



# Annual Report

FY2020

**Drive the Speed Limit.**

**20 MPH:**  
the new speed limit  
on local DC streets.

*Help make Vision Zero a reality in DC.  
Together, we can end pedestrian injuries & deaths.*

Logos for DDOT Highway Safety Office, DC POLICE, VISION ZERO DC, and the District of Columbia Department of Transportation with Mayor Muriel Bowser's name.

Το δεξιότερο με τον ευρύτερο βαθμό πλημμελούς & αβέλους  
Η επίσημη λήξη του 20 μ.π.χ. στην τοπική DC



# District of Columbia Highway Safety Office

## FY2020 Annual Report

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**December 31, 2020**

## **District Department of Transportation Mission**

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

## Table of Contents

ACRONYMS.....	5
INTRODUCTION .....	6
DISTRICT OF COLUMBIA CORE PERFORMANCE MEASURES .....	6
DISTRICT OF COLUMBIA STRATEGIC HIGHWAY SAFETY PLAN (2020 UPDATE) .....	13
LEGISLATION UPDATES .....	17
CHALLENGES .....	18
FY2021 HIGHWAY SAFETY PLAN FOCUS.....	19
DESCRIPTION AND ANALYSIS OF PROJECTS AND ACTIVITIES FUNDED .....	20
IMPAIRED DRIVING PROJECTS .....	21
OCCUPANT PROTECTION PROJECTS .....	31
AGGRESSIVE DRIVING PROJECTS .....	36
PEDESTRIAN AND BICYCLE SAFETY PROJECTS .....	38
PAID MEDIA .....	49
LAW ENFORCEMENT PROGRAMS .....	54
TRAFFIC RECORDS PROGRAM .....	58
SAFE COMMUNITIES .....	64
PROGRAM MANAGEMENT .....	67
OVERVIEW OF EXPENDITURES (FY2020) .....	69

## Acronyms

AAG	Assistant Attorney General
CIOT	Click It or Ticket It
COG	Council of Governments
DDOT	District Department of Transportation
DMV	Department of Motor Vehicle
DREs	Drug Recognition Experts
DUI	Driving Under the Influence of Drugs or Alcohol
DWI	Driving While Intoxicated
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America's Surface Transportation Act
FEMS	Fire and Emergency Medical Services
FHWA	Federal Highway Administration
FY	Fiscal Year
HSO	Highway Safety Office
HSP	Highway Safety Plan
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century Federal Law
MPD	Metropolitan Police Department
NHTSA	National Highway Traffic Safety Administration
OAG	Office of the Attorney General
OCME	Office of the Chief Medical Examiner
PCS	Public Chartered School
PPSA	Policy, Planning and Sustainability Administration
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
TRCC	Traffic Records Coordinating Committee
TRSP	Traffic Safety Resource Prosecutor
US DOT	United States Department of Transportation
USPP	United States Park Police
VMT	Vehicle Miles Travelled
WABA	Washington Area Bicycle Association
WRAP	Washington regional alcohol program

## Introduction

On behalf of the Mayor of the District of Columbia and the Director of the District Department of Transportation (DDOT), the Highway Safety Office (HSO) presents the Fiscal Year 2020 Highway Safety Annual Report (AR) to showcase the District's progress and achievements towards the goal of zero traffic fatalities and serious injuries.

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

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

In FY2020, the HSO program used Federal grant funds administered by the National Highway Traffic Safety Administration (NHTSA) in accordance with the State and Community Highway Safety Funds under Section 402 and the National Priority Safety Programs under Section 405 (FAST Act and MAP-21).

## District of Columbia Core Performance Measures

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

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

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

*Suspected Serious Injury* is one or combination of:

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

*Suspected Minor Injury* is one or combination of:

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

## District of Columbia Core Performance Measures

The Table below provides the 2019 and 2020 status of the core performance measures. For 2019, the District met 14 out of the 16 core performance measure targets and based on preliminary data, the District is on track to meet 15 out of the 16 performance measures in 2020, despite the increase in fatalities in 2020.

Performance Measure	Assessment of Results in Achieving Performance Targets for FY20 and FY19								
	FY 2020					FY 2019			
	Target Period	Target Year(s)	Target Value FY20 HSP	Data Source*/ FY2020 Progress Result (Jan – Oct)	On Track to Meet FY20 Target Y/N **	Target Year(s)	Target Value FY19 HSP	Data Source/	Met FY19 Target Y/N
<b>C-1) Total Traffic Fatalities</b>	5 year	2016-2020	40	2016 – 2020 FARS/STATE 33	Y	2015-2019	31	2015 – 2019 FARS 23	Y
<b>C-2) Serious Injuries in Traffic Crashes</b>	5 year	2016-2020	414	2016 – 2020 FARS/STATE 270	Y	2015-2019	417	2015 – 2019 STATE 352	Y
<b>C-3) Fatalities/VMT</b>	5 year	2016-2020	1.07	2016 – 2020 FARS/STATE 0.89	Y	2015-2019	0.85	2015 – 2019 FARS 0.62	Y
<b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions</b>	5 year	2016 – 2020	6	2016 – 2020 FARS/STATE 7	N	2015-2019	8	2015-2019 FARS 5	Y
<b>C-5) Alcohol-Impaired Driving Fatalities</b>	5 year	2016 – 2020	17	2016 – 2020 FARS/STATE 1	Y	2015-2019	10	2015-2019 FARS 6	Y
<b>C-6) Speeding-Related Fatalities</b>	5 year	2016 – 2020	17	2016 – 2020 FARS/STATE 15	Y	2015-2019	13	2015-2019 FARS 13	Y
<b>C-7) Motorcyclist Fatalities</b>	5 year	2016 – 2020	6	2016 – 2020 FARS/STATE 6	Y	2015-2019	5	2015-2019 FARS 3	Y
<b>C-8) Unhelmeted Motorcyclist Fatalities</b>	5 year	2016 – 2020	1	2016 – 2020 FARS/STATE 1	Y	2015-2019	1	2015-2019 FARS 1	Y
<b>C-9) Drivers Age 21 or Younger Involved in Fatal Crashes</b>	5 year	2016 – 2020	3	2016 – 2020 FARS/STATE 0	Y	2015-2019	1	2015-2019 FARS 3	N
<b>C-10) Pedestrian Fatalities</b>	5 year	2016 – 2020	15	2016 – 2020 FARS/STATE 9	Y	2015-2019	10	2015 – 2019 FARS 9	Y
<b>C-11) Bicyclist Fatalities</b>	5 year	2016 – 2020	5	2016 – 2020 FARS/STATE 1	Y	2015-2019	1	2015 – 2019 FARS 1	Y
<b>B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</b>	Annual	2020	90	State survey/ 95.7	Y	2019	90	State survey/ 95.4	Y



Assessment of Results in Achieving Performance Targets for FY20 and FY19									
Performance Measure	FY 2020					FY 2019			
	Target Period	Target Year(s)	Target Value FY20 HSP	Data Source*/ FY2020 Progress Result (Jan – Oct)	On Track to Meet FY20 Target Y/N **	Target Year(s)	Target Value FY19 HSP	Data Source/	Met FY19 Target Y/N
<b>C-12) Alcohol-Impaired Driving Injuries</b>	5 year	2016 – 2020	120	2016 – 2020 STATE 99	Y	2015-2019	169	2015 – 2019 STATE 94	Y
<b>C-13) Unrestrained Passenger Vehicle Occupant Injuries, All Seat Positions</b>	5 year	2016 – 2020	83	2016 – 2020 STATE 38	Y	2015-2019	89	2015 – 2019 STATE 41	Y
<b>C-14) Speeding-Related Injuries</b>	5 year	2016 – 2020	200	2016 – 2020 STATE 144	Y	2015-2019	143	2015 – 2019 STATE 170	N
<b>C-15) Pedestrian Injuries</b>	5 year	2016 – 2020	572	2016 – 2020 STATE 247	Y	2015-2019	619	2015 – 2019 STATE 447	Y
<b>C-16) Bicyclist Injuries</b>	5 year	2016 – 2020	415	2016 – 2020 STATE 163	Y	2015-2019	478	2015 – 2019 STATE 334	Y

Description		FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
<b>A 1</b>	Number of seatbelt citations issued during grant-funded enforcement activities	931	2,555	3,852	2,458	1,639	
<b>A 2</b>	Number of impaired driving arrests made during grant-funded enforcement activities	150	213	243	211	189	
<b>A 3</b>	Number of speeding citations issued during grant-funded enforcement activities	145	1,004	1,473	1,394	1,146	
	Number of distracted driving citations issued during grant-funded enforcement activities	862	2,068	3,391	1,496	1,222	
	Number of pedestrian- and bicycle-related citations issued during grant-funded enforcement activities	704	294	1,240	914	2,493	



The 2020 HSP targets were developed utilizing the data trends from 2010 to 2017. In setting these goals the District projected the trends both annual and the 5-year rolling average.

According to FARS 2019 data, the District had four fatalities less than 2018, a 26 percent reduction, meeting the District's 2019 HSP goal; based on the average projections of the annual and 5-year rolling average. Preliminary data for 2020, shows fatalities are increasing primarily due to speed-related crashes as a result of the less congested roadways due to the COVID-19 pandemic and the stay-at-home orders. However, the District is still on track in meeting the 2020 HSP goal, based on the average projections of the annual and 5-year rolling average.

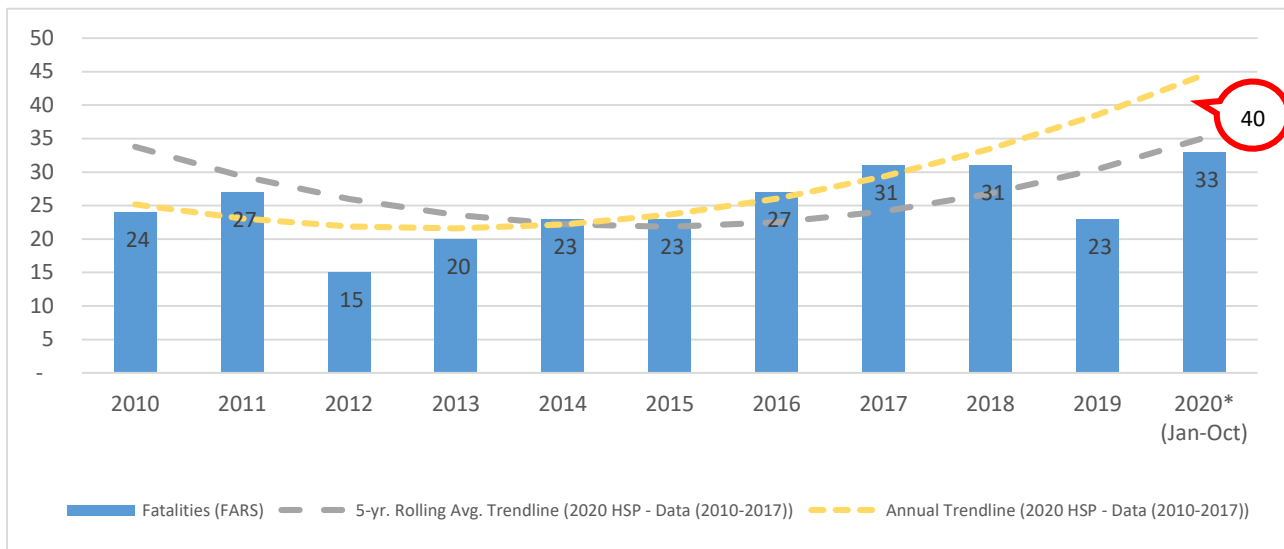


FIGURE 1: OVERALL FATALITIES, TRENDS, AND 2020 HSP GOAL

The District's number of serious injuries has been on a steady decline since 2016. In 2019 there were 12 fewer serious injuries than 2018, a 3.3 percent decrease, meeting the District's HSP goal. Preliminary data for 2020 currently shows a significant decrease in injuries. The District is on track to meet the 2020 HSP goal of 394 based on the 5-year rolling average.

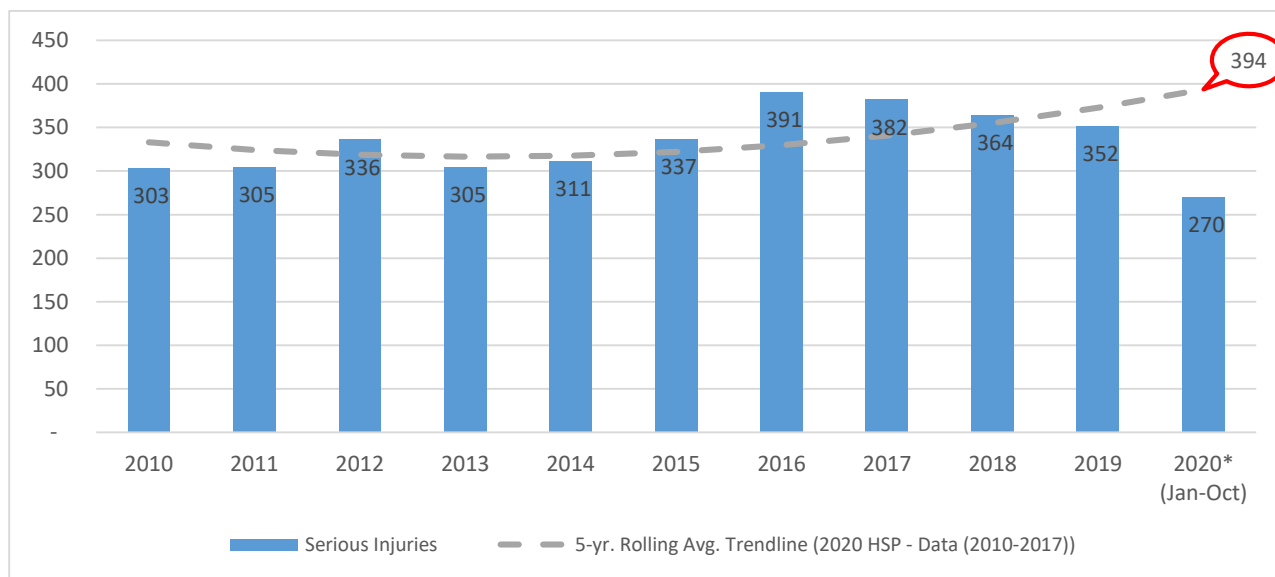


FIGURE 2: SERIOUS INJURIES, TREND, AND 2020 HSP GOAL

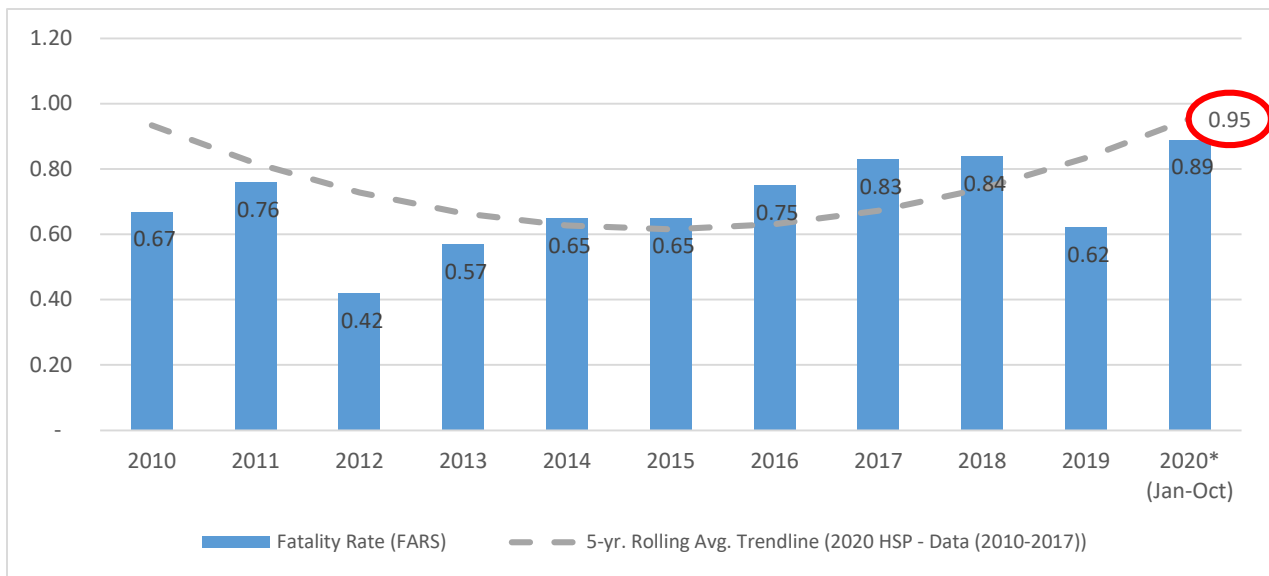


FIGURE 3: FATALITY RATE, TREND, AND 2020 HSP GOAL

According to 2019 FARS, there was a sharp decline in the fatality rate from 2018, a 26 percent decrease: however, based on preliminary data, the fatality rate is sharply increasing for 2020. This is largely due to the COVID-19 pandemic and the stay home orders reducing the number of miles travelled. However, the District is on track to meet the 2020 HSP 5-year rolling average of 0.95.

In FY2020, the HSO implemented projects focused on the following emphasis areas:

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

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

**Motorcycle Safety** – As of January 2020, there were 5,238 registered motorcycle in the District - 1.7 percent of all registered vehicles. Based on the data from 2016-2019, crashes involving motorcycles (924) accounted for approximately 0.9 percent of all crashes (106,530) and 3 percent (364) of all injuries (11,365). However, motorcyclists are involved in a disproportionate number of fatalities (21 out of 116 or 18.1 percent) in the District. As of October 2020, the District has had six (6) motorcycle traffic fatalities, one of which were not wearing a helmet.

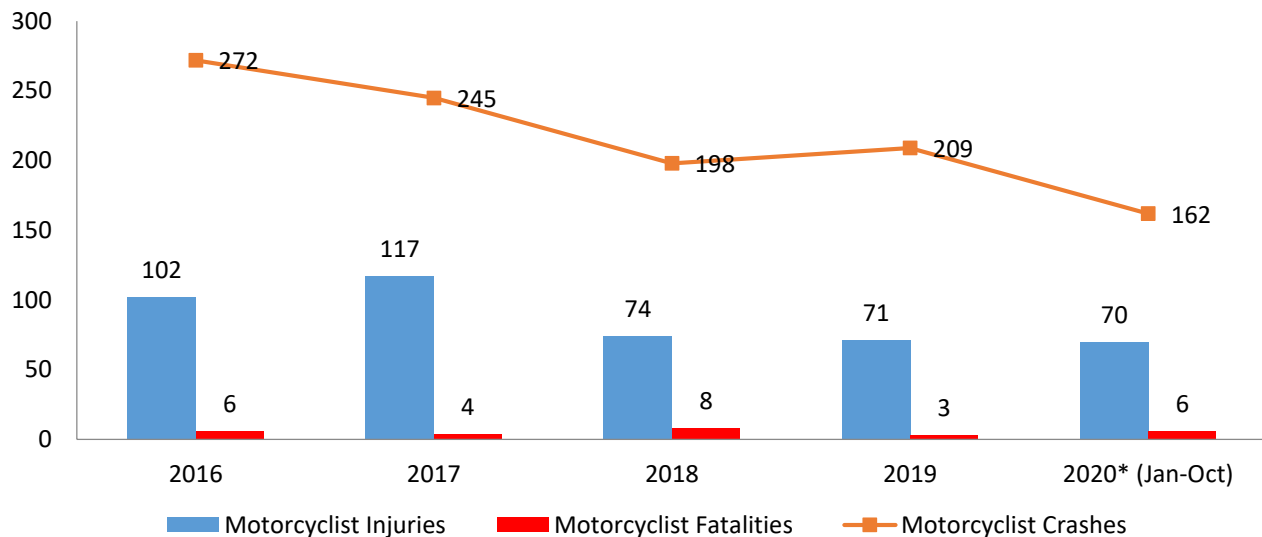


FIGURE 4: MOTORCYCLIST-RELATED FATALITIES, INJURIES, AND CRASHES

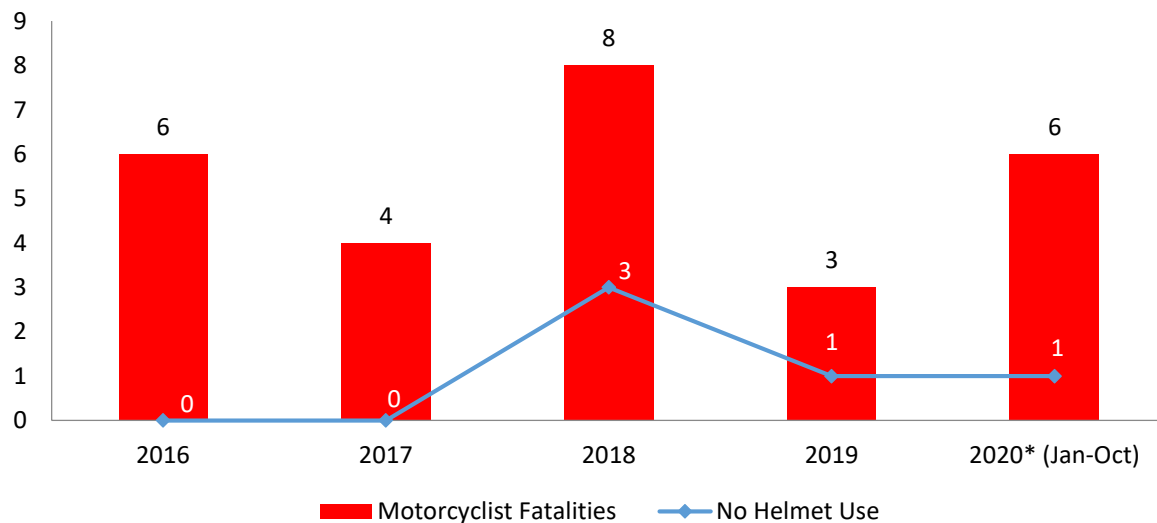


FIGURE 5: MOTORCYCLIST-RELATED FATALITIES AND HELMET USE

Younger Driver (21 years old or younger) – As of January 2020, there were 9,498 licensed young drivers - 2 percent of all licensed drivers in the District (483,135). Based on the data from 2016-2019 crashes involving younger drivers (5,772) accounted for approximately 5.4 percent of all crashes (106,530), 9.2 percent (1,045) of all injuries (11,365) and 7.8 percent of all fatalities (9 out of 116). As of October 2020, the District has no fatalities where a younger driver was involved.

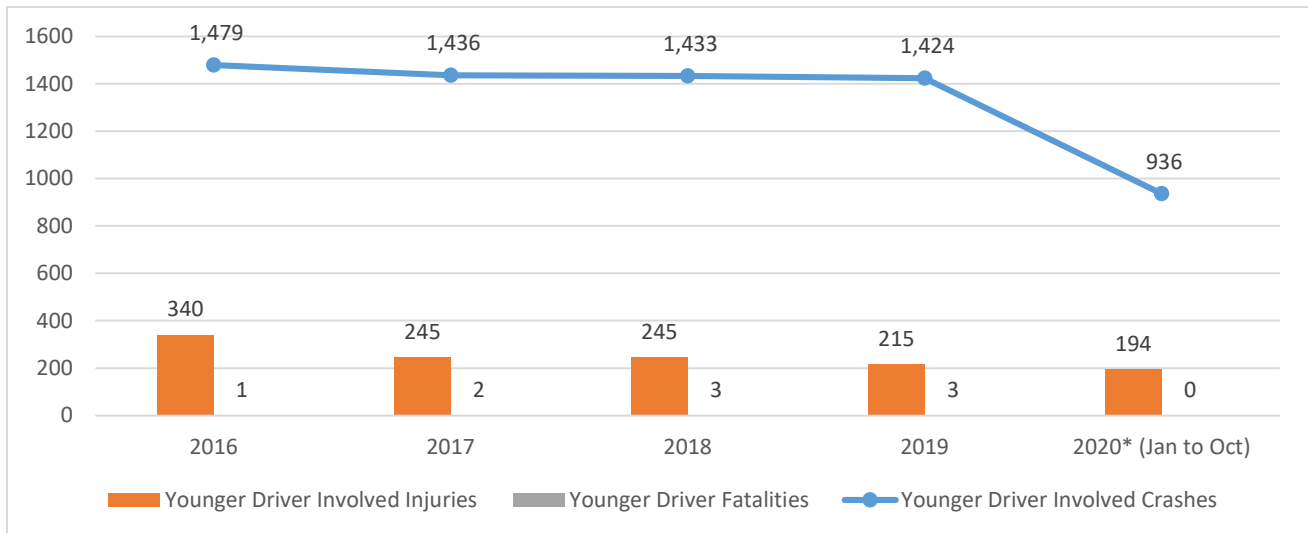


FIGURE 4: YOUNGER DRIVER FATALITIES, INJURIES, AND CRASHES

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

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

Unfortunately, it is difficult to obtain reliable statistics on the use of cell phones while driving or using a navigation system or other in-vehicle electronics as a contributor to crashes. However, data from 2016–2019 crashes identified mobile telephone and electronic devices as the primary cause of distracted driving in 1.1 percent (1,187) of crashes (106,619), and 1.4 percent (163) of injuries (11,365). As of October 2020, there were 35 distracted-related injuries in the District.

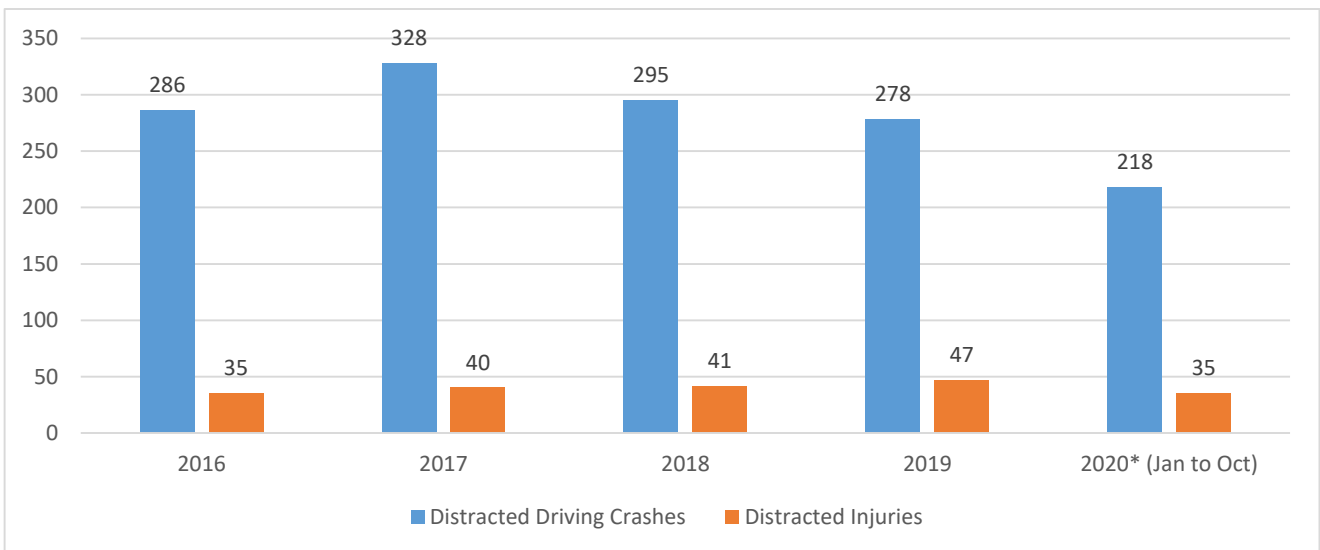


FIGURE 5: DISTRACTED DRIVING CRASHES, AND INJURIES

## District of Columbia Strategic Highway Safety Plan (2020 Update)

The development of the District's Strategic Highway Safety Plan (SHSP) 2020 update is ongoing in FY2020. It is a Districtwide data-driven traffic safety plan—developed in collaboration with a wide range of safety partners—to reduce traffic-related fatalities and injuries across all modes of transportation on all District public roads. This collaborative effort involves Federal, District, and private sector safety stakeholders who have helped the SHSP establish goals, objectives, and identify challenge areas. The broad array of partners involved is matched by the comprehensive reach of the plan needed to commit to and implement the strategies and reach the District's goal to save lives and prevent injuries. The process is designed to drive safety investment decisions and coordination with other safety plans, including the District's Highway Safety Improvement Program (HSIP), the HSP, the Freight Plan, and the Zero Vision Plan. The SHSP is a major component and requirement of the HSIP (23 U.S.C. § 148).

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

The District is also committed to supporting and strengthening a safety culture that places safety first and foremost in road system investment decisions. The District's Zero Deaths Vision for the future requires a more rapid shift in culture across all the District Agencies and other organizations, as well as within District communities. Everyone (public and nonpublic) must accept that traffic fatalities and serious injuries are unacceptable, and preventable and everyone has some responsibility to achieve this goal.

The key principles on which the SHSP 2020 update is based on are:

- **Traffic death and/or serious injuries are unacceptable.** No District resident, commuter, and visitor should endure either when using the transportation system.
- **Road users make mistakes.** The District transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.
- **Road users are vulnerable.** The District transportation system can be human-centric and accommodate human vulnerabilities.
- **Responsibility is shared.** District agencies and other non-District agency stakeholders (i.e., universities, for profit and nonprofit organizations) have a role to ensure that crashes do not lead to fatal or serious injuries<sup>1</sup>.
- **Safety is proactive.** The current District reactive process (waiting for crashes to occur) to risks in the transportation system will be combined with a more structured, proactive approach to identify and mitigate latent risks.
- **Redundancy is crucial.** The District will implement strategies across all District agencies to strengthen the transportation system, so that if one part fails, other parts still protect road users



FIGURE 6: SAFE-SYSTEMS APPROACH

<sup>1</sup> Note: Some stakeholders, e.g., vehicle manufactures, are, to the most extent, outside District control; however, the District, together with support from other state executive leadership, can influence the decision-making process at those entities.

The District recognizes that traffic crashes are a serious public health concern, especially in communities with poverty rates higher than the District average. The District is committed to elevating and advancing **transportation equity**. Transportation equity is the shared and just distribution of benefits and burdens when planning for and investing in transportation infrastructure and services. The District can achieve this by evaluating its policies, planning, community engagement, and project delivery to ensure public investments in transportation improve road safety for all residents, visitors, and commuters.

For the first time, the District 2020 SHSP includes issues of health equity. The Centers for Disease Control and Prevention (CDC) explains that health and equity are inextricably linked as one cannot exist without the other, and transportation safety, mobility, and access play an important role in both. Pedestrian-related serious injuries and fatal crashes more frequently affect people living in poverty, which includes an overrepresentation of people of color, the elderly, and people with disabilities. Most pedestrians involved in traffic crashes live in Wards 7 (17 percent) and 8 (13.9 percent), followed by Wards 5 (13.8 percent), 1 (12.9 percent), and 6 (11.6 percent). With respect to bicyclist-related crashes, those most involved live in Ward 1 (23.4 percent), followed by Wards 5 (15.9 percent) and 6 (15.6 percent). The strategies of the SHSP 2020 update will ensure that equity is a key consideration in addressing the various emphasis areas.

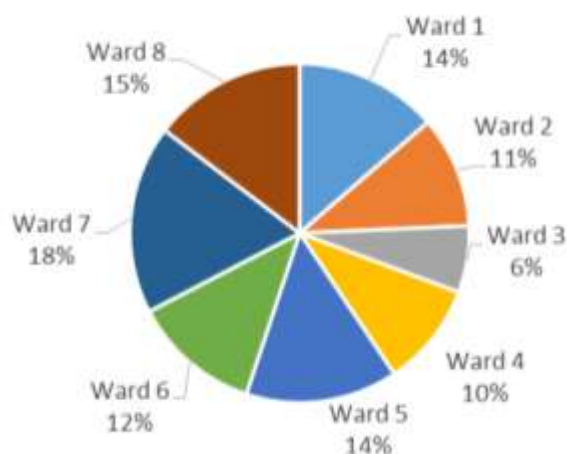


FIGURE 9: PEDESTRIANS INVOLVED IN A CRASH BY DISTRICT RESIDENTS

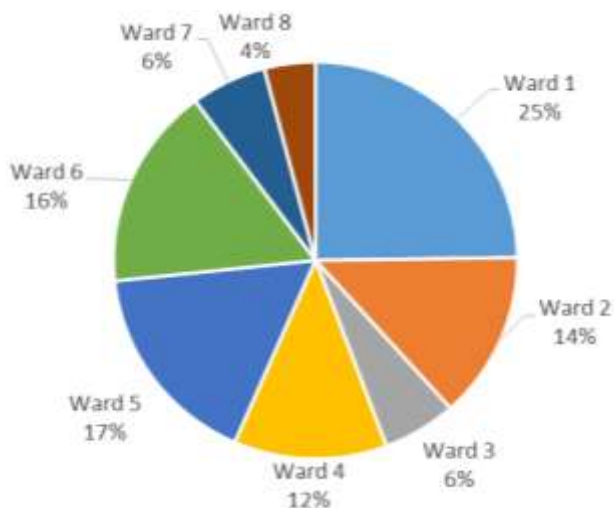


FIGURE 10: BICYCLISTS INVOLVED IN A CRASH BY DISTRICT RESIDENTS

The following assumptions were used to develop the 2020 SHSP update goals:

- From January 2020 to present, coronavirus disease 2019 (COVID-19) has evolved from an isolated disease to a global pandemic that has brought countries to a standstill, pushed hospital systems to the brink, and dragged the global economy into recession. The District and surrounding regions are no exception; by late March 2020 there was a total lock-down of all public/private facilities, which almost eliminated all vehicle miles travelled (VMT).
- With empty streets, many drivers treated the open lanes as their own private race track and drove at excessive speeds, often at or above 100 mph. The result was an exponential increase in traffic fatalities, which unfortunately is expected to continue through 2021. However, the reverse occurred for traffic-related injuries. As traffic settles into normal VMT, it is expected that related injuries will also increase. To allow for this abnormality, the 2020 data was projected and incorporated for use in the 5-year rolling average to establish the 2021 traffic fatality and injury numbers. Averaging crashes over a longer period than 1 year normalizes the data to account for such anomalies that can skew analyses.
- FHWA traffic volume trends were used to estimate the anticipated VMT reduction from 2019 to 2020, which was conservatively estimated at 15.5 percent. It is expected that by 2022 VMT will be back to the pre-COVID levels (2019).
- From 2022 to 2030, it is estimated that VMT will increase by 1 percent annually. This is a conservative estimate as many employers are considering some form of telework arrangement, which can affect VMT.
- To achieve the 2020 SHSP vision, it is expected that by implementing the strategies, both traffic fatalities and injuries will be reduced by a minimum of 5 percent annually through to 2030.

### SHSP Traffic Fatality Performance Measures

To achieve the Vision Zero goal, the District will work to reduce traffic fatalities by 49 percent—from 37 (estimated 2020) to 19 by 2030 (Figure 11). The District also established a fatality rate goal of 0.48 fatalities per 100 VMT by 2030, compared to 0.89 in 2020 (Figure 12), a decrease of 46 percent.

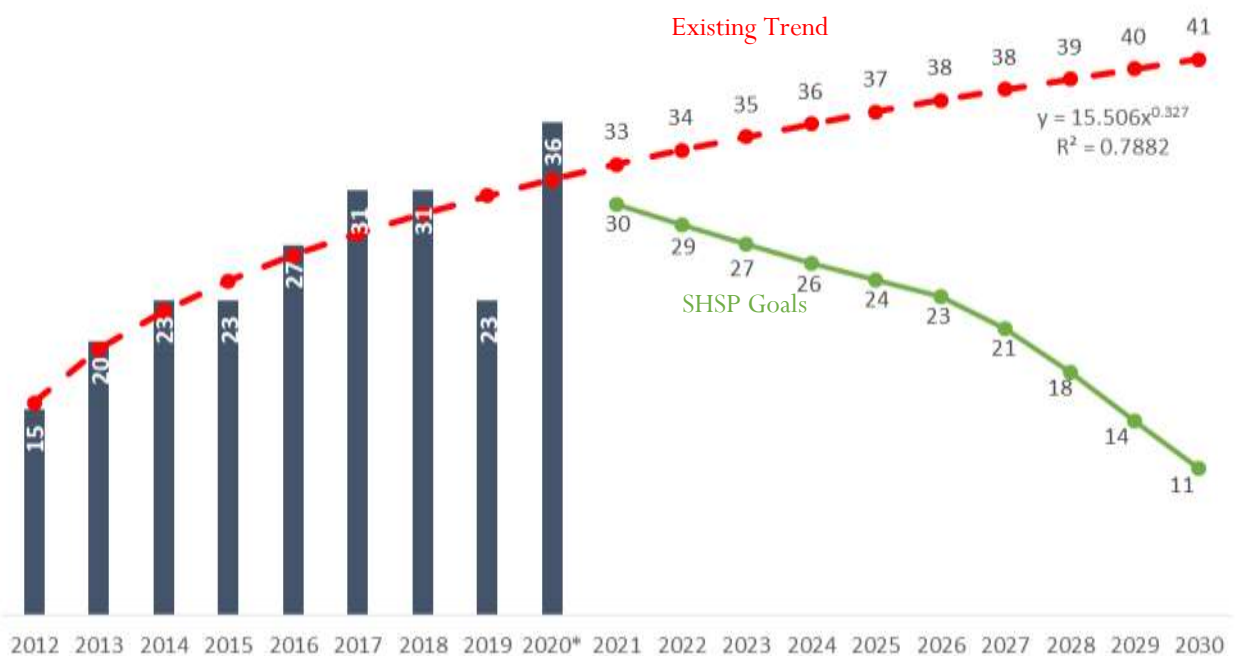






FIGURE 8: FATALITY RATE PER 100 VMT GOAL (FARS 2012–2018, DISTRICT 2019–2020 PRELIMINARY)

### SHSP Traffic-related Injuries Performance Measures

The District also seeks to reduce traffic-related injuries by 48 percent, from 2,445 (estimated 2021) to 1,272 by 2030 (Figure 13).

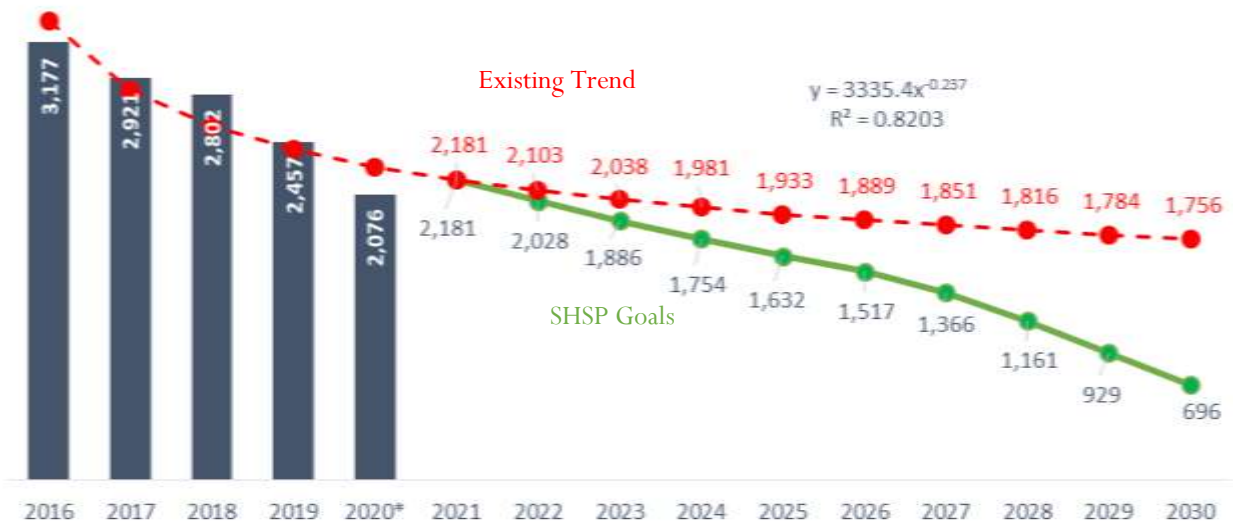


FIGURE 9: TRAFFIC INJURY GOAL (DISTRICT, 2020 PRELIMINARY)

## Legislation Updates

### **B23-0288 - Vision Zero Enhancement Omnibus Amendment Act of 2019**

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while also increasing safe and equitable transportation opportunities for all users and modes. The legislation, which the DC Council unanimously passed on September 22, 2020 (projected law date December 18), accelerates improvements to bicycle and pedestrian infrastructure, expands the city's automated traffic enforcement program, and boosts traffic safety education. It also aims to address transportation equity concerns, setting procedures to identify high-risk intersections and areas where access to transit needs improvement.

The legislation, which has more than a dozen provisions, is in line with Mayor Muriel E. Bowser's Vision Zero traffic safety plan to eliminate traffic deaths by 2024. The bill includes the following:

- Educate the public on automobile and bicycle interactions, emphasize a zero-tolerance policy for automobile-bicycle related injuries and fatalities, and include information on sharing the road and preventing the dooring of cyclists.
- Mandates that a bicyclist have a rear lamp that can be steady or flashing and visible from 500 feet when riding at night and eliminates the current minimum requirement of a red reflector.
- Establishes the speed limit on all local and collector streets to 20 miles per hour.
- Prohibits right vehicle turns on red traffic control signals at any intersection within 400 ft. of a playground, primary or secondary school, recreation center, library, or Metrorail station entrance, or that has a bike lane running through it.
- Enhances the definition of distracted driving to include driving with over-the-ear headphones or ear buds in both ears and ensures that a driver's driving record will result in points for distracted driving violations.
- Expands the parking prohibition for oversized vehicles to include parking alongside an unprotected bike lane.
- Requires any DDOT road reconstruction, major repair, or installation or replacement of a curb and gutter project where the roadway does not have sidewalks on both sides of the roadway to also include a sidewalk on the missing segment. When a new segment is installed according to this provision, it must also be built to connect to an existing sidewalk that is located within one tenth of a mile of the project-related sidewalk.
- Requires DDOT to install or replace a pedestrian crosswalk with a high-visibility, marked crosswalk for any roadway segment without a marked crosswalk or that is undergoing a road reconstruction, major repair, or installation or replacement of a curb and gutter project. DDOT does not need to install a high-visibility, marked crosswalk if it can show that doing so would reduce pedestrian safety.
- Requires DDOT to install a protected bicycle lane on any roadway undergoing a road reconstruction, major repair, or installation or replacement of a curb or gutter project if that roadway is also included in DDOT's Plan.
- Amends the automated traffic enforcement (ATE) program notification of violation requirements and prescribes an overall program expansion; deployment of 75 red light cameras and ten bus lane enforcement cameras by January 1, 2022 and deployment of 125 red light cameras and 30 stop sign cameras by January 1, 2024. Currently there are 40 red light, zero bus lane, and six stop sign cameras deployed.
- Requires any licensed driver moving into the District to take the District's driver's license knowledge test if the test was not taken in their home jurisdiction within the last five years.

- Expands the required information that needs to be included in the knowledge test to include bicycle safety requirements such as giving cyclists three feet of space, employing the Dutch reach method, and yielding to bicyclists when turning.
- Ensures that a driver required to participate in the ignition interlock program who fails to enroll in the program within 30 days shall have their driving privileges revoked and their vehicle registration suspended.
- Establish reciprocity agreements with Virginia and Maryland that require the participating jurisdictions to suspend or prohibit renewal of a vehicle registration or driver’s license for the failure to pay a certain amount of non-moving and ATE program fines.

## Challenges

COVID-19 Pandemic – At the end of the second quarter of FY2020, the District along with 42 other states issued a stay-at-home order as a result of the COVID-19 pandemic. The stay-at-home orders were lifted on May 29<sup>th</sup>; however, teleworking was strongly recommended for non-essential workers, and social distancing (minimum of six ft. apart) and wearing mask must be followed per DOH guidance. Large gathering of more than ten individuals are prohibited.

The implementation of the stay-at-home orders and work from home drastically reduced VMT in the District. This also reduced the number of crashes compared to previous years. With the significant drop in traffic volume and driver perception that officers were either busy dealing with the pandemic or hesitant to engage in direct contact, drivers could not resist the temptation to engage in risky driving behaviors such as excessive speeds, not wearing a seatbelt, and driving under the influence.

The graph below illustrates the District’s automated photo enforcement program, comparing 2019 to 2020 data. Overall, there was a 10 percent increase in citations (115,279) in 2020 (as of November 2020) compared to 2019.

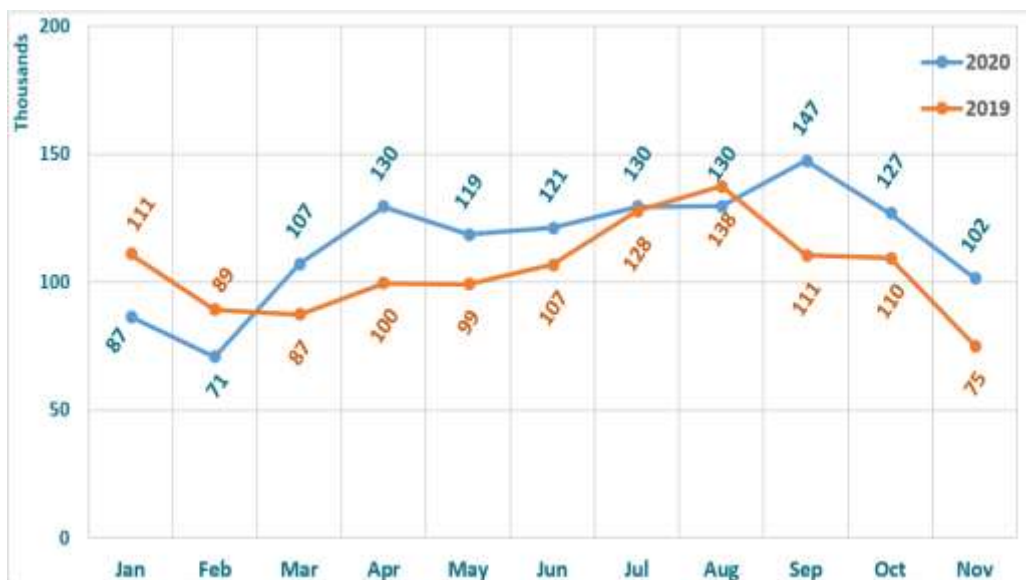


FIGURE 10: PHOTO ENFORCEMENT (2019-2020)

Based on preliminary data, there are 33 fatalities in the District between January and October; this is a 38 percent increase over the same time period in 2019. Compared to 2019, there were an increase in single-

vehicle crashes involving a fixed object (7 in 2020/2 in 2019), speed-related (15 in 2020/11 in 2019), and unrestrained-related (7 in 2020/2 in 2019). At the time of the report, alcohol-impairment among 2020 traffic fatalities are unknown; however the data suggest at least five drug-impaired related fatalities.

## FY2021 Highway Safety Plan Focus

Based on the preliminary 2020 data impaired and aggressive driving is on the rise and continues to be a challenge. The HSO will continue to support its current efforts in FY2021 and make adjustments to increase radar enforcement.

The HSO will amended the FY2021 HSP to include the purchase of two variable message radar signs. These will be used in combination with enforcement to curb impaired-related driving and other unsafe behaviors on high crash corridors in the District.

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

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

This report provides an overview of each Program Area, including performance measures and goals. The HSO 2020 programming efforts target the following safety areas:

- Impaired Driving – 405 Eligibility criteria – Low-range State
- Occupant Protection – 405 Eligibility criteria – High Seat belt Use State
- Pedestrian/Bicycle Safety – 405 Eligibility criteria – 15 percent or more of all fatalities are non-motorized
- Traffic Records – 405 Eligibility criteria – has a functioning TRCC committee
- Aggressive Driving

**Description and Analysis of Projects  
and Activities Funded**

# Impaired Driving Projects

## Overview

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

Figures 15 and 16, illustrate the progress the District has made in combatting impaired driving.

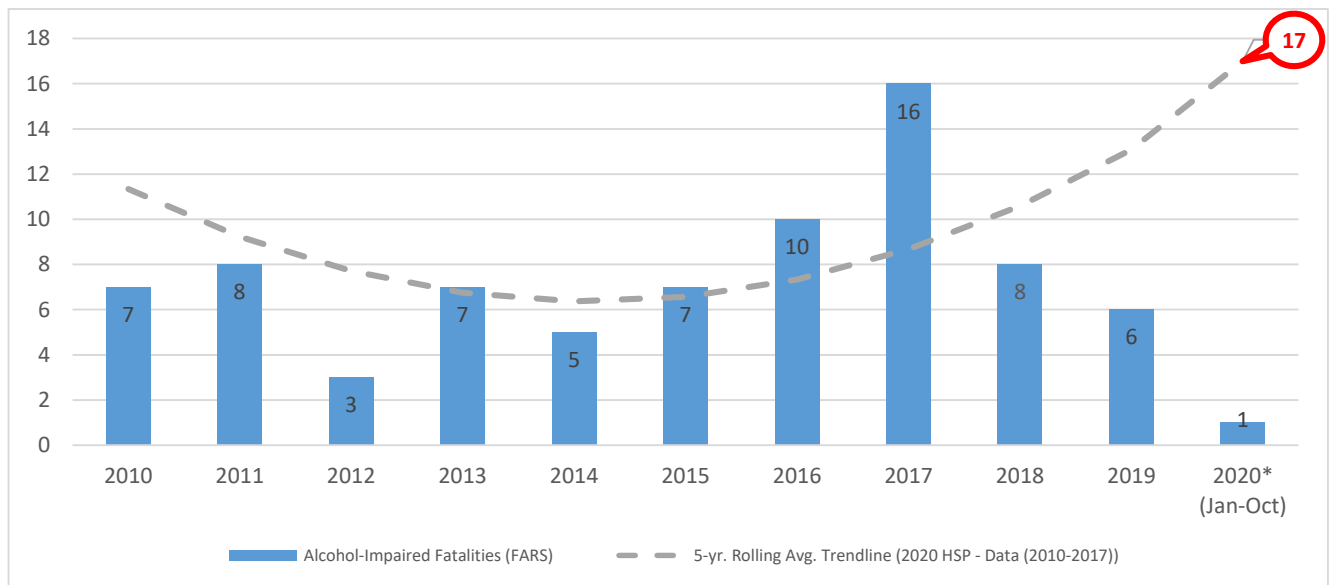


FIGURE 12: ALCOHOL-RELATED FATALITIES, TREND, AND 2020 HSP GOAL

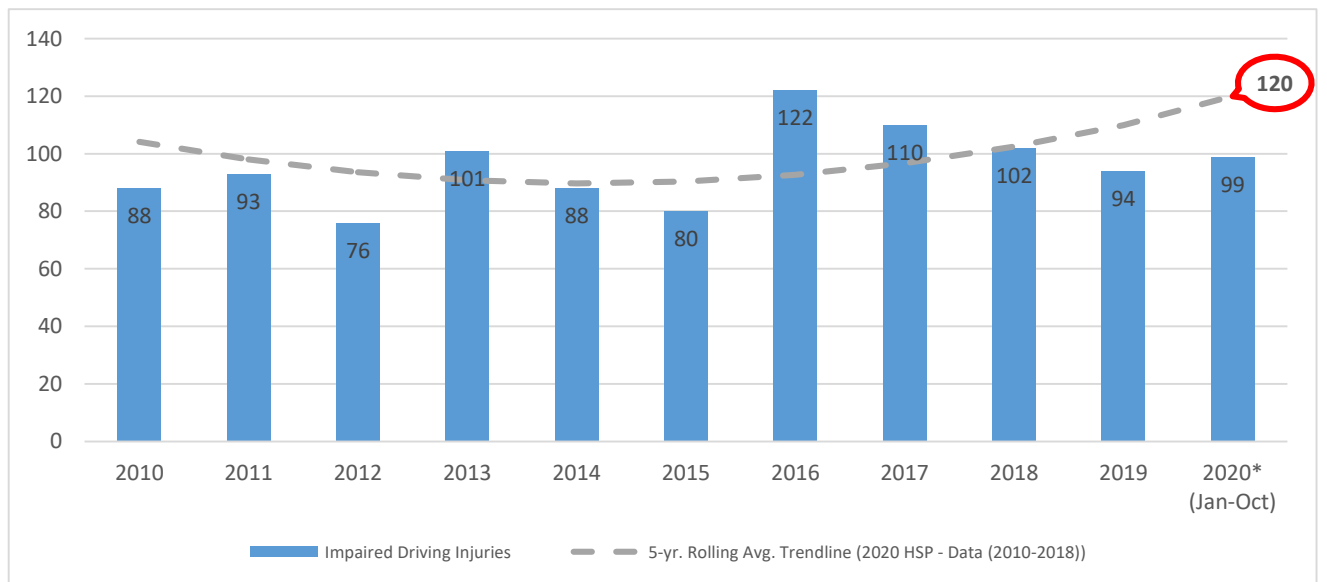


FIGURE 11: IMPAIRED-RELATED INJURIES, TREND, AND 2020 HSP GOAL

The number of alcohol-related fatalities has steadily decreased from a high of 16 in 2017 to six in 2019, a 62.5 percent decrease. According to the preliminary fatality data for 2020, there was one alcohol-related fatality. This is largely due to the ongoing COVID-19 pandemic and the stay-at-home orders and other restrictions issued by the Major. The result was less traffic on the District roads, for work, recreation, and nightlife activities. Through the continued efforts of the HSO programs and partnership developed, the District is on track to meet the 2020, 5-year rolling average goal of 17 (currently at 8).

Impaired-related injuries (involving alcohol and/or drugs) has fluctuated from a low of 76 to 122 over the last 10 years. In 2019 there was a 7.8 percent decrease in impaired-related injuries from 2018. The District is confident that the 2020, 5-year rolling average goal of 120 will be met.

### Project Descriptions and Activities Funded

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

- Strengthening implementation of impaired driving laws – partnering with the Office of the Attorney General (OAG) to effectively prosecute impaired drivers and to provide training to prosecutors and law enforcement on the complexities of an impaired driving case.
- Chemical/Drug Testing – partnering with Office of the Chief Medical Examiner (OCME) to increase the detection of drugs and other illicit substances to strengthen impaired driving cases and to reduce the testing turnaround.
- Enforcement – partnering with the Metropolitan Police Department (MPD) to expand saturated patrols and underage drinking at various establishments.
- Education and awareness campaigns – partnering with the Washington Regional Alcohol Program (WRAP) and the McAndrew Company to increase awareness throughout the District and the region.

The impaired driving program qualified for the NHTSA 405 grant as a low-range State. The following section summarize the projects implemented in FY2020.

### ADJUDICATION – COURT MONITORING

<b>Project Number/ Agency</b>	<b>Project Name</b>	<b>Awarded Amount</b>	<b>Amount Expended</b>
M6OT-2020-01-00/ Office of the Attorney General (OAG)	DUI Prosecutor and Paralegal	\$890,500.00 (405D)	\$777,570.37
	Traffic Safety Resource Prosecutor (TSRP)		

### BACKGROUND

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

### PROJECT GOALS AND RESULTS

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



- Represent the District in litigating most demanding and difficult impaired driving cases, such as repeat offenders, children-in-car cases, major crash cases and toxicology cases
- Screen DUI Cases for Papering and Drug Court
- Preparing legal pleadings for cases assigned to the DUI Prosecutors.
- Offer trial strategy and trial practice technique for DUI cases.
- Advise line attorneys on plea negotiation regarding DUI cases.
- Attend and host DUI conferences, meetings, and trainings aimed at prosecution of DUI cases and promoting traffic safety.
- Maintain communication and provide technical support and resource to other local and national traffic safety stakeholders.
- Educate, provide 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.
- Assist and serve as a resource to law enforcement officials and prosecutors by offering expertise for prosecuting traffic safety offenses.
- Improve breath, blood, and urine testing program.
- Develop and enhance the District's impaired driving programs and cooperation to improve awareness and enforcement of impaired driving offenses.
- Provide legal, technical, and litigation support in the prosecution of impaired driving cases.
- Strengthen the laws in the District so that adequate punishment is available which would serve as a deterrent.

During FY2020, the DUI Prosecutors and the TSRP collectively closed 253 of the most complex DUI cases, such as those with multiple victims who sustained serious injuries, children in the vehicle, repeat offenders, high breath score cases, and toxicology cases. The DUI Prosecutors and the TSRP collectively filed enhancement papers on approximately 156 cases involving repeat offenders and children present in the vehicle. The DUI Prosecutors and the TSRP also collectively filed approximately 25 expert notice motions, to include officers who conducted the Horizontal Gaze Nystagmus ("HGN") test, the MPD's Breath Alcohol Program Manager, and the OCME's Chief Toxicologist.

The DUI Prosecutors and the TSRP conducted 9 formal witness conferences (several of the witnesses were from MPD) in preparation for trials, including those with civilian witnesses, victims, HGN experts, police officers offering lay testimony, breath test technicians, technicians of the OCME, and the Chief Toxicologist.

The DUI Prosecutors and the TSRP tried one jury trial and six bench trials. The DUI Prosecutors and the TSRP also participated in motion hearings and detention hearings in FY2020. Both the DUI Prosecutors and the TSRP adhere to plea guidelines, make appropriate referrals to Drug Court, and consult with each other and management when deviating from policy.

The DUI Prosecutors filed and the TSRP collectively filed approximately 147 pleadings this year, including motions for protective orders, oppositions to motions to dismiss, oppositions to motions to suppress evidence and statements, oppositions to inclusion of either breath or toxicology results, response to demand for witness, and response to motion to reduce sentence.

The DUI Prosecutors and the TSRP collectively requested ignition interlock devices on 28 alcohol-related impaired driving cases that resulted in a guilty conviction by way of plea or conviction after trial.

In FY2020, the DUI Prosecutors and the TSRP screened approximately 1147 impaired driving arrests, with approximately 350 of those cases assigned to the DUI Prosecutors and the TSRP.

The DUI Prosecutors and the TSRP assisted officers in drafting search warrants for 37 DUI cases this year. These cases typically involve major crashes, and defendants under the influence of drugs and/or with high blood-alcohol levels.

During FY2020, approximately 37 cases were screened for Drug Court. To be eligible for Drug Court, individuals need to be assessed by both the court's Pretrial Service Agency and by the Office of the Attorney General Criminal Section. They also spent approximately 175 hours representing the District in Drug Court hearings, participating in Drug Court graduation, and preparing cases for Drug Court.

During FY2020, the DUI prosecutors participated in approximately 75 different trainings, totaling approximately 181 activity hours of training such as DRE, ARIDE, and the IACP. The TSRP hosted and/or conducted 23 trainings to approximately 382 people. The TSRP also conducted a "Sobriety Check" session to over 150 local high school students. The TSRP attended approximately 33 trainings. Many in person training opportunities this fiscal year were impacted by COVID-19. The TSRP attended three conferences: the NHTSA Region 3 conference, the 2020 TSRP National conference, and Disrupting Distraction Symposium at George Washington University. All TSRP webinars held this quarter were made available to the OAG line prosecutors. The TSRP secured an invitation for the OAG line attorneys to attend the Oklahoma Drugged Driving training conference which was held virtually and allowed the attorneys to learn from national experts in DUI practice. Finally, the TSRP secured training for OAG attorneys to attend "Drugs that Impair" training with Montgomery County, MD Police Department. Note, this class was originally scheduled to be held in person, but due to COVID-19, was held virtually.

The TSRP participated in some long-term projects this fiscal year, including an oral fluid guide for practitioners with AAA, and updates to the Drugs and Human Performance fact sheets.

DUI Prosecutors began a research project on the feasibility of creating an emergency blood-draw search warrant program (hereinafter referred to as "e-warrant program") in the District. However, due to the restrictions placed to combat COVID-19, there were significant delays in coming up with the final recommendation to satisfy the measurement criteria, state the progress on the project, and suggest next steps before making a final recommendation in FY2021.

The TSRP provided technical support to OAG attorneys and to other District stakeholders and other TSRPs in a variety of areas, including providing statutes and jury instructions, trial materials, expert witness documents, and legislative ideas. The TSRP provided technical support to AAGs through assistance with pretrial discovery, witness conference and court observations, training, and trial strategy discussions.

The TSRP hosted two DUI enforcement meetings which enabled stakeholders to discuss trends in DUI enforcement and facilitate collaborative opportunities. Meetings were held during the first two quarters of FY 2020, but none were held during the balance of the year due to COVID-19.

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

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

The TSRP continued to work with Senior AAG on legislative matters that impact traffic safety, including reviewing bills pertaining to ignition interlock, POCA, and .05 BAC laws. The TSRP suggested legislative amendments and new laws for impaired driving, such as lowering the blood alcohol concentration levels for mandatory minimums, changes to the refusal to submit to testing laws and penalties, and ignition interlock. The TSRP proposed adding synthetic cannabinoids to the mandatory minimum DUI-drug penalty, The TSRP reviewed changes to the Victims of Violent Crime Fund act.

### **ADJUDICATION – LABORATORY DRUG TESTING**

<b><i>Project Number/ Agency</i></b>	<b><i>Project Name</i></b>	<b><i>Awarded Amount</i></b>	<b><i>Amount Expended</i></b>
M6X-2020-02-01/Office of the Chief Medical Examiner (OCME)	Chemical Testing of Impaired Drivers	\$331,432.46 (405D)	\$293,312.85

### **BACKGROUND**

OCME is the District agency that performs forensic testing on driving under the influence (DUI) and driving under the influence of drugs (DUID). Progressively, the laboratory has used grant funds to decrease testing turnaround time (+ 90 days to ~ 30 days) and expand the scope of its testing to meet the needs of stakeholders and rise to the current challenges in chemical testing. The testing allows prosecutors to complete cases faster and provides metrics and information so that the DDOT and other agencies can obtain more objective insight about the District’s impaired driving population and incorporate these factors into developing new and innovative behavioral mitigation measures. Typically, OCME tests approximately 450–550 DUI/DUID specimens a year.

### **PROJECT GOALS AND RESULTS**

The goals of the forensic testing at OCME are to:

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

In FY2020, there was a drop of cases received, likely due to the stay-at-home orders implemented due to COVID-19 (Figure 17), that resulted in MPD restricting their on-site initial screening.

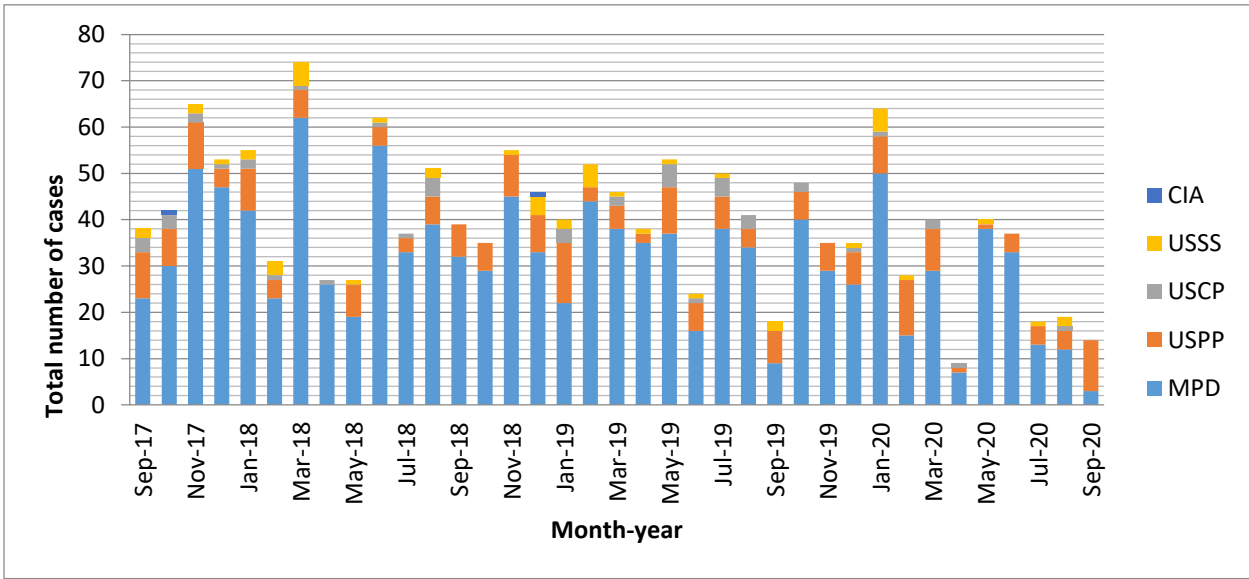


FIGURE 13: NUMBER OF CASES RECEIVED FY2018-FY2020

During mid-2020, the laboratory shifted to a partial in-house, partial tele-work structure. Although, there was a shift in scheduling, the testing panel remained comprehensive and the turn-around-time (Figure 18) needs of the District were met. The present average turn-around time is 29.6 days (from +90 days). The laboratory reported 66.5% of the cases within 30 days and 96.3% in 60 days. Additionally, 16 litigation requests were fulfilled.

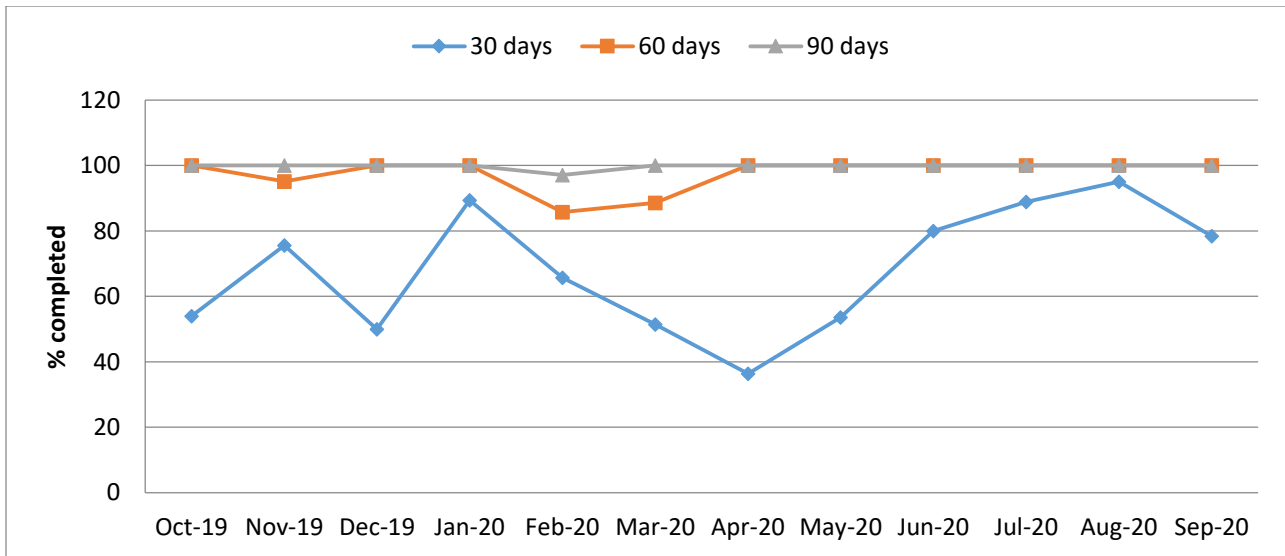


FIGURE 14: DUI TURNAROUND TIME FY2020

Analysis of analytes such as alcohol, phencyclidine, cocaine, heroin, fentanyl, anxiolytics (benzodiazepines), and synthetic cannabinoids remained within the panel. The addition of a urine analyzer allowed for the expansion of the urine testing profile to include analytes such as tramadol, meperidine, and buprenorphine.

Consistently, the most detected analytes continue to be ethanol, THCCOOH and phencyclidine, as shown in Figure 19.

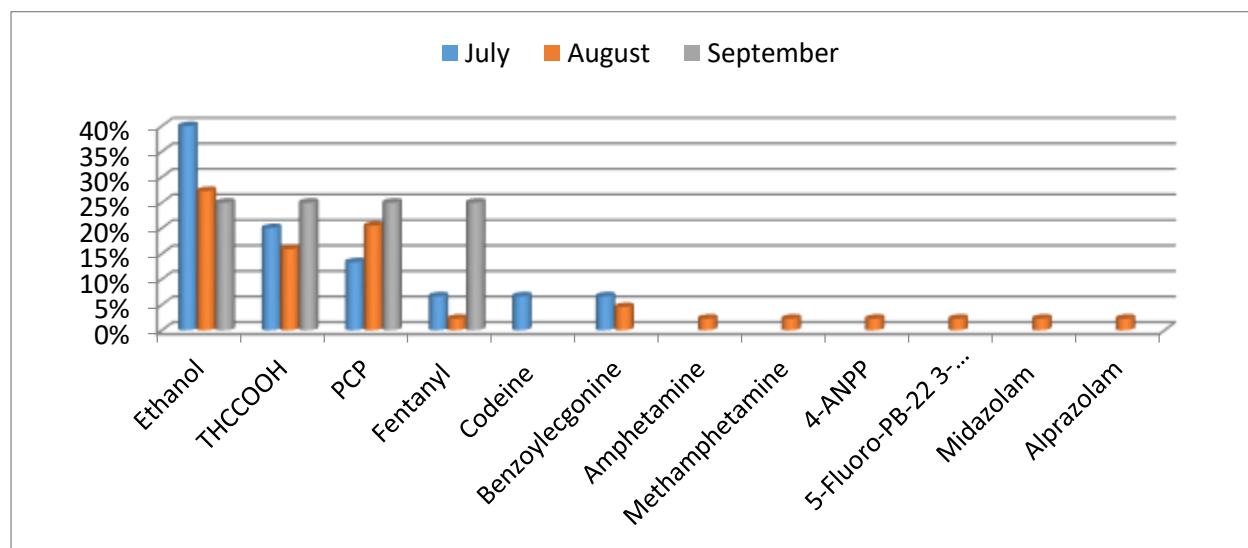


FIGURE 15: FY2020 4TH QUARTER - DRUG PREVALENCE

Also of note, two presentations entitled 1) *Driving Under the Influence Case Report Involving Flualprazolam and Marijuana*, and 2) *The Impact of the Legalization of Marijuana on Driving Under the Influence Cases in Washington, DC*, were presented at the Society of Forensic Toxicologists virtual 2020 conference. Future projects include an assessment of the DUI testing panel to ensure that it remains on-par with industry standards. Also the testing laboratory will seek international (ISO/IEC 17025:2017) accreditation.

The District's Breath Alcohol program is also run and operated by the OCME. Four times a year the Breath Alcohol Program Manager conducts a 40 hour training with MPD Officers. The Officers are trained to give court defensible evidential breath tests. Due to COVID-19 in FY2020 there were only 2 classes of new breath officers trained. Based on procedure, certified officers that do not recertify would lose their ability to give an evidential breath test. However, in understanding the necessity for maintaining continuity of operations for DUI and DUID enforcement, the OCME (temporarily) replaced the in-person recertification with a written exam. The exam was used to demonstrate knowledge and competency. This adjustment allowed for MPD officers to remain certified during the pandemic and continue their enforcement efforts. The Breath Alcohol Program Manager, responsible for the maintenance and repair of the Intoximeters EC/IR II breath instruments, attended a refresher course (required once every five years). This training is an integral component in the OCME's ability to ensure the proper operation of the breath instrumentation. The breath program had two program audits conducted in FY2020. The audits demonstrated the programs ability to seek international accreditation. As such, ISO/IEC 17025:2017 accreditation is a future project for this program.

## EDUCATION AND OUTREACH

Project Number/ Agency	Project Name	Amount Awarded	Amount Expended
M6X-2020-01-02/ Washington Regional Alcohol Program (WRAP)	FY2020 DC Public Information & Education and Youth Outreach On Impaired Driving	\$154,200.00 (405D)	\$111,414.19

### BACKGROUND

The nonprofit [501(c)(3)] Washington Regional Alcohol Program (WRAP) is a coalition of diverse interests that uses effective education, innovative programs, and targeted advocacy to end alcohol-impaired driving and underage drinking in the Washington, DC metro area. Through public education, innovative health education programs and advocacy, WRAP is credited with historically keeping the metro Washington area’s alcohol-related traffic deaths lower than the national average. WRAP, however, may best be known to area residents for the organization’s popular free safe-ride service for would-be drunk drivers, SoberRide® – a public safety initiative. Since 1991 WRAP has provided 80,047 no-cost, safe rides home to Greater Washington residents who otherwise may have driven impaired.

### PROJECT GOALS AND RESULTS

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

During FY2020, SoberRide campaigns were held for 2019 Halloween and the Holiday season. Materials were printed and distributed for both of these campaigns. Materials were also printed for St. Patrick’s Day prior to the COVID-19 virus outbreak; WRAP had to suspend St. Patrick’s Day efforts and held a news conference in lieu of the campaign. With the official limitations placed on gatherings of people and closure of restaurants and stay home orders Cinco de Mayo and July 4<sup>th</sup> campaigns were suspended as well. The 2019 Halloween campaign removed a record shattering 884 would-be impaired drivers from the District roadways, and 717 during the holiday campaign. WRAP will continue to partner with Lyft in FY2021.

WRAP partnered with the MWCOG to produce their 27<sup>th</sup> annual “How Safe are Our Roads? A Data Report on the Impact of Drunk and Drugged Driving on Highway Safety in the Washington-Metropolitan Region” (in January 2020). This report can be found online at: <https://wrap.org/wp-content/uploads/2020/04/2019SafeRoadsDataReport.pdf>



Produced and released online, WRAP’s 16-page and full-color spring / summer 2020 newsletter, the *WRAP Reporter*, on May 28, 2020. A small run of the newsletter was printed with private funds. Link to the newsletter: [https://wrap.org/wp-content/uploads/2020/05/WRAP\\_Reporter\\_Spring\\_20.pdf](https://wrap.org/wp-content/uploads/2020/05/WRAP_Reporter_Spring_20.pdf)



WRAP hosted its 37<sup>th</sup> Annual Meeting held on October 18, 2019 featuring Director of the District of Columbia Mayor’s Office of Nightlife and Culture, Shawn Townsend as featured speaker. The event was held at City Winery, where the organization elected new officers as well as six directors and or members and recognized over two-dozen individuals and businesses, including DDOT, in the fight against impaired driving and underage drinking via its annual WRAPPY Awards.

WRAP hosted its 22<sup>nd</sup> annual Law Enforcement Awards of Excellence for Impaired Driving Prevention ceremony awards on December 13, 2019 in Tysons, Virginia. In the presence of featured speakers MPD Patrol Chief Lamar Greene, and event MC Melissa Mollet (*NBC Washington*), WRAP honored 15 local law enforcement professionals with its 2019 Law Enforcement Awards. Honored from the District, the awardees were: Officer Henry Gallagher, MPD; Corporal Patricia Cox, United States Capitol Police; and Officer Christopher Gogarty, United States Park Police.



Falls Church Police Officer Bryce Cooper (second from left) accepts his 2019 WRAP Law Enforcement Award of Excellence for Impaired Driving Prevention from (l-r) Metropolitan Police Department (D.C.) Patrol Chief Lamar Greene, NBC Washington’s Melissa Mollet and retired Metropolitan Police Department Lieutenant Pamela Simms.

WRAP was named as the recipient of the MWCOG prestigious 2019 Regional Partnership Award recognizing organizations or individuals who have “worked with COG to improve the quality of life for area residents”, and presented with such at COG’s Annual Meeting on December 11, 2019.

WRAP helped to coordinate and participated in the 15<sup>th</sup> annual, on-air “wet lab” - showcasing the real-time effects of alcohol impairment while simultaneously calling for safe driving during the winter holidays – on 106.7 The Fan’s “Sports Junkies” radio show with the MPD on December 6, 2019.

WRAP continues to serve as a lead resource on a number of impaired driving-related issues resulting in effective media placement including feature interviews on several stations such as: ABC 7 News, FOX 5 DC, WTKR-TV, WSET-TV, WSLS-TV, WVEC-TV, WTOP News, WAMU-FM/NPR, WMAL News, WHUR-FM, iHeartRadio stations (WASH, WMZQ, HOT 99.5, DC-101 and BIG 100), and NBC Washington.

WRAP presented nine of WRAP’s Alcohol Awareness for Students presentations at the Chavez School and School Without Walls reaching 217 students prior to COVID-19. With the District’s closure due to the pandemic, WRAP adapted and moved WRAP’s popular in-school Alcohol Awareness for Students program online

([www.youtube.com/user/WRAPSoberride/videos](http://www.youtube.com/user/WRAPSoberride/videos)) to

educate teenagers and young adults about the dangers and consequences of underage drinking and impaired driving, as well as the importance of making safe, healthy decisions. A newly-produced online offering is narrated by WTOP News’ Andrea Cambron; to date there have been 186 views.

WRAP continues to worked with area school systems (all of which have committed to remote learning in Fall 2020) to actively market the youth outreach program (including facilitated webinar) during this fall’s online classes.

WRAP held a Youth Safety Event at Thurgood Marshall Academy with 100 students in attendance. Partners for the event included GEICO, DC OAG, Inova Fairfax Hospital, Drug Enforcement Administration, Far Southeast Family Strengthening Collaborative, and Medstar.



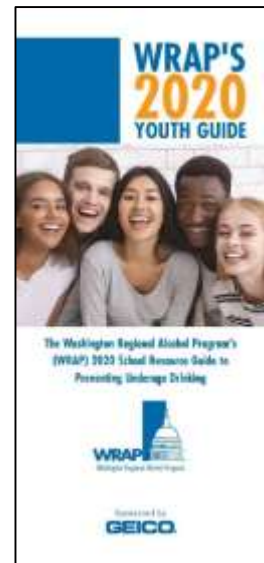
WRAP released its annual parent-education initiative, “Ten Tips for a Safe Summer”. The spring parental outreach included the development of a unique infographic for social media regarding means of combating both teen drinking and impaired driving during the summer months.

WRAP was represented at numerous events and functions including at: Greater Washington Board of Trade and Greater Washington Partnership’s 2019 Capital Region Transportation Forum; Lyft’s DC City Works Roundtable; Leadership Greater Washington’s 2019 Fall Kick-Off; and the Washington Association of New Automobile Dealers Association’s 2019 Annual Meeting.

WRAP participated and presented at: the National Safety Council-managed Road to Zero Coalition in Washington, D.C.; MWCOG Chiefs of Police Committee; DDOT to update the city’s Strategic Highway Safety Plan; Greater Washington’s latest DUI data to the National Capital Region Transportation Planning Board (TPB); District of Columbia Mayor Muriel Bowser’s (D) Office of Nightlife and Culture; and numerous webinars and online professional development such as American Highway Users Alliance, Distilled Spirits Council of the United States, Governors Highway Safety Association, Lifesavers Conference, National Association of Prosecutors Coordinator, NHTSA, and National Safety Council.

WRAP partnered with GEICO to produce and disseminate WRAP’s 2020 *School Resource Guide to Preventing Underage Drinking* and the WRAP’s 2020 *Corporate Guide to Safe Celebrating and Safe Driving*. Both guides can be found online at <https://wrap.org/wp-content/uploads/2020/05/Youth-Guide-2020.pdf> and [https://wrap.org/wp-content/uploads/2020/05/Corp\\_Guide\\_2020.pdf](https://wrap.org/wp-content/uploads/2020/05/Corp_Guide_2020.pdf)

WRAP continues their leadership role in OAG’s regularly convened 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, NDAA) partners. Upon sought participation of said collective stakeholders, such a role will evolve to serving as a catalyst for the creation of a larger DUI task force.



## Occupant Protection Projects

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

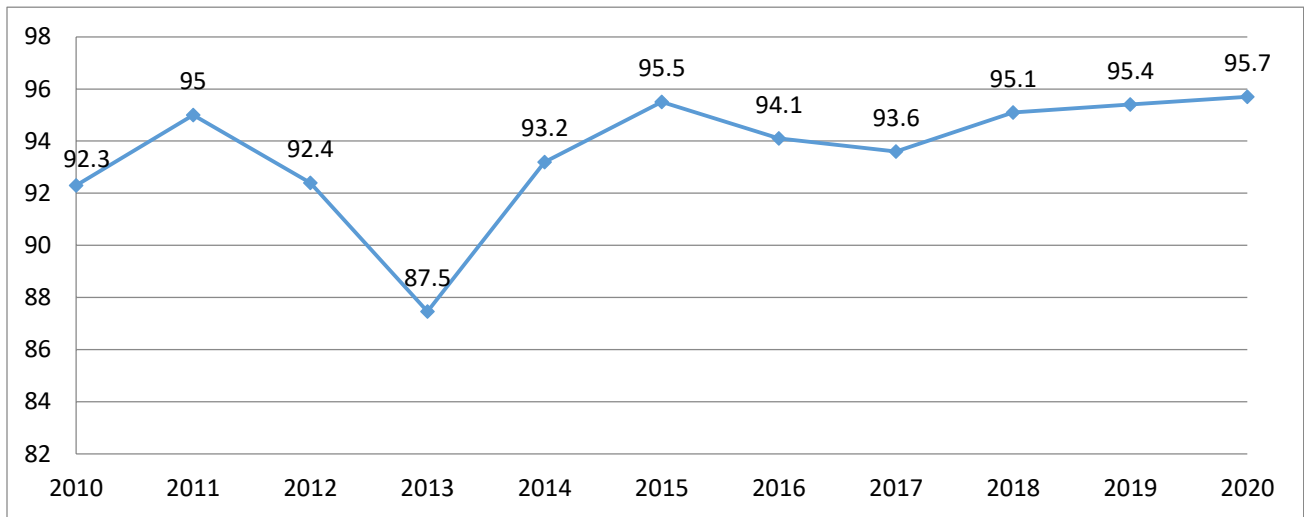


FIGURE 16: OBSERVED SEATBELT USE FOR PASSENGER VEHICLES (%)

Unrestrained fatalities has fluctuated in the past 10 years from the low of zero fatalities in 2013 to six in 2016, as illustrated in Figure 21. In 2019 there were five unrestrained fatalities, an increase from prior years; however the District met its 2019 HSP goal. Preliminary data for 2020, indicate that there were seven unrestrained fatalities; a 40 percent increase from 2019. Six out of the seven fatalities occurred during the COVID-19 pandemic (April to October 2020); all of which involved a single vehicle crash, travelling at high speed and hitting a fixed object, such as a tree or light pole. The District unfortunately are not on track to meet the 2020 HSP goal of 6, based on the average of both the annual and 5-year rolling average projections.

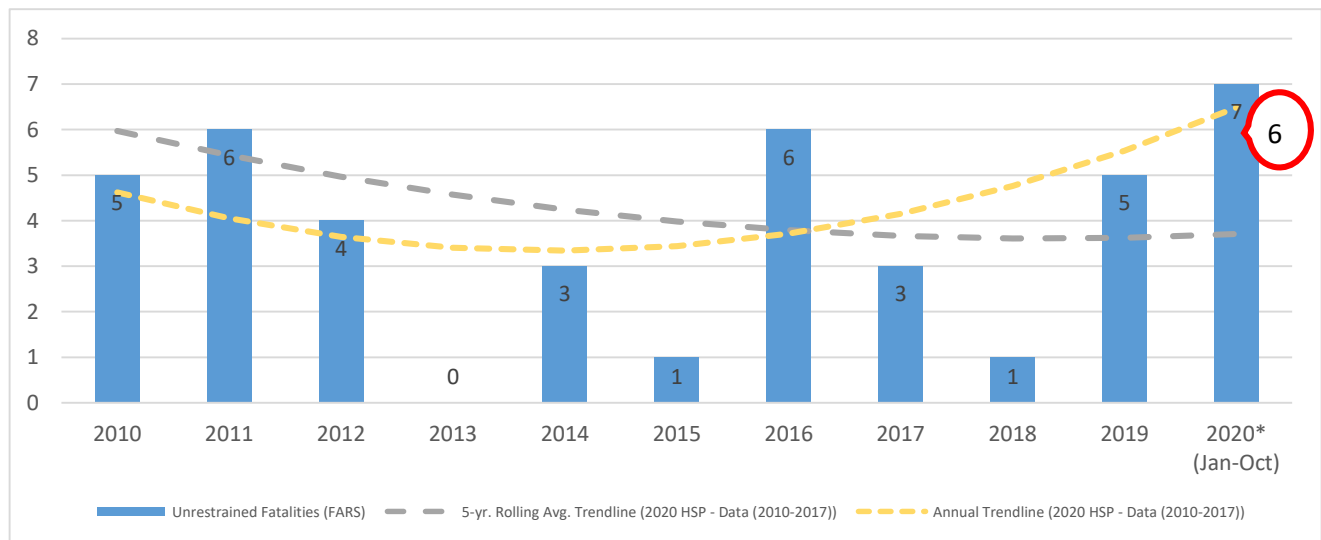


FIGURE 17: UNRESTRAINED FATALITIES, TREND, AND 2020 HSP GOAL

However, unrestrained injuries continues to decline since 2015. The District achieved its 2019 HSO goal of less than 89 unrestrained injuries and is on track to meet the 2020 HSP goal of 85.

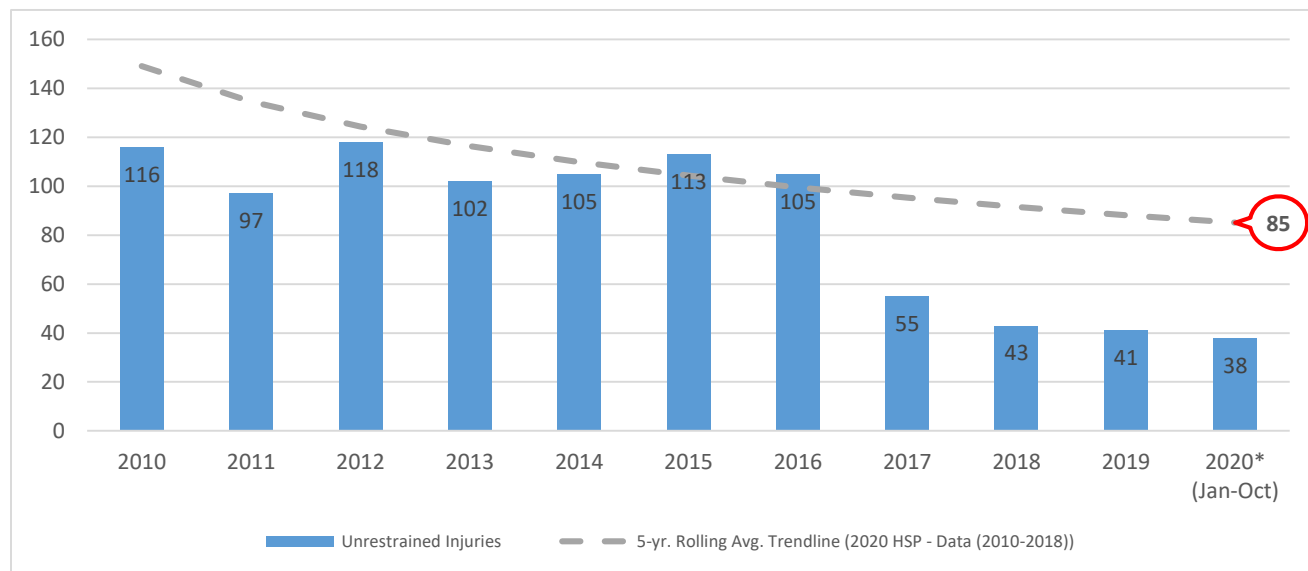


FIGURE 18: UNRESTRAINED INJURIES, TREND, AND GOAL

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

- Enforcement – partnering with the Metropolitan Police Department. The District has a primary seatbelt law, this allows police to stop a vehicle solely because its driver and/or passenger are not properly buckled up.
- Child Passenger Safety – partnering with the District Department of Transportation to promote child car seat safety including proper fitting workshops and low-cost car seats.
- Education and awareness campaigns – partnering with the McAndrew Company to provide outreach and awareness on the importance of wearing a seatbelt.

The occupant protection program qualified for the NHTSA 405 grant as a high-rate use State. The following section summarizes the projects implemented in FY2020.

### CHILD PASSENGER SAFETY

<b>Project Number/ Agency</b>	<b>Project Name</b>	<b>Amount Awarded</b>	<b>Amount Expended</b>
OP-2020-05-01/ District Department of Transportation (DDOT)	Child Passenger Safety Program	\$130,309.00 402	\$73,500.00

### BACKGROUND

Nationally, motor vehicle crashes are the leading cause of accidental death for all young people from 1-year-old infants through teenagers. Research on the effectiveness of properly installed child safety seats indicates they can reduce a fatal injury by 71 percent for infants (younger than 1 year old) and by 54 percent for toddlers (1 to 4 years old) in passenger cars.

The District of Columbia Government operates Project Safe-Child, a safety program to provide low-income DC residents with infant, toddler, and booster seats, at a reduced rate. Participants are also trained in proper car seat fitting and other related safety information.

## PROJECT GOALS AND RESULTS

To reduce the number of misused or improperly installed child passenger seats and provide seats to low income families

The District government imposed significant restrictions including no face-to-face meetings from mid-March that continued through FY2021. All monthly and annual in-person activities were cancelled and car seat distribution sites closed. Hospitals were unable to receive car seats. Adjusting to the COVID-19 restrictions, the CPS Coordinator changed to virtual car seat inspection checks in September. Parents and caregivers can create an appointment via google duo or zoom. Feedback from the virtual appointments was outstanding.

The District Voucher and Booster seats Programs distributed 1,052 child-restraint seats at the following locations:

- Capitol Hill Pregnancy Center 104 seats;
- Children’s National Medical Center (Family Services) 9 seats;
- AmeriHealth Caritas 31 seats;
- Trusted Health Plan 42 seats;
- Latin American Youth 8 seats;
- DCPS–Harriet Tubman Elementary School 3 seats;
- The Northwest Center 10 seats;
- UPO Apple Tree 4 seats;
- Medstar Washington Hospital Center 98 seats;
- Howard University Hospital 168 seats;
- Mary’s Center 79 seats;
- George Washington University Hospital 162 seats;
- Georgetown University Hospital 15 seats; and
- DDOT 19 seats.

Thought partnership with MPD, DMV, Safe Kids District of Columbia, DC Emergency Medical Services for Children, and DC Department Fire and EMS, the program has installed over 1,200 children-restraint seats.

In FY2020, the following 2-hour workshops were conducted District-wide to a total of 159 parents, caregivers, and families on the importance of using of car seats:

- CENTRO Nia 5 workshops – 54 participants;
- Child and Family Services Administration 1 Workshop – 5 participants;
- Mary’s Center 5 workshops – 85 participants;
- Office of the State of Superintendent of Education 1 workshop – 3 participants;
- Trusted Health 2 workshops – 2 participants. Zoom w/Office of the State Superintendent of Education Precautions in Transporting Children and Pedestrian and Bike Safety – 51 participants
- Phone Duo 3 car seat virtual video with care givers
- Zoom Baby Shower w/Howard University AmeriHealth Caritas 56 participated and 7 panelists.



- Zoom w/Office of the State Superintendent of Education Precautions in Transporting Children and Pedestrian and Bike Safety – 51 participates

CPS Coordinator participated in various events such as:

- DC Early Childhood Summit 2019 @ Washington Marriott Wardman Park – 4,000 participants attended the event with 1,500 traffic safety packages distributed;
- Baby Shower United Planning Organization @ Atlantic Gardens Location 27 participants – 4 families received a free infant seat – distributed 27 CPS packages;
- NBC Fitness for your Health @ Washington Convention Center – 6,000 participants attended the event and distributed 1,500 traffic safety packages with DC Fire & EMS;
- Virtual Seat Check Saturday event - a collaborative event between DC, MD and VA – 68 appointments that resulted in 76 car seats inspections.



VIRTUAL CAR SEAT CHECK SATURDAY EVENT - DC, MD, AND VA

In FY2020, 18 technicians were recertified as a Certified Technician, resulting in a total of 52 Certified Technicians and 6 Certified Instructors with the skills, experience, and knowledge required to educate parents and caregivers on the proper selection, installation, and use of their child safety seats. Pre-trained (1) for CPS technician candidates from NHTSA and (1) for CPS technician candidate from FIRE EMS Arlington Fire Department

The CPS coordinator attended the PREVCON conference that highlighted the Revised Curriculum Update for Child Passenger Safety Technician Certification Training. Attended the following:

- Zoom/w Ohio Child Passenger Safety Conference Morning Session –Understanding pediatric biomechanics, and New Research on Volunteer Testing and Dynamic Testing
- Webinar w/Nuna – Car Seat Manufacturers Update
- Webinar – Lifesavers Conference Understanding the Science of Distracted Driving
- Webinar – Lifesavers Conference Understanding FMVSS 213 Labeling & Printed Instructions for CRS
- Zoom-Lifesavers Conference Designing for Safety to Prevent Bicyclist & Pedestrian Injuries
- Webinar w/Tennessee.gov Supporting Children with Cognitive Changes and their Families – injury prevention

## OBSERVATIONAL SEATBELT SURVEY

<i>Project Number/ Agency</i>	<i>Project Name</i>	<i>Amount Awarded</i>	<i>Amount Expended</i>
OP-2020-05-00/ Howard University	Observational Seatbelt Survey	\$130,958.41 402	\$0

### BACKGROUND

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

### PROJECT GOAL AND RESULTS

Determine the District's 2020 seatbelt use rate.

Typically the District's annual seatbelt survey is conducted in May in tandem with high visibility enforcement campaign (Click It or Ticket); however, due to COVID-19 during that time, the District was under shelter in place or stay at home orders and the observational surveys could not be carried out. NHTSA also issued a waiver to allow States to reschedule the survey by the end of 2020 calendar year.

The District conducted the survey in December 2020 (FY2021). The **2020 Seatbelt Usage Survey**, conducted by Howard University, found a 95.7 percent seatbelt compliance rate. The District's seatbelt use rate has been above the national average of 86 percent since 2012.

## Aggressive Driving Projects

Aggressive driving usually involves speeding, as well as other factors such as following too closely or improper lane change. Speeding is the primary contributing circumstance for traffic-related fatalities and injuries in the District. The following fines for speeding in the District are based on the number of miles per hour over the posted speed limit.

Speed-related fatalities in the District have fluctuated over the past 10 years from a low of six in 2012 to 17 in 2017, as illustrated in Figure 23. There was a 13 percent reduction in speed-related fatalities from 2018 to 2019; based on 2019 FARS data, the District met the 2019 HSP goal.

In FY2020, during the COVID-19 pandemic and stay-at-home orders implemented throughout the metro area, there was a significant decrease in traffic volumes on the District roads. With the reduction in traffic and open roads, many drivers drove aggressively resulting in more severe crashes. Based on preliminary fatality data for 2020 (January to October) 15 out of the 33 fatalities were speed-related - 45 percent. As COVID restrictions continue region-wide, there is a possibility that the District will not meet the 2020 HSP, 5-year rolling average goal of 17.

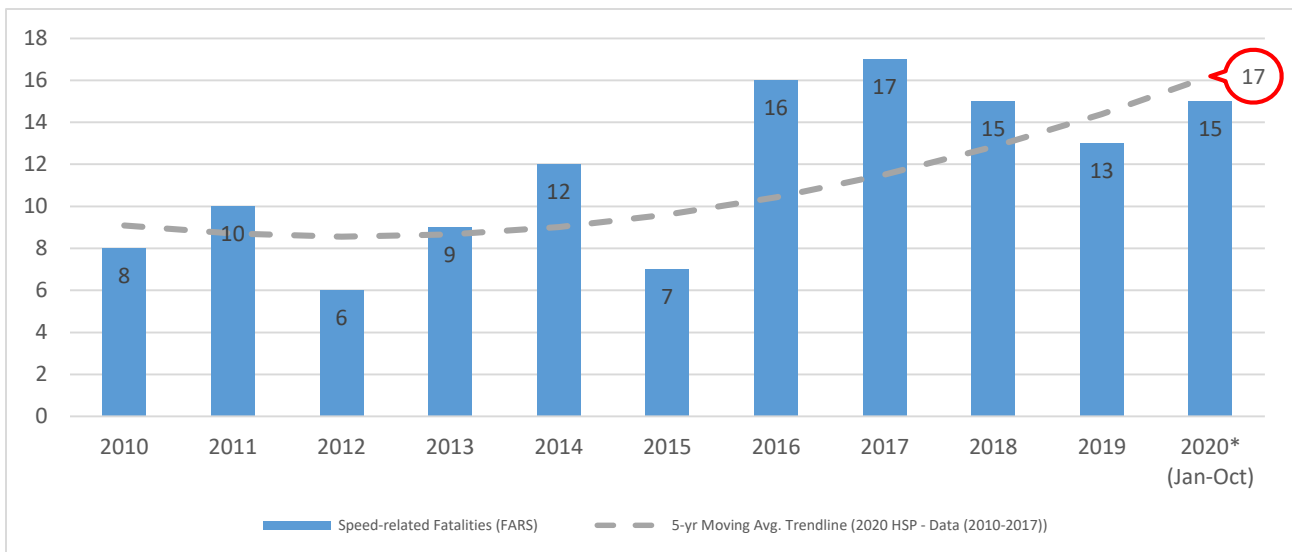


FIGURE 19: SPEED-RELATED FATALITIES, TREND, AND 2020 HSP GOAL

Since a high (319 injuries) in 2014, aggressive-driving injuries have been on a decline. 2019 saw a slight increase with the District not meeting the 2019 HSP goal. Currently, based on 2020 preliminary data there are 144 aggressive-related injuries between January and October 2020. This decrease is largely due to the COVID-19 pandemic and the stay at home restrictions that were in place between March and June. The District is on track to meet the 2020 HSP goal of 223, which was based on the 5-year rolling average projections.



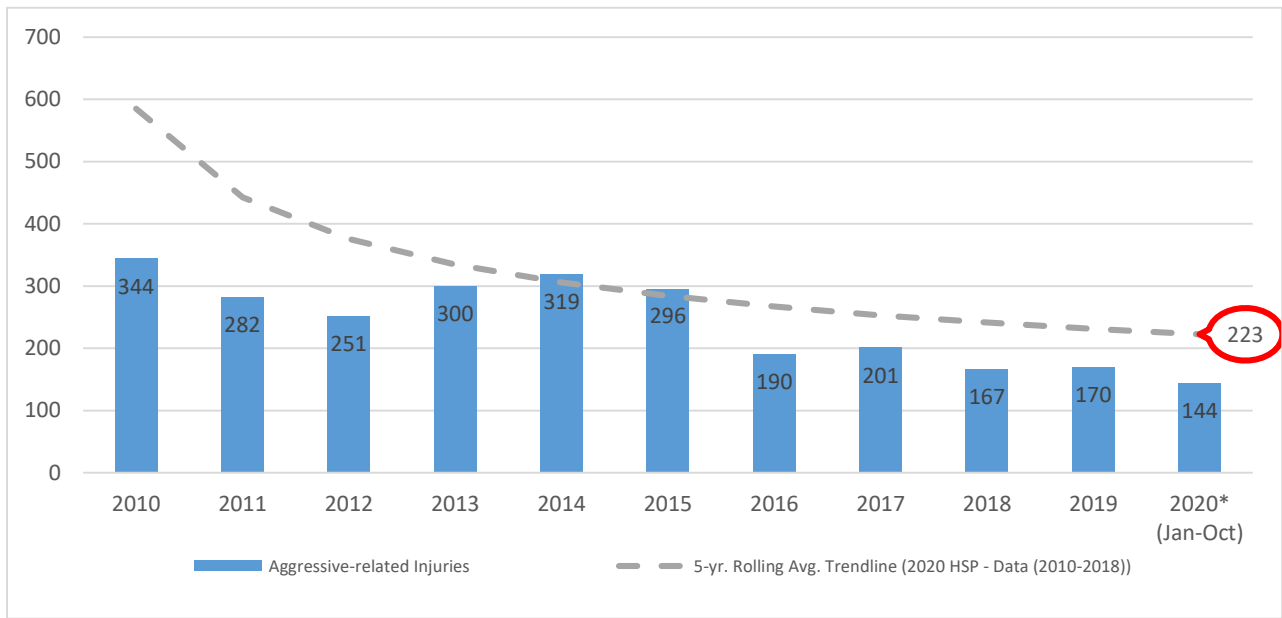


FIGURE 21: AGGRESSIVE-RELATED INJURIES, TREND, AND 2020 HSP GOAL

In FY2020, the HSO expanded the definition of aggressive driving to include the following - exceeding the posted speed limit; racing; operating motor vehicle in erratic, reckless, careless, negligent, or aggressive manner; ran red light; or ran STOP sign. This new definition was incorporated in FY2021 HSP. See current trend below.

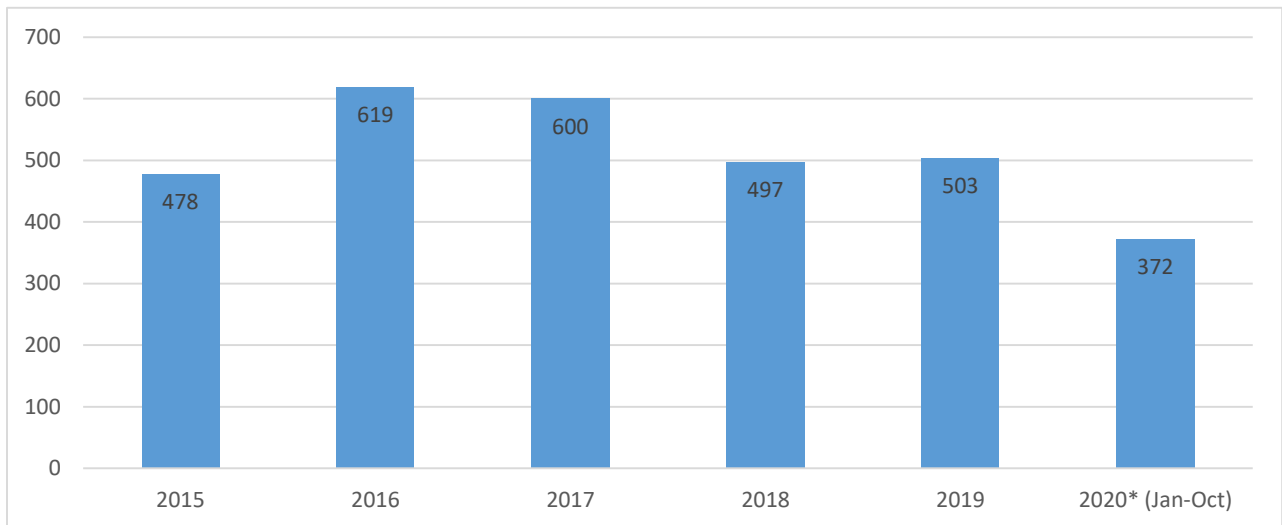


FIGURE 20: AGGRESSIVE-RELATED INJURES TREND (NEW)

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

- Enforcement – partnering with the Metropolitan Police Department on enforcing the District traffic laws.
- Education and awareness campaigns – partnering with the McAndrew Company to provide outreach and awareness on the dangers of aggressive driving.

Refer to Paid Media and Law Enforcement sections for the projects implemented in FY2020.

## Pedestrian and Bicycle Safety Projects

Pedestrian and bicycle safety remain top priorities for the District. As the Nation’s Capital, the city is the Nation’s third-worst traffic congestion area and is the eighth most popular tourist attraction. These factors, combined with the high numbers of pedestrians and bicyclists traveling to work, school, or other locations, make this group particularly vulnerable.

Pedestrian fatalities in the District have fluctuated in the past 10 years; as low as seven in 2012 to as high as 13 in 2015, as shown in Figure 26. According to 2019 FARS, there were nine pedestrian-related fatalities; an 18 percent reduction from 2018. The District met the 2019 HSP goal. Currently, based on 2020 preliminary data, there were nine pedestrian fatalities between January and October 2020. The District is still on track to meet the 2020 HSP goal of 15, which was based on the average of both the annual and 5-year rolling average projections.

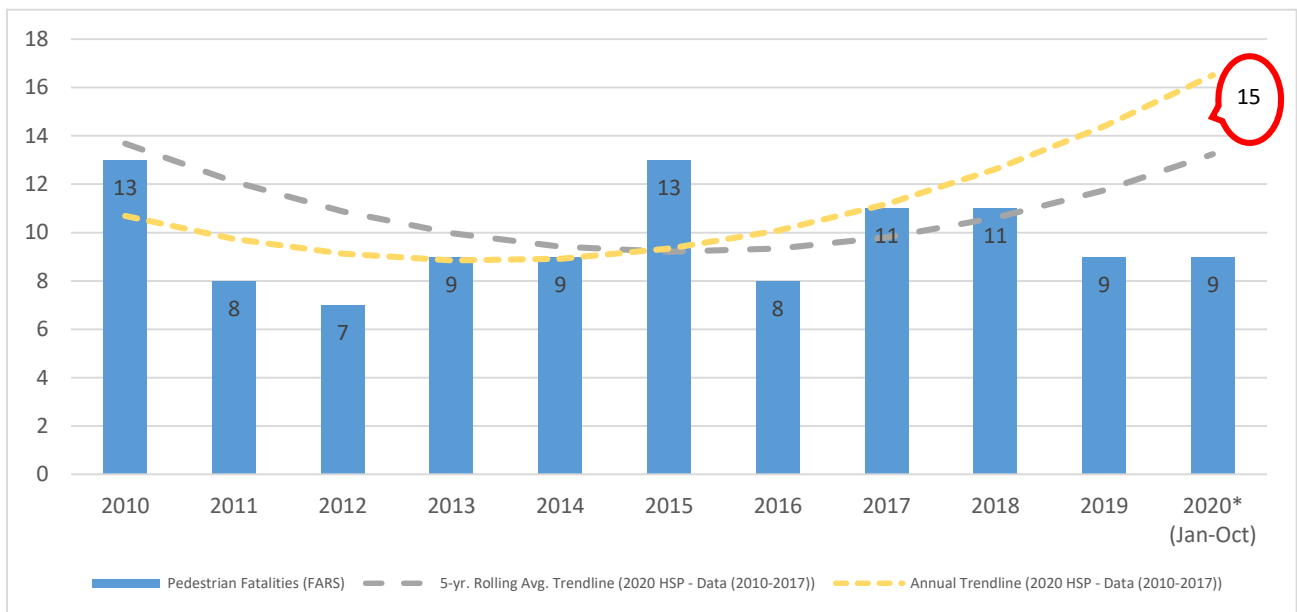


FIGURE 22: PEDESTRIAN FATALITIES, TREND, AND 2020 HSP GOAL

Pedestrian injuries in the District has been on an upward trend with 2018 being the highest at 528. In 2019 the District met the goal with 15 percent less injuries than 2018. Currently, based on 2020 preliminary data, there were 247 pedestrian-related injuries between January and October 2020. This decrease is largely due to the COVID-19 pandemic and the stay at home restrictions that were in place between March and June. The District is on track to meet the 2020 HSP goal of 572, which was based on the average of both the annual and 5-year rolling average projections.

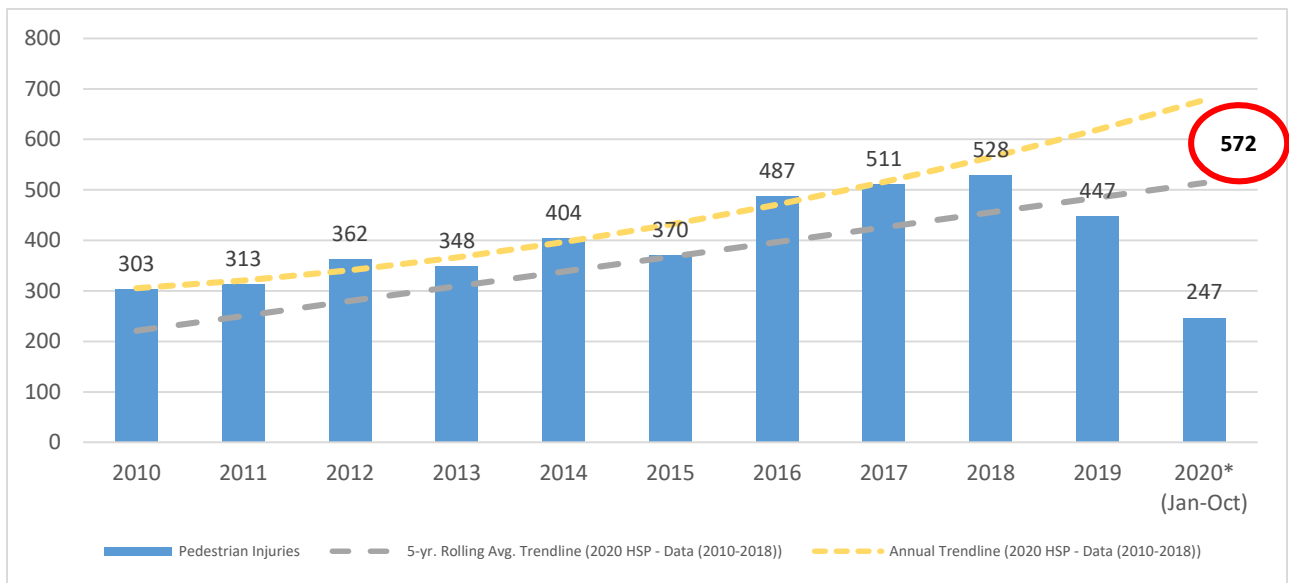


FIGURE 24: PEDESTRIAN-RELATED INJURIES, TREND, AND 2020 HSP GOAL

Bicyclist fatalities in the District have fluctuated in the past 10 years, from zero in 2012 to a high of 3 in 2018, as shown in Figure 28. According to 2019 FARS, there was one bicyclist fatality, two less than in 2018; a 67 percent reduction. The District 2019 HSP goal was met. Currently, based on 2020 preliminary data, there was one bicyclist fatality between January and October 2020. The District is still on track to meet the 2020 HSP goal.

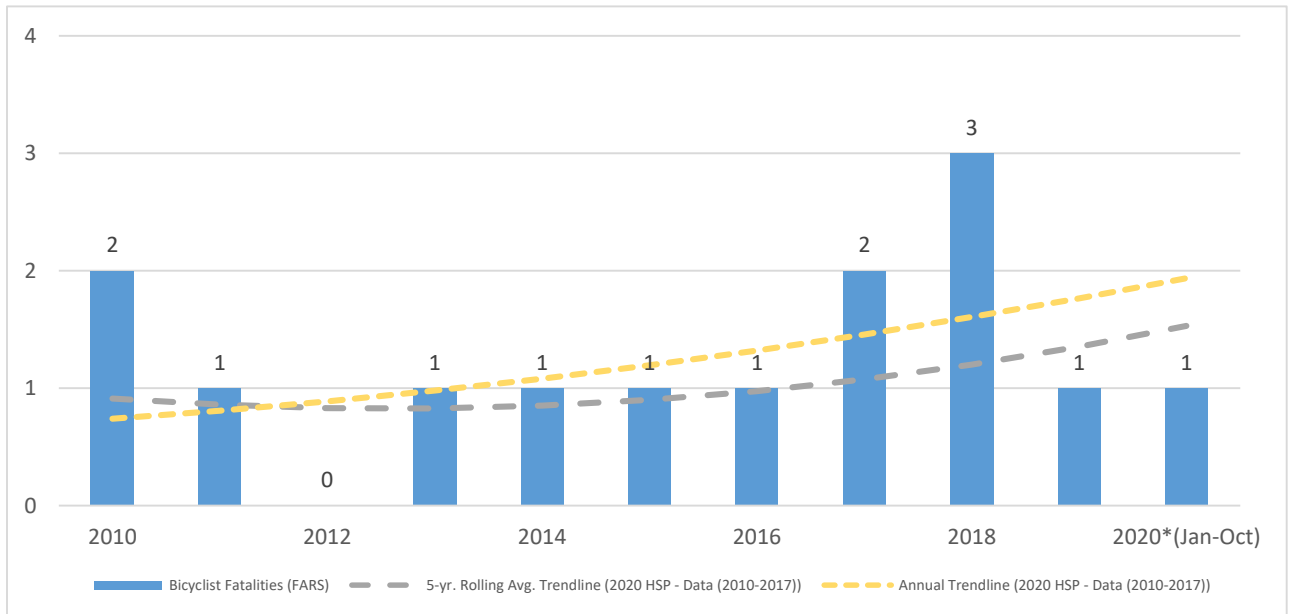


FIGURE 23: BICYCLIST-RELATED FATALITIES, TREND, AND 2020 HSP GOAL

Bicyclist injuries have decreased from a high of 414 in 2017 to 334 in 2019 meeting its 2019 HSP goal of 478. Currently, based on 2020 preliminary data, there were 163 bicyclist-related injuries between January and October 2020. This decrease is largely due to the COVID-19 pandemic and the stay at home restrictions that were in place between March and June. The District is on track to meet the 2020 HSP goal of 415, which was based on the 5-year rolling average projection.

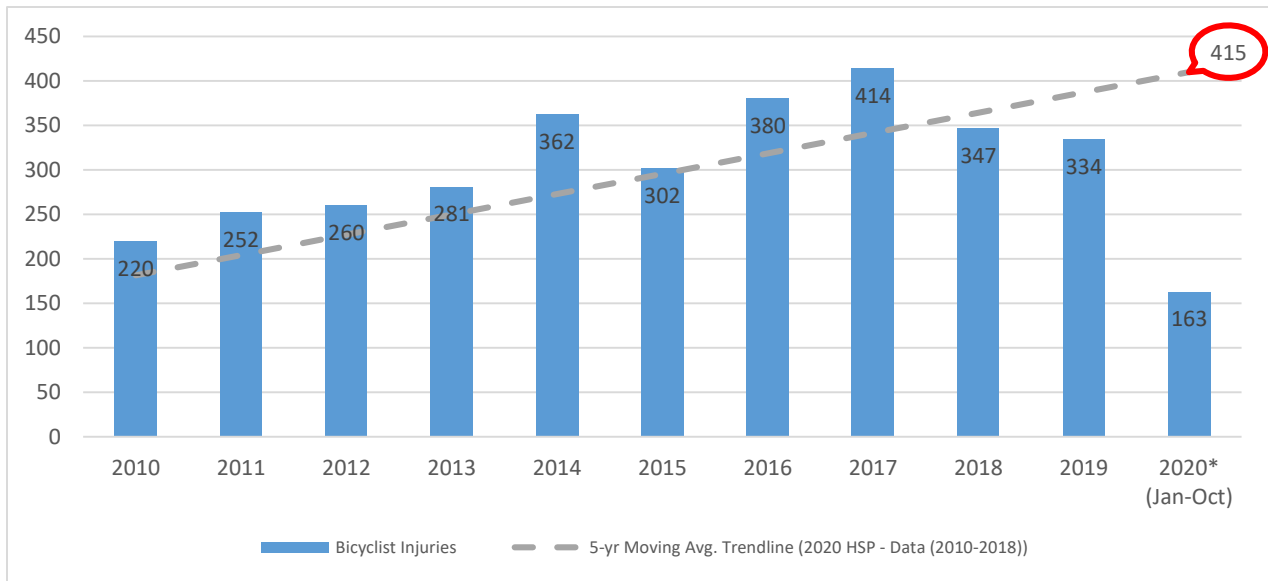


FIGURE 25: BICYCLIST-RELATED INJURIES, TREND, AND 2020 HSP GOAL

The DC HSO continues to partner with various agencies to incorporate proven effective pedestrian and bicyclist strategies to help address non-motorized safety. These include:

- Enforcement – partnering with the Metropolitan Police Department (MPD) to effectively enforcement the District laws
- Education and awareness campaigns – partnering with the Metropolitan Washington Council of Governments (MWCOC), Washington Area Bicycle Association (WABA) and McAndrew Company to provide outreach and awareness.

The pedestrian and bicycle program qualified for the NHTSA 405 grant. The following section summarizes the projects implemented in FY2020.

### EDUCATION AND OUTREACH

<b>Project Number/ Agency</b>	<b>Project Name</b>	<b>Amount Awarded</b>	<b>Amount Expended</b>
FHPE-2020-01-00/ Metropolitan Washington Council of Governments (MWCOC)	STREET SMART	\$200,000.00 405H	\$200,000.00

### BACKGROUND

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

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

## PROJECT GOALS AND RESULTS

The goals of the region-wide Street Smart campaign are to:

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

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

The following is the annual report of activities and results of the *Street Smart* public awareness and enforcement campaign for FY2020.

### FALL CAMPAIGN KICKOFF

On October 28, 2019, federal, state, and local transportation officials from the District, Maryland, and Virginia gathered in DC to launch the fall campaign and urge drivers, pedestrians, and bicyclists to take safety precautions to avoid causing or being involved in a traffic crash. The event recognized individuals who had been hurt or killed while crossing the street and unveiled three new educational campaign components:



- New TV/video spots with heart-felt testimonials from three area residents whose lives have been upended following a pedestrian crash involving them or their loved ones;
- Testimonial website featuring 3 video and 7 written testimonials about local residents who have been injured or killed by drivers in the region;
- “Lives Shatter on Impact” outreach display with photos, stories, and videos about local crashes.

*Street Smart* welcomed federal leaders from the US Department of Transportation who recognized Washington regional efforts as a great example for the nation. The event also tied in the importance of engineering and enforcement in saving lives of pedestrians and bicyclists. Speakers included:

- Nicole Nason, Administrator, Federal Highway Administration
- James Owens, Acting Administrator, National Highway Traffic Safety Administration
- Jeff Marootian, Director, District Department of Transportation
- John Saunders, Director, DMV’s Virginia Highway Safety Office
- Dr. Tim Kerns, Director, MDOT MVA Maryland Highway Safety Office
- Ren Werbin, Crash Survivor, Arlington, Virginia



We also executed a media outreach effort securing additional stories and interviews with campaign spokespeople. The fall campaign resulted in dozens of news stories across major news channels in the region including WTOP, WAMU, NBC, FOX, ABC, ARLnow, and more.

**Enforcement Activations**

In addition to the launch event, we coordinated with local police departments to conduct enforcement activations and drive media to cover high-visibility enforcement of laws that keep people walking and biking safely. High-visibility law enforcement is a critical means of deterrence for unlawful traffic behaviors. In fall 2019, the *Street Smart* program coordinated with police departments across the region to conduct enforcement activations and drive media to cover live demonstrations of police activities. See Law Enforcement Program for MPD efforts.

**Media Tours**

The *Street Smart* program conducted local media outreach and secured interviews for campaign spokespeople around the fall launch event, with Sherry Matthews Group distributing news releases, fact sheets, press photos and cutlines, and b-roll video and event footage in both English and Spanish to media outlets region-wide. Outreach through spring and summer of 2020 was limited due to restrictions surrounding COVID-19, but as summer kicked-off, a renewed media push secured additional coverage for pedestrian safety messages.

**Earned Media Results\***

- 38 television news segments reaching more than 1.2 million viewers and totaling roughly \$695,000 in publicity value.
- 18 radio news stories reaching over half a million listeners and totaling nearly \$55,000 in publicity value.
- 17 articles in online and print publications totaling more than \$90,000 in publicity value.

**73 NEWS STORIES AND  
\$840,000+ IN  
PUBLICITY VALUE**

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

**Paid Media**

The *Street Smart* program reaches a wide audience segment, including drivers, pedestrians, and bicyclists, with campaign safety messaging. The target audience is adults 18–49, skewing male. To achieve maximum reach across this audience, a multi-front strategy of street-level marketing effort is conducted throughout the region in both English and Spanish. The spring media buys were postponed until late summer due to the restrictions surrounding COVID-19 in the spring, fewer people were out on the streets.

**77,885,975  
PAID MEDIA IMPRESSIONS**

**Television Advertising**

The new video testimonials (15- and 30-second television spots) ran across four major TV networks and eight cable channels from 11/11/19 to 1/19/20, reaching viewers nearly 8.4 million times.



*New Testimonial TV Spot*

**Bus Ads**

During the fall campaign and a few weeks in late summer, English and Spanish outdoor media were utilized to target safety messages to high-priority audiences around the Washington metro area.

*Street Smart's* messages were placed to reach drivers, pedestrians, and transit riders by placing exterior ads on Metro buses during each campaign period.

- 175 tails with 350 bonus interior bus cards on WMATA's Metro buses from 11/4/19 to 12/1/19
- 175 tails with 350 bonus interior bus cards on WMATA's Metro buses from 8/31/20 to 8/25/20

**Digital Transit Shelters**

In fall, brightly illuminated advertisements on digital transit shelters were placed for two weeks (11/4/19–11/17/19), with a 12-second static image rotation every other minute in 35 locations in DC. These locations correlated with high-traffic corridors, reaching drivers and transit riders commuting from Maryland and Virginia.

**Digital Ads**

Digital media ads ran for four weeks (11/3/19–11/31/19) across Facebook, Instagram, Twitter, and YouTube, with emphasis on the new video spots and driving viewers to the testimonial website. Digital toolkits were distributed to partners across the region to reach a larger audience through social media channels.

- 3,372,759 impressions
- 6,782 clicks
- 410,380 video views
- 286,732 post engagements (reactions, shares, comments, clicks, etc.)

**Added Value**

Paid media value-add benefits including negotiated public service ad rates, bonus television PSAs, bonus gas station locations, window clings, and overrides on outdoor ads totaled more than **\$443,330**.



## Donated Media

**\$500,000 +  
IN DONATED MEDIA**

*Street Smart* increased message reach by leveraging many opportunities to work with our jurisdictional partners and media outlets. The paid media effort was supplemented by donated message placements, including additional interior bus cards, exterior bus ads, partial bus wraps, and transit shelters. Many of these remained in place after the campaign ended for the season. The estimated total donated media value exceeded \$500,000 for the entire region; below shows the District only.

MEDIA	AGENCY / JURISDICTION	QTY	DURATION	VALUE
Junior Billboards	DDOT/Clear Channel (DC)	22	8 weeks	\$ 232,941
Transit Shelters	DDOT/Clear Channel (DC)	10	8 weeks	\$ 31,765
Exterior Bus King Kong	DDOT/Circulator (DC)	1	9 months	\$ 11,414
Exterior Bus Tails	DDOT/Circulator (DC)	5	9 months	\$ 24,000
Interior Bus Cards	DDOT/Circulator (DC)	58	8 weeks	\$ 3,412
Transit Shelters	Howard University (DC)	4	8 weeks	\$ 5,647
<b>TOTAL</b>		<b>754</b>		<b>\$ 309,179</b>

## Outreach

The *Street Smart* Virtual Reality Challenge is a highly visible, educational outreach display that puts participants behind the wheel of a bright yellow Chevy Camaro, and presents them with three high-risk, close call scenarios via a virtual reality headset. The challenge reinforces the need for drivers to always be looking out for people walking and biking and gave pedestrians and bicyclists a clearer sense of what it's like to be in the driver's seat. *Street Smart* hosted VR Challenge events across MD, VA and DC.

The "Lives Shatter on Impact" testimonial wall traveled alongside the challenge so participants could hear those affected by a serious or deadly crash talk about the aftermath and impact on their lives.

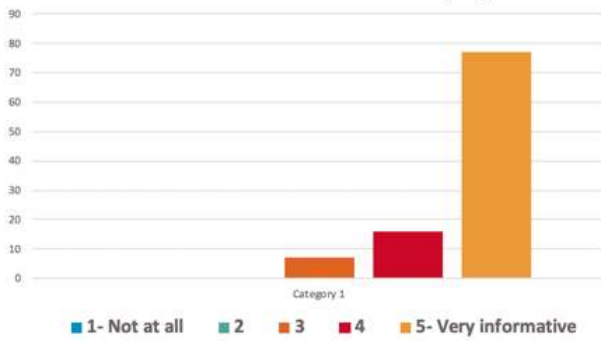
The *Street Smart* Virtual Reality Challenge achieved impressive results:

- 24,033 impressions
- 18,050 engagements
- 960 participants (completing VR challenge + watching "Shattered Lives" videos)

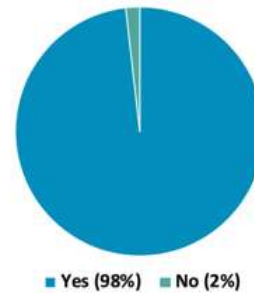


The outreach team also administered a short on-site evaluation survey of 333 participants.

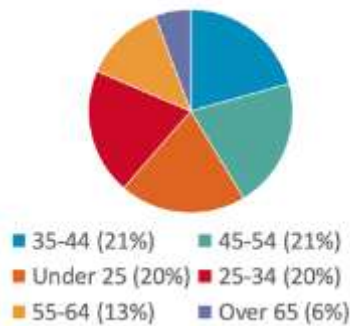
**How informative was the display?**



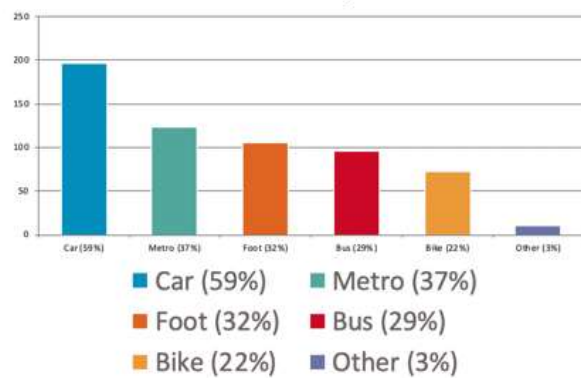
**More aware of where to watch for pedestrians and bicyclists?**



**Participant Age**



**Modes of Transportation**



**PANDEMIC-RESPONSIVE PIVOT**

As the COVID-19 pandemic began to impact the Washington metro region in March, the *Street Smart* advisory group and marketing team evaluated the media landscape and traffic concerns cited by local stakeholders and developed a responsive communications plan to leverage opportunities to relay messages to local residents via virtual channels: social media and news media.

The traditional spring multimedia campaign was postponed to the end of summer (effectively “pre-loading” the fall campaign) and created COVID-issue social media ads—dealing with increases in pedestrian/bicycling activity and distracted or speeding drivers—and promoted them on Facebook and Twitter. Digital media efforts resulted in 13,110,819 impressions, 12,273 clicks, and 4,450 active post engagements (reactions, shares, and comments).



Reporters were engaged to cover pedestrian and bicycle safety tips in the new traffic landscape and secured media interviews for *Street Smart* spokespeople during this time.

**OVERALL CAMPAIGN VALUE**

Thanks to a successful earned media campaign and a generous amount of in-kind donations from paid media vendors and jurisdictional partners, *Street Smart* more than tripled its annual campaign budget. Combining added value with earned and donated media and services, the fiscal year 2020 *Street Smart* program garnered nearly \$2.6 million in overall campaign value on a budget of \$800,000.

EFFORT	VALUE
Earned Media Publicity Value	\$443,330
Paid Media Added Value	\$840,659
Donated Media Value	\$514,012
Campaign Budget	\$800,000
<b>TOTAL CAMPAIGN VALUE</b>	<b>\$2,598,001</b>

For more information on the *Street Smart* campaign, visit [BeStreetSmart.net](http://BeStreetSmart.net).

## EDUCATION AND OUTREACH

<b>Project Number/ Agency</b>	<b>Project Name</b>	<b>Amount Awarded</b>	<b>Amount Expended</b>
FHX-2020-01-00/ Washington Area Bicycle Association (WABA)	Community Outreach and Education	\$175,337.00 405H	\$120,290.33

### BACKGROUND

The Washington Area Bicyclist Association’s (WABA’s) mission is to create a healthy, more livable region by: promoting bicycling for fun, fitness, and affordable transportation; advocating for better bicycling conditions and transportation choices for a healthier environment; and educating children, adults, and motorists about safe bicycling.

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

### PROJECT GOALS AND RESULTS

WABA’s focus under this grant is in Wards 4, 7, and 8, which are experiencing a high number of non-motorized crashes. The goal is to reduce the instances of traffic-related death and serious injury by educating and engaging community members through a variety of experiential education events that increase the knowledge of and commitment to a safer roadway culture. WABA primarily focus on the traditionally underserved and under-resourced communities in these Wards. WABA will work in partnership with neighborhoods, community groups, advocacy organizations, businesses, MPD, and government agencies.

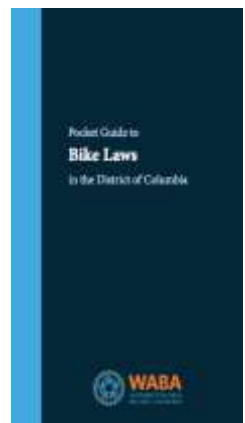
WABA began their grant in March 2020, right at the onset of the COVID-19 pandemic. WABA identified three high crash corridors from Wards 4, 7, and 8 involving vulnerable users - specifically pedestrians and bicyclist. Due to the COVID-19 pandemic and government mandates, all their ward meetings were held virtually between March and August. There were four meetings in each ward, involving the community members sharing their concerns about the traffic safety needs.

The pandemic affected the amount of community outreach and also community member turnout. The virtual site visit report for each location was prepared and recommendations for implementation from the community members were sent to the various agencies.

WABA hosted two virtual Bike to Market rides; however, due to the COVID-19 restrictions participation was low.

WABA distributed 1,000 *Pocket Guide to Bike Laws in the District of Columbia*, in Wards 4, 7 and 8.

WABA held two virtual Driver Safety Education courses in Wards 7 and 8, training a total of 13 attendees. Both sessions were recorded and made available to the community. Attendees took a 10 questions true/false post- test and each attendee answered all of the questions correctly. This presentation was in collaboration with the League of American Bicyclists and is a presentation that is given by bicycle organizations nationwide. WABA updated the presentation to include geographic information and context (to include DC Bike Laws).



WABA coordinated and hosted the 4<sup>th</sup> annual Washington Region Vision Zero Summit on September 24<sup>th</sup>, 2020. This virtual conference had 248 in attendance, where there were 16 speaking sessions and 60 speakers. For the first time, WABA put a call out for speakers at the conference rather than relying on recruiting speakers with steering committee members; this was found to be very efficient and successful in creating a Summit with a diverse set of speakers and topics. WABA engaged 10 stakeholders in preparation for the summit and contracted a graphic note taker to record 5 of the speaking session. An official recap email and blog were written and shared with registrants. The event was mentioned in the Washington City Paper as an event to attend to learn more about Vision Zero and traffic safety in the Washington Region.

In September, WABA created and executed a DC Bike Laws video project for the intended audience of DC bicyclists, MPD, and DC drivers. WABA distributed this video to partner organizations, on social media, and to WABA's network. To date there have been 49 views. *Please find the video link below* (<https://www.youtube.com/watch?v=LHsAvAdmBTc&feature=youtu.be>).





## Paid Media

<i>Project Number/ Agency</i>	<i>Project Name</i>	<i>Awarded Amount</i>	<i>Amount Expended</i>
PM 2020-14-00/ McAndrew Company	Paid Media	\$995,000.00 (402)	\$255,018.00
	Paid Media (contract with MPD under Police Traffic Services Grant)		

### BACKGROUND

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

Due to the DDOT lengthy procurement process, the media campaign activities for the first half of FY2020, were supported under MPD’s media contract.

### PROJECT GOALS AND RESULTS

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

### IMPAIRED DRIVING

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

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



The Holiday Season campaign kicked off by sponsoring an awareness program on WJFK 106.7’s Junkies Holiday Show. The Junkies morning radio show is the highest rated single program among males 18 to 35 years of age. The Junkies drank alcohol during the show and their BAC was measured by a MPD officer to demonstrate the levels of alcohol that can affect judgment and driving. MPD partnered with WRAP and WJFK to promote WRAP’s SoberRide Program supported by LYFT. Listeners got a \$15 LYFT coupon code from SoberRide.com to use in the Washington, D.C. coverage area nightly between 10:00 p.m. Friday, December 20 and 4:00 a.m. Monday, January 1, 2020. Radio ads ran throughout the day supporting this effort.

The Junkies delivered key messages about drinking and driving throughout the four-hour show. See examples below:

- “Don’t think you won’t get caught. Across the DC metro area, over 13,000 people are arrested for DUI every single year – that’s over three-dozen caught for drunk driving EVERY SINGLE DAY.”
- “Drunk driving is extremely dangerous. Last year, 371 persons were killed in drunk driving crashes across DC, Maryland and Virginia – **that’s more than one drunk driving death every single day.**”

- “(After breathalyzer readings) Can you believe people still drive impaired? Plan a sober and safe ride home because DC Police are arresting drunk and drugged drivers.”



*The Junkies interview MPD Chief of Police Peter Newsham about the dangers of drunk driving.*

The Fourth of July and NHTSA National Mobilization Labor Day Campaigns were held July 4 – 11 and August 24 – September 7.

*Radio script of produced :30 radio spot*

“Drunk and drugged drivers kill thousands of people every year. These deaths are 100% percent avoidable. Too much is at stake to drive impaired. If you plan on drinking in DC, make sure you plan for a safe and sober ride home. Let’s put an end to impaired driving deaths. Help make Vision Zero a reality in DC. Message brought to you by the District Department of Transportation and the Metropolitan Police Department. Learn more at [dcroadrules.org](http://dcroadrules.org)”

### **Media Strategies**

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

#### Radio

- Produced :30 and :15 spots ran on local stations through a combination of broadcast and streaming radio. Spots aired on radios, smart speakers (Alexa, Google Home), desktops, tablets and mobile. Stations included were WTOP, WJFK, WKYS, WPGC, WIHT, WASH, WHUR and WRQX.

#### Digital

- Ads were geo-targeted to the District of Columbia running on top performing sites that reached the target audience. Ads ran on desktops, tablets and mobile devices via websites and apps.

#### Social Media

- Paid ads and boosted posts ran on Facebook and Instagram.

#### Digital Toolkit

- Digital toolkit was developed that included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.

#### Media Impressions all Impaired Driving Campaigns

- Over 3 million media impressions were delivered during these campaigns. There were also 200,000 in free value-added impressions.



## AGGRESSIVE DRIVING

In the spring and during the COVID-19 restrictions, the District saw an increase of drivers travelling at high speed. The media campaign was launched between May 18 to June 14 and July 6 to 11 to influence audience attitudes in the District and surrounding counties toward speeding and its destructive consequences as well as to increase positive behaviors that will help improve the safety and well-being on the District roadways.

Young men between the ages of 26 and 35 were the focus of the messages.

Bus ads ran throughout the region.



Radio script of produce: 30 radio spot

“While there are less people out driving, there are too many drivers speeding throughout the District. Excessive speed endangers everyone. Less traffic does not green light excessive speed. If you must travel for essential reasons, always obey the posted speed limit. All our focus should be on protecting ourselves and those around us. Do your part by obeying posted speed limits. A message from the Metropolitan Police Department.”

### Media Strategies

#### Radio

- Broadcast radio was used as the way to reach drivers behind the wheel providing message frequency during this time period. Radio spots ran on DC’s top radio stations for this audience during the weeks of May 18 and May 25. The spots ran on WTOP (103.5FM), WASH-FM (97.1FM) and WKYS-FM (93.9FM).

#### Digital

- *Network Buy* – Ads were geo-targeted to the District. Ads ran on desktops, tablets and mobile devices via websites and apps.
- *Social Media* – Facebook posts on DC Road Rules’ page were “Boosted” at the start of the campaign. The boost was geo-targeted to the DC metro area during the weeks of May 18 and May 25.

#### Out-Of-Home

- A billboard was installed on MPD’s headquarters at 501 New York Avenue. Additionally, 6 Super Ultra Bus Ads ran through the District with the campaign message. The large over-sized bus ads ran in the high incident city wards. The billboard and bus ads ran through mid-July.

#### Digital Communications Toolkit

- A digital communications toolkit was developed for use and distribution by the MPD, DDOT, stakeholders, businesses, and partners.

### Media Impressions

- Over 6 million media impressions were delivered during these campaigns. There were also 225,000 in free value-added impressions.

### PEDESTRIAN SAFETY

The pedestrian safety campaign was held between August 17 and September 30, focusing on adults between 21 to 54 years old. This campaign used a social norming message approach to educate the public about pedestrian safety and increase awareness of the impacts of speed on DC roadways and the most dangerous behaviors related to pedestrian safety. Four key message points were used in the campaign:

- Highlight the 20 MPH speed limit now on local DC streets.
- Increase awareness of dangers when turning with emphasis left turns.



- Increase awareness of always using crosswalks.
- Stress importance of waiting for the walk signal.



*This series of ads were used for out of home and digital advertising.*

Radio script of :30 produced spot

“Unfortunately, too many pedestrians have been injured or killed on DC streets. Fortunately, this – can – change. Drivers - your speed matters. Local DC streets now have a 20 MPH speed limit. Slow down. And always look for pedestrians when turning (especially left). Pedestrians - use crosswalks and wait for the walk. Together we can end pedestrian injuries and deaths. Help make Vision Zero a reality in DC. Message from DDOT and MPD.”

## Media Strategies

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

### Radio

- Produced :30 and :15 spots ran on local stations through a combination of broadcast and streaming radio. Spots aired on radios, smart speakers (Alexa, Google Home), desktops, tablets and mobile. Stations included will be WTOP, WJFK, WKYS, WPGC, WIHT, WASH, WHUR and WRQX.

### Digital

- Ads were geo-targeted to the District of Columbia. Ads ran on desktops, tablets and mobile devices via websites and apps.

### Out-Of-Home

- Ads ran on 72 bus sides throughout the District with specific routes in high incident Wards and corridors. Additionally, 16 transit shelter ads ran in high incident Wards and corridors.

### Social Media

- Paid ads and boosted posts ran on Facebook and Instagram. Content was posted on DC Road Rules social media. Dave Dildine from WTOP was the campaign social media ambassador. Mr. Dildine posted campaign messages on his social media account (this includes a video) and discussed pedestrian safety messages on the radio.

*WTOP social media posts featuring a video about pedestrian safety by Dave Dildine.*



### Digital Toolkit

- Digital toolkit was developed. The Toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.

### Media Impressions

- Over 21 million media impressions were delivered during these campaigns. There were also 5.3 million free value-added impressions.

## Law Enforcement Programs

The HSO partners with the Metropolitan Police Department (MPD), as it is the primary law enforcement agency for the District of Columbia. With approximately 3,800 officers and 600 civilian staff, it is the sixth-largest municipal police department in the United States. The department serves an area of 68 square miles and a resident population of over 700,000 people (daytime approximately 1.7 million).

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

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

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

During FY2020 there were several events that prevented MPD from providing traffic-safety enforcement.

- COVID 19 – from March 16, 2020 MPD modified their operations (including traffic safety enforcement) in order to limit exposure to their members without interrupting the high level of service provided to the DC community.
- Demonstrations and Protests – MPD work with organizers to facilitate these and maintain safety for all. These activities while important, reduce the amount of time for traffic enforcement.

In spite, of this MPD conducted 420 overtime tours, resulting in 14,823 citations and 307 arrests for multiple unsafe driving behaviors.

	<b>FY2016</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>
Total Citations	18,167	12,577	13,984	15,734	14,823
Total Arrests	424	497	430	353	306
Total Hours	12,439.5	15,368	10,587	9,114.5	9,605

### Evidence Based Traffic Safety Enforcement Program

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

### Project Descriptions and Activities Funded

The projects implemented in FY20 are part of the strategies to reduce impaired driving, speeding, to increase seatbelt and child restraint use, and for pedestrian and bicyclist safety throughout the District. Through high visibility overtime enforcement saturated patrols, the enforcement program has contributed to meeting the District's Highway Safety Goals.



Project Number	Project Name	Amount Awarded	Amount Expended
M6OT-2020-01	Alcohol Overtime Enforcement	\$ 748,920.00 FAST 405D	\$283,550.82
M1X-2020-05-00	Occupant Protection Enforcement	\$220,000.00 MAP-21 \$241,500.00 FAST 405B	\$38,713.62
PT-2020-04-01	Police Traffic Services/Marketing and Outreach	\$795,870.00 FAST 402	\$427,721.17
PS-2020-08-00	Pedestrian and Bicycle safety enforcement	\$ 275,560.00 FAST 402	\$87,962.10

MPD conducted District-wide overtime enforcement from October 1, 2019 to September 30, 2020. With less traffic on the District roads (open streets), overtime was conducted between May and September with a focus on aggressive and impaired driving. Of the 420 overtime tours, 39 tours were focused on the three national mobilizations: Winter Holiday Season, Click It or Ticket, and Labor Day Drive Sober Get Pulled Over, and the MWCOC Street Smart Fall 2019 campaign kick-off.

A total of 406 overtime hours were worked during 10 tours for FY2020 Winter Holiday Season resulting in 249 citations, and 30 arrests were issued during this mobilization.

FY2020 Citations – Winter Holiday Season					
Arrests	DUI Arrests	No Permit	Other Arrests		
	24	4	2		
Citations	Seatbelt	Speeding	Red Light/ Stop Sign	Uninsured Driver	All Other
	6	7	85	37	114

A total of 167 overtime hours were worked during 14 tours to complement the FY2020 Street Smart Campaign Fall Kickoff resulting in 321 citations.

FY2020 Citations – Street Smart Campaign Fall Kickoff					
Citations	Seatbelt	Speeding	Failure to Yield to Pedestrian	Stopping, Standing in Bike Lane	
	6	0	17	113	
	Failure to Clear Intersection/ Obstruct Crosswalk			Uninsured Driver	All Other
	10			21	154

A total of 59 overtime hours were worked during two tours for FY2020 St. Patrick's Day resulting in 54 citations and 1 arrest.

FY2020 Citations – St. Patrick's Day					
Arrests	DUI Arrests	No Permit	Other Arrests		
	0	1	0		
Citations	Seatbelt	Speeding	Red Light/Stop Sign	Uninsured Driver	All Other
	1	1	22	2	28

A total of 64 overtime hours were worked during five tours for FY2020 Labor Day resulting in 70 citations and 3 arrests.

FY2020 Citations – Labor Day					
Arrests	DUI Arrests	No Permit	Other Arrests		
	2	1	0		
Citations	Seatbelt	Speeding	Red Light/Stop Sign	Uninsured Driver	All Other
	10	1	25	2	32

A total of 6 overtime hours were worked during one tour for FY2020 Click It or Ticket resulting in 9 citations. Due to the pandemic CIOT was not conducted in May 2020. The continuing pandemic and various protest events limited the amount of overtime enforcement that was conducted in September.

Total FY2020 overtime enforcement activities including the mobilizations are summarized below:

#### FY2020 Citations, Warnings, and Arrests Summary

Citations	Total	Arrests	Total
Seatbelt/Child Restraint Violations	1,743	DUI/DWI/OWI	194
Distracted Drivers	805	No Permit	72
Failure to Yield to Pedestrian in Crosswalk	243	OAS/OAR	3
Failure to Provide Proof of Insurance/Operating without insurance	1,699		
Failure to Yield Right of Way to Pedestrian	200	Reckless Driving	1
Stop Sign Passing	1,283	30 over Posted Speed Limit	5
Disobeying Official Sign or Signal	220	Possession of alcohol in vehicle	7
Red Light Violations	556	All Other Arrests	24
One Light Running (one head light out)	1,614	<b>Total Arrest</b>	<b>306</b>
Speeding	1,871		
Speeding in School Zones	452		
Stopping, standing or parking vehicle in bike lane	778	SFST Administered	247
Fail to Clear Intersection/Obstruct Crosswalk	86	PD29 Administered	84
All Others	3,273	Breath Test Administered	72
<b>Total Number of Violations</b>	<b>14,823</b>	Specimen Collection (Blood/Urine)	228
<b>Total Number of Warnings (February – September)</b>	<b>1,240</b>	<b>Total Tests Administered</b>	<b>193</b>
<b>No. of Members Worked</b>	<b>1,573</b>		
<b>No of hours</b>	<b>9,605</b>		

## Underage Drinking

As part of the District's effort in curbing underage drinking, MPD has a unique partnership with the Alcohol Beverage Regulation Administration. The focus is to stop illegal underage alcohol sales and also prevent adults from buying alcohol for minors. Officers are placed in strategic participating retail outlets: an undercover officer works inside the store while a second officer is positioned outside the establishment to apprehend adults who procure alcohol for underage persons.

MPD conducted 21 tours utilizing 430 overtime hours between October 2019 and March 2020, resulting in arresting 43 patrons for misrepresentation of age.

## Law Enforcement Training

In FY2020, 40 officers attended a two day class for SFST

**SFST Training Summary**

<b>Item</b>	<b>Dates</b>	<b># of Officers Trained</b>
	November 18 – 21, 2019	<b>11</b>
SFST Basic	December 16 – 19, 2019	<b>3</b>
Training (32-	February 10 – 13, 2020	<b>17</b>
hour course)	March 16 -19, 2020	<b>9</b>
	<b>TOTAL</b>	<b>40</b>

DDOT Child Passenger Safety Program partners with MPD to provide child passenger safety information to new parents and perform car seat installation and inspections. In FY2020, MPD conducted 190.5 hours of overtime performing 129 CPS workshops to parents, teachers and caregivers and installed 154 car seats. During the pandemic, the MPD location at 501 New York Avenue was the only agency performing in-person car seat inspection - by appointment only.



## Traffic Records Program

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

The TRCC program qualified for the NHTSA 405 grant. The following section review the projects implemented in FY2020

<b>Project Number/ Agency</b>	<b>Project Name</b>	<b>Amount Obligated</b>	<b>Amount Expended</b>
M3DA-2020-07-01/ District Department of Transportation (DDOT)	MIRE Fundamental Data Elements (FDE) Data Collection and Automation	\$120,760.88 405C	\$117,552.77

### BACKGROUND

One of top recommendations in the most recent Traffic Records Program Assessment Advisory report was to improve the data dictionary for roadway data inventory and the updates, changes and quality control routines related to that inventory. To achieve this DDOT collected detailed cross-section data on all roadways in DC. Using these data, DDOT performed an automated extraction of Model Inventory of Roadway Elements (MIRE) data, which consists of 38 Fundamental Data Elements (FDEs). MIRE data are extremely important for states to conduct sufficient safety analysis. As a follow-on task, DDOT is creating additional scripts to extract an additional 81 MIRE data elements in addition to the FDEs extracted above.

The MIRE cross-section data have been captured in a traditional GIS Linear Referencing System (LRS) Database. A major benefit to capturing MIRE data in this way is that MIRE Safety data and traditional Linear Referencing System (LRS) roadway inventory data will now live in the same system, using a common roadway centerline reference/linkage. All state Departments of Transportation (DOTs) maintain roadway inventory information using some form of LRS in a relational database.

Based on observations, a primary challenge is that safety data have highly complex relationships, which are difficult to model in a traditional relational database. While relational databases (such as Oracle or SQL Server) and LRS are generally regarded as the 'standard' way to structure and store roadway information for a state DOT, this choice comes with some notable drawbacks. Relational databases require a predefined structure for the data and any modification to the structure comes with a huge effort and cost. Additionally, complex queries of the data require an expert-level database administrator (DBA) on-staff to design and create them. Query speed is critical, but so is agility, as applications evolve far more rapidly than legacy applications. If the required DBA expertise is not available, agencies must extract, transform and load (ETL) into the system or structure that data which the analysis requires.

By comparison, a NoSQL (non-relational) database is built to be highly flexible and can store the data in multiple ways: column-oriented, document-oriented, graph-based, or a key-value pair. This NoSQL database provides the features of flexibility, speed of execution of queries, scalability, and dynamic data structure. Safety analysts can begin to ask complex questions of the data without having to worry about whether their safety analysis app offers that specific function or query. Application developers with no or very little safety, GIS or transportation experience can access the data and begin to form queries with very little guidance. Additionally, a non-relational database provides non-experts with an easy-to-query JSON-like format which is Web-ready. The multi-relational nature of highway safety data makes the NoSQL model a very good fit.



To incorporate the best features of the NoSQL database in the future, the first option would be to create a prototype of the sample MIRE data in the NoSQL database by loading the data through ETL. OITI would like to create examples of how the NoSQL approach can serve as the 'Application' data tier, making the underlying MIRE and GIS network data more transparent, accessible and understandable than before.

#### PROJECT GOAL AND SUMMARY

The goals of this project are to create a new model for MIRE safety data, by leveraging a NoSQL data model.

NOTE: This project was extended to FY 2020, due to additional hours needed to complete the requirements. The below summary provides a list of the accomplishments achieved during FY 2019.

When planning this project, there were two primary tracks:

1. Extraction and database configuration
2. Application development

Track 1 is complete, with the full data migration and data pipeline completed. The contractor created tools that allow DDOT to extract relevant safety data from its LRS and populate an extremely detailed ArangoDB NoSQL database. Additionally, the contractor was able to publish Web services in support of general user query and also the Track 2 Web application. DDOT is able to validate in its own environment that the above-mentioned tools work.

With the extension, the contractor was able to complete the remaining items for track 2 and deliver the Web application as required.

Some of the takeaways which were discovered as a result of this project:

- For the current project application, the NoSQL platform was not able to deliver a passable level of performance for use in the demonstration application. Queries took entirely too long and we needed to shift to a relational database approach which performed very well.
- The application has led to a follow-on project which seeks to enable data corrections and updates via the same (or similar) interface.

<b><i>Project Number/ Agency</i></b>	<b><i>Project Name</i></b>	<b><i>Amount Awarded</i></b>	<b><i>Amount Expended</i></b>
M3DA-2020-07-03/ Department of Motor Vehicles (DMV)	Out-of-State Data-Entry Convictions	\$70,000.00 405C	

## BACKGROUND

The Department of Motor Vehicles (DMV) is responsible for maintaining driver history and identifying habitual and frequent violators of traffic regulations. DMV has regulatory authorization to suspend or revoke the driver’s license or driving privilege of adverse drivers. The agency receives traffic violation and convictions from both local and national courts and enforcement agencies, including approximately 2,400 out-of-state traffic convictions per month that are required to be posted to DC driver’s records. Because of the disparate automation systems among the courts and law enforcement agencies across the Nation, most out-of-state convictions require data entry by DMV staff. Because of the large volume of out-of-state convictions received each month, DMV is challenged to enter all convictions in a timely manner. Delays in posting convictions to driver records affect appropriate revocations and suspension actions against adverse drivers and thus, the safety of the public.

## PROJECT GOALS AND RESULTS

The goals of this project are to:

- Increase the accuracy and completeness of driver records of paper traffic convictions received from other jurisdictions into the DMV DESTINY system; and
- Remove the driving privilege of habitual and frequent violators of traffic regulations and ultimately reduce traffic fatalities, injuries, and crashes.

DMV Legal Instrument Examiners enter the out-of-state backlogged convictions outside of normal working hours. Due to the COVID-19 pandemic, DMV implemented telework schedules which impacted on-site operations from March to June 23; however DMV resumed operations in July 2020.

During FY2020, approximately 1,558 staff hours were expended for the entry of 5,041 convictions.

<b><i>Project Number/ Agency</i></b>	<b><i>Project Name</i></b>	<b><i>Amount Awarded</i></b>	<b><i>Amount Expended</i></b>
M3DA-2020-07-03/ Fire and Emergency Medical Services (FEMS)	HAAS Alert	\$75,000.00 405C	\$75,000.00

## BACKGROUND

First responders have always been at risk with multiple vehicles approaching the scene from different directions at the same time. Negligent drivers sometimes pose a danger by refusing to provide a safe passage through. In the District, over 1,300–1,500 crashes occur that involve a first-responder vehicle. A first responder involved in a crash responding to a call only further delays the much-needed medical or other assistance, which can worsen the severity of that crash. Ensuring that first responders are aware of each other and the general public will ensure an all-around safer response.

## PROJECT GOAL AND RESULTS

- Alert multiple first responders both within the proximity and to other on-coming first responders.
- Provide information to District drivers on first-responder location and potentially avoid a secondary crash.

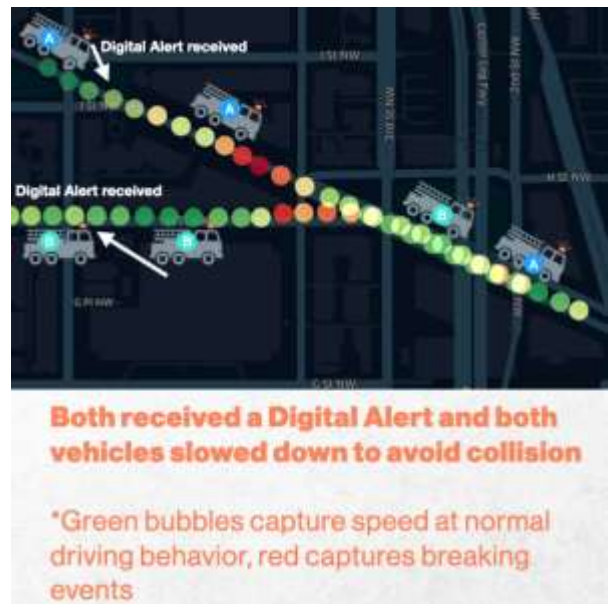
- Reduce crashes involving a first responder vehicle.

In FY2020, DC FEMS completed the deployment of an alert system called HAAS Alert as a demonstration project. When emergency crews are enroute to a call and/or on-scene, oncoming drivers receive advanced notifications. The alert devices turn any emergency light bar or brow light into a digital alerting system. When the emergency lights are *ON*, the apparatus automatically transmits real-time digital safety alerts to motorists and other emergency vehicles. This device was installed on 84 of 470 FEMS vehicles.

To initialize this project the HAAS vendor secured agreements with FEMS-approved installers and dealers (4) to install the alert devices. The installations were completed when the selected vehicles were in for maintenance or repair to avoid unnecessary downtime. Due to COVID-19 restrictions and the need to keep all FEMS vehicle in operations at all times, installation was delayed.

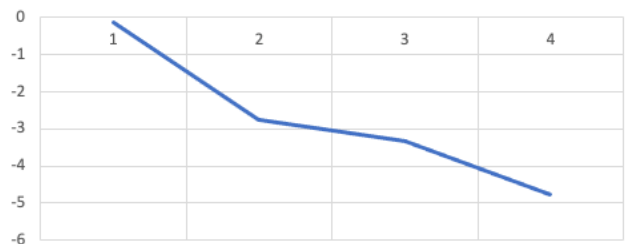
The project team comprising of the HAAS vendors, FEMS and HSO meet once a month on the status of this project.

HAAS Alert HA-5s were installed without the driver knowledge of the Responder-to-Responder device installed through August 2020 giving HAAS Alert a baseline set of data from 2019 to July 2020. After August 2020 the drivers were told and trained on the Responder-to-Responder device.

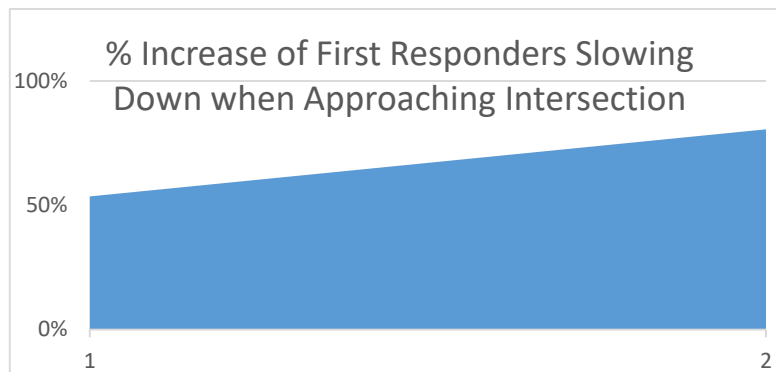


This chart illustrates the changes in driver speed due to the alert system activation. During quarter 1, the alert systems were not activated to allow the collection of the baseline data. Drivers did not decelerate on approaching a responding vehicle. Full activation and training was initiated in the second quarter, illustrating driver reduced speed. Training continued during the third and fourth quarters, averaging up to 4.7 mph speed reductions with greater awareness of other approaching vehicles.

Average Change in Speed After Driver Receives Alert (DEC2019 to SEPT2020)



In addition, the overall first responder “slow down” on approaching a potential collision or conflict point improved from approximately 54 percent to 81 percent or an increase of 27 percent as illustrated below.



Throughout the install period, the 2020 year period saw a large increase in Digital Alerts delivered to civilian drivers – with over 633,000 Digital Alerts sent to civilians in the proximity of emergency vehicles or along the route as shown below:

Dates	Driver Alerts per Emergency Vehicles	Civilian Driver Alert Total
Oct – Dec 2019		
Jan – Mar 2020	16,719	484,859
April – June 2020	18,771	544,348
July – Sept 2020	7,543	633,592

The alert system appears to be successful and met its goal of creating greater awareness of first responder enroute or on the scene of a crash. Additional testing and analysis is necessary before any definite conclusion can be drawn on the benefits of the system.

Project Number/ Agency	Project Name	Amount Awarded	Amount Expended
PT-2020-04-01/ MPD	Police Traffic Services/ e-Citation Grant	\$194,692.66 FAST 405C	\$194,462.66

## BACKGROUND

Handwritten citations can take 15-20 minutes or longer to complete; using an electronic citation process can reduce the average time of stop, data run, and ticket entry to between 4–5 minutes. By creating an error-free citation system, e-Citation speeds up the process and decreases the number of illegible tickets (those thrown out).

## PROJECT GOAL AND RESULTS

In FY2020, MPD continued Phase III of the Officer Android Application (eCitation). This is a web-based solution for ticket management operated by Gtechna, which enhances MPD officers' ability to effectively and efficiently prepare and issue Notices of Infractions (NOIs) through an application installed on all MPD officers' smartphones. In addition, the e-Citation system integrates automated ticket preparation which reduces NOI processing time and improves the accuracy of NOI issuance reports.

There are currently 2,758 users of the e-Citation application which generated 84,156 citations in FY2020. There are a total of 1,000 application licenses, 588 Zebra printers (200 of which are installed in patrol service cars), 106 Docking stations, and 107 car chargers that have been purchased and distributed across MPD districts and divisions.

Two training modules were created to train and support the continued usage of the application. A total of 1,598 MPD officers, including Administration users, have been trained in how to use/operate Officer Android (e-Ticketing system).

The auto registration process within the Command Center has been developed and activated and OCTO have been provided with the latest Officer-Android software version URL

Each traffic stop is unique in nature and depends on the circumstance surrounding the traffic stop. However, Officer Android has enabled MPD officers to issue NOIs in an expedient and efficient manner. All information, including drivers and vehicles information, can be obtained by scanning the driver license and vehicle registration's bar codes. Also, infractions (code and description) including fine amounts can be searched and auto-populated, which is much more efficient and faster compared to handwritten tickets.

The issued NOIs can be transmitted to the DMV server upon successful synchronization of the issued NOIs to the Gtechna's command center. Officers are required to synch their NOIs at the end of their shift, then Gtechna's Command Center transfers/exports the data to DMV for processing.

## Safe Communities

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

<i>Project Number/Agency</i>	<i>Project Name</i>	<i>Amount Awarded</i>	<i>Amount Expended</i>
SA-2020-05-00/KLS	HSO Support	\$660,708.10 402	\$401,743.67

### BACKGROUND

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

### PROJECT GOALS AND SUMMARY

To assist and support the HSO in the following activities relating to highway safety.

In FY2020, KLS supported the HSO effort to meet federal requirement through the development of the following:

- FY2019 Annual Report - The purpose of the Annual Report for FY2019 is to summarize the FY2019 accomplishments and challenges of the HSO, with direct reference to the performance measures, targets, strategies, and funding identified in the FY2019 HSP. The report also provides the HSO the opportunity to evaluate the effectiveness of the prior year's HSP and to showcase HSO achievements.
- FY2021 Highway Safety Plan - The HSO administers the Federally funded State and Community Highway Safety Program, which was established under the Highway Safety Act of 1966, 23 USC Chapter 4, Section 402 to reduce motor vehicle crashes and the resulting fatalities and injuries likely caused by unsafe roadway-user behaviors. Under this mandate and to receive funding, States are required to identify their most critical traffic safety problems and develop a framework for creating a safer, more efficient transportation system by submitting a HSP to NHTSA. The HSO follows guidelines outlined in the NHTSA *Traffic Safety Performance Measures for States and Federal Agencies* and the Governors Highway Safety Association (GHSA) *Guidelines for Developing Highway Safety Performance Plans* to complete its identification of unsafe behaviors. This is a crucial step in solving the problem and determining which projects to implement that would be most effective and efficient in addressing the District's roadway crashes, injuries, and fatalities.
- Updating the Procedures Manual with the current NHTSA and GHSA updates - The purpose of this Manual is to establish consistent program and project management procedures for staff and sub recipients to guide the administration of the District's traffic safety program in compliance with **U.S. DOT, NHTSA regulations**. The manual contains a written record of approved current administrative and financial procedures. It serves as a guide to assist staff and administrators in performing their assigned functions. The Manual does not, however, specifically address all regulations that must be followed. References to other Federal and Department manuals and policies are necessary. The Manual is intended for use by HSO personnel, Department employees, District Government officials, and anyone interested in the procedures which are followed by the HSO as per NHTSA federal procedures, polices, and guidelines.
- Updating the Strategic Highway Safety Plan (2021) - The SHSP is a Districtwide data-driven traffic safety plan developed in collaboration with a wide range of safety partners—to reduce traffic-related fatalities and injuries across all modes and on all District public roads. This collaborative effort involves Federal, District, and private sector safety stakeholders who have helped the SHSP establish goals, objectives, and



identify challenge areas. The broad array of partners involved is matched by the comprehensive reach of the plan needed to commit to and implement the strategies to reach the District's goal to save lives and prevent injuries. The process is designed to drive safety investment decisions and coordination with other safety plans, including the District's Highway Safety Improvement Program (HSIP), the HSP, the Freight Plan, and the Zero Vision Plan. The SHSP is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148). Developing the District's SHSP is a Federal requirement and is central to the transportation legislation, including the most recent Fixing America's Surface Transportation (FAST) Act (December 2015). The FAST Act guides safety investments in infrastructure and safety behavior programs, and includes a near-term component in the form of Emphasis Areas (EAs) and Strategies.

- Reviewing grant applications and quarterly reporting and monitoring requirement across multiple District agencies including MPD, OAG, OCME, FEMS, and DMV. Traffic safety grant selection procedures that fully comply with the District and Federal regulations shall be published and used by the HSO. The determination of whether the application has the potential to impact traffic safety goals is based on its ability to: implement evidence-based strategies; show a commitment to sustain and contribute to success; have measurable outcomes; address the greatest demonstrable need/problem; and target high-risk populations, high-risk behaviors, and high crash locations. The proposed grantee strategy must be either an evidence-based strategy supported by research or a demonstration project if a clear data-driven safety need has been identified. The project must be supported with a strong evaluation plan that will allow the HSO to assess the effectiveness of the activity at its conclusion as detailed in the NHTSA guidelines. During project execution the HSO/federal guidelines require three types of progress reports in conjunction with traffic safety grant projects: periodic progress reports during the life of a grant; a final report at the conclusion of a grant (this is to include training and consultant reports, if applicable); and special reports as required. Progress reports provide the HSO with information that can be used to strengthen the District's overall traffic safety program. These reports should keep the HSO informed of a grant's progress, explain any difficulties encountered, provide background information that can be shared with others, and suggest ways in which the HSO can assist and aid in the distribution of funds.
- In 2007, the District established its Traffic Records Coordinating Committee (TRCC), which comprises nine District agencies (DDOT, MPD, FEMS, DMV, OCTO, OAG, SCDC, OCME and DOH). The TRCC includes 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 to reduce crashes and crash-related injuries through a coordinated approach that will provide timely, accurate, complete, integrated, uniform, and accessible traffic records data. KLS assists the HSO in working with the TRCC and District agencies to identify best practices, undertake technology transfer, and provide support on data integration and other issues. Numerous activities were undertaken including:
  1. Coordinating TRCC meetings (federal requirement) and other related support– provided pre/post logistical support such as meeting agenda, agency presentations, TRSP project tracking, and minutes. Working with agencies individually and with various work groups (i.e. Crash Data, Drug testing, and Roadway) to improve industry standards and compliance to federal standards. Supported the HSO in the 405 application and verifying “demonstrated” progress.
  2. Working with District agencies to leverage technology, improve the interoperability, and improve data quality. Examples include: -
    - a. Supporting DDOT/OITI on a new system which extracts and synthesizes multiple datasets from DDOT's crash database and linear referencing system (LRS) into a MIRE safety database. Safety data present some unique challenges and using this new database makes data many

times easier to query and access. The safety data query viewer (name TBD) allows users to peruse safety data items and filter a variety of attributes in a dynamic way.

- b. There are approximately 1,200 crashes per year in which the first responders are involved. Supporting the HSO work with FEMS on a V2V demonstration project to maintain responder travel times to/from scene, avoid secondary crashes, and provide alerts to the public in the vicinity of the responder en-route. Includes coordinating FEMS, HSO and vendor meetings, installation means/methods, monitoring installation progress, and data collection.
  - c. Approximately 99% of toxicology tests of individuals who were suspected of being impaired while driving were positive for alcohol or drugs in 2018. Of those drivers, 27% were positive for phencyclidine (PCP), 39% were positive for marijuana metabolite, 11% were positive for cocaine, and 4% were positive for fentanyl. Overall, this continued increase of positive casework creates workload challenges that negatively impact driving under the influence casework turnaround time and backlog numbers. Supporting the Forensic Toxicology Division at OCME to leverage technology and adopt new industry protocols/standards to improve the timely testing (90 days to ~ 30 days) of blood and urine analysis for the MPD traffic related cases.
3. Supporting the HSO in various District activities including the development of the 2021 TR Strategic Plan. In 2016 NHTSA conducted the required NHTSA five-year traffic records assessment (TRA) of the District's traffic records program. Supporting the HSO in working with the various TRCC representative agencies in identifying remaining projects and strategies, relative to the deficiencies and model performance measures identified in the 2016 TRA, for update to the TRSP (2021). The 2017 TRSP update incorporated some of the findings of the 2016 assessment. The 2021 update (ongoing) incorporates the following – Needs identification, Vision development, Mission development, SWOT analysis, Project identification, Prioritization, and Performance measures.
  4. Coordinated the following monthly meetings with various traffic records representative agencies. Prepared agenda, presentations, meeting minutes, and other supporting documentation between November 2019 and September 2020 to improve data quality and possible system integration. Sample list includes:
    - Attended the meeting with DMOI, in regards to the DOH trauma repository proposal.
    - Coordinated over 6 meetings between January and July 2020 with FEMS to discuss the new FEMS data from the SafetyPAD and linkages to the crash application.
    - Supported the TRCC and DDOT at multiple meetings (11) with MPD to discuss the new crash application, Suspected Serious Injury reporting, compliance with MMUCC V, FHWA reporting requirements, and integration with other datasets.
    - Coordinated multiple meetings with NPS with respect to acquiring NPS crash data (crashes that occur within the District borders).
    - Worked with MPD (support to DDOT – WRAP request) to debug MPD crash data queries to resolve data discrepancies in data numbers between DDOT and MPD.

## Program Management

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

<b>Project Number/ Agency</b>	<b>Project Name</b>	<b>Amount Awarded</b>	<b>Amount Expended</b>
SA-2020-05-00/ District Department of Transportation (DDOT)	Program Management	\$0	\$0

### BACKGROUND

This internal grant is responsible for the overall management of the Highway Safety Office and its activities. It begins by annually analyzing crash data and implementing strategies; then it awards grants, manages budget claims, monitors grants, and evaluates projects throughout the year.

### PROJECT GOAL AND SUMMARY

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

The HSO continued its administrative support of the FY2020 HSP, grants, and management. Funds supported office supplies, travel, and professional dues, such as GHSA.

In FY2020, the DC HSO transitioned from under the Planning and Sustainability Division to the External Affairs Administration-Vision Zero Office. This transition will provide opportunities for mutually beneficial partnerships and philosophies to enhance the District's safety programs. The transition also allows the District to hire a Deputy Director in FY2021 to assist with the HSO activities.

NHTSA's Management Review (MR) was conducted in FY2020. The MR is an assessment on the adequacy of the DC HSO's organization and staffing, program and financial management systems, and programs, policies, and procedures as they relate to its Federally-funded highway safety program. The review covers FY 2018, 2019 and 2020. Due to the COVID-19 pandemic and the stay-at-home orders the reviews were all conducted virtually involving grantees and the HSO between July 14 and September 23, 2020.

NHTSA regional staff reviewed HSO programs and processes and had one finding as it relates to the on-site monitoring of grantees. Concurrently with the MR, the HSO revised and implemented an on-site monitoring form. This finding is considered closed.

The District's 2021-2025 SHSP development was ongoing in FY2020. However, COVID-19 restrictions and its impacts resulted in delays in the SHSP schedule. The SHSP is expected to be completed in early 2021.

In FY2020, the HSO attended several conferences and webinars including the following:

- WRAP 37<sup>th</sup> Annual Meeting – Ms. Lewis received an award in the fight against impaired driving.
- WABA's 4<sup>th</sup> Annual Vision Zero Summit
- Region 3 Leadership meetings
- NHTSA Pedestrian and Bicycle Safety Program Management course
- NHTSA: 50 Years of Advances in Road Safety and the Challenges Ahead and others

- GHSA webinars such as Understanding Micromobility: Transportation's New Disruptor, and Drug-Impaired Driving: An Update on Trends and Tools
- APBP Equity in Transportation Safety Series
- UNC webinar Going Dutch: Translating Dutch Cycling Ideas to an American Context
- The Rise and Fall of the Prohibition on Cannabis & Its Impact on Driving Under the Influence Enforcement.

## Overview of Expenditures (FY2020)

During FY2020, the DC HSO successfully applied and received funding from NHTSA. These grant monies included funding available under Section 402 State and Community Highway Safety Grant Program and Section 405 National Priority Safety Program. The District qualified for 405b (High Seatbelt Use State), 405c (Data Program), 405d (Alcohol–Low range State) and 405h (non-motorized safety) included in the District’s HSP in accordance with the federal law.

The DC HSO administers the grant funds through the award of Federal grants to other District agencies and the private sector. In FY2020 \$3,727,257.21 were directed to areas the HSO identified that can change driver behavior and reduce vehicle crashes and crash severity.

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

TABLE 1: FEDERAL AID ALLOCATION REPORT AND EXPENDITURE

Program Area	Fund	Task Description	Project No.	Awarded	Expenditure
Impaired Driving	405d	Office of the Attorney General (OAG)	M6OT 2020-01-00	\$ 890,500.00	\$ 777,570.37
	405d	Office of Chief Medical Examiner	M6X 2020-02-01	\$ 331,432.46	\$ 293,312.85
	405d	Washington Regional Alcohol Program	M6X 2020-01-02	\$ 154,200.00	\$ 111,414.19
<b>405d TOTAL</b>				<b>\$ 1,376,132.46</b>	<b>\$ 1,182,297.41</b>
Occupant Protection	402	DDOT – CPS	OP 2020-05-01	\$ 130,309.00	\$ 73,500.00
	402	Howard University - Observational Survey	OP 2020-05-00	\$ 110,000.00	\$ -
<b>402 TOTAL</b>				<b>\$ 240,309.00</b>	<b>\$ 73,500.00</b>
Pedestrian and Bicycle Safety	405h	Street Smart Campaign	FHPE 2020-01-00	\$ 200,000.00	\$ 200,000.00
	405h	Washington Area Bicycle Association	FHX 2020-01-00	\$ 175,337.00	\$ 120,290.33
<b>405h TOTAL</b>				<b>\$ 375,337.00</b>	<b>\$ 320,290.33</b>
Traffic Records	405c	DDOT – OITI	M3DA 2020-07-01	\$ 120,760.88	\$ 117,552.77
	405c	FEMS – HAAS	M3DA 2020-07-05	\$ 75,000.00	\$ 75,000.00
	405c	DMV	M3DA 2020-07-05	\$ 70,000.00	\$ 70,000.00
	405c	eCitation (MPD)	M3DA 2020-07-05	\$ 194,693.66	\$ 194,693.66
<b>405c TOTAL</b>				<b>\$ 460,454.54</b>	<b>\$ 457,246.43</b>
Paid Media	402	Paid Media Campaigns	PM 2020-14-00	\$ 995,000.00	\$ 255,018.00
<b>402 TOTAL</b>				<b>\$ 995,000.00</b>	<b>\$ 255,018.00</b>
Enforcement	402 MAP-21	Alcohol Enforcement	AL 2020-03-00		\$ 42,475.40
	405d MAP-21	Impaired Driving Enforcement	M6OT 2020-01-03	\$ 748,920.00	\$ 15,516.18
	402	Impaired Driving Enforcement	AL 2020-03-00		\$ 225,559.24
	405d FAST	Impaired Driving Enforcement	M6X 2020-01-00		\$ 4,521.00
	402	Seatbelt Enforcement	OP 2020-05-02	\$ 461,500.00	\$ 38,713.62
	402	Pedestrian Enforcement	PS 2020-08-00	\$ 275,560.00	\$ 87,962.10
	402	Police Traffic Services	PT 2020-04-00	\$ 795,870.00	\$ 622,413.83
	<b>402 MAP-21</b>				<b>\$ 748,920.00</b>
<b>405d MAP-21</b>					<b>\$ 15,516.18</b>
<b>402 TOTAL</b>					<b>\$ 974,648.79</b>
<b>405d TOTAL</b>				<b>\$ 2,281,850.00</b>	<b>\$ 4,521.00</b>

Program Management	402	Program Administration	PA 2020-01-00	\$ 0.00	\$ 0.00
	402	Admin Support - KLS	SA 2020-05-00	\$ 660,708.10	\$ 401,743.67
<b>402 TOTAL</b>				<b>\$ 0.00</b>	<b>\$ 401,743.67</b>
				<b>\$</b>	<b>3,727,257.21</b>

