Section 4.4
[42] Uniform Guidelines for State Highway Safety Programs, No. 14, Section VII

space. Messaging mix can be specific to the jurisdiction to the jurisdiction or agency. Print materials as needed.

- Run Paid Media & PSA Campaign. Typically includes transit ads, radio, TV, and pumptopper ads at gas stations. Peak times and corridors are targeted to the extent feasible for each media mode. Exact timing of the paid advertising may be adjusted by a week or two, based on advisory group input, ad availability, conflicting events, or other factors.

- Evaluation Survey, 300 area residents

- Law enforcement by partner agencies. Issue Pedestrian safety related citations and warnings. Participating law enforcement agencies are encouraged to enforce at high-incident locations, as identified by the State or local jurisdiction.

- Print and Distribute materials. Print and distribute 5000 safety tips cards, and other materials to partner agencies, including law enforcement.

- Web outreach. Web site, twitter feed, digital toolkit. Post campaign information on the web site, maintain a social media presence and calendar. Digital toolkit distributed to partner agencies, includes web banners and other information to be posted on web sites.

- 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 at least 30 law enforcement officers on best practices in pedestrian safety enforcement.

- Analyze survey results. Analysis of the pre and post surveys of 300 area residents will show which messages the target audiences are hearing and remembering, and in which media they are hearing those messages. Will help show the overall campaign effectiveness, and help us rate the cost-effectiveness of specific media buys.

- Annual Report. Prepare and print the Annual Report. The Annual Report is a tool for engaging stakeholders. 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. Will contain analysis of the survey results.

Vision Zero Community Outreach and Education – WABA

The Washington Area Bicyclist Association'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. The Vision Zero Action Plan explicitly calls for our participation to "identify advocate partners that are external to the District Government and assign implementation roles for key action plan strategies (Government of District of Columbia, p.35)." Their activities are as follows:

- Conducting Neighborhood Street Safety Workshops — 4 events: 2 Fall 2016, 2 Spring 2017
  WABA will identify and develop leaders in four neighborhoods to host Street Safety workshops. These neighborhoods with high pedestrian and bicycle crash rate, high population density and historically underserved communities will be identified by using a combination of the HSO crash data, WABA Crash Tracker data, and census data on population density and income level.

- Hosting Vision Zero Workshops — 4 events: 2 Winter 2016/2017; 2 Summer 2017
  WABA will host four interactive public workshops, similar to the Neighborhood Street Safety workshops, but open to a geographically broader audience.

- Crowdsourced Photo/Video Campaign — 4 events: Spring 2017 launch, monthly events
  WABA will create and moderate a Youtube Channel, carry out a promotional campaign and host four events to crowdsource video footage of the good, the bad, and the ugly experiences while getting around DC.

- Obtaining Commitments to Vision Zero from Business and Community Leaders — one per month
  WABA will work with transportation network companies to secure commitments to Vision Zero, work with major employers to sign the Vision Zero pledge, and recruit and train ANC Safety Liaisons.

Project Summaries

Project Number	**PS-2017-08**
Project Title	**Pedestrian/Bicyclist Enforcement – MPD**
Project Goal/ Description	Conduct data-driven high-visibility enforcement to enforce the Districts laws to drivers, pedestrians and bicyclists.
Budget	**$131,700; Section 402**

Project Number	**PS-2017-08**
Project Title	**Metropolitan Council of Governments – Street Smart**
Project Goal/ Description	To increase awareness pedestrian and bicyclist on roadways. To also improve the behaviors of all drivers, pedestrians and bicyclists. Coordinate and support an intensive region-wide education and enforcement effort.
Budget	**$100,000; Section 402; $100,000; Section 405h**

Project Number	**PS-2017-08**
Project Title	**WABA – Vision Zero Community Outreach and Education – Bike Safety**
Project Goal/ Description	Reduce bicycle and pedestrian roadway fatalities and serious injuries by engaging a diverse grassroots community committed to Vision Zero through experiential education activities.
Budget	**$100,000; Section 405h;**

Table D- 4: Pedestrian and Bicyclist Safety Program Area – Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-2017-08	Metropolitan Police Department	$131,700.00	Section 402
PS-2016-08	Street Smart – DC Contribution to Campaign with MWCOG	$100,000.00	Section 402
		$100,000.00	Section 405h
PS-2017-08	WABA	$100,000.00	Section 405h
405h Total		**$200,000.00**	
402 Total		**$231,700.00**	
Total All Funds		**$431,700.00**	

Traffic Records

Overview

It is the responsibility of the District of Columbia to reduce crashes, injuries, and fatalities and associated cost by identifying transportation safety issues and developing and implementing effective integrated programs and activities. Since, traffic safety data is the primary source of knowledge about the traffic safety environment, human behavior, and vehicle performance, there is an urgent need for the District to collect, process, integrate and use timely, accurate, consistent, uniform, integrated, and accessible traffic safety data.

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

TRCC Committee

1. **Department of Health**
2. **Department of Motor Vehicles**
3. **Department of Transportation**
4. **Superior Court of the District of Columbia**
5. **Fire/Emergency Medical Services**
6. **Metropolitan Police Department**
7. **Office of the Attorney General**
8. **Office of the Chief Medical Examiner**
9. **Office of the Chief Technology Officer**

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. To achieve the Vision, the TRCC developed the following goals:

- To provide an ongoing District-wide forum for traffic records and support the coordination of multi-agency initiatives and projects.
- To leverage technology and appropriate government and industry standards to improve the timely collection, dissemination, and analysis of traffic records data.
- To improve the interoperability and exchange of local and regional traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
- To create a user-friendly data system incorporating public and private data sources that better informs traffic-related policy and program decision makers.

To achieve the objective of improving traffic data quality, the District of Columbia underwent a traffic safety data systems assessment (herein referred here as 'Traffic Records Assessment' {TRA}) in 2005 and an update of that assessment in 2007 and 2012 by a NHTSA Team. The assessment identified deficiencies and provided recommendations to improve the traffic records/safety data systems in the District and provided the basis for

updating the District's 2007 Strategic Plan in November 2014. This plan focuses on specific projects to undertake to achieve the vision of the District's TRCC and will include:

- Identifying priority projects based on recommendations from the 2012/13 assessments.
- Develop performance measures for each quality metric identified in the projects.
- For each project, include information on schedule, benchmarks, budget, etc.

The period intended to be covered by the 2014 Strategic Plan is a 5-year period from January 2014 to December 2018. The 2014 Strategic Plan will be reviewed annually for relevance to current safety data problems in the District.

In developing and implementing projects to address in each of the component areas, the TRCC will determine the level of impact and success of efforts and resources expended. The TRCC expects to:

- Secure baseline data from relevant sources to determine the current 'Crash Picture' for the District.
- Develop and establish priorities and programming based on critical data analysis and potential emerging safety issues.
- Develop relevant measures of activity and impact, and gather and use such data as the basis for new program development and requests for continuing funding.

The plan calls for ongoing coordination among stakeholders, in support of initiatives and projects that will improve the quality of the District's crash data.

The HSO Coordinator also serves as the traffic records coordinator, who serves as a single point of contact for coordinating, and scheduling the TRCC activities, meetings, and tracking the progress made and projects implemented from the traffic records strategic plan.

Performance Targets

The District's Traffic Records Strategic Plan, revised in November 2014, identifies the following goals:

- Provide ongoing coordination among all stakeholders in support of initiatives and projects which improve the quality of the District's traffic records;
- Improve the timeliness of traffic records data collection and sharing;
- Increase the accuracy of traffic records data;
- Increase the completeness of traffic records data;
- Promote uniformity of traffic records data;
- Promote the ability to integrate traffic records data; and

- Facilitate access to traffic records data.

TRCC Activities

The District has maintained a high-level of interest and commitment from all of its original partners in the traffic records community. The District's TRCC Working Committee meets on a quarterly basis with executive level meetings taking place on an as needed basis. Typical TRCC activities include the following:

- Provide a forum for coordination, cooperation, and collaboration of interagency activities that improves the District's traffic safety data systems.
- Develop interagency project teams to develop implementation plans for carrying out the objectives of the 'Strategic Plan' as necessary.
- Review and endorse programs, regulations, projects and methodologies to implement the improvements identified in the 'Strategic Plan'.
- Receive periodic updates from the project teams.
- Encourage and provide for the sharing of data amongst all members, owners, users and collectors and collaborate on interagency projects.
- Support electronic data collection for all types of data including crash, roadway (including volume and asset management), vehicle, driver, medical, and citation or adjudication data.
- Approve and implement other tasks in furtherance of the TRCC goals to achieve quality traffic safety data.
- Prepare yearly demonstrated project progress reports and other funding documents for NHTSA.

Completed and Ongoing Projects

The 2014 Strategic Plan identified 32 projects to address and improve traffic data components in the areas of crash, roadway, driver, vehicle, citation/adjudication, and injury surveillance. The table below shows the list of projects, many of these are multi-year projects involving different funding sources; prioritization may overlap, and represents the best case at this time.

	PROJECT	LEAD AGENCY	STATUS
	CRASH DATA COMPONENT		
1.	Develop a formal crash data quality control program.	MPD	**Ongoing**
2.	Establish a DMV Traffic Records Safety Coordinator.	DMV	On Hold

	Project	Lead Agency	Status
3.	Work with the Department of Interior to obtain data from crashes reported by the US Park Police.	DDOT	**Ongoing**
4.	Revise the PDO crash reporting threshold to include reporting on crashes that result in damage but do not result in a vehicle being towed.	MPD	Not Started
	Roadway Data Component		
5.	Develop a Transportation Integrated Enterprise Solution (TIES).	DDOT	**Completed**
6.	Update OCTO planimetric data.	OCTO	**Completed**
7.	Roadside data updates (capturing completely new planimetrics including curb and guardrail data).	OCTO	**Completed**
8.	Adopt ESRI Roads and Highway Module.	DDOT	**Completed**
9.	Develop an Enterprise Routing Network.	DDOT	**Completed**
10.	Revamp the Street Inventory System (SIS).	DDOT	Not Started
11.	Develop a comprehensive dataset and a quality control program designed to support the District's road safety programs.	DDOT	Not Started (planned for 2017)
12.	Traffic data governance.	DDOT	**Ongoing**
	Vehicle Data Component		
13.	Complete the National Motor Vehicle Title Information System (NMVTIS) for the District.	DMV	Not Started
14.	Establish a web and FTP application to allow jurisdictions to electronically report convictions to the District.	DMV	On Hold
15.	Update the legacy vehicle system to a more robust platform with increased functionality.	DMV	Not Started
	Driver Data Component		
16.	Enter the backlog of "manual/paper" traffic convictions received from other jurisdictions into the DMV Destiny system.	DMV	**Ongoing**
17.	Create brochures and PSAs to inform, educate and improve drivers' understanding of information provided on the DC Driver's Record.	DMV	**Completed**
18.	Develop an effective communications link between DMV and the Court regarding the Ignition Interlock program.	DMV/DCSC	Not Started
19.	Evaluate the impact of the Graduated Driver License program, both in terms of reduction in injury and fatality crashes, and in terms of the level of enforcement of the law's provisions.	DDOT/ DMV	Not Started
20.	Establish an interface between MPD and DESTINY to electronically capture traffic arrest data (3340 Prop. Suspension Notices).	DMV	Not Started

	Project	Lead Agency	Status
21.	Update the legacy driver system to a more robust platform with increased functionality.	DMV	Not Started (planned for 2017)
	Enforcement/Adjudication Data Component		
22.	Develop a linked dataset including crash and citation data District-wide to determine the impact of various countermeasures on crash incidence and severity.	DDOT	**Ongoing**
23.	Implement consolidated notices that include all ticketed violations whenever customers are sent a notice.	DMV	Not Started
24.	Complete the electronic citation system.	OAG	Initiated
25.	Additional resources for prosecution of impaired driving offenses.	OAG	**Completed**
26.	New driving under the influence of drug (DUID) screening methodology and implementation.	OCME	**Ongoing**
	Injury Surveillance Data Component		
27.	Develop applications to allow Fire and Emergency Medical Services (FEMS) to send preliminary information regarding patient condition to the hospital, and allow the public to notify FEMS of traffic crashes.	FEMS	Not Started
28.	Finalize and implement the centralized electronic trauma data repository.	DOH	**Ongoing**
29.	Develop/enhance the centralized electronic Hospital Discharge Data (HDD).	DOH	On Hold
30.	Develop a centralized electronic ER data repository.	DOH	On Hold
31.	Establish Crash Outcome Data Evaluation System (CODES).	DDOT	**Ongoing**
32.	FEMS Training to improve response capability to, during, and from crash scene and to minimize secondary incidents.	FEMS	**Ongoing**

At the time of developing this HSP the next Traffic Records Assessment was in progress (by NHTSA). The full report was released on June 27, 2016. The TRCC will review the recommendations in the report which may result in new projects being added to the HSP at a later date.

Project Activities

Traffic Records Coordinating Community– KLS Engineering

The District has maintained a high-level of interest and commitment from all of its original partners in the traffic records community. The District's TRCC Working Committee meets on a quarterly basis with

executive level meetings taking place on an as needed basis. The typical TRCC activities include the following[43]:

- Prepare, update, and maintain District's Traffic Safety Information System 'Strategic Plan'. This 'Strategic Plan' acts as a guide for implementing of traffic safety systems and data improvements.
- Coordination interagency activities that improves the District's traffic safety data systems.
- Work with the TRCC membership to develop interagency projects and associated implementation plans for carrying out the objectives of the 'Strategic Plan' as necessary.
- Document periodic updates relating to TRCC projects.
- Highlight and evaluate state of the art applications that can improve the overall TRCC goals.
- Assist in preparing yearly demonstrated project progress reports and other funding documents for NHTSA.

Data Entry Convictions – Department of Motor Vehicles (DMV)

DMV is responsible for maintaining the driver records of all licensed drivers in the District of Columbia. DMV performs the necessary functions required for receiving and entering convictions and withdrawals to applicable driver records and executing appropriate suspension and revocation actions.

The DESTINY system is the backbone of the DMV motor vehicle information system. The system is an integrated driver license and vehicle registration information system and is used by DMV employees perform transactions and access customer records. DESTINY also maintains an electronic record of a driver's traffic record. DMV shares this information with other agencies, such as the Metropolitan Police Department (MPD) and the courts to improve road safety by enforcing the vehicular laws and regulations of the District.

The 2015, backlog of approximately 24,000 convictions resulted in approximately 10,900 driver administrative actions relating to traffic law violations. Administrative actions were a result of both "point accumulation" and "major moving" violations.

DMV receives approximately 2,400 convictions per month from other jurisdictions. To enter convictions in a timely manner and avoid a backlog, DMV requires additional hours for DMV's knowledgeable staff to enter convictions into the DESTINY system. The convictions will be posted to the appropriate driver records. DMV will assign Legal Instrument Examiners to enter the convictions. Convictions will be entered in the evenings and on weekends. With the additional hours each week, DMV will be able to maintain data currency.

[43] Uniform Guidelines for State Highway Safety Programs, No. 10, Section IV

e-Citation Program – Metropolitan Police Department (MPD)

MPD plans to design an e-Citation System that is compatible with their sister agencies, DC Department of Public Works and the District Department of Transportation. This system will reduce the average stop time for an officer, data run and citation entry. The e-Citation will speed up the process, reduce officer error and decreases the number of illegible tickets sent to court.

Project Summary

Project Number	**K9-2017-07; TR-2016-07 (CODES)**
Project Title/s	**Traffic Records Strategic Plan**
Project Goals/ Description	To improve the state-of-the-practice (timeliness, accuracy and completeness) of electronic crash data records collection and entry. To provide travel, contractual services, coordination of events, and traffic license maintenance fees related to the Traffic Record Assessment projects and improvement of District-wide traffic record system. CODES is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. Will allow the District to measure benefits in terms of reducing death, disability, and medical costs.
Budget	**$290,578; Section 408; 402; $79,632.60**

Project Number	**M3DA-2017-07**
Project Title	**Data Entry Convictions – DMV**
Project Goals/ Description	To enter convictions in a timely manner and avoid a backlog, DMV requires additional hours for DMV's knowledgeable staff to enter convictions into the DESTINY system. Convictions will be entered in the evenings and on weekends.
Budget	**$55,000; Section 405c**

Project Number	**M3DA-2017-07-05**
Project Title	**e-Citation System – MPD**
Project Goals/ Description	To decrease the time it takes to issue a citation process and increase the legibility of tickets sent to court by implementing an e-Citation system to its officers at MPD.
Budget	**$500,000; Section 405c**

Table D- 5: TRAFFIC RECORDS PROGRAM – Budget Summary

Project Number	Project Title	Budget	Budget Source
K9 2017-07	Traffic Records Strategic Plan	$290,578.00	Section 408
TR 2017-07		$79,636.60	Section 402
M3DA-2017-07	Data Convictions – DMV	$55,000.00	Section 405c
M3DA-2017-07-05	MPD – e-Citation Readers	$500,000.00	Section 405c
408 Total		**$290,578.00**	
405c Total		**$555,000.00**	
402 Total		**$79,636.60**	
Total All Funds		**$925,214.00**	

Planning and Administration

The District's Highway Safety Office will serve as the agency to identify the District's highway safety concerns by analyzing crash data and addressed by developing and implementing effective countermeasures.

FY2017 Performance Target

- Conduct a Stakeholders' meeting to receive input and provide guidance to develop the FY2018 Highway Safety Performance Plan (Grantee Workshops).
- Administer and monitor grantees for FY2017 to ensure they meet NHTSA requirements.
- Submit and complete the FY2016 Annual Report to NHTSA by December 31, 2016.
- Develop and submit the FY2018 Highway Safety Plan by July 1, 2017.

Strategies

The Planning and Administration program area includes those activities and cost necessary for the overall management and operations of the HSO. These activities include:

- Identifying the District's most significant traffic safety problems.
- Prioritize problems and develop methods to distribute funds,
- Develop the annual Highway Safety Plan (HSP) and Annual Report.
- Coordinate the HSP with the SHSP and other state plans.
- Recommending individual grants to be funded.
- Developing planned grants.
- Monitor grants.
- Participating on various traffic safety committees and task forces.
- Conducts annual District-wide observational seat belt use surveys.
- Serve as the TRCC Coordinator:
  - Provide the primary point of leadership and accountability for the Traffic Safety Information Systems activity within the District.
  - Prepare a plan implementing of traffic safety data improvements.
  - Recommend forming interagency project teams to develop implementation plans for carrying out the objectives of the plan.
  - Coordinate and schedule the TRCC, in addition to tracking the progress of implementing the State's traffic records strategic plan.
  - Review programs, regulations, projects, and methodologies for conformance with the mission and goal of the TRCC and for conformance with national policy on traffic safety information systems.

- Provide executive guidance and coordination for programs, projects, and regulations as they become operational.
- Receive periodic updates from the project teams.
- Approve and implement other tasks in furtherance of the TRCC goals to achieve quality traffic safety data from state traffic safety information systems.

- Participates on the SHSP Updates.

Fire and EMS Department

The first hour after a severe injury-related crash is termed the Golden Hour – the time most critical to a victim's chance to surviving a severe injury. The District's FEMS Department goal is to upgrade its equipment and provide their personnel with a level of training to maximize their driving capabilities and other incident response. This project will upgrade their simulator so that it can mimic various District traffic and other incident scenarios and better prepare them for real world conditions.

This system has been implemented by numerous FEMS and other departments around the country and has shown the following crash reduction data:

- New York City EMS, NY – EMS related serious crashes decreased by 50 percent after 4 years of operation.

- New York City Transit, NY – 43 percent crash rate reduction on simulator trained students.

Project Activity

Project Number	PA-2017-01
Project Title	Planning and Administration
Project Goals/Description	Program administration – Fund travel, services, supplies, and office equipment for administrative personnel: HSO Coordinator.
Budget	**$23,500; Section 402**

Project Number	**SA-2017-15**
Project Title	**Updated to Procedures Manual; Maintenance of HSO Website**
Project Goals/ Description	To update Procedure Manual as needed. This document assists in administering the US DOT, NHTSA, safety grant program in compliance with applicable laws of the District of Columbia and other federal laws and regulations. Provide training, etc. As needed, update the HSO website to reflect state if the practice.
Budget	**$125,000; Section 402**

Project Number	**SA-2017-15**
Project Title	**SHSP Update**

Project Goals/ Description	To work with all District agencies to implement the SHSP strategies, monitor progress and prepare reports. Provide guidance though project demonstrations and other state-of-the-practice tools/technologies.
Budget	**$75,000; Section 402**

Project Number	**SA-2017-15**
Project Title	**Highway Safety Reports**
Project Goals/ Description	To develop the Highway Safety Performance Plan and Annual Report to be in comply with the US DOT, NHTSA requirements.
Budget	**$250,000; Section 402**

Project Number	**SA-2017-15-02**
Project Title	**FEMS – Driving Simulator**
Project Goals/ Description	To reduce FEMS involved crashes through training of all new recruits, retraining of all FEMS existing personnel and ensuring they are using only federal approved traffic safety apparel at the crash site.
Budget	**$351,050; Section 402**

Table D- 6: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-2017-01	Planning & Administration	$23,500.00	Section 402
SA-2017-15	Office of Highway Safety Procedures Manual; Updating Website	$125,000.00	Section 402
	SHSP Coordination, Monitoring and Evaluation	$75,000.00	Section 402
	Highway Safety Report	$250,000.00	Section 402
	FEMS – Driving Simulator	$351,050.00	Section 402
402 Total		**$824,550.00**	
Total All Funds		**$824,550.00**	

Performance Report

Core Outcome Measures

	Description	2009	2010	2011	2012	2013	2014	Goal	
C-1	Number of traffic fatalities	29	24	27	15	20	**23**	25	2 below **Goal met**
C-2	Number of serious injuries	1,617	1,682	1,612	1,567	1,655	**1,802**	1,663	139 above **Goal not met**
C-3	Fatalities per 100 million vehicle miles Traveled	0.80	0.67	0.76	0.42	0.56	**0.65**	0.7	0.05 below **Goal met**
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	4	5	6	4	0	**3**	3	**Goal met**
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher	11	7	8	3	6	**5**	7	2 below **Goal met**
C-6	Number of speed-related fatalities (FARS)	10	8	10	6	9	**12**	9	3 above **Goal not met**
C-7	Number of motorcyclist fatalities	4	1	4	4	3	**3**	3	**Goal met**
C-8	Number of un-helmeted motorcyclist fatalities	2	0	2	1	0	**1**	1	**Goal met**
C-9	Number of drivers 20 or younger involved in a fatal crash	2	0	3	1	1	**3**	1	2 above **Goal not met**
C-10	Number of pedestrian fatalities	14	13	8	7	9	**9**	10	1 below **Goal met**
C-11	Number of bicyclist fatalities	0	2	1	0	1	**1**	1	**Goal met**

Source: FARS

C-7, C-8, C-9 are not focus areas under the District's HSP and are included as a NHTSA requirement.

Core Behavior Measures

	Description	2011	2012	2013	2014	2015	Goal	Goal Met
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	95.0	92.4	87.46	93.2	95.5	>90	Yes

Source: District of Columbia Observational Seat Belt Survey

Core Activity Measures

	Description	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
A-1	No. of seat belt citations issued during grant-funded enforcement activities	2,959	1,009	2,116	1,367	869	931
A-2	No. of impaired driving arrests made during grant-funded enforcement activities	384	65	257	210	187	150
A-3	No. of speeding citations issued during grant-funded enforcement activities	5,841	1,007	1,697	15	72	145
	No. of distracted driving citations issued during grant-funded enforcement activities			1,167	1,030	677	862
	No. of pedestrian and bicycle related citations issued during grant-funded enforcement activities			591	592	691	704

Additional Core Outcome Measures

	Description	2010	2011	2012	2013	2014	Goal	
C-12	Number of serious injuries in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher.	88	93	76	101	88	88	**Goal met**
C-13	Number of Unrestraint occupant serious injuries	116	97	118	102	105	104	1 above **Goal not met**
C-14	Number of speed-related serious injuries	344	282	251	300	319	267	52 above **Goal not met**
C-15	Number of pedestrian serious injuries	303	313	362	348	404	341	63 above **Goal not met**
C-16	Number of bicyclist serious injuries	220	251	260	281	356	264	92 above **Goal not met**
C-17	Number of motorcyclist serious injuries	98	106	111	116	79	111	32 below **Goal met**

Source: State Crash Data Files

Performance Cost Summary (HCS 2017-HSP-1)

State: District Of Columbia

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

Highway Safety Plan Transaction

2017-HSP-1

For Approval

Report Date: 06/28/2016

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	1	Plan	PA-2017-01-01-00	PLANNING AND ADMINISTRATION	$270,000.00	$23,500.00	$.00	$23,500.00
Planning and Administration Total					**$270,000.00**	**$23,500.00**	**$.00**	**$23,500.00**
Alcohol								
	2	Plan	AL-2017-03-00-00	ALCOHOL COUNTERMEASURES	$300,000.00	$913,999.00	$.00	$913,999.00
Alcohol Total					**$300,000.00**	**$913,999.00**	**$.00**	**$913,999.00**
Occupant Protection								
	3	Plan	OP-2017-05-00-00	OCCUPANT PROTECTION	$250,000.00	$400,000.00	$.00	$400,000.00
Occupant Protection Total					**$250,000.00**	**$400,000.00**	**$.00**	**$400,000.00**
Pedestrian/Bicycle Safety								
	4	Plan	PS-2017-08-00-00	PEDESTRIAN/BICYCLE SAFETY	$300,000.00	$920,000.00	$.00	$920,000.00
Pedestrian/Bicycle Safety Total					**$300,000.00**	**$920,000.00**	**$.00**	**$920,000.00**
Police Traffic Services								
	5	Plan	PT-2017-04-00-00	POLICE TRAFFIC SERVICES	$84,412,600.00	$529,649.00	$.00	$529,649.00
Police Traffic Services Total					**$84,412,600.00**	**$529,649.00**	**$.00**	**$529,649.00**
Traffic Records								
	6	Plan	TR-2017-07-01-00	TRAFFIC RECORDS - CODES	$100,000.00	$79,632.00	$.00	$79,632.00
Traffic Records Total					**$100,000.00**	**$79,632.00**	**$.00**	**$79,632.00**
Roadway Safety								
	7	Plan	RS-2017-13-01-00	ROADWAY SAFETY	$75,000.00	$79,632.00	$.00	$79,632.00
Roadway Safety Total					**$75,000.00**	**$79,632.00**	**$.00**	**$79,632.00**
Safe Communities								
	8	Plan	SA-2017-15-00-00	SAFE COMMUNITIES	$400,000.00	$995,000.00	$.00	$995,000.00

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
Safe Communities Total					**$400,000.00**	**$995,000.00**	**$.00**	**$995,000.00**
Paid Advertising								
	9	Plan	PM-2017-14-00-00	PAID MEDIA - VARIOUS CAMPAIGNS	$300,000.00	$1,226,000.00	$.00	$1,226,000.00
Paid Advertising Total					**$300,000.00**	**$1,226,000.00**	**$.00**	**$1,226,000.00**
Distracted Driving								
	10	Plan	DD-2017-16-00-00	DISTRACTED DRIVING ENFORCEMENT - MPD	$100,000.00	$200,000.00	$.00	$200,000.00
Distracted Driving Total					**$100,000.00**	**$200,000.00**	**$.00**	**$200,000.00**
NHTSA 402 Total					***$86,507,600.00***	***$5,367,412.00***	***$.00***	***$5,367,412.00***
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	11	Plan	K9-2017-07-00-00	TRAFFIC RECORDS - SECTION 408	$500,000.00	$750,000.00	$.00	$750,000.00
408 Data Program Incentive Total					**$500,000.00**	**$750,000.00**	**$.00**	**$750,000.00**
408 Data Program SAFETEA-LU Total					***$500,000.00***	***$750,000.00***	***$.00***	***$750,000.00***
MAP 21 405b OP High								
405b High HVE								
	12	Plan	M1HVE-2017-05-00-00	OP-HI- HVE ENFORCEMENT AND MEDIA	$300,000.00	$325,000.00	$.00	$325,000.00
405b High HVE Total					**$300,000.00**	**$325,000.00**	**$.00**	**$325,000.00**
405b High Community CPS Services								
	13	Plan	M1CPS-2017-05-01-00	COMMUNITY CHILD PASSENGER SAFETY	$75,000.00	$40,000.00	$.00	$40,000.00
405b High Community CPS Services Total					**$75,000.00**	**$40,000.00**	**$.00**	**$40,000.00**
MAP 21 405b OP High Total					***$375,000.00***	***$365,000.00***	***$.00***	***$365,000.00***
MAP 21 405b OP Low								
405b Low HVE								
	14	Plan	M2HVE-2017-05-00-00	OP-LOW-ENFORCEMENT & VARIOUS	$200,000.00	$300,000.00	$.00	$300,000.00

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
405b Low HVE Total					**$200,000.00**	**$300,000.00**	**$.00**	**$300,000.00**
MAP 21 405b OP Low Total					***$200,000.00***	***$300,000.00***	***$.00***	***$300,000.00***
MAP 21 405c Data Program								
405c Data Program								
	15 Plan		M3DA-2017-07-00-00	DATA PROJECTS - VARIOUS	$700,000.00	$2,000,000.00	$.00	$2,000,000.00
405c Data Program Total					**$700,000.00**	**$2,000,000.00**	**$.00**	**$2,000,000.00**
MAP 21 405c Data Program Total					***$700,000.00***	***$2,000,000.00***	***$.00***	***$2,000,000.00***
MAP 21 405d Impaired Driving Low								
405d Low Other Based on Problem ID								
	16 Plan		M5OT-2017-01-00-00	IMPAIRED DRIVING-LOW-VARIOUS-405d	$850,000.00	$3,000,000.00	$.00	$3,000,000.00
405d Low Other Based on Problem ID Total					**$850,000.00**	**$3,000,000.00**	**$.00**	**$3,000,000.00**
405d Impaired Driving Low								
	17 Plan		M6X-2017-01-00-00	IMPAIRED DR.-OCME-MEDIA	$500,000.00	$1,250,000.00	$.00	$1,250,000.00
405d Impaired Driving Low Total					**$500,000.00**	**$1,250,000.00**	**$.00**	**$1,250,000.00**
MAP 21 405d Impaired Driving Low Total					***$1,350,000.00***	***$4,250,000.00***	***$.00***	***$4,250,000.00***
NHTSA Total					***$89,632,600.00***	***$13,032,412.00***	***$.00***	***$13,032,412.00***
Total					***$89,632,600.00***	***$13,032,412.00***	***$.00***	***$13,032,412.00***

Appendix A – CPS Workshops and Inspection Station

CHILD PASSENGER SAFETY WORKSHOPS

WARD	Address of Event	Zip Code	Event	Lead Technician
1	LeDroit Park is a neighborhood	20001	Family Fun Day	Karen Gay
8	Big Mama's Children Center	20032	Car Seat Inspection Day	Vene Lagon
8	Zena's Child Development Center	20032	Annual Car Seat Check Day	Arlinda Page
6	Senator side of the Hill	20002	Car Seat Check Day on the Hill	Bob Walls
7	Engine 30	20019	Car Seat Inspections	Terrie Matthews
3	2nd District Police Department	20016	National Night Out	Danellia Santos
2	Metropolitan Police Department	20001	Car Seat Inspections	Flo Carter
8	Excel Academy Public Charter School	20020	Booster Seat Check	Karen Gay
8	St Timothy Development Center	20020	Annual Car Seat Check Day	Sylvia Perkins
5	Azeeze Bates Day Care Center	20002	Car seat give away inspection clinic	Karen Gay
1	Marie Reed Elementary School	20009	Booster Seat Event	Arlinda Page
7	Educare of Washington DC	20019	Booster Seat Event	Karen Gay
5	La Petite Academy	20010	Annual EMSC Day	C. Lightfoot
8	Apple Tree Early Leaning Center	20020	Booster Seat Program	Karen Gay
7	Trusted Health Plan, Inc	20019	CPS Workshop for Teens	Karen Gay
6	DC Child and Family Services A.	20003	CPS Training twice a month	Karen Gay
1	CentroNia' (Spanish)	20009	CPS Workshop monthly	Karen Gay
1	Mary's Center	20009	CPS workshop monthly	Karen Gay
5	Turkey Thicket Recreation	20017	Car seat Check event	C. Lightfoot
5	Kendall Demonstration School	20002	Annual 2 day Car Seat Check	Karen Gay
2	Seaton Elementary School	20001	CPS Booster awareness	Vena Lagon
8	Vision of Victory Child	20020	CPS Booster Seat Fitting	Arlinda Page
1	Mary's Center	20009	CPS Workshop monthly	Karen Gay
1	COMP Clinic	20009	CPS Workshop monthly	Arlinda Page
5	Providence Hospital	20017	CPS Weekly Inspections	C. Lightfoot
2	Traffic Division	20001	CPS Daily Inspections	Arlinda Page
5	NCCI Resource Day	20001	CPS Car Seat Inspection	Karen Gay

INSPECTION STATIONS

Ward	Location	Address	Zip	Technicians
8	United Medical Center	1310 Southern Ave SE	20032	Sylvia Perkins
8	THEARC	1901 Mississippi Ave SE	20020	Sylvia Perkins
8	DC Fire & EMS Training Academy	4600 Shepherd Pkwy SW	20032	Terrie Matthews
8	Bishop Walker School	3640 Martin Luther King Jr Ave SE	20020	Karen Gay
7	6th District Police Department	100 42nd St SE	20019	Philip Lanciano
6	DC Dept of Motor Vehicle	1101 Half St SW	20024	Larry Walker
5	Galluadet University Transportation	800 Florida Ave NE	20002	Lawerence Curtis
5	UPO Developing Families Center	801 17th St NE	20002	Karen Gay
5	Providence Hospital	1150 Varnum St NE	20017	Karen Gay, Terrie Matthews, Cynthiana Lightfoot, Sylvia Perkins, NiKeesha Webb, Donna Allen
4	4th District Police Department	6001 Georgia Avenue NW	20011	Robert Taylor
4	Georgia Avenue Collaborative	1104 Allison St NW	20011	Cynthiana Lightfoot
2	MPD Traffic Division	501 New York Ave NW	20002	Arlinda Page, Vene Lagon, Darryl Priestly
1	Columbia Heights/Shaw Collaborative	1420 Columbia Rd NW	20010	Billie Davis
3	2nd District Police Department	3220 Idaho St NW	20016	

Appendix B – Special Events and Outreach Locations

SPECIAL EVENTS

Ward	Event	Address	
	DPW Truck Touch	DC Stadium Armory	20002
5	Ola LaLuz del Mundo	1222 Rhode Island Ave NE	20018
4	4th District Community day	901 4th St. NW	20001
4	National Children Center	6200 2nd St. NW	20011
1	Baby Shower (Bright Beginnings)	Howard University	20060
5	Center for Life Baby Shower	Providence Hospital	20017
2	NBC 4 2500	801 Mt Vernon Pl NW	20001
6	36th Annual Peter Bug Day Festival	19th and E Streets SE	20002
1	AmeriHealth Latino	Columbia Heights Educational Campus	20009
	Back to School Event	National Capitol Collaborative	20001
2	YMCA	1711 Rhode Island Ave NW	20036
2	IDB Employee Health Fair	1300 New York Ave NW	20005
2	Veteran Admin- Summer Safety Campaign	810 Vermont Ave NW	20420
5	June Fair Family Community	1731 Bunker Hill Road Ne	20017
1	CentroNia' Summer Festival	1420 Columbia Rd NW	20010
8	Bring it All Together	2501 Good Hope Road, SE	20020
7	Clay Terrace Health Day	272 53rd St NE	20019
5	New Heights Summit	Galluduate University	20002
1	Children's Day with EMSC	Children's Hospital	20010
5	Traffic Safety Day with A.R.E	45 P St NW	20001
8	National Children Center	6200 Martin L King Ave SE	20032
5	Edgewood/Brookland Safety Day	601 Edgewood St NE	20017
5	Noyes Educational Campus Safety Day	2725 10th St. NE	20018
8	Excel Academy Public Charter School	2501 Martin L King Ave SE	20020
5	Brown Educational Center Parent Meeting	850 26th St NE	20018
8	Safety Day	Bald Eagle Recreation Center	20032
6	Safety Fair	DC Navy Yard	20003
5	Family Day God of Prophecy	1400 E St NE	20002
8	Henson Ridge Community	1515 Tanner St SE	20020
1	Rosemount Center	2000 Rosemount Ave NW	20010
7	Drew Elementary	5600 Eads St NE	20019
6	Auto Alliance	At The Yards	20003
6	Dept. of Consumer & Regulatory Affairs	1104 4th SW	20024
5	Browne Education Campus Health Fair	850 26th St NE	20002
4	Shepherd Bike to School Day	7800 14th St NW	20012

2	2015 Tots to Teens Expo	DC Convention Center	20001
8	Apple Tree Institute (Parklands Campus)	2011 Savannah Street SE	20020
8	Kramer Middle School	1700 Q St SE	20020
8	Capitol View YMCA	2118 Ridge Crest St SE	20020
8	Med Star MCO Family Day	1901 Mississippi Ave SE	20020

Appendix C – Certified Child Passenger Safety Technicians

Name	Tech #	Work Location
Sgt. Donna Allen	T033291	Third District
Billie Davis	T66476	Third District
Nikeesha Webb	T664810	EOCOP Stationed at First District
Lashonda Hart	T643956	Third District
Courtney Hart	T583477	Fourth District
Capt. Byron Hope	T64565	Seventh District
Arlinda Page	I595966	SOD TSSEB
Lee Nobriga	T688731	SOD TSSEB
Vene Lagon	T688732	SOD TSSEB
Daniela Santos	T64639	Second District
Carter, Florence	T38041	Cell block
Regina Davis	T674407	Second District
Antoine Carter	T574040	School Resource Officer
Renee Kennedy	T6662610	Evidence Control Unit
David Le	T028249	SOD/K-9
Medgar Webster	T12365	Fourth District
Shaquinta Gaines	T697123	Sixth District
Mohamed Ibrahim	T697126	First District
Ingrid Dixon	T697119	Sixth District
Andrew Fredrick	T697118	Second District
Darryl Priestly	T561091	IDSU
Lt. Philip Lanciano	I1001261	Sixth District
Rhonda Hardy	T707760	Second District
Nikki Maxwell	T707761	Second District
Perry Morgan	T707762	Third District
Dwayne Fails	T719849	First District
Damien Williams	T719840	Seventh District
Jerry Whitfield	T71982	Third District
Tyrone McMillan	T726360	First District
Byron Words	T726426	Forth District

Jessamyn Perkins	T726362	Third District
Cynthia Brown	T726441	Third District
Yvette Gupton	T726410	Third District
Christopher Hyder	T726352	Fourth District
Dorise Brown	T726488	First District
Lee Michael	T726462	First District
Darren Reaves	T719841	Fourth District
Patricia Stringfellow	T561734	101 M St SW
Anthony Murphy	T594426	SOD TSSEB
Nicole Copeland	T726361	Seventh District
Gwen Flanigan	T726409	Seventh District
Gregory Hill	T726446	Third District
Davis Casetta	T726343	Second District
Arvette Parry	T726461	Second District
Karen Gay	I6565167	DDOT
Larry Walker	T644241	DMV
Cynthiana Lightfoot	I589750	EMS
Thomas Forrester	T707781	Fire & EMS
Stephanie Lewis	T707772	DC Fire Department
Sylvia Perkins-Swain	T33112	Children Hospital Injury Prevention
Virginia Fedor	T625058	Gallaudet University Police
Joseph Middleton	T33299	DMV
Cathy Rivera	T719845	CENTRO NIA'
Lawrence Curtis	T669404	Gallaudet
Virginia Dineen	T625460	Second District