

September 2019

# **Highway Safety Plan FY 2020 District of Columbia**

## Highway Safety Plan

**NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:**

- S. 405(b) Occupant Protection: Yes
- S. 405(e) Distracted Driving: Yes
- S. 405(c) State Traffic Safety Information System Improvements: Yes
- S. 405(f) Motorcyclist Safety Grants: Yes
- S. 405(d) Impaired Driving Countermeasures: Yes
- S. 405(g) State Graduated Driver Licensing Incentive: Yes
- S. 405(d) Alcohol-Ignition Interlock Law: Yes
- S. 405(h) Nonmotorized Safety: Yes
- S. 405(d) 24-7 Sobriety Programs: Yes
- S. 1906 Racial Profiling Data Collection: Yes

## Highway safety planning process

### Data Sources and Processes

#### Problem Identification

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

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

#### Target-Setting Process

The overall goal of the HSO is zero deaths from traffic-related crashes in the Nation's Capital. However, when setting the performance targets, participants must ensure targets are obtainable and follow the SMART principle: S–Specific, M–Measurable, A–Action-oriented, R–Realistic, and T–Time-frame.

#### Processes Participants

The HSO collaborates with law enforcement, judicial personnel, private sector organizations, and community advocates to coordinate activities and initiatives relating to behavioral issues in traffic safety. These partners work together to achieve the HSO vision for a safe and efficient transportation system that has zero traffic-related deaths and injuries. The following are the public sector and community partners for FY2020:

- District Department of Transportation (DDOT)
- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)

Metropolitan Washington Council of Governments (MWCOG)

Office of the Chief Medical Examiner (OCME)

Office of Chief Technology and Officer (OCTO)

Office of Information Technology and Innovation (OITI)

Department of Motor Vehicles (DMV)

Department of Health (DOH)

Fire and Emergency Medical Services (FEMS)

DC Superior Court

Washington Regional Alcohol Program (WRAP)

Washington Area Bicyclist Association (WABA)

Howard University

McAndrew Company, LLC

KLS Engineering, LLC

Federal partners include:

National Highway Traffic Safety Administration (NHTSA)

Federal Highway Administration (FHWA)

Federal Motor Carrier Safety Administration (FMCSA)

US National Park Service

Other Federal Partners

### Description of Highway Safety Problems

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

The U.S. Census Bureau estimates the District's population at 702,455 as of July 1, 2018, a 16.7 percent increase since the 2010 U.S. Census (1.1 percent increase in 2018). The increase continues a growth trend since 2000, following a half-century of population decline. A larger percentage of the new District population use public transportation, bike or walk as the primary mode of transportation. The District has increased the proportion of white, Asian, and Hispanic residents, and a decline in the city's African-American population. The District is the center of all three branches of the Federal government and the home of many of the national monuments and museums. It also is the location of 176 foreign embassies and headquarters of many international organizations, trade unions, nonprofit organizations, lobbying groups, and professional associations, which results in an ethnically diverse, cosmopolitan, midsize capital city.

The District of Columbia Department of Employment Services states the total number of jobs in the District in March 2019 was 797,600, reflecting an increase of 8,600 jobs from March 2018. The District's unemployment rate is 5.6 percent. Government employees make up 29.6 percent of the District's workforce (236,600 workers). Some of the other largest employers are medical institutions. There are 14 hospitals (four are accredited trauma centers), including the George Washington University, Georgetown University, Washington Hospital Center, and Howard University Hospital, which together employ approximately 27,400 employees. Professional,

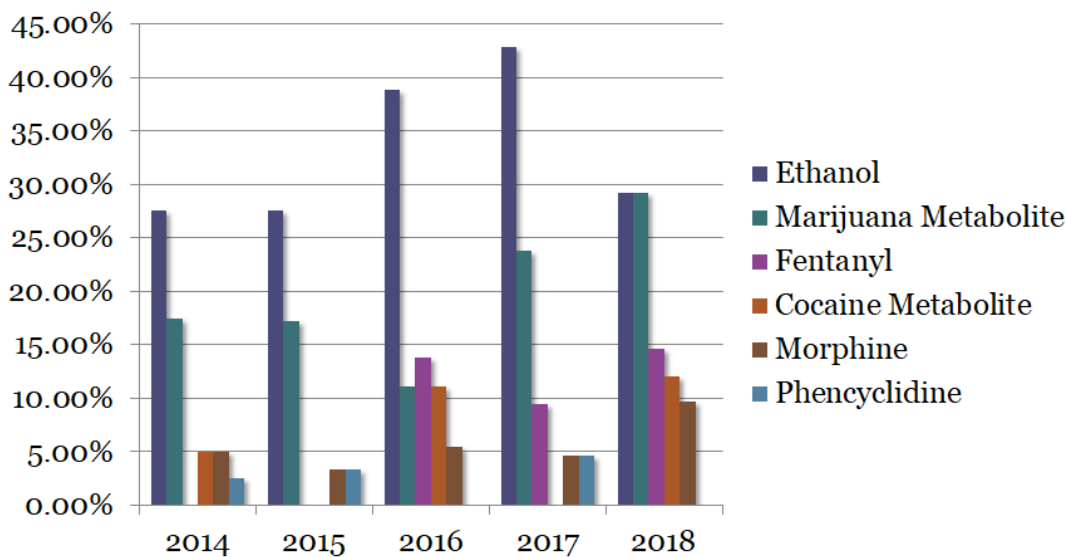
scientific, technical, and business services employ more than 168,000 people. During the workweek, however, the number of commuters from the suburbs into the city swells the District’s daytime population to more than 1.5 million people, or more than 2.5 times the resident population. Therefore, unlike any other state in the nation, solving the District’s crash problem is a regional issue.

The District Department of Motor Vehicles reports, as of April 30, 2019, the total number of licensed District drivers was 485,051—female drivers 247,112 and male drivers 237,939, which represents a 1.8 percent increase from March 2018 of 476,242. There are 307,983 registered vehicles (0.4 percent decrease from March 2018 of 309,185 vehicles) in the District, as of April 30, 2019.

This plan is data-driven and evidence-based on current analytics performed on crashes, population, registered drivers, citations and other data to ensure the best possible use of Federal and District funds dedicated to traffic safety. The Plan is prepared each year and details the District’s priority areas, sets goals and performance measures, and describes specific project activity proven to reduce District traffic crashes, injuries, and fatalities. The following factors are considered when setting the performance targets for FY2020:

**Fatality Numbers.** The District fatalities numbers are small and progress to reduce these numbers further becomes increasingly difficult. Many focus areas are less than 5 total fatalities. Therefore, a better use of resources is reducing the District’s injuries.

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



**Nonmotorized Trips.** The increase number of bike and pedestrian trips, e.g., Bikeshare trips has increased by 6 percent from 3.3 M trips in 2016 to 3.5 M trips in 2018.

**New Modes of Transportation, DC Streetcar.** The Streetcar service on H Street commenced in March 2016 with daily weekday passenger averaging 2,419 passengers (67,853/month). Currently ridership has reached of 96,000 riders per month.

**New Crash-Reporting System.** In August 2015, the District implemented a new system that captures injury data based on the MMUCC 4th Edition, 2017. There is a high probability that future serious-injury numbers resulting from a crash will increase as all officers complete training and provide more

accurate and consistent coding in the field.

Vehicle Miles Traveled (VMT). Preliminary numbers indicate an increase from 3,621,959,278 in 2016 to 3,711,065,230 in 2017, a 2.5 percent increase.

When considering all these factors, exposure can potentially increase by at least 10 to 15 percent per year.

However, the relative risk varies that 1) a driver or passenger, 2) a bicyclist, or 3) a pedestrian might die or be seriously injured in a traffic collision. It is clear that countermeasures to improve road safety must come from activities that reduce:

Exposure

Risk of the crash

Risk of injury

Prior to 2016, the Metropolitan Police Department (MPD) database defined injury data as “disabling and non-disabling.” In 2016, the MPD changed the injury severity level coding in its crash form to correspond with the MMUCC, as per Federal regulation under MAP-21[1]. This plan includes all injuries as defined by MMUCC as:

**Suspected Serious Injury.** Any injury other than fatal that results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest, or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10 percent or more of the body); unconsciousness when taken from the crash scene; and paralysis.

**Suspected Minor Injury.** Any injury that is evident at the scene of the crash other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).

As Table 1 indicates, the major problems in the District to be addressed are pedestrian and bicyclist, followed by aggressive and impaired driving. The highest number of traffic fatalities resulted from aggressive driving behavior, followed by pedestrian and impaired driving. However, when fatalities and injuries were combined the most critical areas are pedestrians, followed by bicyclists and aggressive driving.

Table 1: Crash Data by Highest Injuries Causes in 2018

	2017 Fatalities (FARS)*	Injuries (2018)	Total Crashes (2018)
Pedestrian	11	528	1,202
Bicyclists	2	347	702
Aggressive Driving	17	167	3,412
Impaired Driving	16	102	838
Occupant Protection	3	43	497
Motorcyclists	4	81	198

Two HSO focus areas are enforcement and public awareness (in conjunction with national and high-visibility mobilization). This covers the following:

Impaired Driving

Occupant Protection

## Aggressive Driving

## Pedestrian and Bicycle Safety

## Traffic Records

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

[1] Federal Register / Vol. 79, No. 47 / Tuesday, March 11, 2014 / Proposed Rules. Accessed at:

<https://www.Federalregister.gov/documents/2014/03/11/2014-05152/national-performance-management-measures-highway-safety-improvement-program>

## Methods for Project Selection

Each year, the HSO uses the problem-identification process to identify its highway safety programs; it identifies the top priority areas and sends out a request for grant proposals to address these issues. The HSO uses the SHSP, NHTSA's Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (Ninth Edition, 2017), and past experience to select strategies, countermeasures, and projects that could best help the District achieve its safety goals.

Because the District's program is City based, this allows for a less-structured and more open-grants solicitation process. The Coordinator's experience and knowledge, as well as the ongoing partnerships, further allow for direct solicitation of grant proposals. For example, all enforcement-based grants go directly to the MPD, as it is the only law enforcement agency in the City eligible to receive Federal grant funds. Grant proposal requests posted in the DC Register and the HSO website had a due date of May 1, 2019. The FY2020 Grant Application, along with other grant-related forms, is posted on the HSO website ([www.ddot-hso.com](http://www.ddot-hso.com)).

The following questions are considered when selecting projects for funding:

Is the problem adequately identified?

Is the problem identification supported by accurate and relevant data?

Is the project directly related to the problem identified?

Are the objectives appropriate to the problem?

Are the goals and objectives realistic and achievable?

Are the Performance Measures and Targets appropriate to the Objectives?

Will this project save lives and reduce serious crashes?

Are the strategies implemented proven?

Is this project cost-effective?

Is the evaluation plan sound? (Is the performance/progress measurable?)

Is there a realistic plan for self-sustainability (if applicable)?

The HSO and NHTSA jointly review all traffic safety grant applications to ensure the completeness of the application packages and that they clearly identify their problems, goals and objectives, and use of evidence-based strategies and activities and performance measures. Goals and objectives must support the HSO, ensure activities, measure their effectiveness, and estimated costs justify the anticipated results.

## Who Can Apply

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

A project director of each nonprofit organization must submit a Grant Application and comply with the grant program guidelines, as follows:

All funding must be for highway safety purposes only.

All funding must be necessary and reasonable.

All funding is based on implementing evidence-based strategies.

All funding is passed through from the Federal government and is subject to both Federal and District regulations.

All projects must be performance-based in reducing crashes, injuries and fatalities.

Projects are only approved for one full or partial fiscal year at a time.

Funds cannot be used to replace or supplant existing expenditures, nor can they be used to carry out general operating expenses of the grantee.

All funding is on a reimbursement basis. The grantee must pay for all expenses up front and then submit a reimbursement request with the necessary back-up documentation to receive the funds.

The designated project director must ensure project/program objectives are met, expenditures are within the approved budget, and reimbursements and required reports are submitted in a timely manner.

#### Risk Assessment

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

The HSO may notify grantees during the assessment of the need to answer or explain any identified deficiencies. Based on the risk level (high, medium, or low), the HSO will determine the level or type of monitoring during the grant period to better track the project progress. Any grantee receiving more than \$200,000 will be subject to onsite monitoring.

#### Pre-Award Notice and Reporting Requirements

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

Upon final approval, the HSO Coordinator notifies each project director of the approved amount of funding and advises of individual fiscal and administrative reporting/evaluation requirements.

The HSO monitors all projects on a regular basis, which includes onsite monitoring. Additional monitoring may be required for grantees where the HSO determines that the organization is a medium- or high-risk grantee.

Project directors are required to submit a quarterly progress report, which outlines activities from the grant application and submit an equipment record when purchasing equipment. The HSO will perform onsite monitoring of equipment for any grantee who has purchased equipment under the grant on a biannual basis. If the grantee is not achieving project goals, then the HSO reserves the right to terminate the project or require changes to the project action plan.

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

## List of Information and Data Sources

### Traffic Crash Data

The HSO obtains fatality data through the NHTSA Fatality Analysis Reporting Systems (FARS). The FY2020 Highway Safety Plan uses FARS data from 2012 to 2017 and preliminary 2018 data from MPD and TARAs2 database. The District's fatality numbers are relatively small and, therefore, uses injury data to get a clearer picture of the District's traffic safety problems. Injury data is based on data available as of May 2019.

In August 2015, the District implemented a new crash-reporting system (COBALT) that captures injury data based on the MMUCC 4th Edition. There is a high probability that future serious injury numbers resulting from a crash will increase as officers are fully trained and able to more accurately and consistently code in the field.

The HSO, through an agreement with the MPD, has access to the MPD Cobalt-RMS/Traffic Crash system. The access to the crash data is through a REST API called CLERK and HSO can obtain all the crash data, including injury-related data. The Cobalt-RMS/Traffic Crash system interfaces with the DC DMV Destiny system to retrieve driver- and vehicle-related information based on either the Tag or VIN numbers. The HSO can also access the Department of Motor Vehicle (DMV) and obtain number of registered of vehicles and number of licensed drivers. The identification process examines the following variables: crash severity (fatality and injuries), time of day, day of the week, driver gender and age, contributing circumstances (speed, impaired, seat belt use, etc.), and location by Ward.

The problem-identification process uses FARS fatality data and MPD data for injuries. The data queried determines 1) who is involved in a crash (e.g., age, gender, seat belt use, impairment, etc.), 2) when crashes occur (e.g., time of day, day of the week, month), 3) what is the cause of the crash (e.g., speed, alcohol, other), and 4) where crashes occur in the District.



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

High-Risk Drivers

Aggressive Driving

Impaired Driving

Driver Competency and Licensing

Distracted Driving

Pedestrian and Bicyclist Safety

Pedestrian Safety

Bicyclist Safety

Engineering/Facilities Infrastructure

Signalized intersections

Nonsignalized Intersections (STOP Controlled only)

Work Zones

Special Vehicles

Large Trucks

Motorcycles

Special Target Areas

EMS

Occupant Protection

Traffic Incident Management (TIM)

Enforcement Data

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

Seatbelt Use Observational Survey

The 2018 Seatbelt Usage Survey, conducted by Howard University, found a 95.1 percent seatbelt compliance rate—a 1.6 percent increase from 93.6 percent in 2017. The District's seatbelt use rate has been above the national average of 86 percent since 2012.

At the time of preparing this HSP application, 2019 observation survey for seatbelt were ongoing.

Vision Zero Plan

In February 2015, Mayor Bowser launched Vision Zero in response to U.S. Department of Transportation Secretary Anthony Foxx's Mayors' Challenge for Safer People and Safer Streets. Vision Zero marks a new approach to the District's challenges and a renewed sense of

urgency within our city. The goal of Vision Zero is to realize zero fatalities by 2024. More than thirty District agencies and safety partners worked to develop the plan that better educates stakeholders and grows a safety culture; more efficiently enforces life-saving laws; enhances the design of complete streets; and collects, leverages, and shares crucial safety data.

#### District Traffic Records Coordinating Committee

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

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

To provide an ongoing District-wide forum for traffic records and support the coordination of multi-agency initiatives and projects.

To leverage technology and appropriate government and industry standards and to improve the timely collection, dissemination, and analysis of traffic records data.

To improve the interoperability and exchange of local and regional traffic records data among systems and stakeholders for increased efficiency and enhanced integration.

To create a user-friendly data system incorporating public and private data sources that better informs traffic-related policy and program decision makers.

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

In 2016, NHTSA conducted a comprehensive assessment of the District's traffic records system, updating the previous traffic records assessment (TRA) conducted in 2012. The District of Columbia received the final report for the 2016 Assessment on June 27, 2016, and is not due for another Assessment until 2021. Currently, the District is in the process of updating the 2017 Traffic Records Strategic Plan. The updated Traffic Records Strategic Plan will serve as a guiding document for traffic records improvements over a 5-year period, 2020 through 2025.

#### Description of Outcomes

The SHSP is a District-wide coordinated safety plan that provides a comprehensive framework by reducing highway fatalities and serious injuries on public roads. This document links directly to the District's Strategic

Highway Safety Plan (SHSP), last major update in September 2014 (minor updates were done thru 2017). The SHSP includes strategies in the 4Es of traffic safety—engineering, enforcement, education, and emergency medical services—to target distinct emphasis areas believed to significantly reduce the number of deaths and injuries in the District. This HSP addresses three of the emphasis areas outlined in the SHSP—High-Risk Drivers (Impaired and Aggressive Drivers), Pedestrian and Bicycle Safety, and Occupant Protection. A major update of the SHSP is ongoing and due out in early 2020.

The FY2020 HSP aligns with the District’s vision Toward Zero Deaths and the Highway Safety Improvement Program (HSIP). A Team comprised of DDOT (HSIP, HSP, SHSP, VZ), and MPD to establish specific targets based on the variety of data sources mentioned in this report to address the District traffic safety problems. The Team established the methodology and targets for C-1: Fatalities, C-2: Serious Injuries and C-3: Fatality rate per 100 million vehicle-miles traveled; these are identical for the HSP and HSIP for FY2020.

## Performance report

### Progress towards meeting State performance targets from the previous fiscal year’s HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	Not Met
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	Met
3	C-3) Fatalities/VMT (FARS, FHWA)	Not Met
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Not Met
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Not Met
6	C-6) Number of speeding-related fatalities (FARS)	Not Met
7	C-7) Number of motorcyclist fatalities (FARS)	Met
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Met
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Not Met
10	C-10) Number of pedestrian fatalities (FARS)	Not Met
11	C-11) Number of bicyclists fatalities (FARS)	Not Met

12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
13	Number of injuries involving an impaired driver	Not Met
13	Number of injuries involving an aggressive driver	Met
13	Number of pedestrian-related injuries	Not Met
13	Number of bicyclist-related injuries	Met
13	Number of unrestrained-related injuries	Met

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

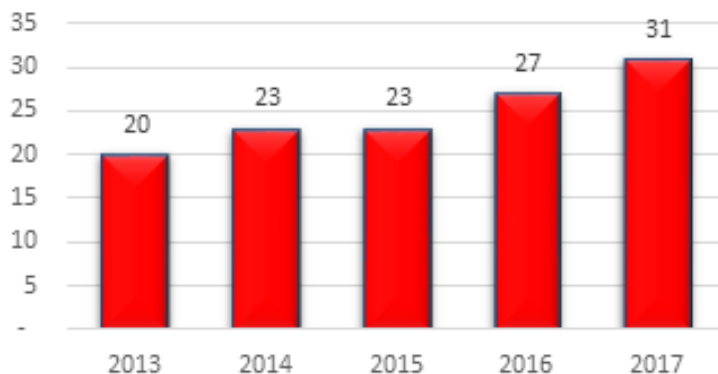
Progress: Not Met

#### Program-Area-Level Report

FY2018 Goal

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

Intermediate Goal: Limit expected increase in fatalities to 18 percent from the 5-year average (2011–2015) of 22 to no more than the 5-year rolling average (2014–2018) of 26, or a 16 percent decrease based on 2018 actual projection.



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

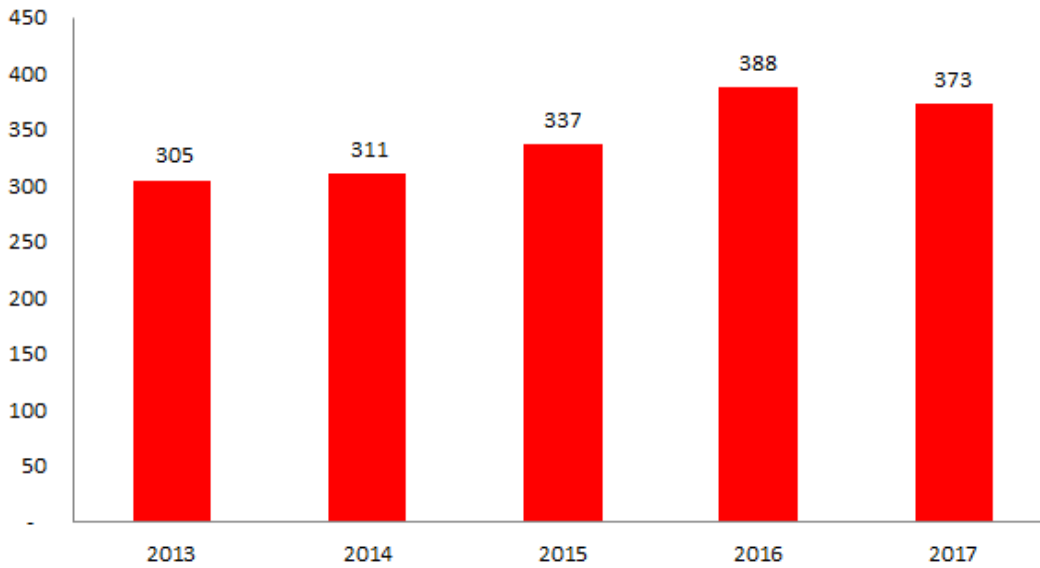
Progress: Met

#### Program-Area-Level Report

FY2018 GOAL: Reduce the number of serious and fatal injuries in the District by 50 percent by 2025.

Intermediate Goal: Limit expected increase in serious injuries to 32 percent from the 5-year average (2011–2015) of 319 to no more than the 5-year rolling average (2014–2018) of 420, or an 8 percent decrease based on 2018 actual projection.

GOAL MET



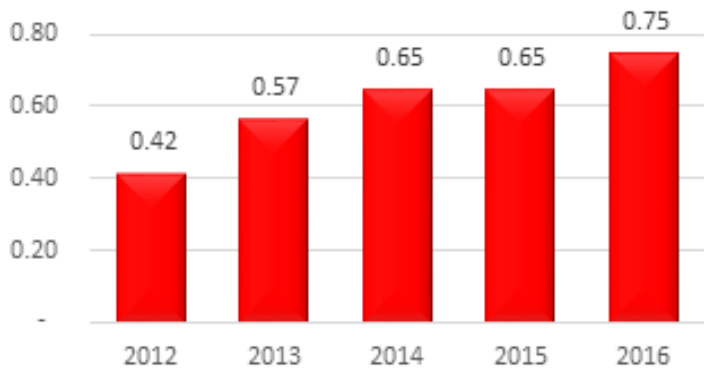
### Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: Not Met

#### Program-Area-Level Report

FY2018 Goal

Limit expected increase in the traffic fatality rate to 18 percent from the 5-year average (2011–2015) of 0.61 to no more than the 5-year rolling average (2014–2018) of 0.703, or a 14 percent decrease based on 2018 actual projection.



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

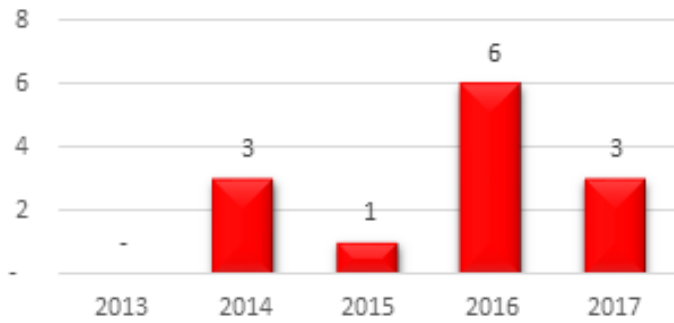
Progress: Not Met

#### Program-Area-Level Report

FY2018 Goal

Decrease number of unrestrained fatalities by 33 percent from the 5-year average (2011–2015) of 3 to no more than the 5-year rolling average (2014–2018) of 2.

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

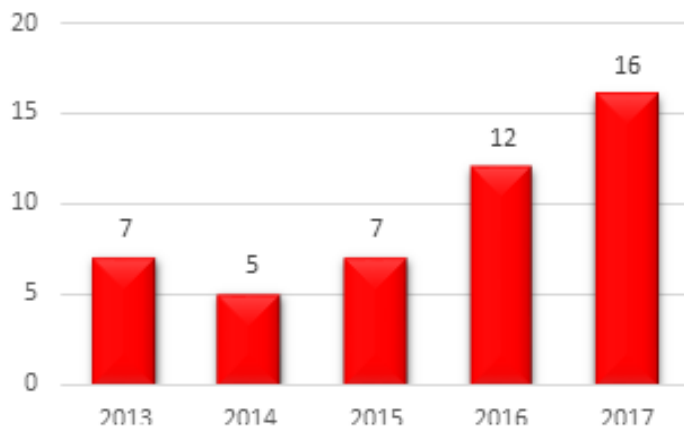


Progress: Not Met

### Program-Area-Level Report

FY2018 Goal

Maintain the number of alcohol-related fatalities to no more than the 5-year average (2011–2015) of 6, or a 33 percent decrease based in 2018 actual projection.



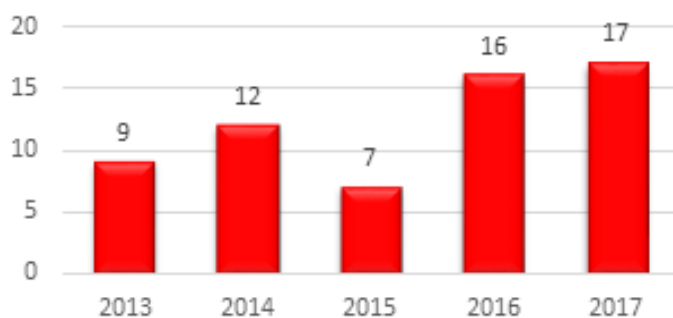
### Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: Not Met

### Program-Area-Level Report

FY2018 Goal

Limit expected increase of speeding-related fatalities to 11 percent from the 5-year average (2011–2015) of 9 to no more than the 5-year rolling average (2014–2018) of 10, or 10 percent decrease based on 2018 actual projection.



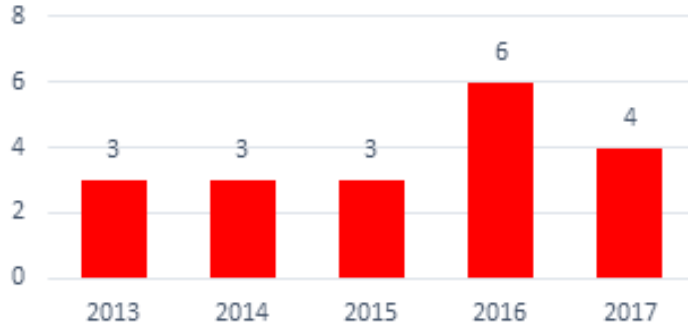
### Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: Met

## Program-Area-Level Report

### FY2018 Goal

Limit expected increase of motorcyclist fatalities by 66 percent from the 5-year average (2011–2015) of 3 to no more than the 5-year rolling average (2014–2018) of 5, or a 17 percent decrease based on 2018 actual projection.



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

Progress: Met

## Program-Area-Level Report

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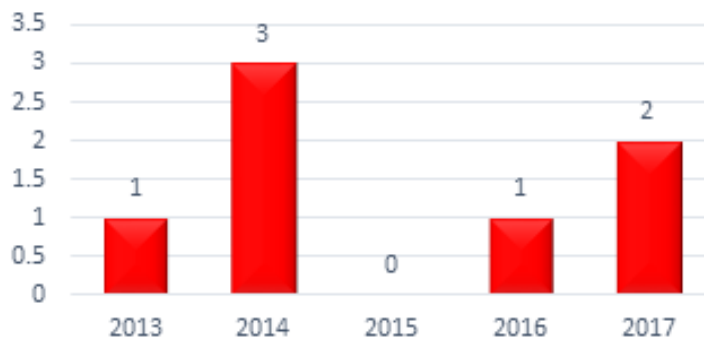
## Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: Not Met

## Program-Area-Level Report

### FY2018 Goal

To maintain the number of drivers age 20 or under involved in a fatal crash to no more than the 5-year average (2011–2015) of 2 by December 2018.



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

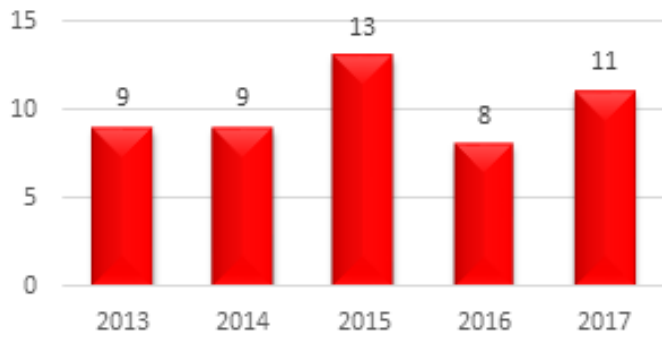
Progress: Not Met

## Program-Area-Level Report

### FY2018 Goal

GOAL: Limit expected increase of pedestrian-related fatalities by 22 percent from the 5-year average

(2011–2015) of 9 to no more than the 5-year rolling average (2014–2018) of 11, or an 8 percent decrease based on 2018 actual projection.



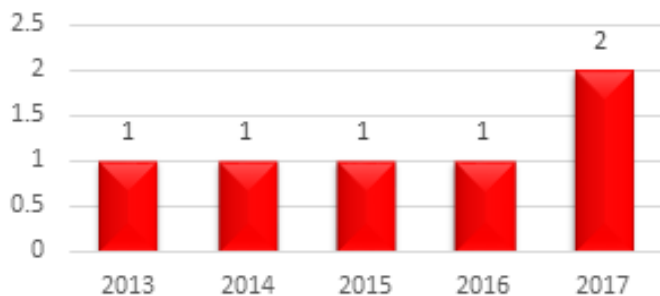
### Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: Not Met

#### Program-Area-Level Report

FY2018 Goal

Maintain the number of bicyclist-related fatalities to no more than the 5-year average (2011–2015) of 1 by December 2018.



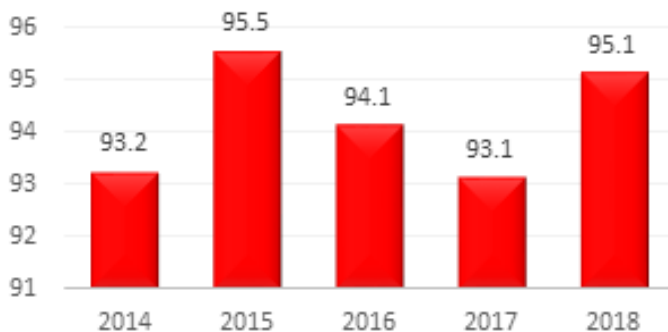
### Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: Met

#### Program-Area-Level Report

FY2018 Goal

Maintain observation belt use to more than 94.1 percent.



### Performance Measure: Number of injuries involving an impaired driver

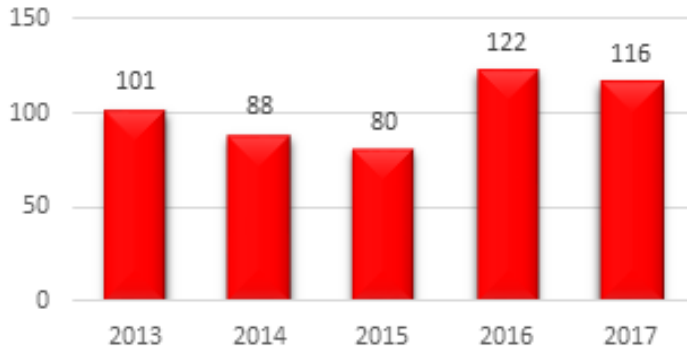


Progress: Not Met

### Program-Area-Level Report

FY2018 Goal

Limit expected increase of impaired-related to 38 percent from the 5-year average (2011–2015) of 88 to no more than the 5-year rolling average (2014–2018) of 121, or a 42 percent decrease based on 2018 actual projection.



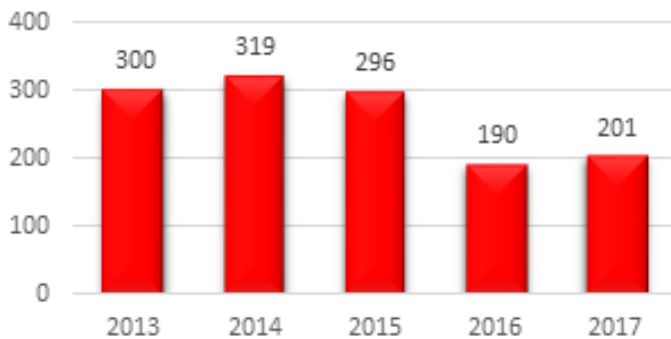
### Performance Measure: Number of injuries involving an aggressive driver

Progress: Met

### Program-Area-Level Report

FY2018 Goal

Reduce the number of aggressive-related injuries by 22 percent from the 5-year average (2011–2015) of 290 to no more than the 5-year rolling average (2014–2018) of 225.



### Performance Measure: Number of pedestrian-related injuries

Progress: Not Met

### Program-Area-Level Report

### Performance Measure: Number of bicyclist-related injuries

Progress: Met

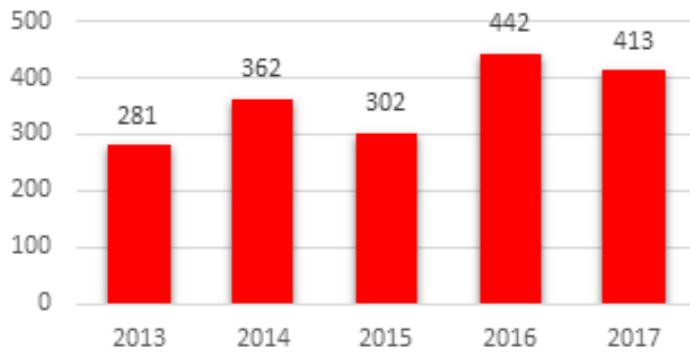
### Program-Area-Level Report

FY2018 Goal

Maintain number of bicyclist-related injuries to no more than 442 (2016) by December 2018.

### Performance Measure: Number of unrestrained-related injuries

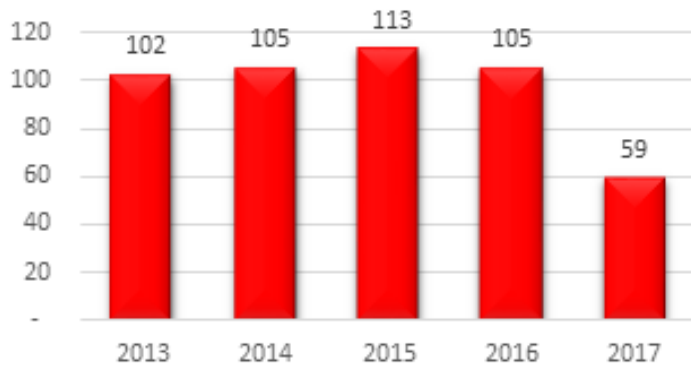
Progress: Met



## Program-Area-Level Report

### FY2018 Goal

Limit expected increase in unrestrained injuries to 18 percent from the 5-year average (2011–2015) of 107 to no more than the 5-year rolling average (2014–2018) of 126, or a 23 percent decrease based on 2018 actual projection.



## Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	40
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	414
3	C-3) Fatalities/VM T (FARS, FHWA)	5 Year	2016	2020	1.07

4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	6
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	17
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	17
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	6
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	1.00
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	3
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	15
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	5

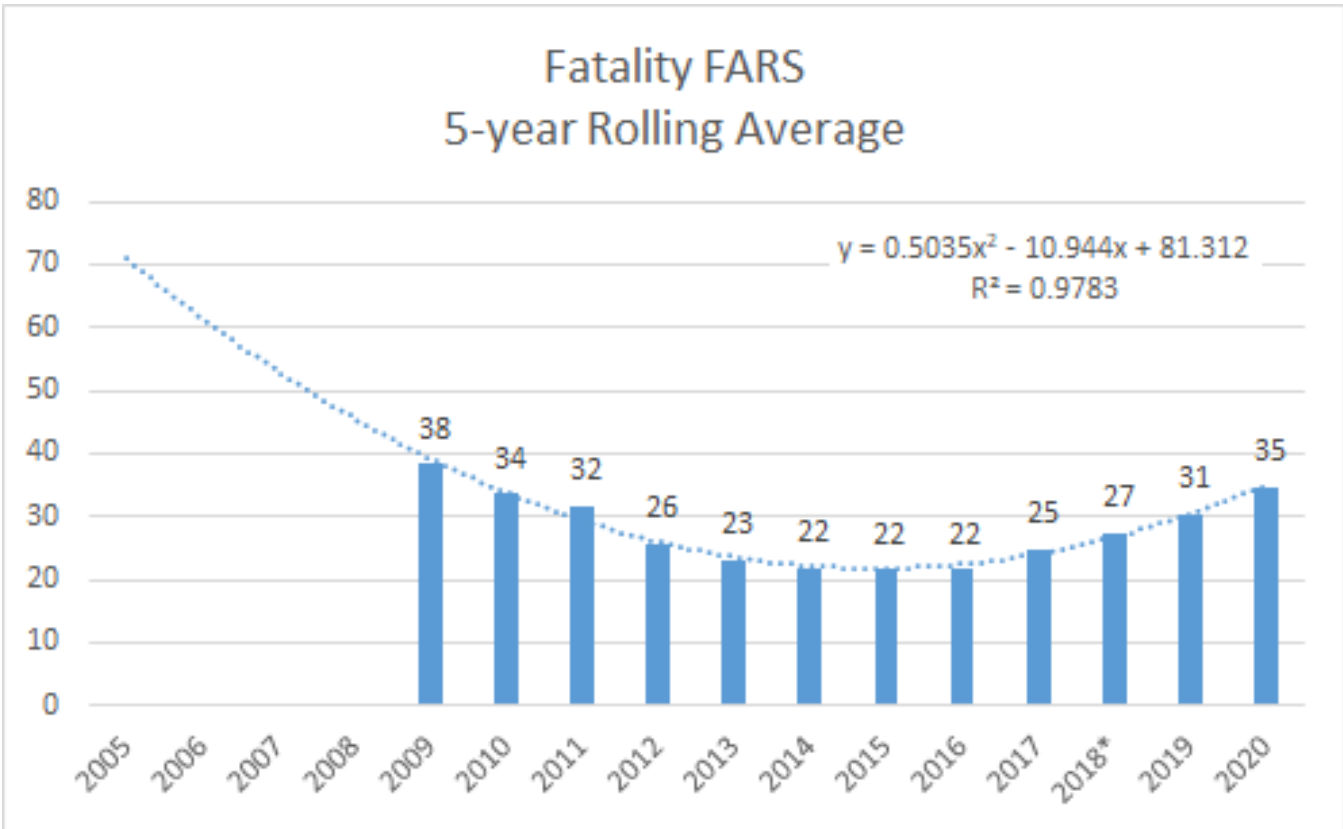
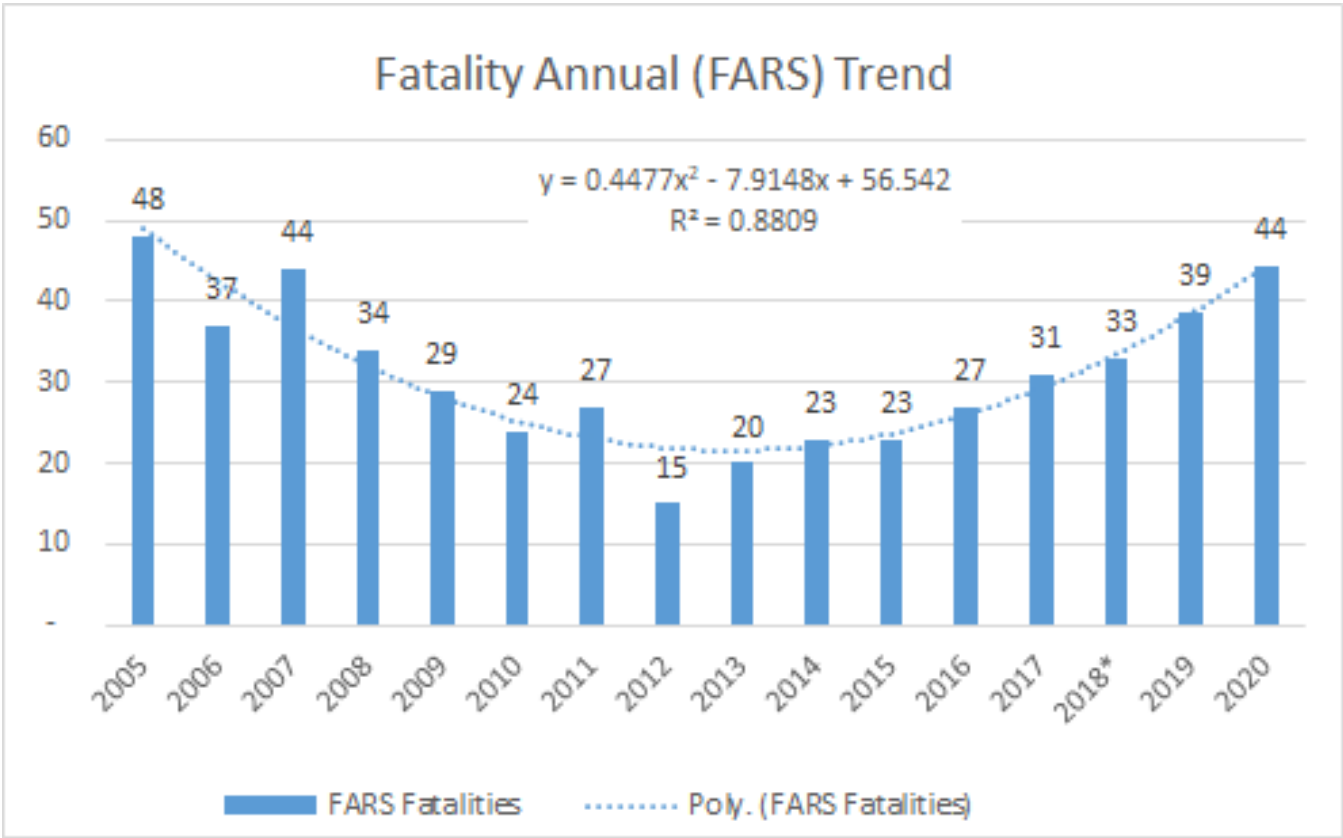
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	90.00
13	Number of injuries involving an impaired driver	5 Year	2016	2020	120
14	Number of injuries involving an aggressive driver	5 Year	2016	2020	200
15	Number of pedestrian- related injuries	5 Year	2016	2020	572
16	Number of bicyclist- related injuries	5 Year	2016	2020	414
17	Number of unrestrained- related injuries	5 Year	2016	2020	83

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	40	5 Year	2016

### Performance Target Justification



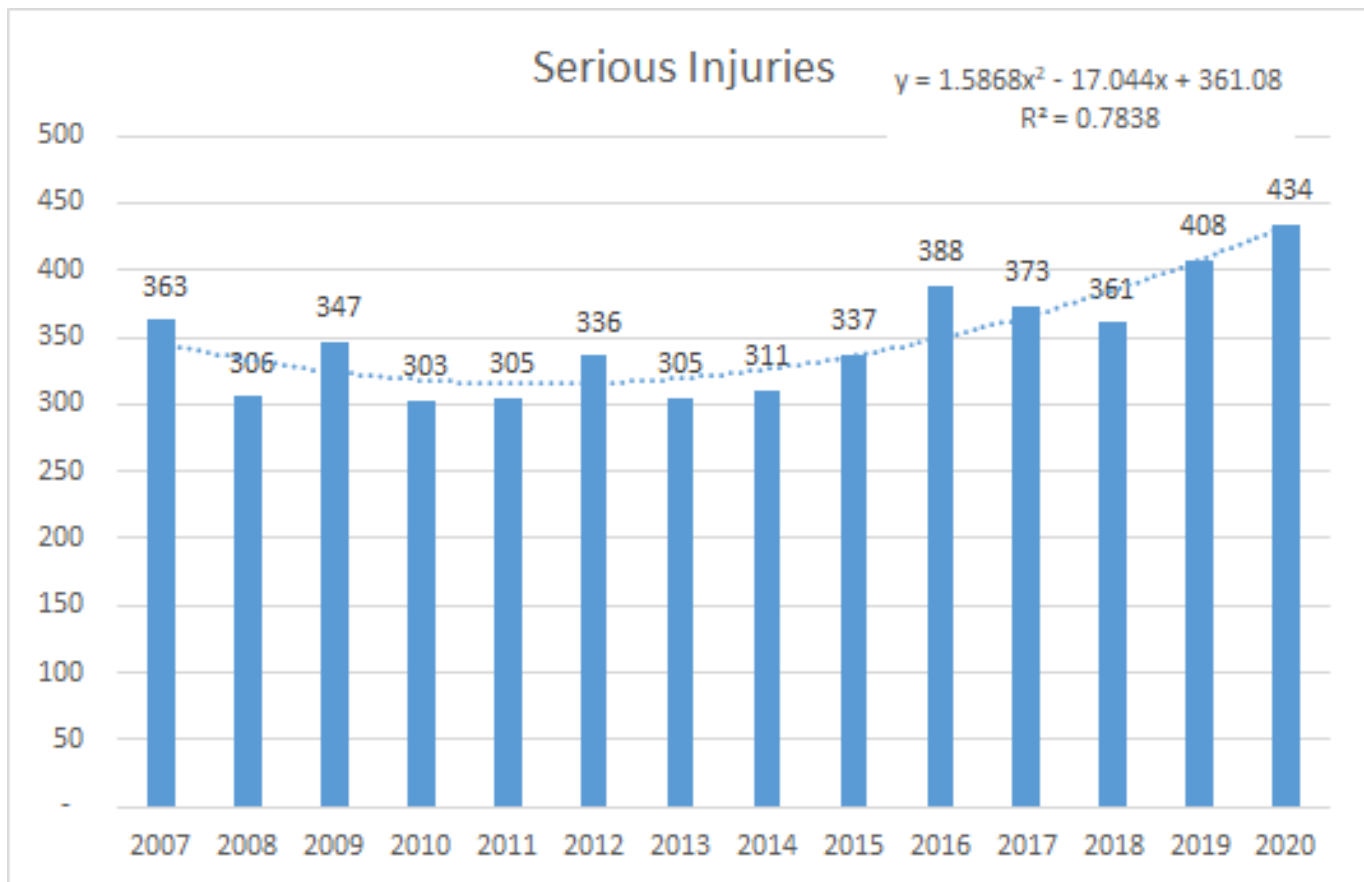
Traffic fatalities have increased every year since 2012 (15 fatalities) to 2018 (33 fatalities). The annual fatality and the 5-year rolling average trend projections are 45 (44.6) and 36 (35.1) traffic-related fatalities respectively in 2020. The District believes that the higher projections is unrealistic and the average of both projections is attainable. Projected 2020 estimate = 40 (39.9) traffic-related fatalities.

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	414	5 Year	2016

### Performance Target Justification

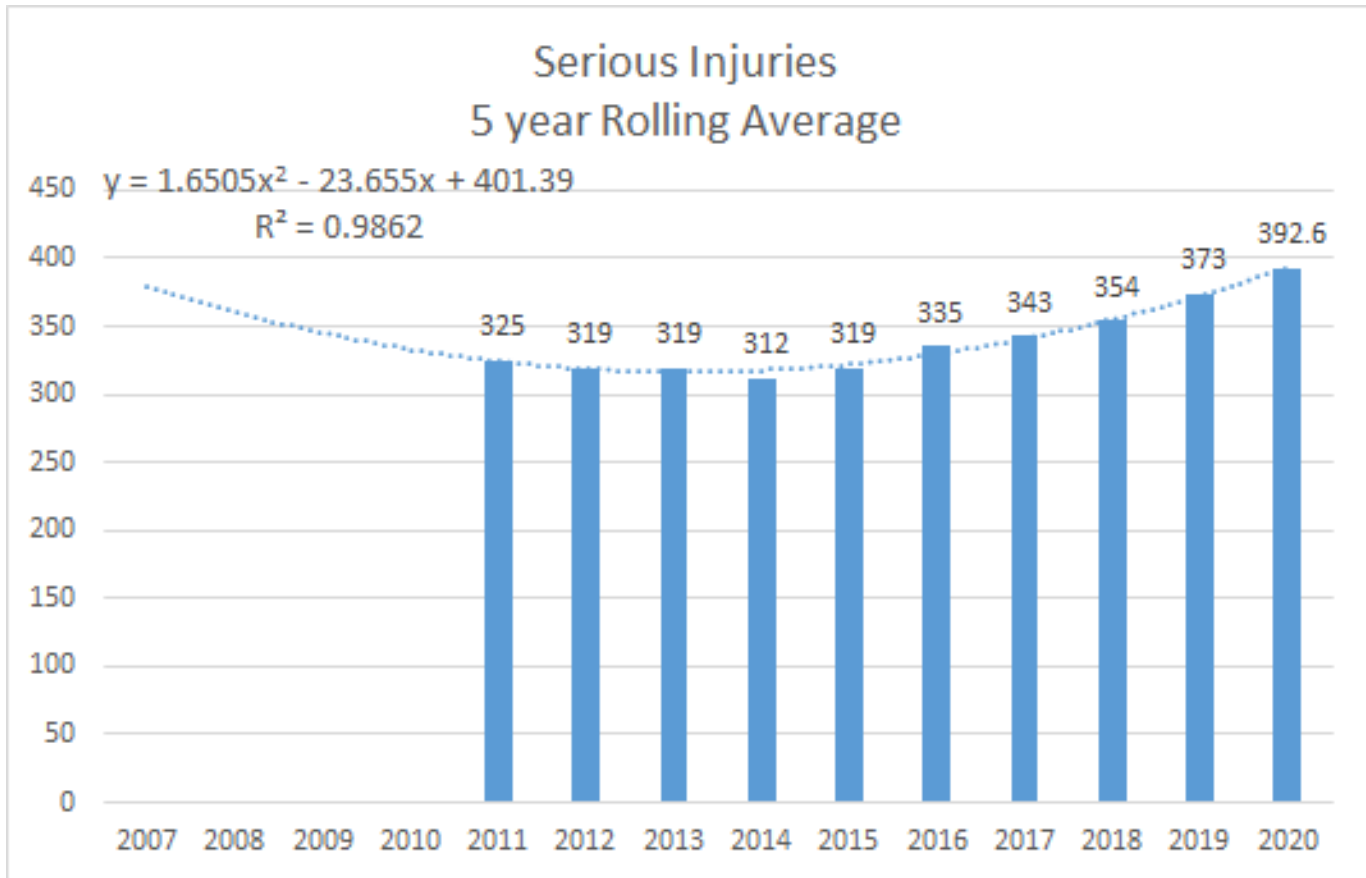


Serious injuries have gone from a low of 311 to a high of 388 over the last five years. The projections of both annual and 5 year rolling average trend significantly upwards to 434 and 393 respectively in 2020. The District believes that the higher projection of 434 is unrealistic. Projected estimate 2020 = 414 (average of both trends)

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year



C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.07	5 Year	2016
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### Performance Target Justification

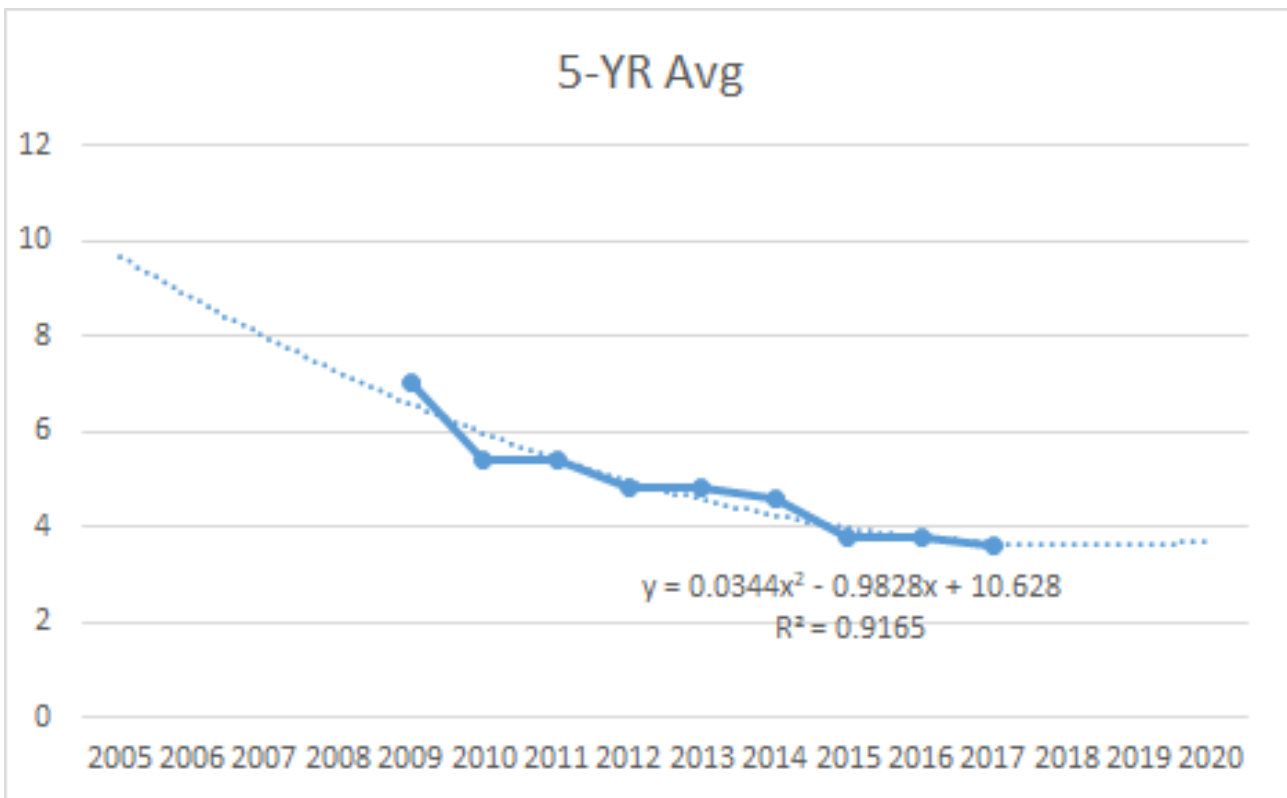
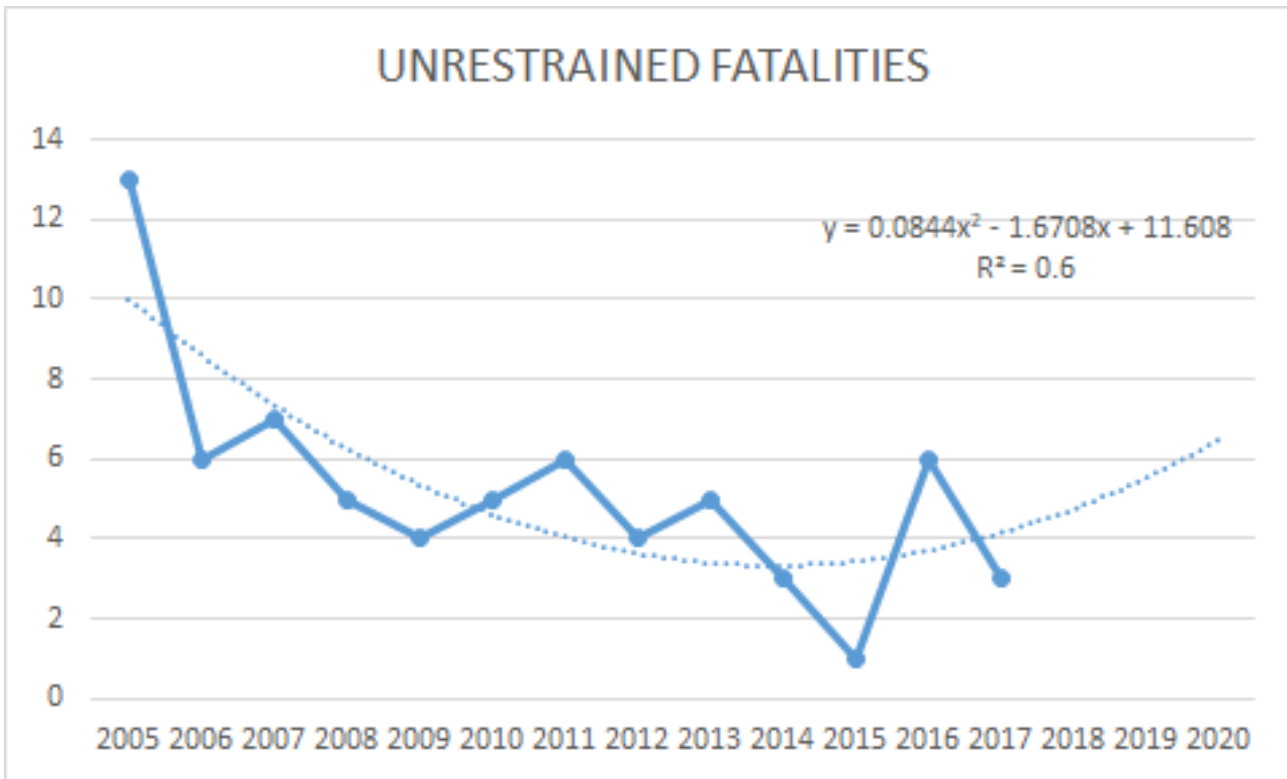
With the increases in population, worker trips, tourist visits, VMT, non-motorized trips, and other trip making activities in the District, exposure is expected to increase by at least 10 to 15 percent per year as noted previously. However, with the ongoing and planned road safety activities in engineering, enforcement, education and emergency services the District believes that using an average of both the high and low projections of 1.07 persons is achievable in 2020.

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

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	6	5 Year	2016

## Performance Target Justification



Unrestrained fatalities have fluctuated from 1 to 6 between 2013 and 2017 and trending upwards. Direct fatality and 5-Year moving average projections vary between 7 and 4 respectively. The District believes it can maintain a lower fatality number than the high projection of 7 fatalities. Projected estimate for 2020 = 6.

**Performance Measure: C-5) Number of fatalities in crashes involving a driver or**

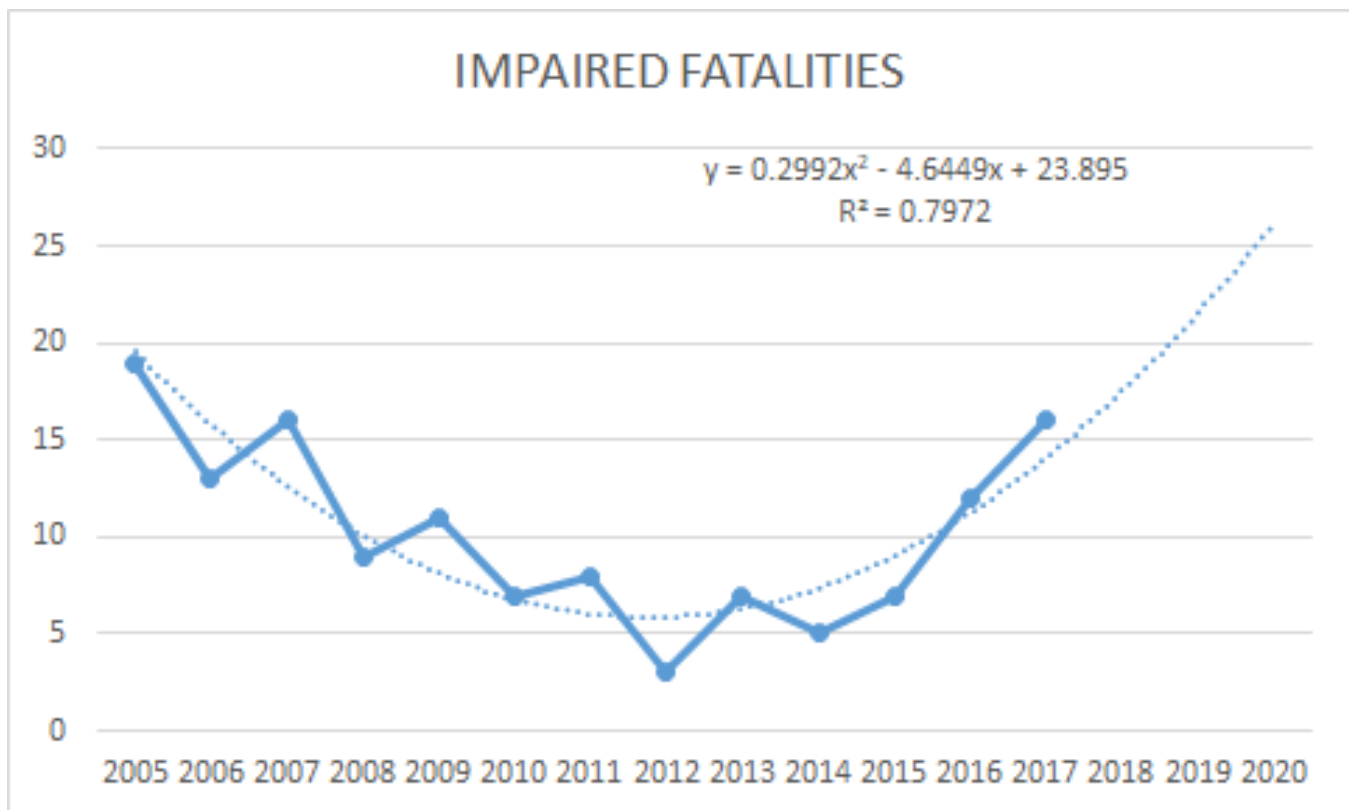


## motorcycle operator with a BAC of .08 and above (FARS)

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	17	5 Year	2016

### Performance Target Justification

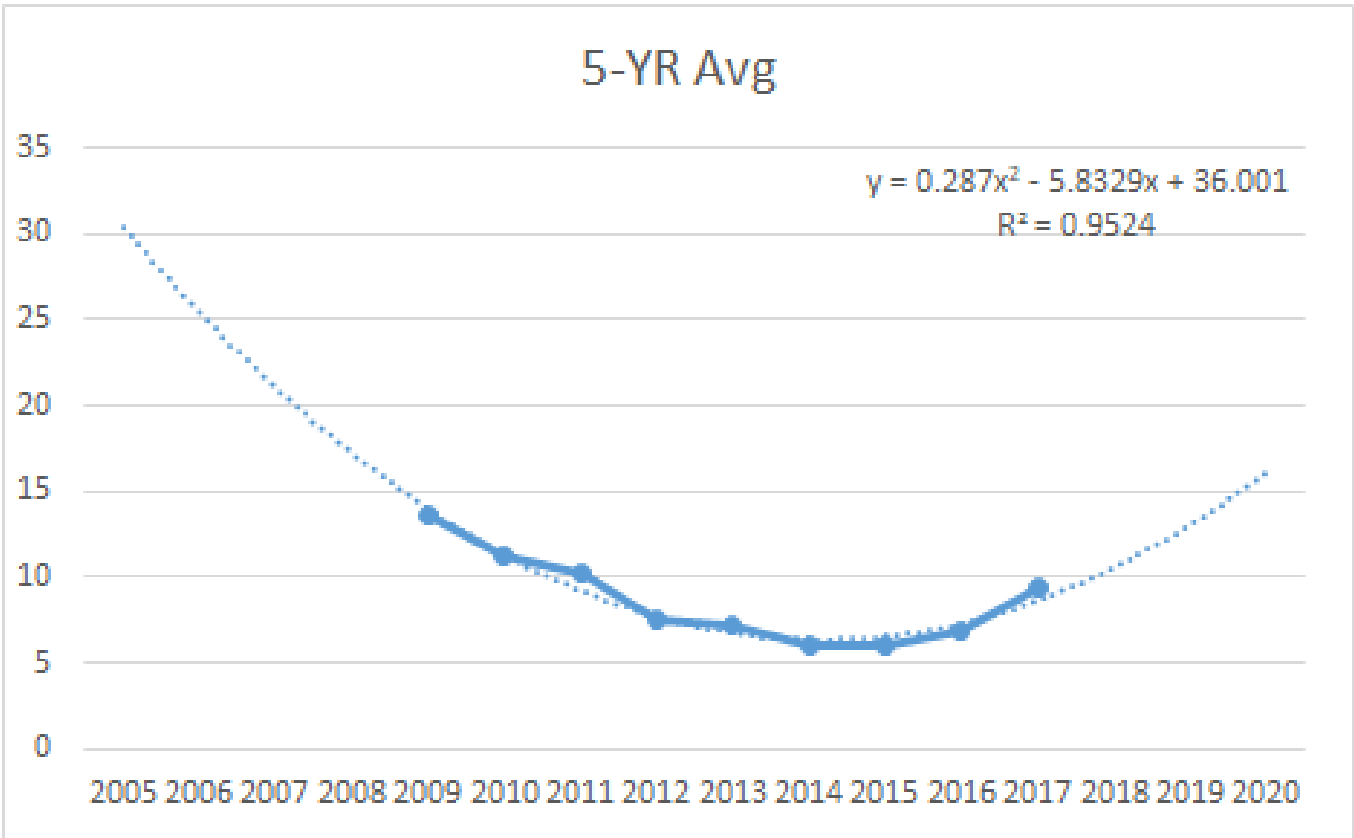


Impaired fatalities have fluctuated from 5 to 16 between 2013 and 2017 and trending upwards. Direct fatality and 5-Year moving average projections vary between 27 and 17 respectively. The District believes it can maintain a lower fatality number than the high projection of 27 fatalities. Projected estimate for 2020 = 17.

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

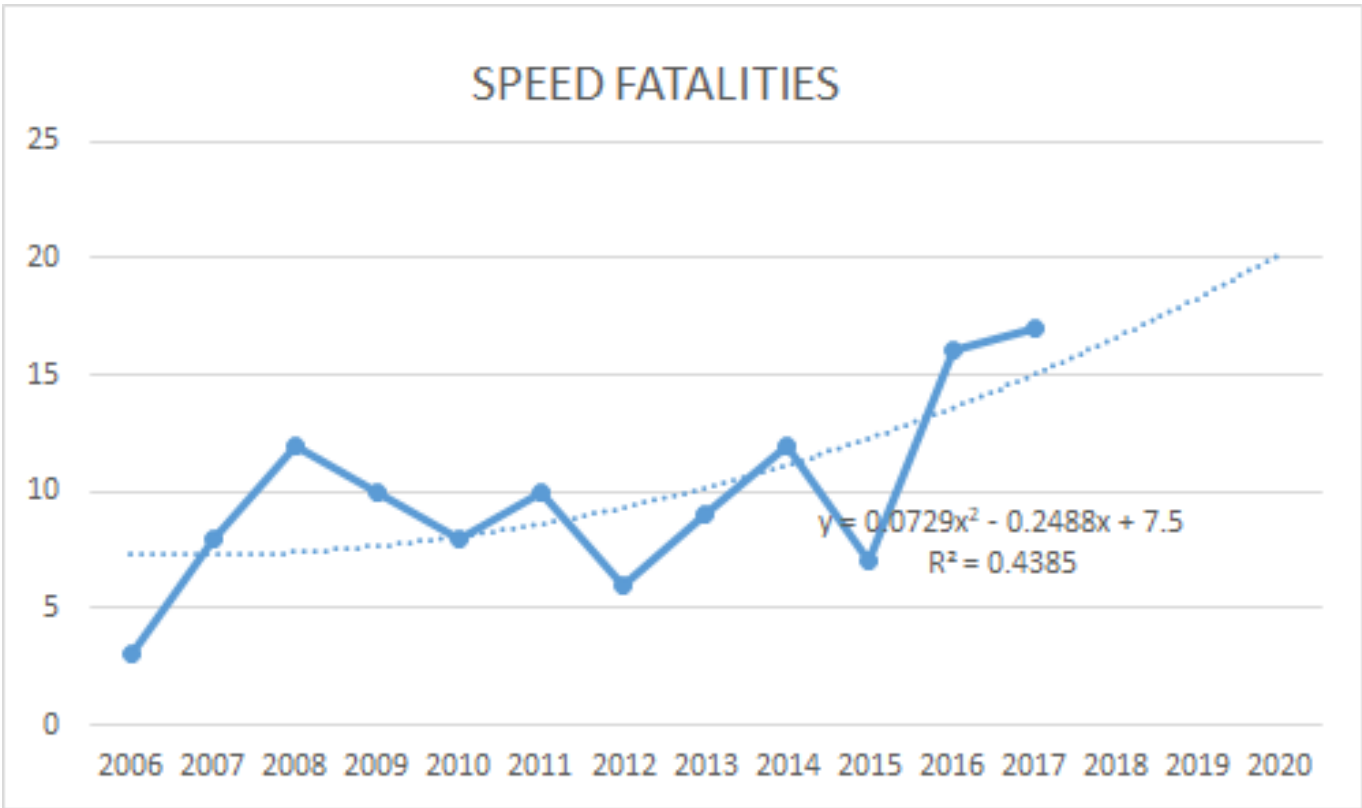
### Performance Target details

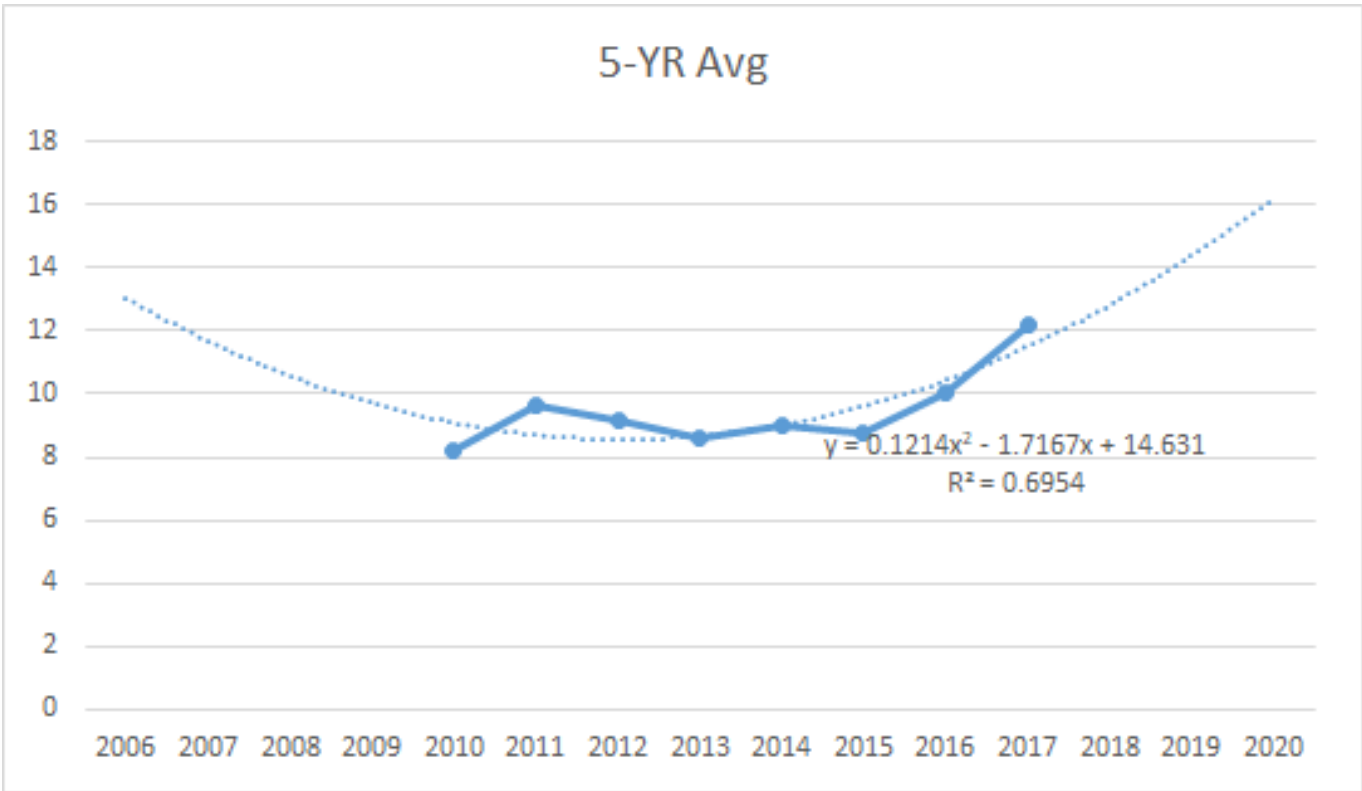
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year



C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	17	5 Year	2016
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Performance Target Justification





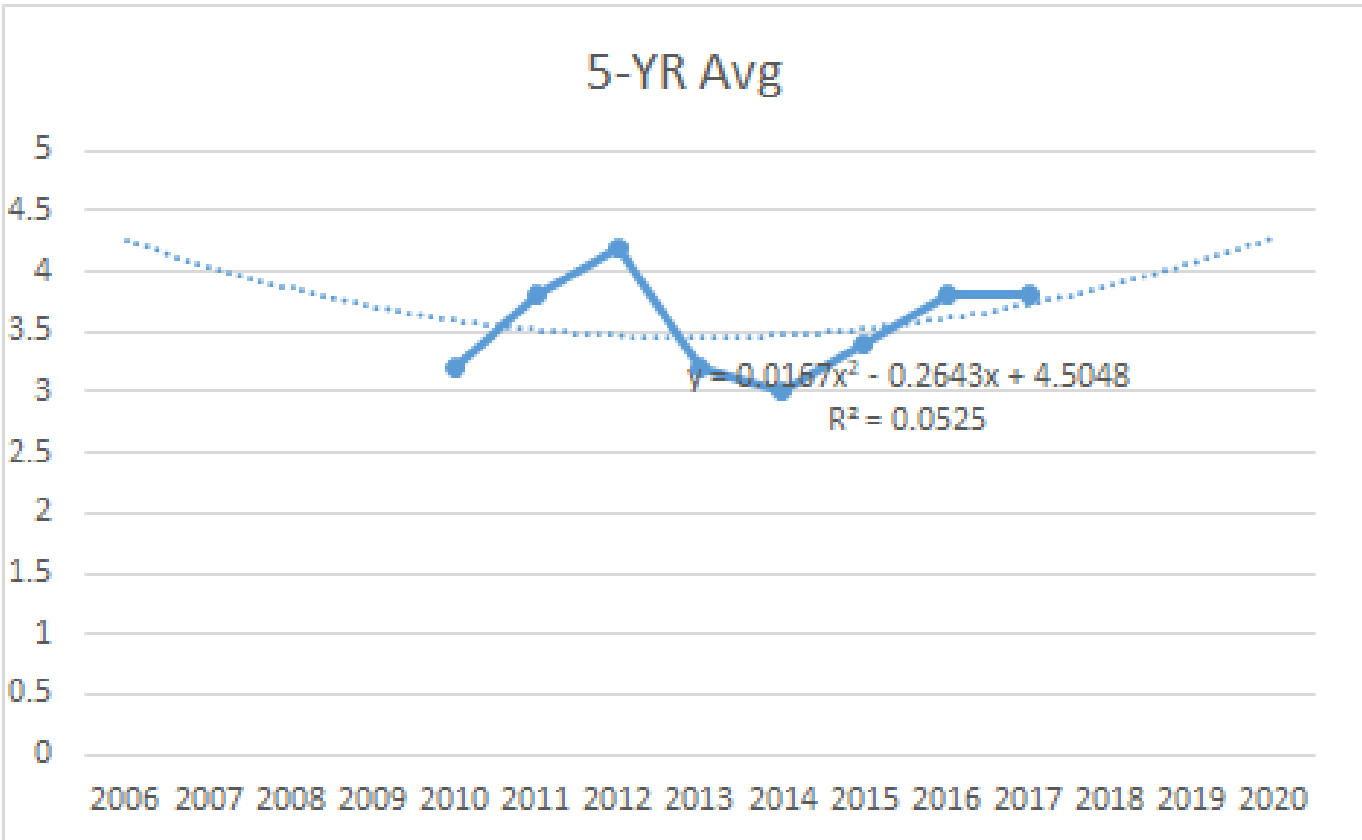
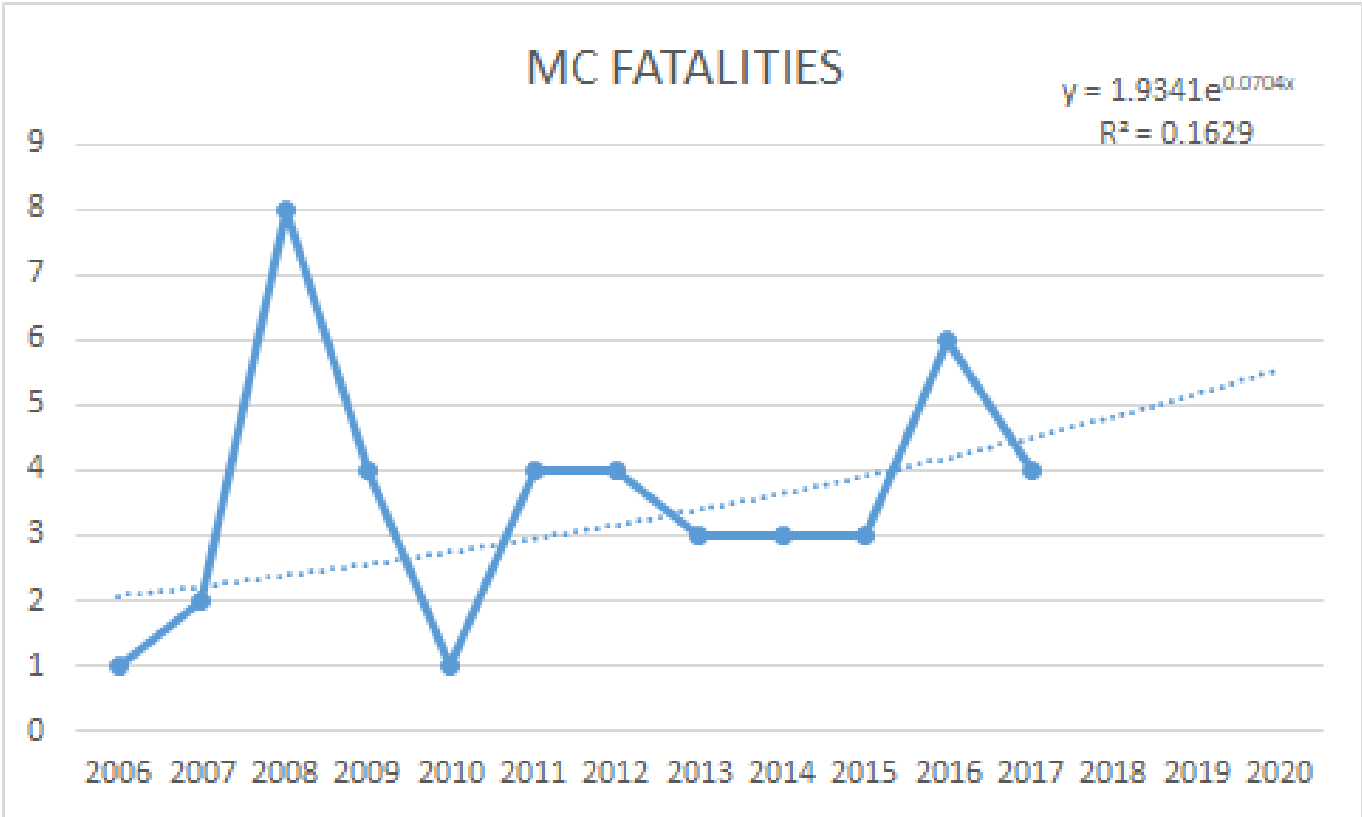
Speed related fatalities have fluctuated from 7 to 17 between 2013 and 2017 and trending upwards. Direct fatality and 5-Year moving average projections vary between 20 and 17 respectively. The District believes it can maintain a lower fatality number than the high projection of 20 fatalities. Projected estimate for 2020 = 17.

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

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	6	5 Year	2016

**Performance Target Justification**



Motorcycle fatalities have fluctuated from 3 and 6 between 2013 and 2017 and trending sharply upwards. Direct fatality and 5-Year moving average projections are 6 and 5 fatalities respectively. The District believes that with the increase in motorcycle trips (commuting and recreational) it will work to maintain motorcycle fatalities at 6.

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	1.00	5 Year	2016

### Performance Target Justification

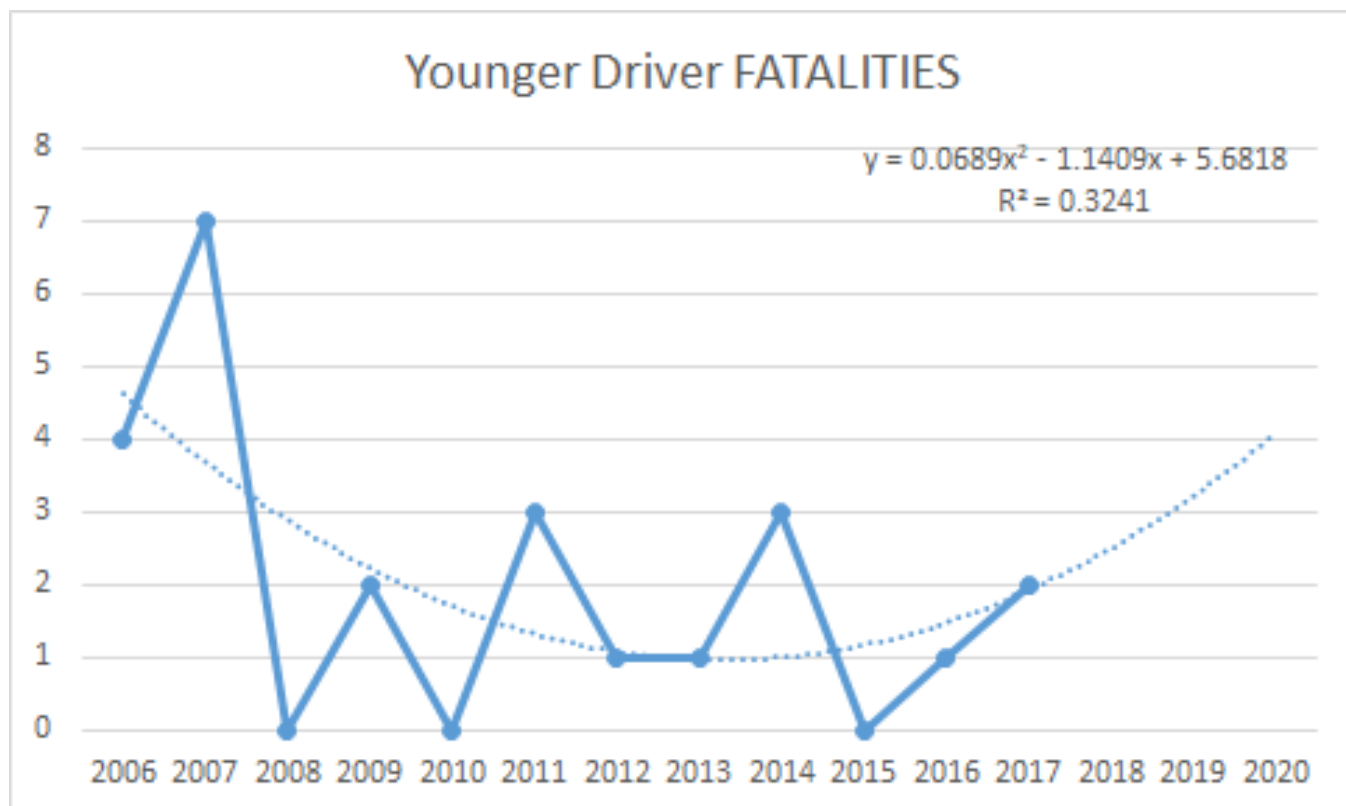
Maintain the number of unhelmet motorcyclist fatalities to no more than the 5-year average (2013–2017) of 1 by December 2020

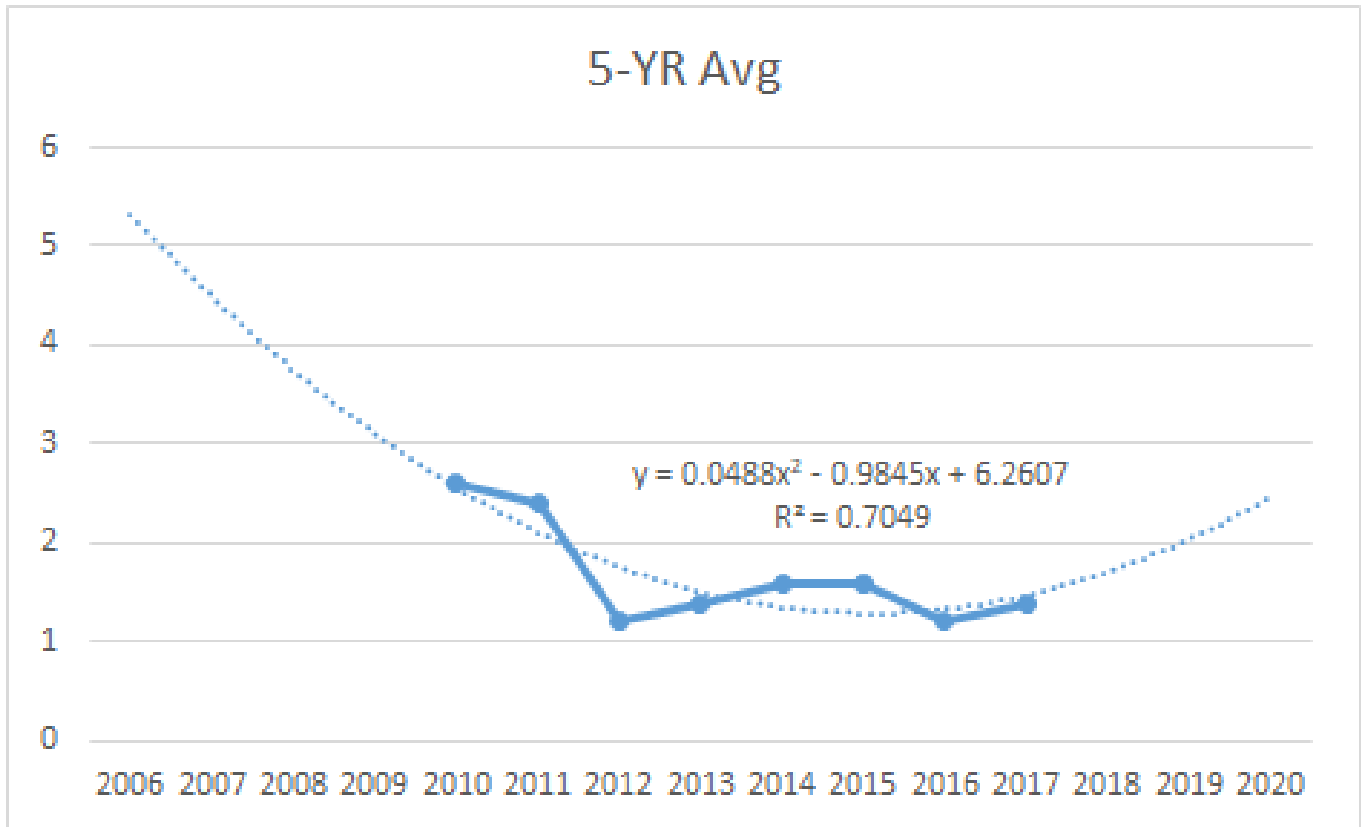
## Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	3	5 Year	2016

### Performance Target Justification





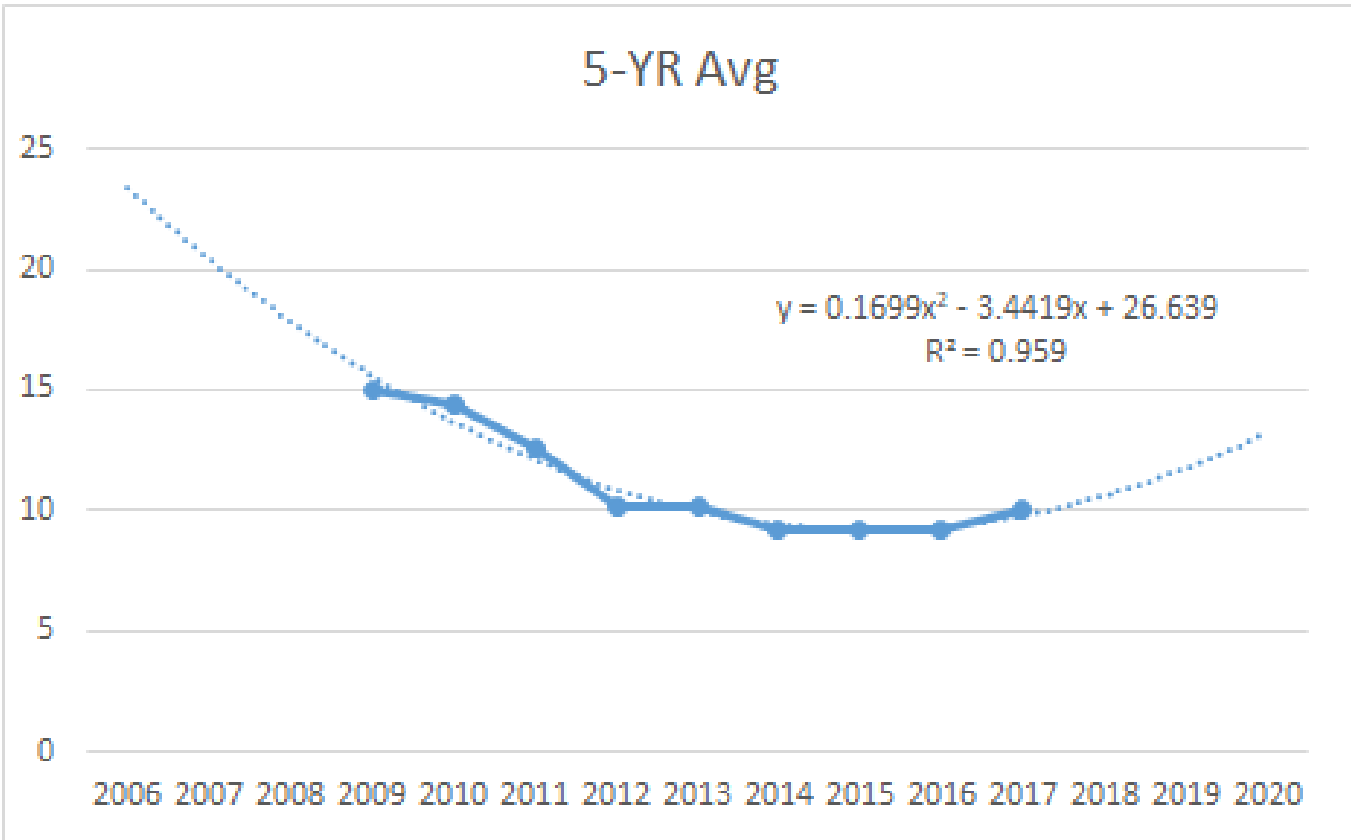
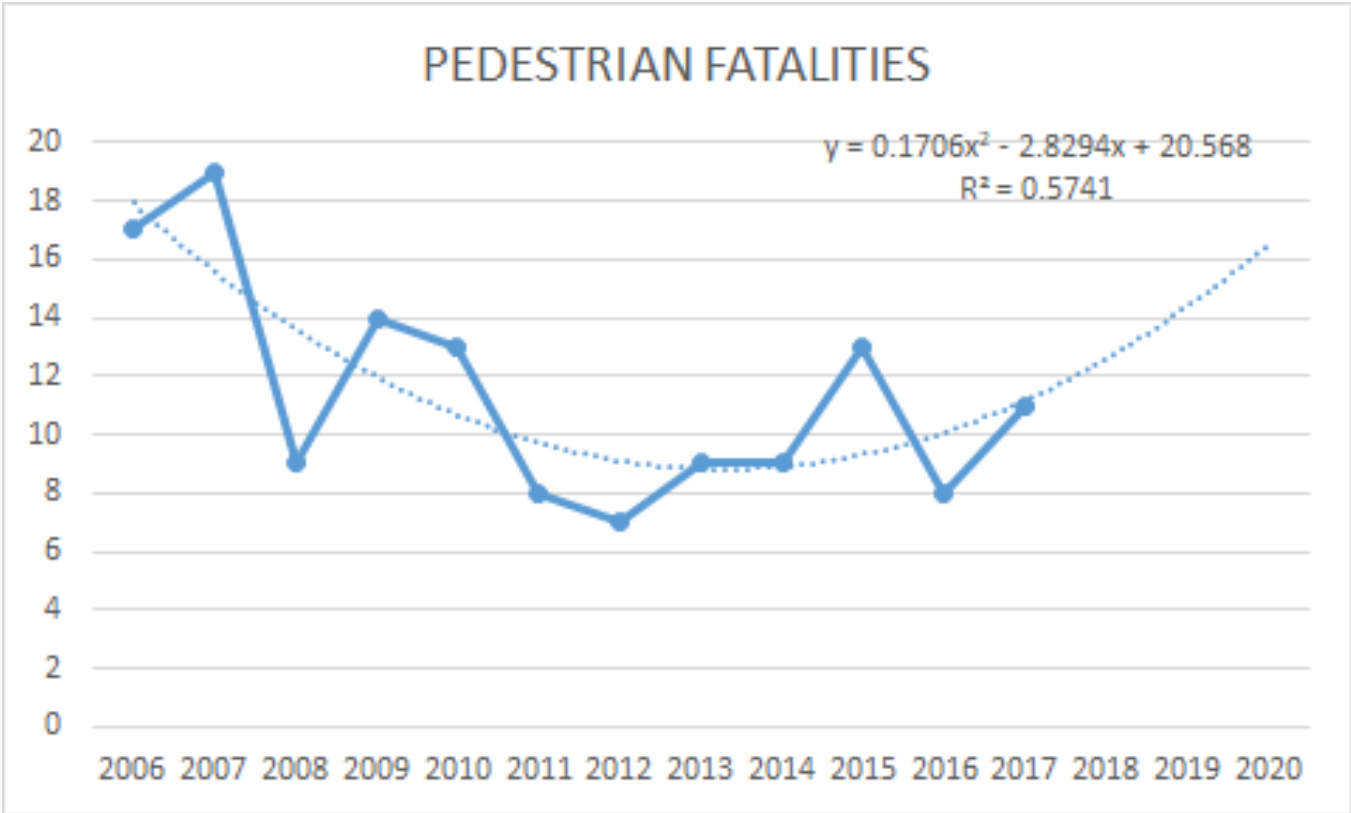
Younger driver fatalities have fluctuated from 0 to 3 between 2013 and 2017 and trending upwards. Direct fatality and 5-Year moving average projections vary between 4 and 3 respectively. The District believes it can maintain a lower fatality number than the high projection of 4 fatalities. Projected estimate for 2020 = 3.

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

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	15	5 Year	2016

#### Performance Target Justification



Pedestrian fatalities have fluctuated from 9 to 13 between 2013 and 2017 and trending upwards. Direct fatality and 5-Year moving average projections vary between 17 and 13 respectively. The District believes it can maintain a lower fatality number than the high projection of 17 fatalities although the District is seeing an annual increase (3-5 percent) in pedestrian related trips as well as a younger incoming population,. Projected

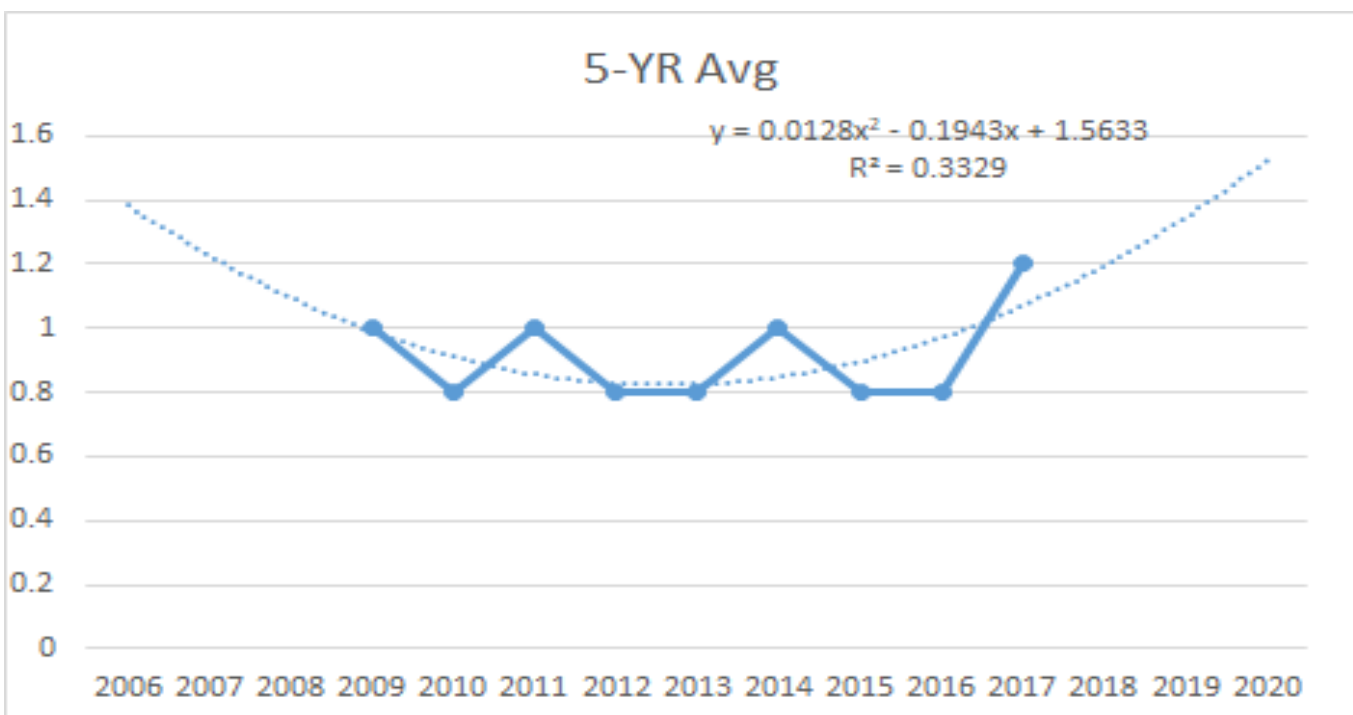
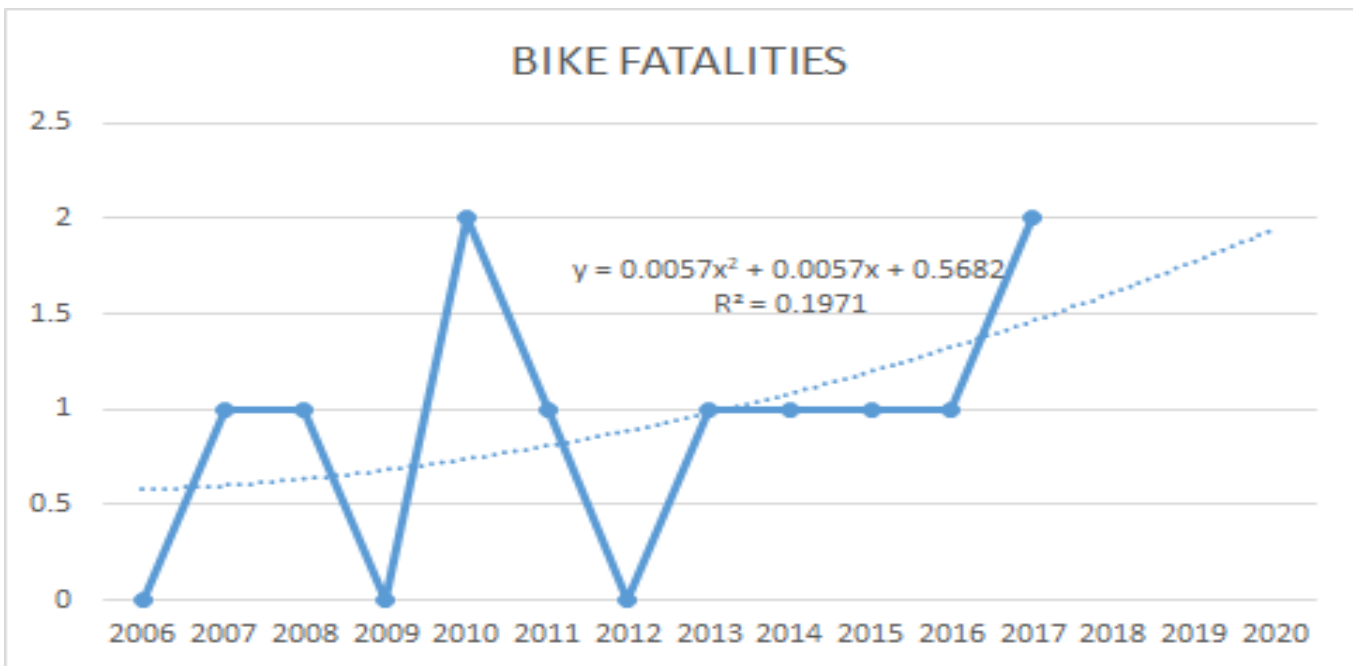
estimate for 2020 = 15 (average of high and low projections).

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

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	5	5 Year	2016

### Performance Target Justification





Bicycle fatalities have fluctuated from 1 to 2 between 2013 and 2017 and trending upwards. Direct fatality and 5-Year moving average both project 2 fatalities. The District is presently observing a major increase in bike trip (commuting and recreational), influx of younger non-car owning residents, and expansion of bike facilities, which when taken together will result in for greater exposure. Considering the present fatality trend and other data sources as noted above the District believes their is potential to have between 3 and 5 fatalities in 2020. Projected estimate for 2020 = 5.

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

**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Numeric	90.00	Annual	2020

**Performance Target Justification**

Maintain observation belt use to more than 90 percent. Survey to be conducted in June 2019 - results not reported at this time

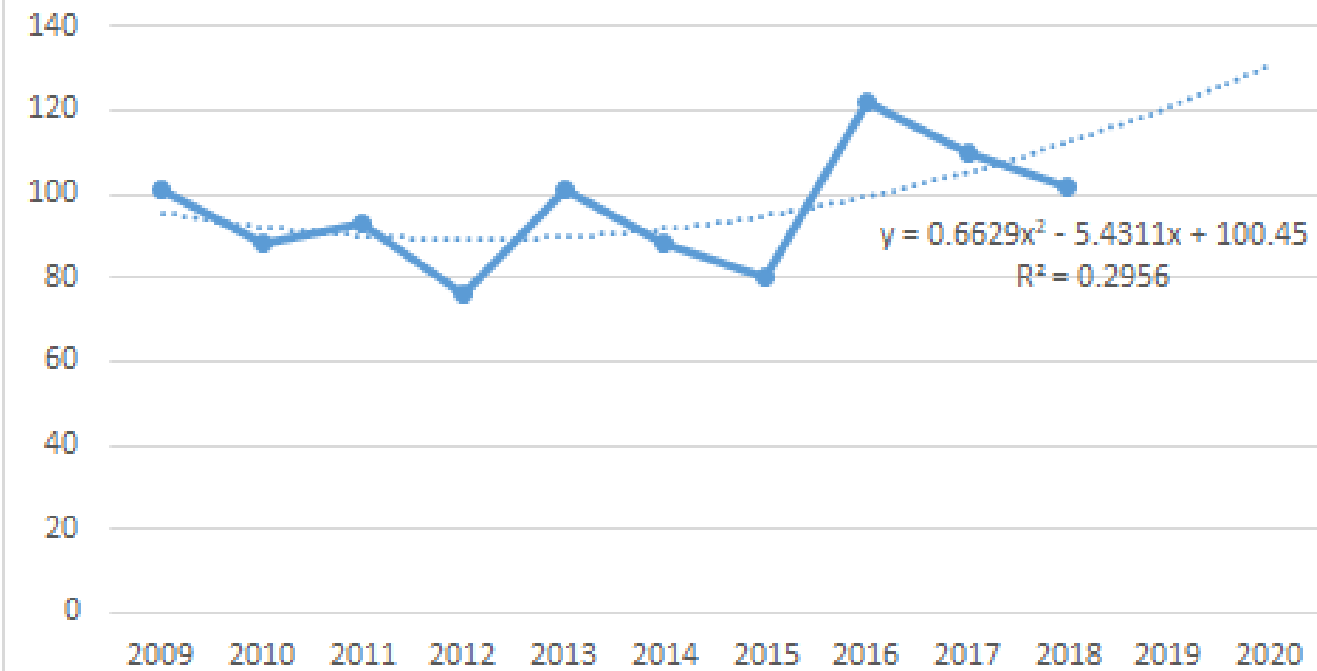
**Performance Measure: Number of injuries involving an impaired driver**

**Performance Target details**

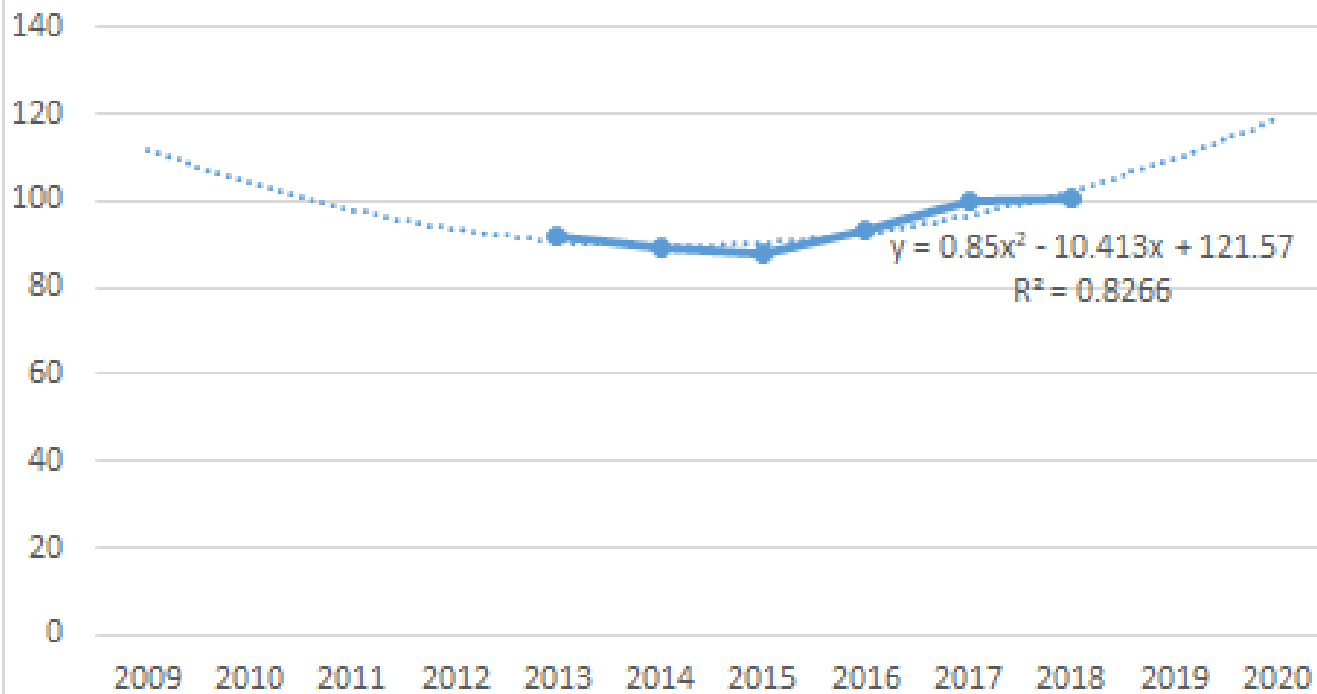
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of injuries involving an impaired driver-2020	Numeric	120	5 Year	2016

**Performance Target Justification**

## IMPAIRED SERIOUS INJURIES



## 5-YR Avg



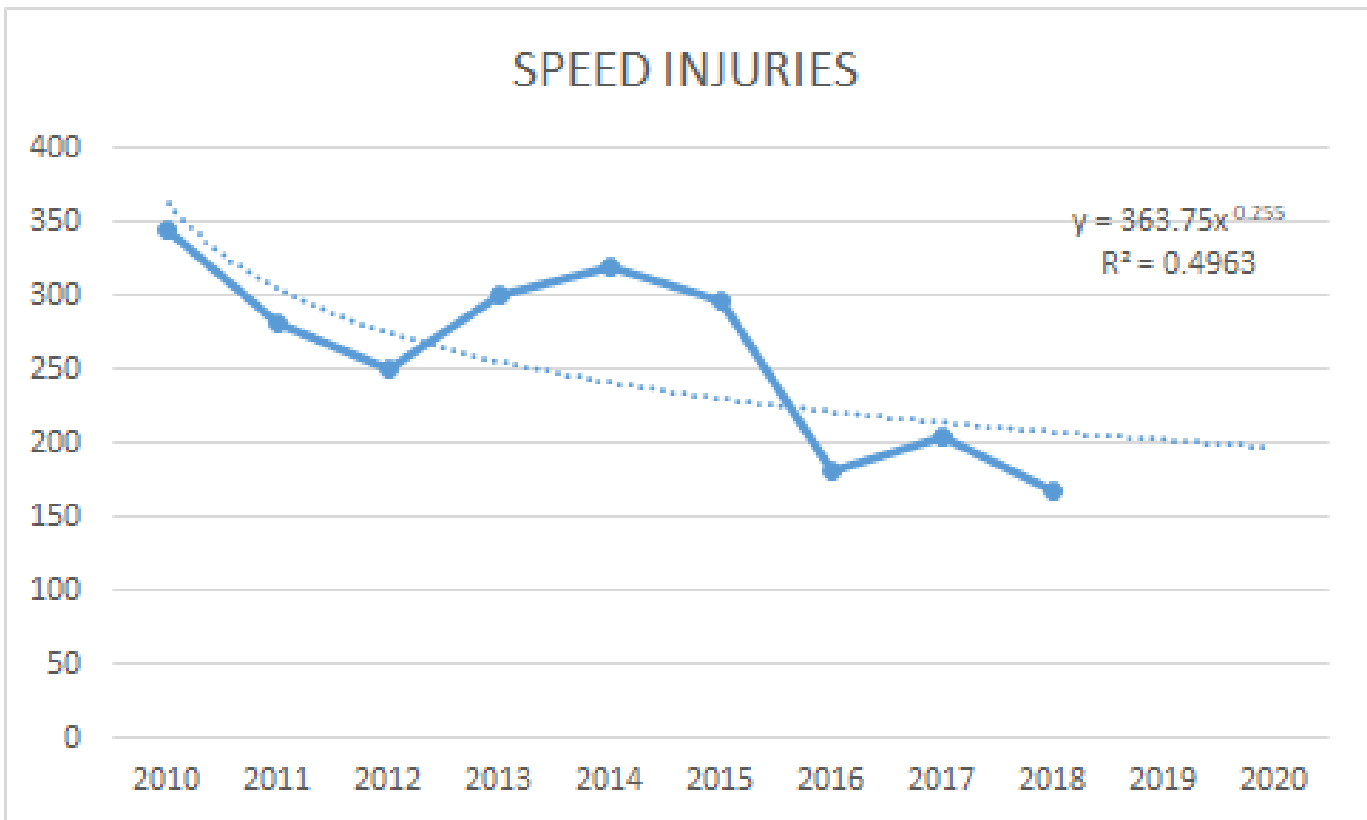
Impaired injuries have fluctuated from 80 to 122 between 2013 and 2017 and trending upwards. Direct injuries and 5-Year moving average projections vary between 130 and 120 respectively. The District believes it can maintain a lower injury number than the high projection of 130 injuries. Projected estimate for 2020 = 120.

## Performance Measure: Number of injuries involving an aggressive driver

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of injuries involving an aggressive driver-2020	Numeric	200	5 Year	2016

### Performance Target Justification



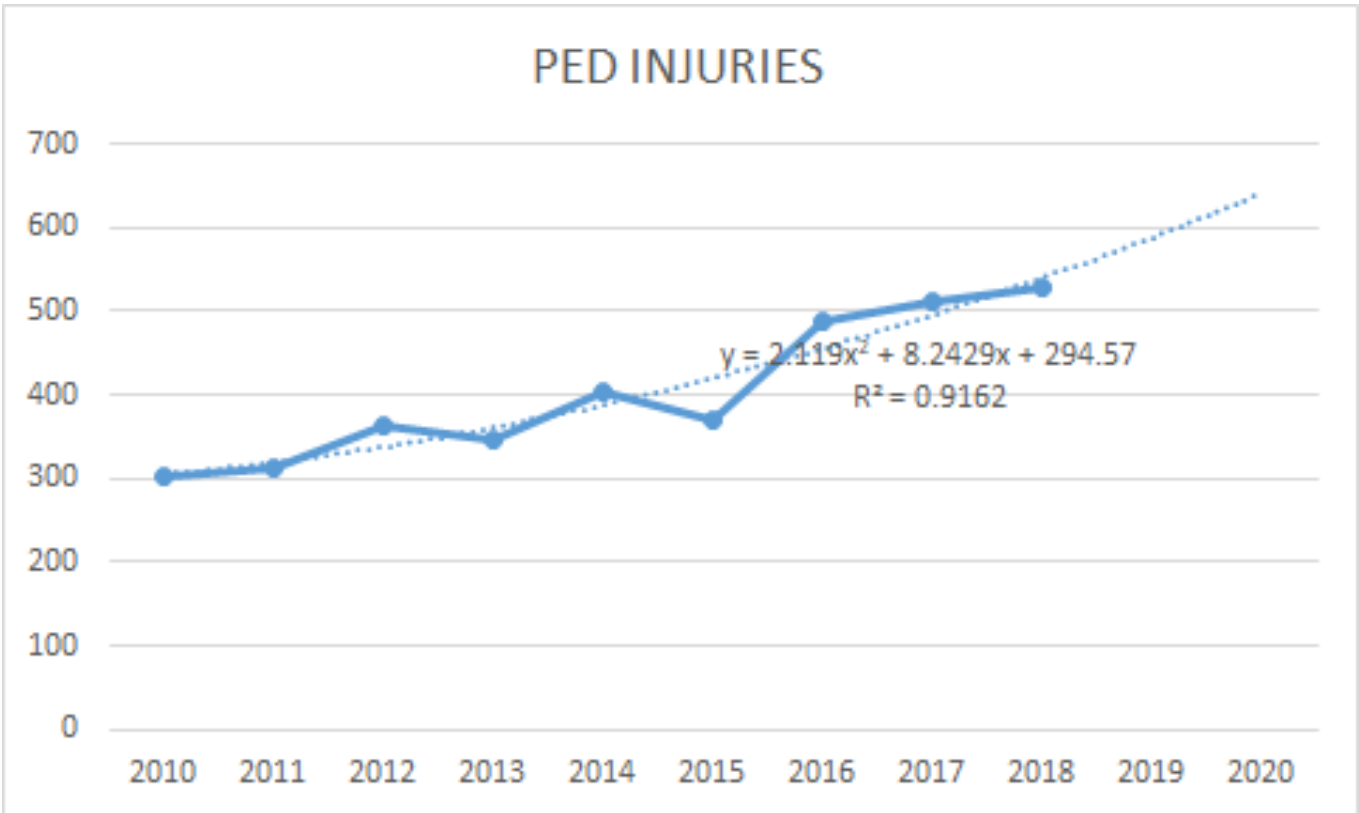
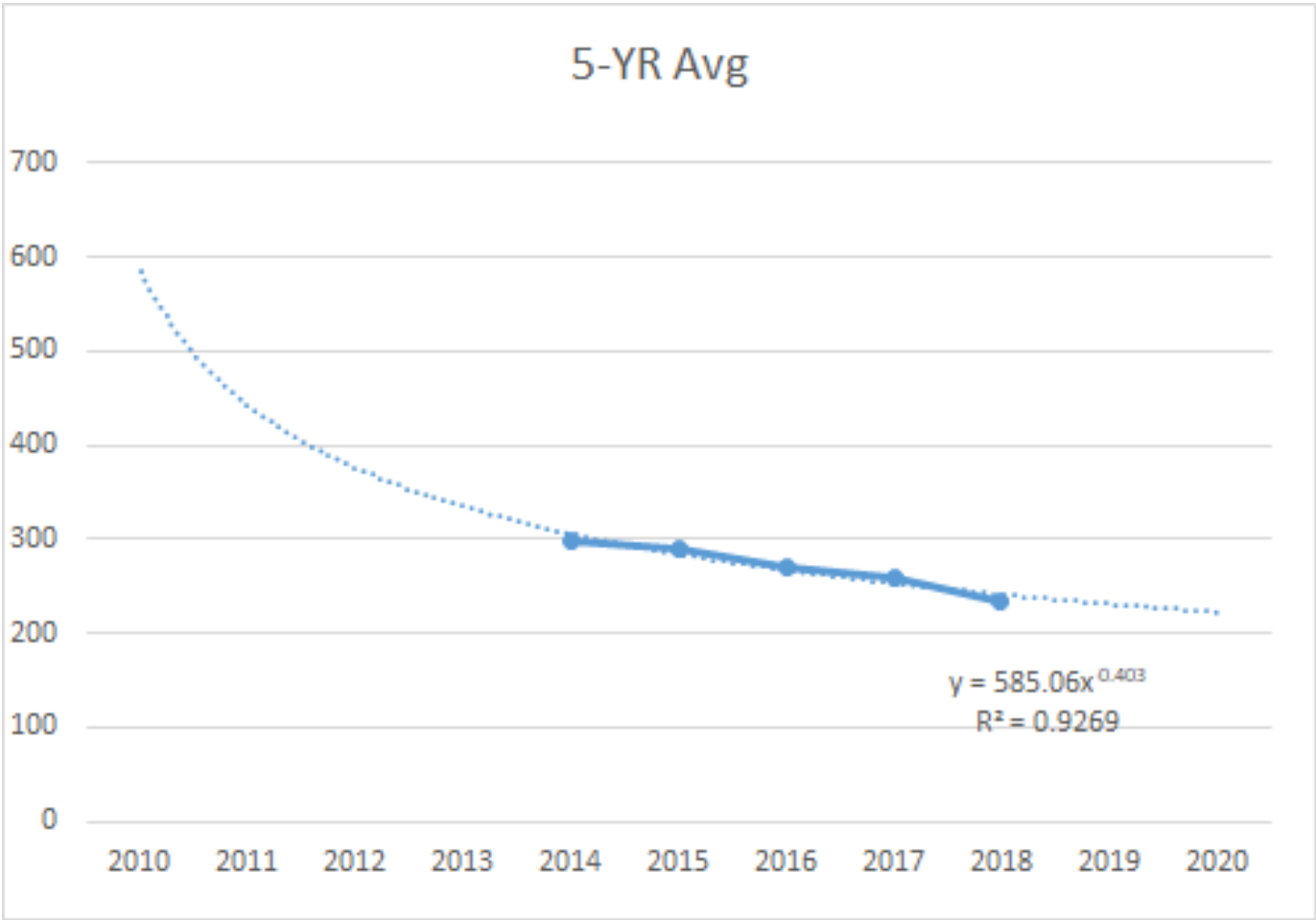
Speed related injuries have fluctuated from 167 to 319 between 2013 and 2017 and trending downwards. Direct injuries and 5-Year moving average projections vary between 200 and 220 respectively. The District believes it can maintain a lower injury number than the high projection of 220 injuries. Projected estimate for 2020 = 200.

## Performance Measure: Number of pedestrian-related injuries

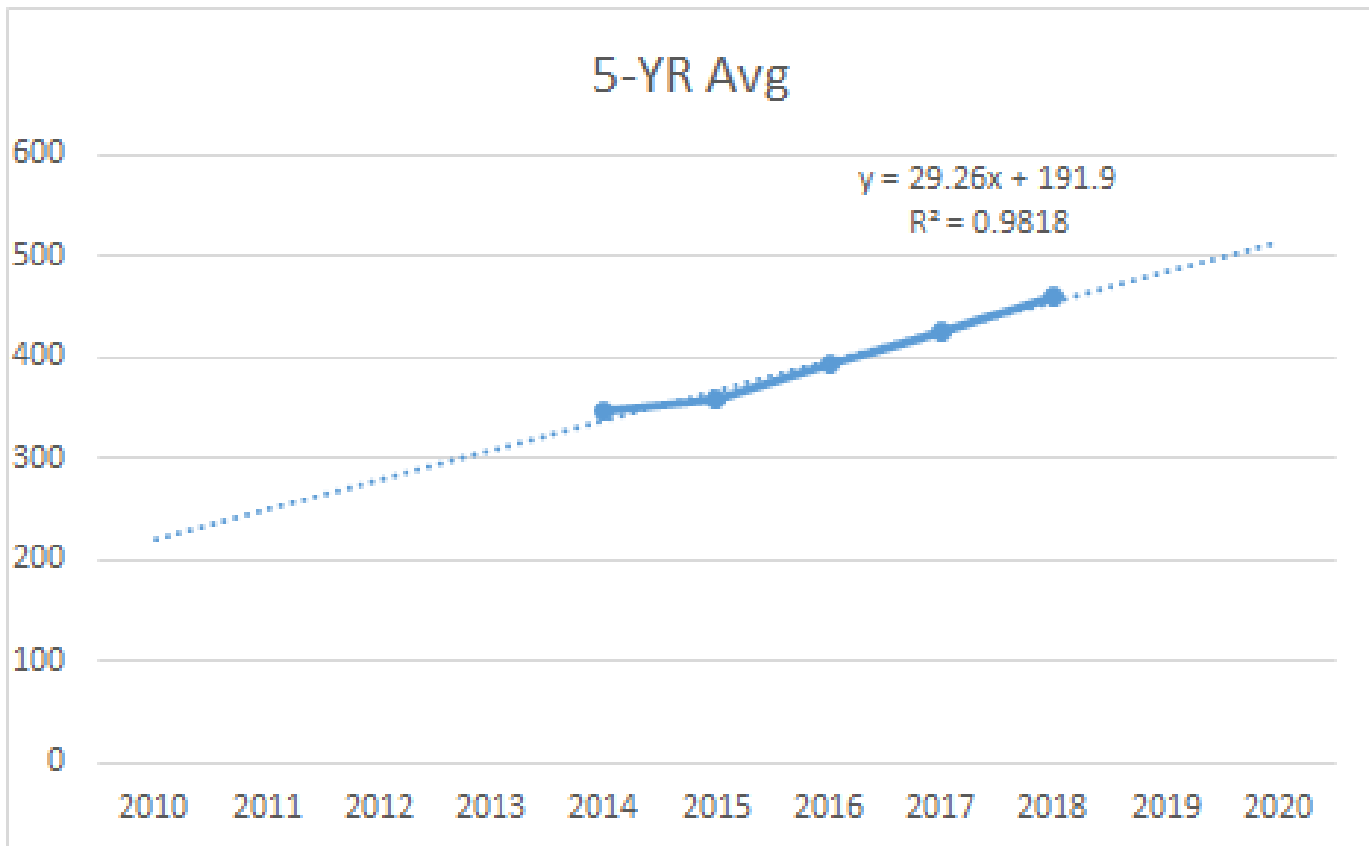
### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of pedestrian-related injuries-2020	Numeric	572	5 Year	2016

### Performance Target Justification



Pedestrian related injuries have fluctuated from 370 to 528 between 2013 and 2017 and trending sharply



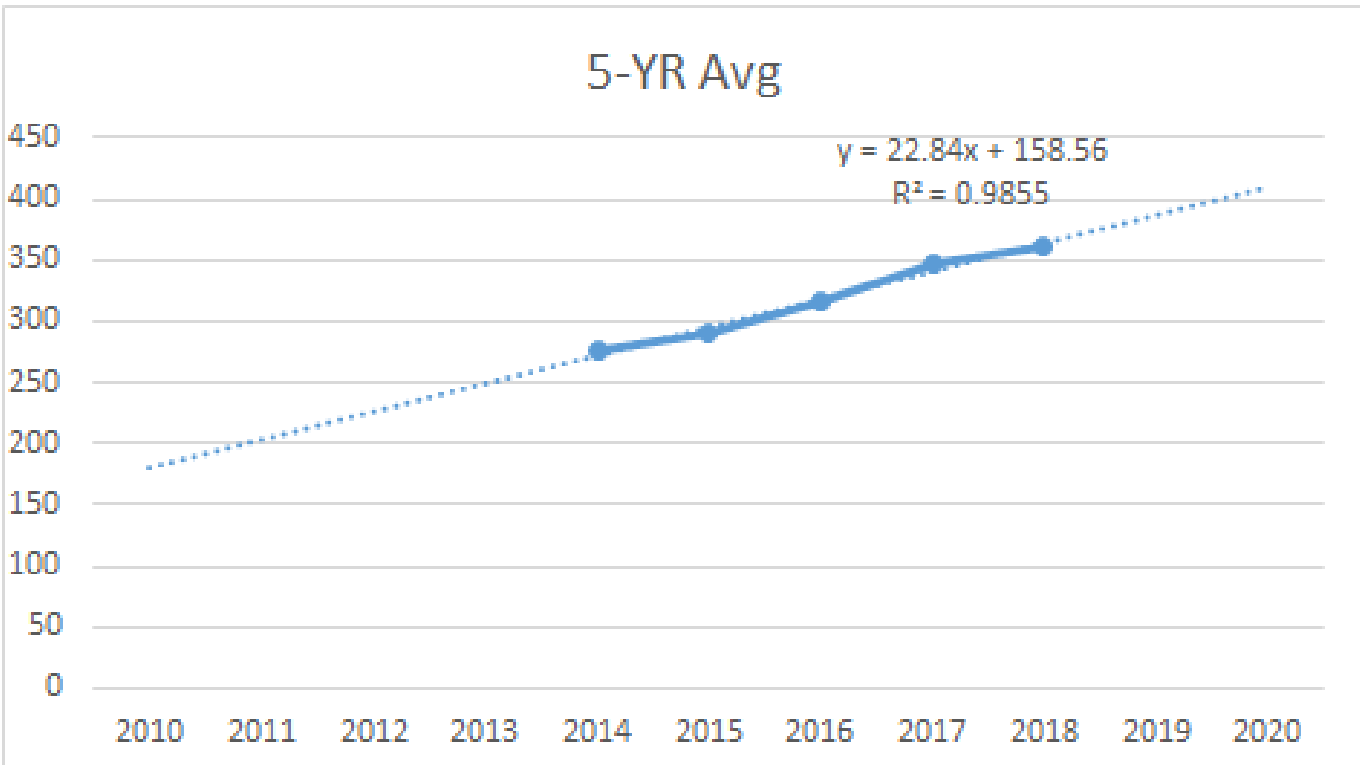
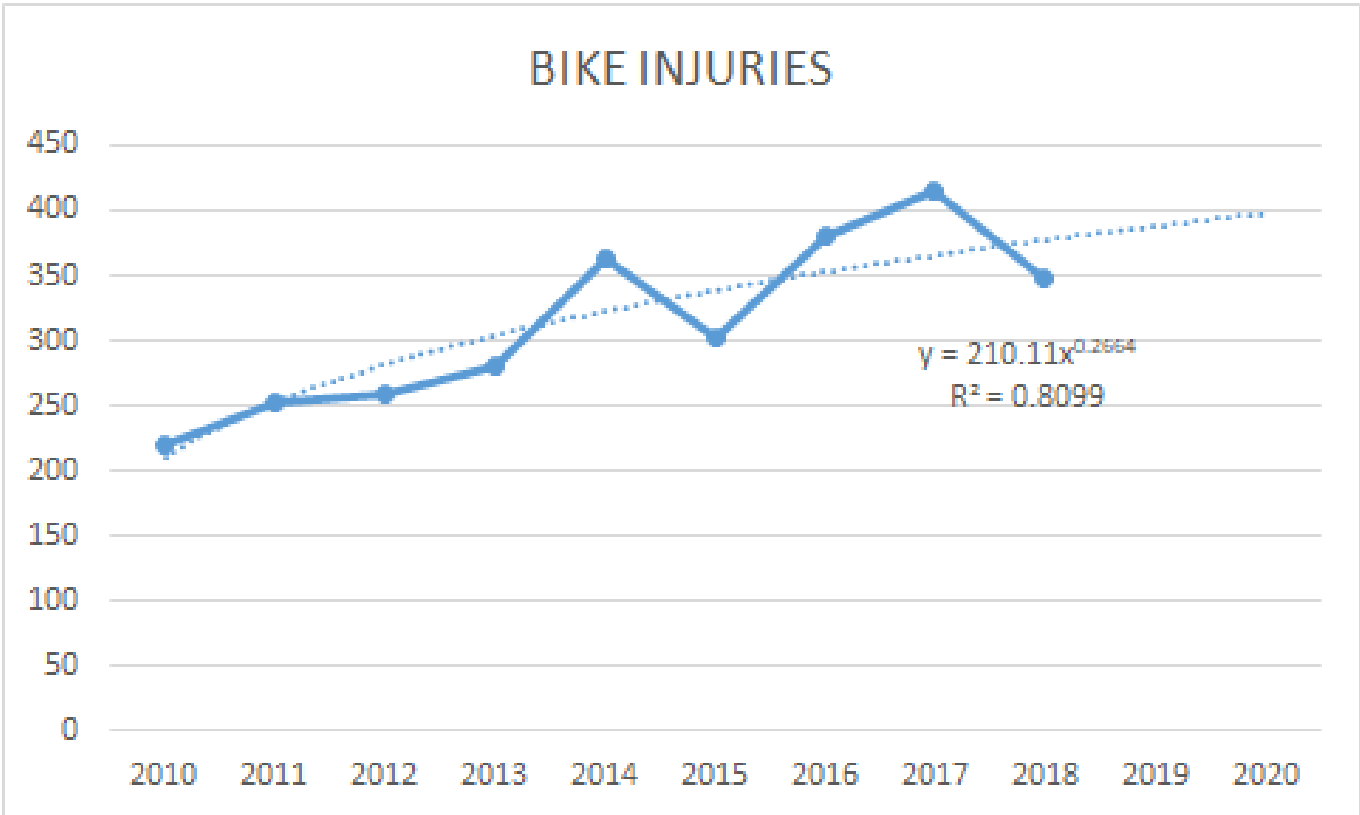
downwards. Direct injuries and 5-Year moving average projections vary between 630 and 515 respectively. The District believes it can maintain a lower injury number than the high projection of 630 injuries although the District is seeing an annual increase (3-5 percent) in pedestrian related trips as well as an influx of younger non-car owning residents. Projected estimate for 2020 = 572 (average of high and low projections).

### Performance Measure: Number of bicyclist-related injuries

#### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of bicyclist-related injuries-2020	Numeric	414	5 Year	2016

#### Performance Target Justification



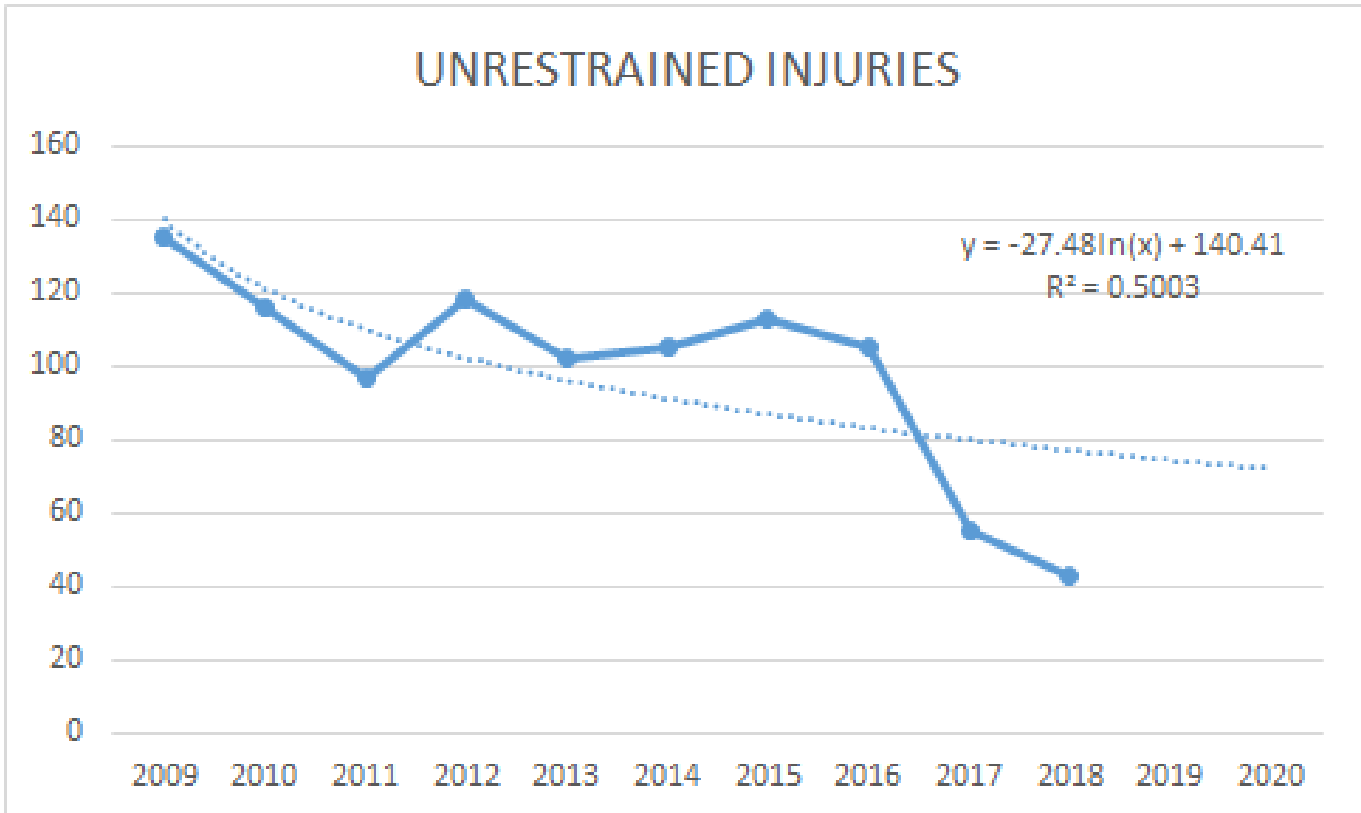
Bicycle injuries have fluctuated from 302 to 414 between 2013 and 2017 and trending sharply upwards. The District is presently observing a major increase in bike trip (commuting and recreational), influx of younger non-car owing residents, and expansion of bike facilities, which when taken together will result in for greater exposure. Annual injury and 5-Year moving average project 400 and 415 respectively. Projected estimate for 2020 = 415.

## Performance Measure: Number of unrestrained-related injuries

### Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of unrestrained-related injuries-2020	Numeric	83	5 Year	2016

### Performance Target Justification



Unrestrained injuries have fluctuated from a high of 113 (2015) to a low of 43 (2018). Direct injury and 5-Year moving average projections vary between 74 and 83 respectively. However, while the seatbelt rate is exceedingly high the District believes that the data shown is misleading. However, the District believes it can maintain the high projection of 83 injuries. Projected estimate for 2020 = 83 injuries

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

I certify: Yes

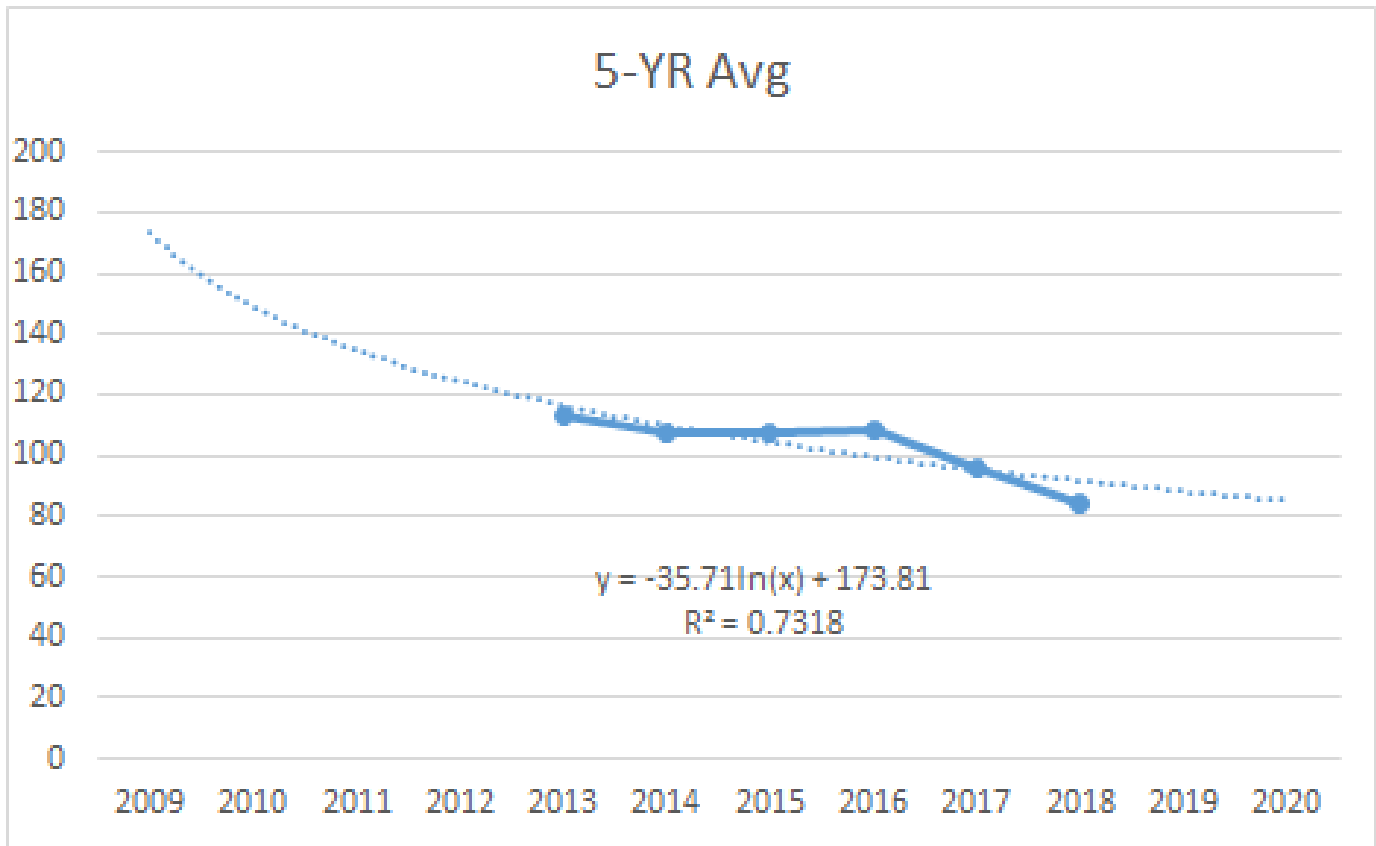
#### A-1) Number of seat belt citations issued during grant-funded enforcement activities\*

Seat belt citations: 2458

Fiscal Year A-1: 2018

#### A-2) Number of impaired driving arrests made during grant-funded enforcement activities\*

Impaired driving arrests: 211



Fiscal Year A-2: 2018

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

Speeding citations: 1394

Fiscal Year A-3: 2018

## Program areas

### Program Area: Aggressive Driving

#### Description of Highway Safety Problems

##### Overview

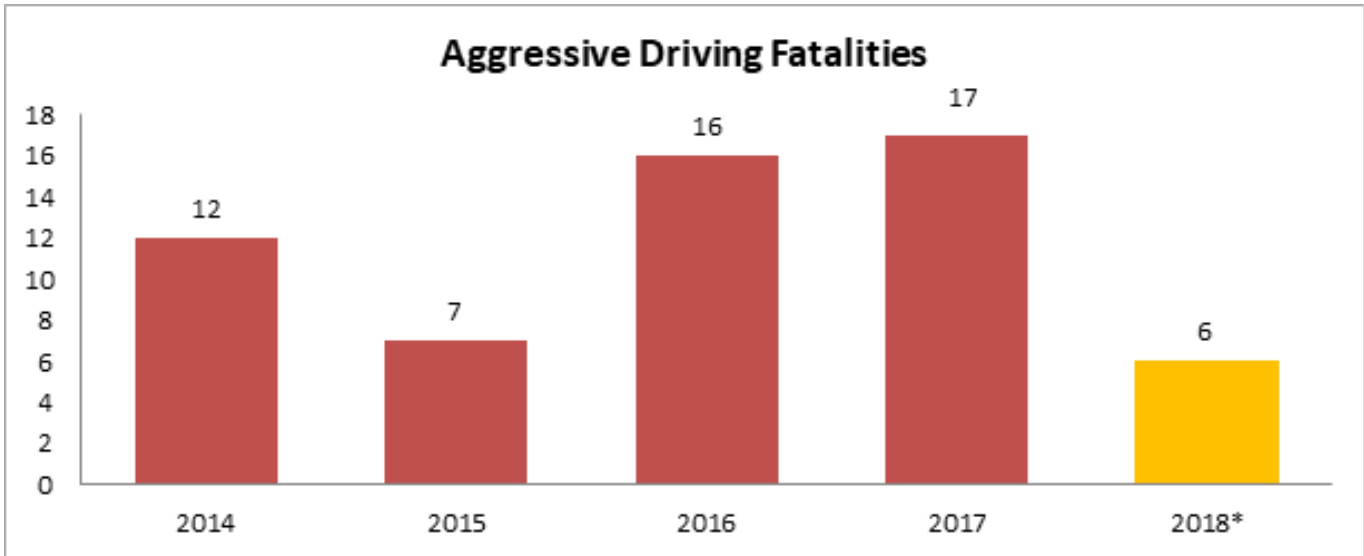
Aggressive driving usually involves speeding, as well as other factors, such as following too closely or improper lane change. Speeding is the primary contributing circumstance for traffic-related fatalities and injuries in the District. The following fines for speeding in DC are based on the number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

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

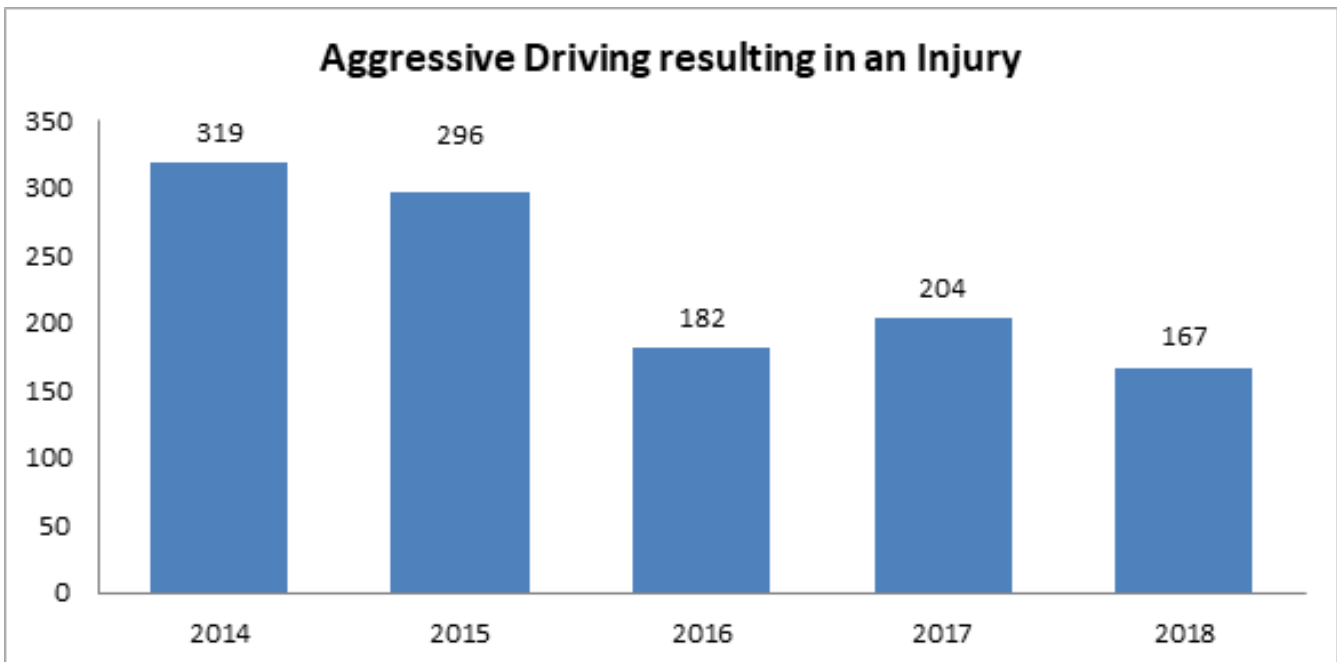
#### Speeding-related Data Trends



While the FARS data reports only on speeding, aggressive driving involves speeding, as well as factors such as, drove too fast for conditions, exceeding post speed limit, following too closely, improper passing, operated motor vehicle in erratic, reckless, careless, negligent or aggressive manner, ran red light and ran stop sign. The injury charts includes these additional factors. Between 2014 and 2018, (2018 is preliminary data) speeding-related fatalities accounted for 42.3 percent of all traffic fatalities (58 of 137).



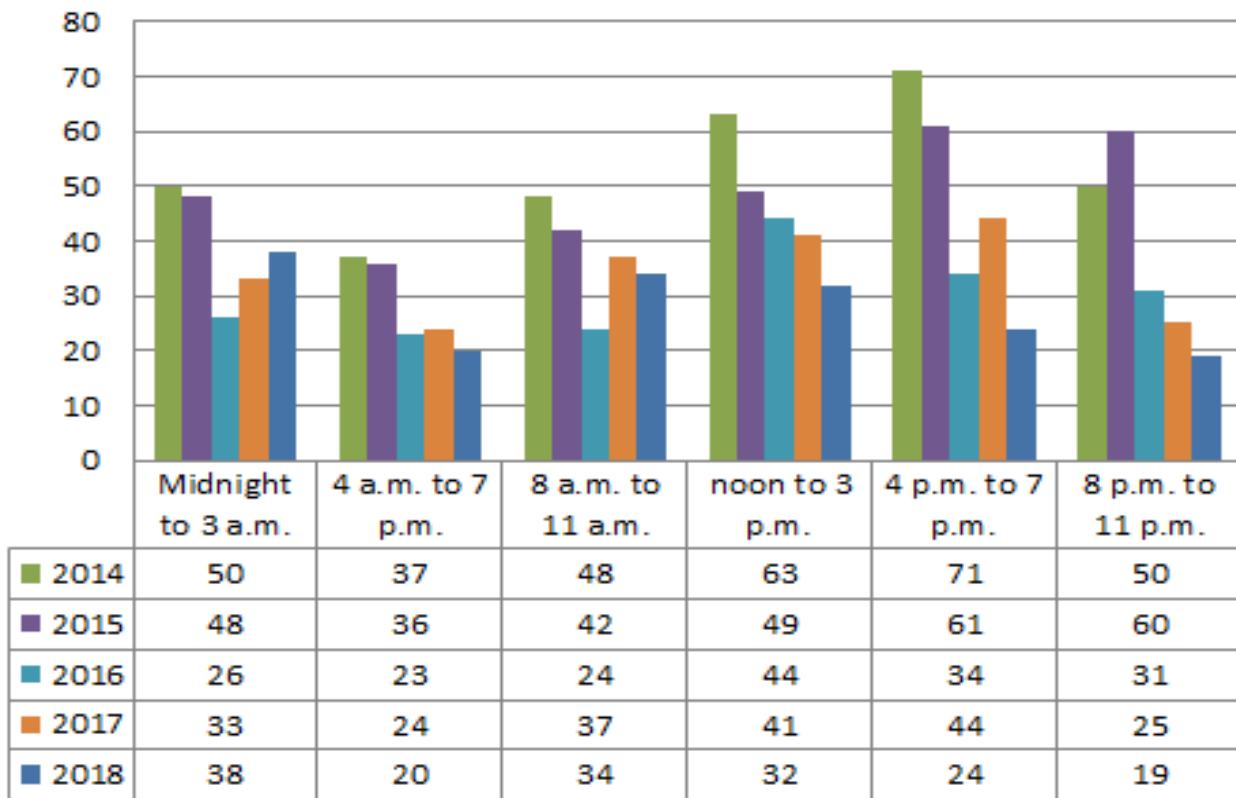
Between 2014 and 2018, there were a total of 1,168 aggressive driving-related injuries representing about 9.2 percent of all injuries (12,683).



When are they are occurring?

The highest frequencies of aggressive driving related injuries occur between the hours of 4 p.m. to 7 p.m. (20.4 percent), noon to 3 p.m. (20 percent) and midnight to 3 a.m. (17 percent).

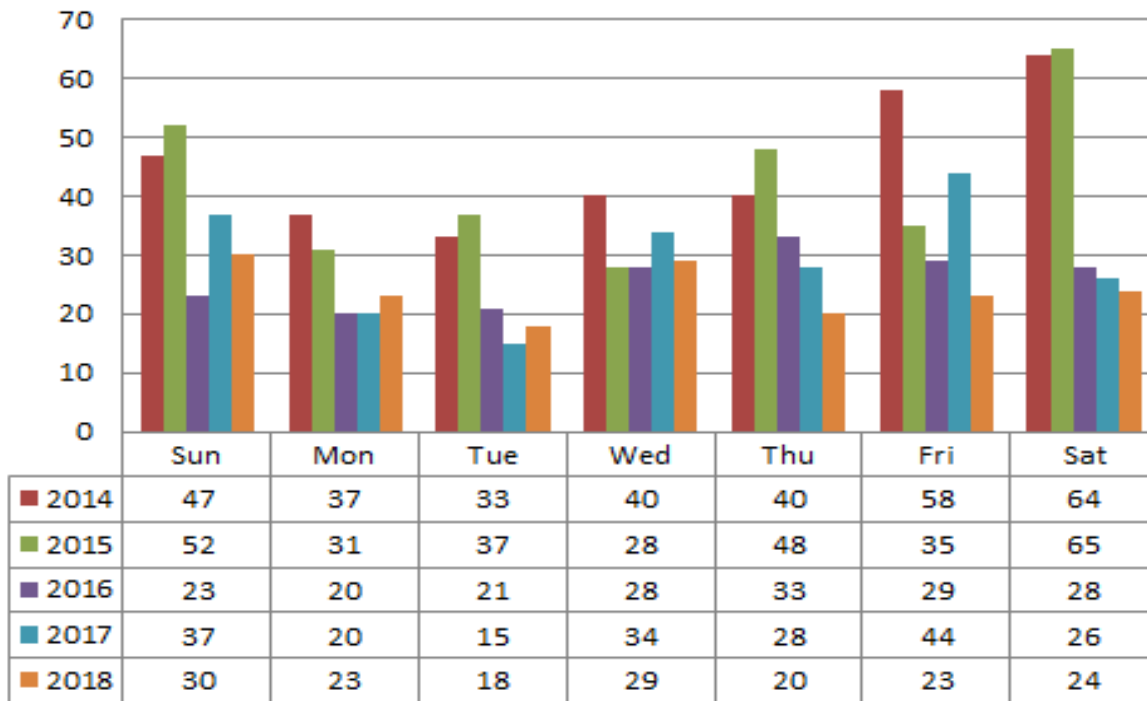
## Aggressive Driving-related Injuries By Time of Day



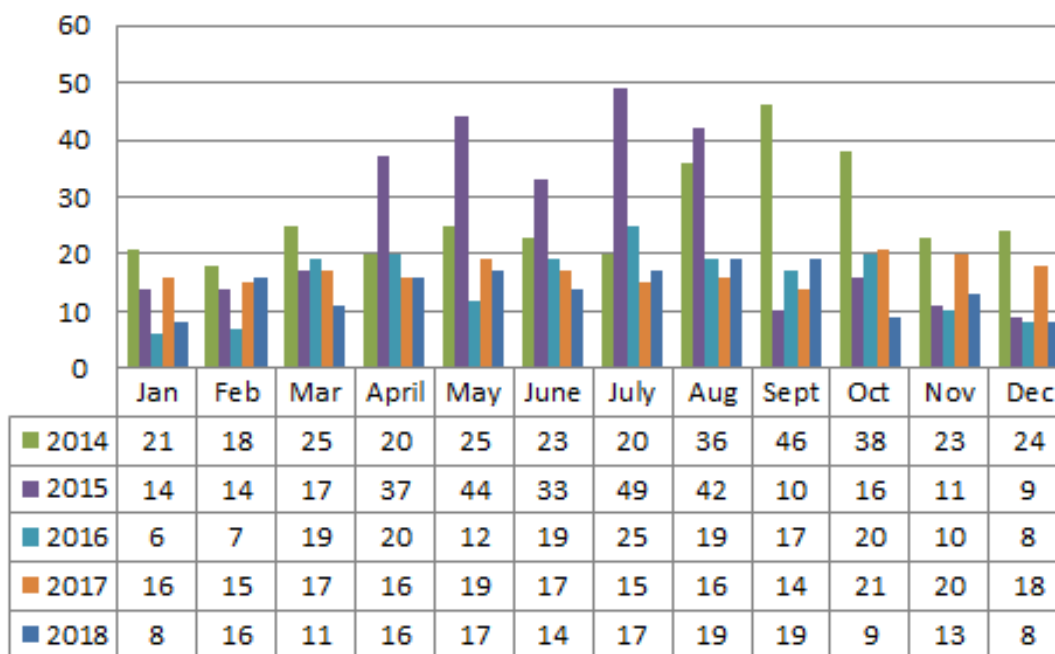
The days of the week with the highest frequencies of aggressive driving-related injuries are Saturdays (17.7 percent) and Friday and Sundays (16.2 percent).

The months of the year with the highest frequencies of aggressive driving-related injuries are August (11.3 percent), July (10.8 percent) and May (10 percent). The Aggressive Driving Campaign runs in the District in June, July, August and September.

## Aggressive Driving-related Injuries By Day



## Aggressive Driving-related Injuries By Month

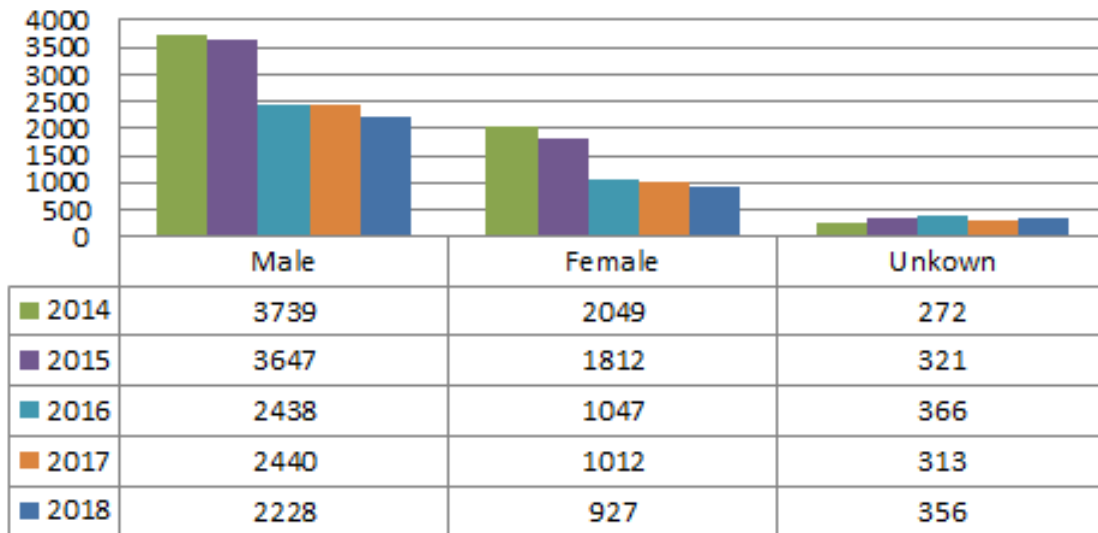


Who is Driving Aggressive?

The summaries of aggressive driving-related crashes by gender is presented below. From the

summaries, male drivers were reported as highest group involved aggressive driving-related crashes with 63.1 percent (29.8 percent for female drivers and 7.1 percent unknown).

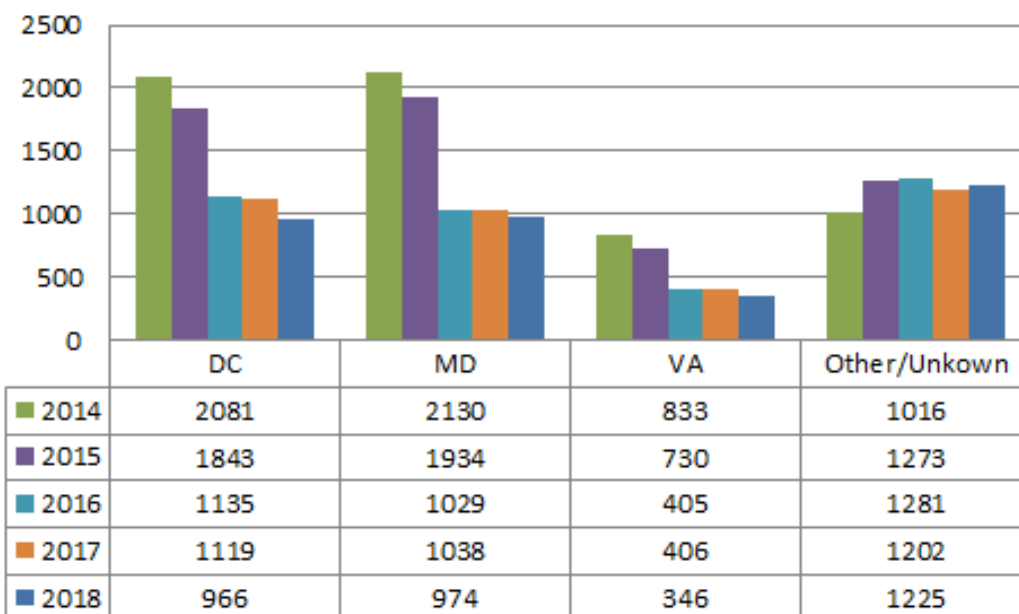
## Gender of an Aggressive Driver



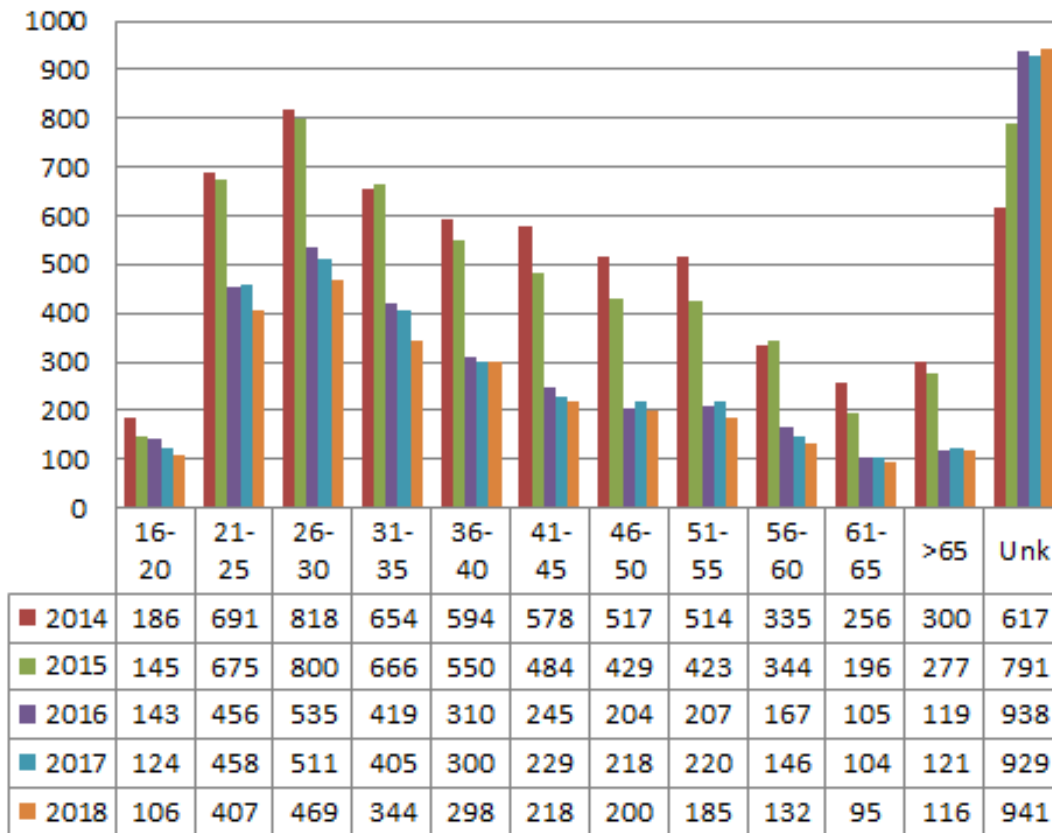
The age groups with the highest involvement in aggressive driving-related crashes are 26-30 years (13.6 percent), 21-25 years (11.7 percent) and 31-35 years (10.8 percent). 18.4 percent were coded as Unknown.

The majority of drivers involved in aggressive driving-related crashes reside in the District (31.1 percent) followed by the Maryland (30.9 percent) and Virginia (11.8 percent). There were 26.1 percent accounted for other and unknowns.

## Residence of an Aggressive Driver



## Age of an Aggressive Driver



Where are they occurring?

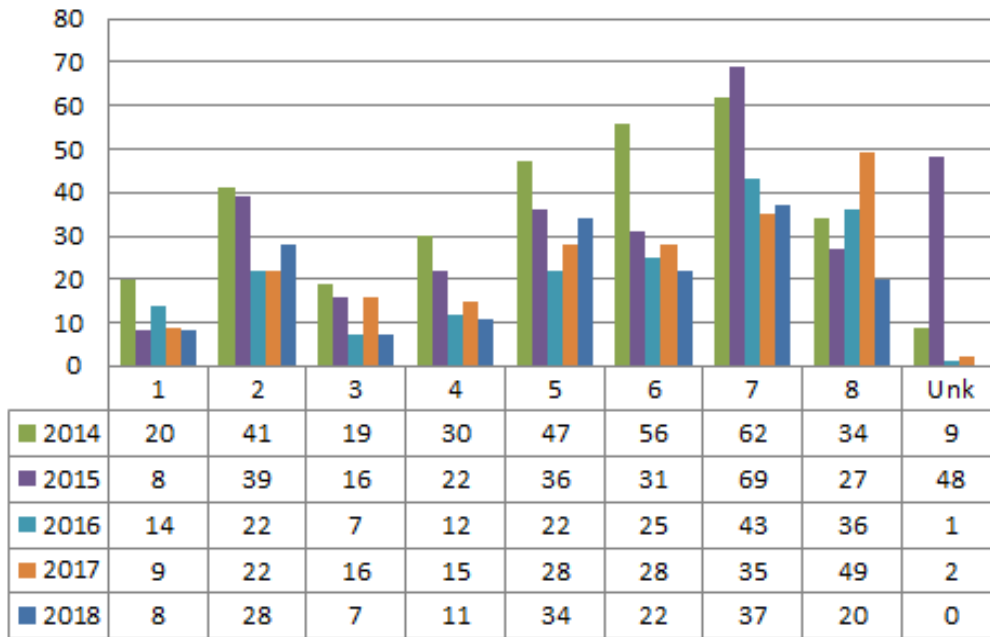
The distribution of crashes by ward is presented below. The highest aggressive driving-related injuries occurred in Ward 7 (21.1 percent) followed by Ward 5 (14.3 percent), Ward 6 (13.9 percent), Ward 8 (14.2 percent) and Ward 2 (13 percent). Ward 3 and Ward 1 had the least number of injuries at 5.6 percent and 5.1 percent respectively.

Strategies

The table below lists the strategies included in this HSP (FY2019); they are also included in the District's SHSP, 2014.

Enforcement Strategies
<p>Strategy 1. High-Visibility Enforcement: Use either expanded regular patrols or designed aggressive driving patrols to target selected high-crash or high-violation geographical areas (refer to latest DDOT speed information). Officers focus on drivers who commit common aggressive-driving actions such as speeding, following too closely, and running red lights. Enforcement is widely publicized.</p> <p>Strategy 1. High-Visibility Enforcement: Use either expanded regular patrols or designed aggressive driving patrols to target selected high-crash or high-violation geographical areas (refer to latest DDOT speed information). Officers focus on drivers who commit common aggressive-driving actions such as speeding, following too closely, and running red lights. Enforcement is widely publicized.</p>

## Injuries involving Aggressive Driving by Ward



Strategy 5. Investigate and determine the use of new technologies (examples):Laser speed-measurement equipment (provide more accurate and reliable evidence of speeding). Stationary LIDAR.Evaluate pilot program in a selected high-speed corridor.  
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### Education Strategies

Strategy 1. Conduct educational and public information outreach campaigns:Educate roadway users on the dangers of aggressive driving and rules of the roads (e.g., Aggressive Driving campaign).Strategy 1. Conduct educational and public information outreach campaigns:Educate roadway users on the dangers of aggressive driving and rules of the roads (e.g., Aggressive Driving campaign).

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Number of injuries involving an aggressive driver	2020	5 Year	200
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	17

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign - SO
Enforcement - PTS

## Countermeasure Strategy: Communication Campaign - SO

Program Area: Aggressive Driving

### Project Safety Impacts

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

Fridays and Saturdays between noon and 3 a.m.

Male drivers between 26 – 35 have the highest incidence of fatalities and injuries in Wards 7, 2, 5, and 8.

Maryland resident fatalities and injuries were about equal to DC.

Highest injuries were noted in May, July, and August

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

Overall Marketing/Communications Goals

Influence audience attitudes in the District of Columbia and Metro area toward aggressive driving behaviors and their destructive consequences.

Continue to support the High Visibility Enforcement (HVE) approach through messaging and media. Cause and sustain positive behaviors that will help to improve the safety and well being of our community.

### Linkage Between Program Area

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

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

### Rationale

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

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PM-2020-14-00	Media Campaign - Aggressive Driving

### Planned Activity: Media Campaign - Aggressive Driving

Planned activity number: PM-2020-14-00

Primary Countermeasure Strategy ID: Communication Campaign - SO

### Planned Activity Description

#### Media Objective

Consider highlighting automated enforcement to increase the perception that law enforcement is enforcing speeding and aggressive driving.

#### Media Strategy

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

Radio will be used as a primary way to reach drivers behind the wheel.

Out-Of-Home - MPD Billboard and Bus ads.

Support social media activities with additional content.

Addition social media advertising tactics will be used to increase ad impressions

### Intended Subrecipients

To be determined

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign - SO

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$365,000.00	\$365,000.00	

### Countermeasure Strategy: Enforcement - PTS

Program Area: Aggressive Driving

#### Project Safety Impacts

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

#### Linkage Between Program Area

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

Manage MPD grants per NHTSA requirements and provide support to the HSO by attending meetings related to the District's Strategic Highway Safety Plan, TRCC, and Smooth Operator meetings.

Reduce the time it takes to issue a citation from fifteen (15) minutes to five (5) minutes, issue multiple violations, when justified, in a matter of minutes while improving the availability of citations in a central



database and reduce the number of citations issued with errors.

## Rationale

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT-2020-04-01	Police Traffic Services

## Planned Activity: Police Traffic Services

Planned activity number: PT-2020-04-01

Primary Countermeasure Strategy ID: Enforcement - PTS

### Planned Activity Description

The Metropolitan Police Department (MPD) is the primary law enforcement agency for the District of Columbia.

### Countermeasure strategies

Countermeasure Strategy
Enforcement - PTS

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$194,692.66	\$194,692.66	
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$795,870.00	\$795,870.00	

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

### Description of Highway Safety Problems

#### Overview

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

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

The legal drinking age in the District of Columbia is 21, and the Metropolitan Police

Department enforces the following three very distinct drinking and driving laws.

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

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

Under Age Drinking. Persons under the age of 21 cannot purchase, consume, or possess any alcoholic beverages of any kind. If these drivers are found to be operating a motor vehicle with any measurable amount of alcohol, they will be placed under arrest and charged with DWI—Driving While Intoxicated.

In accordance with the FAST Act, the District of Columbia is rated as a Low Range State and qualifies for 405 funding to continue to support its efforts to reduce drinking and driving.

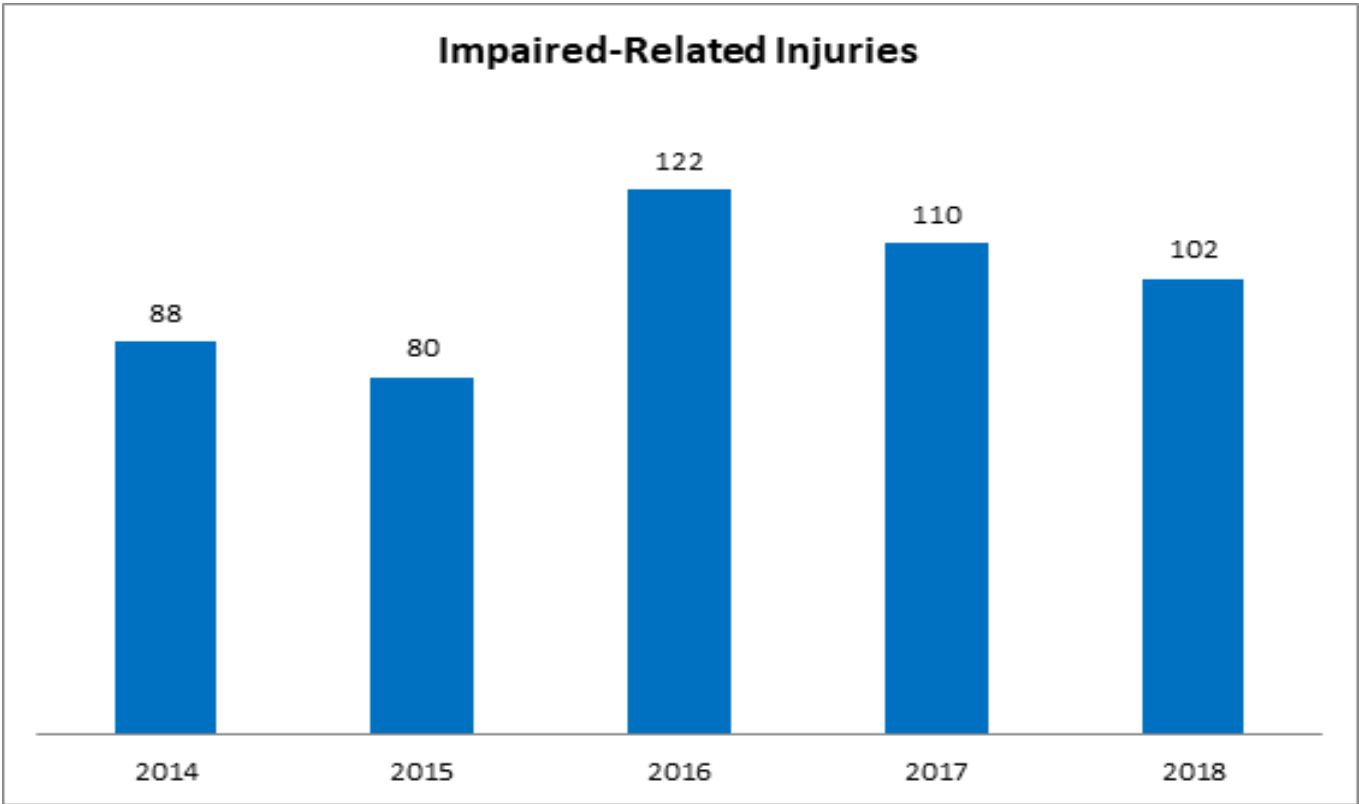
#### Impaired-Related Data Trends

Between 2014 and 2018, there were a total of 43 alcohol-impaired related fatalities, representing 31 percent of all traffic fatalities (137). However, based on the preliminary data in 2018, there was a significant decrease in alcohol-impaired related fatalities of 81 percent from 2017 (16 fatalities) to 2018 (3 fatalities). However, many DUI tests are still pending and this number may increase.

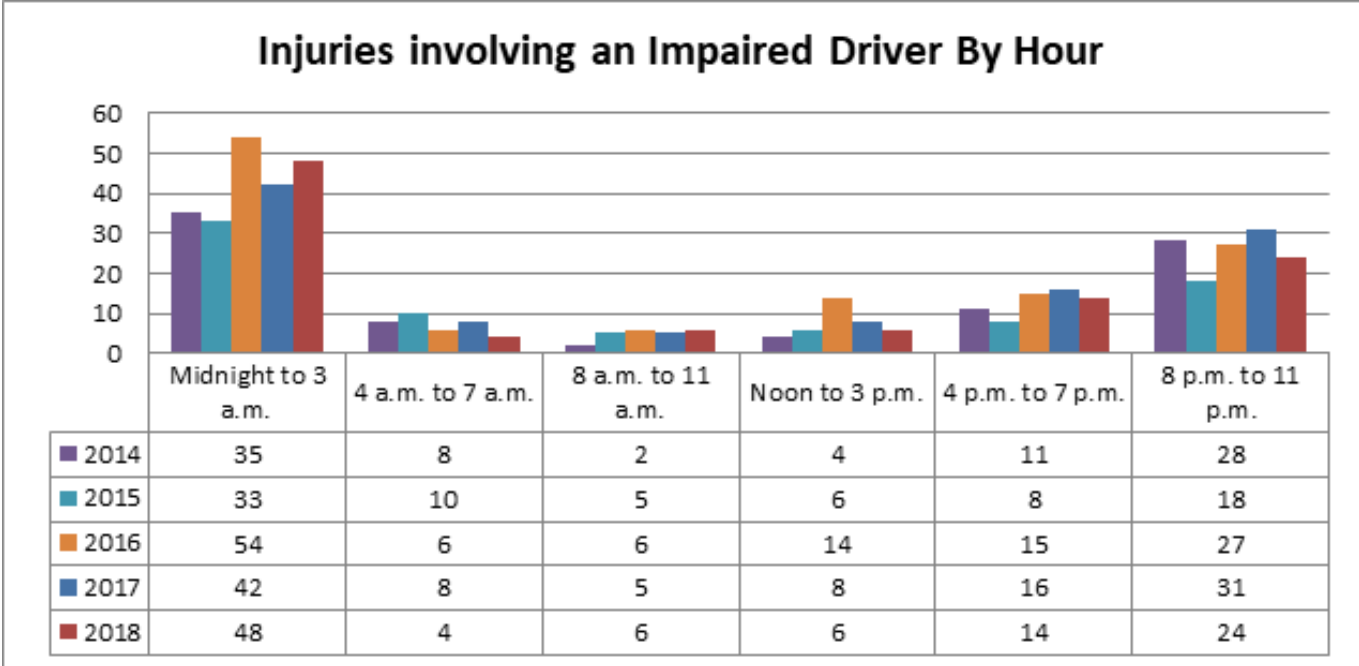


Between 2014 and 2018, there were a total of 502 impaired-related injuries (alcohol and drugs) representing about 4 percent of all injuries (12,683).

When are they occurring?



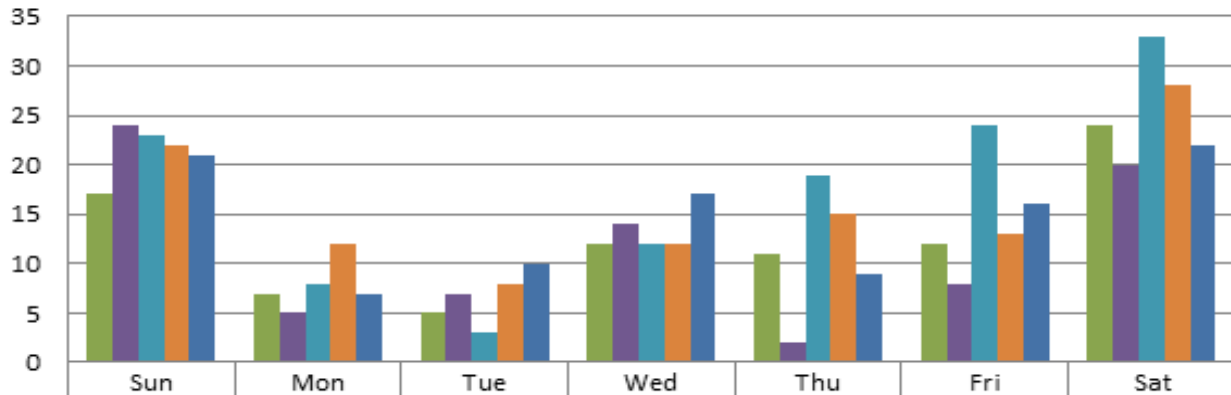
Between 2014 and 2018, 67.7 percent of all impaired-driving related injuries occurred between 8 p.m. and 3 a.m.



The days of the week with the highest frequencies of impaired-related injuries are Saturdays and Sundays with 25.3 percent and 21.3 percent respectively. About 14.5 percent occur on Fridays and 13.3 percent occur on Wednesdays.

The months of the year with the highest frequencies of impaired-related injuries are July (12.7 percent), May (11 percent), September (9.4 percent), June (8.6 percent) and November (8.8

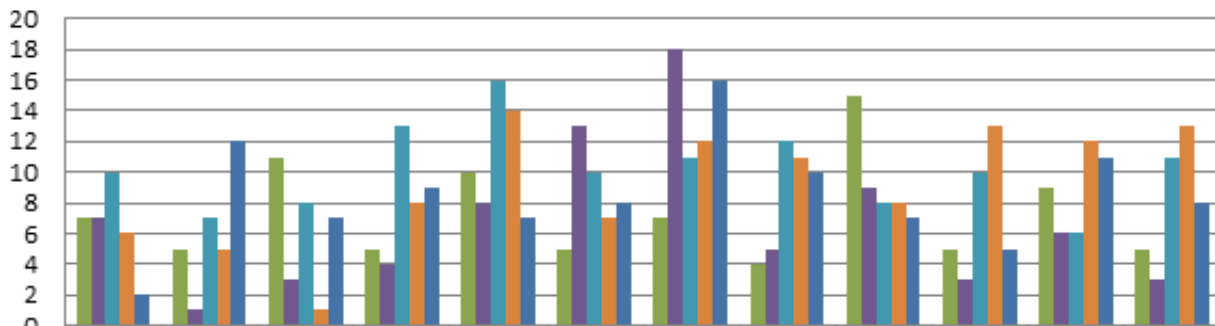
### Injuries involving an Impaired Driver by Day



	Sun	Mon	Tue	Wed	Thu	Fri	Sat
2014	17	7	5	12	11	12	24
2015	24	5	7	14	2	8	20
2016	23	8	3	12	19	24	33
2017	22	12	8	12	15	13	28
2018	21	7	10	17	9	16	22

percent). Checkforce Strikepoint campaigns runs the months of January, February–Super Bowl, March–St Patrick’s Day, May–Cinco de Mayo, August, October, November, and December.

### Injuries involving an Impaired Driver by Month



	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2014	7	5	11	5	10	5	7	4	15	5	9	5
2015	7	1	3	4	8	13	18	5	9	3	6	3
2016	10	7	8	13	16	10	11	12	8	10	6	11
2017	6	5	1	8	14	7	12	11	8	13	12	13
2018	2	12	7	9	7	8	16	10	7	5	11	8

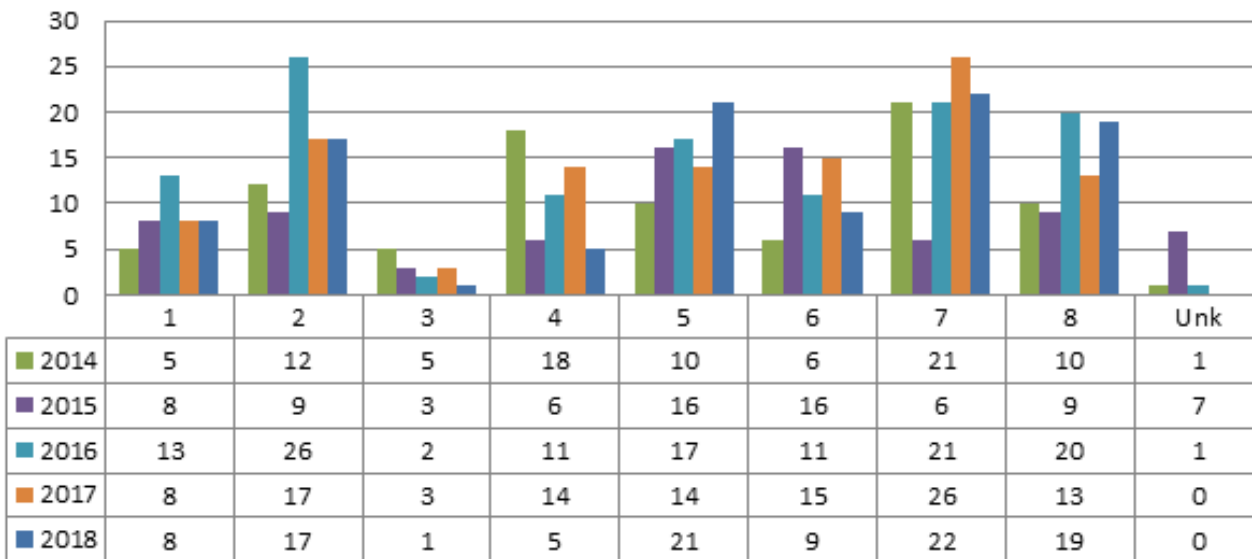
Where are impaired-related injuries occurring?

The distribution of crashes by ward is presented below. The highest impaired-related injuries occurred in Ward 7 (19.1 percent), Ward 2 (16.1 percent) and Ward 5 (15.5 percent) of all impaired-related injuries between 2014 and 2018.

Who are driving impaired?

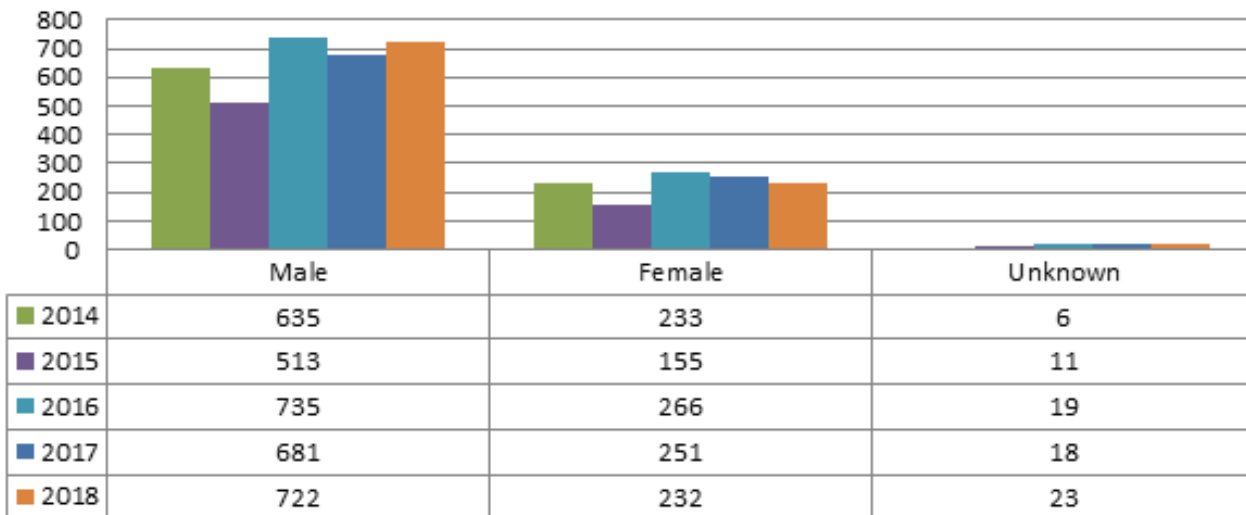
The summaries of impaired driving crashes by gender is presented below. From the summaries,

## Impaired-related Injuries by Ward



male drivers were reported as highest group involved in impaired-related crashes with an overwhelming majority of 73 percent (25.3 percent for female drivers and 1.7 percent unknown).

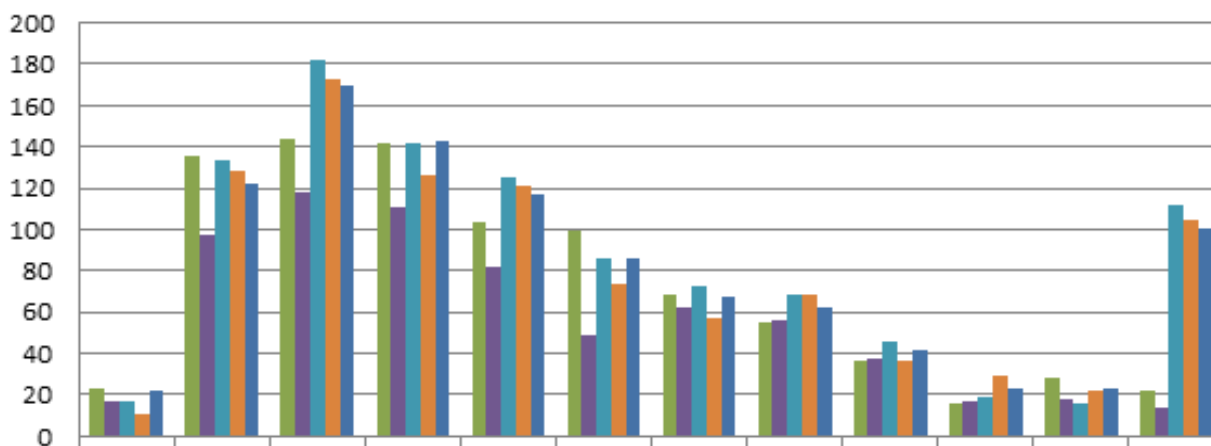
## Impaired Driver involved in a Crash by Gender



The age groups with the highest involvement in impaired-related crashes are 26-30 years (17.5 percent), 31-35 years (14.8 percent) and 21-25 years (13.7 percent). Overall, drivers within the 21-35 year age group accounted for 46 percent of all impaired-related crashes. 7.8 percent were coded as unknown.

The majority of drivers involved in impaired-related crashes live in the District (42.1 percent). Maryland drivers accounted for 28.3 percent, Virginia drivers were 9.3 percent and 20.3 percent

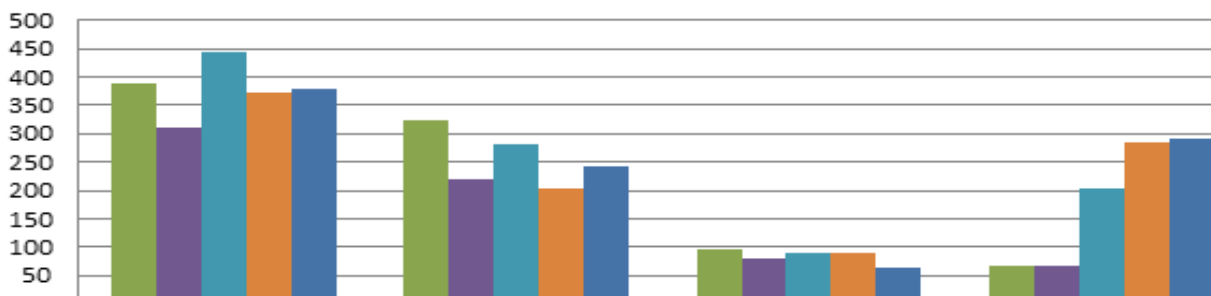
### Age of Impaired Driver Involved in a Crash



	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Unk
2014	23	136	144	142	104	99	68	55	37	16	28	22
2015	17	97	118	111	82	49	62	56	38	17	18	14
2016	17	134	182	142	125	86	73	68	46	19	16	112
2017	11	128	173	126	121	74	57	68	36	29	22	105
2018	22	122	170	143	117	86	67	62	42	23	23	100

were coded other or unknown.

### Impaired Driver involved in a Crash by Driver Residence



	DC	MD	VA	Other/Unk
2014	388	323	95	68
2015	312	220	81	66
2016	444	282	91	203
2017	374	203	89	284
2018	378	244	64	291

The following table lists strategies included in this HSP (FY2020) and that are also included in the District’s SHSP, 2014.

Enforcement Strategies
Strategy 1: Reduce excessive drinking and underage drinking:Continue and expand ID compliance checks with establishments selling alcohol.Strategy 1: Reduce excessive drinking and underage drinking:Continue and expand ID compliance checks with establishments selling alcohol.

Strategy 2: Enact beverage service policy:Expand monitoring/enforcement of beverage service policies for alcohol servers and retailer.Strategy 2: Enact beverage service policy:Expand monitoring/enforcement of beverage service policies for alcohol servers and retailer.
Strategy 4: Prosecute DUI offenders:Ensure all enforcement agencies using breath-test instruments provide updated training to OAG staff prior to system going online and on a regular basis for all new staff.Strategy 4: Prosecute DUI offenders:Ensure all enforcement agencies using breath-test instruments provide updated training to OAG staff prior to system going online and on a regular basis for all new staff.
Strategy 5: Legislative actions:Promote legislation to require civil asset forfeiture of automobile impoundment after multiple DUI convictions. Publicize region-wide DC's intent for strong enforcement and prosecution of DUI offenses (also listed under Education).Strategy 5: Legislative actions:Promote legislation to require civil asset forfeiture of automobile impoundment after multiple DUI convictions. Publicize region-wide DC's intent for strong enforcement and prosecution of DUI offenses (also listed under Education).Strategy 5: Legislative actions:Promote legislation to require civil asset forfeiture of automobile impoundment after multiple DUI convictions. Publicize region-wide DC's intent for strong enforcement and prosecution of DUI offenses (also listed under Education).
Strategy 6: Enhance judicial process that identifies and effectively disarms offenders with multiple DUIs: Work with OAG, DCSC, DMV, and MPD to institute an electronic system for easily obtaining DUI past-conviction data for DC-prosecuted cases. Strategy 6: Enhance judicial process that identifies and effectively disarms offenders with multiple DUIs: Work with OAG, DCSC, DMV, and MPD to institute an electronic system for easily obtaining DUI past-conviction data for DC-prosecuted cases.
Strategy 10: Continue to work with hospitals to enable easier consent to blood draws and access to medical treatment records.Strategy 10: Continue to work with hospitals to enable easier consent to blood draws and access to medical treatment records.

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Number of injuries involving an impaired driver	2020	5 Year	120
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	17

**Countermeasure Strategies in Program Area**

Countermeasure Strategy
Communication Campaign - Impaired
Court Monitoring
High Visibility Saturation Patrols
Laboratory Drug Testing Equipment

## Countermeasure Strategy: Communication Campaign - Impaired

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

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

### Linkage Between Program Area

Data states that the highest number of impaired fatalities and injuries occur

Fridays through Sundays between 8 PM and 3 AM with

Involving males 21 – 35

Months with the highest fatalities and injuries are June, July, September and November

Ward 7 has the highest level with a moderate balance through other wards.

Media Objective

Increase belief of arrest for drinking and driving.

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

Education Objective

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

### Rationale

The District will also continue to participate in the National Enforcement Crackdown—where the primary message is Drive Sober or Get Pulled Over—in the summer months and holidays, as well as in the Checkpoint Strikeforce Campaign (<http://www.checkpointstrikeforce.net/>). This is a research-based, multi-State, zero-tolerance initiative conducted jointly with Maryland and Virginia. The media campaign by The McAndrew Company operates in conjunction with regional law enforcement waves aimed at getting impaired drivers off the roads and educating the public about the dangers and consequences of drunk drivers. Additional enforcement in deterring excessive drink is the District’s Cops-in-Shops program, focusing on underage drinking, ABRA compliance checks, and beverage service policies for all ABC license holders.

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

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2020-03-00-00 WRAP	Education and Outreach



## Planned Activity: Education and Outreach

Planned activity number: AL-2020-03-00-00 WRAP

Primary Countermeasure Strategy ID: Communication Campaign - Impaired

### Planned Activity Description

Release the "2019 How Safe Are Our Roads?" report prepared through a contract with the Metropolitan Washington Council of Governments or other similar agency. This detailed report represents an overall picture of the greater Washington-area in the areas of impaired driving deaths, crashes, fatalities and injuries. Commence planning for the 2020 report.

Produce at least one newsletter and one annual report highlighting and communicate WRAP's programs and efforts for the continued need for traffic safety initiatives.

Promote and conduct five SoberRide campaigns. Print materials, in both English and Spanish, to be distributed for the seasonal media campaigns. Approximately 300,000 printed pieces will be distributed throughout the grant year. The campaigns will run during Halloween 2019, the 2019 Holiday season, St. Patrick's Day 2020, Cinco de Mayo 2020 and Independence Day 2020.

Conduct WRAP's 22nd annual winter award program recognizing area law enforcement officers who have gone above the call of duty in the fight against impaired driving. Invitations to be printed and mailed to WRAP database.

Conduct WRAP's annual fall awards program recognizing individuals and corporations who have greatly aided in WRAP's programs and activities for the fiscal year ending September 30, 2019.

Update and maintain WRAP's websites ([www.wrap.org](http://www.wrap.org) and [www.soberride.com](http://www.soberride.com)) and social media sites with current news releases, upcoming events and program information.

Continue to serve as a resource for referrals to a host of audiences, including DC's newly-formed Mayor's Office of Nightlight and Culture, regarding the issues of impaired driving and underage drinking as well as explore opportunities to better compile and disseminate such information.

Attend the annual 2020 Lifesavers conference in Tampa, FL and/or the annual 2020 GHSA conference in Pittsburgh, PA by President or other WRAP staff. President will attend NHTSA Region 3 meetings.

Promote and conduct educational programs and related events in District of Columbia high schools and within the youth community groups on risky behaviors and the consequences associated with underage drinking and impaired driving.

Expand WRAP's role to help serve as a coordinator and resource for local high school organizations promoting alcohol and drug-free lifestyles to their peers.

Continue WRAP's leadership role in local, regional and national coalitions concerning traffic safety and alcohol related issues.

In balance with private sector support, produce and disseminate the 2020 edition of WRAP's annual educational guide on underage drinking laws, consequences, tips, information and more.

In balance with private sector support, produce and disseminate the 2020 edition of WRAP's annual reference guide on regional impaired driving laws, related facts and statistics.

Continue to promote and conduct WRAPaposs Safe and Vital Employees (SAVE) initiative educating local employees and military personnel about impaired driving laws and consequences.  
 Participate in SAMHSA’s 16th Annual Prevention Day by WRAP’s Director of Programs.  
 Coordinate annual audit by outside accounting firm.  
 Continue WRAP’s leadership role in DC Office of the Attorney General’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 sought creation of a larger DC DUI task force.  
 Continue to promote and conduct prom and graduation activities at 24 DC high schools from mid-April through May increasing awareness to include calling attention to the perils of drunk driving by advocating that high schools call for a “Moment of Silence” the week of May 14, 2020. Continue to serve as a resource for area high school students, faculty, students and parents on underage drinking prevention data, programs and efforts.

**Countermeasure strategies**

Countermeasure Strategy
Communication Campaign - Impaired

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Driver Education	\$150,000.00	\$150,000.00	
2020	FAST Act NHTSA 402	402 FAST Act Program Management	\$4,220.00	\$4,220.00	

**Planned Activity: Media Campaign - Impaired**

Planned activity number: FDLPEM-2020-00 MEDIA

Primary Countermeasure Strategy ID: Communication Campaign - Impaired

**Planned Activity Description**

Campaign/Enforcement Dates

September through December

Media Strategy

Use a mix of traditional media vehicles as well as new media technologies that are targeted to reach the young male audience.

Radio will be used as a primary way to reach drivers behind the wheel Out--Of-- Home Transit ads and the MPD Billboard

Digital and Social Media

## Intended Subrecipients

To be determined

## Countermeasure strategies

Countermeasure Strategy
Communication Campaign - Impaired

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Paid/Earned Media	\$200,000.00	\$200,000.00	

## Countermeasure Strategy: Court Monitoring

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

The District of Columbia (“District”) has the responsibility to keep criminal violation of any traffic laws and resulting deaths, property damage and physical injuries to a minimum through criminal prosecution, legislative changes, law enforcement training, and public education efforts. The Office of the Attorney General (“OAG”) has the responsibility for the prosecution of Driving Under the Influence of Alcohol and/or Drug offenses (“DUI”). The District of Columbia Department of Transportation (“DDOT”) is authorized by federal legislation to fund the Impaired Driving Program in conjunction with the District’s Highway Safety Program. The four Driving Under the Influence (“DUI”) Prosecutor positions, Traffic Safety Resource Prosecutor and the DUI paralegal are being continued in conjunction with National Highway Traffic Safety Administration (“NHTSA”) to enhance the prosecution of impaired drivers in the District. These positions have been essential to the effective and efficient prosecution of these impaired driving cases and other serious offenses, taking a tough stance on impaired driving offenses, working with and providing a resource to the law enforcement and judicial communities, working with policymakers and stakeholders, and protecting the citizens of the District of Columbia.

### Linkage Between Program Area

The District of Columbia (“District”) saw a 43 percent increase from 23 fatalities in 2015 to 33 fatalities in 2018. Alcohol and drug impaired driving and aggressive driving dominated these statistics. Accordingly, the District must remain vigilant in its efforts to reach zero traffic fatalities.

Some of the criminal traffic violations prosecuted by OAG include but are not limited to alcohol/drug impaired driving offenses (“DUI”), reckless driving, failing to yield to a pedestrian, leaving after collision offenses involving property damage and physical injuries (“Hit and Run”), speeding more than 30 miles per hour over the posted speed limit, and operating non-traditional motor vehicles (“ATV”).

### Rationale

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

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

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
M6OT-2020-01-01 OAG/DUI	DUI Team
M6OT-2020-01-01 OAG/TRSP	Traffic Safety Resource Prosecutor

**Planned Activity: DUI Team**

Planned activity number: M6OT-2020-01-01 OAG/DUI

Primary Countermeasure Strategy ID: Court Monitoring

**Planned Activity Description**

Activities I: Litigation

Carry caseloads of the most demanding and difficult impaired driving cases, such as repeat offenders, children in car cases, major crash cases and toxicology cases. Carry a case load of approximately 60-75[1] cases per DUI prosecutor.

Maintain stringent guidelines for acceptable pleas in serious impaired driving cases involving repeat offenders and individuals above specified BAC levels.

Requests for ignition interlock devices on repeat-offenders with elevated BACs.

Prepare quarterly reports that include statistical information on DUI cases to be shared with the Traffic Records Coordinating Committee and the Highway Safety Office.

Prepare DUI Prosecutor’s briefs, legal memorandum and other pleadings for use at hearings, trials, or on appeal of such cases assigned to the DUI Prosecutor.

Attend Lifesavers Conference and/or any additional conferences aimed at promoting traffic safety.

Provide a summary of lessons learned to the Highway Safety Office.

Attend Advanced Roadside Impaired Driving Enforcement training which is aimed at teaching advanced techniques for drugged driving.

## Activities II: Intra-office Support

Respond to written and verbal inquiries made by prosecutors concerning criminal traffic matters, serve as a resource for prosecutors by offering expertise and assistance for prosecuting traffic safety offenses and reviewing written case materials on a wide variety of legal issues, including but not limited to probable cause, Standardized Field Sobriety Tests (“SFST”), Drug Evaluation and Classification Program (once applicable in the District), implied consent, breath/blood/urine testing, pretrial procedures, trial practice, and appellate practice.

Serve as second chair to less experienced and knowledgeable prosecutors on difficult impaired driving cases handled by the Criminal Section, including but not limited to, suppression hearings motions tackling new and unique areas of the law.

Assess the feasibility of creating an emergency blood draw search warrant program. Currently, when a defendant is arrested for DUI and transported to a hospital due to injury from a crash, the only way to obtain a chemical sample from the defendant is by consent of the defendant. Where a subject either refuses to submit a chemical sample, or is not sufficiently conscious to consent, no sample is drawn. The DUI team will:

Determine the impact from failure to obtain chemical samples from DUI arrestees taken to a hospital after crashes by reviewing past data of arrests and convictions.

Determine the resources necessary to implement an emergency blood draw search warrant program, including costs and whether or not additional personnel needs to be available to sign off on warrants before being submitted to the court.

Analyze emergency blood draw search warrant programs in other jurisdictions.

## Activities III: Screening DUI cases

Review and screen paperwork from police agencies to verify there is sufficient evidence to charge DUI and ensure that the necessary documentation has been obtained from the police agencies.

Assist papering AAG at lockup desk daily with reviewing all DUI lockup arrests to ensure proper charging decisions

Determine if search warrant for blood/urine specimen from hospitals is necessary for DUI lockup arrest cases

Determine if arrest warrant or judicial summons should be issued on DUI cases presented by law enforcement agencies

## Activities III: Paralegal Support

Build DUI jackets for arraignments, including entering information into Abacus and creating discovery packets.

Redact sensitive information from discovery packets and personnel performance management system (“PPMS”) documents

Request criminal records through WALES and NCIC

Request local and nationwide driving histories (both preliminary and certified)

Order, pick up and organize station videos from MPD.

Request subpoenas of civilian witnesses and radio run/911/CAD reports.

Maintain statistical information on DUI cases not captured by OAG’s case management system.

Maintain spreadsheet of all defendants who are referred to and enter into Drug Court.  
 Perform all other pre-trial and trial preparation for the DUI attorneys as directed by supervisors.  
 Quarterly professional development courses for DUI paralegal for effective preparation of statistical data to prepare reports.

[1] Due to staffing retention, DUI prosecutors caseloads have increased from FY 18.

## Intended Subrecipients

### Countermeasure strategies

Countermeasure Strategy
Court Monitoring

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Court Support	\$634,000.00	\$634,000.00	

### Planned Activity: Traffic Safety Resource Prosecutor

Planned activity number: M6OT-2020-01-01 OAG/TRSP

Primary Countermeasure Strategy ID: Court Monitoring

#### Planned Activity Description

Activities I: Training

Attend at least eight in person or electronic media based trainings to develop and maintain specialized knowledge of traffic safety and impaired driving issues.

Host/Conduct a minimum of 25 training sessions for prosecutors, law enforcement officers and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases.

There should be a minimum of five attendees per training. These sessions include, but are not limited to, the following topics:

Report writing and testimony tips (“Cops in Court”) to law enforcement;

The use of breath testing instruments used by the Metropolitan Police Department (“MPD”), United States Capitol Police, United States Park Police, and other police agencies;

DUI Boot Camp for New Prosecutors;

Qualifying and introduction of expert witnesses;

How to prepare for a DUI trial;

Appropriate DUI Plea Guidelines;

Prosecutor and Toxicologist Guide to Effective Communication in Impaired Driving Cases (with moot court)

Legal updates as pertaining to D.C. code changes, case law, and other rules and procedures.

Meet quarterly with representatives from the National Traffic Law Center (“NTLC”); maintain online

relationship with other TSRPs nationwide, and when needed provide technical support to other jurisdictions.

Participate in “Sobriety Check” program to educate area high school and college students about the consequences of abusing alcohol and drugs.

Facilitate one Advanced Roadside Impaired Driving Enforcement (“ARIDE”) course with a minimum of 10 law enforcement officers in attendance. Work with MPD to develop a more comprehensive ARIDE and Drug Recognition Expert (DRE) program.

Attend some of the following conferences: Lifesavers Conference, the TSRP annual meeting, NHTSA regional meeting, DRE conference, and/or any additional conferences aimed at promoting traffic safety. Provide a summary of lessons learned to the Highway Safety Office.

#### Activities II: District-wide Resource

Meet with and aid MPD and other law enforcement agencies, DDOT, the Office of the Chief Medical Examiner, and the Executive Office of the Mayor.

Facilitate the preservation of blood/urine specimens collected from impaired drivers at Washington area hospitals.

Host/conduct quarterly DUI enforcement meetings and annual DRE meetings to train and assist police officers and other traffic safety professionals. There should be representatives from at least three different police agencies at the monthly enforcement meetings. Facilitate quarterly meetings with the Office of the Chief Medical Examiner to discuss toxicology and breath program issues pertinent to impaired driving.

Participate in Community Outreach Events, such as WRAP SoberRide Kick-Offs, NHTSA Drive Sober or Get Pulled Over, Smooth Operator, Checkpoint Strikeforce, Responsibility.org congressional meetings, and DC’s Vision Zero.

Regularly attend the District Traffic Records Coordinating Committee quarterly meetings, and the Strategic Highway Safety Program meeting(s). Prepare quarterly report that includes statistical information on DUI cases to be shared with the HSO office and TRCC committee.

#### Activities III: Intra-office Support

Communicate trends in impaired driving enforcement and prosecution, updates in the law, and other issues regarding impaired driving to prosecutors at bi-weekly staff meetings, and/or bi-weekly e-mail communication.

Screen (paper) or assist with the screening of a minimum of 350 impaired driving arrests, arrest warrant applications, search warrant applications, and judicial summons cases. Assist law enforcement with biological specimen preservation requests. Screen DUI offenders for Drug Court placement.

The TSRP will provide technical support to prosecutors dealing with impaired driving cases. Technical support will range from assisting with pretrial plea negotiations, litigation support, pre-trial preparation, witness conferences, case law, legal research, writing, and editing legal arguments, reviewing body worn camera footage, and aiding with sentencing. Second chair prosecutors in Court on difficult impaired driving litigation.

The TSRP will observe court proceedings on a bi-weekly basis to identify problem areas and the

need for additional training.

Support pretrial discovery, by securing toxicology reports from OCME, and breath litigation materials and saving to a shared database for attorney access. Submit requests for Federal Agencies for street and station video, and upon receipt deliver to attorneys. Secure FEMS reports.

Maintain intra-office resources for prosecutors to provide them with easy access to pleadings, expert witness materials, trial preparation materials, and pertinent caselaw. Create DUI trial binders for new attorneys.

Keep Probation Show Cause ("PSC") database and provide litigation support to track DUI offenders who violate terms of probation.

Retain a caseload of approximately 20-25 serious traffic (DUI driving) cases to remain current on litigation skills to include pretrial preparation, legal writing, plea negotiations, and trial.

#### Activities IV: Legislative Support

Advocate on behalf of the District and provide technical assistance of changes, if necessary, to the impaired driving, reckless driving, and other traffic safety laws. Review the effectiveness of the current impaired driving laws, and determine what, if any, modifications are to be made.

Serve on or provide support to the Criminal Jury Instruction committee, particularly in DUI jury instructions.

Author quarterly submissions to the TSRP blog pertaining to trends in impaired driving.

### Intended Subrecipients

The Office of the Attorney General has a long history of focusing on impaired driving. As such, OAG has a tremendous amount of experience in training attorneys and law enforcement in this area, as well as, successfully prosecuting impaired driving cases. OAG is responsible for knowing every aspect of these charges, and has worked with allied agencies, to successfully hold motorists accountable, which it has done for years. OAG has continuously made improvements in policies and procedures to assist with the increased successful prosecutions of impaired drivers. OAG works with all law enforcement agencies in the District in prosecuting impaired driving offenses.

Over the past decade OAG has hired and utilized a Traffic Safety Resource Prosecutor through grants from the DDOT. This position has enabled OAG to give more focused attention to impaired driving cases as the number of arrests has increased. As a result, this funded position has significantly increased work product and the prosecution of these types of offenses.

### Countermeasure strategies

Countermeasure Strategy
Court Monitoring

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act 405d Impaired Driving Low	405d Low Court Support	\$182,000.00	\$182,000.00	
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## Countermeasure Strategy: High Visibility Saturation Patrols

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Impaired driving can refer to operating a motor vehicle while under the influence of alcohol, drugs, or both. While alcohol-impaired driving is well researched and understood, little is known of drug-impaired driving especially as there are over 400 drugs, both legal and illegal, that are tracked by NHTSA that can cause impairment, and each one has a different impact on every user. All states have laws to address impaired driving. The alcohol-impaired driving laws are better understood and easier to enforce than those for drug-impaired driving.

All seven MPD Districts are addressing impaired driving in collaboration with the Traffic Safety Specialized Enforcement Branch (TSSEB) Impaired Driver Support Unit (IDSU) by deterrence. If drivers believe that driving impaired is likely to be detected and result in an arrest, convicted, and punishment, many will not drive impaired. The TSSEB will continue to coordinate high-visibility sobriety checkpoints as well as saturation patrols citywide on a weekly/monthly basis. Sobriety checkpoint will be done in conjunction with the alcohol van, increasing enforcement visibility and with MPD officers equipped with body cameras, strengthen their convictions.

MPD in partnership with the District Department of Transportation (DDOT), NHTSA as well as with Maryland and Virginia state partners work tirelessly to educate the public of the perils of Impaired Driving.

### Linkage Between Program Area

The crash analysis for the years 2013 thru 2017 also revealed that majority of all impaired-driving related injuries occur between 8 p.m. and 3 a.m., on Saturdays (26.3 percent) and Sundays (23.4 percent), and during the months of July (12.1 percent), May (10.7 percent), and November (10.1 percent).

MPD will enforce the District DUI laws, as well as continue to support the efforts of Checkforce Strikepoint campaign runs the months of January, February–Super Bowl, March–St Patricks Day, May–Cinco de Mayo, August, October–Halloween, November, and December–Holidays as well as NHTSA’s designated crackdown periods.

### Rationale

The HSO has partnered with Metropolitan Police Department (MPD) to enforce the District’s DUI laws by regularly conducting saturated patrol and publicized checkpoints and using specially trained officers and equipment in high-risk locations; both methodologies are found in the NHTSA publication Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 8th Edition, 2015. This effort would include uniformed law enforcement officers “saturating” a high DUI-related crash area and engaging the driving public by pulling over as many traffic violators as possible to serve as a deterrent to impaired driving. The HSO and other MPD sources provide these high-risk locations. As an additional deterrent, the HSO and MPD have also invested in building an Impaired Driving Mobilizing Processing Unit that is fully equipped with Intoxilyzer, breath-testing instruments, fingerprint equipment, holding cell, officers’

workstations, and all other equipment and supplies necessary for it to be a fully functional DUI processing center. Using this van will also increase the efficiency of onsite DUI processing, checkpoints and, as a result, an increase in DUI arrests. This hybrid approach, along with the associated national crackdowns and mobilization, will provide continuous direct and general deterrence in impaired driving.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
M6OT-2020-01	Enforcement Impaired Driving

**Planned Activity: Enforcement Impaired Driving**

Planned activity number: M6OT-2020-01

Primary Countermeasure Strategy ID: High Visibility Saturation Patrols

**Planned Activity Description**

**Intended Subrecipients**

**Countermeasure strategies**

Countermeasure Strategy
High Visibility Saturation Patrols

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Police Traffic Services	\$748,920.00	\$748,920.00	

**Countermeasure Strategy: Laboratory Drug Testing Equipment**

Program Area: Impaired Driving (Drug and Alcohol)

**Project Safety Impacts**

**Linkage Between Program Area**

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

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

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

To address supplies, the OCME is seeking laboratory consumables in order to test DUI and DUID specimens as

well as NIST traceable ethanol gas tanks to support the breath program.

Finally, the laboratory requires service contract support for two pieces of equipment which it uses to routinely analyze DUID specimens. The equipment requires occasional repair as well as external preventative maintenance to ensure high performance for the sensitive compounds they can detect.

**Project Objectives or Goals**

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 of Columbia.

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.

**Rationale**

The District’s evidential breath program (initiated in September of 2012), as well as other enforcement efforts have influenced the number of MPD toxicology submissions between FY2012 and FY2013 (See Table 1). However, even with the availability of the program, the number of specimens submitted has been increasing in recent years due to MPD’s enforcement efforts.

Fiscal Year	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019 (Estimated)
MPD DUI Cases (n)	681	401	295	308	343	355	456	500
Est. Cost of Testing (K)	170.25	100.25	73.75	77	80	85	108	120

As part of a team, the role of the 2 FTEs would be to assist with testing and accessioning all toxicology casework, track DUI and DUID related casework, and collect, summarize, and report data on DUI and DUID to all interested stakeholders. In addition, the FTE’s would be responsible for developing and implementing newer comprehensive methods to capture drug impairment data using the latest technology, assist with quality control, and summarize and report the data moving forward.

Currently OCME is screening over 450 urine cases a year. Average turnaround time for casework is approximately 30 days. The agency would like to reduce this time to less than 15 days in order to further expedite the court process. Equipment and resources applied in FY2019 are being used to achieve this long term goal. In addition, technology applied will help analyze different types of drugs in DUID casework.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
FDLBAC-2020-01-03-00	Chemical Testing of Impaired Drivers

## Planned Activity: Chemical Testing of Impaired Drivers

Planned activity number: FDLBAC-2020-01-03-00

Primary Countermeasure Strategy ID: Laboratory Drug Testing Equipment

### Planned Activity Description

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 of Columbia.

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.

The OCME toxicology laboratory is the only organization in the District of Columbia that currently provides forensic chemical testing on driving under the influence casework (breath, urine, or blood). In addition, the toxicology laboratory is accredited by the American Board of Forensic Toxicology (ABFT). ABFT is a national organization that accredits forensic toxicology laboratories in North American. Currently, there are only 36 laboratories accredited by ABFT.

### Countermeasure strategies

Countermeasure Strategy
Laboratory Drug Testing Equipment

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Court Support	\$331,432.46	\$331,432.46	

## Program Area: Non-motorized (Pedestrians and Bicyclist)

### Description of Highway Safety Problems

#### Overview

Pedestrians and bicyclists are among our most vulnerable roadway users and they suffer more serious injuries than vehicle occupants when involved in a crash with a motor vehicle. The District has placed pedestrian enforcement efforts in areas identified as particularly dangerous. These efforts emphasize education and safety tips to increase community member awareness. The Council of the District of Columbia enacted the Pedestrian Safety Amendment of 2005 on March 16, 2005. The law has increased the civil infractions and fines for pedestrians who

violate safety measures. Fines range from \$10 to \$50.

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

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

\* Criminal charges are possible. Penalty for colliding with a pedestrian leads to a double fine. When traveling on city streets, cyclists should follow the same rules of the road as motorized vehicles. This means stopping at STOP signs; obeying traffic signals and lane markings; and using hand signals to let others know your intention to stop or turn. Furthermore, cyclists must be aware of their surroundings.

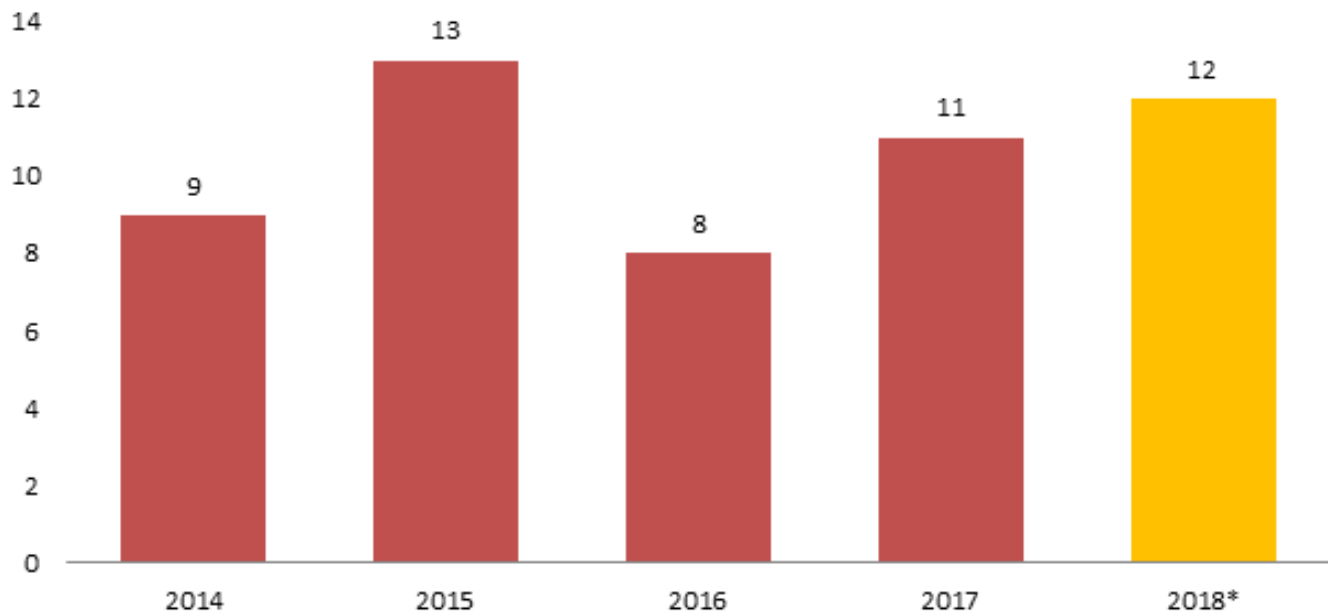
In accordance with the FAST Act, the District of Columbia is qualified for a 405(h) incentive grant for Nonmotorized safety by having exceeded 15 percent of the total annual crash fatalities in 2015 (14 out of 23; 61 percent).

#### Pedestrian Data Trends

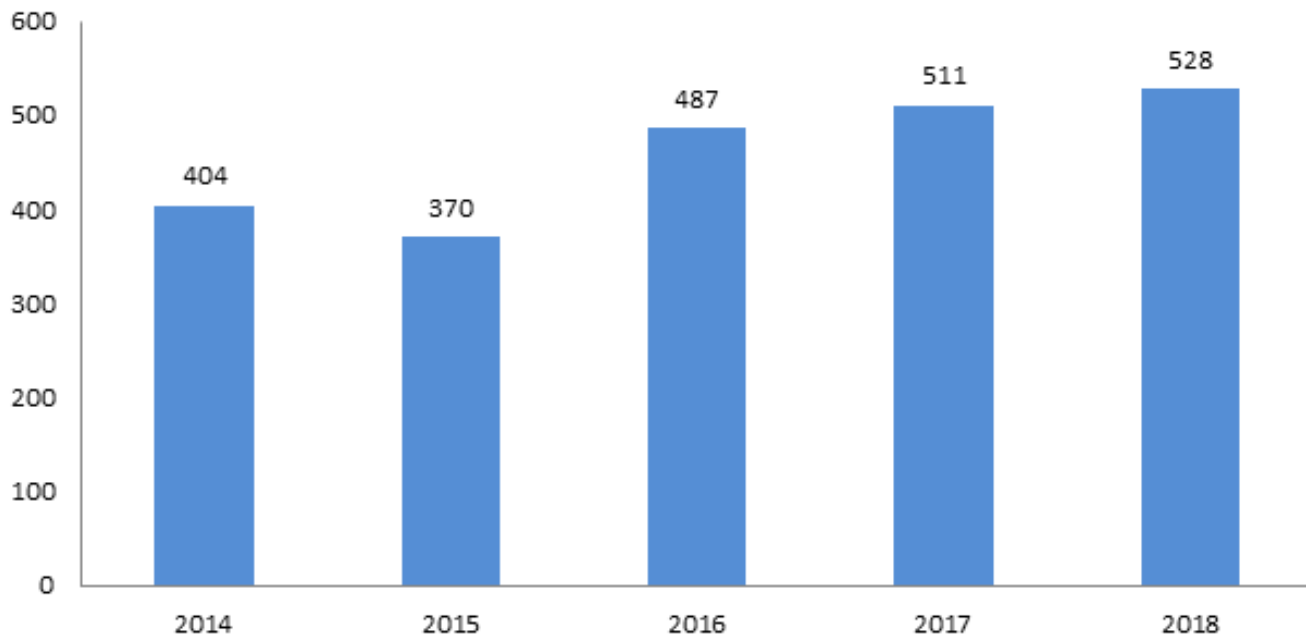
Between 2014 and 2018, (2018 – preliminary data) there were a total of 53 pedestrian fatalities, representing 38.7 percent of all traffic fatalities (137).

Between 2014 and 2018, there were a total of 2,300 pedestrian injuries representing about 18 percent of all injuries (12,683).

## Pedestrian Fatalities



## Pedestrian Injuries

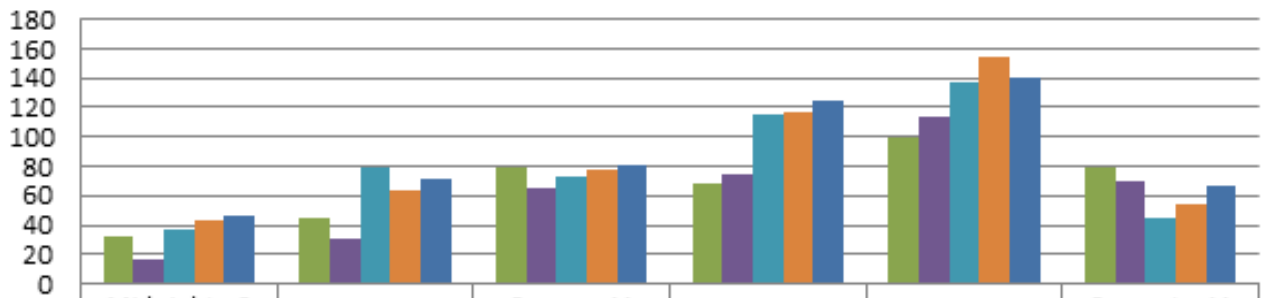


When are they are occurring?

The highest frequencies of pedestrian injuries occur between the hours of 4 p.m. to 7 p.m. (28 percent), noon to 3 p.m. (21.7 percent) and 8 a.m. to 11 a.m. (16.3 percent).

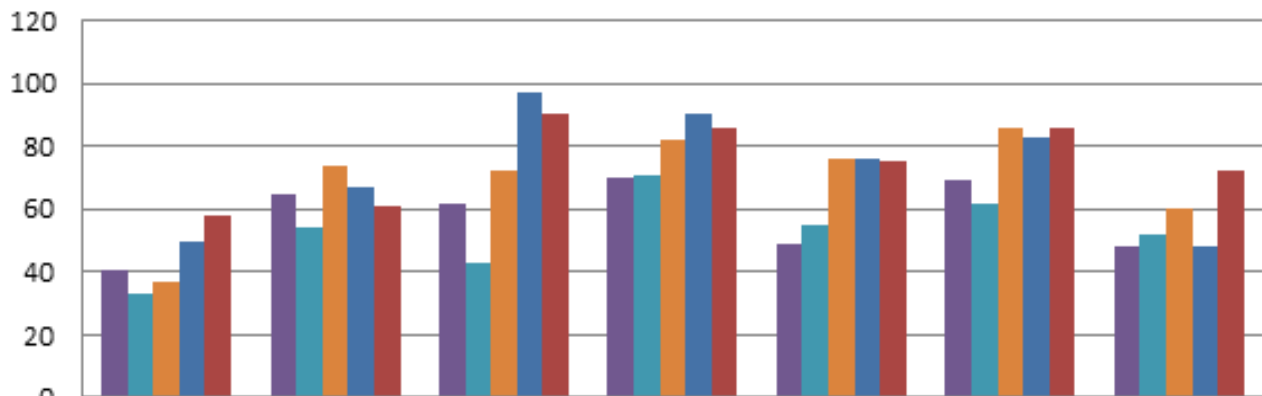
The days of the week with the highest frequencies of pedestrian injuries are Wednesdays, Fridays and Tuesday with 17.3 percent, 16.8 percent and 15.8 percent respectively. Only about 12.2 percent occur on Saturdays and 9.5 percent on Sundays.

### Pedestrian-related Injuries by Time of Day



	Midnight - 3 a.m.	4 a.m. - 7 a.m.	8 a.m. - 11 a.m.	Noon - 3 p.m.	4 p.m. - 7 p.m.	8 p.m. to 11 p.m.
2014	33	45	79	68	100	79
2015	16	31	65	75	113	70
2016	37	79	73	116	137	45
2017	43	64	77	117	155	55
2018	46	71	81	124	140	66

### Pedestrian-related Injuries by Day



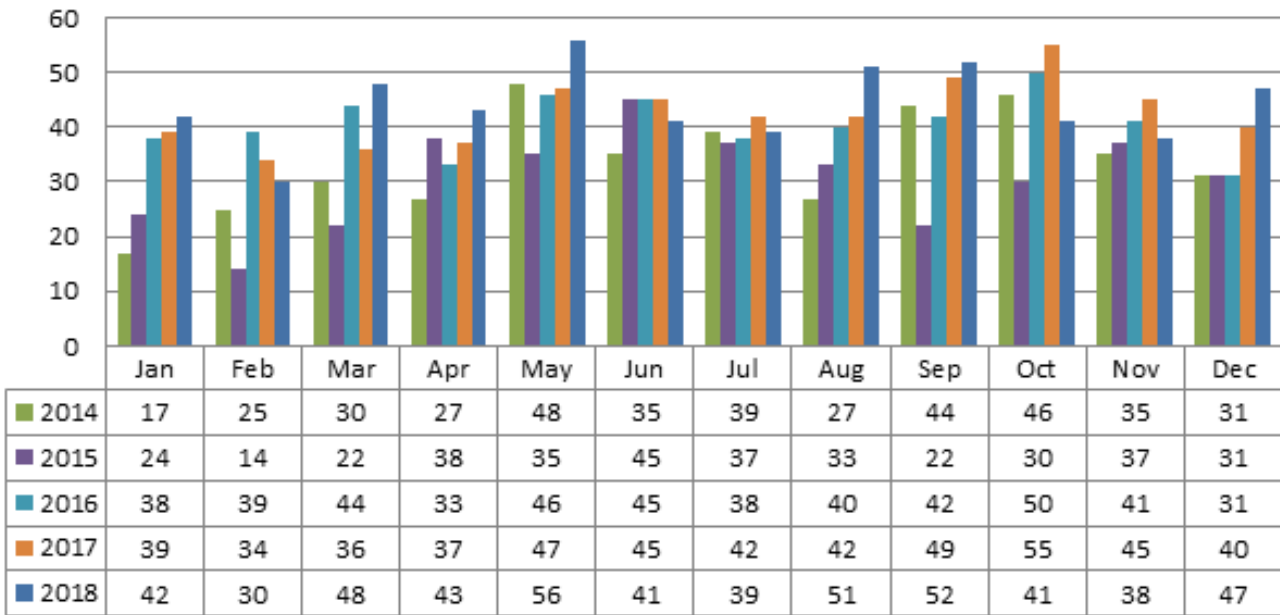
	Sun	Mon	Tue	Wed	Thur	Fri	Sat
2014	41	65	62	70	49	69	48
2015	33	54	43	71	55	62	52
2016	37	74	72	82	76	86	60
2017	50	67	97	90	76	83	48
2018	58	61	90	86	75	86	72

The months of the year with the highest frequencies of pedestrian injuries are May (10.1 percent, October (9.7 percent), June (9.2 percent) and September (9.1 percent).

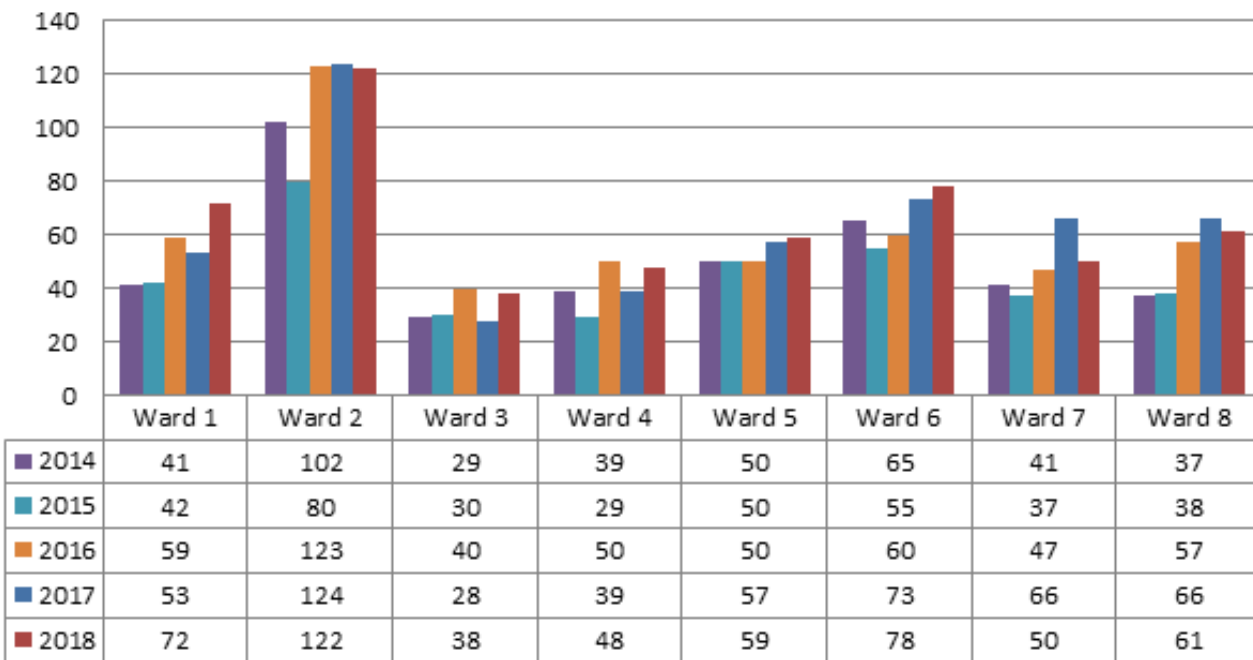
#### Where They Happened

The distribution of crashes by ward is presented below. The highest pedestrian injuries occurred in Ward 2 (24 percent) followed by Ward 6 (14.4 percent), Ward 1 and 5 (11.6 percent). Ward 2 has the highest concentration of the working population.

**Pedestrian-related Injuries by Month**



**Pedestrian-related Injuries by Ward**



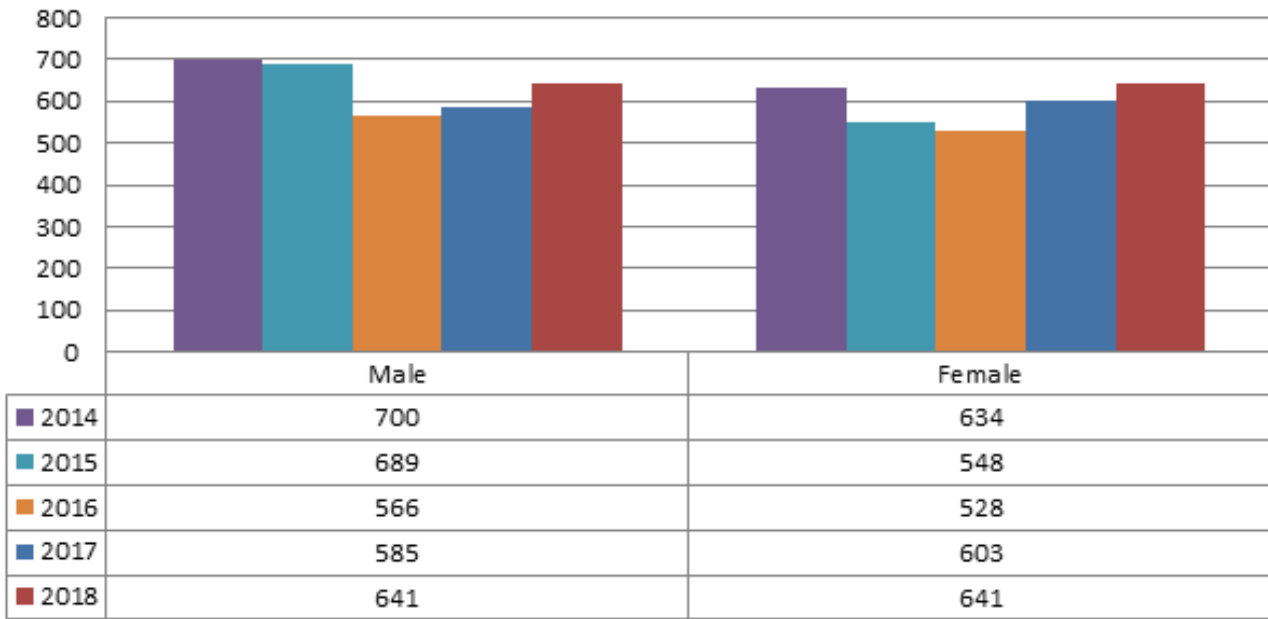
**Who are involved?**

The summaries of pedestrian crashes by gender is presented below. The data revealed that male pedestrians (51.6 percent) are slightly more involved in crashes than female pedestrians (47.9 percent).

The age groups with the highest involvement in pedestrian crashes are 26-30 years (13.2 percent), 21-25 years (12.5 percent) and 31-35 years (10.4 percent). Overall, pedestrian within

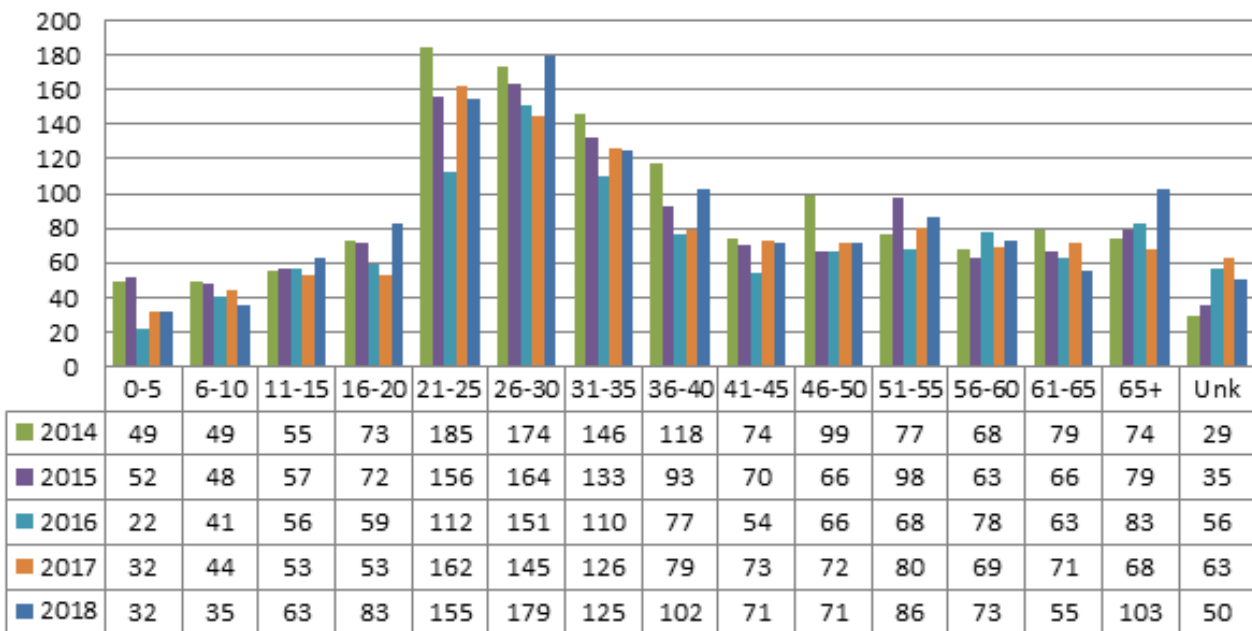


### Gender of Pedestrians involved in a Crash



the 21-35 year age group accounted for 36 percent of all pedestrian crashes.

### Age of Pedestrians involved in a Crash

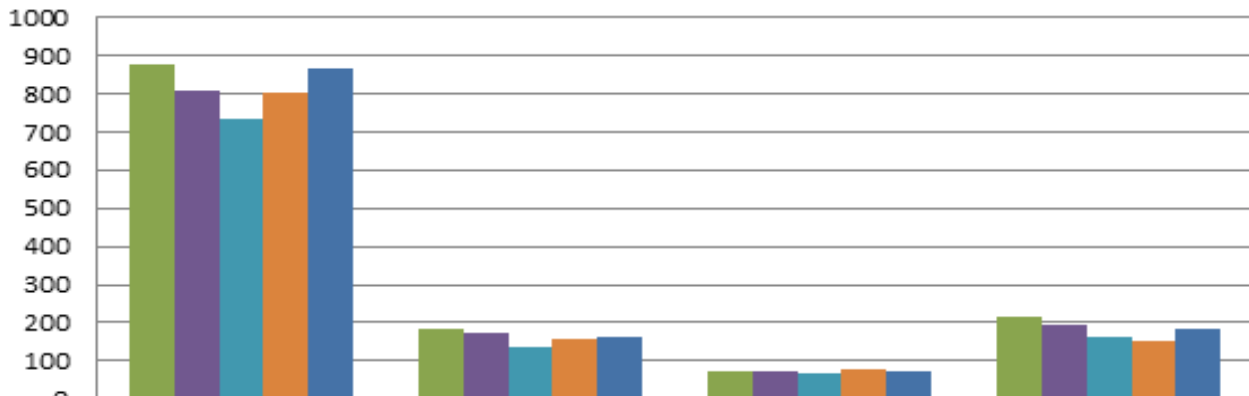


The majority of pedestrians involved in crashes reside in the District (66.2 percent). Pedestrians residing in Maryland and Virginia make up 13.2 and 5.9 percent, respectively. 14.8 percent were coded as other or unknown.

### Bicycle Crashes

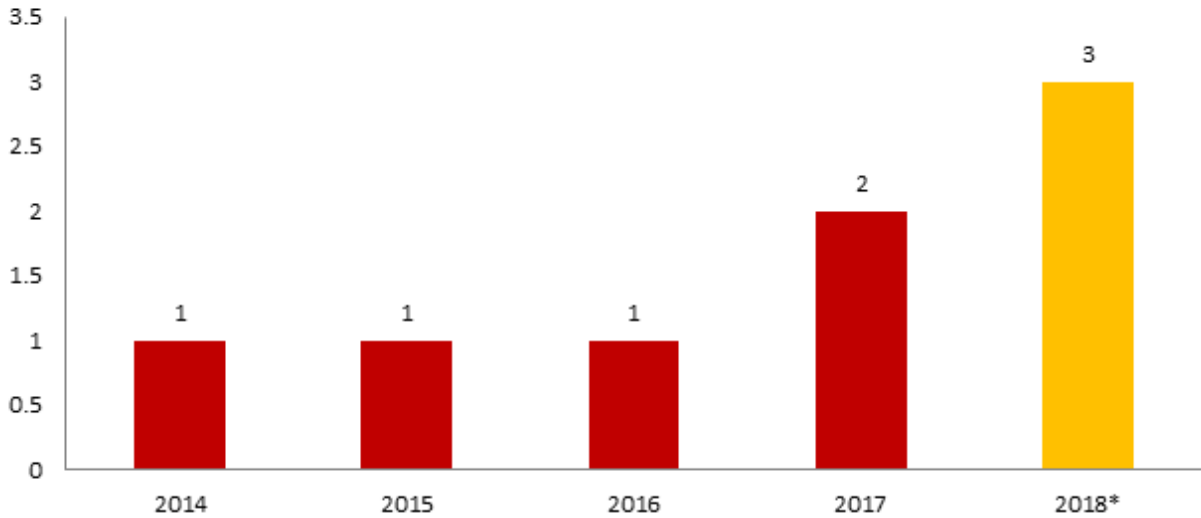
The number of bicycle fatalities in the District between 2014 and 2018 are 8 bicycle fatalities occurred representing 5.8 percent of all traffic fatalities (137).

### Residence of Pedestrian involved in Crash



	DC	MD	VA	Other/Unk
2014	878	184	72	215
2015	806	172	75	195
2016	731	138	65	162
2017	803	156	79	152
2018	864	162	71	186

### Bicycle Fatalities

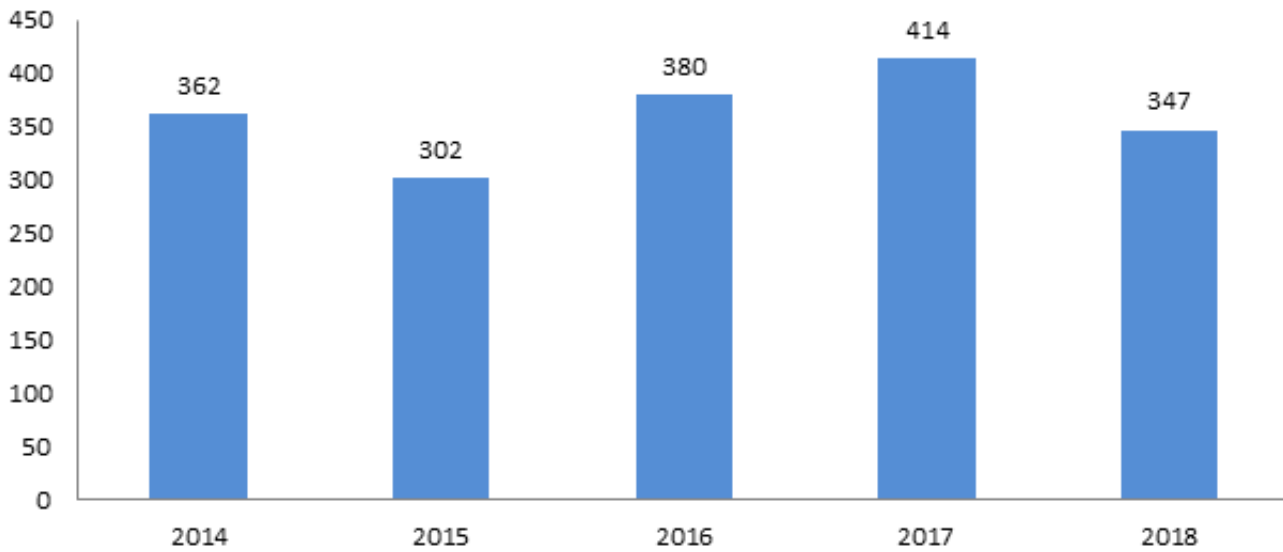


Between 2014 and 2018, there were a total of 1,805 bicyclist injuries representing about 14.2 percent of all injuries (12,683).

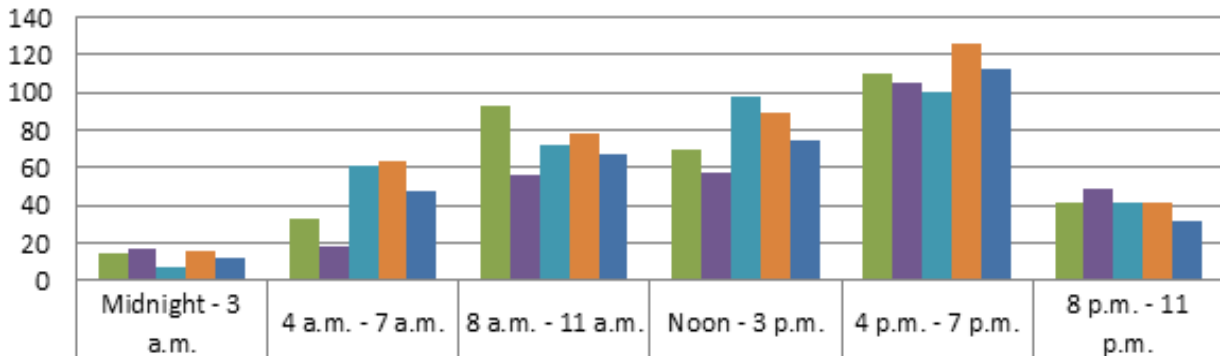
When are they occurring?

The highest frequencies of bicyclist injuries occur between the hours of 4 p.m. to 7 p.m. (30.7 percent), 8 a.m. to 11 a.m. (20.3 percent) and noon to 3 p.m. (21.6 percent).

## Bicyclist Injuries



## Bicycle-related Injuries by Hour

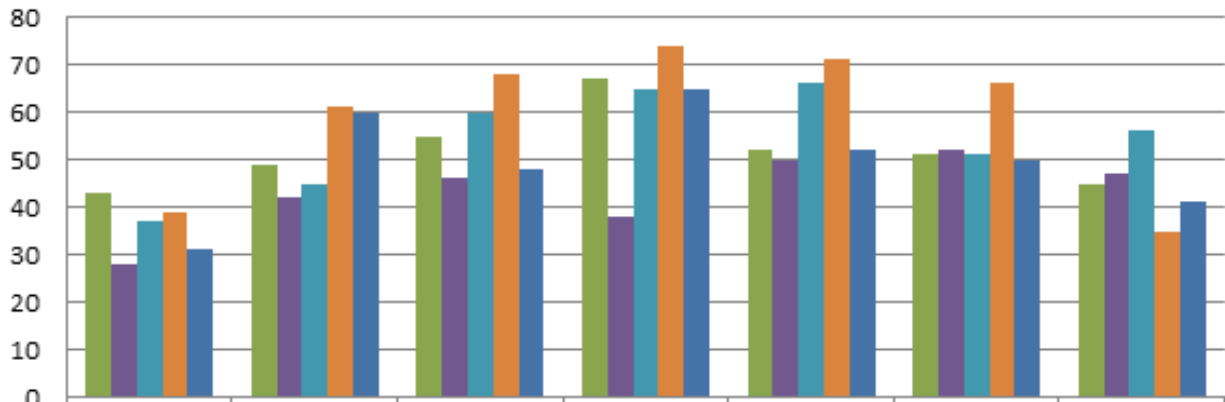


Year	Midnight - 3 a.m.	4 a.m. - 7 a.m.	8 a.m. - 11 a.m.	Noon - 3 p.m.	4 p.m. - 7 p.m.	8 p.m. - 11 p.m.
2014	14	33	93	70	110	42
2015	17	18	56	57	105	49
2016	7	61	72	98	100	42
2017	16	63	78	89	126	42
2018	12	48	67	75	113	32

The days of the week with the highest frequencies of bicycle-related injuries are Wednesday (17.1 percent), Thursday (16.1 percent) and Tuesday (15.3 percent).

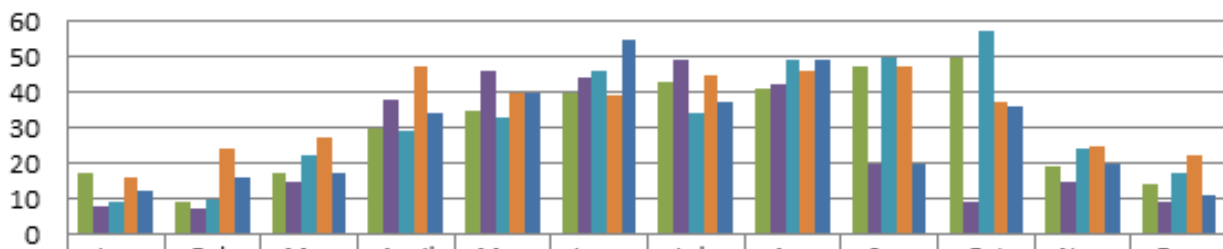
The months of the year with the highest frequencies of bicyclist injuries are between May and October, which together account for almost 67.9 percent of all bicyclist injuries.

### Bicycle-related Injuries by Day



Year	Sun	Mon	Tue	Wed	Thur	Fri	Sat
2014	43	49	55	67	52	51	45
2015	28	42	46	38	50	52	47
2016	37	45	60	65	66	51	56
2017	39	61	68	74	71	66	35
2018	31	60	48	65	52	50	41

### Bicyclist-Related Injuries by Month



Year	Jan	Feb	Mar	April	May	June	July	Aug	Sep	Oct	Nov	Dec
2014	17	9	17	30	35	40	43	41	47	50	19	14
2015	8	7	15	38	46	44	49	42	20	9	15	9
2016	9	10	22	29	33	46	34	49	50	57	24	17
2017	16	24	27	47	40	39	45	46	47	37	25	22
2018	12	16	17	34	40	55	37	49	20	36	20	11

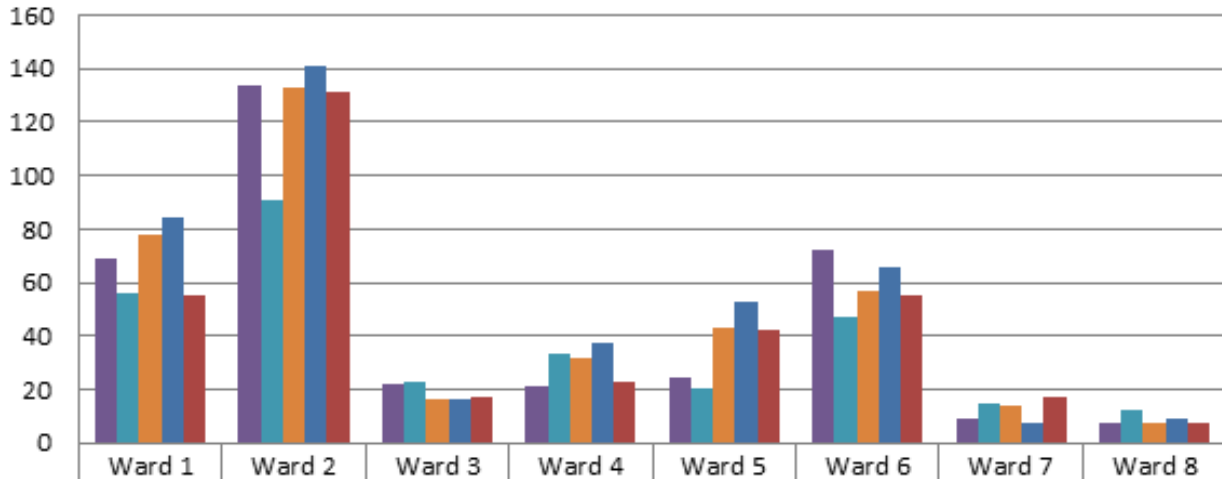
#### Where They Happened

The highest frequencies of bicyclist injuries occurred in Ward 2 (34.9 percent), Ward 1 (18.9 percent), and Ward 6 (16.5 percent). Ward 2 has the largest concentration of the working population.

#### Who are involved?

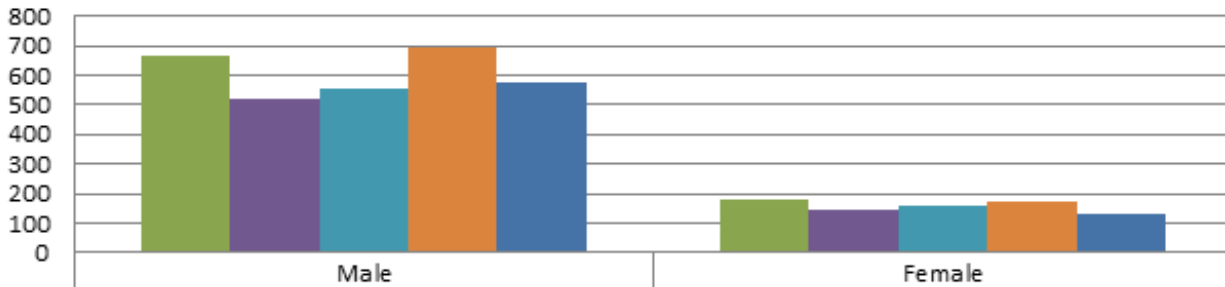
About 78.6 percent of all bicyclist involved in crashes are males.

### Bicycle-related Injuries by Ward



	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8
2014	69	134	22	21	24	72	9	7
2015	56	91	23	33	20	47	15	12
2016	78	133	16	32	43	57	14	7
2017	84	141	16	37	53	66	7	9
2018	55	131	17	23	42	55	17	7

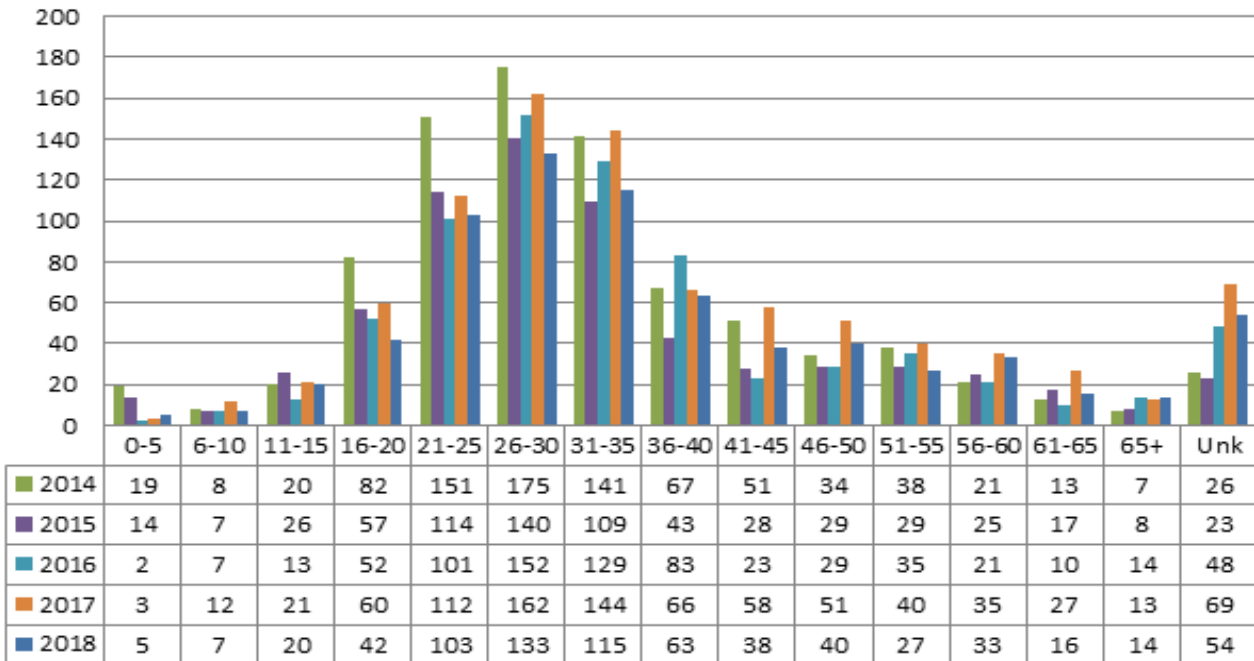
### Bicyclist Gender in a Crash



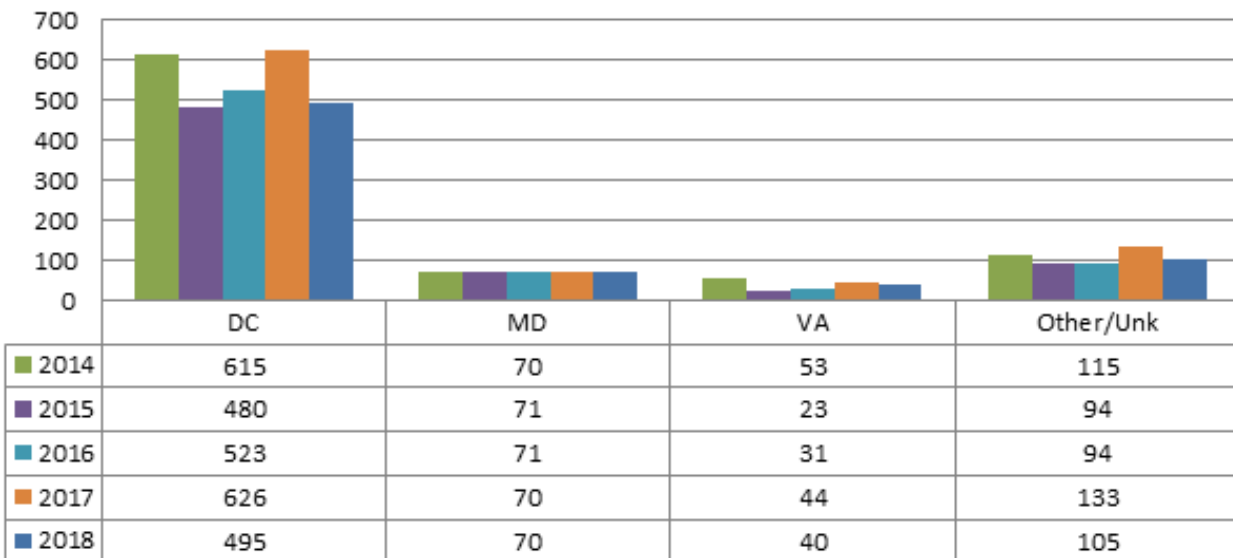
	Male	Female
2014	668	180
2015	520	145
2016	554	160
2017	692	176
2018	572	133

The age groups with the highest involvement in bicyclist crashes are 26-30 years (19.9 percent), 31-35 years (16.7 percent) and 21-25 years (15.2 percent). 5.8 percent were unknown. The majority of bicyclists involved in crashes reside in the District (71.6 percent). A smaller portion of bicyclists originate from Maryland (9.2 percent), Virginia (5 percent) and Other/Unknown (14.2 percent).

**Bicyclist involved in a Crash by Age**



**Bicyclist in a Crash by Residence**

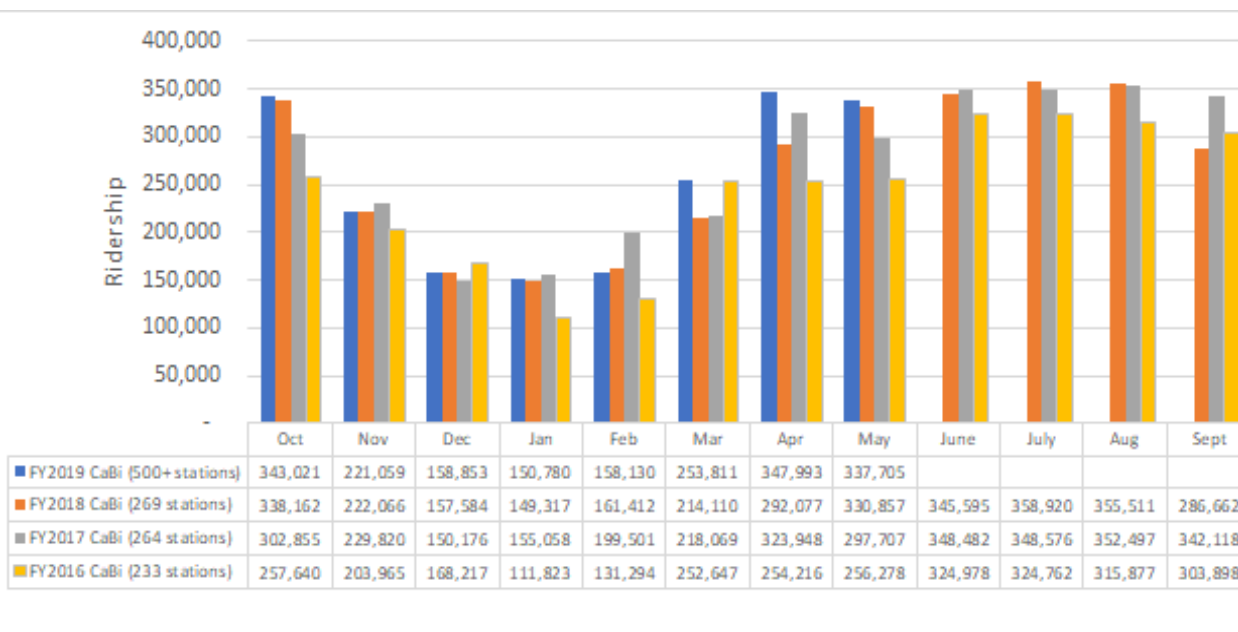


**Strategies**

The District is the nation’s third worst traffic-congested area, is the eighth most popular tourist destination, and DOT recognizes the need for roadway design that accommodates pedestrian and bicyclist for accessibility and safety. DDOT has developed and is currently implementing the Pedestrian Master Plan (2008) and Bicycle Master Plan (2005), which outline strategies to make the environment safer and decrease the overall exposure for both pedestrians and bicyclists. The District has more than 261.6 miles of bike lanes, bike trails, cycle tracks, signed

bike routes, and shared lanes, which is increasing at a relatively fast pace (almost 40 miles were added in 2018). There are 2,600 bike racks installed on sidewalks all over the city. In 2019 DDOT has identified 22 miles of roadway to install bike lanes and add more than 1,100 bikes by the end of the year.

In 2010, the District joined the Capital Bikeshare program with Arlington County, Virginia. This program is a service owned by the local governments but operated in a public-private partnership with Alta Bike Share. The program launched in September 2010 with 400 bicycles at 49 stations. To date, the program has expanded to become multijurisdictional with Alexandria, VA and Montgomery County, MD. There were more than 3.2 million trips made in FY2018, as graph below shows. On September 5, 2018, Capitol Bikeshare added 80 electric bikes to the fleet. These bikes are black to distinguish them from the red fleet. Motorized bikes can travel up to speeds of 18 miles per hour. To date (May 2019) the Capitol Bikeshare program has more than 500 stations and 4,300 bikes and more than 1.9 million trips made, a 6 percent increase compared to the same time period in FY2018.

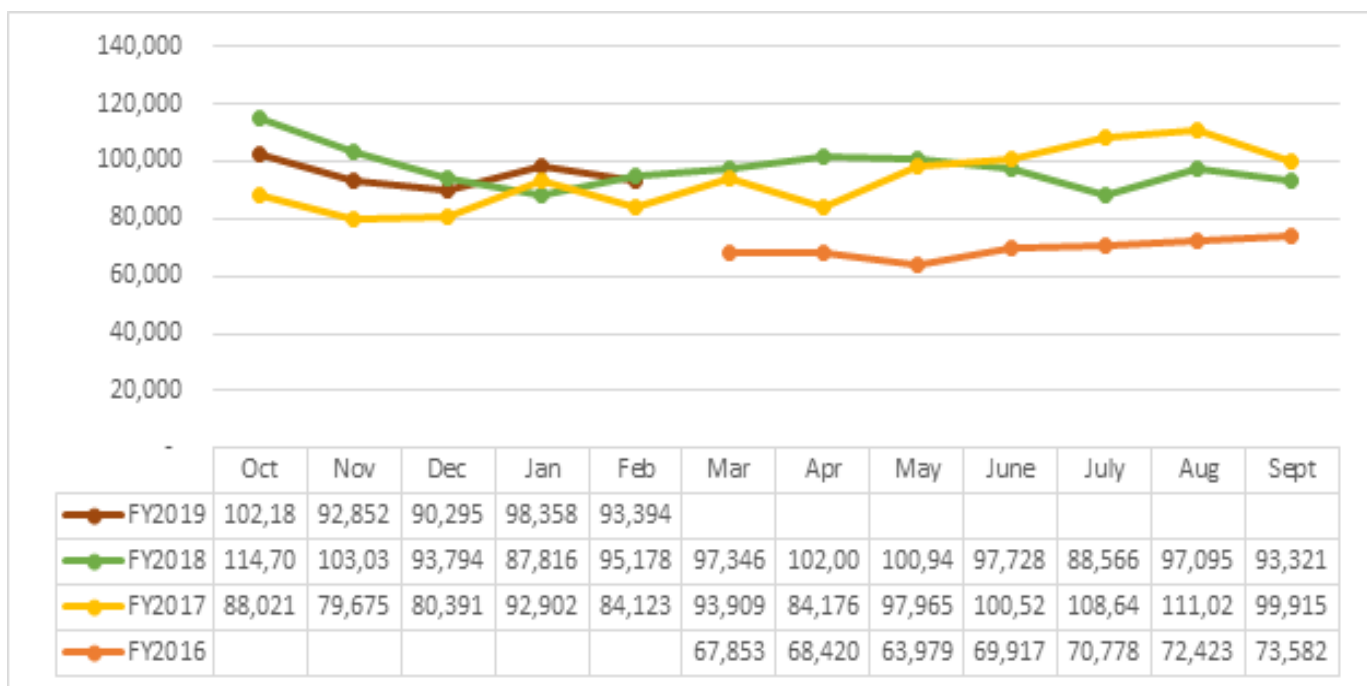


The District began a dockless bikeshare pilot in October 2017 and introduced dockless electronic scooters. There were seven companies operating in the District and each had a limit of 400 vehicles total (bikes or scooters). Users can leave bikes and scooters anywhere on the sidewalk. This posed a problem as discarded bikes block pathways and create issues for wheelchair users and strollers or becoming a tripping hazard. The District implemented new rules in January 2019:

Companies would require a permit in 2019 and each company can have up to 600 vehicles and a minimum of 100 vehicles. Companies are permitted to apply for two permits (a bike and a scooter permit). There is no limit on the number of companies that can operate in the District.

Riders will have to lock dockless bikes to racks or street signs.

In FY2018, ridership for Dockless bike-share were over 1.1 million trips. Each of these bike share trips (capital bikeshare and dockless bike-share) accounts for 2 pedestrian trips. The fast pace of these changes is itself a safety challenge as the District seeks to increase the modal share through walking and biking and reallocate existing infrastructure space among all competing modes. From October 2018 to April 2019 there has been 341 reported crashes. The District Streetcar service on H Street began operation in March 2016, with daily weekday passenger averaging 2,419 passengers (67,853/month). The chart below shows the increasing number of streetcar ridership. For FY2018, ridership numbers were 1.17 million, a 4 percent increase from the ridership numbers in FY2017 of 1.12 million passengers. There are plans to expand the network in the future. Currently for FY2019 (Oct 18 to Feb 19) ridership is approximately at 0.5 million passengers. Because of the streetcars' physical and operational limitations, a new crash type has emerged as other forms of transportation are integrated on the streetcar route. From October 2018 to April 2019 there were 4 reported crashes involving the streetcar; 8 in FY2016, 35 in FY2017 and 28 in FY2018.



There is concern that with the increased District focus to expand the multimodal network and attract new users, crashes will continue to rise. The HSO will continue to partner with MPD to regularly enforce and educate pedestrian, bicyclist and drivers on traffic safety and sharing the roadways. Using the data-driven approach described earlier in the HSP, MPD will select enforcement times and locations; the data analyses are designed to identify who is involved in crashes, when and where.



The following table lists the strategies included in this HSP (FY2020); they are also included in the District's SHSP.

Enforcement Strategies
<p>Strategy 1: Implement Targeted Enforcement Campaign. Examples include:Conduct regular pedestrian safety enforcement operations that target motorists and pedestrians. Use speed enforcement in areas where high concentrations of pedestrians cross or on high pedestrian-crash corridors.Enforce relevant polices—NRTOR, blocking of sidewalks, crosswalks, etc.Strategy 1: Implement Targeted Enforcement Campaign. Examples include:Conduct regular pedestrian safety enforcement operations that target motorists and pedestrians. Use speed enforcement in areas where high concentrations of pedestrians cross or on high pedestrian-crash corridors.Enforce relevant polices—NRTOR, blocking of sidewalks, crosswalks, etc.Strategy 1: Implement Targeted Enforcement Campaign. Examples include:Conduct regular pedestrian safety enforcement operations that target motorists and pedestrians. Use speed enforcement in areas where high concentrations of pedestrians cross or on high pedestrian-crash corridors.Enforce relevant polices—NRTOR, blocking of sidewalks, crosswalks, etc.Strategy 1: Implement Targeted Enforcement Campaign. Examples include:Conduct regular pedestrian safety enforcement operations that target motorists and pedestrians. Use speed enforcement in areas where high concentrations of pedestrians cross or on high pedestrian-crash corridors.Enforce relevant polices—NRTOR, blocking of sidewalks, crosswalks, etc.</p>

Strategy 3: Expand the Traffic Safety focus at MPD:Provide Safety Training for all officers, retraining every 2 years (to include refresher classes in ARIDE, SFST, etc.).Review/update the online Ped/Bike training, to be:Completed every 2 years by MPD officers.Added to the Academy curriculum.Expanded to include other Federal Enforcement Agencies.ARIDE training for other law enforcement agencies in the District.Strategy 3: Expand the Traffic Safety focus at MPD:Provide Safety Training for all officers, retraining every 2 years (to include refresher classes in ARIDE, SFST, etc.).Review/update the online Ped/Bike training, to be:Completed every 2 years by MPD officers.Added to the Academy curriculum.Expanded to include other Federal Enforcement Agencies.ARIDE training for other law enforcement agencies in the District.Strategy 3: Expand the Traffic Safety focus at MPD:Provide Safety Training for all officers, retraining every 2 years (to include refresher classes in ARIDE, SFST, etc.).Review/update the online Ped/Bike training, to be:Completed every 2 years by MPD officers.Added to the Academy curriculum.Expanded to include other Federal Enforcement Agencies.ARIDE training for other law enforcement agencies in the District.Strategy 3: Expand the Traffic Safety focus at MPD:Provide Safety Training for all officers, retraining every 2 years (to include refresher classes in ARIDE, SFST, etc.).Review/update the online Ped/Bike training, to be:Completed every 2 years by MPD officers.Added to the Academy curriculum.Expanded to include other Federal Enforcement Agencies.ARIDE training for other law enforcement agencies in the District.Strategy 3: Expand the Traffic Safety focus at MPD:Provide Safety Training for all officers, retraining every 2 years (to include refresher classes in ARIDE, SFST, etc.).Review/update the online Ped/Bike training, to be:Completed every 2 years by MPD officers.Added to the Academy curriculum.Expanded to include other Federal Enforcement Agencies.ARIDE training for other law enforcement agencies in the District.Strategy 3: Expand the Traffic Safety focus at MPD:Provide Safety Training for all officers, retraining every 2 years (to include refresher classes in ARIDE, SFST, etc.).Review/update the online Ped/Bike training, to be:Completed every 2 years by MPD officers.Added to the Academy curriculum.Expanded to include other Federal Enforcement Agencies.ARIDE training for other law enforcement agencies in the District.Strategy 3: Expand the Traffic Safety focus at MPD:Provide Safety Training for all officers, retraining every 2 years (to include refresher classes in ARIDE, SFST, etc.).Review/update the online Ped/Bike training, to be:Completed every 2 years by MPD officers.Added to the Academy curriculum.Expanded to include other Federal Enforcement Agencies.ARIDE training for other law enforcement agencies in the District.

Education Strategies

Strategy 1: Targeted Education Initiatives:Continue and expand pedestrian traffic-safety education in elementary, middle, and high schools. Improve pedestrian safety information training in DDOT, MPD, DMV, WMATA, and among other District agencies and other Federal Agencies. Educate pedestrians on dangers of walking along or crossing roadways while distracted (e.g., texting while walking). Strategy 1: Targeted Education Initiatives:Continue and expand pedestrian traffic-safety education in elementary, middle, and high schools. Improve pedestrian safety information training in DDOT, MPD, DMV, WMATA, and among other District agencies and other Federal Agencies. Educate pedestrians on dangers of walking along or crossing roadways while distracted (e.g., texting while walking). Strategy 1: Targeted Education Initiatives:Continue and expand pedestrian traffic-safety education in elementary, middle, and high schools. Improve pedestrian safety information training in DDOT, MPD, DMV, WMATA, and among other District agencies and other Federal Agencies. Educate pedestrians on dangers of walking along or crossing roadways while distracted (e.g., texting while walking). Strategy 1: Targeted Education Initiatives:Continue and expand pedestrian traffic-safety education in elementary, middle, and high schools. Improve pedestrian safety information training in DDOT, MPD, DMV, WMATA, and among other District agencies and other Federal Agencies. Educate pedestrians on dangers of walking along or crossing roadways while distracted (e.g., texting while walking).

Strategy 4: Continue Street Smart, the pedestrian awareness campaign: Expand the use of social media. Expand to include all DC enforcement agencies and other agencies as necessary. Strategy 4: Continue Street Smart, the pedestrian awareness campaign: Expand the use of social media. Expand to include all DC enforcement agencies and other agencies as necessary. Strategy 4: Continue Street Smart, the pedestrian awareness campaign: Expand the use of social media. Expand to include all DC enforcement agencies and other agencies as necessary.

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	15
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	5
2020	Number of pedestrian-related injuries	2020	5 Year	572
2020	Number of bicyclist-related injuries	2020	5 Year	414

**Countermeasure Strategies in Program Area**

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

**Countermeasure Strategy: Communication Campaign - Ped**

Program Area: Non-motorized (Pedestrians and Bicyclist)

**Project Safety Impacts**

The highest number of pedestrian injuries are Wednesdays through Fridays and cyclist Monday through Friday.

4 PM to 7 PM.

They are District residents ages 16 – 35 in

Ward 2, 1 and 6 have the highest injury rates

Cyclists between 21 and 40 have the highest incidence of fatalities and injuries.

May and October have the highest rates of serious injuries.

The majority of fatalities indicate pedestrians at fault

**Linkage Between Program Area**

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

Increase the perception of law enforcement activities

Consider top ten intersection intervention

Target Profile

Pedestrians and cyclists 16 to 40

Drivers, all ages

all ages

## Rationale

An effective pedestrian and bicyclist safety program must be accompanied by an effective outreach campaign and enforcement. Program evaluation has proven that implementing both elements can achieve the best results.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-2020-00 MEDIA	Paid Media - Pedestrian Safety

## Planned Activity: Paid Media - Pedestrian Safety

Planned activity number: PS-2020-00 MEDIA

Primary Countermeasure Strategy ID: Communication Campaign - Ped

### Planned Activity Description

Media Strategy

Out-of-home will be used as a primary way to reach pedestrians and drivers in specific locations throughout the city

Some radio will be added to reach drivers in their cars.

Digital and Social Media

### Intended Subrecipients

#### Countermeasure strategies

Countermeasure Strategy
Communication Campaign - Ped

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$150,000.00	\$150,000.00	

## Countermeasure Strategy: Education and Outreach

Program Area: Non-motorized (Pedestrians and Bicyclist)

### Project Safety Impacts

Pedestrians and bicyclists are among our most vulnerable roadway users and they suffer more serious injuries than vehicle occupants when involved in a crash with a motor vehicle. The District has placed pedestrian

enforcement efforts in areas identified as particularly dangerous. These efforts emphasize education and safety tips to increase community member awareness.

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

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

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

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

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

In accordance with the FAST Act, the District of Columbia is qualifies for a 405(h) incentive grant for Nonmotorized safety by having exceeded 15 percent of the total annual crash fatalities in 2015 (14 out of 23; 61 percent).

### Linkage Between Program Area

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

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

## Rationale

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FHPE-2020-01	Streetsmart Campaign
FHX 2020-01-01	WABA Bike Safety

## Planned Activity: Streetsmart Campaign

Planned activity number: FHPE-2020-01

Primary Countermeasure Strategy ID: Education and Outreach

### Planned Activity Description

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

Revise/Adapt Ads as Needed. Consultant will work with TPB staff and advisory group to adapt the existing materials, if necessary. If sufficient funds are obtained we will enhance the FY 2019 creative, such as by adding a video component and shooting additional models for greater diversity.

Direct Outreach. Hold direct outreach events (2) for the public, utilizing a mobile “Virtual Reality” training car, interactive headset, and large video screen to engage pedestrians at locations such as shopping malls and street fairs, where large numbers of people with time to do the training can be found.

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

Request PSA placement. TPB staff approach transit agencies and TPB member jurisdictions. Consultant approaches media outlets with whom we are placing paid media buys to request PSA space. Messaging mix can be specific to the jurisdiction to the jurisdiction or agency. Print materials as needed.

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

Evaluation Survey, 600 area residents

Law enforcement by partner agencies. Issue Pedestrian safety related citations and warnings.

Participating law enforcement agencies are encouraged to enforce at high-incident locations, as identified by the State or local jurisdiction.

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

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

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

Analyze survey results. Analysis of the survey of 600 area residents will show which messages the target audiences are hearing and remembering, and in which media they are hearing those messages. Will help show the overall campaign effectiveness, and help us rate the cost-effectiveness of specific media buys.

Annual Report Prepare and print the Annual Report. The Annual Report is a tool for engaging stakeholders. Shows all activities for the year, including law enforcement, paid media buys, and PSA placement. Value of PSA placement can be claimed as local match. Will contain analysis of the survey results.

### Countermeasure strategies

Countermeasure Strategy
Education and Outreach

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	\$200,000.00	\$200,000.00	

### Planned Activity: WABA Bike Safety

Planned activity number: FHX 2020-01-01

Primary Countermeasure Strategy ID: Education and Outreach

#### Planned Activity Description

Objective 1: Train Stakeholders to Identify Local Traffic Safety Issues, Report Issues and Suggest Recommendations and Implement and Coordinate Outreach and Education Activities

WABA will support local communities in their efforts to reduce traffic injuries and fatalities through safer roadway behavior and learning about safer roadway infrastructure and enforcement. Group participants will receive training about road behaviors, meet monthly, and with the support of WABA staff, help educate and collect input from residents in their ward by leading the activities discussed below.

Activities include:

Collect data and research the top three to four locations per each ward (three wards in total) to produce an annual ward safety outreach plan to guide work during the grant period. The ward safety outreach plan will use the most up to date and available traffic crash data for bicyclists and pedestrians and outline where site visits and specific outreach activities will occur. The annual ward safety

Coordinating and plan three to four site visits with local stakeholders including representatives from DDOT to identify traffic safety issues. The site visit report will be drafted with recommendations to address safety issues including improving roadway behavior.

Engage with the appropriate Advisory Neighborhood Commissions (ANC) contacts (Commissioners, members of Transportation Committees) to understand their needs, solicit traffic safety concerns, and educate about safe roadway behavior;

Write site visit report with identified traffic safety issues. Site visit report will include engineering, enforcement and education recommendations.

Engineering and enforcement recommendations will be passed on to local implementing agencies (District Department of Transportation and Metropolitan Police Department).

Implement outreach and education recommendations from each site visit report:

Coordinate, encourage and support additional community partners to provide traffic safety outreach and education such as Safe Routes to School programming, Safe Kids DC programming and WABA youth bicycle and pedestrian to address safety issues specific to each site.

Facilitate an educational safety ride program:

During summer months, WABA will lead six total "Bike to Market" rides in Wards 4, 7 or 8 that will lead a group of residents to a local farmers market or supermarket. Corridors and routes will be chosen to ride through high-crash intersections, corridors, or streets that are identified by crash data or community concerns;

Each ride will end with a survey about the road conditions.

Participants will be provided with safety equipment and bicycles if needed.

Survey traffic safety groups -- proficiency of road behavior -- at the beginning of the grant period and at the end of the grant period to determine the efficacy of the work that WABA is doing.

Coordinate and implement a driver training curriculum focused on driver education. Working in partnership with local stakeholders (i.e., AAA, DDOT, AARP, etc.) WABA will teach the Bicyclist Friendly Driver developed in coordination with the League of American Bicyclists curriculum focused on the specific concerns of vulnerable road users (bicycles and pedestrians) and how drivers should best navigate the challenges of sharing limited public space. Using this curriculum, WABA will have two jointly held trainings designed to educate drivers and solicit data about how best to approach the motoring community.

Distribute 1000 bike law guides to community members to educate drivers about safe operation of a motor vehicle near bicyclists.

Coordinate monthly meetings with DDOT/HSO grant officer (to include information/suggestions gathered from the ward activities) to ensure compliance but also modifications if necessary.

Objective 2: Coordinate and Host the Fourth Annual Regional Traffic Safety Summit ("Vision Zero Summit")



WABA will convene a regional gathering of communities working on eliminating traffic fatalities and serious injuries (Vision Zero) to share best practices, improve regional coordination, and address common issues. The 2018 and 2019 Summits hosted speakers and panelists from over 40 public agencies and organizations, and included experts from other major American cities and around the world. The events were sold out with about 175 participants (there were over 200 participants in 2019). We will build upon our success in 2018 and 2019 Summit by increasing capacity to involve more participants in a bigger venue, and conducting targeted outreach to communities and stakeholders who did not participate in previous years. Additionally, we will build on the success of the Vision Zero listening session, to formalize this opportunity for communities both West and East of the River.

Activities include:

Coordinating a regional summit, including all event logistics (venue rental, print materials, volunteer management);

Coordinate two listening sessions to solicit regional traffic safety concerns. One session will be in a community east of the Anacostia River and one will be in a community west of the Anacostia River. The listening sessions will provide lay communities an opportunity to engage deeper with the traffic summit process in a place and timeline that works for their schedules;

Leading a stakeholder engagement process to develop content and overall event objectives;

Recruiting speakers, panelists, and participants;

Leading press and media outreach;

Reporting our findings back to the HSO and others.

Washington Area Bicyclist Association (WABA), has over forty-six (46) years of experience and has earned the reputation of a trusted non-profit through thoughtful, agile, and results-driven service to the community.

### Countermeasure strategies

Countermeasure Strategy
Education and Outreach

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	\$170,000.00	\$170,000.00	

### Countermeasure Strategy: Enforcement - Ped and bike

Program Area: Non-motorized (Pedestrians and Bicyclist)

### Project Safety Impacts

Pedestrian/Bicycle Safety is a high-priority problem area. In pedestrian friendly metropolitan areas such as the District, walking is an important mode of choice. With over 50 percent of the workers in the District either

commuting by public transportation or walking to work (2006 American Community Survey), it is crucial to understand the causes and severity of crashes involving pedestrians and bicyclists in the District.

Pedestrian and bicyclists are also among the most vulnerable roadway users and when involved in a crash with a motor vehicle, they suffer more serious injuries than the vehicle occupants.

### Linkage Between Program Area

The data presented prior provides a detailed assessment of the extent of the problem in the District.

### Rationale

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

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-2020-08-00	Pedestrian and Bicyclist Enforcement

### Planned Activity: Pedestrian and Bicyclist Enforcement

Planned activity number: PS-2020-08-00

Primary Countermeasure Strategy ID: Enforcement - Ped and bike

#### Planned Activity Description

Conduct a total 3,500 hours of overtime enforcement for driver, pedestrian and bicyclist violations at known risk locations/intersections and during the days and times of the month, where the crash data indicates are the highest, as provided by the HSO and MPD sources.[1]

Conduct 350 hours of overtime enforcement during the fall and spring/early summer Street Smart Campaign in all districts but with added emphasis in MPD Seventh, First, Second and Third Districts, which is where the majority of pedestrian and bicycle fatalities occur based on MPD/DDOT data.[2]

Attend training related to Pedestrian Crash Investigation.

[1] Countermeasures that Work, Seventh Edition, 2013, Ch 8, Section 4.4

[2] Uniform Guidelines for State Highway Safety Programs, No. 14, Section VII

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

### Countermeasure strategies

Countermeasure Strategy
Enforcement - Ped and bike

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$275,560.00	\$275,560.00	

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

### Description of Highway Safety Problems

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

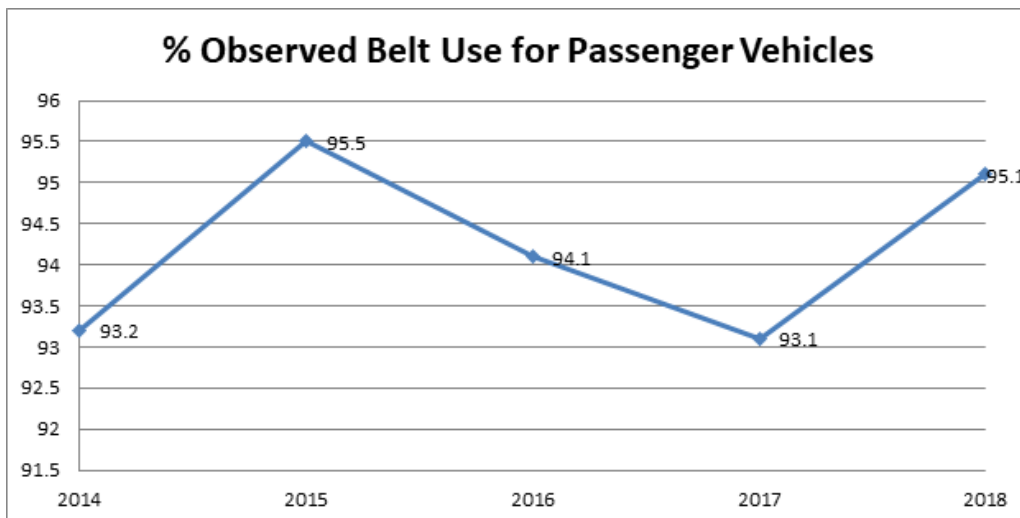
#### Overview

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

All motor vehicle passengers in the front seat and back seat are required to buckle up. Drivers are responsible for seatbelt compliance for all passengers. There is a \$50 fine and 2 points for not having your seatbelt buckled at all times—for drivers and all passengers, front and back seats.

All children under the age of 8 must be properly seated in an installed infant, toddler or booster child-safety seat. Booster seats must be used with both a lap and shoulder belt. Children between 8 and 16 years old must be securely fastened with a seatbelt. Drivers who fail to properly secure their child will face even stiffer penalties—a \$75 fine and 2 points for a first offense, and a \$150 fine for fourth and subsequent offenses.

Since 2014, the average observed seatbelt use in the District has been over 90 percent, as shown below. This includes all front passengers (driver and front seat occupants) in all passenger vehicles, including small commercial vehicles (under 10,000 lbs).

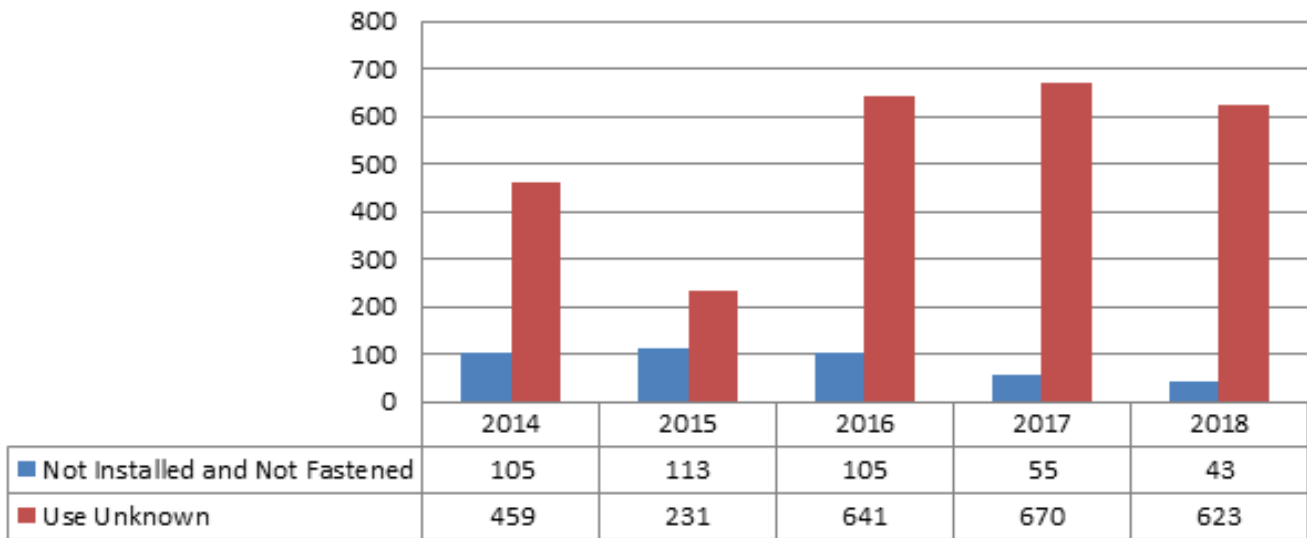


#### Unrestrained-related Data Trends

Between 2014 and 2018, there were a total of 421 unrestrained-related injuries representing about 3.3 percent of all injuries (12,683). However, a much larger percentage (86 percent) are unknown. The following analysis is

based on known restrained conditions.

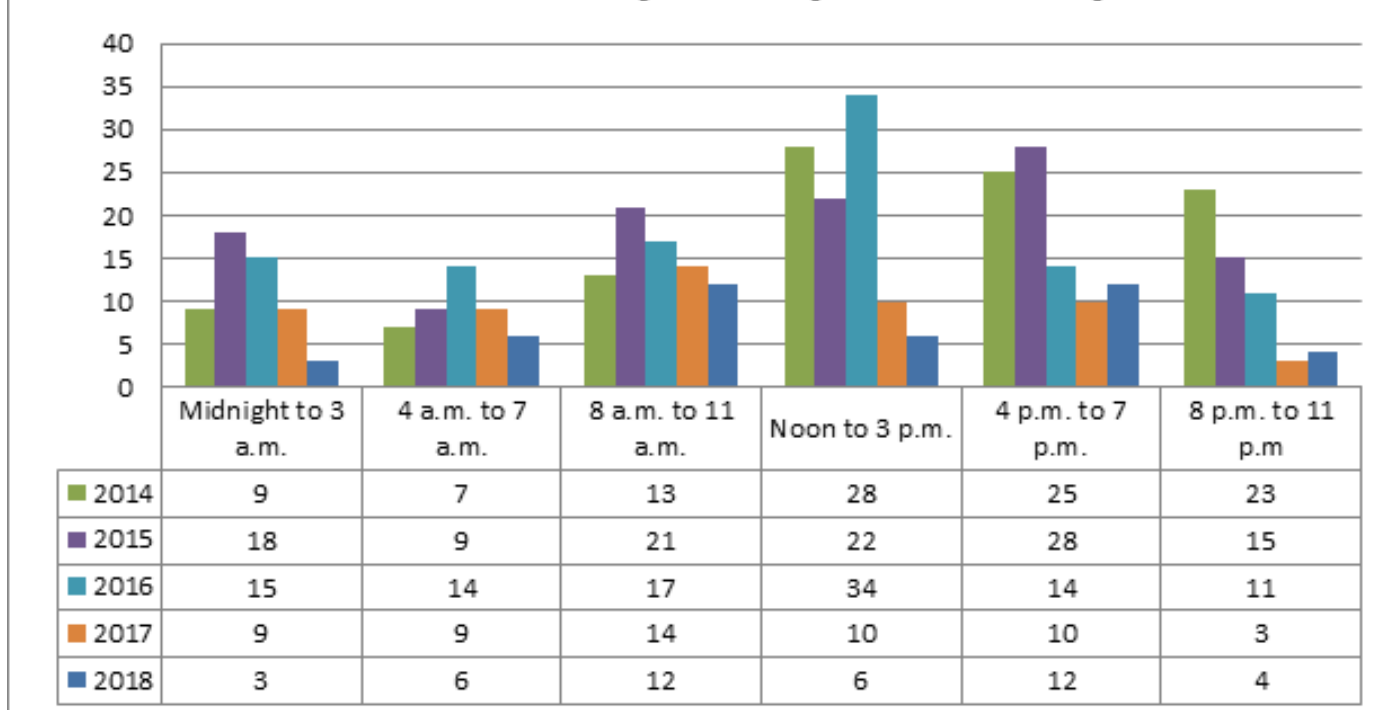
## Unrestrained Injuries



When they occur

Injuries as a result of unrestrained conditions seem to occur mostly during the day. The highest frequencies of unrestrained injuries occur between noon to 3 p.m. (23.8 percent), 4 p.m. to 7 p.m. (21.1 percent) and 8 a.m. to 11 a.m. (18.3 percent).

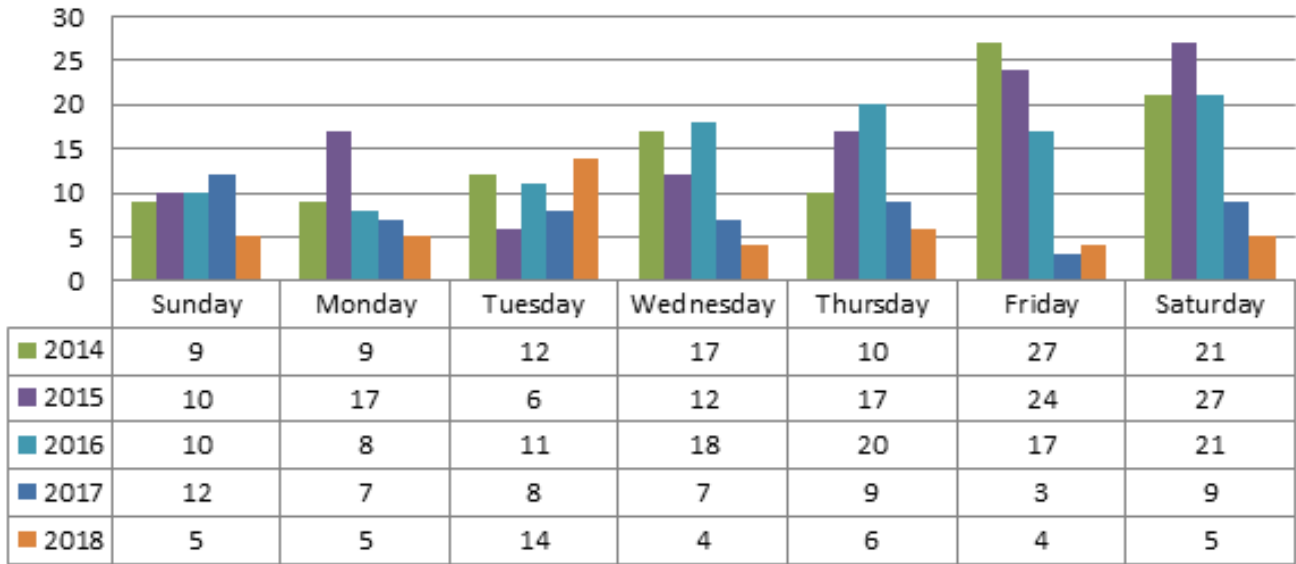
## Unrestrained Injuries by Time of Day



The days of the week with the highest frequencies of unrestrained injuries are Saturdays and Fridays with 19.7 percent and 17.8 percent respectively.

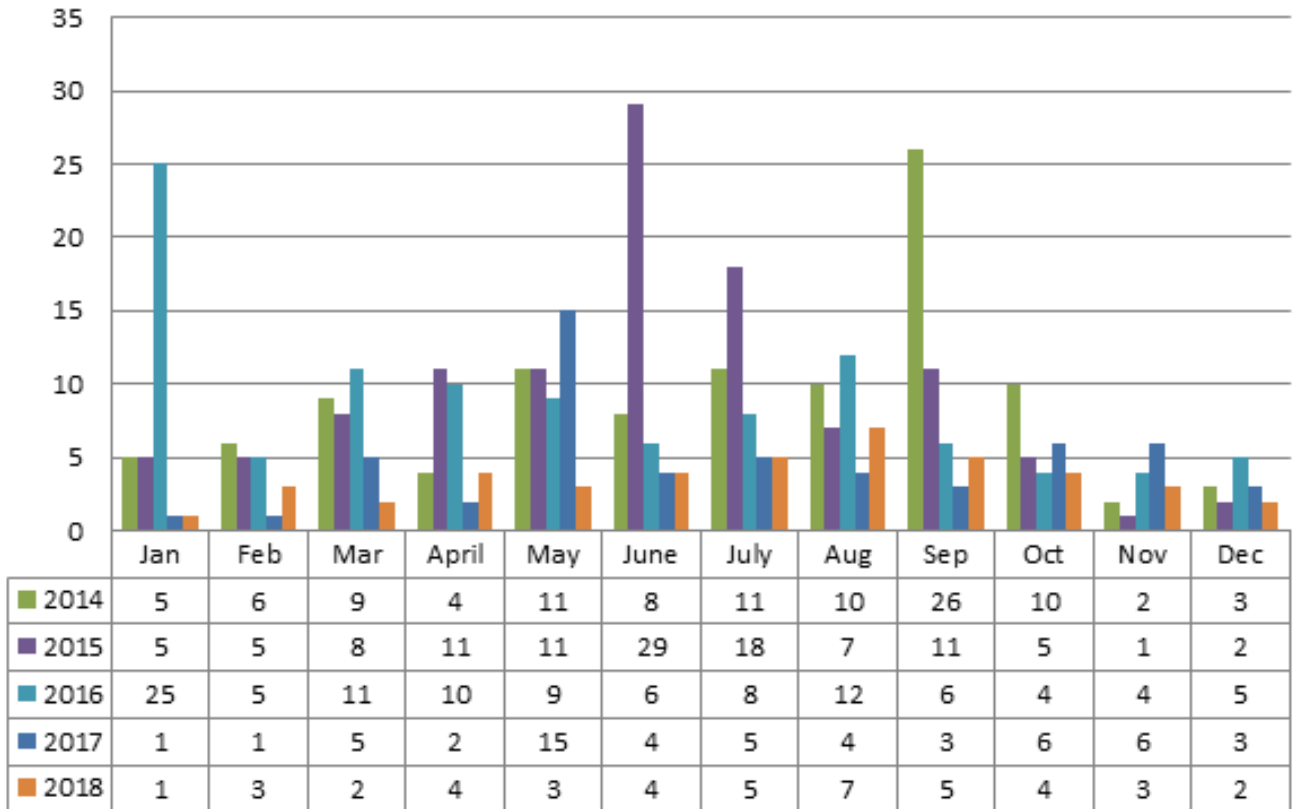
The months with the highest frequencies of unrestraint injuries are June and September with 12.1 percent, May

### Unrestrained Injuries by Day



with 11.6 percent and July with 11.2 percent of the total injuries. The District’s Click It or Ticket campaigns runs in May and June, with a mini campaign in March and Child Passenger Safety enforcement is conducted in September.

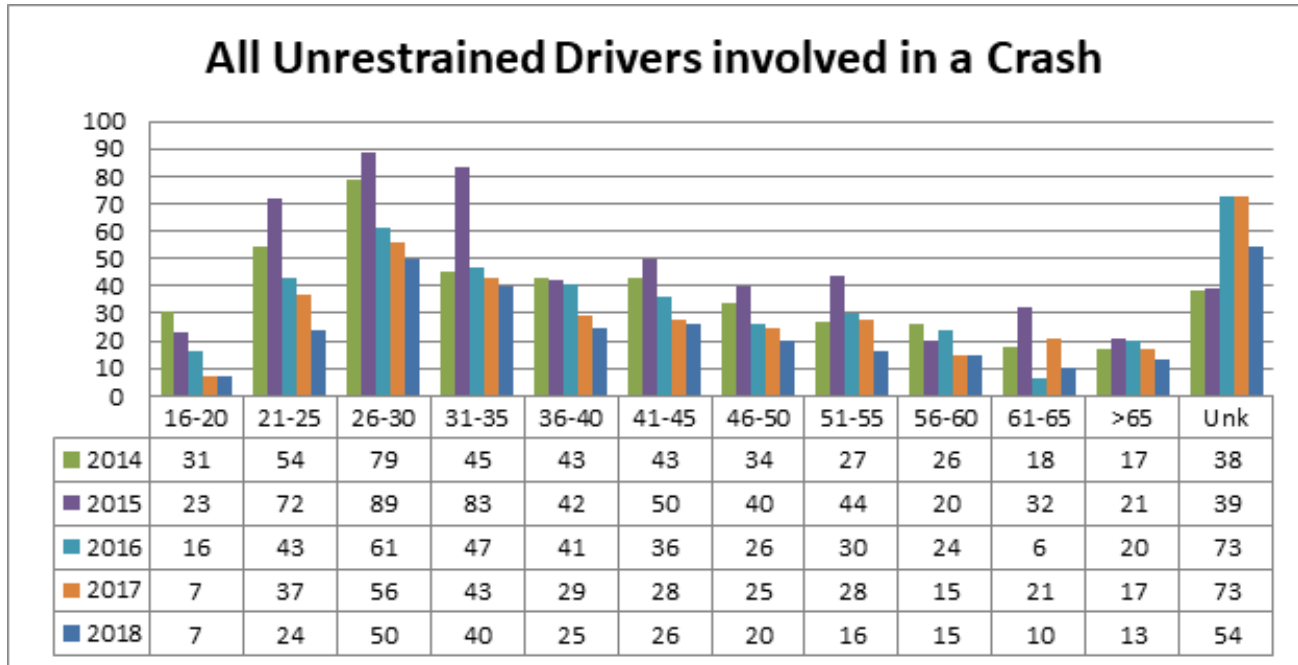
### Unrestrained Injuries by Month



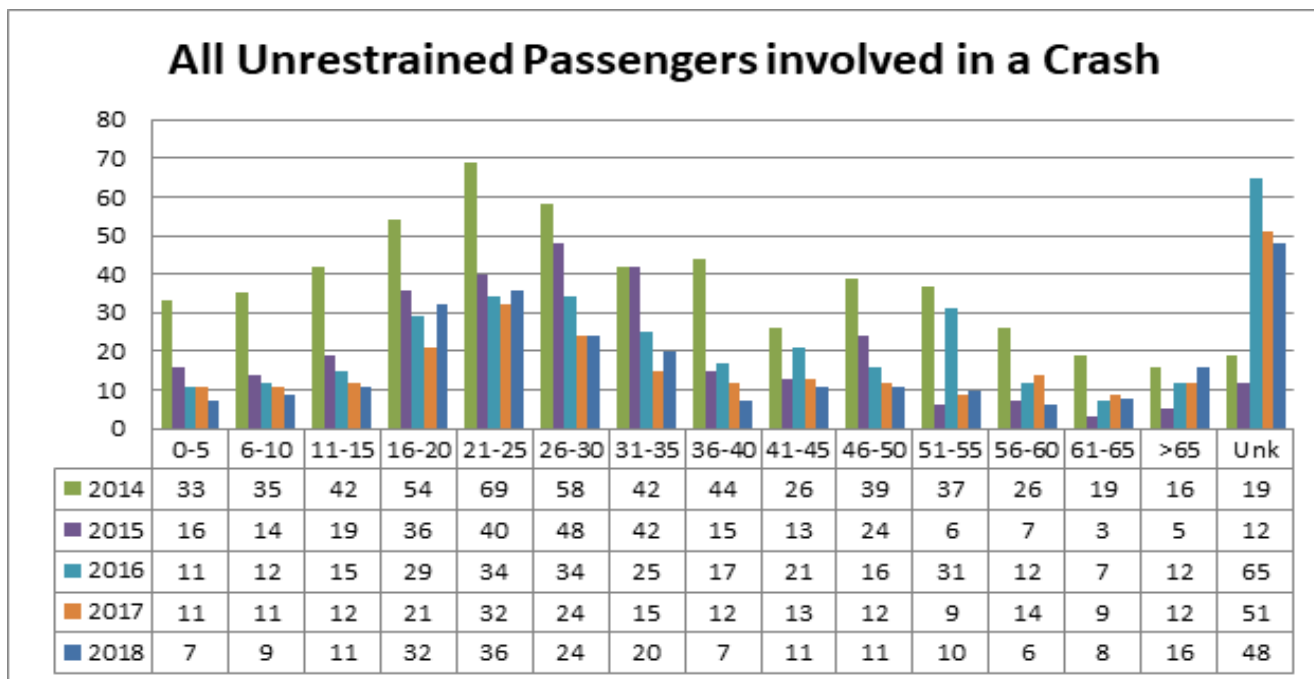
Occupants that are unrestrained

The driver age groups with the highest involvement in unrestraint crashes are 26-30 years (15.9 percent), 31-35

years (12.2 percent) and 21-25 years (10.9 percent). Overall, drivers within the 21-35 year age group accounted for 39 percent of all unrestraint-related crashes. 13.1 percent were Unknown.

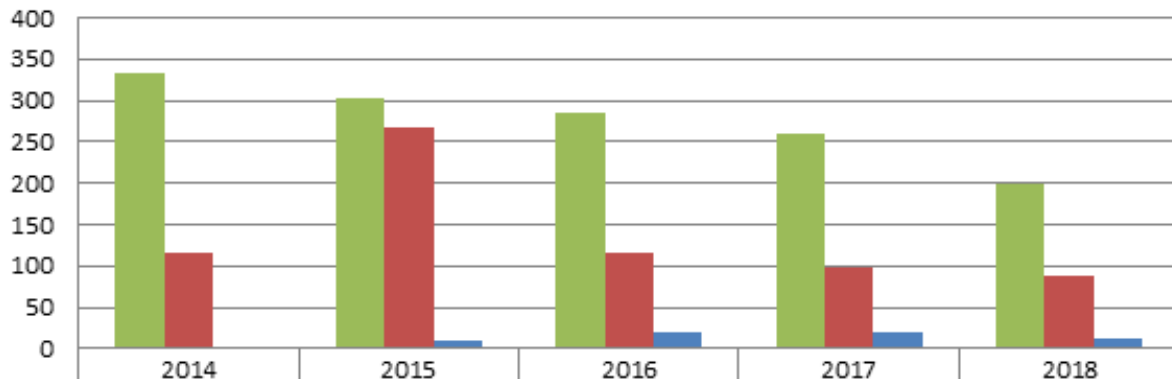


The passenger age groups with the highest involvement in unrestraint crashes are 21-25 (12.3 percent), 26-30 (11 percent) and 16-20 (10 percent). 11.4 percent were Unknown. Passengers between the ages of 0 and 10 years old accounted for 9.3 percent.



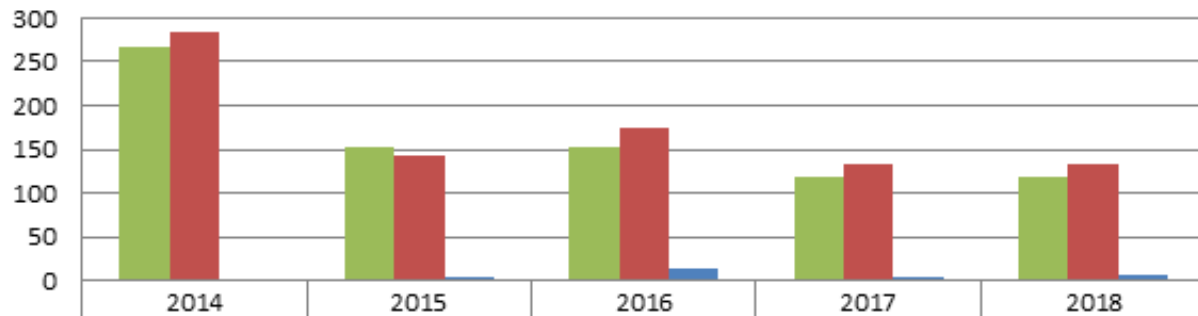
The summaries of unrestraint driver crashes and passengers involved by gender is presented below. From the summaries, male drivers were reported as highest group involved in unrestraint crashes with 64.8 percent compared to 32.1 percent for female drivers. 3.1 percent were unknown. For unrestrained passengers, the percentage of unrestrained female passengers involved in crashes are slightly higher than male passengers, at 50.7 and 47.4 respectively. 1.9 percent were unknown.

## Unrestrained Driver involved in a Crash by Gender



Male	334	302	286	260	199
Female	115	267	116	98	88
Unk	2	10	21	21	13

## Unrestrained Passenger involved in a Crash by Gender

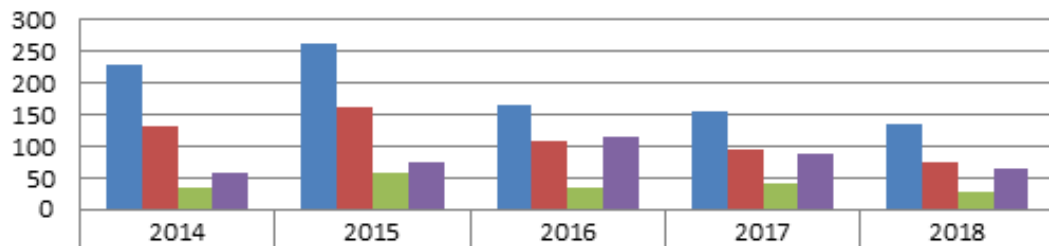


Male	267	153	152	119	118
Female	283	142	175	134	132
Unk	2	5	14	5	6

The majority of drivers involved in unrestrained crashes live in the District (44.6 percent). Drivers originating from Maryland account for 26.9 percent, Virginia, 9.4 percent, and 19.1 percent were coded as other or unknown.

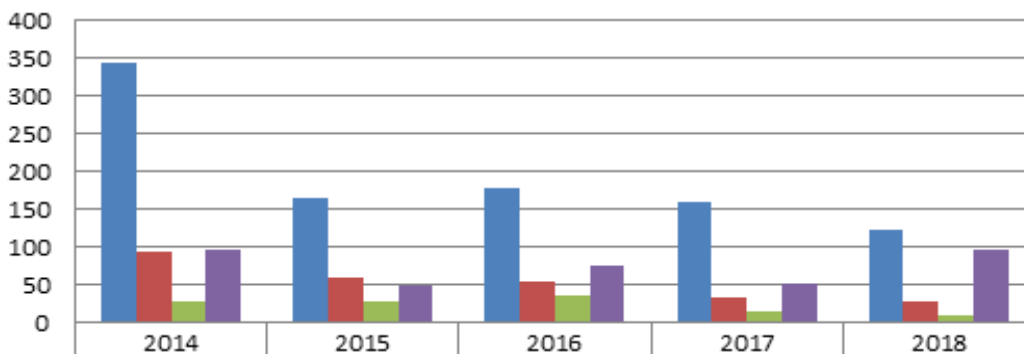
Similarly, the majority of passengers involved in unrestrained crashes live in the District (56.5 percent), whereas 15.6 percent are from Maryland and 6.7 percent are from Virginia. 21.3 percent were other or unknowns.

## Unrestrained Drivers involved in a Crash by Residence



■ District of Columbia	228	260	164	155	135
■ Maryland	132	160	108	95	73
■ Virginia	36	59	36	40	27
■ Other/Unk	59	76	115	89	65

## Unrestrained Passengers involved in a Crash by Residence



■ District of Columbia	344	164	177	160	123
■ Maryland	93	60	53	33	28
■ Virginia	27	28	36	14	9
■ Other/Unk	95	48	75	51	96

Where are they occurring?

The highest unrestraint-related injuries occurred in Ward 8, accounting for about 19.5 percent of all unrestraint-related injuries between 2014 and 2018. Ward 2 accounted for 18 percent, whereas Wards 6 (15.3 percent), and 7 (16 percent) unrestraint-related injuries.

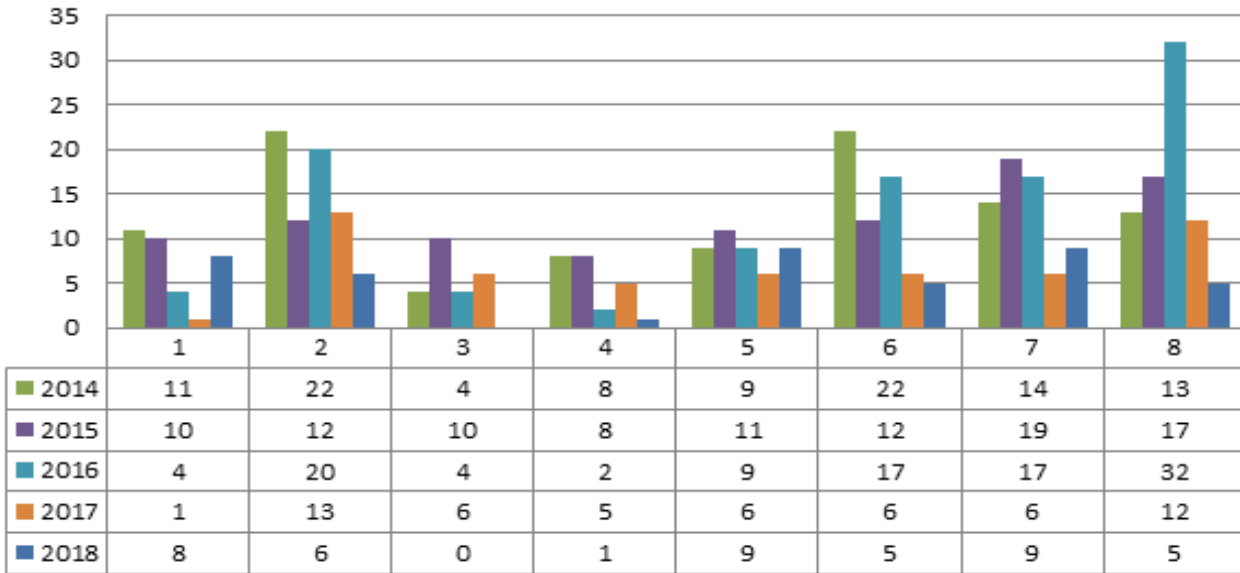
Strategies

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

The table below lists the strategies included in this HSP (FY2020); these are also included in the District's



### Unrestrained Occupant Injuries by Ward



SHSP, 2014.

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

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
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2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	6
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	90.00
2020	Number of unrestrained-related injuries	2020	5 Year	83

### Countermeasure Strategies in Program Area

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

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

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

#### Project Safety Impacts

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

Safety experts and advocates currently recommend the use of booster seats for children from their fourth birthday until their eighth birthday. However, parents are not using Booster seats due to cost, inconvenience, child discomfort, lack of understanding of how the seats work, lack of understanding the law, as well as a low perceived risk of being ticketed for a booster seat law violation.

Another problem in the District is the availability of new parents being able to afford an infant car seat prior to delivery or leaving the hospital.

#### Occupant Protection for Children Program

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



In addition to this program the CPS coordinator also administers the District's Project Safe Child Program. Research indicates that four of five car seats are installed incorrectly and that using the correct car seats and booster seats can reduce the risk of death in a crash by as much as 71 percent.

Project Safe-Child (<https://ddot.dc.gov/page/car-safety-seat-program>) is a program for District of Columbia residents. The purpose is to provide infant, toddler, and booster seats to DC residents at a reduced rate and provide information and educational materials on properly buckling children.

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

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

#### Certified Child Passenger Safety Technicians (CPS)

The District currently has more than 50 National Child Passenger Safety Certified Technicians; at least one at every CPS fitting station. In FY2020, the District will host two 32-hour National Child Passenger Safety Certification Training and provide one recertification training for police officers, fire and EMS departments, and health care and child care providers.

Table below list the number of CPS training courses for FY2020 that will be trained by the CPS coordinator and two additional instructors.

Type of Classes	Tentative Location	Tentative Date	Estimated number of Students (min)
CPS Training Certification	Ward 8	April 2020	12
CPS Training Certification	Ward 5	August 2020	6
CPS Recertification	Ward 2	March 2020	10

Of those technicians who did not re-certify, job change has been the biggest factor.

#### CPS Inspection Stations

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

underserved.

## Linkage Between Program Area

To reduce the number misused or improperly installed child passenger seats through workshop providing education on the proper use and benefits of using a car seats.

## Rationale

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

This program provides a 2-hour Child Passenger Safety Workshop to parents and care-givers and also provides training to law enforcement officers, Fire and EMS Departments, and Health Care and Child Care providers to be National Child Passenger Safety (CPS) Technicians that can staff the 11 fitting stations and participate in over 60 events in the District.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP 2020-05-01-00	Child Passenger Safety

## Planned Activity: Child Passenger Safety

Planned activity number: OP 2020-05-01-00

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

### Planned Activity Description

Provide at least 1,200 child seats via the District voucher program which are distributed at the Capitol Hill pregnancy center, United Planning Organizing, DC Healthy Start and Bright Beginnings and at various District events.

Host at least 2, 2-hour workshop to parents, caregivers and families on the importance of using of car seats at various locations within the District per month.

Participate in at least 30 events, such as, Tots to Teens, Fitness for your Health Expo, Safe Kids Week, Child Passenger Safety Week, Community Health Fairs distributing safety materials and brochures on the importance of buckling up.

Conduct at least 3 demonstrations/inspections per month on how to use child safety seats and boosters at the seven fitting stations within the District.

Conduct booster seat presentations in conjunction with law enforcement at 5 elementary schools in the District, teaching the safety and procedures when traveling in a motor vehicle per year.

Host two 32 hour National Child Passenger Safety Certification Training to police officers, Fire and EMS Departments, Health Care and Child Care providers with the necessary knowledge to explain installation procedures to parents and caregivers. Increasing the number of the expired District's certified technicians from 71 in FY2019 to 81 in FY2020.

Host one recertification class to at least 5 previously certified personnel with the current NHTSA updates and guidelines to maintain and enhance provider skill.

Provide Pedestrian and Bike Safety presentation at 5 elementary and middle school in the District. To better ensure that children understand of bicycle safety and engage in life-long bicycle safety behaviors, when cycling including wearing a helmet and following the rules of the road.

## Intended Subrecipients

### Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Child Restraint (FAST)	\$130,309.00	\$130,309.00	

## Countermeasure Strategy: Communication Campaign - OP

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

### Project Safety Impacts

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

### Linkage Between Program Area

Continue to build on the District's seatbelt compliance rate of over 90%. By participating in the National Crackdown “Click It or Ticket” and Child Passenger Safety Campaigns. New message approaches will also be developed.

#### Media Objective

Educate the audiences about the dangers of not wearing a seat belt.

Inform the audience about increased law enforcement targeting non-seat belt usage.

Build on awareness of the dangers of not wearing a seat belt that has been established in prior campaigns in order to change driving behaviors.

#### Target Profile

Drivers: Adults 21 – 35

Passengers 11 – 25

### Rationale

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

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M1PE-2020-14-00	Media Campaign

## Planned Activity: Media Campaign

Planned activity number: M1PE-2020-14-00

Primary Countermeasure Strategy ID: Communication Campaign - OP

### Planned Activity Description

Click It or Ticket

Participation in the national Click It or Ticket campaign. This campaign aims to influence driver audience attitudes and actions regarding seat belt usage not only for themselves, but also for their passengers and to reinforce the message that law enforcement is strictly enforcing DC's seat belt laws. It is also recommended to continue mini campaigns in January and March 2020. Paid media will target adults aged 18 – 44 with an emphasis on males aged 18 – 34. A combination of radio, out-of-home advertising, and digital/social media may be used.

Child Passenger Safety

DDOT promotes Child Passenger safety throughout the year and participates in the national Child Passenger Safety week in September. Support DDOT's efforts during Child Passenger Safety week with media promoting the car seat inspection and installation that are held throughout the District.

Overall Marketing/Communications Goal Continue to influence driver audience attitudes and actions regarding seatbelt usage not only for themselves, but also for their passengers. Reinforce the message that law enforcement is strictly enforcing DC's seatbelt laws, day and night, every trip, every time.

Target Profile Drivers: Adults 21 – 35 Passengers 11 – 25

Media Strategy

Use a mix of traditional media vehicles as well as new media technologies that are targeted to reach the target audience.

Radio will be used as a primary way to reach drivers behind the wheel.

Social Media will be used to target Males, 18 – 24 and to provide increased reach for the Click It or Ticket message.

Out-Of-Home including Bus ads and MPD Billboard

Earned Media

### Intended Subrecipients

To be determined

### Countermeasure strategies

Countermeasure Strategy
Communication Campaign - OP

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act 405b OP High	405b High Paid Advertising (FAST)	\$280,000.00	\$289,000.00	
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## Countermeasure Strategy: Occupant Protection Survey

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

### Project Safety Impacts

Conduct annual National Occupant Protection User Survey (NOPUS) using NHTSA standards and provide public information through a national and state report produced by Howard University.

### Linkage Between Program Area

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

### Rationale

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2020-05-00	Occupant Protection Survey

## Planned Activity: Occupant Protection Survey

Planned activity number: OP-2020-05-00

Primary Countermeasure Strategy ID: Occupant Protection Survey

### Planned Activity Description

Develop survey and finalize survey requirements.

Determine locations based on prior survey and other data sources (e.g. crash data)

Implement

Complete data and analyze

Prepare final report.

### Intended Subrecipients

Howard University, DC

### Countermeasure strategies

Countermeasure Strategy
Occupant Protection Survey

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act NHTSA 402	405b OP High (FAST)	\$110,000.00	\$110,000.00	
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## Countermeasure Strategy: Supporting Enforcement - OP

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

### Project Safety Impacts

The District of Columbia has a primary seatbelt law, meaning that law enforcement officers can ticket a driver or passenger for not wearing a seatbelt, without any other traffic offense taking place. Enacted in 1997, the law requires:

All motor vehicle passengers in the front seats and back seats to buckle up. Drivers are responsible for seatbelt compliance for all passengers. Failing to wear seat belts at all times—for drivers and all passengers, front and back seats—can result in a \$50 fine and 2 points.

All children under age 8 are properly seated in an installed infant, toddler, or booster child safety seat and booster seats must be used with both a lap and shoulder belt. Eight- to 16-year-olds must be secured with a safety belt. Drivers who fail to properly secure their child face a \$75 fine and 2 points for a first offense, and up to \$150 fine for subsequent offenses.

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

The Metropolitan Police Department (MPD) is the primary law enforcement agency for the District of Columbia. The MPD has over 4,000 sworn and civilian members serving the city, which is divided into seven Police Districts, each of which is further subdivided into seven or more Police Service Areas (PSAs).

The MPD past and present experience/qualifications are extensive and well known. It includes 150 years of policing the Nation’s Capital providing protection and traffic safety to the residents of the District of Columbia, its neighbors and visitors.

Since the adoption of the national enforcement and media campaign Click It or Ticket, MPD has supported the program with their enforcement efforts and has worked with neighboring jurisdictions to perform border to border seatbelt mobilizations. MPD also has 40 officers who are Child Passenger Safety Certified Technicians; who participate in the District’s Child Passenger Safety – Project Safe-Child program; where child seats are checked or installed and workshops are given to parents and caregivers on the proper use of child seats.

### Linkage Between Program Area

To maintain the District’s seatbelt compliance rate for 2019 above 93.1 percent.

To maintain the number of unrestrained-related fatalities to no more than the 5-year rolling average (2015–2019) of 8.

To maintain the number of unrestraint injuries to no more than the 5-year average (2015-2019) of 89.

### Rationale

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

### Planned activities in countermeasure strategy



Unique Identifier	Planned Activity Name
M1X-2020-05-00	Occupant Protection Enforcement

## Planned Activity: Occupant Protection Enforcement

Planned activity number: M1X-2020-05-00

Primary Countermeasure Strategy ID: Supporting Enforcement - OP

### Planned Activity Description

#### Project Activities/Action Plans

#### Intended Subrecipients

The Metropolitan Police Department (MPD) is the primary law enforcement agency for the District of Columbia. The MPD has over 3,800 sworn and civilian members serving the city, which is divided into seven Police Districts, each of which is further subdivided into seven or more Police Service Areas (PSAs). MPD also has 40 officers who are Child Passenger Safety Certified Technicians; who participate in the District's Child Passenger Safety – Project Safe-Child program; where child seats are checked or installed and workshops are given to parents and caregivers on the proper use of child seats.

#### Countermeasure strategies

Countermeasure Strategy
Supporting Enforcement - OP

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$461,500.00	\$461,500.00	

## Program Area: Planning & Administration

### Description of Highway Safety Problems

The District's Highway Safety Office (HSO) will analyze multiple data sources, including crash and citation data, to develop effective countermeasures that will address the District road safety problems. The HSO coordinates, monitors existing programs, and modifies them based on their progress and success. The HSO is also prepares the District's Strategic Highway Safety Plan (SHSP) and coordinates the District's Traffic Records Committee.

#### Associated Performance Measures

#### Planned Activities

#### Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
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PA-2020-01-01-00	Program Administration - HSO Coordinator	Planning & Administration
SA-2020-05-01-00	Safety Documents	Planning & Administration

## Planned Activity: Program Administration - HSO Coordinator

Planned activity number: PA-2020-01-01-00

Primary Countermeasure Strategy ID: Planning & Administration

### Planned Activity Description

Program Administration - Fund travel, services, supplies and office equipment for the HSO Coordinator.

### Intended Subrecipients

District Department of Transportation Planning and Sustainability Division. Transportation Safety Office.

### Countermeasure strategies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Planning and Administration	\$9,884.13	\$9,884.13	

## Planned Activity: Safety Documents

Planned activity number: SA-2020-05-01-00

Primary Countermeasure Strategy ID: Planning & Administration

### Planned Activity Description

Prepare required safety reports for the HSO. These activities:

Identify the District's most significant traffic safety problems.

Prioritize problems and develop methods to distribute safety funds.

Develop the annual Highway Safety Plan (HSP) and Annual Report.

Coordinate the HSP with the SHSP and other state plans.

Recommending individual grants for funding.

Develop planned grants.

Monitor grants.

Participate on various traffic safety committees and task forces.

Provide sound fiscal management for traffic safety programs.

Attend NHTSA meetings and other safety-related trainings.

Serve as the TRCC Coordinator.

Provide primary point of leadership and accountability for the Traffic Safety Information Systems activity within the District.

Prepare a plan to implement traffic safety data improvements.

Recommend forming interagency project teams to develop implementation plans for carrying out the plan objectives.

Provide executive guidance and coordination for programs, projects, and regulations as they become operational.

Receive periodic updates from the project teams.

Update the Procedure manual as needed.

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

### Intended Subrecipients

KLS Engineering, LLC

### Countermeasure strategies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$825,654.00	\$825,654.00	
	NHTSA 402	Safe Communities			

## Program Area: Traffic Records

### Description of Highway Safety Problems

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

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	40
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	414

#### Countermeasure Strategies in Program Area

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

### Countermeasure Strategy: Improves completeness of a core highway safety

## database

Program Area: Traffic Records

To provide an ongoing District-wide forum for traffic records and support the coordination of multi-agency initiatives and projects.

To leverage technology and appropriate government and industry standards to improve the timely collection, dissemination, and analysis of traffic records data.

To improve the interoperability and exchange of local and regional traffic records data among systems and stakeholders for increased efficiency and enhanced integration.

To create a user-friendly data system incorporating public and private data sources that better informs traffic-related policy and program decision makers.

## Project Safety Impacts

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 has recently collected detailed cross-section data on all roadways in DC. Using these data, DDOT is performing automated extractions 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 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.

Safety data present some unique challenges. From our observations, one 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 expert-level database administrator (DBA) on-staff to design and create them. Query speed is critical, but so is agility, since applications evolve far more rapidly than legacy applications. If the required DBA expertise is not available, you must extract, transform and load (ETL) into the system or structure that provides what the analysis requires.

By comparison, a NoSQL (non-relational) database 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 make the NoSQL model a very good fit.

To incorporate the best features of the NoSQL database going forward, the first option would be to create a prototype of the sample MIRE data in the NoSQL database by loading the data through ETL. We 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 ever.

### Linkage Between Program Area

Improving the availability of roadway assets to meet and/or exceed the MIRE FDE will allow the District to improve their integrations capability and ultimately road safety decision making. In addition, good documentations allows future users, to have the same understanding as existing users.

### Rationale

Improve road safety decision making.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-07-01	MIRE Data Modeling

### Planned Activity: MIRE Data Modeling

Planned activity number: M3DA-2020-07-01

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

#### Planned Activity Description

The objective of this project would be primarily focused on creating a new model for MIRE safety data by leveraging a NoSQL data model.

For this we propose an initial prototype or Minimum Viable Product (MVP) approach, rather than performing an exhaustive effort of completely loading the data into the NoSQL database. Instead: (Items 1 thru 3 to be completed in FY2019. Items 4 to 6 to be completed in FY2020)

Develop a safety data schema for the LRS, GIS and MIRE data elements in the NoSQL database.

Migrate the data through ETL (Extract-Transform-Load) process.

Develop/publish custom Web services which allow the public to query the following core elements and the relational data associated to them:

Intersections

Approaches

Road Segments

Develop a sample query Web application to show the performance of the query and dynamic nature of the database. This 'demo' application would allow users to understand how the above-created Web services can be leveraged.

Develop a custom 'Streetmix' style Web application that displays the cross-sectional, intersection and/or approach GIS/MIRE data associated at a user-defined location. Additionally, this tool would provide a user feedback option that would pass location information to system admins when data is incorrect and in need of update.

Develop a custom 'Streetmix'-style 'widget' that allows for editing of the cross-section data for a given

approach/segment. This ‘admin’ tool would allow for certain users to perform edits upon the NoSQL data. These edits should then be propagated back to the source LRS database.

From the above processes to be incorporated in the NoSQL data model, the District will have more accurate data for enhanced decision making by District Agencies, Grantees, Public, and others.

### Intended Subrecipients

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

OITI, including its staff, has also won numerous awards and accommodations for their tireless commitments and top-notch accomplishments.

### Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$40,000.00	\$40,000.00	

### Countermeasure Strategy: Improves timeliness of a core highway safety database

Program Area: Traffic Records

### Project Safety Impacts

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

The Department of Motor Vehicles (DMV) is responsible for identifying habitual and frequent violators of traffic regulations and is authorized to suspend or revoke the driver’s license or driving privilege. DMV receives approximately 2,400 traffic convictions per month from other jurisdictions that are required to be posted to driver’s records in the DESTINY system. Currently, approximately 2,400 out-of-state convictions are received every month. The DMV is challenged with entering all these convictions. Delays in posting convictions to driver records impacts appropriate revocations and suspension actions against adverse drivers and thus the safety of the public.

### Linkage Between Program Area

There are four (4) Service Centers in the District that provide driver license and ID services for approximately

340,000 licensed drivers and 110,000 ID card holders. DMV is responsible for maintaining the driver records of all licensed drivers in the District of Columbia. DMV performs the necessary functions required for receiving and entering convictions and withdrawals to applicable driver records and executing appropriate suspension and revocation actions.

A District resident’s driver license can be

Suspended for three months or more for minor moving violations/convictions that are either not paid or that are not paid timely or accumulates 10 points on his or her driver record.

Revoked for six months or more for major moving violations/convictions or accumulates 12 points or more on his or her driver record.

The HSO, on behalf of Mayor of the District of Columbia, is responsible for implementing the District's Highway Safety Program through a partnership with the Federal Government. In support of the HSO goals, the DMV has determined that timely posting of convictions to driver’s records is essential in identifying adverse drivers and maintaining public safety.

### Rationale

Approximately 10 percent (approximately 36,000) of all convictions within the DC database originate from out-of-state violations. Entering these into the conviction database (Destiny) is crucial in ensuring that traffic violations are appropriately dealt with and required DC requirements assessed immediately. This strategy has the potential to reduce crashes, injures and fatalities.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-07-05	Backlog of Out-of-state Convictions

### Planned Activity: Backlog of Out-of-state Convictions

Planned activity number: M3DA-2020-07-05

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

#### Planned Activity Description

##### Intended Subrecipients

The District of Columbia, Department of Motor Vehicles (DMV) has regulatory authority for the licensing, registration, inspection, and adjudication services for the District of Columbia. DMV is responsible for the issuance, monitoring and other activities associated with obtaining and maintaining a driving privilege in the District of Columbia. There are four (4) Service Centers in the District that provide driver license and ID services for approximately 340,000 license drivers and 110,000 ID card holders. DMV is responsible for maintaining the driver records of all licensed drivers in the District of Columbia. DMV performs the necessary functions required for receiving and entering convictions and withdrawals to applicable driver records and executing appropriate suspension and revocation actions.

The Highway Safety Office (HSO), on behalf of Mayor of the District of Columbia, is responsible for implementing the District's Highway Safety Program through a partnership with the Federal Government. In support of the HSO goals, the Department of Motor Vehicles (DMV) has determined that timely posting of convictions to driver’s records is essential in identifying adverse drivers and maintaining public safety.

A District resident’s driver license is suspended for three months or more for minor moving violations/convictions that are either not paid or that are not paid timely. Also, a driver license is suspended when a resident accumulates 10 points on his or her driver record.

A District resident’s driver license is revoked for six months or more for major moving violations/convictions. Also, a driver license is revoked when a resident accumulates 12 points or more on his or her driver record.

DMV is responsible for identifying habitual and frequent violators of traffic regulations and is authorized to suspend or revoke the driver’s license or driving privilege.

### Countermeasure strategies

Countermeasure Strategy
Improves timeliness of a core highway safety database

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$70,000.00	\$70,000.00	

### Countermeasure Strategy: Real-time information to First Responders

Program Area: Traffic Records

#### Project Safety Impacts

First responders have always been at risk traveling to a scene. And often times those scenes are also in the midst of hazardous roadways. Distracted and negligent drivers create persistent danger. This is not unique to the U.S., it is a global concern every Responder must face. As if navigating the chaos of cities, congestion and traffic to arrive safely and quickly on-scene weren't enough, responders are then expected to perform and assist each other to the highest degree.

#### Linkage Between Program Area

In District of Columbia (DC), there are approximately 1200 crashes per year that involved first responders. The following Table clearly shows the details of the crashes in which either a fire truck or police car or an ambulance was involved:

#### Fire Truck

Crash Year	Crash Count	Fatals	Major Inj.	Minor Inj.
Sept - Dec 2015	45	0	0	7
2016	127	0	2	5
2017	113	0	1	6
Jan – April, 2018	41	1	0	4

#### Police



Crash Year	Crash Count	Fatals	Major Inj.	Minor Inj.
Sept - Dec 2015	316	0	7	45
2016	956	0	13	150
2017	976	0	13	139
Jan – April, 2018	323	0	0	29

## Ambulance

Crash Year	Crash Count	Fatals	Major Inj.	Minor Inj.
Sept - Dec 2015	65	0	0	10
2016	255	0	4	26
2017	212	0	0	24
Jan – April, 2018	71	0	0	6

Strict protocols dictate strategic placement of vehicles and personnel when operating in dangerous roadway conditions. Responders should not have to fear other motorists colliding with them, whether en route or stationary on-scene in equally dangerous situations, also known as “secondary incidents” or the “wake effect.” Drivers are becoming increasingly more distracted by technology and the proliferation of vehicle in-dash or infotainment systems. Seventy-five percent of all vehicles will be connected by 2020, autonomous vehicles are already being deployed in cities around the U.S. and elsewhere, and auto makers are actually trying to make car cabins sound-insulated to provide a “nicer” ride for the driver. All of these issues contribute to more danger for our first responders who serve and protect. Based on the above data, there has been one fatality involving a fire truck, these crashes tend to be more severe than crashes with a police car. Once the system is tested and operational there is an opportunity to extend to other first responders (i.e. MPD) and so they too can be linked into the system and notified.

When looking at technology available on DC fire apparatus, there are only 2 ways to notify motorists: brighter lights, and louder sirens. There is a gap in the availability of an alert mechanism to “digitally alert” drivers in the roadway within the District – this has been a long-standing issue in the emergency-response service. The key to the technology is in knowing not just where First Responders are in real-time, but more importantly, when they are actually in "code 3" or "emergency" mode with emergency lights turned on in real-time. This is where the proposed solution in this grant can help to offset the gap in “on-apparatus” technology so that responders when dispatched are capable of (1) generating the needed alert from the apparatus when the emergency lights are activated (2) making sure that alert reaches District driver in time to notify them.

## Rationale

Over 1,300 to 1,500 crashes occur involving a first responder vehicle. When a first responder is involved in a crash while responding to a call involving a crash not only delays much needed medical or other assistance but it can potentially can change a slight injury crash to a much more serious crash. Ensuring that first responders are aware of each other and the general public will ensure an all around safer response.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
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## Planned Activity: HAAS Alert

Planned activity number: M3DA-2020-07-03

Primary Countermeasure Strategy ID: Real-time information to First Responders

### Planned Activity Description

Procurement, finalization of geographic areas for demonstration, and Baseline establishment – During this activity FEMS will develop contract documentation and procure contractor. FEMS working with the contractor, MPD and DDOT will finalize the geographic area. Completed in FY2019  
Establish baseline, Vehicle Planning and Fleet Scheduling for Setup – Key to determining success (or not) is the establishment of baseline metrics. This activity will establish a baseline working with contractor and other stakeholders. In addition, vehicle planning and scheduling for installation will be undertaken. Vehicles will have to be taken offline for a short period so this activity is sensitive. Completed in FY2019

Install Units – the primary activity during this task will be the installation of the units in all vehicles.

Anticipating completion in FY2019

Test – This activity involves the testing of all units deployed in the system to ensure they are working as intended. The contractor will replace units not functioning according to their specifications.

Setup dashboard – The contractor working with FEMS and others will develop/customize the dashboard to the needs of all stakeholders.

Monthly metrics – The contractor will provide metric as agreed to all stakeholders including the HSO (as well as real time access).

Digital Alerting – During this activity it is expected that the system will alert FEMS and other vehicles where the system is deployed in to potential conflicts and so potentially avoid a hazardous situation.

Press Conference – FEMS working in coordination with the HSO will hold a press conference on the system performance and present any metrics in support of the demonstration.

Reporting – FEMS working with the contractor will provide monthly, quarterly and a final report on the system performance.

### Intended Subrecipients

The DC Fire & EMS Department is qualified to participate in the aforementioned grant programs as the agency adheres to and enforces all traffic laws, including the prohibition of cell phone use while operating department vehicles, enforcement of agency and District seatbelt policies and is a drug-free workplace enforced by ongoing random drug screenings as well as annual testing. The agency's Risk Management Division is responsible for safety aspects of motor vehicle operation before, during and after emergency response, including any necessary accident investigation in coordination with the Metropolitan Police Department, if necessary.

### Countermeasure strategies

Countermeasure Strategy
Real-time information to First Responders

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$100,000.00	\$100,000.00	

## Evidence-based traffic safety enforcement program (TSEP)

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

Unique Identifier	Planned Activity Name
AL-2020-03-00-00 WRAP	Education and Outreach
M6OT-2020-01	Enforcement Impaired Driving
M1PE-2020-14-00	Media Campaign
PM-2020-14-00	Media Campaign - Aggressive Driving
FDLPEM-2020-00 MEDIA	Media Campaign - Impaired
M1X-2020-05-00	Occupant Protection Enforcement
PS-2020-08-00	Pedestrian and Bicyclist Enforcement
PT-2020-04-01	Police Traffic Services

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

### Crash Analysis

The problem identification process uses the NHTSA's FARS data for fatal crashes and MPD data for serious injuries, which are defined as disabling and non disabling injuries. These data bases are queried to determine who is involved in a crash (e.g., age, gender, seatbelt use, impairment, etc.), when crashes are occurring (e.g., time of day, day of the week, month, etc.), crash causation factors, (e.g., speed, alcohol, etc.) and where they are occurring. The Highway Safety Plan (HSP) summarizes the problems identified and the District's program areas intended to address these problems. In addition to the data analysis process used in the development of the HSP, the traffic enforcement plan will also look at locations where serious injuries and fatalities are occurring by the Police District, using previous citations and violation data as well as citizen complaints and community feedback.

### Deployment of Resources

In the District of Columbia the Metropolitan Police Department (MPD) is the primary law enforcement agency. There are over 4,000 sworn and civilian members in the Department with the mission of safeguarding the District of Columbia and protecting its residents and visitors by providing the highest quality of police service with integrity, compassion, and a commitment to innovation that integrates people, technology and progressive business systems.

The Highway Safety Office (HSO) has a law enforcement program manager who is responsible for the coordination for the District-wide law enforcement projects. The HSO is moving to a more evidence-based practice to assist MPD in creating and refining their approach and providing structure to their traffic safety enforcement effort. This does not replace community-specific knowledge, and it does not remove MPD's authority or responsibility for traffic safety decisions.

The District is made up of seven police districts as shown in Figure 1. Each district is further divided into 7-9 Police Service Areas (PSAs), for a total of 56 PSAs citywide.

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

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

The MPD enforces a zero-tolerance strategy, so that regardless of the enforcement area they are focusing on, they will pull over drivers that are exhibiting unsafe driving behaviors. All MPD officers are encouraged to take part in and support a district-wide enforcement period, even if they do not receive grant funds.

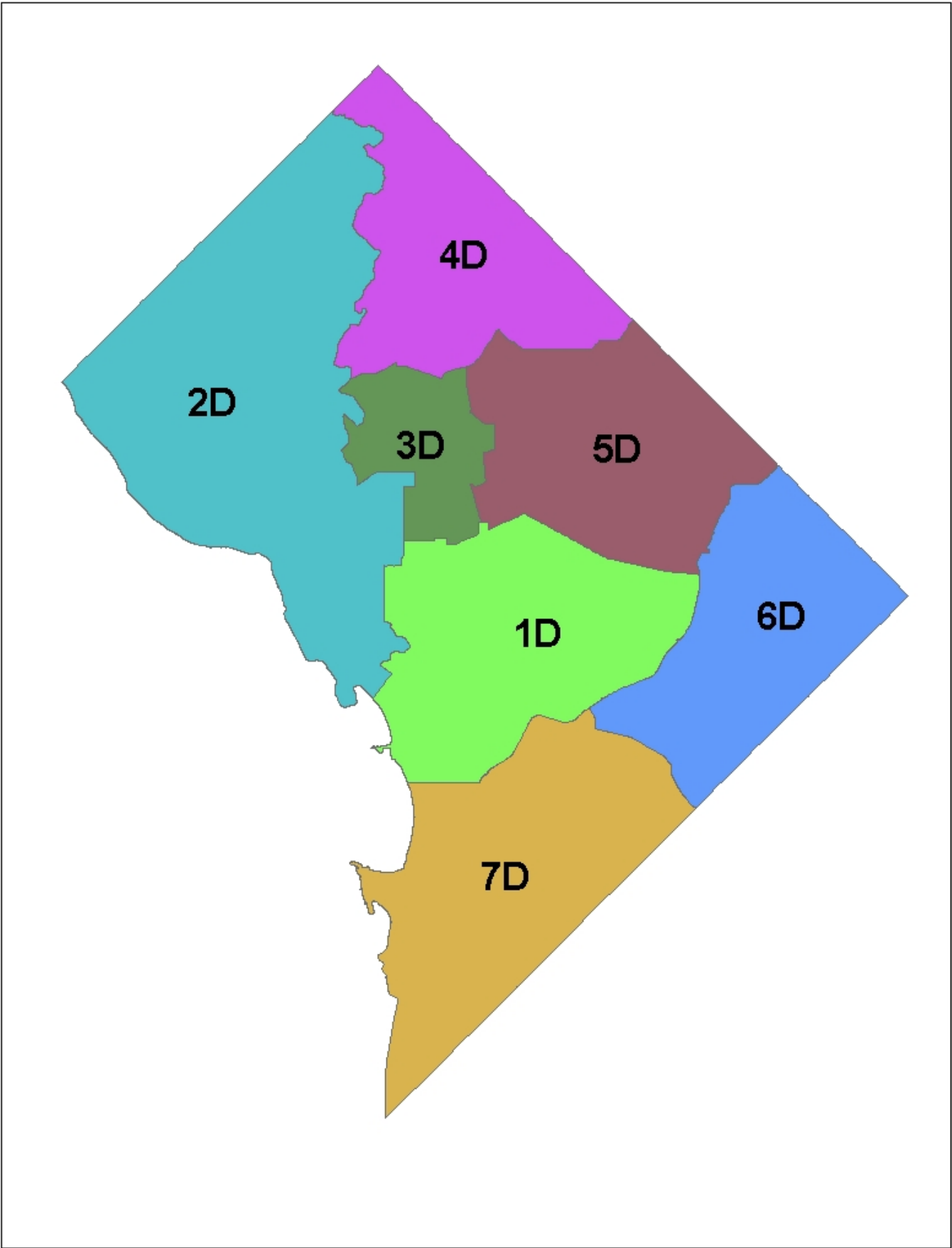
MPD will assist the HSO by conducting overtime enforcement in the following areas:

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

**Occupant Protection Enforcement** Since the adoption of the national enforcement and media campaign "Click It or Ticket", MPD has supported the program with their enforcement efforts and has worked with neighboring jurisdictions on performing border to border seatbelt mobilizations. MPD also has 40 officers that are Child Passenger Safety Certified Technicians, who participates in the District's Child Passenger Safety – Project Safe-Child program, where child seats are checked or installed and workshops are giving to parents and caregivers on the proper use of child seats.

**Smooth Operator (Aggressive Driving)** Police Traffic Services (PTS) focuses on speeding and aggressive driving and other moving violations. Drivers should know that MPD has a Zero Tolerance policy for not complying with the motor vehicle laws of the District of Columbia. Speed was the primary contributing factor in almost one-third of the fatalities over the past five years. The program consist of four enforcement waves coinciding with media blitzes to inform and educate the public and to stigmatize aggressive driving.

Participating law enforcement agencies are also consulted to determine the timing of the law enforcement activities and target demographics. Research and evaluations are conducted yearly to evaluate the program and



study the problem and solutions.

Pedestrian/Bike Enforcement (Pedestrian and Bicycle Safety) Over 600 officers have been trained on the District of Columbia’s Vehicle Pedestrian and Bicycle laws and regulations but more training is needed. The MPD Academy in conjunction with DDOT’s Pedestrian and Bicycle Safety Group are developing an on-line Pedestrian/Bicycle Training module that law enforcement officers and other authorized agency enforcement personnel can take remotely from their office or wireless laptop. This should help increase enforcement capability as well as public awareness. The HSO will continue to partner with Maryland and northern Virginia with the Street Smart campaign. This is a public education, awareness and behavioral campaign geared towards pedestrian and bicycle safety. Since 2002, the campaign has used mass media such as radio, newspaper, and transit advertising, to emphasize safe practices and to educate motorists, pedestrians and bicyclists on existing laws and regulations governing the safe use of all transportation facilities, including streets, bicycle lanes, and sidewalks. High-visibility law enforcement is used to enforce laws and train users to be better drivers, cyclists and pedestrians.

### Effectiveness Monitoring

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

### High-visibility enforcement (HVE) strategies

**Planned HVE strategies to support national mobilizations:**

Countermeasure Strategy
Communication Campaign - Impaired
Communication Campaign - OP
Communication Campaign - SO
Enforcement - PTS
High Visibility Saturation Patrols
Supporting Enforcement - OP

**HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:**

Unique Identifier	Planned Activity Name
FDLPEM-2020-00 MEDIA	Media Campaign - Impaired
M1PE-2020-14-00	Media Campaign
M1X-2020-05-00	Occupant Protection Enforcement
M6OT-2020-01	Enforcement Impaired Driving

### 405(b) Occupant protection grant

## Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

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

## Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
District Department of Transportation
McAndrew Company
Metropolitan Police Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

### Planned Participation in Click-it-or-Ticket

Click It or Ticket (CIOT)

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

The media campaign supported by the McAndrew Company incorporates advertising via cable TV and radio, bonus spots, web links and social media in an effort to increase restraint usage. Pre- and post-surveys are conducted to measure reach and effectiveness with the target audience—males between the ages of 18 and 34. The MPD performs high-visibility enforcement campaigns throughout the District and MPD conducts a zero tolerance enforcement of the District's seat belt laws. MPD also enforces the District's seat belt laws by regularly conducting saturated patrol in high-risk locations during daylight and nighttime hours. Enforcement increases during CIOT and Child Passenger Safety (CPS) week in the District and supports NHTSA dates in May/June and in September, respectively. In addition to the national campaigns, the District hosts at least two additional campaigns each year in January and March.

### List of Task for Participants & Organizations

#### Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Communication Campaign - OP
Supporting Enforcement - OP

**Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

Unique Identifier	Planned Activity Name
OP 2020-05-01-00	Child Passenger Safety
M1PE-2020-14-00	Media Campaign
M1X-2020-05-00	Occupant Protection Enforcement

**Total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: 70

**Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:**

Populations served - urban: 35

Populations served - rural: 0

Populations served - at risk: 35

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

### Child passenger safety technicians

**Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Communication Campaign - OP
Supporting Enforcement - OP

**Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Unique Identifier	Planned Activity Name
OP 2020-05-01-00	Child Passenger Safety
M1X-2020-05-00	Occupant Protection Enforcement

**Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes: 3

Estimated total number of technicians: 34

### Maintenance of effort



**ASSURANCE:** The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

### 405(c) State traffic safety information system improvements grant

#### Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
4/20/2019
5/30/2019
6/17/2019

**Name and title of the State’s Traffic Records Coordinator:**

Name of State’s Traffic Records Coordinator: Carole Lewis

Title of State’s Traffic Records Coordinator: Chief, Highway Safety Office

**TRCC members by name, title, home organization and the core safety database represented:**

#### List of TRCC members

DC TRCC Executive Group

Organization	Name	Title	Contact Info	Function/ Responsible Area
District Department of Transportation (DDOT)	Carole Lewis	Chief, Transportation Safety Division	202-671-0492Carole.lewis@dc.gov 202-671-0492Carole.lewis@dc.gov	TRCC Coordinator TRCC Coordinator
	James Graham	GIS and Applications Manage	202-741-5391James.Graham2@dc.gov 202-741-5391James.Graham2@dc.gov	Roadway/GIS Data
Metropolitan Police Department (MPD)	Jeffery Carroll	Assistant Chief	202-727-9099Jeffery.Carroll@dc.gov 202-727-9099Jeffery.Carroll@dc.gov	Crash/Citation Data
Superior Court of District of Columbia (DCSC)	Barbara Tombs-Souvey	Director	202-727-8822barbara.tombs@dc.gov 202-727-8822barbara.tombs@dc.gov	Enforcement/Adjudication Data

Department of Motor Vehicles (DMV)	Gabriel Robinson	Acting Director	202-727-2200gabriel.robinson@dc.gov 202-727-2200gabriel.robinson@dc.gov	Vehicle/Driver Data
Office of Chief Technology Officer (OCTO)	Lindsey Parker	Chief Technology Officer (CTO)	202-727-2277Lindsey.parker@dc.gov 202-727-2277Lindsey.parker@dc.gov	Roadway/GIS Data
Office of the Attorney General (OAG)	Peter Saba	Chief, Criminal Section	202-442-9827 peter.saba@dc.gov	Enforcement/Adjudication Data
Fire/Emergency Medical Services Department (FEMS)	Gregory Dean	Chief Officer	202-673-3127Gregory.dean@dc.gov 202-673-3127Gregory.dean@dc.gov	Emergency Response/Injury Data
Department of Health (DOH)	LaQuandra S. Nesbitt	Director	202-442-5955laquandra.nesbitt@dc.gov 202-442-5955laquandra.nesbitt@dc.gov	Injury (Hospital/Trauma) Data
Office of the Chief Medical Examiner (OCME)	Lucas Zarwell	Chief Toxicologist	202-698-9004lucas.zarwell@dc.gov 202-698-9004lucas.zarwell@dc.gov	DUI Testing and support of enforcement/adjudication efforts

DC TRCC Working Group

Organization	Name	Title	Telephone No	Function/Responsible Area
District Department of Transportation (DDOT) District Department of Transportation (DDOT)	Carole Lewis	Chief, Transportation Safety Division	202-671-0492Carole.lewis@dc.gov 202-671-0492Carole.lewis@dc.gov	Coordinator
	Soumya Dey/Leon Anderson	Traffic Operation and Safety	202-671-1369soumya.dey@dc.gov 202-671-1369soumya.dey@dc.gov	Crash/Traffic Data

	James Graham	GIS Manager	202-741-5391James.Graham2@dc.gov202-741-5391James.Graham2@dc.gov	Roadway/GIS Data
	Rahul Jain	Safety Engineer	202-741-5337Rahul.jain@dc.gov202-741-5337Rahul.jain@dc.gov	Data Integration
Metropolitan Police Department (MPD) Metropolitan Police Department (MPD) Metropolitan Police Department (MPD) Metropolitan Police Department (MPD)	Lamont Hinton	Program Director, Automated Enforcement Unit	202-576-9265lamont.hinton@dc.gov202-576-9265lamont.hinton@dc.gov	Automated Traffic Enforcement
	Rosa Balarezo	Supervisor, Crime Data Quality	202-727-7765rosa.balarezo@dc.gov202-727-7765rosa.balarezo@dc.gov	Crash Data Reporting
	Sgt. Terry Thorne Sgt. Terry Thorne	Sergeant, Homeland Security Tactical Information Division	terry.thorne@dc.gov	Enforcement/Citation
	Marty Afkhami Marty Afkhami	Information Technology Bureau	marty.afkhami@dc.gov	Enterprise Data Officer
Superior Court of District of Columbia (DCSC)	Michael Francis	Community Court Coordinator	202-879-1950michael.francis@dcsc.gov202-879-1950michael.francis@dcsc.gov	Enforcement/Adjudication
Office of the Attorney General (OAG)	Melissa Shear	Traffic Safety Resource Prosecutor	202-724-6633Melissa.shear@dc.gov202-724-6633Melissa.shear@dc.gov	Enforcement/Adjudication Data

Department of Motor Vehicles (DMV)	Rick Whitley	IT Project Manager	202-729-7103Rick.whitley@dc.gov 202-729-7103Rick.whitley@dc.gov	Vehicle/Driver Data
Office of Chief Technology Officer (OCTO)	Mario Field	IT Specialist	202-727-1761mario.field@dc.gov 202-727-1761mario.field@dc.gov	Roadway/GIS Data
Fire/Emergency Medical Services Department (FEMS)	Erik Johnson	Program Analyst – GIS	202-698-1291Erik.Johnson@dc.gov 202-698-1291Erik.Johnson@dc.gov	Emergency Response/Injury Data
	Sean Egan	Captain, Engine Company No. 1	202-673-3201sean.egan@dc.gov 202-673-3201sean.egan@dc.gov	Emergency Response/Injury Data
Department of Health (DOH)	Dr. Fern-Johnson Clarke	Senior Deputy DirectorCenter for Policy, Planning, and Evaluation Senior Deputy DirectorCenter for Policy, Planning, and Evaluation	202-442-9032fern.johnson-clarke@dc.gov 202-442-9032fern.johnson-clarke@dc.gov 202-442-9032fern.johnson-clarke@dc.gov	Vital Statistics Data
	Dr. Brian Amy	Chief Medical Officer	202-671-0705Brian.amy@dc.gov 202-671-0705Brian.amy@dc.gov	Trauma Repository
	Anneta Arno	Director, Office of Health Equity	anneta.arno@dc.gov	Trauma Repository
	Terra Abrams	State Registrar	202-442-9029Terra.abrams@dc.gov 202-442-9029Terra.abrams@dc.gov	Vital Statistics Data
Office of the Chief Medical Examiner (OCME)	Lucas Zarwell	Chief Toxicologist	202-698-9004lucas.zarwell@dc.gov 202-698-9004lucas.zarwell@dc.gov	DUI Testing amp support enforcement/adjudication efforts

FMCSA	Bernard McWay	Division Program Specialist	202-219-3549bernard.mc way@dot.gov202-219-3549bernard.mc way@dot.gov	Commercial Motor Vehicle Crash Reporting
	Joseph Shea	D.C. Division Administrator	202-219-3550joe.shea@dot.gov202-219-3550joe.shea@dot.gov	Commercial Motor Vehicle Crash Reporting
NHTSA	David Ennis	Regional Program Manager	410-962-0052david.ennis@dot.gov410-962-0052david.ennis@dot.gov	
Howard University	Stephen Arhin	Traffic Data Center	202-806-4798 saarhin@Howard.edu 202-806-4798 saarhin@Howard.edu	Crash/Traffic Data Analysis and Research

## Traffic Records System Assessment

Data System Assessment	Recommendations
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Crash	<p>Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic</p>
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	Records Program Assessment Advisory.
Vehicle	<p>Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>

Driver	<p>Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
Roadway	<p>Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>



Citation / Adjudication	Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
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EMS / Injury Surveillance

Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records

	Program Assessment Advisory.
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Traffic Records for Measurable Progress

Data SystemAssessment	Recommendations	Status
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Crash	<p>Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the</p>	Items 1 -4 are ongoing
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	<p>procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	
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<p>Vehicle</p>	<p>Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment  Advisory.Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment  Advisory.Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment  Advisory.Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment  Advisory.Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment  Advisory.Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment  Advisory.Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment  Advisory.Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment  Advisory.Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment  Advisory.</p>	<p>Items 5 to 7 require significant infusion of funding estimated at 5 – 7 M, the existing system (“legacy”) has to be completely redone. All items will be addressed when this is being developed.</p>
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Driver	<p>Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>Items 8 to 10 require significant infusion of funding estimated at 5 – 7 M, the existing system (“legacy”) has to be completely redone. All items will be addressed when this is being developed.</p>
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Roadway	<p>Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	Ongoing through current and planned projects
Citation / Adjudication	<p>Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>Item 13 being address through the District effort to advance electronic citation. Phase 1 – pilot testing of e-citation and data transfer to DMV completed, Phase 2 – acquisition of additional e-citation writers ongoing. Item 14. Phase 3 – modification to DMV database to include all requirements FY 2020. Item 13 being address through the District effort to advance electronic citation. Phase 1 – pilot testing of e-citation and data transfer to DMV completed, Phase 2 – acquisition of additional e-citation writers ongoing. Item 14. Phase 3 – modification to DMV database to include all requirements FY 2020.</p>



<p>EMS / Injury Surveillance</p>	<p>Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the description and contents of the Injury Surveillance</p>	<p>The District is in the process of finalizing the first Trauma Repository. The advancement to ISS requires significant funding which is not available at this time. Schedule TBD.</p>
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	<p>systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	
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Traffic Records Supporting Non-Implemented Recommendations

Data System Assessment	Recommendations	
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<p>Vehicle</p>	<p>Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>Items 5 to 7 require significant infusion of funding estimated at 5 – 7 M, the existing system (“legacy”) has to be completely redone. All items will be addressed when this is being developed.</p>
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<p>Driver</p>	<p>Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>Items 8 to 10 require significant infusion of funding estimated at 5 – 7 M, the existing system (“legacy”) has to be completely redone. All items will be addressed when this is being developed.</p>
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<p>EMS / Injury Surveillance</p>	<p>Improve the description and contents of the Injury Surveillance systems (ISS) to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the description and contents of the Injury Surveillance systems (ISS) to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.          Improve the description and contents of the Injury Surveillance systems (ISS) to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>The District is in the process of finalizing the first Trauma Repository expected to be completed by December 2018. The advancement to ISS requires significant funding which is not available at this time. Schedule TBD.</p>
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	<p>Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p> <p>Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p> <p>Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p> <p>Improve the description and contents of the Injury Surveillance systems (ISS) to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p> <p>Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p> <p>Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p> <p>Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	
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### Traffic Records for Model Performance Measures

Prior to 2016/17 only 65% of the drug positive casework was completed in 90 days. The HSO office have worked with OCME to significantly reduce the turn-around and thus provide DUI test information to OAG in a timelier manner. Presently around 99% of the drug positive case work is completed in 90 days. This will ensure that the courts and DMV have the information in a timely manner to adjudicate the respective case. OCME have also had a significant improvement in the turnaround times for drug positive casework completed within 60 days as shown below:

2016/17 average % completed in 60 days = 86.8%

2017/18 year average % completed in 60 days = 91.8%

## State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State’s core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
PT-2020-04-01	Police Traffic Services
SA-2020-05-01-00	Safety Documents

## Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

## State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State’s highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 6/27/2016

## Requirement for maintenance of effort

**ASSURANCE:** The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

## 405(d) Impaired driving countermeasures grant

### Impaired driving assurances

Impaired driving qualification: Low-Range State

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

**ASSURANCE:** The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

## 405(d) Alcohol-ignition interlock law grant

### Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
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The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	No
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## 405(d) 24-7 Sobriety programs grant

### Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	No
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	No

### Sobriety program information

Legal citations: No

State program information: No

### Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	No
State law authorizes a Statewide 24-7 sobriety program.	No

### Program information

State program information that authorize a Statewide 24-7 sobriety program.

## 405(e) Distracted driving grant

### Sample Questions

Click or tap here to enter text.



## Legal citations

**The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least \$25 for an offense.	No
Prohibition on texting while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least \$25 for an offense.	No

**Legal citations for exemptions to the State's texting ban:**

**The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least \$25 for an offense.	No
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least \$25 for an offense.	No

**Legal citations for exemptions to the State's youth cell phone use ban.**

## 405(f) Motorcyclist safety grant

### Motorcycle safety information

**To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:**

Motorcycle rider training course: No

Motorcyclist awareness program: No  
 Reduction of fatalities and crashes: No  
 Impaired driving program: No  
 Reduction of impaired fatalities and accidents: No  
 Use of fees collected from motorcyclists: No

## 405(g) State graduated driver licensing incentive grant

### Graduated driver licensing

**Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.**

Graduated driver licensing law last amended on:

**Legal citations demonstrating that the State statute meets the requirement.**

Requirement Description	State citation(s) captured
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No
Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No
Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No

Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No
Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No

**Legal citations for exemptions to the State's texting ban:**

**Legal citations demonstrating that the State statute meets the requirement.**

Requirement Description	State citation(s) captured
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	No
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	No

No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State’s texting ban:

### 405(h) Nonmotorized safety grant

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

### 1906 Racial profiling data collection grant

#### Racial profiling data collection grant

Application Type: Official documents

#### Official documents

**Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.**

Law: No

Regulation: No

Binding policy directive: No

Letter from the Governor: No

Court order: No

Other: No

Enter other document type:

**Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:**

Requirement Description	State citation(s) captured
Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.	No
Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.	No

**Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.**

## Certifications, Assurances, and Highway Safety Plan PDFs

**Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.**

