

District Department of Transportation

# Highway Safety Office FY2022 Annual Report

December 28, 2022



# District of Columbia Highway Safety Office FY2022 Annual Report

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# Government of the District of Columbia

## Department of Transportation



The District Department of Transportation (DDOT) was established by The District Department of Transportation Establishment Act of 2002 as a cabinet-level agency responsible for the management of transportation infrastructure and operations (D.C. Law 14-137 [2002]).

Every day, over 1,000 members of the DDOT team work tirelessly to ensure that the District's roads are safe, reliable, and easy to navigate for the millions of residents, commuters, and visitors who use the transportation network each year.

## Mission

The District Department of Transportation's mission is to equitably deliver a safe, sustainable and reliable multimodal transportation network for all residents and visitors of the District of Columbia.

## Vision

The District Department of Transportation will continue to be a national leader in creating safety and mobility solutions for the existing and emerging transportation challenges within our community. We will prioritize building safer infrastructure across all 8 wards, utilize innovative technologies and strategies to reduce congestion and greenhouse gas emissions and expand our transit systems to connect residents to economic opportunities.

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# Acronyms

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

# 1. INTRODUCTION

On behalf of the Mayor of the District of Columbia and the Director of the District Department of Transportation (DDOT), the Highway Safety Office (HSO) presents the Fiscal Year (FY) 2022 (22) Highway Safety Annual Report (AR), which showcases the District's progress and achievements toward reaching the goal of zero traffic fatalities and serious injuries.

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

States must satisfy the eligibility criteria of each tier to receive funding for that tier.

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act became effective in FY2017 and added a new incentive program for non-motorized safety.

In FY 2022, the HSO program used Federal grant funds administered by the National Highway Traffic Safety Administration (NHTSA), in accordance with the State and Community Highway Safety Funds under Section 402 and the National Priority Safety Programs under Section 405 (FAST Act and MAP-21).

The Bipartisan Infrastructure Law (BIL), also known as the [Infrastructure Investment and Jobs Act](#), was signed into law on November 15, 2021. The new law increases NHTSA's budget in FY23 by more than 50%, which will allow NHTSA to make its most historic and largest investment into vehicle and highway traffic safety.

# 2. CORE PERFORMANCE MEASURES

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

In July 2021, the Metropolitan Police Department (MPD) installed a new crash-reporting application that sought to align its injury reporting with the Model Minimum Uniform Crash Criteria (MMUCC, 5th edition, 2017). A key change was reverting back to the MMUCC injury asset categories and not list the attributes as a choice in the prior application, as was the case from 2015 - 2021.

## 2.1. District of Columbia Core Performance Measures

Table 1 below provides the FY2021 and FY2022 status of the core performance measures. For 2021, the District met 10 of its 17 core performance measure targets and, based on the available data, the District anticipates meeting 8 of the 17 performance measures in 2021.

As shown in Table 1, traffic-related fatalities in the District have been relatively consistent since 2017, ranging from 23 fatalities in 2019 to 40 fatalities in 2021. With 33 traffic-related fatalities through December 20, 2022, the number of traffic fatalities in 2022 is expected to be lower than 2021 (40 fatalities) and 2020 (36 fatalities), and on par with 2017 and 2018 (31 fatalities each year).

The HSO will continue to conduct thorough reviews of all its performance measures to determine whether additional initiatives are needed to improve traffic safety on District roads.

**Table 1. Assessment of Results in Achieving Performance Targets for FY 2022 and FY 2021**

Performance Measure	Target Period	FY 2022 Target Year(s)	FY 2022 HSP Target Value	FY 2022 Result	FY 2022 Source	On Track to Meet FY 2022 Target, Yes/ No	FY 2021 Target Year(s)	FY 2021 HSP Target Value	FY 2021 Result	FY 2021 Source	FY 2021 Target Met, Yes/ No
<b>C-1) Number of Traffic Fatalities (FARS)</b>	Five-Year Average	2018-2022	29	32.6	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	No	2017-2021	30	32.2	FARS	No
<b>C-2) Number of Serious Injuries in Traffic Crashes</b>	Five-Year Average	2018-2022	343	357.8	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	No	2017-2021	365	375	FARS	No

Performance Measure	Target Period	FY 2022 Target Year(s)	FY 2022 HSP Target Value	FY 2022 Result	FY 2022 Source	On Track to Meet FY 2022 Target, Yes/ No	FY 2021 Target Year(s)	FY 2021 HSP Target Value	FY 2021 Result	FY 2021 Source	FY 2021 Target Met, Yes/ No
<b>C-3) Fatalities per VMT</b>	Five-Year Average	2018-2022	0.77	0.99	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	No	2017-2021	0.81	0.94	FARS	No
<b>C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions</b>	Five-Year Average	2018-2022	4	3.0	2018-2021, FARS; 2022 Data Unavailable	Yes	2017-2021	4	3.0	FARS	Yes
<b>C-5) Number of Alcohol-Impaired Driving Fatalities</b>	Five-Year Average	2018-2022	9	7.8	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	Yes	2017-2021	12	9.4	FARS	Yes
<b>C-6) Number of Speeding-Related Fatalities</b>	Five-Year Average	2018-2022	15	13	2018-2021, FARS; Jan. 1 - Apr. 30, 2022, DDOT & MPD)	Yes	2017-2021	16	15.6	FARS	Yes
<b>C-7) Number of Motorcyclist Fatalities</b>	Five-Year Average	2018-2022	5	6.2	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	No	2017-2021	6	6.2	FARS	No
<b>C-8) Number of Unhelmeted Motorcyclist Fatalities</b>	Five-Year Average	2018-2022	2	2.3	2018-2021, FARS; 2022 Data Unavailable	No	2017-2021	1	1.8	FARS	No
<b>C-9) Number of Young Drivers (Less than 21 Years Old) Involved in Fatal Crashes</b>	Five-Year Average	2018-2022	2	3.0	2018-2021, FARS; 2022 Data Unavailable	No	2017-2021	2	2.8	FARS	No
<b>C-10) Number of Pedestrian Fatalities</b>	Five-Year Average	2018-2022	10	13	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	No	2017-2021	12	11.6	FARS	Yes
<b>C-11) Number of Bicyclist Fatalities</b>	Five-Year Average	2018-2022	2	2.2	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	No	2017-2021	2	2	FARS	Yes
<b>B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants</b>	Annual	2022	90.0	91.0	District's Annual Seatbelt Survey	Yes	2021	90.0	95.9	District's Annual Seatbelt Survey	Yes
<b>C-12) Number of Unrestrained Passenger Vehicle Occupant Injuries, All Seat Positions</b>	Five-Year Average	2018-2022	58	68.4	2018-2021, FARS; Jan. 1 - Apr. 30, 2022, DDOT & MPD)	No	2017-2021	105	65.8	FARS	Yes
<b>C-13) Number of Alcohol-Impaired Driving Injuries</b>	Five-Year Average	2018-2022	111	95.4	2018-2021, FARS; Jan. 1 - Apr. 30, 2022, DDOT & MPD)	Yes	2017-2021	55	112.4	FARS	No
<b>C-14) Number of Speeding-Related Injuries</b>	Five-Year Average	2018-2022	500	416.8	2018-2021, FARS; Jan. 1 - Apr. 30, 2022, DDOT & MPD)	Yes	2017-2021	600	507.4	FARS	Yes



Performance Measure	Target Period	FY 2022 Target Year(s)	FY 2022 HSP Target Value	FY 2022 Result	FY 2022 Source	On Track to Meet FY 2022 Target, Yes/ No	FY 2021 Target Year(s)	FY 2021 HSP Target Value	FY 2021 Result	FY 2021 Source	FY 2021 Target Met, Yes/ No
<b>C-15) Number of Pedestrian-Related Injuries</b>	Five-Year Average	2018-2022	455	352	2018-2021, FARS; Jan. 1 - Apr. 30, 2022, DDOT & MPD)	Yes	2017-2021	470	431.8	FARS	Yes
<b>C-16) Number of Bicyclist-Related Injuries</b>	Five-Year Average	2018-2022	333	224.6	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	Yes	2017-2021	380	298.2	FARS	Yes

Table 2 shows the FY 2017 through FY 2022 grant-funded citation data for impaired driving, occupant protection, and speeding.

**Table 2. Grant Program Activity Reporting**

Description		FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
<b>A-1</b>	Number of seatbelt citations issued during grant-funded enforcement activities	3,852	2,458	1,639	1,743	2,461	1,905 / 350 warning
<b>A-2</b>	Number of impaired-driving arrests made during grant-funded enforcement activities	243	211	189	201	91	53
<b>A-3</b>	Number of speeding citations issued during grant-funded enforcement activities	1,473	1,394	1,146	2,879	5,101	2,355 / 427 warning
	Number of distracted driving citations issued during grant-funded enforcement activities	3,391	1,496	1,222	805	864	448 / 226 warning
	Number of pedestrian- and bicycle-related citations issued during grant-funded enforcement activities	1,240	914	2,493	1,199	2,829	1,363 / 409 warning

In FY2022, the HSO implemented projects focused on the following emphasis areas:

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

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

# 3. DISTRICT STRATEGIC HIGHWAY SAFETY PLAN (SHSP) 2020–2025

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

As noted earlier, the District SHSP is a Federal requirement and is central to the transportation legislation, including the most recent Bipartisan Infrastructure Law (November 2021).

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

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

## 3.1. SHSP Traffic Fatality Performance Measures

To achieve the Vision Zero goal, the District will work to reduce traffic fatalities by 69 percent—from 36 in 2020 to 11 by 2030 (Figure 1). The District also established a fatality rate goal of 0.26 fatalities per 100 VMT by 2030, compared to 1.14 in 2020 (Figure 2), a decrease of 77 percent.

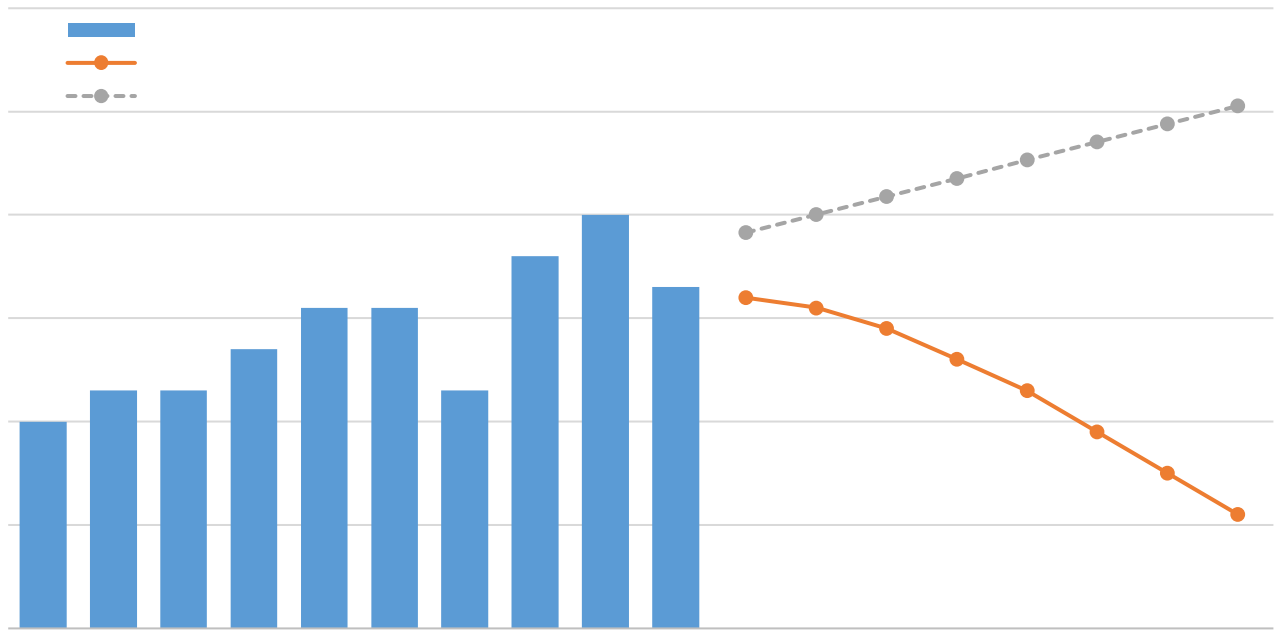


Figure 1. Traffic Fatality Goal (FARS 2013–2021, District 2022 Preliminary)

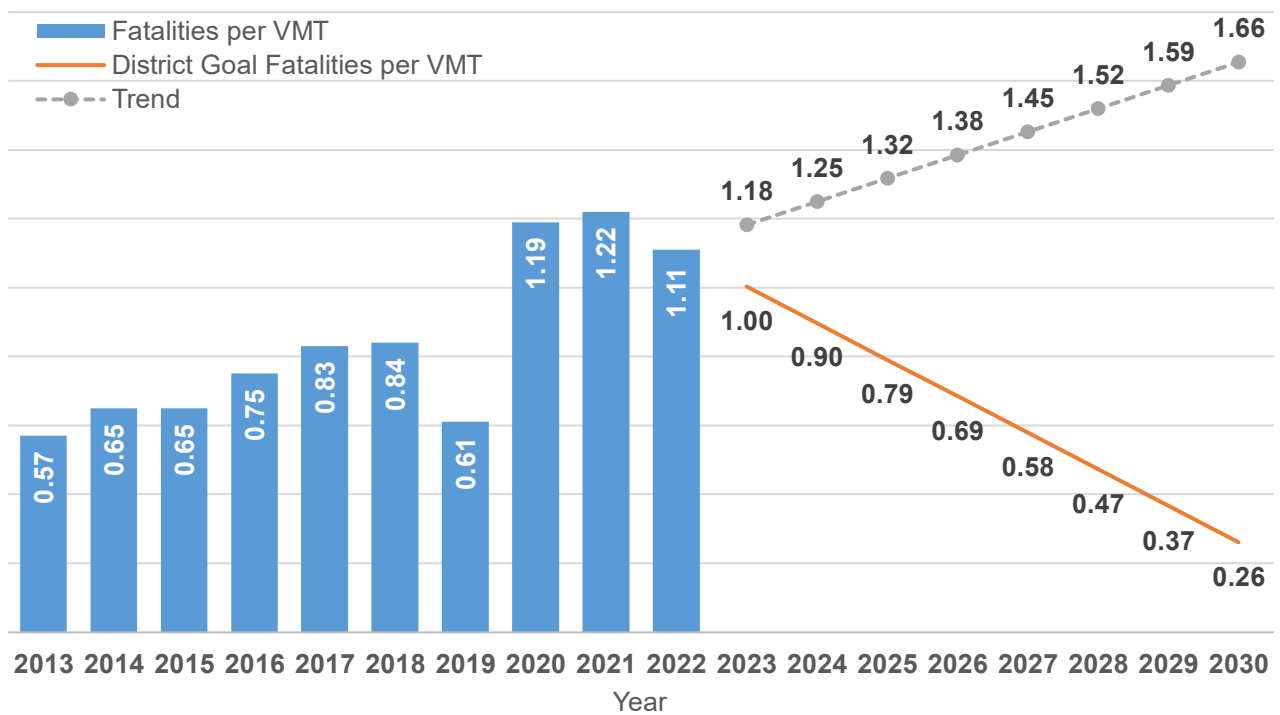


Figure 2. Fatality Rate per 100 VMT Goal (FARS 2012–2019, District 2020 Preliminary)

# 4. FY2022 HIGHWAY SAFETY PLAN FOCUS

Based on the preliminary 2022 data, impaired, aggressive driving and pedestrian-related fatalities are on the rise and continue to be a challenge. The HSO will continue to support its current efforts in FY2023 and make appropriate adjustments. The HSO are exploring the following efforts:

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

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

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

This report provides an overview of each Program Area, including performance measures and goals. The HSO 2022 programming efforts target the following safety areas:

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

# 5. DESCRIPTION AND ANALYSIS OF PROJECTS AND ACTIVITIES FUNDED

## 5.1. Impaired Driving Projects

### 5.1.1. OVERVIEW

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

The number of alcohol-related fatalities has been steadily decreasing from 16 in 2017 to a range of six to ten from 2018 through 2022..

Through the continued efforts of the HSO programs and partnership developed, the District is on track to meet the 2022 HSP goal and meeting the 5-year rolling average goal of nine.

Impaired-related injuries (involving alcohol and/or drugs) saw a steady decline from a high of 122 in 2016 to a low of 94 in 2019. However, in 2020 and 2021 due to the ongoing COVID-19 pandemic there were more risky behaviors taking place on the roads resulting in an increase in impaired injuries. There were 127 impaired-related injuries in 2020, a 35 percent increase from 2019—resulting in the District not meeting its 2020 HSP goal of 120. In 2021, , this trend continued and there were 129 impaired- related injuries. Through April 2022, there were 25 impaired-related injuries. Assuming a similar number of impaired-related injuries through the rest of the year would result in the District being on track to meet the 2022 HSP goal of 111.

## 5.1.2. PROJECT DESCRIPTIONS AND ACTIVITIES FUNDED

In March 2021, the HSO created the Impaired Driving Task Force (IDTF). The Task Force included individuals and organizations who served on the 2021 Strategic Highway Safety Plan (SHSP) impaired-driving focus group and will continue to collaborate with other traffic safety advocates as needed. The HSO manages the IDTF and developed the IDSP in conjunction with the Office of the Attorney General (OAG) Traffic Safety Resource Prosecutor (TSRP). Four meetings were held in FY2022.

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

- **Strengthen Implementation of Impaired Driving Laws.** Partner with the OAG to effectively prosecute impaired drivers and provide training to prosecutors and law enforcement on the complexities of an impaired-driving case.
- **Increase Chemical / Drug Testing.** Partner with Office of the Chief Medical Examiner (OCME) to increase the detection of drugs and other illicit substances to strengthen impaired driving cases and to reduce the testing turnaround.
- **Enhance Enforcement Efforts.** Partner with the MPD to expand saturated patrols and monitoring underage drinking at various establishments.
- **Conduct Education and Awareness Campaigns.** Partner with the Washington Regional Alcohol Program (WRAP) and the McAndrew Company to increase safety awareness throughout the District and the region.

The impaired-driving program qualified for the NHTSA 405 grant as a mid-range State. The following section summarizes projects implemented in FY2022.

## 5.2. Adjudication and Court Monitoring

Project Number/ Agency	Project Name	Awarded Amount	Amount Expended
M6OT 2022-01-00-00 / Office of the Attorney General (OAG)	DUI Prosecutor and Paralegal	\$712,524.00 FAST ACT 405d	\$692,661.36
M6X 2022-00-00-00 / Office of the Attorney General (OAG)	Traffic Safety Resource Prosecutor (TSRP)	\$198,500.00 FAST ACT 405d	\$198,500.00

### 5.2.1. BACKGROUND

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

### 5.2.2. PROJECT GOALS AND RESULTS

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

- Representing the District in litigating the most demanding and difficult impaired-driving cases, such as repeat offenders, children-in-car cases, major crash cases, and toxicology cases.
- Screening DUI cases for papering and Drug Court.
- Preparing legal pleadings for cases assigned to the DUI Prosecutors.
- Offering trial strategy and trial practice techniques to line attorneys for DUI cases.
- Advising line attorneys on plea negotiations regarding DUI cases.
- Attending and hosting DUI conferences, meetings, and trainings aimed at prosecuting DUI cases and promoting traffic safety.
- Maintaining communication and providing technical support and resources to other local and national traffic safety stakeholders.
- Educating and providing technical support and tools for prosecutors, law enforcement, highway safety professionals, toxicology personnel, and others involved in preventing, investigating, and prosecuting impaired driving and other traffic-related cases.



- Assisting and serving as a resource to law enforcement officials and prosecutors by offering expertise for prosecuting traffic safety offenses.
- Improving breath-, blood-, and urine-testing programs.
- Developing and enhancing the District's impaired-driving programs and collaborating to improve awareness and enforcement of impaired driving offenses.
- Providing legal, technical, and litigation support to prosecute impaired-driving cases.
- Strengthening District laws so adequate punishment is available and serve as a deterrent.

During FY2022, the DUI Team and the TSRP collectively completed the following:

- Screened approximately 1,180 DUI arrests, making charging decisions, reviewing body worn camera footage, requesting street and station videos, toxicology results, missing paperwork, or other evidence.<sup>1</sup>
- Closed 448 of the most complex DUI cases, such as those with multiple victims who sustained serious injuries, children in the vehicle, repeat offenders, high breath score cases, and toxicology cases.
- Filed enhancement papers on approximately 168 cases involving repeat offenders and children present in the vehicle.
- Filed approximately 145 motions for protective orders, enabling them to provide body-worn camera footage to defense counsel, while protecting the identities of civilian witnesses and victims, and regarding the police department's internal management system, PPMS, while protecting officers' private personnel records.
- Filed expert notice in 21 cases, including experts in Standardized Field Sobriety Testes ("SFSTS"), specifically the Horizontal Gaze Nystagmus ("HGN") test; experts in the breath testing instruments utilized by the various police agencies; experts in conducting toxicology testing by the Office of the Chief Medical Examiner ("OCME"), and experts in the diagnosis of opioid overdoses, the administration of Naloxone (Narcan), and its effects.
- Filed an additional 69 pleadings. Typically, these pre-trial pleadings responded to defendants' motion to suppress evidence. As predicted last year, as the courts have resumed more normal functions after the pandemic, the number of pleadings filed has increased dramatically.
- Tried 9 DUI trials (8 bench, 1 jury), taking approximately 57 hours of litigation time.

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<sup>1</sup> The 1,180 cases include some cases that were initially arrested as non-DUIs, but flagged because they showed indications of DUI impairment. It also includes cases that were papered by non-DUI prosecutors and TSRP, but had a follow-up screening by the DUI team members to ensure the case was properly prepared for DUI prosecution.

- The DUI Prosecutors and the TSRP assisted officers in drafting search warrants for 12 DUI cases this year. These cases typically involve major crashes and defendants under the influence of a combination of drugs or with high blood-alcohol levels.
- The OAG resumed referring cases to Drug Court in September 2021 and during the 2022 fiscal year, referred approximately 55 cases to Drug Court.
- During FY2022, DUI prosecutors participated in approximately 50 different training sessions, totaling approximately 241 activity hours of training that addressed prosecution of DUIs, and information about drug evaluations, DREs, SFSTs and ARIDE tests. The TSRP attended approximately 11 trainings and hosted and/or conducted an additional 25 trainings to prosecutors, law enforcement, and other impaired driving stakeholders. The TSRP presented topics at three national conferences; the TSRP National Conference in May 2022, the National Alliance to Stop Impaired Driving (“NASID”) conference in July 2022, and the Delaware Highway Safety Conference in September 2022.
- The TSRP participated in the TSRP’s “Cross Examination Project” in Birmingham, AL, where she reviewed trial transcripts from the testimony of criminal defense experts and prepared trial digests to assist prosecutors nationwide when cross examining a specific defense expert.
- The TSRP and two of the DUI prosecutors attended the Lifesavers Conference in Chicago, IL in March 2022. The TSRP attended the 2022 International Association of Chiefs of Police (“IACP”) Impaired Driving and Traffic Safety Conference in San Antonio, Texas in August 2022. The TSRP participated in the Traffic Records Coordinating Committee (“TRCC”) meetings and attended National Highway Traffic Safety Administration (“NHTSA”) Region 3 Leadership Meetings (virtual).
- The TSRP participated in some long-term projects this fiscal year. Notably, the TSRP continued to co-chair the District’s Impaired Driving Task Force and led the Social Media student video challenge project, which is slated to launch in fall FY 2023. Additionally, the TSRP collaborated with the Impaired Driving Task Force to prepare an informational brochure, “Driving Impaired is Not Worth the Risk.” The brochure features facts about how alcohol and drugs can impair driving, the criminal and administrative penalties for driving under the influence, public consumption of alcohol and marijuana, and information about ignition interlock. In January 2022, the TSRP assisted the HSO in conducting the NHTSA Impaired Driving Self-Assessment. The assessment consists of ten groups of questions organized by evaluation topics. There were at least eight meetings held in FY2022 with various agencies to discuss and score the assessment. Currently, waiting on one other agency to complete the assessment.
- The DUI prosecutors and the TSRP provided informal intra-office support to OAG attorneys in a variety of areas, including providing legal advice and caselaw to address the various aspects of prosecuting DUIs and providing templates for common and uncommon

pleadings. The DUI prosecutors and the TSRP also conducted formal trainings on various aspects of DUI prosecutions. Some of the trainings included a “Cops in Court” legal presentation at Metropolitan Police Department’s (“MPD”) Advanced Roadside Impaired Driving Enforcement (“ARIDE”) and United States Park Police (“USPP”) Standardized Field Sobriety Tests (“SFSTs”) classes, a DUI bootcamp for prosecutors that instructed on topics such as impaired driving, reckless driving, and leaving after colliding statutes and case preparation, SFSTs, and toxicology and breath testing. Moreover, the TSRP facilitated several testimony skills moot courts for prosecutors, police officers, and toxicologists.

- The TSRP provided technical support to OAG attorneys and to other District stakeholders and other TSRPs in a variety of areas, including providing statutes and jury instructions, trial materials, expert witness documents, and legislative ideas. The TSRP provided technical support to line attorneys through assistance with pretrial discovery, witness conference and court observations, training, and trial strategy discussions. Additionally, the TSRP helped secure toxicology reports from OCME and assisted with breath and toxicology litigation materials. The TSRP also worked with USCP to secure street and station videos.
- The TSRP hosted four DUI enforcement meetings that enabled stakeholders to discuss trends in DUI enforcement and facilitate collaborative opportunities. Virtual meetings were held on October 26, 2021, January 31, 2022, April 19, 2022, and September 27, 2022. The TSRP was named the District’s DRE state coordinator. As coordinator, the TSRP was responsible for ensuring that the international standards of the Drug Evaluation and Classification program are followed, oversees DRE training and the certification and recertification process. For her roles as TSRP and DRE coordinator, the TSRP actively participated on both the TSRP and DRE IACP web forums.
- The TSRP continued to serve on the Board of Directors and as the Public Policy Chair for the Washington Regional Alcohol Program (“WRAP”). On behalf of OAG, the TSRP attended board meetings and community events to support WRAP’s mission. The TSRP actively participated in DDOT’s TRCC and regularly provided updates on trends seen in DUI casework.
- The TSRP served as the point of contact for OAG for all probation show-cause matters and ensured attorneys were properly informed of any alleged probation violations committed by DUI offenders. The TSRP and DUI prosecutors regularly participated in the District Superior Court’s Drug Intervention Program (“Drug Court”), attending admission and status hearings, as well as participating in the graduation ceremonies.
- The TSRP assisted on legislative matters. For example, the TSRP furnished information to Responsibility.org on “Cannabis Laws Related to Impaired Driving and Underage Consumption in DC.” The TSRP also assisted Responsibility.org on DC’s Ignition Interlock Bill B 837, helping the organization understand the bill and its potential impact. The TSRP helped Senior Assistant Attorney General with a review of jury instruction 6.400, Driving

Under the Influence. The TSRP provided legal updates for International Association for Chemical Testing (“IACT”) monthly member digest.

- The DUI paralegal provided technical and litigation support for the DUI prosecutors and TSRP. During FY 2022, the DUI Paralegal compiled and redacted electronic discovery packets for the DUI prosecutors, TSRP, and lockup arraignment cases. The DUI paralegal provided trial prep by issuing subpoenas for officers and civilian witnesses. She also ran WALES / NCIC checks for witnesses, obtain certified convictions, request driving records, request radio runs/911 calls.
- The DUI paralegal distributed Drug Court status reports before Drug Court hearings, maintained the Drug Court log and provided monthly data to the team supervisor. The paralegal also inputted Drug Court data into the case management system.
- The DUI paralegal served as the liaison between MPD and OAG for the distribution of MPD station videos for DUI cases. She also attended regular meetings to ensure the timely preservation of the station videos.
- The DUI paralegal maintained the monthly DSA report log and distributed it to DMV for driver’s license suspensions.
- The DUI paralegal provided monthly DUI arrests data report to DDOT.

### 5.3. Adjudication and Laboratory Drug Testing

Project Number/ Agency	Project Name	Awarded Amount	Amount Expended
AL 2022-03-00-00 / Office of the Chief Medical Examiner (OCME)	Chemical Testing of Impaired Drivers	\$335,720.54 FAST ACT 405d	\$320,637.00

#### 5.3.1. BACKGROUND

The Office of the Chief Medical Examiner (OCME) is a District agency included within the Public Safety and Justice Cluster (PSJC). Found within the OCME is the Toxicology Division, which conducts postmortem and human performance analyses. Driving under the influence (DUI) and driving under the influence of drugs (DUID) casework is included in the human performance sub-group. The laboratory used grant funds to maintain a comprehensive testing panel, improve scientific knowledge and undergo inspection for international accreditation for the Breath Alcohol (BrAC) program.

The laboratory provides accurate and forensically reliable results. To facilitate the DUI and DUID testing two funded full-time positions, instrumentation, and supplies are required. The testing allows prosecutors to complete cases faster and provides metrics and information so the DDOT and other agencies can obtain more objective insight about the District's impaired-driving population and incorporate these factors into developing new and innovative behavioral mitigation measures.

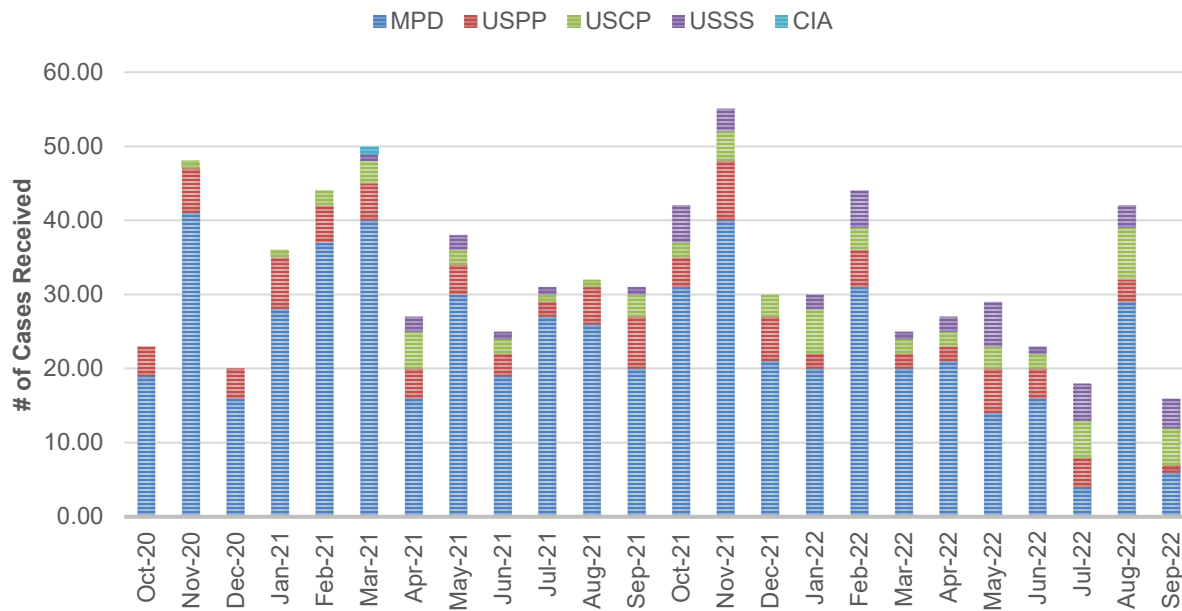
### 5.3.2. PROJECT GOALS AND RESULTS

The goals of the forensic testing at OCME are to:

1. Continue providing comprehensive DUI and DUID testing of District-suspected impaired drivers.
  - a. The laboratory utilized grant funding to procure testing and BrAC supplies, maintain the DUI urine analyzer, and maintain 2 full-time equivalent positions (grade 11 and 12).
    - i. Supplies were used and replenished throughout the year, as needed. The urine analyzer was maintained in a timely fashion and continues to be in good operating condition.
    - ii. The full-time employees were tasked with learning the assays required for DUI and DUID testing, as well as conducting a weekly case review to ensure the completeness of the DUI testing profile. A vacancy in the grade 12 position arose twice within the fiscal. The first time the vacancy was filled. However, a candidate could not be identified after the second vacancy (during 3<sup>rd</sup> quarter). As such, only the grade 11 remained filled.
2. Continue sharing data and providing information and analysis to assist stakeholders with decreasing the prevalence of DUI and DUID in the District.
  - a. Toxicology data was shared throughout the fiscal year. In addition to the quarterly reports, the laboratory supplied additional data points, upon request to a variety of partners in the PSJC.
  - b. Additionally, the Chief and Deputy Chief Toxicologists made themselves available for expert witness consulting and court room testimony, as needed.

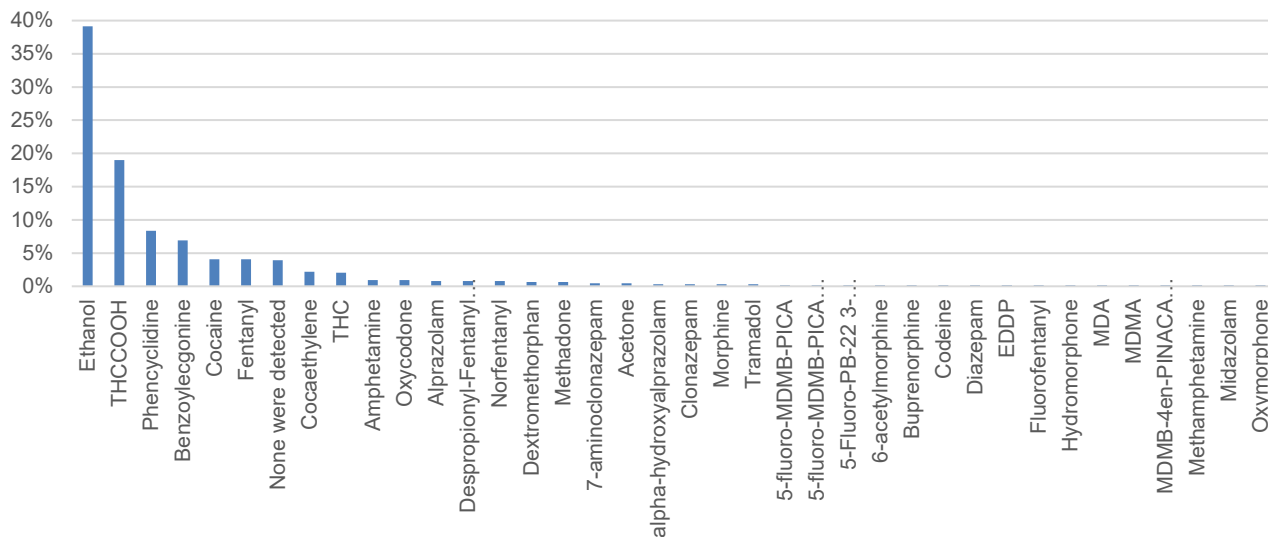
3. Improve specific services by increasing DUI and DUID chemical testing knowledge by sending toxicologists and breath program employees to forensic toxicology scientific workshops and conferences.
  - a. The travel and subsistence funding provided in FY22 enabled training to help enrich the laboratory's overall product. The following trainings were:
    - i. Internal auditor training to help prepare for the BrAC accreditation inspection (2 personnel trained)
    - ii. Intoximeters maintenance school to focus on the proper troubleshooting and maintenance of the BrAC instrumentations (1 personnel trained)
    - iii. Borkenstein alcohol course which offers intensive training on topics to include alcohol pharmacology, and legal proceedings (2 personnel trained)
    - iv. The International Association of Chemical Testing (IACT) conference which focuses on chemical testing as it relates to traffic safety (1 personnel trained)
  - b. Without the grant funds, none of these trainings would have been possible
4. To obtain international accreditation for the breath alcohol program
  - a. The BrAC program applied for international accreditation (International Standards Organization 17025) during the fiscal. As part of the process, the organization sent an inspector on-site to review policy, and procedures, as well as interview the employees. The program is expecting its official accreditation certificate to be approved during 1st quarter of FY23.

In FY2022, the forensic toxicology laboratory received 381 cases with November (55 cases), and February (44 cases) being the highest individual months. October 2021 and August 2022 tied for third with both months receiving 42 cases each. Figure 3 reflects the number of cases received during fiscal years 2021 and 2022. Their numbers were similar with only a 6% decrease in FY22.



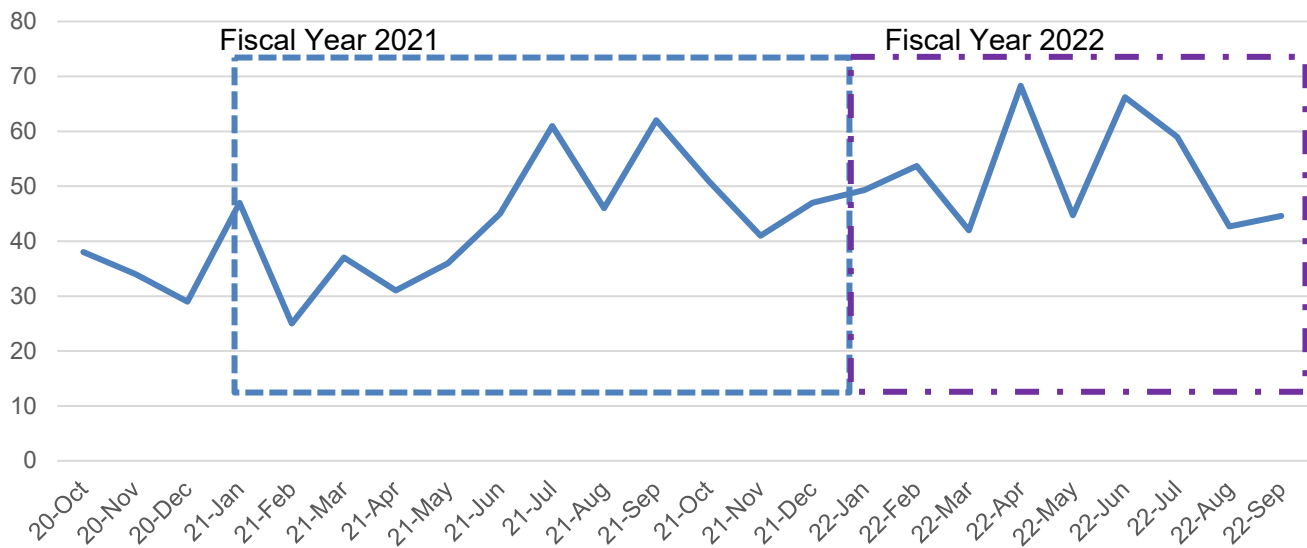
**Figure 3. Number of DUI Cases Received by each Agency in FY 22**

Analysis of analytes, such as alcohol, phencyclidine, cocaine, heroin, fentanyl, anxiolytics (benzodiazepines), and synthetic cannabinoids remained within the panel. This, combined with the rapid initial test screening capability of the urine analyzer (purchased with FY2019 funds), allowed for the laboratory to maintain its comprehensive testing panel. A review of the drug data from fiscal year 2022 revealed the most prevalent drugs encountered (Figure 4) in suspected driving under the influence cases were ethanol (39%), THCCOOH (19%), and phencyclidine (8.3%).



**Figure 4. FY 2022 DUI Drug Prevalence**

The laboratory had two major challenges in FY22, as it pertains to DUI and DUID. The first was that not all of the instruments that are routinely used for DUI and DUID analyses were covered with maintenance plans. As such, when an instrument fails the staff have to determine the reason for the failure and fix it. This process can be time consuming and ultimately leads to testing delays. The second challenge was identifying a proper candidate to fill the vacant grade 12 position. Interviews were held, but the qualifications needed to fill a mid-level toxicologist role were not met. The understaffing of the grant, also led to delays in testing, assessment and reporting of the cases. Ultimately, these two factors resulted in an increase in TAT in FY22, as compared to FY21 (Figure 5).



**Figure 5. Average Turnaround Time**

The OCME also operates the District’s Breath Alcohol program. Typically, the Breath Alcohol Program Manager conducts four separate 40-hour trainings for MPD officers to certify them as Breath Alcohol Operators. The training is a necessary part of ensuring officers are prepared to conduct and attest to an evidential breath ticket they generated. At the end of FY 2022 the District had 111 active breath alcohol operators. Due to other priority public safety initiatives, only 1 class of eleven new operators was graduated. However, by holding 2 re-certification classes, twenty officers were able to maintain their credentials and therefore continue to conduct this work.



The most breath tickets were taken during the month of November, followed by March, and then October with 39, 27, and 26 breath tickets taken, respectively. In an effort to continue to maintain continuity of operations for DUI and DUID enforcement, the BrAC program offered both in-person and written examination options to ensure MPD officers remained certified during the pandemic and were able to continue their enforcement efforts. Funds provided this fiscal year were also used to ensure accurate calibration of the barometer used during EC/IR II instrument certifications. Finally, the breath program underwent its accreditation inspection in the fourth quarter of the fiscal year.

## 5.4. DC Public Information and Education and Youth Outreach on Impaired Driving

Project Number/ Agency	Project Name	Amount Awarded	Amount Expended
M6X-2022-01-00/ Washington Regional Alcohol Program (WRAP)	FY2022 DC Public Information and Education and Youth Outreach on Impaired Driving	\$133,650.00 (FAST ACT 405d)	\$98,130.49

### 5.4.1. BACKGROUND

The nonprofit [501(c)(3)] Washington Regional Alcohol Program (WRAP) is a coalition of diverse interests that uses effective education, innovative programs, and targeted advocacy to end alcohol-impaired driving and underage drinking in the Washington, DC metro area. Through public education, innovative health education programs, and advocacy, WRAP is credited with keeping Metro Washington area alcohol-related traffic deaths lower than the national average. WRAP, however, may best be known to area residents for the organization’s popular free safe-ride service for potential drunk drivers—SoberRide®, a public safety initiative. Since 1991, WRAP has provided 82,735 no-cost, safe rides home for Greater Washington residents who otherwise might have driven impaired.



### 5.4.2. PROJECT GOALS AND RESULTS

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

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

With the official limitations placed on gatherings of people and the closure of restaurants out of caution and social responsibility being eased, FY2022 SoberRide ridership increased dramatically from 360 in FY2021 to 2,328 in FY2022; a 547 percent increase. WRAP partnered with Lyft to provide a safety net for drivers in the metropolitan DC area.

The following is a summary of the FY2022 campaigns:

- 2021 Halloween SoberRide® campaign. Nearly 800 (777) persons, who otherwise may have driven home drunk, took advantage of free safe rides to area residents -- the second highest level of ridership for that holiday in SoberRide's 30-year history.
- 2021 Holiday SoberRide® campaign. Provided nearly 500 (461) free safe rides to persons during the December holidays (December 17, 2021 – January 1, 2022) including 285 over New Year's, alone, to persons who otherwise may have driven home drunk. For its hours of operation just on New Year's, such level of ridership translates into SoberRide® removing a potential drunk driver from Greater Washington's roadways every 75-seconds.
- 2022 St. Patrick's Day SoberRide® campaign. Provided nearly 500 (482) free safe rides to persons during St. Patrick's Day 2022 (March 17 – 18). For its hours of operation, such level of ridership translates into SoberRide® removing a potential drunk driver from Greater Washington's roadways every minute-and-a-half.
- 2022 Cinco de Mayo SoberRide® campaign. Provided nearly 200 (173) free safe rides to persons during Cinco de Mayo 2022 translating to removal of a potential drunk driver from Greater Washington's roadways every four minutes. WRAP officially launched its 2022 Cinco de Mayo SoberRide® campaign at a May 5, 2022 socially-distanced news conference held in Arlington, Virginia featuring Arlington County Police Chief Andy Penn and Assistant Attorney General for the District of Columbia Melissa Shear.
- 2022 Fourth of July SoberRide® campaign. Provided 435 free safe rides to area residents who otherwise may have driven home impaired over the summer holiday. The July campaign included additional support from Amazon further fortifying the drunk driving-prevention effort.

- WRAP partnered with the MWCOCG to produce its 29<sup>th</sup> annual How Safe are Our Roads? A Data Report on the Impact of Drunk and Drugged Driving on Highway Safety in the Washington-Metropolitan Region (December 2021). This report is posted online at: [https://wrap.org/wp-content/uploads/2021/12/HSAOR\\_Final\\_2021\\_-1.pdf](https://wrap.org/wp-content/uploads/2021/12/HSAOR_Final_2021_-1.pdf)
- Produced and released online, WRAP's 20-page and full-color summer 2022 newsletter, the *WRAP Reporter*, on August 30, 2022. In addition to posting online, 1,000 copies were printed with private funds and mailed to WRAP's 600+ person mailing list. Link to the newsletter: [https://wrap.org/wp-content/uploads/2022/08/WRAP\\_Reporter\\_Summer\\_22.pdf](https://wrap.org/wp-content/uploads/2022/08/WRAP_Reporter_Summer_22.pdf)
- WRAP hosted its 39<sup>th</sup> Annual Meeting virtually on October 22, 2021, where the organization elected both new officers as well as eight Directors and or Members and recognized over two-dozen individuals and businesses in the fight against impaired driving and underage drinking via its annual WRAPPY Awards. Awardees included District of Columbia Department of Transportation. Event may be viewed online at: <https://youtu.be/t4893LHWaIA>
- WRAP hosted its hybrid (in-person and virtual) 24<sup>th</sup>-annual Law Enforcement Awards of Excellence for Impaired Driving Prevention ceremony on December 10, 2021, in McLean, Virginia. In the presence of featured speakers Congressman Gerry Connolly (D-VA), Metropolitan Washington Airports Authority Police Deputy Chief J.L. Wasem and event MC Melissa Mollet (*NBC Washington*), WRAP honored 17 local law enforcement professionals with its 2021 Law Enforcement Awards ceremony at the Tysons Galleria's Maggiano's Little Italy. Honored police officers included Officer Ryan Corrigan, United States Capitol Police; District Officer Margodane Vanriel, Metropolitan Police Department; Corporal Stephen Mann, Metropolitan Washington Airports Authority; and Officer Benjamin R. Tomasiello, United States Park Police.
- WRAP partnered with Metropolitan Police Department on December 23, 2021, in Washington, D.C on the 106.7 The Fan's "Sports Junkies" radio show. This was the 17<sup>th</sup> annual on-air "wet lab" -- showcasing the real-time effects of alcohol impairment while simultaneously calling for safety driving during the winter holidays.
- WRAP continues to serve as a lead resource on a number of impaired driving-related issues to a host of audiences from participating in the NHTSA virtual launch of the national 2021 *Drive Sober or Get Pulled Over* campaign, a key member of the District's Impaired-driving Taskforce; and various media placement, including feature interviews on several stations such as NBC Washington, WDM-TV, WTOP News, WMAL News, Capital News Service, iHeartRadio stations (WMZQ, WASH, HOT 99.5, DC-101 and BIG 100), amongst others.



- WRAP worked with area school systems to actively market (both online, including facilitated webinar versions of such, and in-person) and slot its alcohol education program, *Alcohol Awareness for Students*, culminating in a total of 22 presentations given and 594 students reached in Greater Washington area schools during FY2022.
- On December 16-17, 2021, and May 18-19, 2022, WRAP presented in-person its Alcohol Awareness for Students program at School Without Walls, Washington, D.C. with six presentations total reaching 148 students.
- WRAP developed and launched its new Alcohol Awareness for Students webpage (<http://wrap.org/students/>) in FY2021 and continued to market the alcohol-education program to area schools during FY2022.
- With support from partner GEICO, WRAP continued dissemination of its digital 2021-2022 *School Resource Guide to Preventing Underage Drinking* (<https://wrap.org/youth-guide/>) – WRAP’s annual educational guide on area underage drinking laws and consequences, related facts, statistics, and more.
- During FY2022, WRAP has continued to update the interactive PowerPoint presentation used for WRAP’s workplace, alcohol education program, Safe And Vital Employees (SAVE), including adapting it for distance learning, and continued marketing the presentation (including interfacing with U.S. military personnel regarding the scheduling of virtual SAVE presentations during the continuing COVID-19 pandemic).
- WRAP conducted a virtual presentation of WRAP’s Safe And Vital Employees (SAVE) program on February 17, 2022 to staff at the U.S. Army’s Fort Belvoir in Fort Belvoir, Virginia reaching over 500 (553) military personnel and civilians.
- WRAP released its annual parent-education initiative, *Ten Tips for a Safe Summer* on May 19, 2022. The spring parental outreach included developing a unique infographic for social media regarding ways to combat both teen drinking and impaired driving during the summer months (the fall version can be viewed here: <https://wrap.org/wp-content/uploads/2022/09/Ten-Tips-for-Parents-Fall-2022-Final.pdf>).



## 5.5. Education and Outreach

Project Number/ Agency	Project Name	Amount Awarded	Amount Expended
PS 2022-08-01-00 / FHPE- 2022-01-00-00/ Metropolitan Washington Council of Governments (MWCOG)	STREET SMART	\$133,367.89 NHTSA 402	\$133,367.89
		\$66,632.11 NHTSA 405h	\$ 66,632.11

### 5.5.1.BACKGROUND

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

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

### 5.5.2.PROJECT GOALS AND RESULTS

The goals of the regionwide Street Smart campaign are to:

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

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

The following is the annual report of activities and results of the Street Smart public awareness and enforcement campaign for FY2022.

## Event Kickoff Campaigns

### Fall 2021 Launch Event

The fall kickoff event occurred on November 4<sup>th</sup> in Oxon Hill, MD (5410 MD-210). As daylight hours decrease, it's imperative for local safety officials to remind motorists, pedestrians and bicyclists to be extra vigilant.



Speakers included:

- Chrissy Nizer, Maryland Motor Vehicle Administrator
- Everett Lott, District Department of Transportation Acting Director
- John Saunders, DMV's Virginia Highway Safety Office Director
- Major Nickie Smith, Prince George's County Police Department Special Operations Division Commander
- Martin L. Harris, Acting Director, Prince George's County Department of Public Works and Transportation
- Kenniss Henry, mother of Natasha Pettigrew, who was killed while biking in Prince George's County

### Spring 2022 Launch Event

On April 26, 2022, *Street Smart* launched the spring campaign at 1560 Wilson Blvd in Arlington County, VA, near the site of recent safety improvements including a new bike lane, safer crossings at intersections, and floating bus stop.



Speakers included:

- Christian Dorsey, Arlington County Board Vice Chair, COG Board Chair
- Takis Karantonis, Arlington County Board Member
- Charles Penn, Arlington County Police Department Chief
- John Saunders, DMV's Virginia Highway Safety Office Director
- Sharon Kershbaum, District Department of Transportation Deputy Director
- Dennis Leach, Arlington County Department of Transportation Director
- Benjamin Gates, Professional Cellist and Crash Survivor

Against the backdrop of the testimonial wall exhibit, the launch event opened with a cello performance by Benjamin Gates, a professional musician and crash survivor. Officials also called attention to area police departments' heightened enforcement of pedestrian and bicycle safety laws to take place in April and May. Immediately following each event, law enforcement conducted live law demonstrations for the media.

### 5.5.3. OUTREACH

Street Smart's "Lives Shatter on Impact" testimonial wall was adapted to be deployed during the pandemic as contactless environment installation. The exhibit traveled to locations across the region so members of the public could hear those affected by a serious or deadly crash talk about the aftermath and impact on their lives.



The display reinforced the need for drivers to always be looking out for people walking and biking and gives everyone reasons to be more alert and follow traffic safety laws. The display included an educational wall in English and Spanish with written stories and photographs as well as a large video screen showing short films and photos of affected families across the region. Partnerships with WMATA, local jurisdictions, universities, brought the display to Metrorail stations, government service buildings, and popular shopping areas across the region. The display traveled around the region totaling 243 days of outreach at 24 locations; 7 locations were held in the District.

417 exhibit visitors from all 24 locations responded to an iPad survey set up on a stand near the display. After seeing the display:

- 90% of respondents reported knowing more about local pedestrian safety issues.
- 93% of respondents said they will be more careful to stop for pedestrians if driving.



Outreach included a week-long installation in Union Station for World Day of Remembrance which included a Chalk Memorial Wall in partnership with DC Families for Safe Streets.

## *Paid Media*

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

**51.3 MILLION  
ESTIMATED  
PAID MEDIA  
IMPRESSIONS**

## *Over-the-Top / Connected TV Advertising*

The video testimonials (30-second television spots) streamed adjacent to major broadcast, cable, and news network content on connected TV devices (Roku, Amazon Fire, Xbox, AppleTV, etc.), reaching viewers nearly 3.6 million times during the fall and spring campaigns.

## *Digital Ads*

Digital media ads ran from November 18<sup>th</sup> to 28<sup>th</sup>, 2021 and April 25<sup>th</sup> to May 23<sup>rd</sup>, 2022 across YouTube, Twitter, and the Google Display Network, with emphasis on the 15-second video spots and driving viewers to the testimonial website. The digital toolkit was distributed to partners across the region to reach a larger audience through social media channels.



**Figure 6. Testimonial TV Spot/Online Video**

- 7,636,638 impressions
- 7,650 clicks
- 3,853,205 completed video views (50% average video completion rate)



## Bus Ads

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

- 200 tails, including 25 bonus tails, with 350 bonus interior bus cards on WMATA's Metrobuses from November 1<sup>st</sup> to 28<sup>th</sup>, 2021.
- 200 tails, including 25 bonus tails, 350 bonus interior bus cards on WMATA's Metrobuses from April 25<sup>th</sup> to May 22<sup>nd</sup>, 2022.



## Donated Media

Street Smart increased message reach by leveraging many opportunities to work with jurisdictional partners and media outlets. Paid media effort was supplemented by donated message placements, including additional interior bus cards, exterior bus ads, partial bus wraps, and transit shelters. Many of these remained in place after the campaign ended for the season. The estimated total donated media value exceeded \$650,000. Below are media placed in the District only; 27 percent of donated media.

## ADDED VALUE

Paid media value-add benefits including negotiated public service ad rates, bonus television PSAs, bonus gas station locations, window clings, and overrides on outdoor ads totaled more than **\$314,000**.

Media	Jurisdiction/Agency	Duration	Value
Junior Billboards	DDOT/Clear Channel (DC)	8 weeks	\$ 84,706
Transit Shelters	DDOT/Clear Channel (DC)	8 weeks	\$ 41,294
Digital Shelters	DDOT/Clear Channel (DC)	8 weeks	\$ 42,273
Exterior Bus Tails	DDOT/Circulator (DC)	12 months	\$ 4,800
Interior Bus Cards	DDOT/Circulator (DC)	8 weeks	\$ 3,412
Bus Shelters	Howard University (DC)	8 weeks	\$ 1,412
<b>TOTAL</b>		93 weeks	\$ 177,897

## Donated Media Examples

Thanks to a successful earned media campaign and a generous amount of in-kind donations from paid media vendors and jurisdictional partners, Street Smart delivered nearly ten-fold its annual campaign budget in total campaign value. Combining added value with earned and donated media and services, the fiscal year 2022 Street Smart program garnered more than \$8.9 million in overall campaign value on a budget of \$820,000.

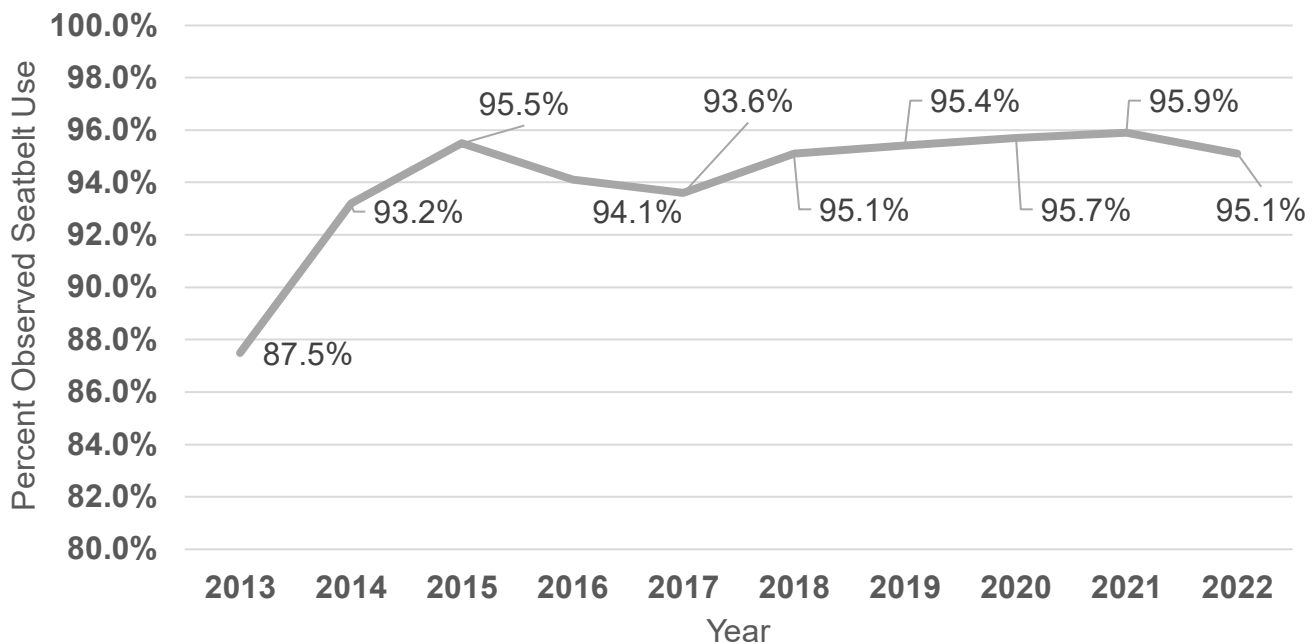
EFFORT	VALUE
Earned Media Publicity Value	\$7,158,553
Paid Media Added Value	\$314,092
Donated Media Value	\$654,341
Campaign Budget	\$820,000
<b>TOTAL CAMPAIGN VALUE</b>	<b>\$8,946,986</b>

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



# 6. OCCUPANT PROTECTION PROJECTS

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



**Figure 7. Percent Observed Seatbelt Use for Passenger Vehicles**

Unrestrained fatalities has fluctuated in the past ten years from the low of zero fatalities in 2013 to six in 2016. In 2019 and 2020, there were five unrestrained fatalities, an increase from prior years, however the number decreased to one in 2021. 2022 unrestrained fatality data is unavailable as of the time this report was developed, however, unless the District met the 2021 HSP goal of 4.0 and is on track to meet the 2022 HSP of 4.0 based on the five-year rolling average projections.

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

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

The occupant-protection program qualified for the NHTSA 405 grant as a high-rate use State. The following section summarizes the projects implemented in FY2022.

## 6.1. Child Passenger Safety

Project Number/ Agency	Project Name	Amount Awarded	Amount Expended
OP-2022-05-01-00/ M1CPS- 2022-05-01-00 District Department of Transportation (DDOT)	Child Passenger Safety (CPS) Program	\$47,452.11 FAST ACT 402	\$47,074.00
		\$60,000.00 FAST ACT 405b	\$21,000.00

### 6.1.1. BACKGROUND

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

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



### 6.1.2. PROJECT GOALS AND RESULTS

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

For FY2022 the District Project Safe-Child provided the following:

- Conducted 45 virtual inspection appointments.

- Distributed 755 child-restraint seats at various locations, such as Capitol Hill Pregnancy center, Children’s National Medical Center, Medstar Washington Hospital Center, George Washington University Hospital, Loving Care Day Nursery and Sibley Hospital (new for FY2023).
- Installed and inspected over 1,270 child-restraint seats at MPD and DMV locations and at various events throughout the District. DDOT partners with the MPD, DMV, Safe Kids District of Columbia, DC Emergency Medical Services for Children, and DC Department Fire and EMS to make this possible
- Conducted 12 2-hour workshops on the importance of using of car seats were conducted District-wide which included 200 parents and caregivers.
- Conducted 9 workshops with the Office of the State of Superintendent of Education on The Pre-cautions of Transporting Children, educating over 400 participants.
- Held various events throughout the District as COVID restrictions lifted:
  - Howard University/ AmeriHealth Caritas DC Virtual Baby Shower 60 participants;
  - Virtual Seat Check Saturday, collaborative event that worked between the three jurisdictions (District, Maryland, and Virginia), 90 appointments, 63 car seats inspected;
  - Child Passenger Traffic Safety materials was provided at Open Streets, 7th Street and Connecticut Avenue
  - Fit4MOM Car Seat Check-up Event - 35 car seats were properly installed
  - Spring Valley Pediatrics Car Seat Check-up Event - 6 car seats properly installed
  - La Petite Academy Car Sat Check-up Event - 17 car seats were properly installed
  - Matthews Memorial Church – 23 car seats were properly installed
  - National Night out provided 50 traffic safety packages.
  - Carlos Rosario Public Charter School – 66 car seats were properly installed.



**Figure 8. Car Seat Event at Carlos Rosario – National Car Seat Check Saturday**

In FY2022, 2 new CPS instructors were certified, 6 technicians recertified, and 19 new technicians were certified. Resulting in a total of 52 Certified Technicians and 6 Certified Instructors in the District with the skills, experience, and knowledge required to educate parents and caregivers on the proper selection, installation, and use of their child safety seats.

The CPS coordinator also participated in several conferences, including:

- Lifesavers National Conference on Highway Safety Priorities.** Safety Techs, Implementation Plan meeting; Younger Seat Belt Safety Education, Making Traffic Safety a Priority in Your Community; Revelations through Research Advancements in Child Passenger Safety; Special Needs Seats / Lifesavers, Navigating Child Passenger Safety Education Through a Virtual Landscape; and Addressing Current Social Issues: Building Relationships and Eliminating Biases, Periscope by General Motors.



- KIDZ in Motion Conference.** Develop an inclusive Child Passenger Safety Community through collaboration, networking, and mentoring Educate and inspire passion for Child Passenger Safety Create a positive, respectful, and interactive learning environment.

Webinars with:

- CPS Coordinator’s Meeting/National Child Passenger Safety Board.** Webinar Leaving on a Jet Plane and Bringing the Kids: Automotive Safety Program Basics of Child Passenger Safety: State Farm and the Safe Kids Certification program Good baby

International: Product Update: CPS in Emergency Vehicle: Grow Your Own CPS Social Media Presence: Pediatric Vehicular Heat Stroke Prevention: Train the Trainer - How to Give Effective Distracted Driving Presentations in Your Community: Building Health Care Provider Awareness of Child Passenger Safety: FY 2022 CPS Coordinators: Child Passenger Safety Week Planning Resources

- **Tri regional.** Zoom - Occupant Protection Bootcamp - reference sources to enrich your OP Program
- **Stork's Nest DC Planning Meeting** - Outline Logistics for Car Seat Safety Voucher Program.
- **ALL FAN Family Advisory Network.** Zoom – Transporting Children on Ambulance; Coordination of Pediatric Care - Emergency Medical Services for Children (EMSC)
- **Children's National Hospital.** Webinar - Achieving Better Collaboration (ABC) for Children 2021-2022 Series
- **MPD Traffic Safety Division.** Zoom CPS program existence and the non-routine of the certified technician
- **Tot Squad. Bobby Webinar** – Why it's important to have a doula Support family from birth and beyond: seeking out technicians
- **Voucher Program Distribution Sites.** In FY2023, increased the number of distribution sites from 13 in FY2022 to 19 in FY2023; 46 percent increase. The new partnerships are with Martha's Table, Mary's Center, Help Me Grow (DC Health Department), Mamatoto Village, Stock's Nest, and Mary Elizabeth House.



## 6.2. Observational Seatbelt Survey

Project Number/ Agency	Project Name	Amount Awarded	Amount Expended
M1X 2022-05-01-00 Howard University	Observational Seatbelt Survey	\$200,000.00 405b High	\$183,300.00

### 6.2.1. BACKGROUND

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

### 6.2.2. PROJECT GOALS AND RESULTS

#### *Determine District's 2021 and 2022 Seatbelt Use Rate*

Typically, the District's annual seatbelt survey is conducted in May in tandem with high visibility enforcement campaign (Click It or Ticket; (CIOT)); however, due to COVID-19, NHTSA issued a waiver to allow States to reschedule the survey by the end of the calendar year 2020 and 2021. In 2022, the seatbelt survey reverted back to the normal schedule, after the CIOT campaign.

In 2021, NHTSA conducted a review of the Uniform Criteria for State Observational Survey of Seat Belt Use Certification form (section 1340.10 of the final rule) and supporting documents and determined that the District is fully complaint with the site selection requirements. This is reviewed every 5 years.

The surveys were conducted at a total of 150 locations throughout the District observing seatbelt usage by both the driver and the front seat passengers, between November 1 to 30, 2021 and between June 6<sup>th</sup> to 26<sup>th</sup>, 2022. The results are shown below:

	Seat Belt Use Rate	Standard Error
2021 Observation Survey	95.9 percent	0.2 percent
2022 Observation Survey	95.1 percent	0.4 percent

The 2022 survey also revealed the highest seat belt use compliance (97.24%) was observed in Ward 2, which had approximately 13% of the total survey sites. The lowest percentage of belted occupants was obtained in Ward 6 (93.26%) where 12% of the total survey sites were observed.

The District's seatbelt use rate has been above the national average of 86 percent since 2012.

## 6.3. Improving Motor Vehicle Restraints for Children with Special Needs

Project Number/ Agency	Project Name	Amount Awarded	Amount Expended
M1X 2022-05-02-00/ Children's National Medical Center/Safe Kids DC	"Improving Motor Vehicle Restraints for Children with Special Needs"	\$49,982.00 (FAST ACT 405b)	\$37,158.14

### 6.3.1. BACKGROUND

The Children's National Medical Center (Safe Kids DC) is one of over 400 coalitions across globally that make up the Safe Kids Worldwide network and is dedicated to preventing unintentional injuries in children through educational programs and outreach activities.

For FY2022 Safe Kids DC partnered with the HSO to focus on the safe means of transporting children with special health care needs that require additional care for their physical, developmental, behavioral and/or emotional differences than their typically developing peers. One in five children in Washington, DC has a special health care need and often need special occupant protection devices to safely ride in motor vehicles. Yet 70% of children with special physical needs are riding unrestrained or improperly restrained when in a car with their families, far higher than the 15% of normally developing children, indicating the need for safe restraint education and support for these families. Even providers who routinely work with children with special needs may not feel comfortable offering solutions to common motor vehicle restraint issues. Finding information on safe occupant transporting systems and behaviors can be very complex. These parents have many competing demands for their limited time and deserve easy and accurate information on how to keep their children safe in motorized vehicles.

### 6.3.2. PROJECT GOALS AND RESULTS

1. To increase parental knowledge around motor vehicle occupant safety for children with special needs by 40% immediately and 3 months after education.
2. To increase Children's National Physical Medicine and Rehabilitation Department staff self-efficacy in offering developmentally appropriate motor vehicle restraint options by 30% immediately post and 3 months post intervention.
3. To increase parental self-report of safer motor vehicle transportation practices for children with special needs by 20% in 6 months.

This project was significantly delayed due to administrative contract issues between DDOT and the Children’s National Office of Grants and Contracts, which involved reissuing the purchase order for work to begin in May 2022. However, the Safe Kids team and the HSO staff met monthly via Teams meetings to discuss the project activities and worked diligently providing in-



kind support in the interim to complete key deliverables for the project on time and within budget, i.e., surveys, recruitment materials, scripts for educational videos, vendor sourcing, etc. Unfortunately, due to the delays the baseline and post intervention surveys were developed in both and English and Spanish but were not distributed and completed for the analysis. The results of these will be completed and shared with the HSO in FY2023.

The educational video series “Keeping Your Child Safe While Driving” was completed in September and are posted on the [Children’s National Website](#) under “Resources for Families” both in English and Spanish. The four videos were:

- **Behavioral Health Needs.** Families of children with special needs also report significant behavioral issues that can interfere with safety while riding in the car. Three quarters of families who have children with autism spectrum disorder reported that their child escaped from vehicle restraints while they were driving, which can be very distracting to a driver. One in five parents reported that their child had aggressive or self-injurious behaviors that affected the safety of those in the car, including the driver. Many parents may resort to using after-market devices to secure their child, which are not recommended and may make them more unsafe in the event of a crash.
- **Medical Equipment.** Children with significant medical issues may have a tracheostomy with a ventilator and also require oxygen. Despite how vital this technology is to the life of the child, on average only 8% of medical equipment is properly secured while riding in a motorized vehicle. This could lead to malfunctioning equipment that could threaten the life of the child or even cause a crash. If not properly secured, this heavy equipment can also pose a risk to drivers and other passengers during both during normal driving and in an accident.

- *Using a Wheelchair.* It is recommended that children with special needs use a passenger seat or specialized car seat when riding in a motor vehicle, as they have a higher risk of injury if they are involved in an accident. For some children, this is not feasible, and they must be transported in their wheelchair. When being transported seated in a wheelchair, the wheelchair tiedowns and occupant restraint system must be utilized. However, not all wheelchair models can accommodate tie downs and comply with safety standards for transportation, leading to unsafe restraint practices. People who are trained to use a wheelchair for transportation have better ability to safely secure the wheelchair.



- **Physical Needs.** Children with physical needs have a hard time using a conventional car seat, especially if they have tight muscles or low tone.

The virtual webinar was conducted on September 28, 2022 at 7:45am EST at the Physical Medicine & Rehabilitation (PM&R) Department Staff Meeting. There were approximately 30 in-person attendees and 12 virtual attendees, consisting of physical therapists, occupational therapist, PM&R physicians, nurse practitioners and fellows. Upon conclusion of the presentation, Dr. Shin was approached by several colleagues (therapists and physicians) with feedback that the presentation was very practical and informative. They expressed gratitude that this topic was being addressed through this project as there is a huge information gap. Many requested the presentation to be shared as an educational tool. There were also collaborative discussions on how to improve processes to better serve this high-risk population at Children's National Hospital, and how to spread this knowledge internally as well as with the community.

# 7. AGGRESSIVE-DRIVING PROJECTS

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

Speeding-related fatalities in the District reached a high of 17 in 2017 and have fluctuated between 17 and 13 since. Through the end of April 2022, there have been four speeding-related fatalities in 2022. Assuming a similar number of speeding-related fatalities the rest of the year, the District is on track to meet the 2022 HSP goal of 15.

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

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

Refer to Paid Media and Law Enforcement sections for the projects implemented in FY2022.

## 8. PEDESTRIAN AND BICYCLE SAFETY PROJECTS

Pedestrian and bicycle safety remain top priorities for the District. The District has an ambitious mode share target for non-single-occupancy-vehicle trips that implies a high and growing proportion of trips either consist of walking and cycling, or begin and end with walking, which is the case for the majority of transit trips. However, people outside of the safety of vehicles are vulnerable to intense and sometimes fatal forces when struck by drivers, and therefore are typically framed as vulnerable road users. The District prioritizes safety efforts for these groups across all programs.

According to 2020 FARS, there were 10 pedestrian-related fatalities; an 11 percent increase from 2019; however, the District met its 2020 HSP goal of 15. Based on available data for 2021, there were 12 pedestrian fatalities between January and September 30, 2021. During the Covid public health emergency, pedestrian deaths in particular have been higher than they had been in years. District values for these deaths in FY2022 remain stubbornly and unfortunately high: 19 in FY22 vs. 13 in FY21 (District fatality records). Bicyclist fatalities in the District have fluctuated in the past 10 years, from zero in 2012 to a high of 3 in 2018, as Figure 22 shows. According to 2020 FARS, there was 1 bicyclist fatality; a 66 percent decrease from 2018, meeting the District's 2020 HSP goal of 5. Currently, based on 2021 preliminary data, there were 3 bicyclist fatalities between January and September 30, 2021. Unfortunately, the District is not on track to meet the 2021 HSP goal., and are generally quite low. In FY21 and FY22, the District had 4 and 3 bicyclist fatalities, respectively (District fatality records). Bicyclist injuries have decreased from a high of 414 in 2017 to 191 in 2020; a 43 percent reduction. The District met its 2020 HSP goal of 415. Currently, based on 2021 preliminary data, there were 182 bicyclist-related injuries between January and September 2021 in FY2022 (October 2021 – September 2022). The District is on track to meet the 2021 HSP goal of 383, which was based on the 5-year rolling average projection. The HSO continues to partner with various agencies to incorporate proven, effective pedestrian and bicyclist strategies to help address nonmotorized safety. These include:

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

The pedestrian and bicycle program qualified for the NHTSA 405 grant. The following section summarizes the projects implemented in FY2022.

## 8.1. Education And Outreach

Project Number/ Agency	Project Name	Amount Awarded	Amount Expended
FHX-2022-01-00-00/ Washington Area Bicycle Association (WABA)	Community Outreach and Education	\$49,963.00 FAST Act 405h	\$40,040.91

### 8.1.1.BACKGROUND

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

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

### 8.1.2.PROJECT GOALS AND RESULTS

WABA coordinated and hosted the 6<sup>th</sup> annual Washington Region Vision Zero Summit on September 13, 2022. It was held primarily via Zoom from 9 am to 5 pm with an optional in-person gathering at Buena Vida Gastrolounge in Arlington, VA between 7 pm and 9 pm. The summit focused on “Safe Streets for All: A Safe Systems Approach” highlighting the principle that no one should be killed or injured when using the road system and focusing on the five elements of the safe systems; Safe Road Users, Safe Vehicles, Safe Speed, Safe Roads, and Post-Crash Care. DDOT, Vision Zero Director, Linda Bailey kicked off the event and shared her personal story of why vision zero is important.



The summit featured the Director of The Street Project, Jennifer Boyd as the Keynote speaker followed by both panel and breakout sessions for the rest of the day. Some topics discussed were as follows:

- **Safe Street Design.** Discussed how new thinking and practical constraints require revisions to urban street design standards to ensure street designs include safe bike and walking facilities and how to prioritize the most vulnerable people on our streets to ensure we reach Vision Zero.
- **Transportation Journalism Panel.** Discussed how government agencies, advocates, and residents can collaborate with transportation journalists and how they make coverage decisions and challenges to covering crashes and Vision Zero.
- **Montgomery County’s Vision Zero Goal** using a new strategy to improve road safety for drivers, bicyclists and pedestrians called the Predictive Safety Analysis. It is a proactive data-driven approach that works to prevent severe and fatal crashes before they happen.
- **Data Mapping.** Panel discussion on how mapping and data visualization is key to telling the story of Vision Zero, and how to use near miss/dangerous location surveys for street safety advocacy with policymakers, complete street planners, and law enforcement.





- **Public transportation**, critical to keeping current and new drivers off the road, is increasingly recognized among some advocates as a pillar of a Safe System Approach. Public bus service is often neglected in conversations about improving public transit in our region, and subsequently those who choose and rely upon bus service have their needs neglected. A Safe System approach requires an intentional focus on marginalized and underserved communities, groups that are disproportionately impacted by traffic violence and also heavily represented among the Washington region’s bus riders

Peak Zoom attendance was approximately 150 people, and peak attendance at the in-person gathering was around 40 people. The new WMATA General Manager Randy Clarke spoke and answered questions at the Buena Vida Gastrolounge meetup.

Two post-summit community sessions were held: one virtually on Zoom on September 26<sup>th</sup> from 7-8:30 PM and one in person at the Minnesota Ave Sala Thai on September 29<sup>th</sup> from 5-7 PM to hear feedback about how this year’s summit went and offer ideas about how to make the Summit better in the future. There were 20 attendees across both post-summit community sessions.



Feedback received focused on topics/issues that attendees would like to see in future summits, including how to hold drivers accountable, how to work with local elected officials to spark change, a review of recent Vision Zero-related legislation and upcoming changes throughout the region, pedestrian issues and sidewalk/crosswalk improvements and expansions, how to tackle car culture, and lessons from other jurisdictions that have made successful Vision Zero improvements.

# 9. PAID MEDIA

Project Number/ Agency	Project Name	Amount Awarded	Amount Expended
PM 2022-14-00-00 McAndrews Company	Paid Media	\$707,726.58 FAST ACT 402	\$706,709.67
		\$995,000.00 BIL 402	\$271,322.88

## 9.1. Background

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

## 9.2. Project Goals and Results

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

During FY2022 the following media campaigns were conducted:

- October 8 to 11, 2021 – Operation Crash Reduction. NHTSA Region 3 Initiative, focusing on risky behaviors. A press release was distributed through the Metropolitan Police Department and social media content was posted on DDOT and MPD’s social pages.
- October 18 to November 14, 2021 – Pedestrian Safety (see full details below).
- October 31, 2021 – Halloween Impaired Driving. Social media content was posted on DDOT’s social media pages.
- November 23, 2021 to January 1, 2022 – Holiday Season Impaired Driving (see full details below).
- February 13, 2022 – Super Bowl LVI Impaired Driving. Social media paid ads and content were posted on DDOT’s pages. The social media outreach resulted in 99,024 impressions.
- March 7 to 20, 2022 – Click it or Ticket (see full details below).
- March 14 to 20, 2022 – St. Patrick’s Day Impaired Driving. Social media paid ads and content were posted on DDOT’s pages. The social media outreach resulted in 75,315 impressions.

- April 11 to May 8, 2022 – Distracted Driving (see full details below).
- April 18 to 20, 2022 – Impaired Driving campaign. Social media paid ads and content were posted on DDOT’s pages. The social media outreach resulted in 1,232 impressions.
- May 6 to 8, 2022 – Move Over campaign. DDOT reposted social media content from NHTSA’s social media pages. The social media outreach resulted in 49,623 impressions.
- May 15 to June 18, 2022 – Click it or Ticket campaign (see full details below).
- July 25 to August 14, 2022 – Aggressive Driving campaign (see full details below).
- August 22 to September 6, 2022 – Labor Day Impaired Driving Campaign (see full details below).
- September 5 to 30, 2022 – Aggressive Driving campaign (see full details below).
- September 18 to 24, 2022 – Child Passenger Safety Week. Social media were posted on DDOT’s pages. The social media outreach resulted in 5,030 impressions.

### 9.3. Pedestrian Safety

The media campaign was launched October 18 and ran through November 14, 2021, to increase the awareness of the awareness of the impacts of speed, awareness of the dangers when vehicles turn and awareness of crosswalk use.

Adults between the ages of 18 and 34 were the focus of the messages.

#### 9.3.1. MEDIA STRATEGIES

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

- **Radio:** Produced :30 and :15 spots ran on local stations through a combination of broadcast and streaming radio. Spots aired on radios, smart speakers (Alexa, Google Home), desktops, tablets and mobile. Stations included WAMU (88.5FM), WIAD (94.7FM), WHUR (96.3FM), WASH (97.1FM), WIHT (99.5FM), WPGC (95.5FM), WWDC (101.1FM), Pandora and Spotify.
- **Out-Of-Home:** Six (6) Super Ultra bus ads ran on WMATA buses throughout the District with specific routes in high incident wards. Additionally, 35 transit shelters and 15 digital shelters were placed near high incident intersections.
- **Digital:** A cross platform of ads running on mobile and tablet devices were placed on local news, sports, weather and entertainment websites.
- **Social Media:** Content was posted on DDOT, MPD and Vision Zero’s social media pages.

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



### 9.3.2. MEDIA IMPRESSIONS

Over 26,095,000 media impressions were delivered during this campaign, which included 8,569,000 free value-added impressions.

## 9.4. Impaired Driving

Following the NHTSA campaign, the District launched two impaired driving campaigns: December – Holiday Season, and August through September - Labor Day. The goal of these campaigns was to increase awareness that drunk and drugged driving is deadly and to encourage people to always plan for a sober ride.

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



**Figure 9. Holiday campaign bus ad in downtown DC.**

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

### 9.4.1.MEDIA STRATEGIES

A combination of paid media, social media and business/community outreach were used to reach the target audience.

- **Radio:** Produced :30 and :15 spots ran on local stations through a combination of broadcast and streaming radio. Spots aired on radios, smart speakers (Alexa, Google Home), desktops, tablets and mobile. Stations included will be WIAD (94.7FM), WASHFM (97.1FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), WTEM (980AM), WJFK (106.7FM), WLZL (107.9FM), Pandora and Spotify. Sponsorship of WJFK’s Junkies Holiday Show on December 23, 2021.
- **Out-Of-Home:** Six (6) Super Ultra bus ads ran on WMATA buses throughout the District.
- **Capital One Arena:** Digital ads ran on the four (4) large displays on the outside of the building, on the general concourse displays and screens in the bathrooms.
- **Digital:** Full screen mobile ads were placed on the news, sports, weather and entertainment websites.
- **Video on Demand:** A 15-second video ran on video on demand apps like ESPN, Fox Sports, CNN, BET, SyFy, FX, ABC, CBS, FOX, NBC, NFL, TV1.
- **Social Media:** Paid ads ran on Facebook, Instagram and Twitter through DDOT’s social media accounts. Content will be posted on DDOT and Vision Zero’s social media pages.

- **Digital Toolkit:** Toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.
- **Restaurant / Bar Takeover:** Coasters, posters and mirror clings were distributed and installed in 35 restaurants and bars in DC.

## 9.4.2.MEDIA IMPRESSIONS

Over 32,400,000 media impressions were delivered during this campaign, which included 16,461,165 free value-added impressions.

## 9.5. Labor Day Impaired Driving campaign

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

The paid media campaign dates were from August 22, 2022, through September 6, 2022.

### 9.5.1.MEDIA STRATEGIES

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

- **Radio:** Produced :30 and :15 spots ran on local stations through a combination of broadcast and streaming radio. Spots aired on radios, smart speakers (Alexa, Google Home), desktops, tablets and mobile. Stations included WIAD (94.7FM), WASHFM (97.1FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), WTEM (980AM), WJFK (106.7FM), WLZL (107.9FM), Pandora and Spotify.
- **Digital:** Full screen mobile ads were placed on the news, sports, weather and entertainment websites.
- **Video on Demand:** A 15-second video ran on video on demand apps like ESPN, Fox Sports, CNN, BET, SyFy, FX, ABC, CBS, FOX, NBC, NFL, TV1.
- **Digital Toolkit:** Toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.

### 9.5.2.MEDIA IMPRESSIONS

Over 3,121,310 media impressions were delivered during this campaign, including 1,339,510 free value-added impressions delivered.

Both impaired driving campaigns delivered a total of 35,521,310 media impressions.

## 9.6. Distracted Driving

The media campaign was launched between April 11 and May 8, 2022, to increase the awareness of the consequences of distracted driving and increase the awareness of the District's hands-free laws.

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

### 9.6.1. MEDIA STRATEGIES

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

- **Radio:** Produced 30- and 15-second spots ran on local stations in the Washington, DC Designated Market Area (DMA) through a combination of broadcast and streaming radio. Spots aired on radio stations, smart speakers (Alexa, Google Home), desktops, tablets and mobile. The radio spots ran on Spotify and Pandora through streaming. Stations included will be WIAD (94.7FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), Pandora and Spotify.
- **Out-Of-Home:** Five (5) Super Ultra bus ads ran on WMATA buses throughout the District with specific routes in high incident wards. Additionally, 15 transit shelters were placed on high traffic and high crash incident corridors.
- **Digital:** A cross platform of ads running on mobile, tablet and desktop devices were placed on news, sports, weather and entertainment websites. Ads ran on the WAZE app. The digital and WAZE ads were geo-targeted to DC.
- **Social Media:** Paid ads and content were posted on DDOT, MPD and Vision Zero's social media pages. The paid ads were geo-targeted to DC and high incident areas.
- **Digital Toolkit:** Digital toolkit was developed. Toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.



## 9.6.2.MEDIA IMPRESSIONS

There were 16,100,184 media impressions delivered during this campaign, including 6,804,871 free value-added impressions delivered.

## 9.7. Occupant Protection

The media campaign was launched between March 7 to 10 and May 15 to June 18, 2022, to increase the awareness of the consequences of not wearing a seat belt and increase the seat belt usage in the District. Young men between the ages of 21 and 35 were the focus of the messages.



Figure 10. Click It or Ticket digital billboard near Nationals Park

### 9.7.1.MEDIA STRATEGIES

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

- **Radio:** Produced 30- and 15-second spots ran on local stations in the Washington, DC Designated Market Area (DMA) through a combination of broadcast and streaming radio. Spots aired on radio stations, smart speakers (Alexa, Google Home), desktops, tablets and mobile. The radio spots ran on Spotify and Pandora through streaming. The streaming ads were geo-targeted through zip codes to DC with an emphasis on Wards 7 & 8. Stations included WIAD (94.7FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), Pandora and Spotify.
- **Out-Of-Home:** Eight (8) Super Ultra bus sides and 30 bus tail ran on WMATA buses throughout the District with specific routes in high incident wards, including Wards 7 & 8. Additionally, 13 transit shelters were placed on high traffic and high crash incident corridors in Wards 7 & 8. A digital billboard located at 1201 Half St, SE, near Nationals Park, ran the Click It or Ticket ad for four weeks.



- **Digital:** Cross platform of ads running on mobile, tablet and desktop devices were placed on news, sports, weather and entertainment websites. High-impact mobile ads were geo-targeted to high incidence routes with an emphasis in Wards 7 & 8. Ads ran on the WAZE app. The digital and WAZE ads were geo-targeted to DC with an emphasis in Wards 7 & 8. A 15-second video ad ran at gas stations throughout DC and Montgomery and Prince George’s counties.
- **Social Media:** Paid ads and content was posted on DDOT, MPD and Vision Zero’s social media pages. The paid ads were geo-targeted to DC with an emphasis in Wards 7 & 8.
- **Digital Toolkit:** A digital toolkit was developed. Toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.

### 9.7.2. MEDIA IMPRESSIONS

There were 28,792,988 media impressions delivered during this campaign, including 18,008,630 free value-added impressions delivered.



### 9.8. Aggressive Driving

The media campaign was launched between July 25 to August 14, 2022, and September 5 to 30, 2022 to influence audience attitudes in the District and surrounding counties toward speeding and its destructive consequences as well as to increase positive behaviors that will help improve the safety and well-being on the District roadways.

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

## 9.8.1.MEDIA STRATEGIES

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

- **Radio:** Produced 30- and 15-second spots ran on local stations in the Washington, DC Designated Market Area (DMA) through a combination of broadcast and streaming radio. Spots aired on radio stations, smart speakers (Alexa, Google Home), desktops, tablets and mobile. The radio spots ran on Spotify and Pandora through streaming. The streaming ads were geo-targeted through zip codes to DC with an emphasis on Wards 7 & 8. Stations included WIAD (94.7FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), Pandora and Spotify.
- **WTOP-FM's News Host, Dave Dildine were the campaign's social media ambassadors.** Both ambassadors promoted the campaign message on their shows and social media pages. They also created videos talking about the dangers of impaired driving. The videos were distributed on the stations' websites and social media pages.
- **Out-Of-Home:** Six (6) Super Ultra bus ads and 30 bus tails ran on WMATA buses throughout the District with specific routes in high incident wards. This campaign included a billboard on New York Ave. (1720 NY Ave., NE). The billboard was facing traffic driving into DC.
- **Digital:** Cross platform of ads running on mobile, tablet and desktop devices were placed on news, sports, weather and entertainment websites. High-impact mobile ads were geo-targeted to high incidence routes with an emphasis in Wards 7 & 8. Ads ran on the WAZE app. The digital and WAZE ads were geo-targeted to DC with an emphasis in Wards 7 & 8.
- **Video on Demand:** A 15-second video ran on video on demand apps like ESPN, Fox Sports, CNN, BET, SyFy, FX, ABC, CBS, FOX, NBC, NFL, TV1.
- **Social Media:** Content was posted on DDOT, MPD and Vision Zero's social media pages.
- **Digital Toolkit:** A digital toolkit was developed. The toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.

## 9.8.2.MEDIA IMPRESSIONS

There were 16,780,457 media impressions delivered during this campaign, including 5,044,904 free value-added impressions.

## 9.9. Campaign Summary

Campaign	Campaign Dates	Media Impressions	Free Value-added Impressions
<b>Pedestrian Safety</b>	Oct. 18 - Nov.14, 2021	26,095,000	8,569,000
<b>Impaired Driving</b>	Oct 31, 2021 Dec. 15, 2021 – Jan. 1, 2022 Feb. 13, 2022 March 14 – 20, 2022 April 18-20, 2022 Aug. 22 – Sept. 6, 2022	35,745,272	17,800,675
<b>Occupant Protection</b>	May 15 – June 18, 2022 September 18 – 24, 2022	28,797,918	18,008,630
<b>Distracted Driving</b>	April 11 – May 8, 2022	16,100,184	6,804,871
<b>Aggressive Driving</b>	July 25 – Aug. 14, 2022 September 5 – 30, 2022	16,780,457	5,044,904
<b>Other NHTSA Initiatives</b>	Operation Crash Reduction: Oct 8-11, 2021 Move Over: May 6-8, 2022	1,232	
<b>TOTAL</b>		123,520,063	56,228,080

# 10. LAW ENFORCEMENT PROGRAMS

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

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

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

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

During FY2022, MPD conducted 327 overtime tours, resulting in 3,408 warnings, 12,709 citations, and 164 traffic-safety related arrests.

	FY2018	FY2019	FY2020	FY2021	FY2022
Total Warnings	N/A	N/A	1,240	2,164	3,408
Total Citations	13,984	15,734	14,823	19,690	12,709
Total Arrest	430	353	306	249	164
Total Hours	10,587	9,114.5	9,605	12,920	9,513.5

## 10.1.Evidence-based Traffic Safety Enforcement Program

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

### 10.1.1. PROJECT DESCRIPTIONS AND ACTIVITIES FUNDED

In FY2022, MPD received four grants from DDOT to fund activities to reduce impaired driving, speeding, increase seatbelt and child restraint use, and pedestrian and bicyclist safety throughout the District. MPD also participate in the Regional and National campaigns through the year.

MPD’s enforcement program, through high-visibility overtime enforcement saturated patrols has contributed to making the District roads safer for all users.

Project Number	Project Name	Amount Awarded	Amount Expended
AL 2022-03-01-00	Alcohol Overtime Enforcement	\$ 458,000.00 FAST 402	\$ 175,321.35
OP 2022-05-00-00	Occupant Protection Enforcement	\$ 239,400.00 FAST 402	\$ 155,698.57
PT 2022-04-00-00	Police Traffic Services / Marketing and Outreach	\$ 634,883.00 FAST 402	\$ 357,028.28
PS 2022-08-00-00	Pedestrian and Bicycle safety Enforcement	\$ 192,310.00 FAST 402	\$ 158,969.07

### 10.1.2. MAJOR ACCOMPLISHMENTS AND IMPROVEMENTS

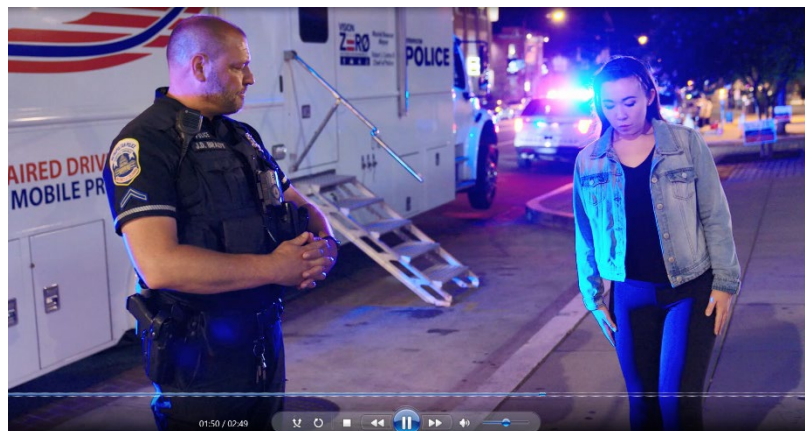
- Operation Crash Reduction** – This is Regional campaign with Maryland, Virginia, North Carolina, Delaware and West Virginia focusing on safe driving behaviors. Conducted enhanced traffic safety enforcement through the City.
- Street Smart Campaign, DC-MD-VA** – MPD attended the Street Smart Fall and Spring Kickoff event in Maryland and Virginia (Commander Bagshaw at the Fall event in Fall) and conducted enhance enforcement focusing on pedestrian and bicycle safety in the month of November and between April 26<sup>th</sup> to May 11<sup>th</sup>.
- Holiday Season Campaign** – National campaign; Drive Sober or Get Pulled Over, from November 23<sup>rd</sup> to January 1, focusing on impaired driving. MPD partnered with DDOT and WRAP to kickoff the Holiday Season campaign on the WJFK 106.7’s Junkies Holiday Show. The Junkies morning radio show is the highest rated single program among males 18 to 35 years of age. The Junkies drank alcohol during the show and their BAC was measured by a MPD officer to demonstrate the levels of alcohol that can affect judgment and driving.



- **Border-to-Border Enforcement.** On December 9th and 10th, MPD join forces with four of Maryland’s law enforcement agencies from Prince George’s County to conduct saturated patrol along Southern Avenue focusing on impaired drivers.



- **Border-to-Border Enforcement.** On May 23rd, MPD join forces with three of Maryland’s law enforcement agencies from Montgomery County to conduct saturated patrol along Wisconsin Avenue focusing on seatbelt and distracted drivers.
- **Child Passenger Safety** – MPD supports the District’s child passenger safety program by providing free car seats and installations by a certified technician. During COVID and until July 2022, MPD were the only District agencies that provided in-person inspections to parents and caregivers in the District.
- **Support the various National Campaigns** throughout the year, such as Drive Sober or Get Pulled Over – on Super Bowl LVI, St. Patrick’s Day, Labor Day; Click It or Ticket – May 16th to June 5, Move Over Law – May 6th to 8th and Child Passenger Safety Week – September 18th to 24th.



- **Post-Critical Crash Intervention.** Within 24 hr. of a fatal or serious injury crash, MPD meets with DDOT at the crash location and review the crash details and within a week attends a multidisciplinary team at DDOT and reviews the site of the crash to determine if further safety treatments are needed at the location.
- **Produced a We Care Video** highlighting the officer conducting traffic safety.

During FY2022, MPD conducted 327 overtime tours, resulting in 3,408 warnings, 12,709 citations, and 164 traffic-safety related arrests. MPD conducted 1,087 car seat inspections, installations and workshops to parents and caregivers at 501 New York Avenue and participated with DDOT on seven events that resulted in 213 car seats inspections and installations.



**Table 3. FY2022 Citations, Warnings, and Arrests Summary**

<b>Citations</b>	<b>Citations</b>	<b>WARNING</b>
Seatbelt / Child Restraint Violations	1,905	350
Distracted Drivers	448	226
Failure to Stop for a Pedestrian in Crosswalk	161	35
Failure to Yield Right-of-Way to Pedestrian	411	157
STOP Sign Passing	1,156	479
Disobeying Official Sign or Signal	268	56
Red Light Violations	417	159
One Light Running (one head light out)	389	142
Speeding	1,938	268
Stopping, standing, or parking vehicle in bike lane	717	18
Failure to Clear Intersection / Obstruct Crosswalk	59	11
Failure to Provide Proof of Insurance / Operating without insurance	1,012	302
All Others	3,828	1,205
<b>Total Number of Violations</b>	<b>12,709</b>	<b>3,408</b>
<b>Arrest</b>		
DUI/DWI/OWI	52	
No Permit	70	
OAS/OAR	6	
Reckless Driving	2	
30 over Posted Speed Limit	2	
Possession of alcohol in vehicle	1	
All Other Arrests	31	
<b>Total Arrest</b>	<b>164</b>	
<b>Number of hours</b>	<b>9,513.5</b>	



## 10.2. Law Enforcement Training



### 10.2.1. ARIDE TRAINING

Item	Dates	# of Officers Trained
ARIDE Training	November 2021	16
	TOTAL	16

### 10.2.2. STANDARDIZED FIELD SOBRIETY TEST TRAINING

Item	Dates	# of Officers Trained
SFST Basic Training (32-hour course)	January 2022	11
	June 2022	7
	July 2022	7
	TOTAL	25

### 10.2.3. INTOXIMETER REFRESHER TRAINING

Item	Dates	# of Officers Trained
Intoximeter Training (40-hour class)	December 2021	2
	February 2022	10
	March 2022	2
	September 2022	4
	TOTAL	18

### 10.2.4. LIDAR TRAINING

Item	Dates	# of Officers Trained
LIDAR Training	October 2021	10
	December 2021	5
	TOTAL	15

## 10.2.5. CPS CERTIFICATION TRAINING

Item	Dates	# of Officers Trained
CPS Training (40-hour class)	April 2022 (Recertifications)	2
	May 2022	14
	May 2022 (CPS Instructor Training)	2
	June 2022 (Recertifications)	8
	TOTAL	26

## 10.2.6. TRAFFIC CRASH RECONSTRUCTION INVESTIGATION TRAINING

- Three detectives participated in the traffic crash reconstruction investigation training.

## 10.3. Traffic Records Program

Project Number/ Agency	Project Name	Amount Awarded	Amount Expended
M3DA 2022-00-00-00 / MPD PTS	Police Traffic Services/ e- Citation Grant	\$246,148.54 FAST 405c	\$246,148.54*

\*Note: Funding was expended under Police Traffic Services grant, FAST Act 402 project.

### 10.3.1. BACKGROUND

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

### 10.3.2. PROJECT GOAL AND RESULTS

The Metropolitan Police Department has issued 420,252 citations since the installing the application in July 2017. In FY2022, MPD continued with a new contract for the Officer Android Application (an e-Citation program). This web-based solution for ticket management is operated by Gtechna. Gtechna is an application installed on all MPD officers' smartphones that enhances the MPD officer's ability to efficiently prepare and issue Notices of Infractions (NOIs). In addition, the e-Citation system integrates automated ticket preparation, which reduces NOI processing time and improves the accuracy of NOI issuance reports. The department has created reports to specifically address officers who do not use the application and continue to handwrite tickets. This has also proved effective.

An estimated 2,800 officers currently use the e-Citation application, which generated 61,176 citations in FY2022. The system includes 1,000 application licenses, 588 Zebra printers, and 20 Seiko printers (200 of which are installed in patrol service cars), 106 docking stations, and 107 car chargers. These items have been purchased and distributed across MPD districts and divisions.

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

Of course, each traffic stop is unique in nature and involves different circumstances surrounding the stop. However, Officer Android enables MPD officers to expediently and efficiently issue NOIs. An officer can scan the driver license and vehicle registration bar codes to access all information, including driver and vehicle information. Also, infractions (code and description), including fine amounts, can be searched and auto-populated, which is much more efficient and faster compared to handwritten tickets.

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

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

# 11. PROGRAM MANAGEMENT

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

Project Number / Agency	Project Name	Amount Awarded	Amount Expended
PA-2022-01-00-00 District Department of Transportation (DDOT)	Program Management—HSO Staff	\$150,824.13 402	\$140,420.92

## 11.1. Background

This project provided funding for the Highway Safety Office Coordinator (vacant) and Deputy positions in managing the day-to-day operations of the highway safety office. On January 31, 2022, the District’s HSO Coordinator, Ms. Carole Lewis retired after 59 years of service with DDOT. Ms. Lewis received a letter of recognition from the NHTSA Deputy Administrator, Dr. Cliff on April 18, 2022, recognizing her work in building the HSO from its inception in 1968 to what it is today.

Since January 2022, the day-to-day operations of the highway safety office have been performed by the Deputy Coordinator, that was initially been funded in FY2021 (June 2021). Due to health issues, the Deputy Coordinator work duties were conducted remotely.

## 11.2. Project goal and summary

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

The HSO continued its administrative support of the FY2022 HSP, grants, and management. Funds supported salary, office supplies, and professional dues, such as membership in GHSA.

FY2022 activities include:

- **FY2021 Annual Report.** Prepared and submitted to NHTSA on December 29th summarizing FY2021 activities, achievements and challenges.

- **Executed FY2022 Grants.** Prepared Memorandum of Understanding (MOU), Grant Agreements, and Purchase Orders for (15) FY2022 grantees. There were some delays in getting the non-profits grants started due to insurance requirements by the Office of Risk Management (ORM), resulting in a late start for SafeKids (new grantee for FY2022), WABA, and WRAP projects.
- **Monitored grantees.** Throughout the year there were constant monitoring with each of the grantees via the review of monthly and quarterly reports, attending meeting and events. In addition, weekly status meetings were held with MPD, CPS, and media and monthly status meetings/updates were held with OAG, WABA, and SafeKids. An onsite monitoring, in conjunction with NHTSA was conducted in July 2022 at OAG.
- **Attended Events.** Attended the Fall Streetsmart Kickoff Event and Law Enforcement activation in Maryland and attended the GHSA Ford's Driving Skills For Life event at the Dulles airport on May 21st and 22nd, 2022. The District's Department of Motor Vehicle Director Gabriel Robinson kicked off the event. The event is geared to teach teens safe driving and defensive driving skills with hands-on experience with a professional driver. There were a total of 611 teens (5 from DC, 554 from VA, 38 from MD, and 14 from other states), each completing the four specially designed course that focused on impaired, distracted, hazard recognition and vehicle handling.
- **Worked with other partners.** Assist in the coordination between MPD and the Maryland Highway Safety Office (MHSO) for border-to-border enforcement events with Prince Georges County, MD along Southern Avenue in December 2021 and Montgomery County in April 2022. Co-presented with Dr. Kerns from the MHSO on the District laws and efforts of the HSO at a USDA webinar. Discussed with Delaware Highway Safety Office on their on-call phlebotomy contract and prepared a DRAFT Request for Proposal for MPD for FY2023 and discussed with the Virginia Highway Safety Office on their Grand Driver Program.
- **Attended various trainings and webinars.** Throughout the year attended various online trainings and webinars such as the NHTSA Impaired Driving training, FHWA Proven Countermeasure Initiative webinar, GHSA Addressing the Role of Behavioral Safety in the Safe System Approach, Law Enforcement training for Pedestrian and Bicyclist Enforcement, and NHTSA Region 3 various meetings throughout the year.
- **Attended various District specific meetings** such as DDOT Safety Stat and fatality meetings, District's Pedestrian Advisory Councils, and Bicycle Advisory Council, MWCOG, Virginia and North Carolina Impaired Driving Taskforce meetings and WRAP meetings.



Director Gabriel Robinson, DC DMV

- **Prepared Vouchers.** Throughout the year, grantees vouchers and documentation were reviewed, and backups were prepared for NHTSA vouchers and Grants Tracking Entry to allow for District reimbursement of funds. As of May 2022, the Grant’s Manager Specialist at the District’s Office of the Chief Financial Officer (OCFO) entered the amounts once they have been reviewed and approved by the HSO.
- **Overhead Messages.** Throughout the year coordinated with DDOT communications to alert drivers entering the District on traffic safety messages using the District’s overhead message boards.
- **Co-Chair the Impaired Driving Taskforce (IDTF).** Prepared, hosted and prepared minutes for eight IDTF meetings. The IDTF completed a District Impaired Driving brochure (July 2022) and was the first state to initiate the NHTSA Self-Assessment in January 2022, that was completed on November 10th, 2022. Born from the IDTF was the idea of the High School video contest, that was brought to fruition by working with OAG, DCPS, MADD and GWU and launched the first DC High School video contest on impaired and underage driving on November 14, 2022. Contest winners will be announced in FY2023.
- **Developed Training.** Worked on a DRAFT online Pedestrian and Bicycle law enforcement training and shared with DDOT Pedestrian group for comments/revisions. Presentation contains five modules and online quizzes to be a self-guided certification course.
- **FY2023 Highway Safety Plan.** Prepared and submitted the FY2023 HSP on July 1st, 2022. The following was conducted to complete the plan:
  - Prepared a press release on March 2nd, 2022 advertising the grant opportunity and workshop to non-profit organizations, law enforcement agencies, hospitals, universities, and District agencies.
  - Hosted FY2023 Grant Workshop on March 18, 2022, via Team. 30 participants attended, (up 57.9 percent from FY2022 Grantee Workshop held in 2021).
  - Reviewed with NHTSA and approved 21 of the 22 the grant applications were received; a 47 percent increase when compared to FY2022.
  - Conducted risk assessments for each grantee (21).
  - Prepared FY2023 quarterly report templates for each grantee (21).
  - Prepared the DRAFT Memorandum of Understanding (MOU) and Grant Agreements (18) for the interagency and non-profits and sent to each agency to review prior to DDOT Legal review for comments/revisions.
  - Entered each the 18 agreements into the system for review by the DDOT Legal Counsel, Resource Allocation, and Budget Office, prior to the Director’s signature.

## 11.3.Safe Communities

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

Project Number/Agency	Project Name	Amount Award	Amount Expended
SA 2022-05-00-00 / KLS Engineering, LLC	HSO Support	\$ 517,624.18 FAST ACT 402	\$ 145,947.39

### 11.3.1. BACKGROUND

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

### 11.3.2. PROJECT GOALS AND SUMMARY

To assist and support the DDOT in the following highway safety activities:

- In 2007, the District Established Its **Traffic Records Coordinating Committee (TRCC)**. The TRCC includes nine District agencies (DDOT, MPD, FEMS, DMV, OCTO, OAG, SCDC, OCME and DOH). The TRCC represents policy-level representatives from each major system owner (crash, roadway, enforcement/adjudication, driver, vehicle, and injury surveillance system/emergency medical system). The District’s TRCC vision is to enhance transportation safety and reduce crashes and crash-related injuries through a coordinated approach that will provide timely, accurate, complete, integrated, uniform, and accessible traffic records data. Numerous activities were undertaken include:
  - **Coordinate TRCC meetings** (Federal requirement) and other related support provided pre-/post-logistical support, such as meeting agendas, agency presentations.
    - Work with District agencies relating to data/technology enhancements - Examples include:
      - QuickCrash Crash Data Application
      - MIRE data elements and additional functionality.
- **Support DDOT on the development of the TR Strategic Plan (2022-2026)**. In 2022 the District completed the updated Traffic Records Strategic Plan (TRSP 2022) which serves as a guiding document for traffic records improvements over a 5-year period from 2022 through 2026 and includes goals and objectives identified by the TRA. The Team also worked with nine District agencies (DDOT, MPD, FEMS, DMV, OCTO, OAG, SCDC, OCME and DOH) to review/finalize/sign-off on a Memorandum of Agreement to work cooperatively to support the implementation of the TRSP.

- **Update Strategic Highway Safety Plan (SHSP) (2021-2026).** The SHSP is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148). Developing the District’s SHSP is a Federal requirement and is central to the transportation legislation, including the most recent Fixing America’s Surface Transportation (FAST) Act (December 2015). The FAST Act guides safety investments in infrastructure and safety behavior programs, and includes a near-term component in the form of Emphasis Areas (EAs) and Strategies. The Team worked with DDOT to develop the 5-year SHSP (approved by FHWA on March 2, 2021) and provided support as needed post completion.
- **Assist (DDOT/NHTSA) with the review of grant applications** across multiple District and other non-profit agencies, including MPD, OAG, OCME, FEMS, and DMV.
  - Supported other DDOT activities:
  - Reviewed DDOT / MPD crash application module for compliance with MMUCC 5th edition and unique District arrests/attributes. Highlighted crash data limitations relating to:
    - Person Table Analysis
    - Vehicle Table Analysis
    - Crash Location Analysis
- **Supported DDOT on potential changes to crash data collection by MPD** with respect to PDO crashes being diverted to DDOT/#311. Options on how to handle the PDO crashes being diverted to DDOT. Assisted DDOT in:
  - PDO Crashes data uniqueness and acquisition flow chart.
  - PDO Crash data minimum elements required.
  - Data extract, review, and comparison.
- **Supported DDOT OITI to perform detailed review of crash data and critical missing data elements** within the API extract, but not captured by DDOT or not provided by MPD as part of the API extract.



## 11.4. Projects Not Implemented in FY2022

### 11.4.1. OUT-OF-STATE DATA-ENTRY CONVICTIONS

Project Number/ Agency	Project Name	Awarded Amount	Amount Expended
TR 2022-01-00-00 / M3DA 2022-07-01-00 / Department of Motor Vehicles (DMV)	Out-of-State Data-Entry Convictions	\$18,300.00 FAST ACT 402	\$0.00
		\$ 51,736.78 FAST ACT 405c	\$24,816.55

#### Background

The District of Columbia, Department of Motor Vehicles (DMV) has regulatory authority for driver licensing, vehicle titling, registration and 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. DMV provides driver license and ID services for approximately 340,000 license drivers and 110,000 ID card holders. DMV is responsible for maintaining the driver history records of all licensed drivers in the District of Columbia. DMV is responsible for receiving and entering convictions and withdrawals to applicable driver records and executing appropriate suspension and revocation actions.

DMV is responsible for maintaining driver's history and identifying habitual and frequent violators of traffic regulations. DMV has regulatory authorization to suspend or revoke the driver's license or driving privilege of adverse drivers. DMV receives traffic violation and convictions from both local and national courts and enforcement agencies. DMV receives approximately 2,400 out-of-state traffic convictions per month that are required to be posted to DC driver's records in DMV's DESTINY system. Because of the disparate automation systems among the courts and law enforcement agencies across the nation, most out-of-state convictions require data entry by DMV staff. Due to the large volume of out-of-state convictions received each month, DMV is challenged with entering all convictions in a timely manner. Currently, there is a backlog of 2,600 convictions and at a rate of 2,400 out-of-state convictions received every month. Delays in posting convictions to driver records impacts appropriate revocations and suspension actions against adverse drivers and thus the safety of the public.

#### Project goals and results

The goals of this project are to:

- To increase the accuracy of driver records, by the timely and accurate data entry of paper traffic convictions received from other jurisdictions into the DMV DESTINY system.
- To remove the driving privilege of habitual and frequent violators of traffic regulations and ultimately reduce traffic fatalities, injuries, and crashes.

During FY2022, DMV Legal Instrument Examiners enter the out-of-state backlogged convictions outside of normal working hours, that resulted in 9,109 convictions by expending approximately 580.5 staff hours.

- The timely entry of out-of-state convictions contributed to the total number of traffic convictions posted to DC driver records. The entry of convictions and their associated “points” accumulation resulted in revocation and suspension actions, thereby removing the driver privilege of adverse drivers, and improving public safety.
- Funding provided by the HSO grant has allowed DMV to enter convictions in a timely manner and maintain accurate, timely and complete driver history records.

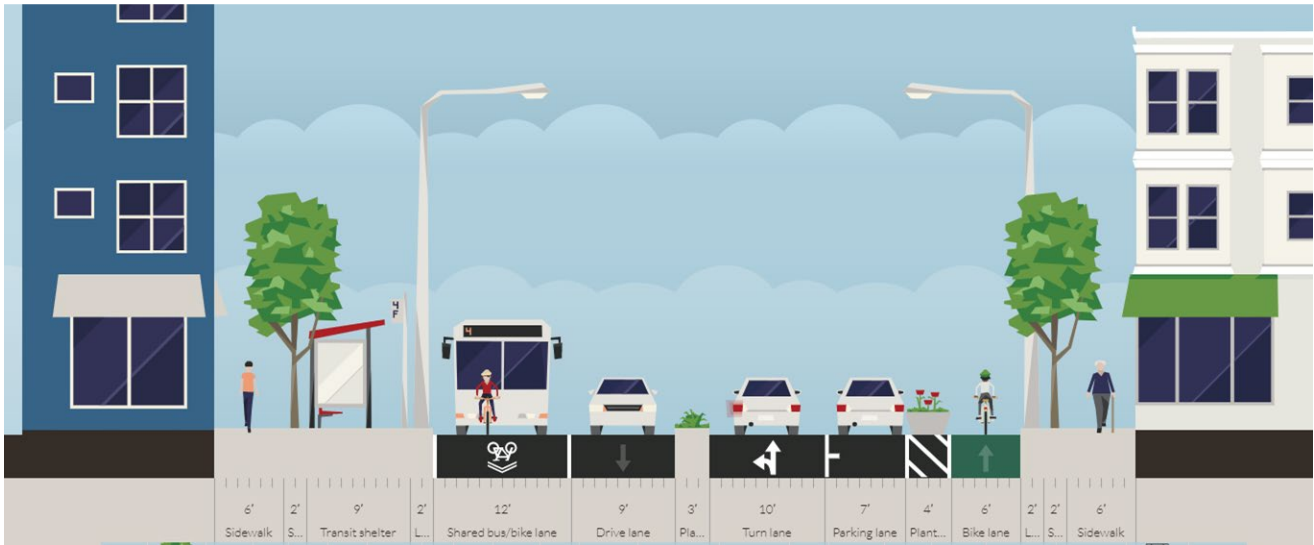
### 11.4.2. MODEL INVENTORY OF ROADWAY ELEMENTS FUNDAMENTAL DATA ELEMENTS DATA COLLECTION AND AUTOMATION

Project Number/ Agency	Project Name	Awarded Amount	Amount Expended
M3DA-2022-07-02-00/TR 2022-01-00-00 District Department of Transportation (DDOT)	MIRE Fundamental Data Elements (FDE) Data Collection and Automation	\$80,000.00 FAST ACT 405c	\$41,005.04
		\$27,908.00 FAST ACT 402	\$0.00

#### Background

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

With DDOT’s cross-section data fully implemented in the LRS (Linear Referencing System), an application based on a NoSQL (non-relational) database continues to progress in development. The purpose of this application is to provide non-GIS staff the ability to query this data with little guidance. The NoSQL database provides the features of flexibility, faster query execution, and scalability.



### *Project goal and summary*

The goals of this project are to create a new model for MIRE safety data, by leveraging a NoSQL data model. The below summary provides a list of the accomplishments achieved during FY 2022 between June (start of contract) to September.

An architecture plan has been developed for the LRS versioned editing process. Currently in the development version of the application, the user interface allows for a cross-section to be edited under an editor version created by the user within the application. What used to be done in a relational-database environment, is now possible in a NoSQL environment.

Additionally, tasks have been completed related to updating the schema of the safety database and pulling in new data to support new use cases to be built (types to be displayed, versioned edits to LRS).

Lastly, enhancements for Python ETL have been completed, which involved a revised ETL process so that it no longer goes through Arango database, but instead goes directly from Roads & Highways into PostgreSQL to support the Safety Data Viewer web application.

# 12. OVERVIEW OF EXPENDITURES (FY2022)

During FY2022, the DC HSO successfully applied and received funding from NHTSA. These grant monies included funding available under Section 402 State and Community Highway Safety Grant Program and Section 405 National Priority Safety Program. The District qualified for 405b (High Seatbelt Use State), 405c (Data Program), 405d (Alcohol–mid range State) and 405h (non-motorized safety) included in the District’s HSP in accordance with the federal law.

The DC HSO administers the grant funds through the award of Federal grants to other District agencies and the private sector. In FY2022 \$6,298,004.75 were directed to areas the HSO identified that can change driver behavior and reduce vehicle crashes and crash severity.

Table 4 provides information on the Federal Aid Award and the related Grant Expenditures and Figure 11 provides an expenditure summary.

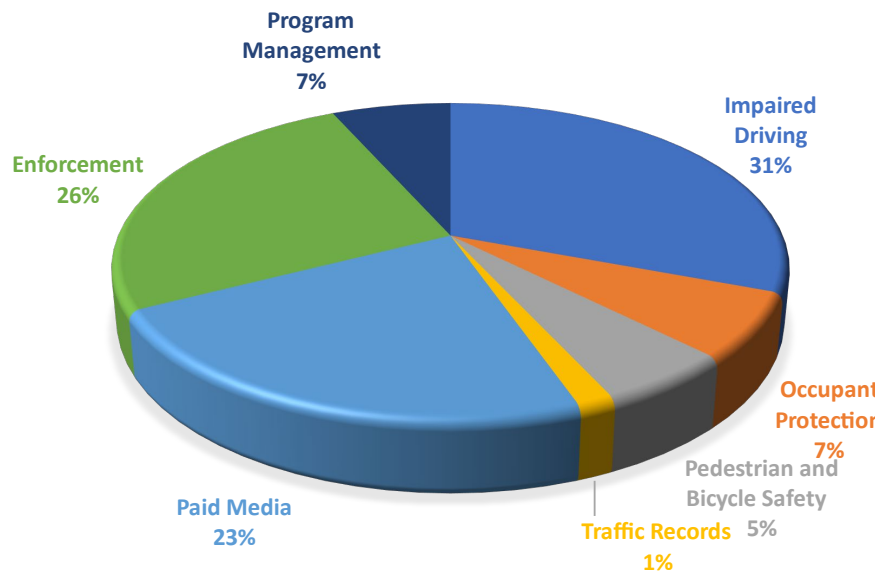


Figure 11. Expenditure Summary

**Table 4. Federal Aid Allocation Report and Expenditure**

Program Area	Fund	Task Description	Project No.	Awarded	Expenditure	Balance
<b>Impaired Driving</b>	405d Low	Office of the Attorney General (OAG) DUI	M6OT 2022-01-00-00	\$ 712,524.00	\$ 692,661.36	\$ 19,862.64
	405d Low	Office of the Attorney General (OAG) TSRP	M6X 2022-00-00-00	\$ 198,500.00	\$ 198,500.00	\$ -
	402	Office of Chief Medical Examiner	AL 2022-03-00-00	\$ 335,720.54	\$ 320,637.00	\$ 15,083.54
	405d Low	Washington Regional Alcohol Program	M6X 2022-01-00-00	\$ 133,650.00	\$ 98,130.73	\$ 35,519.27
				\$ 1,380,394.54	\$ 1,309,929.09	\$ 70,465.45
<b>Occupant Protection</b>	402	DDOT - CPS	OP 2022-05-01-00	\$ 47,452.00	\$ 47,074.00	\$ 378.00
	405b	DDOT - CPS	M1CPS-2022-05-01-00	\$ 60,000.00	\$ 21,000.00	\$ 39,000.00
	405b	Howard University - Observational Survey	M1X-2022-05-01-00	\$ 200,000.00	\$ 183,300.00	\$ 16,700.00
	405b	Safe Kids - CPS	M1X 2022-05-02-00	\$ 49,982.00	\$ 37,158.14	\$ 12,823.86
				\$ 357,434.00	\$ 288,532.14	\$ 68,901.86
<b>Pedestrian and Bicycle Safety</b>	402	Street Smart Campaign	PS 2022-08-01-00	\$ 133,367.89	\$ 133,367.89	\$ -
	405h	Street Smart Campaign	FHPE 2022-01-00-00	\$ 66,632.11	\$ 66,632.11	\$ -
	405h	Washington Area Bicycle Association	FHX 2022-01-00-00	\$ 49,923.00	\$ 40,040.91	\$ 9,882.09
				\$ 249,923.00	\$ 240,040.91	\$ 9,882.09
<b>Traffic Records</b>	405c	DDOT TR OCIO	M3DA 2022-07-02-00	\$ 80,000.00	\$ 41,005.04	\$ 38,994.96
	402	DDOT - TR OCIO	TR 2022-01-00-00	\$ 27,908.00	\$ -	\$ 27,908.00
	402	DMV	TR-2022-01-00-00	\$ 18,300.00	\$ -	\$ 18,300.00
	405c	DMV	M3DA-2022-07-01-00	\$ 51,736.78	\$ 24,816.55	\$ 26,920.23
	405c	eCitation (MPD)	M3DA-2022-00-00-00	\$ 246,148.54	\$ -	\$ 246,148.54
				\$ 424,093.32	\$ 65,821.59	\$ 358,271.73
<b>Paid Media</b>	402	Paid Media Campaigns	PM-2022-14-00-00	\$ 707,726.58	\$ 706,790.67	\$ 935.91
	402 BIL	Paid Media Campaigns	PM-2022-14-00-00	\$ 995,000.00	\$ 271,322.88	\$ 723,677.12
			<b>TOTAL</b>	\$ 1,702,726.58	\$ 978,113.55	\$ 724,613.03
	402	Impaired Driving Enforcement	AL 2022-03-01-00	\$ 448,392.00	\$ 175,321.35	\$ 273,070.65
<b>Enforcement</b>	402	Seatbelt Enforcement	OP 2022-05-00-00	\$ 239,400.00	\$ 155,698.57	\$ 83,701.43
	402	Pedestrian Safety Enforcement - MPD	PS 2022-08-00-00	\$ 192,310.00	\$ 158,969.07	\$ 33,340.93
	402	Police Traffic Services	PT 2022-04-00-00	\$ 634,883.00	\$ 610,480.53	\$ 24,402.47
				\$ 1,514,985.00	\$ 1,100,469.52	\$ 414,515.48
<b>Program Management</b>	402	Program Administration	PA-2022-01-00-00	\$ 150,824.13	\$ 140,420.92	\$ 10,403.21
	402	Admin Support - KLS	SA 2022-05-00-00	\$ 517,624.18	\$ 145,947.39	\$ 371,676.79
			\$ 668,448.31	\$ 286,368.31	\$ 382,080.00	
		402 FAST		\$ 3,453,908.32	\$ 2,594,707.39	\$ 859,200.93
		402 BIL		\$ 995,000.00	\$ 271,322.88	\$ 723,677.12
		405b FAST		\$ 309,982.00	\$ 241,458.14	\$ 68,523.86
		405c FAST		\$ 377,885.32	\$ 65,821.59	\$ 312,063.73
		405d Low FAST		\$ 1,044,674.00	\$ 989,292.09	\$ 55,381.91
		405h FAST		\$ 116,555.11	\$ 106,673.02	\$ 9,882.09
				<b>\$ 6,298,004.75</b>	<b>\$ 4,269,275.11</b>	<b>\$ 2,028,729.64</b>