



# District of Columbia Annual Report

# FY2017





# District of Columbia Highway Safety Office

## FY2017 Annual Report

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## Table of Contents

GLOSSARY OF TERMS AND ACRONYMS .....	5
EXECUTIVE SUMMARY .....	6
DISTRICT OF COLUMBIA PERFORMANCE MEASURES .....	7
CORE OUTCOME MEASURES.....	7
CORE BEHAVIOR MEASURES .....	7
CORE ACTIVITY MEASURES .....	8
ADDITIONAL CORE OUTCOME MEASURES.....	8
PERFORMANCE GOALS AND TRENDS.....	9
MISSION STATEMENT.....	14
LEGISLATIVE UPDATE .....	15
PROGRAM FUNDING (FY2017).....	17
PROGRAM SUMMARIES.....	21
IMPAIRED DRIVING PROGRAM.....	22
OCCUPANT PROTECTION PROGRAM .....	46
AGGRESSIVE DRIVING PROGRAM .....	56
PEDESTRIAN AND BICYCLE SAFETY PROGRAM.....	62
TRAFFIC RECORDS PROGRAM .....	74
SAFE COMMUNITIES/ROADWAY SAFETY .....	78

## Glossary of Terms and Acronyms

A reference guide for some of the terms used on the following pages:

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

# FY2017 District of Columbia Highway Safety Annual Report

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## Executive Summary

On behalf of the Mayor of the District of Columbia and the Director of the District Department of Transportation (DDOT), the D.C. Highway Safety Office (HSO) is pleased to present the Fiscal Year 2017 Highway Safety Annual Report (AR).

The purpose of the Annual Report for FY2017 (October 1, 2016 – September 30, 2017) is to summarize the accomplishments and challenges experienced by the Highway Safety Office (HSO) in FY2017 with direct reference to the performance measures, targets, strategies and funding identified in the FY2017 Highway Safety Plan (HSP). It also provides the HSO the opportunity to evaluate the effectiveness of the prior year's HSP and provides an opportunity for the HSO to showcase their achievements.

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

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

For FY2017, the District Highway Safety program used Federal grant funds administered by NHTSA in accordance with State and Community Highway Safety Funds under Section 402, the National Priority Safety Programs under Section 405 for federal funding for FAST Act and MAP-21 and 408 (Data Program Incentive) of SAFETEA-LU.

The HSO focused on the following traffic safety areas in FY2017:

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

Based on this data analysis, the HSO has identified the following safety National Priority Safety program under Section 405:

- Impaired Driving – Eligibility criteria – Low-Range State
- Occupant Protection – Eligibility criteria – High Seat Belt Use State
- Traffic Records – Eligibility criteria – Has a functioning TRCC committee
- Non-motorized Safety – Eligibility criteria – 15 percent or more of all fatalities are non-motorized

## District of Columbia Performance Measures

### Core Outcome Measures

	Description	2011	2012	2013	2014	2015	2016	2017 HSP Baseline	2016 Targets		Goal Met
									2016 HSP	2017 HSP	
C-1	Number of traffic fatalities	27	15	20	23	23	27	22 (2010-2014)	23	20	Goal not met
C-2	Number of serious injuries*	1,612	1,567	1,688	1,802	1,981	3,094	1,730 (2011-2015)	1,763	1,730	Goal not met
C-3	Fatalities per 100 million vehicle miles Traveled	0.76	0.42	0.57	0.65	0.65	N/A	0.61 (2010-2014)	0.68	0.61	Goal met
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	6	4	0	3	1	6	4 (2010-2014)	3	4	Goal met
C-5	Number of fatalities in crashes involving a driver or motorcycle operator (BAC 0.08 g/dL or higher)	8	3	7	5	6	10	6 (2010-2014)	6	6	Goal not met
C-6	Number of speed-related fatalities (FARS)	10	6	9	12	7	16	12 (2014)	7	12	Goal not met
C-7	Number of motorcyclist fatalities	4	4	3	3	3	6	3 (2010-2014)	4	3	Goal not met
C-8	Number of un-helmeted motorcyclist fatalities	2	1	0	1	1	0	1 (2010-2014)	1	1	Goal met
C-9	Number of drivers 21 or younger involved in a fatal crash	3	1	1	3	0	1	2 (2010-2014)	1	2	Goal met
C-10	Number of pedestrian fatalities	8	7	9	9	13	8	8 (2010-2014)	9	8	Goal met
C-11	Number of bicyclist fatalities	1	0	1	1	1	1	1 (2010-2014)	1	1	Goal met

Source: NHTSA STSI/FARS

Serious Injuries are used as a performance measure for the HSP and the SHSP. It is defined as disabling and non-disabling injuries in the DDOT crash database.

\*In August 2015 the Metropolitan Police Department (MPD) installed a new crash reporting application that provided the officer with more choices to accurately determine the severity of the injured person. For example, a "Serious" injury is sub-defined into five sub-attributes, this change helps to guide the officer and result in more accurate reporting of serious injuries. Prior, when an injury status was not clear the officer erred to a lesser type.

### Core Behavior Measures

	Description	2013	2014	2015	2017	2017
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	87.46	93.2	95.5	94.1	93.6

Source: District of Columbia Observational Seat Belt Survey

## Core Activity Measures

	Description	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017
A-1	Number of seat belt citations issued during grant-funded enforcement activities	2,116	1,367	869	931	2,555	3,852
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	257	210	187	150	213	243
A-3	Number of speeding citations issued during grant-funded enforcement activities	1,697	15	72	145	1,004	1,473
	Number of distracted driving citations issued during grant-funded enforcement activities	1,167	1,030	677	862	2,068	3,391
	Number of pedestrian and bicycle related citations issued during grant-funded enforcement activities	591	592	691	704	294	1,240

Source: Citations shown resulted from grant funded activities

## Additional Core Outcome Measures

Description	2012	2013	2014	2015	2016	2016 Targets			Goal Met
						2017 HSP Baseline	2016 HSP	2017 HSP	
C-12 Number of serious injuries in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher.	76	101	88	80	122	87 (2011-2015)	86	85	Goal not met
C-13 Number of Unrestraint occupant serious injuries	118	102	105	113	105	107 (2011-2015)	100	107	Goal met
C-14 Number of speed-related serious injuries	251	300	319	296	190	305 (2013-2015)	280	305	Goal met
C-15 Number of pedestrian serious injuries	362	348	404	370	509	374 (2013-2015)	371	374	Goal not met
C-16 Number of bicyclist serious injuries	260	281	362	302	442	315 (2013-2015)	299	315	Goal not met

Source: State Crash Data Files



## Performance Goals and Trends

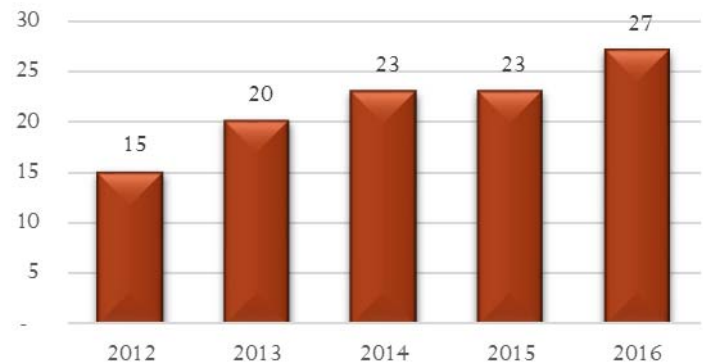
All of the organizations working to improve the safety of the District of Columbia's roadways strive to reduce traffic fatalities and injuries. The following graphs present the current trend, based on the performance measures and goals outlined in the FY2017 Highway Safety Performance Plan.

### TRAFFIC FATALITIES

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

Intermediate Goal: To decrease the number of traffic-related fatalities by 9 percent from a 5-year average (2010–2014) of 22 to 20 by December 2017.

**GOAL NOT MET**

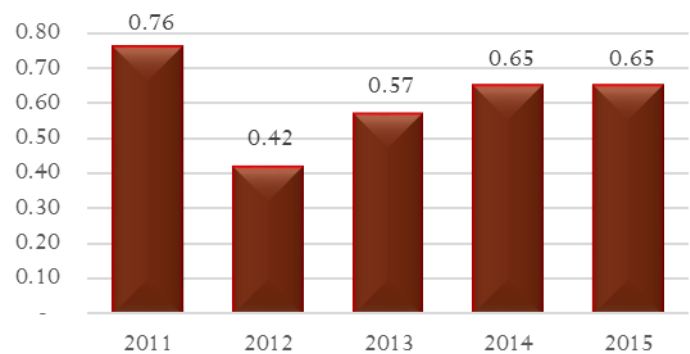


Actual 5-year average (2012-2016) = 21.6

### DEATHS PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

**GOAL: To maintain the fatality rate to no more than the 5-year average (2010–2014) of 0.61 by December 2017.**

**GOAL MET**



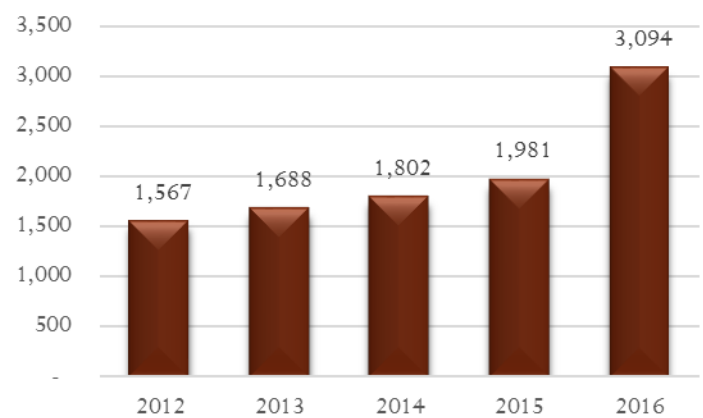
Actual 5-year average (2011-2015) = 0.61

### TRAFFIC SERIOUS INJURIES

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

Intermediate Goal: To maintain the number of serious injuries to no more than the 5-year average (2011–2015) of 1,730 by December 2017.

**GOAL NOT MET (See \* Page 7)**



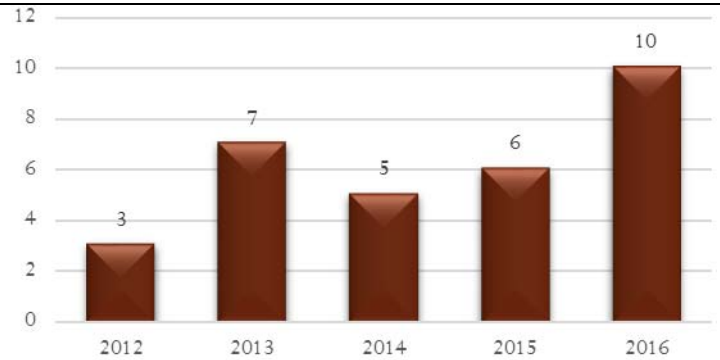
Actual 5-year average (2012-2016) = 2,026.4

## IMPAIRED DRIVING FATALITIES

**GOAL:** To maintain the number of alcohol-related fatalities to no more than the 5-year average (2010–2014) of 6 by December 2017

### GOAL NOT MET

Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.

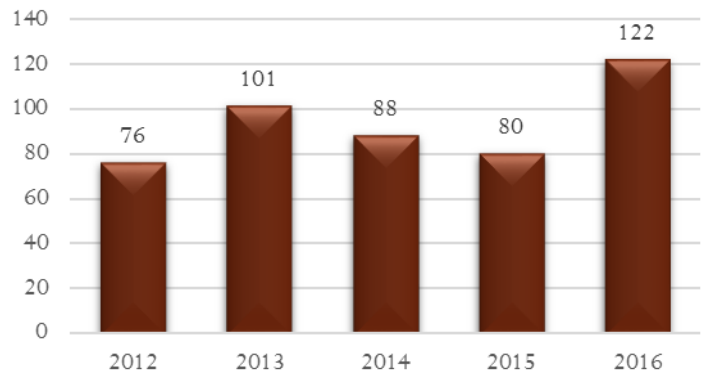


Actual 5-year average (2012-2016) = 6.2

## IMPAIRED DRIVING SERIOUS INJURIES

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

### GOAL NOT MET (See \* Page 7)

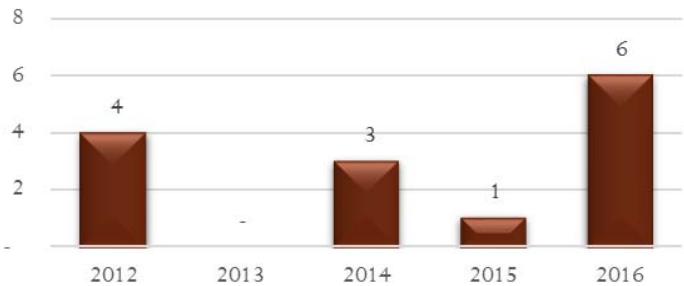


Actual 5-year average (2012-2016) = 93.4

## UNRESTRAINED FATALITIES

**GOAL:** To maintain the number of unrestrained fatalities to no more than the 5-year average (2010–2014) of 4 by December 2017.

### GOAL MET

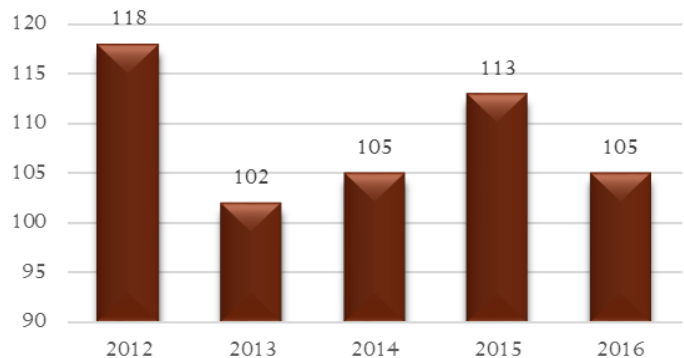


Actual 5-year average (2012-2016) = 2.8

## UNRESTRAINED SERIOUS INJURIES

**GOAL:** To maintain the number of unrestrained serious injuries to no more than the 5-year average (2011–2015) of 107 by December 2017.

### GOAL MET

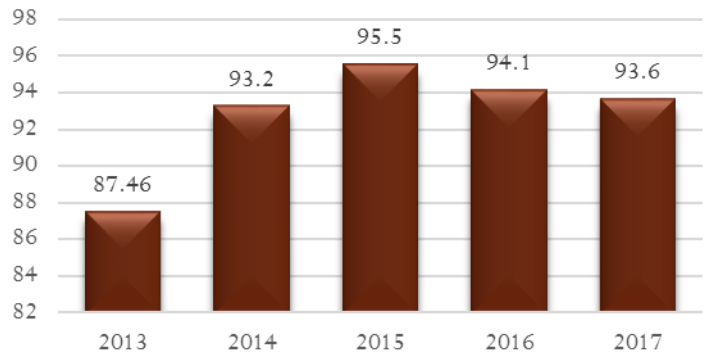


Actual 5-year average (2012-2016) = 108.6

### SEAT BELT USE

**GOAL:** To maintain the observation belt use to more than 95 percent.

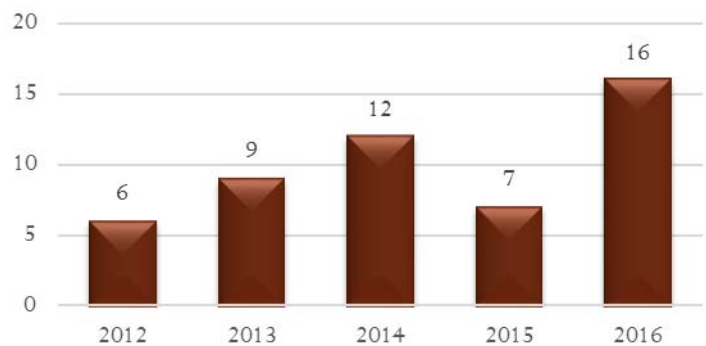
**GOAL NOT MET**  
 (The District target is exceedingly high when compared to the national average of 90.1 %, NHTSA)



### SPEED-RELATED FATATLITIES

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

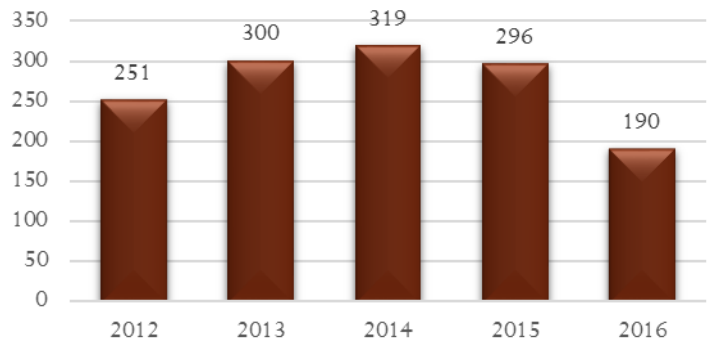
**GOAL NOT MET**



### SPEED-RELATED INJURIES

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

**GOAL MET.**

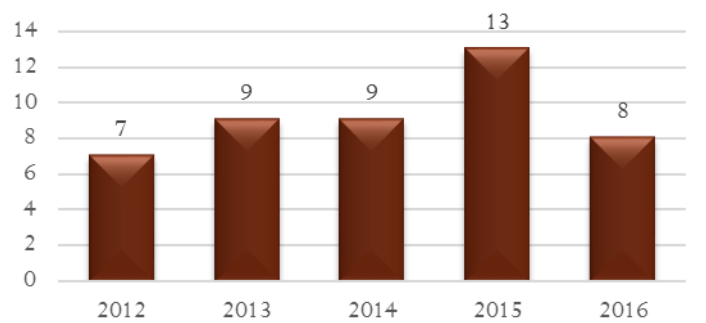


Actual 3-year average (2014-2016) = 268.3

### PEDESTRIAN-RELATED FATATLITIES

**GOAL:** To maintain the number of pedestrian-related fatalities to no more than the 5-year average (2010-2014) of no more than 8 by December 31, 2017.

**GOAL MET**

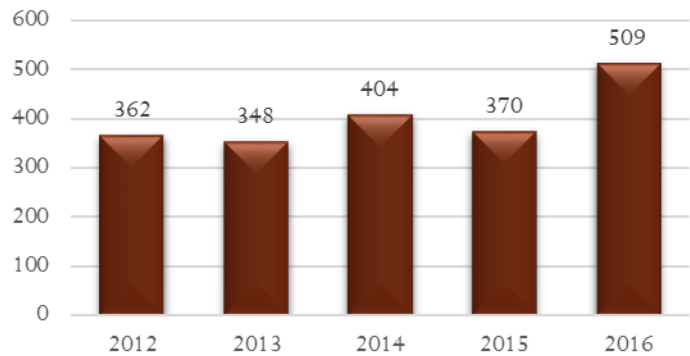


Actual 5-year average (2012-2016) = 9.2

## PEDESTRIAN-RELATED INJURIES

**GOAL:** To maintain the number of pedestrian-related serious injuries to no more than the 3-year average (2013–2015) of 374 by December 2017.

**GOAL NOT MET (See \* Page 7)**

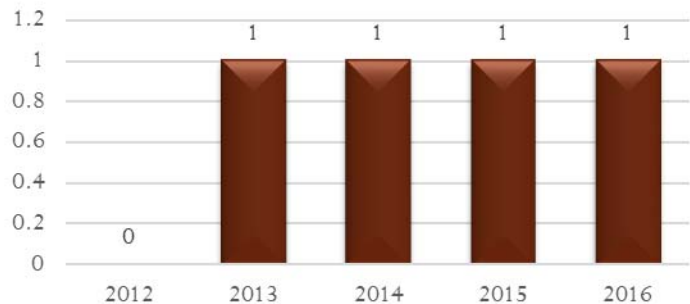


Actual 3-year average (2013-2015) = 427.7

## BICYCLIST-RELATED FATALITIES

**GOAL:** To maintain the number of bicyclist-related fatalities to no more than the 5-year average (2010–2014) of 1 by December 2017.

**GOAL MET**

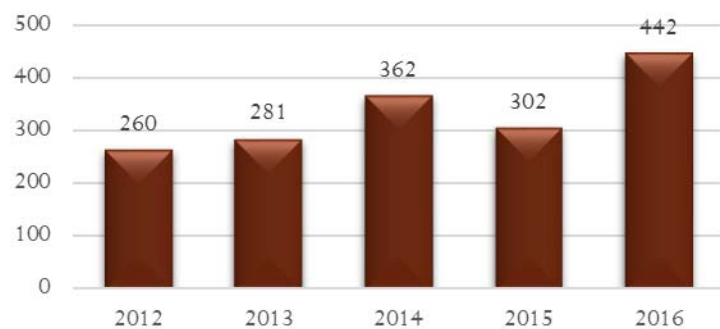


Actual 5-year average (2012-2016) = 0.8

## BICYCLE-RELATED INJURIES

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

**GOAL NOT MET (See \* Page 7)**

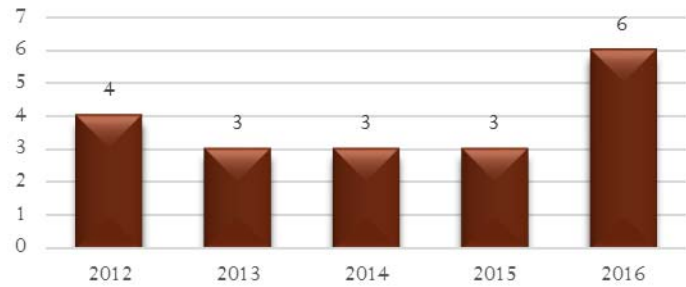


Actual 5-year average (2012-2016) = 329.4

### MOTORCYCLIST-RELATED FATALITIES

**GOAL:** To maintain the number of motorcyclist fatalities to no more than the 5-year average (2010–2014) of 3 by December 2017.

**GOAL NOT MET**

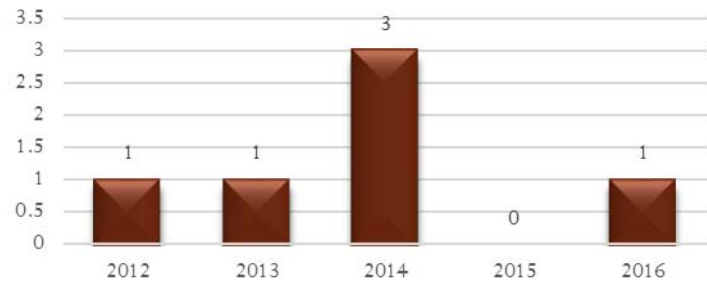


Actual 5-year average (2012-2016) = 3.8

### YOUNGER DRIVER IN FATAL CRASH

**GOAL:** To maintain the number of drivers age 20 or under involved in a fatal crash to no more than the 5-year average (2010–2014) of 2 by December 2017.

**GOAL MET**



Actual 5-year average (2012-2016) = 1.2

## Mission Statement

The mission of the District of Columbia Highway Safety Office (DC HSO) is “to provide a safe and efficient transportation system, improving the mobility of people and goods, increasing transit and walking, enhancing economic prosperity, preserving the quality environment, and ensuring that communities are realized.” The District of Columbia Strategic Highway Safety Plan (SHSP) 2014 identifies strategies to achieve the goal of improving transportation safety by reducing the total number of fatal and serious injuries (disabling and non-disabling injuries) with the ultimate vision of zero traffic fatalities. The District of Columbia seeks to reduce traffic fatalities by 20 percent from 26 (average of 5 years 2008 to 2012, FARS data) to 21 by 2025 and seeks to reduce the serious injuries by 20 percent from 1,688 in 2013 to 1,366 by 2025 (MPD data).

The DC HSO continues to work towards achieving its goals, through the administration of funds from the National Highway Traffic Safety Administration, and the following key partners:

- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Office of the Chief Medical Examiner (OCME)
- Department of Motor Vehicle (DMV)
- Fire and Emergency Medical Service (FEMS)
- Superior Court of the District of Columbia
- Metropolitan Washington Council of Governments (MWCOG)
- Office of Information Technology and Innovational (OITI)
- Howard University
- Washington Regional Alcohol Program (WRAP)
- Washington Area Bicyclist Association (WABA)
- KLS Engineering, LLC
- McAndrew Company, LLC

This report provides an overview of each Program Area, including performance measures and goals implemented in FY2017. The majority of DC HSO programming efforts targeted the following traffic safety priority areas:

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

## Legislative Update

No updates in FY2017.

## Challenges

1. The District traffic related fatalities are often under 10 in many of the reporting areas. For example, the average over the last 5 years for many of these areas including impaired driving, unrestrained, speed related, pedestrian, bicyclist all average less than 10 to as low as 1. With low sample means (including zeros), the distribution of crash counts will be skewed (often excessively towards zero) which can result in incorrectly estimating parameters and erroneous inferences. The challenge will be to provide alternative performance measures in support of MAP 21 requirements.
2. Generally, all safety programs are based on crash data – this is NOT a proactive way to address road safety problems in urban areas with limited crashes. The District HSO is investigating the use of a risk based approach (proactive approach) using various factors to assess risk such as the 85<sup>th</sup> speed percentile, number of lanes, AADT, moving violation data, among others. The challenge is to be able to use federal funding to implement measures at locations deemed “high risk” but not “high crash.” In FY 2018 the HSO will pilot with MPD to enforce areas assessed to be at a higher traffic safety risk.

In 2015 the District approved legislation legalizing Marijuana. Referred to as “Initiative 71” it made the use of up to two ounces of marijuana and the possession and cultivation of up to three marijuana plants legal according to city law. Marijuana use impairs the psychomotor skills required for safe driving, and the available epidemiological evidence suggests that cannabis does increase the risk of crashing. A report, commissioned by the Governors Highway Safety Association, found that of all drivers who died in crashes and who were tested for drug use in 2013, about 40% tested positive for drugs. Of those, more than a third tested positive for marijuana, the report said. However, this risk, and how it varies with marijuana dose, is not well quantified relating to driving. This uncertainty hinders the development of effective road safety policy targeting cannabis-impaired.

The statistics (OCME) clearly indicate that the top 3 DC reported substances of abuse while driving under the influence were:

- Ethanol
- THCOOH
- Phencyclidine

The average alcohol concentrations (ranging from 0.15 – 0.2 g/100mL) and average THC concentrations (ranging from 0 – 0.005 mg/L). Developing programs to address these areas as well as areas where the driver is under the influence of multiple drugs continue to be a challenge.

3. Pedestrian and bike trips have also increased on average between 3 to 5 percent annually. The District has over 97 miles of bike lanes, cycle tracks, signed bike routes, and shared lanes which is increasing at a relatively fast pace (e.g., in 2016 over 6.2 miles were added, a 300 percent increase). In addition, the Capitol Bikeshare program is now extended to over 440 bike share stations with over 3,700 bikes for rent across 5 jurisdictions (DC has over 200 stations and 2,000 bike). In 2016 there were close to 3.0 million bike share trips with an additional 400,000 continuing their journey with transit. **Each of these bike share**

**trip accounts for 2 pedestrian trips.** The fast pace of all these changes is in itself a challenge as the District seeks to increase the modal share through walking and biking and re-allocate existing infrastructure space among all competing modes.

4. New modes of transportation such as the “Streetcar” (passenger service began on February 27, 2016) will compete for road space with all other modes. A new crash type will emerge as other forms of transportation become integrated with the street car due to its physical and operational limitations. Since inception November 15, 2016 to September 30, 2017, 20 crashes have occurred.
5. Accurate assessment of crash severity – In August 2015 the Metropolitan Police Department (MPD) installed a new crash reporting application that provided the officer with more choices to accurately determine the severity of the injured person. For example, a “Serious” injury is sub-defined into five sub-attributes, this change helps to guide the officer and result in more accurate reporting of serious injuries. Prior, when an injury status was not clear the officer erred to a lesser type. It is expected that the number of serious injuries will increase as the officer has less doubt in coding the type (similar pattern in other States). How this will be reconciled with prior data will be a major challenge.

## Future Plans

1. Use HSO funding to implement behavioral safety measures at locations deemed “high risk” but not “high crash.”
2. Work with District agencies to enhance and support the various safety programs including the Strategic Highway Safety Plan and Vision Zero.
3. Investigate the development of effective road safety policies targeting marijuana impairment and other drugs.
4. Continue to address road safety utilizing the comprehensive and collaborative approach involving all E’s.
5. Increase enforcement/checkpoints with the Impaired Driving Van.
6. Strengthen convictions with the use of body cameras for law enforcement.
7. Expand the e-Citation system program
8. Determine the feasibility of merging various traffic related data sets under OCTO for development of future safety programs.



## Program Funding (FY2017)

The District of Columbia Highway Safety Office (HSO) administers the grant funds through the award of Federal grants to other District agencies, and the private sector. These funds are used in areas identified by the HSO to change driver behavior and reduce vehicle crashes and crash severity.

In FY2017 HSP 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 Seat Belt Use State), 405c (Data Program), 405d (Alcohol – Low range state) and 405h (non-motorized safety).

The following programs were funded:

- Impaired Driving
- Occupant Protection
- Aggressive Driving/Police Traffic Service
- Pedestrian/Bicycle Safety
- Traffic Records
- Planning and Administration
- Roadway Safety
- Safe Communities

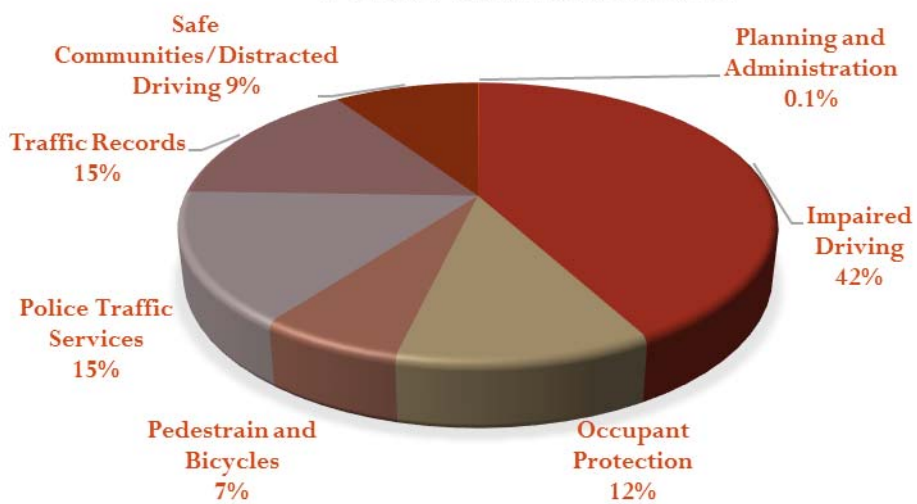
Table 1 provides information on the Federal Aid Allocation and the related Grant Expenditure.

TABLE 1: FEDERAL AID ALLOCATION REPORT AND EXPENDITURE

Program Area	Fund	Task Description	Project No.	Allocation	Expenditure
Planning and Admin.	402	Facilitation of the District's Highway Safety Program. All administration costs that include salary, benefits, office space, telephone, supplies, etc. are paid by DDOT. Federal expenditures for dues for NCGHSR.	PA2017-01-01	\$ 23,609.74	\$ 4,521.00
	<b>402 TOTAL</b>			\$ 23,609.74	\$ 4,521.00
PM TOTAL				\$ 23,609.74	\$ 4,521.00
Impaired Driving	402	Office of the Attorney General (OAG)	AL 2017-03-01	\$ 240,000.00	\$ 12,545.20
		Alcohol Enforcement City-Wide	AL 2017-03-02	\$ 168,314.44	\$ -
		Washington Regional Alcohol Program	AL 2017-03-03	\$ 130,000.00	\$ -
	<b>402 TOTAL</b>			\$ 538,314.44	\$ 12,545.20
	<b>405d</b>	Impaired Driving Media	M6OT 2017-01-00	\$ 128,722.48	\$ 122,206.25
	<b>Low</b>	Media for Impaired Driving Program	M6X 2017-01-01	\$ 199,065.75	\$ 139,198.75
		WRAP	M6OT 2017-01-01	\$ 110,865.58	\$ 102,572.45
		OAG Impaired Driving Program	M6OT 2017-01-02	\$ 969,279.60	\$ 688,150.73
		OCME Impaired Driving	M6X 2017-01-02	\$ 282,236.77	\$ 282,236.77
		COPS IN SHOPS - MPD	M6OT 2017-01-03	\$ 66,413.22	\$ 33,945.67
		Training/Travel - Alcohol Program	M6OT 2017-01-04	\$ 21,288.33	\$ 7,117.97
	Impaired Driving/Enforcement	M6OT 2017-01-06	\$ 614,142.42	\$ 439,645.85	
	Office of Chief Medical Examiner	FDLBAC 2017-01-02	\$ 696,302.25	\$ 471,840.15	
	Paid/Earned Media	FDLPEM 2017-01-01	\$ 208,760.66	\$ -	
	<b>405d TOTAL</b>		\$ 3,297,077.06	\$ 2,286,914.59	
<b>Total</b>			\$ 3,835,391.50	\$ 2,299,459.79	
Occupant Protection	402	Occupant Protection - CPS	OP 2017-05-01	\$ 248,058.90	\$ 61,785.50
		Howard University - SB Survey	OP 2017-05-02	\$ 26,650.00	\$ 26,650.00
		Seat Belt Survey	OP 2017-05-02	\$ 110,000.00	\$ 62,569.30
	<b>402 TOTAL</b>			\$ 384,708.90	\$ 151,004.80
	405b	High Visibility Enforcement - OP	M1HVE 2017-05-01	\$ 416,457.25	\$ 341,859.87
	OP Enforcement MPD	M2HVE 2017-05-02	\$ 282,666.24	\$ -	
	Various Media Campaigns	M1PE 2017-14-01	\$ 175,017.98	\$ 41,423.50	
	Occupant Protection- Various	M1X 2017-05-02	\$ 106,817.95	\$ 106,817.95	
	<b>405b TOTAL</b>		\$ 980,959.42	\$ 490,101.32	
<b>Total</b>			\$ 1,365,668.32	\$ 641,106.12	
Ped/Bicycle Safety	402	Pedestrian Bicycle Safety	PS 2017-08-03	\$ 335,000.00	\$ 93,108.40
		Pedestrian Safety Enforcement - MPD	PS 2017-08-04	\$ 207,103.37	\$ 64,920.37
		Ped Safety Activities - Street Smart 2017	PS 2017-08-05	\$ 225,167.18	\$ 122,987.50
	<b>402 TOTAL</b>			\$ 767,270.55	\$ 281,016.27

	<b>405h</b>	Bicycle Program in DC - WABA	FHX 2017-01-01	\$ 223,188.98	\$ 81,919.50
	<b>405h</b>			\$ 223,188.98	\$ 81,919.50
	<b>TOTAL</b>				
<b>Total</b>				\$ 990,459.53	\$ 362,935.77
<b>Aggressive Driving</b>	402	Police Traffic Services - Citywide	PT 2017-04-01	\$ 704,138.66	\$ 385,728.60
		Paid Advertisement Various Campaigns	PM 2017-14-01	\$ 661,452.76	\$ 447,897.05
	<b>402</b>			\$ 1,365,591.42	\$ 833,625.65
	<b>TOTAL</b>				
<b>Total</b>				\$ 1,365,591.42	\$ 833,625.65
<b>Data Program</b>	<b>405c</b>	E-Citation Writers - MPD	M3DA 2017-07-01	\$ 604,191.46	\$ 499,958.00
		Updating TR Strategic Plan	M3DA 2017-07-02	\$ 303,518.94	\$ 229,812.03
		E-Citation Writers - MPD	M3DA 2017-07-05	\$ 500,000.00	\$ -
		Data Projects	M3DA 2017-07-05	\$ 308,727.62	\$ 49,102.87
	<b>405c</b>			\$ 1,716,438.02	\$ 778,872.90
	<b>408</b>	e-Citation Phase 2	K9 2017-07-01	\$ 553,453.99	\$ -
		MIRE FDE Data Collection	K9 2017-07-01	\$ 165,000.00	\$ 47,477.95
	<b>408</b>			\$ 718,453.99	\$ 47,477.95
	<b>TOTAL</b>				
<b>Total</b>				\$ 2,434,892.01	\$ 826,350.85
<b>Safe Communities</b>	<b>402</b>	Traffic Records	TR 2017-04-01	\$ 79,632.60	\$ -
		Roadway Safety	RS 2017-13-01	\$ 91,585.19	\$ -
		Preparation of Various Safety Documents	SA 2017-15-01	\$ 438,643.24	\$ 274,752.87
		Preparation of Various Safety Documents	SA 2017-05-01	\$ 757,693.80	\$ -
		Fire & EMS Simulator Software/Hardware	SA 2017-15-02	\$ 241,513.12	\$ 241,513.12
	<b>402</b>			\$ 1,609,067.95	\$ 516,265.99
	<b>TOTAL</b>				
<b>Total</b>				\$ 1,609,067.95	\$ 516,265.99
<b>Distracting Driving</b>	<b>402</b>	Distracted Driving Enforcement	DD 2017-16-01	\$ 171,910.31	\$ -
	<b>402</b>			\$ 171,910.31	\$ -
	<b>TOTAL</b>				
<b>Total</b>				\$ 1,780,978.26	\$ -
				\$	\$
	<b>TOTAL</b>			<b>13,405,658.73</b>	<b>\$ 5,484,265.17</b>

### FY2017 EXPENDITURE



## Program Summaries

## Impaired Driving Program

Impaired driving refers to a deterioration of a person's judgment that decreases his or her physical ability to drive. Alcohol intake and substance abuse are usually the common causes of impaired driving. According to the National Highway Traffic Safety Administration (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.

### Goals and Trends

The goal of the District’s impaired driving program is to maintain the number of alcohol-impaired related driving fatalities to no more than the five year average (2010-2014) of 6 and to decrease the number of impaired-related serious injuries by 2 percent from a five year average (2011-2015) of 87 to 85 by December 31, 2017.

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

The following are the numbers for the last five years:

YEAR	Alcohol-impaired Fatalities	Impaired Serious Injuries
2012	3	76
2013	7	101
2014	5	88
2015	6	80
<b>2016</b>	<b>10 (Goal &lt;6)</b>	<b>122 (Goal &lt; 86)</b>

The District did not achieve both alcohol-impaired fatalities and impaired-related serious injuries goals in 2016.

The impaired driving program qualified for the NHTSA 405 grant as a low range state. The following are the programs that were implemented in FY2017.

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### ADJUDICATION – Traffic Safety Resource Prosecutor (TSRP)

Office of the Attorney General (OAG)

#### BACKGROUND

The alcohol related offenses are considered the more complex cases that are handled by the Criminal Section of OAG. The complex issues related to impaired driving cases that arise require the expertise of prosecutors to assist law enforcement officers as well as prosecutors to help deter the problem of impaired drivers and create a safer community. As OAG continues to see repeat offenders there is a greater need for proper preparation to adequately punish the defendants and deter future arrests. The Traffic Safety Resource Prosecutor (TSRP) program provides the District’s traffic prosecutors and law enforcement agencies with up-to-date resource materials and training opportunities designed to prepare them for and assist them with traffic and safety issues, with particular emphasis on impaired driving.

## PROJECT GOALS

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

## PROJECT SUMMARY:

### Activities I: Training

**Activity Description – Attend at least six in person or electronic media based trainings to develop and maintain specialized knowledge of traffic safety and impaired driving issues.**

#### Results:

- The TSRP attended six webinars related to strategies in reducing drinking and drugged driving, such as Jumpstart Your Investigation and Prosecution: Resources for Law Enforcement and Prosecutors in Impaired Driving Cases, June 12, 2017 (presented by NY TSRP Lauren Consul, MA TSRP Andrea Nardone, and LA TSRP Rachel Smith) and The basics of prosecuting a marijuana DUI, July 11, 2017 (presented by Senior Police Officer John Wilber from the Westminster (CO) Police Department.) and prosecuting these cases such as Report Writing, Case Prep and Testimony, presented by MD TSRP David Daggett, December 15, 2016.
- The TRSP attended the following conferences:
  - Lifesavers National Conference on Highway Safety Priorities, Charlotte, NC, March 26-28, 2017;
  - Maryland/AAA Mid-Atlantic’s Drugged Driving Symposium, Linthicum, MD, April 26, 2017;
  - 2017 Annual Traffic Safety Resource Prosecutor conference, Indianapolis, IN, May 2-5, 2017;
  - IACP Training Conference on Drugs, Alcohol, and Impaired Driving, August 12-14, 2017, National Harbor, MD.

**Activity Description – Host/Conduct a minimum of 18 training sessions for prosecutors, law enforcement officers and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases. There should be a minimum of five attendees per training.**

#### Results:

The TSRP conducted 25 training sessions (413 attendees), as shown below:

1. OAG Criminal Charges and Papering Procedures, Cooperation Act training, October 27, 2016 (50 attendees), November 30, 2016 (50 attendees), April 27, 2017 (41 attendees), June 28, 2017 (38 attendees). **Total trained: 179;**
2. Legal Update, Breath Test Operator Recertification course, OCME, November 14, 2016 (5 attendees), January 25, 2017 (7 attendees), March 8, 2017 (4 attendees), April 19, 2017 (4 attendees), April 26, 2016 (4 attendees). **Total trained: 24;**
3. “Cops in Court” Report Writing and Testimony Skills presentation and mock direct/cross examination exercise
  - US Capitol Police SFST class, March 29, 2017 (10 attendees). **Total trained: 10;**
  - US Park Police SFST class, December 21, 2016 (32 attendees). **Total trained: 32;**
  - OCME Breath Operator class, December 8, 2016 (14 attendees), February 9, 2017 (16 attendees), September 14, 2017 (12 attendees). **Total trained: 42;**
  - USSS-UD SFST Recertification class, May 8, 2017 (20 attendees). **Total trained: 20;**
  - MPD’s SFST class February 23, 2017 (16 people), March 22, 2017 (17 attendees), June 12, 2017 (15 attendees). **Total trained: 48;**

4. Moot Court training exercise for OCME personnel, November 3, 2016 (4 attendees), June 29, 2017 (7 attendees). **Total Trained: 11;**
5. Intoximeter EC/IR II Introduction to Breath Testing for attorneys, August 24, 2017 (15 attendees). **Total Trained: 15;**
6. Office of the Attorney General, DUI Bootcamp. Training sessions include: SFSTs, March 13, 2017 (8 attendees), DUI Laws March 13, 2017, (3 attendees), Defense Challenges March 14, 2017 (2 attendees), MPD Major Crash March 14, 2017 (7 attendees), WRAP March 15, 2017 (2 attendees), Prosecuting DUI Cases March 15, 2017 (5 attendees), USCP Draeger Breath Testing March 15, 2017 (2 attendees), DUI screening March 17, 2017 (1 attendee), DDOT grant management March 21, 2017 (2 attendees), **Total trained: 32;**

The TSRP also made the following presentations:

1. "What Happens When You Drive Impaired by Alcohol or Other Drugs?" presented at Lifesavers National Conference on Highway Safety Priorities, March 28, 2017.
2. "FLETC Student Graduate Line of Duty Deaths: A Training Analysis" moderator at Lifesavers National Conference on Highway Safety Priorities, March 28, 2017.
3. "Human Impacts on Traffic Fatalities" presented at D.C. Vision Zero Summit, March 21, 2017.
4. "Challenges the District of Columbia faces when prosecuting drugged driving cases," presented at Maryland/AAA Mid-Atlantic Drugged Driving Symposium, April 26, 2017.
5. "Grant Writing and Activity Monitoring" presented at TSRP annual conference, May 2, 2017.

**Activity Description – Partner with Metropolitan Police Department or another law enforcement agency and Washington Regional Alcohol Program to present a "Dangers of Impaired Driving" course to area high school students.**

- Presented "Alcohol University Sobriety Check" Dunbar High School, Washington, DC, May 18, 2017 (approximately 100 attendees). **Total trained: 100;**

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

- US Park Police held an ARIDE class (February 13-14, 2017). The TSRP presented "Cops in Court" Report Writing and Testimony Skills presentation at the class on February 14, 2017 in which 36 attendees were trained. The TSRP was also able to get space for new AAGs to attend the two-day course. **Total trained: 36**
- MPD is not pursuing a DRE program at this time, but indicates that it will explore hosting future ARIDE courses.

#### **Activities II: District Wide Resource**

**Activity Description – Meet with and provide assistance to MPD and other law enforcement agencies, DDOT, the Office of the Chief Medical Examiner, and the Executive Office of the Mayor. Attend at least 10 meetings/support during FY2017.**

The TRSP attended the following 19 meetings:

1. NHTSA Region 3 conference call, October 13, 2016;
2. AG Racine at the Beer, Wine, and Spirits Wholesalers Annual Meeting, October 18, 2016;
3. Attended Washington Regional Alcohol Program (WRAP) annual WRAPPY awards ceremony, October 21, 2016;
4. Working lunch with Foundation for Advancing Alcohol Responsibility (FAAR) and Timothy Rabolt of George Washington University to discuss developing a program to support students in recovery from addiction and alcoholism, November 21, 2016;



5. Foundation for Advancing Alcohol Responsibility (FAAR) Congressional Briefing on Drugged Driving, and Kevin Quinlan Awards ceremony November 30, 2016;
6. NHTSA Region 3 grant coordinator meeting, Baltimore, MD, December 6-7, 2016;
7. NHTSA federal partners meeting at DDOT, December 14, 2016; WRAP Law Enforcement Awards, December 16, 2016;
8. OAG/OCME quarterly meeting, October 5, 2017; February 3, 2017
9. WRAP St. Patrick's Day SoberRide Kickoff Event at Fado, Washington, DC March 2, 2017;
10. DDOT Highway Safety Office Grantee workshop, March 8, 2017;
11. DC Vision Zero Summit, March 31, 2017;
12. GW Hospital blood draw task force meetings held: October 27, 2016, December 13, 2017, February 28, 2017, April 3, 2017, August 1, 2017;
13. Represented OAG at Department of Forensic Sciences bi-weekly interagency meetings to discuss testing of cases handled by the Consolidated Forensic Laboratory, which tests DNA, fingerprint, and other forensic materials.

**Activity Description – Provide assistance/reference via OAG website to prosecutors, law enforcement agencies, defense attorneys, and the public to discovery materials pertaining to DUI cases. Provide monthly updates to the website. Increase web traffic to OAG's website by providing informative materials, pretrial discovery, and other documents pertaining to impaired driving. Require User-ID and password credentials to determine frequency of document and discovery access.**

- All materials put on OAG's website must be approved by the Chief Information Officer.
- Current SFST training manuals are publicly available at <http://oag.dc.gov/node/443582>
- The TSRP worked with the OCME breath program manager to transition all breath test discovery materials from SharePoint to a web-based platform in FY2018. This will enable the prosecutors and defense attorneys to have earlier access to breath materials.
- Bodyworn camera footage, police station, and street surveillance videos are provided electronically to defense attorneys through Sharefile and Box.com.
- Content to advertise WRAP SoberRide events shared on OAG website.

**Activity Description – Host/conduct monthly DUI enforcement meetings and quarterly DRE meetings to train and assist police officers and other traffic safety professionals. There should be representatives from at least three different police agencies at the monthly enforcement meetings.**

- Monthly DUI Enforcement Meetings held: October 13, 2016, January 4, 2017, February 9, 2017, March 9, 2017, April 13, 2017, May 11, 2017, June 15, 2017, July 13, 2017, August 17, 2017, and September 13, 2017. Meetings were not held in November or December 2016 due to scheduling conflicts.
- Because of ongoing scheduling conflicts with DC's area DRE coordinator, DRE meetings were not separately held. However, the TSRP communicated regularly with area DREs.

**Activity Description – Meet quarterly with representatives from the National Traffic Law Center ("NTLC"); maintain online relationship with other TSRPs nationwide, and when needed provide support to other jurisdictions.**

- Daily communication and support with other TSRPs via web-forums.
- TSRP provide technical assistance provided to other TSRPs from various states, minimum 3 per month.
- In person meetings with NTLC: February 7, 2017 (Tom Kimball), March 26, 2017 (Tom Kimball, Kim Brown), May 3, 2017 (Tom Kimball, Kim Brown), August 9, 2017 (Tom Kimball, Kim Brown).
- Participated in NDAA/NTLC's Cross Exam project August 9-11, 2017, Alexandria, VA.

### Activities III: Intra-office Support

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

- Bi-weekly staff meetings, regular email messaging, training opportunities (TSRP webinar announcements), impaired driving trends communicated to line prosecutors, law enforcement, and toxicologists.
- Participate in bi-weekly brown bag lunches that focus on trial skills, changes in laws, plea negotiations, and trial preparation.

**Activity Description – Screen (paper) or assist with the screening of a minimum of 100 impaired driving arrests, arrest warrant applications, search warrant applications, and judicial summons cases.**

**Results:**

- Screened 533 DUI cases (citations and lock ups), 9 search warrant applications for blood/urine. As part of the screening process, the TSRP often communicated with a police officer to obtain more needed information to make a papering decision, secured Fire and Emergency Medical Services documents, view Body Worn Camera footage, and reached out to civilian witnesses. When appropriate, the TSRP communicated with area hospitals to endeavor to have biological specimens preserved so that a search warrant can later be executed and the evidence can be used at trial.
- A database of all of the DUI arrests is kept in order to track repeat offenders, crash cases, driver's license information, and chemical tests. Further, offenders designated as "Silver Bullets" (the most serious DUI offenders) are tracked.

**Activity Description – Avail self to prosecutors for trial assistance by providing technical support. Observe court proceedings on a bi-weekly basis to identify problem areas and the need for additional training. Provide legal research and writing support as needed. Participate in witness conferences. Assist with legal challenges to the impaired driving and implied consent laws.**

- Provided court coverage and observed court proceedings; provided feedback to AAGs and police officer witnesses, assisted with preparation of trial, handled witness conferences, expert witness submissions. Covered trial courtrooms, handle plea negotiations, trial readiness cases, status hearings, discovery issues, plea proffers, and sentencing;
- Two bench trials, both involved marijuana impaired driving. Second chair jury trial and provided assistance during the jury selection process, with jury instructions, and with any attendant questions regarding the HGN and *Daubert* issues;
- Authored, reviewed, and edited motions in impaired driving cases;
- Authored opposition to a motion that seeking to exclude expert testimony of standardized field sobriety tests, particularly the Horizontal Gaze Nystagmus Test (HGN) in light of the District of Columbia adopting the *Daubert v. Merrell Dow Pharm.* standard of admissibility of scientific evidence;
- Participated in five witness conferences DUI cases;
- Facilitated the production of 153 street and station videos from USCP;
- Conducted 74 Personnel Performance Management System (PPMS) checks for a total of 217 police officers;

**Activity Description – Maintain discovery database to preserve prosecutor requests for information. Convert approximately 150 incoming toxicology reports to an electronic format and preserve in electronic database.**

- All toxicology reports received are maintained on a shared drive for easy attorney access.
- 352 toxicology reports were provided from OCME to OAG for use in impaired driving prosecutions.

- Brokered agreement between OCME and police agencies for OCME to provide reports directly to OAG upon completion;
- Facilitated the production of 153 street and station videos from USCP.
- Served as point of contact for all breath discovery for USPP;

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

- The section continues to maintain legal pleadings on a shared computer drive, enabling all attorneys to access the most recent caselaw and court filings.
- Relevant caselaw, training manuals, and jury instructions provided to all new attorneys and DUI prosecutors hired in FY2017.

#### **Activities IV: Legislative Support**

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

- Suggested legislative amendments and new laws for impaired driving, such as lowering the blood alcohol concentration levels for mandatory minimums, changes to the refusal to submit to testing laws and penalties, ignition interlock.

**Activity Description – Serve on and provide support to the Criminal Jury Instruction committee, particularly in the area of DUI jury instructions.**

- Senior Attorney Dave Rosenthal serves as the Agency’s representative to the committee. The TSRP provides materials necessary to support necessary changes to the DUI jury instructions. For example, the TSRP reviewed the jury instruction for the criminal charge of “No Permit.”

**Activity Description – Author quarterly submissions to the TSRP blog pertaining to trends in impaired driving.**

- Designate a Sober Driver this Halloween
- Be a Team Player: Drive Safely on SuperBowl Sunday
- Traffic Fatalities Increase in 2015

**Activity Description – Regularly attend the Traffic Records Recording Committee quarterly meetings, and the Strategic Highway Safety Program meeting(s).**

- Attended TRCC meeting November 29, 2016, and on June 13, 2017 and provided brief presentation on DUI offender population.
- Unable to attend the March 29, 2017 meeting due to a training conflict;

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## **ADJUDICATION**

Office of the Attorney General (OAG) – Driving Under the Influence (DUI) Prosecutor

### **BACKGROUND**

The alcohol related offenses are considered the more complex cases that are handled by the Criminal Section of OAG. The complex issues related to impair driving cases that arise require the expertise of prosecutors to assist law enforcement officers as well as prosecutors to help deter the problem of impaired drivers and create a safer community. As OAG continues to see repeat offenders, there is a greater need for proper

preparation to adequately punish the defendants and deter future arrests. The DUI Prosecutors are essential to the effective and efficient prosecution of impaired driving cases and other serious offenses, taking a tough stance on impaired driving offenses, providing a resource to the law enforcement community, and protecting the citizens of the District of Columbia.

### **PROJECT GOALS**

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

- Assisting in training OAG attorneys and law enforcement, the judiciary and the public on what the law is and how to prosecute impaired driving cases.
- Preparing legal pleadings for cases assigned to the DUI Prosecutors.
- Assisting in improving the laws in the District, including reviewing and drafting legislation, so that adequate punishment is available, thereby deterring defendants from reoffending.
- Serving as a resource for prosecutors, law enforcement and judges by offering expertise and assistance in prosecuting impaired driving offenses.
- Assisting in improving the breath, blood, and urine testing program.

### **PROJECT SUMMARY:**

#### **Activity Description – Re-bring cases dismissed for variety of reasons.**

No cases were re-bring.

#### **Activity Description – Maintain caseload of most demanding and difficult impaired driving cases.**

The DUI Team handle the more complex DUI issues, such as cases with multiple victims who have sustained serious injuries, children in the vehicle, repeat offenders, high breath score cases, and toxicology cases. In FY2017 approximately 748 impaired cases were screened.

The prosecutors screen the citation release and lock-up arrests for impaired driving offenses. They screened police paperwork from various agencies and made charging decisions. They also assisted with filing Criminal Informations for the Driving Under the Influence (“DUI”)-related offenses with the D.C. Superior Court. In cases that they did not file the Criminal Informations, they provided the cases to the DUI paralegal, to file the Criminal Informations with the court and build discovery.

The DUI Team filed enhancement papers on all applicable cases, such as

- Repeat offender cases and cases with children in the vehicle.
- In cases in which the officer conducted the Horizontal Gaze Nystagmus (“HGN”) test.
- Filed expert notice for the Breath Alcohol Program Manager in cases that they intended to introduce breath scores, as well as expert notice for the toxicologist in toxicology cases.
- Filed expert notice for the Drug Recognition Experts (“DRE”) in DRE cases.
- Files expert notice when she intends to introduce expert testimony from DC Fire and Emergency Medical Services (“FEMS”) personnel.

The DUI Team seeks input from National District Attorney’s Association (“NDAA”) to strategize on how to handle defense experts. Respond to Rosser requests and discovery issues. Conducted plea negotiations. They reviewed their cases before trial and extended plea offers to defense counsel. They provided discovery to defense counsel including stationhouse video, body worn camera video, street video, radio

communications, and additional police reports. They regularly respond to questions from officers regarding potential cases and DUI enforcement.

#### Search Warrants

The DUI Team assisted officers in drafting search warrants for ten DUI cases this year. They typically explain to the officers the search warrant process, including 1) drafting the search warrant, 2) obtaining the judge's signature of the search warrant, 3) obtaining the blood or urine kits from the station, 4) obtaining the samples from the hospital, 5) filling out the forms for chain of custody correctly, and 6) storing the sample correctly.

#### Trials

The DUI Team have tried 3 jury trials, 19 bench trials, 8 motion hearings, and 7 detention hearing for FY2017.

#### Witness Conferences

The DUI Team have conducted a number of witness conferences this year in preparation for trials, including with civilian witnesses, victims, EMS personnel, HGN experts, police officers offering lay testimony, technicians of the Office of the Chief Medical Examiner and the chief toxicologist.

- 33 formal witness conferences, but this does not include phone conversations with witnesses or meetings on the morning of trial. This includes two witness conferences with the technicians from OCME and one witness conference with the breath test technician. The above conferences do not include all phone conversations with witnesses or meetings the morning of trial.
- Conducted a defense witness interview with an Assistant U.S. Attorney ("AUSA") for a request to grant a defense witness immunity.

#### Ignition Interlock

This year, the DUI Team requested ignition interlock devices on a total of 75 cases that resulted in a guilty conviction by way of plea or conviction after trial.

**Activity Description** – *Establish new and more stringent guidelines for acceptable pleas in serious impaired driving cases involving repeat offenders and individuals above specified BAC levels.*

As part of the Criminal Papering Unit, Section Chief, Peter Saba, continues to consult with DUI Team regarding plea guidelines. The Team presented specific case files of repeat offenders, major crash cases, drug use cases (specifically PCP) and kids in the car cases to provide a benchmark for more stringent plea guidelines. DUI and the TSRP developed and submitted plea guidelines to Mr. Saba on June 5, 2017.

**Activity Description** – *Provide training to attorneys and law enforcement on how to prosecute impaired driving cases.*

- Office of Chief Medical Examiner ("OCME") technicians in preparation for the introduction of toxicology results in trial. The mock trial was presented in front of the line attorneys of the Criminal Section; November 17, 2016,
- New Attorney Training session; January 19, 2017; February 1 and February 28, 2017.
- SFST Training, assisted the TSRP with conducting direct examination, March 22 and 29, 2017; 14 attendees.
- DUI trial preparation; April 4, 2017; 1 attendee.
- Breathe test class, on May 3, 2017, August 24, 2017.
- Superior Court Drug Intervention Program ("Drug Court") history, screening and process on August 24, 2017

- The DUI Team responded at least once a day to fellow line attorneys' questions related to DUI legal issues and assisted line attorneys approximately 81 times with trial preparation and trial procedure for impaired driving offense trials.

**Activity Description** – *Provide technical assistance and legal research to prosecutors on a wide variety of legal issues, including probable cause, Standardized Field Sobriety Tests (“SFST”), Drug Evaluation and Classification Program (once applicable in the District), implied consent, breath/blood/urine testing, pre-trial procedures, trial practice, and appellate practice.*

The DUI Team responded to colleagues' questions related to DUI issues at least once a day. They answered questions from AAGs regarding charging decisions, trial preparation, expert witness issues, and Rosser responses. They also answered questions pertaining to the Intoximeter and SFSTs. They provided AAGs with various information including sample questions for the breath test, SFSTs, expert notice samples, and legal writing samples.

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

The DUI Team filed 71 motions this year, including motions for protective orders, oppositions to motions *in limine*, and oppositions to motions to suppress evidence and statements and edited 5 motions for line attorneys.

**Activity Description** – *Respond to written and verbal inquiries made by prosecutors concerning criminal traffic matters. Serve as a resource for prosecutors by offering expertise and assistance for prosecuting traffic safety offenses and reviewing written case materials.*

- The DUI Team, on a daily basis, respond to colleagues' questions related to DUI issues. They answer questions from colleagues regarding charging decisions, trial preparation, expert witness issues, and Rosser responses. They also answer questions pertaining to the Intoximeter and SFSTs. They provide colleagues with various information including sample questions for the breath test, SFSTs, expert notice samples, and legal writing samples. They regularly assist and answer other AAGs' questions regarding experts in breath test cases.
- They routinely assist colleagues with their trial preparation. They discuss trial strategy with other colleagues about their cases in court. They discuss potential rules of evidence issues with colleagues before they go to trial to ensure the evidence is admitted.
- They also assist with smaller things such as ensuring AAGs have all the necessary equipment for trial, such as a laptop or a radio run.
- They discuss new issues that arise in court with their colleagues. They discuss potential strategies and case law to present in court with AAGs who have hearings and trials.
- They provide sample motions and expert notices to other AAGs to assist their colleagues in their cases.

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

The DUI Team served as second chair for the following:

- *D.C. v. Amanda McCartney* (2016 CTF 6470) jury trial on February 14 – 16, 2017.
- *D.C. v. Kimberly McCain*
- *D.C. v. Johnathan Gregg* (2016 CTF 18998) on May 12, 2017
- *D.C. v. Jonathan Moody* (2016 CTF 6696) jury trial on May 17, 2017 and provided feedback.

- *D.C. v. Brian Robinson* (2016 CTF 5745) on June 8 and 12, 2017.

### **CONFERENCE**

- Two DUI Prosecutors attended the 2017 Lifesavers National Conference on Highway Safety Priorities in Charlotte, NC from March 26, 2017 through March 28, 2017.
- Two DUI Prosecutors attended the 23<sup>rd</sup> Annual International Association of Chiefs of Police (IACP) Training Conference on Drugs, Alcohol, & Impaired Driving in National Harbor, MD from August 12 through August 14, 2017.

### **COURT AND RELATED DUTIES**

- The DUI Team assisted by arraigning cases in arraignment court during the week and on weekends, on a rotational basis.
- The DUI Teams assisted by covering Other Courtrooms (“OC”). They handled 1) plea negotiations, 2) trial readiness calls, 3) obtaining new dates for cases, 4) coordinating necessary information with other AAGs to resolve matters that arise during court, including discovery issues and trial readiness issues, 5) plea proffers, and 6) sentencings.
- DUI Prosecutors occasionally assisted by screening walk-in citations cases in the morning and after the papering desk has closed, before her tour of duty starts and after her tour of duty ends.
- DUI Team assisted by attending Drug Court on a rotational basis. They participated in staff meetings prior to court wherein a review of the defendants’ progress in the diversionary program was discussed. They also assisted as needed in admitting new defendants into the program.
- They worked closely with a number of Assistant U.S. Attorneys (“AUSAs”) in joint US and DC cases. They assisted with interviewing witnesses, drafting global plea offers, negotiating on behalf of the OAG and the US; 20 cases
- DUI Team assisted Peter Saba, the Criminal Section Chief, with the screening of citation release and lock-up arrests for impaired driving offenses. They screened police paperwork from various agencies and made charging decisions. They also assisted with filing Criminal Informations for the Driving Under the Influence (“DUI”)-related offenses with the D.C. Superior Court. In cases that they did not file the Criminal Informations, they provided the cases to DUI paralegal, to file the Criminal Informations with the court and build discovery; screened approximately 515 impaired driving cases.
- DUI and TRSP routinely meets with Mr. Saba, and Jose Marrero, Assistant Chief of the Criminal Section, as part of the Criminal Papering Unit to continue to develop plea guidelines for the section.
- The DUI Team regularly conduct their own *Lewis* checks by reviewing the information contained in the Metropolitan Police Department’s Personnel Performance Management System (PPMS). They review any pertinent disciplinary action against any officer that they may call as witnesses at trial and make a determination if the information is disclosable under *Brady* and its progeny. They then draft a letter for defense counsel that contains summaries of the *Brady/Lewis* disclosures that are reviewed by a supervisor. After supervisor review, the information is then disclosed to the defense attorney prior to trial. In addition, they may disclose the actual disciplinary investigation reports (“source documents”) after any necessary redactions to the defense attorney. Before providing the source documents to defense counsel, they request protective orders from the court.
- The DUI Team file the Criminal Information for Driving Under the Influence (DUI)-related offenses and prepare discovery packages for their own citation cases.
- The DUI Team and TSRP developed DUI plea guidelines for the section.
- With the launch of Drug Court for DUI offenses, the DUI Team have assisted with facilitating cases to Drug Court. They filed enhancements papers; prepared discovery, including downloading Body Worn

Camera video, requesting radio run communications, DMV records, and station video; and emailed the drug court plea offer to defense counsel; 40 cases.

- The DUI Team worked closely with the Victim Specialists in the Public Safety Division, who provide the victims with appropriate referrals for financial assistance, victim assistance such as counseling, social services, and mental health services; Made victim referrals in 7 cases this year.
- DUI Paralegal filed the Criminal Information for the Driving Under the Influence related offenses with the D.C. Superior Court.
- DUI Paralegal assisted by preparing discovery packages for cases in arraignment court during the week and on weekends, on a rotational basis.
- DUI Paralegal assisted by completing trial prep for the DUI Prosecutors. Ms. Thomas requests, 1) radio runs, 2) certified convictions, 3) toxicology reports, 4) driving records, 5) videos, and 6) EMT reports.
- DUI Paralegal performed WALES checks (criminal record checks) on police officers and witnesses for the DUI cases.
- With the launch of Drug Court for DUI offenses, DUI Paralegal assisted with preparing cases for Drug Court, retrieves pre-trial reports and drug testing results from *CaseFile Xpress* and Justis.
- DUI Paralegal also assists with contacting victims to obtain restitution information as well as subpoenaing witnesses for trial.
- DUI Paralegal drafts and files writs with the court for defendants held in custody in other jurisdictions.

#### **STATISTICS AND DATA**

- DUI Paralegal provided monthly Deferred Sentencing Agreement (DSA) reports to the DMV representative this fiscal year for approximately 218 defendants.
- DUI Paralegal coordinated the retrieval of approximately 961 videos from MPD for DUI cases.
- DUI Paralegal redacted approximately 1,829 pages of PPMS documents.

#### **TRAINING**

- The DUI Team attended the new DUI Prosecutor training from March 13-15, 2017. The training included the following five sessions:
  - Standardized Field Sobriety Tests by U.S. Capitol Police Officer James Soltes
  - DUI Statutes and Legislation by OAG Senior Attorney Dave Rosenthal
  - Defense Challenges in DUI Cases by Defense Attorney Michael Bruckheim
  - Washington Regional Alcohol Program by Kurt Erickson
  - Dräger by U.S. Capitol Police Officer Spencer Wilson
- As part of the new DUI Prosecutor training, Ms. Friend-Kelly also attended the following fourteen training sessions:
  - The Basic Training Program for Breath Alcohol Operators at the Office of the Chief Medical Examiner
  - Major Crash Investigation and Reconstruction Unit by Det. Jeff Bruce
  - DUI Courtroom Considerations by Melissa Shear and David Rosenthal
  - DUI Screening and Papering by Melissa Shear
  - Possession of an Open Container of Alcohol Case Law by former Assistant Chief Christina Jones
  - Metropolitan Police Department Standard Field Sobriety Test Class training - Investigation and Testifying by Melissa Shear
  - United States Capitol Police Standard Field Sobriety Test Comprehensive Wet Lab
  - Preparing a DUI trial by Jemine Truth and Melissa Shear



- OCME Forensic Toxicologist Trial Preparation with AAGs Truth, Trieu, and Boorman, assisted by Chief Toxicologist Lucas Zarwell
- Seminar at Georgetown Law School entitled “The Right to Remain Children, Race and Juvenile Justice, 50 years after Gault”
- Police Personnel Management System by Assistant Chief Jose Marrero
- Sentencing law, procedure, and considerations by Assistant Chief Jose Marrero
- C-10 training by Assistant Chief Jose Marrero
- Ethics Training for Prosecutors conducted by the Office of the Solicitor General
- On May 4, 2017, the DUI Team attended the following three intra-office training sessions:
  - A refresher on *Brady* law
  - PPMS issues and discussion on *Brady* policy
  - Testing Knowledge on *Brady*
- The DUI Team attended the following two training sessions:
  - Moot Court for *Kimberly McCain*, D.C. Court of Appeals Oral Arguments on April 18, 2017
  - Oral Arguments for *Kimberly McCain* at the D.C. Court of Appeals on April 19, 2017
- Ms. O’Connor attended the following three training sessions:
  - December 1, 2016, Adolescent Brain Development
  - December 1, 2016, Victims Advocacy
  - August 23, 2017, writing meeting with John Salatti.
- On June 29, 2017, Ms. Trieu attended and helped Ms. Shear (TSRP) facilitate a Moot Court with the Office of the Chief Medical Examiner’s breath alcohol program staff.
  - On July 11, 2017, Ms. Truth attended The Basics of Prosecuting a Marijuana DUID webinar.
  - On August 24-25, 2017, Ms. Friend-Kelly and Ms. Trieu attended the Public Safety Division trainings, which included the following five sessions:
    - Hospital Cases, Blood Draws, Search Warrants, and Medical Records
    - Prepping a DUI Breath Test Case and Conducting Direct Examination of the Operator
    - The Superior Court Drug Intervention Program (presented by Ms. Friend-Kelly)
    - The Effect of Arrests/Convictions on Immigration and Citizenship
    - Motions to Continue
  - On August 25, 2017, Ms. O’Connor attended the Public Safety Division trainings, which included the following two sessions:
    - The Effect of Arrests/Convictions on Immigration and Citizenship
    - Motions to Continue
  - On September 13, 14, 15, 18, and 19, 2017, Ms. Friend-Kelly and Ms. Trieu attended Drug Recognition Expert (DRE) School at the Maryland State Police Training facility in Sykesville, MD.

### **MEETINGS**

- On October 5, 2016, Ms. Truth participated in the jacket workgroup for the Criminal Section’s new fiscal year office jackets.
- On November 30, 2016, Ms. Truth attended the Foundation for Advancing Alcohol Responsibility (FAAR) awards ceremony.
- On February 3, 2017, Ms. Truth attended the OAG/OCME Quarterly meeting held at OAG in Melissa Shear’s (Traffic Safety Resource Prosecutor) absence. Ms. Truth kept the minutes of the meeting and submitted them to her chief, Peter Saba.
- The DUI Team attended the following eight Criminal Section brown bag lunch meetings to discuss cases, trial strategies, and to provide feedback during the line attorneys’ opening and closing statement presentation:
  - January 4, 2017 (Opening statements)

- January 18, 2017 (*Motorola* case/expert testimony)
- February 1, 2017 (Trial strategies discussion)
- March 15, 2017 (Trial strategies discussion)
- March 22, 2017 (Trial strategies discussion)
- April 12, 2017 (Trial strategies discussion)
- May 24, 2017 (Trial strategies discussion)
- May 31, 2017 (DUI Team facilitated discussion on plea guidelines)
- The DUI team met on a regular basis to discuss cases, trial strategies, trends, and screening of cases. There were thirteen DUI team meetings in FY2017.
- DUI Team attended:
  - Webcast, the Road to Zero Coalition Meeting on “Saving Lives on our Roadways at the Merging Intersection of People & Technology.”; June 13, 2017
  - DUI Steering Committee meeting; July 20, 2017
  - OCME’s Breath Alcohol Program Manager regarding the public launch of the litigation packages website; August 15, 2017
  - DUI Enforcement meeting; August 17, 2017

## ADJUDICATION

Office of the Chief Medical Examiner (OCME)

### BACKGROUND

Currently, the Forensic Toxicology Division at the Office of the Chief Medical Examiner (OCME) performs forensic examination for the Metropolitan Police Department (MPD). This service is extensive, and because the service is interconnected with all toxicology testing through process, it involves multiple full time positions (FTE) and consumes scientific and administrative resources. Administratively, the Forensic Toxicology Department provides support by offering expert testimony services, litigation documentation, and specialized training for federal and local prosecutors and law enforcement officials. Due to these resource needs, average turnaround time of DUI (Driving under the Influence) and DUID (Driving under the Influence of Drugs) casework is currently less than optimal (67 days).

The OCME sought 2 FTEs, training, materials, and supplies in order to supplement enforcement support through the toxicology testing of suspected impaired drivers, improve turnaround time, and reduce overall backlog. With these resources, the OCME will use the new in-house methodologies developed with the FY2015 highway grant award to detect and report the presence of drugs and chemicals which are known to cause impairment.

This new testing would affect over 300 DUID (Driving under the influence of drug) cases a year.

### PROJECT GOALS

- Continue to provide comprehensive DUI and DUID testing of District suspected impaired driving while reducing turnaround times and overall backlog of casework.
- Provide data to assist stakeholders with decreasing the prevalence of DUI and DUID in the District and as a result assist with reducing traffic fatalities in the District overall.
- Improve specific services by increasing DUI and DUID chemical testing knowledge base by sending the supervisor and grant funded employee to forensic toxicology scientific workshops and conferences.

**PROJECT SUMMARY:**

**Activity Description** – *Purchase Supplies to Support Chemical Testing.*

Requisitions were approved and purchase order created in the 2<sup>nd</sup> quarter. All supplies used for DUI and DUID testing were procured before the end of FY2017.

**Activity Description** – *Retain FTE and obtain and train an additional FTE to handle casework.*

OCME hired an additional FTE on January 9, 2017 and trained. Although the position was vacated in the spring, it was backfilled by an additional hire by September 30<sup>th</sup>, 2017. As part of a team, both FTE assist with testing and accessioning all toxicology casework, track DUI and DUID related supplies, and collect, summarize, and report data on DUI and DUID to the Chief Toxicologist.

**Activity Description** – *Statistical Analysis of Data, Turnaround time, and backlog.*

OCME continues to make improvements in turnaround time by training and implementing the new employee as well as continuing to applying the new comprehensive methodology. Average turnaround time was reduced to 39 days in FY2017 for DUI casework as a result of grant funding.

Average Quarterly Turnaround Time	Q1 (Oct-Dec, 2016)	Q2 (Jan-Mar, 2017)	Q3 (April-June, 2017)	Q4 (July-Sep, 2017)
Completed in 90 days	99.2%	100.00%	96.75%	94.32%
Completed in 60 days	92.5%	89.79%	71.09%	85.94%
Completed in 30 days	40.2%	6.83%	22.65%	32.60%
>60 (Backlog)	8.2%	10.21%	28.91%	14.06%

**Activity Description** – *Report findings to stakeholders (DDOT, MPD, and OAG)*

The agency produces routine monthly reports which are presented at quarterly DDOT traffic meetings.

The OCME requested a dedicated liquid chromatograph tandem mass spectrometer to assist in analyzing urine and blood specimens for a multitude of prescription and designer drugs, as a result of new drug abuse trends demonstrated an increase of designer and prescription drug use within the United States. Identifying these drugs is difficult and requires dedicated and sensitive equipment to detect and forensically report these compounds. This equipment will increase the overall quality of testing on DUID specimens.

**PROJECT GOALS**

- Procure and install Liquid Chromatograph Tandem Mass Spectrometer
- Develop DUI and DUID specific methods on equipment
- Agency will update improved methods and services to stakeholders (DDOT, MPD, and OAG)

**PROJECT SUMMARY:**

**Activity Description** – *Procure and install liquid chromatograph tandem mass spectrometer*

Requisitions were approved and purchase order created in the 2<sup>nd</sup> quarter. Instrument was delivered and installed by August of 2017.

**Activity Description** – *Develop DUI and DUID specific methods on equipment*

Agency developed and cross-validated a synthetic cannabinoid method to apply to DUID casework. Agency is also working on a designer opioid method to confirm the presence of synthetic fentanyl.

**Activity Description** – *Agency to update methods and assign new services to stakeholders.*

Agency will begin to test all DUI urine samples for synthetic cannabinoid metabolites.

Currently, the Forensic Toxicology Division at the Office of the Chief Medical Examiner (OCME) performs certification and training services for the instruments used by the Metropolitan Police Department (MPD). Historically, the availability, aggregation, and collection of accurate and timely driving under the influence (DUI) data from breath instruments were infrequent and overly cumbersome. The data available is significant, with almost 1.5 breath tests taken each day within the District of Columbia. OCME was collecting this data manually using an overly laborious process which consisted of physical retrieval under secure escort using outdated technology. In addition, older breath testing instruments were causing an increase in maintenance and service calls and were constantly unavailable or unreliable to use for training purposes.

The OCME requested eighteen (18) breath testing instruments, a computer server, and software upgrade in order to improve communication, data collection, and training capacity within the breath program. Additional goals included reducing the occurrence of timely preventative maintenance and repairs through instrument replacement.

#### **PROJECT GOALS**

- Procure 18 new breath testing instruments (EC/IR II) and a central computer server
- Verify any software changes for evidential use
- Using server, establish remote communication with new breath testing instruments
- Update training manuals, train staff, and establish protocols for compiling statistics and providing data to stakeholders

#### **PROJECT SUMMARY:**

**Activity Description** – *Procure 18 new breath testing instruments (EC/IR II) and a central computer server*

Requisitions were approved and purchase order created in the 2<sup>nd</sup> quarter. Instruments and server were delivered on time and inventoried. Eight (8) instruments are being used in the field and ten (10) are being used quarterly for training new officers.

**Activity Description** – *Verify software changes for evidential use*

Breath program manager implemented routine procedures for software validation and discovered that the Manufacturer's version of the software had multiple issues which did not conform to OCME expectations. This caused delays in full implementation of the grant. However, the software was able to be fully validated by September 30<sup>th</sup>, 2017.

**Activity Description** – *Establish remote communication with new breath testing instruments*

Manufacturer's software was installed on the procured server and remote communication was established with three (3) offsite instruments. Five MPD locations still need IT infrastructure improvements before all systems are online.

**Activity Description** – *Update training manuals, train staff, and establish protocols for compiling statistics and providing data to stakeholders*

This activity was not fully completed due to vendor software delays. However, these tasks will still be completed in FY2018.

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## PUBLIC EDUCATION

Washington Regional Alcohol Program (WRAP)

### BACKGROUND

Communications and outreach strategies seek to inform the public of the dangers of driving while impaired by alcohol and to promote positive social norms of not driving while impaired. Education may occur through formal classroom settings, news media, paid advertisements and public service announcements, and a wide variety of other communication channels such as posters, billboards, Web banners, and the like.

### PROJECT GOALS

1. To increase knowledge and awareness of the dangers of alcohol by promoting healthy decisions through direct educational programs at local public and private high schools and community groups in the District of Columbia.
2. To increase community outreach opportunities outside of the school environment.
3. To increase responsible choices regarding alcohol among those 21 and over through increased reach of WRAP's educational programs and printed materials.
4. To increase educational outreach to the public on the risks and consequences of impaired driving through media campaigns and printed materials.
5. To increase recognition of area leaders for their efforts in fighting impaired driving and/or underage drinking.

### PROJECT SUMMARY:

**Activity Description** – *Develop and distribute electronic copies of the “2016 How Safe Are Our Roads?” report through media press by December 30, 2016.*

The final report was completed in January 2017 due to some difficulties in obtaining data. Final report is posted online at <http://www.wrap.org/pdfs/2015SafeRoadsDataReport.pdf>

**Activity Description** – *Produce and distribute 1500 copies of one or two newsletters and one annual report by September 30, 2016.*

1,100 spring newsletters designed, printed and distributed and posted online at [http://www.wrap.org/reports/WRAP\\_Reporter\\_Summer\\_17.pdf](http://www.wrap.org/reports/WRAP_Reporter_Summer_17.pdf)

**Activity Description** – *Five SoberRide® campaigns will run on Halloween 201, the Holiday season from December 16-31, 2016, St. Patrick's Day 2017, Cinco de Mayo 2017 and July 4, 2017, to would-be drunk drivers. Printing and distributing 285,000 pieces of materials from October 1, 2016 to July 5, 2017.*

- The Halloween SoberRide campaign was in service from 10:00 pm, Saturday, October 29 until 6:00 am, Sunday, October 30. The Holiday SoberRide campaign was in Service nightly from 10:00 pm to 6:00 am from December 16, 2016 through January 1, 2017. The two campaigns dispatched a total of 1077 rides, with 40.7% of the rides being dispatched in Washington, DC.



Metropolitan Police Department (D.C.) Officer Jose Tirado-Gonzalez being interviewed about WRAP's 2017 Cinco de Mayo SoberRide® campaign at a bilingual news conference held on May 3, 2017 in Washington, D.C.

- St. Patrick’s Day SoberRide program was in service from 4:00 pm, March 17 through 4:00 am, March 18. A change to the program was made in that Lyft now is the service provider rather than individual cab companies. 50,000 flyers and cards were distributed for the campaign. A total of 460 rides were serviced by new campaign partner, Lyft, with 294 (64%) of the rides originating in the District of Columbia.
- Cinco de Mayo SoberRide program was in service from 7:00 pm, May 5 through 4:00 am, May 6. 50,000 flyers and cards were distributed for the campaign. A total of 676 rides were serviced by Lyft, with 496 (73%) of the rides originating in the District of Columbia. Additionally this quarter, 50,000 flyers and cards were distributed for the upcoming July 4 SoberRide campaign.
- A total of 559 total rides were serviced by Lyft for the July 4 SoberRide campaign with 381 (68%) of the rides originating in the District of Columbia.
- Total number of rides dispatched – 2,772 with 1,060 (57%) originating in the District of Columbia; Total material distributed – 230,000.

**Activity Description** – *WRAP’s 2016 Law Enforcement Awards for Excellence for Impaired Driving Prevention to be held on December 16, 2016 with expected attendance of 200. A total of 13 awards will be given from awardees selected from local law enforcement agencies including Metropolitan Police Department and US Park Police.*

WRAP’s 19<sup>th</sup> annual Law Enforcement of Excellence was held on December 16 honoring fourteen local law enforcement officers. Metropolitan Police Officer David Naples and USPPP Officer Benjamin Tomasiello were among the awardees. The event was held in Tysons, VA with close to 200 in attendance.

**Activity Description** – *Host WRAP’s Annual Meeting to be held on October 21, 2016 with expected attendance of 100. Corporate, public and community awards to be given—around 25 awards in total to be given.*

WRAP’s 34<sup>th</sup> Annual Meeting was held on October 21, 2016 at Clydes of Gallery Place, Washington, DC with 100 in attendance. Featured speaker for the meeting was District of Columbia’s Department of Transportation Director Leif Dormsjo. MPD Sgt. Terry Thorne was elected as a WRAP Director, with Julie Sproesser, Metropolitan Washington Restaurant Association, and Lucas Zarwell, DC Office of the Chief Medical Examiner, being elected as WRAP Members. WRAPPY awardees included Carole Lewis and the DC Department of Transportation, Metropolitan Washington Council of Governments, and WTOP News.



District of Columbia’s Department of Transportation Director Leif Dormsjo addresses the audience at WRAP’s 2016 Annual Meeting in Washington, D.C

**Activity Description** – *Update and maintain WRAP’s websites (www.wrap.org and www.soberride.com) with current news releases, upcoming events and program information.*

Current social media updates provided by Kurt Erickson. WRAP website updated as needed.

**Activity Description** – *Continue to serve as a resource for referrals to a host of audiences regarding the issues of impaired driving and underage drinking as well as explore opportunities to better compile and disseminate such information.*

Through media interviews and phone call, Kurt Erickson served as a resource or impaired driving and underage drinking, during the SoberRide campaigns, and Super Bowl week.

Kurt Erickson serves as a resource as requested for radio and TV interviews. October 19, 2016 WMAL “Our Town” interview

Served as a lead resource on a number of impaired driving-related issues resulting in effective media placement between April 1, 2017 and June 30, 2017 including conducting feature interviews on iHeartRadio stations (*WMZQ, WASH, HOT 99.5, DC-101 and BIG 100*) (4/20 and 6/20), amongst others.

Served as a lead resource for anti-drunk driving laws passed by the Council of the District of Columbia and which became effective on October 8, 2016

**Activity Description** – Attendance of the 2017 Lifesavers Conference in Charlotte, NC and/or the annual 2017 GHSA Conference in Louisville, KY and NHTSA meeting location to be determined.

Kurt Erickson Attended the 2017 Annual Meeting of the Governors Highway Safety Association on September 17 – 20, 2017 in Louisville, Kentucky.

No one from WRAP attended the 2017 Lifesavers conference this year.

**Activity Description** – *Contact all public and private District of Columbia high schools through mailings and direct calling promoting WRAP's Alcohol Awareness for Students presentation. Increase by 10% the number of students reached in District of Columbia high schools and other youth community related groups.*

- 8 presentations at Wilson High School on November 1 and 2, 2016 reaching 495 students.
- 1 presentation at School Without Walls on February 1, 2017 reaching 75 students
- 7 presentations at Gonzaga College High School on February 15 and 16, 2016 reaching 305 students.

**Total number of presentations – 16, reaching 875 students. The number of students reached increased by 42.9% from the number of students reached in FY 2016 (612 students). Number of presentations stayed the same.**

**Activity Description** - Maintain the number of District of Columbia high schools or community youth groups applying to WRAP's 2017 GEICO Student Awards from one in 2013 to one in 2016.

The GEICO Student Awards program/event is currently being evaluated by GEICO and past participants for future direction. There are preliminary plans for youth summits in the spring 2018.

**Activity Description** – Participate in one youth event during NIDA's National Drug Facts Week (January 23-30, 2017) with attendance of at least 100 youth.

Tammy Wan attended the SAMHSA Prevention Day event in Oxon Hill, MD on February 6, 2017.

**Activity Description** – *Attend five meetings with local and regional coalitions and advisory groups to address alcohol related issues concerning traffic safety.*

- Kurt Erickson made a presentation to Metro. Washington COG with 40 in attendance on March 22, 2017
- Attended District of Columbia Vision Zero presentation on March 31, 2017.
- Presented Greater Washington's latest DUI data (from WRAP's latest "How Safe are Our Roads?" report) to the Metropolitan Washington Council of Governments' (MWCOG) Human Services and Public Safety Policy Committee at their meeting on July 28, 2017.
- Represented WRAP at numerous functions including at: the Foundation for Advancing Alcohol Responsibility's Capitol Hill event featuring America's most decorated gymnast, Simone Biles, on April 27, 2017 in Washington, D.C.;
- Attended NBC Washington's "Working 4 the Community" community relations meeting on May 10, 2017 in Washington, D.C.

- Co-hosted May 25, 2017 retirement event for Robert Thomson, *The Washington Post's* exiting "Dr. Gridlock" columnist.
- Releasing its annual parent-education initiative, "Ten Tips for a Safe Summer," including the development of a unique infographic for social media serving as a means of combating both teen drinking and impaired driving during the summer months.
- Served as a Featured Speaker (on legislative and enforcement efforts to prevent DUI) at the 2017 District of Columbia's Trauma Injury Prevention and Outreach Coordinators Conference on May 4, 2017 at Howard University Hospital in Washington, D.C.
- Featured Speaker at the Washington Area Bicyclist Association, George Washington University Hospital and AAA-Mid-Atlantic's inaugural Vision Zero Summit (on DUI laws and trends in Greater Washington) on March 31, 2017 in Washington, D.C.
- Kurt Erickson attended NHTSA Region 3's Leadership Meeting held on December 7, 2016 in Baltimore, Maryland
- Attended the first-annual Prevention Symposium in collaboration with the District of Columbia's Department of Behavioral Health on October 14, 2016 in Washington, D.C.
- Attended the National Transportation Safety Board's news conference announcement of its 2016-2017 "Most Wanted List" on November 14, 2016 in Washington, D.C. and relative to transportation safety issues.
- Participated in NHTSA's November 10, 2016 webinar regarding co-branding of the agency's "Drive Sober or Get Pulled Over" holiday messaging
- Testified in support of the restoration of weekend evening rail service at the Washington Metropolitan Area Transit Authority's October 20, 2016 public hearing on its SafeTrack operations and as a means preventing drunk driving in Greater Washington.



WRAP's Kurt Erickson talking with ABC 7's Veronica Johnston on December 30, 2016 about WRAP's New Year's Eve SoberRide program

**Activity Description** – Produce and distribute 2,500 copies of WRAP's 2017 Youth Guide to area high schools and post electronic version on [www.wrap.org](http://www.wrap.org).

WRAP's 2017 Youth Guide is distributed in conjunction with Alcohol Awareness for Students presentations throughout the school year. No public funding is used for this activity. This guide is underwritten by GEICO. Upon meeting with GEICO, a decision was made to only produce an electronic version of this guides this year. Posted on WRAP's website in July, 2017 at <http://www.wrap.org/pdfs/2017YouthGuide.pdf>

**Activity Description** – Produce and distribute 2,000 copies of WRAP's 2017 Corporate Guide through SoberRide® materials distribution list and post electronic version on [www.wrap.org](http://www.wrap.org).

WRAP's 2016 Corporate Guide is distributed in conjunction with health fairs and other community events throughout the year. No public funding is used for this activity. This guide is underwritten by GEICO. Upon meeting with GEICO, a decision was made to only produce an electronic version of this guides this year. Posted on WRAP's website in July, 2017 at <http://www.wrap.org/pdfs/2017CorporateGuide.pdf>

**Activity Description** – Contractual services for annual audit for FY2016 by outside, independent audit firm. FY2016 audit completed in June 2017 with required A-133 filed. Copy of report was sent to Carole Lewis.

**Activity Description** – Attend monthly DUI Enforcement meetings convened by DC's Office of the Attorney General to address driving under the influence crimes and prevention of in the District of Columbia.



Attended DC OAD DUI meetings were held on October 13, 2016, April 13, 2017, May 11, 2017, June 15, 2017 and August 17, 2017.

Presented on WRAP to new attorneys with the District of Columbia's Office of Attorney General on March 15, 2017 in Washington, D.C.

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## **PAID ADVERTISING – CHECKPOINT STRIKEFORCE**

McAndrew Company, LLC

### **BACKGROUND**

DDOT continued its drunk driving outreach under the Checkpoint Strikeforce brand. The goal of Checkpoint Strikeforce is to reduce the number of alcohol-related crashes by increasing the audience's belief of arrest for drinking and driving.

Data states that the highest number of impaired fatalities and injuries occur Fridays through Sundays between 8 PM and 3 AM with males 21 – 35 in Wards 2, 7 and 8 having the highest incidence of fatalities and injuries. Chief Peter Newsham recorded a video and radio spot for the campaign.

### **Media Objective**

- Build on the awareness of Checkpoint Strikeforce that has been established in prior campaigns in order to reduce the number of alcohol-related crashes.
- Increase belief of arrest for drinking and driving.
- Increase the perception that law enforcement is out with patrols and checkpoints.

### **Target Profile**

- Drivers: Men 21 – 34 breaking down into distinct groups
- High Risk Takers, Single, 21 –24
- Avid Sports Fans

### **Campaign/Enforcement Dates**

- August 22 – September 9
- Halloween October 28-31
- December 7-31

### **Radio**

- Radio ran Thursday – Saturday during the flights.
- Spots were weighted from 2PM to 11PM
- A mix of :15's and :30's were used to give added frequency and make efficient use of the budget.
- 1890 Radio spots ran in DC
  - 65% of the audience heard the spot over 7 times
  - Radio spot was heard 10,340,000 times

### **Out of Home**

- 10 Super Ultra bus sides ran throughout the DC area
- The MPD Billboard on New York Avenue ran in December
- The was seen 16,000,000 times

### Internet Sites

- A variety of sites (sports, music and gaming sites) were used analyzed to cover the 18-34 demographic that offered a more interactive experience.
- Geo-targeting was used so that the Checkpoint Strikeforce message was only be seen in Maryland, Washington, DC and Northern Virginia.
- Radio streaming on Pandora was used to reach the young male audience while they are at their computers (Primarily during the day at work and at home in the evenings)

### Digital and Social Media

- A Social media ran from August through December
- Video ads ran on You Tube
- Video ads ran in Facebook and Twitter.
- Total impressions were over 3,500,000



## ENFORCEMENT

Metropolitan Police Department

### BACKGROUND

Impaired Driving is a primary problem area in the District of Columbia. Like in most parts of the country, impaired driving involving alcohol and/or other substances such as PCP, over the counter drugs, and Marijuana is a continuing problem and one in which we should not relent. Compared to alcohol, much less is known about the involvement of drugs and driving, due to the number of drugs that exist, both legal and illegal and that the effects of drugs change into different metabolites over time.

### PROJECT GOALS

1. To decrease the number of alcohol-impaired related fatalities by 16 percent from a 5-year average (2010-2014) of 6 to 5 by December 31, 2017.
2. To decrease the number of impaired related serious injuries by 11 percent from a three-year (2013-2015) average of 90 to 80 by December 31, 2017.
3. Increase the number of impaired driving and driving under the influence arrest by 33% from 150 in 2015 to 200 in 2017.
4. Increase the number of officers trained in SFST/DWI Detection training from 497 in 2016 to 640 by December 2017.

### PROJECT SUMMARY:

Impaired Driving is a primary problem area in the District of Columbia. With the legalization of marijuana and the use of other substances such as PCP, and over the counter drugs MPD aggressively look for impaired drivers year round. Under the FY2017 impaired driving grant, the Metropolitan Police Department (MPD) conducted high visibility enforcement all across the District. MPD participated in the "Drive Sober or Get Pulled Over" campaign and in various events such as, Halloween, Holiday season, Cinco de Mayo, and St. Patrick's Day.

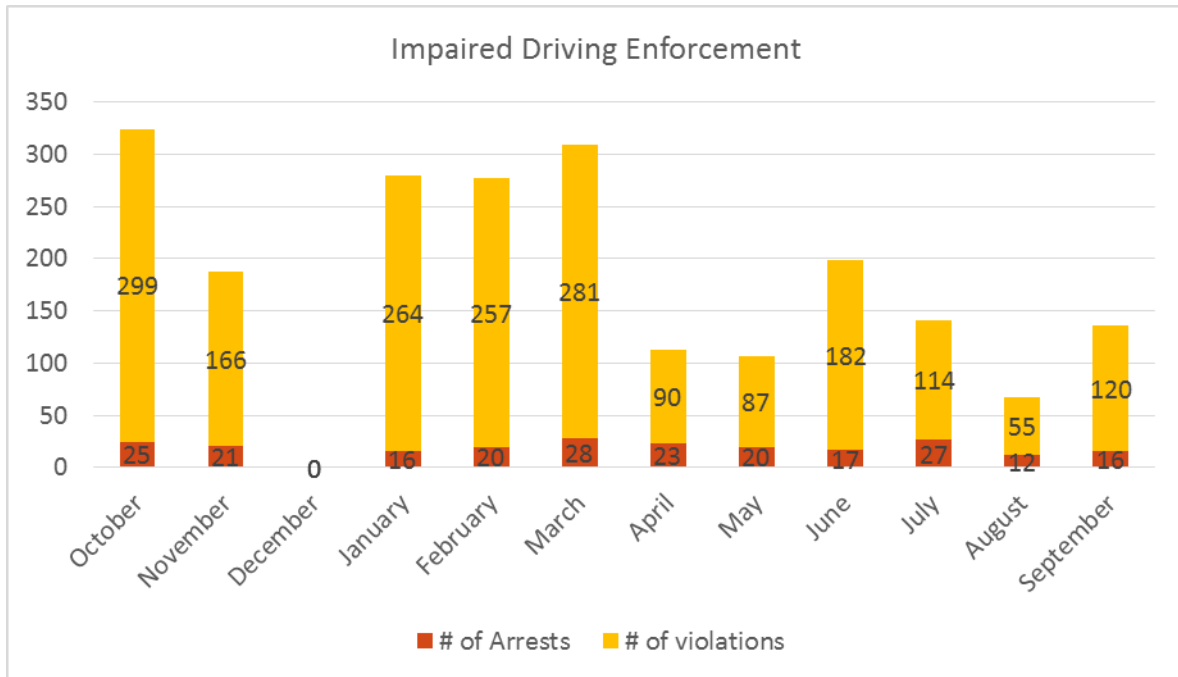
**Activity Description** – *Conduct 1,200 overtime hours for alcohol enforcement for sobriety checkpoints during the day and night times based on crash data at high risk locations; utilizing the impaired driving van and body cameras.*

This is a special enforcement conducted by MPD where a designated area is saturated with alcohol enforcement officers. Enforcements were generally conducted on Thursdays and Saturdays between 11:00 pm and 6:00 am, Districtwide. In FY2017, there were 1,915 citations and 225 arrest made under this grant, as shown in table below.

**FY2017 Citation and Arrest Summary**

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	91	DUI/DWI/OWI	189
Distracted Drivers	136	No Permit	11
Failure to Provide Proof of Insurance	7	OAS/OAR	7
Owner Permitting/Operating without Proper Ins	3	POCA in Vehicle (Possession of alcohol in vehicle)	5
Traffic Sign Violation	136	All Other Arrests	13
Red Light Violations	55	<b>Total Arrests</b>	<b>225</b>
One Light Running (one head light out)	520	SFST Administered	738
Improper Lane Change	44	Breath Test Administered	165

Citations	Total	Arrest	Total
Improper Turn	59	Specimen Collection (Blood/Urine)	20
Speeding (ALL)	28	<b>Total Tests Administered</b>	<b>923</b>
Traffic Violations (all others)	706	No. of Members Worked	546
Failure to Use hand or Mechanical Signal	130	No. of Overtime-hours	4415.5
<b>Total Citations</b>	<b>1915</b>		



**Activity Description** – Conduct 4,000 overtime hours for enforcement during Checkforce strikepoint, National Crackdowns and holidays where high visibility enforcement is required; utilizing the impaired driving van and body cameras.

Enforcement was conducted during 2016 Halloween (Oct 31), 2016 Thanksgiving (Nov 23-30), pre-holiday season (Dec 1-11), holiday sessions (Dec 14-Jan 1), 2017 Super Bowl (Feb 5), 2017 St. Patrick’s Day (March 17), 2017 Cinco De Mayo (May 5) and 2017 National Crackdown (Aug 16-Sep 4).

The results of FY2017 Checkpoint Strikeforce and other National Crackdowns Summary is shown in table.

**FY2017 Checkpoint Strikeforce and other National Crackdowns Summary**

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	37	DUI/DWI/OWI	51
Distracted Drivers	53	No Permit	2
Failure to Provide Proof of Insurance	13	OAS/OAR	1
Owner Permitting/Operating without Proper Ins.	7	All Other Arrests	1
Traffic Sign Violation	54	<b>Total Arrests</b>	<b>55</b>
Red Light Violations	16	SFST Administered	202
One Light Running (one head light out)	89	Breath Test Administered	35

Citations	Total	Arrest	Total
Improper Lane Change	13	Specimen Collection (Blood/Urine)	5
Improper Turn	6	<b>Total Tests Administered</b>	<b>242</b>
Speeding (ALL)	8	No. of Members Worked	130
Traffic Violations (all others)	217	No. of Overtime-hours	1075.5
Failure to Use hand or Mechanical Signal	24		
<b>Total Citations</b>	<b>537</b>		

**Activity Description** – Conduct 1,000 overtime-hours of enforcement on Cops in Shops (misrepresentation of age while purchasing alcohol and the selling of alcohol to minors).

As part of the District’s effort in curbing underage drinking, MPD has a unique partnership between members of the Alcohol Beverage Regulation Administration and MPD. It helps stop illegal underage alcohol sales and prevent adults from buying alcohol for minors. Teams of officers are placed in strategic participating retail outlets. They usually consist of one undercover officer who works inside the store while a second officer is positioned outside the establishment to apprehend adults who procure alcohol for youth. The results from FY2017 Cops in Shops efforts are shown in table below.

**FY2017 Cops in Shops Summary**

Item	Total	Item	Total
No. of Overtime-hours	645	Arrest for Misrepresentation of age	89
No. of establishments checked	180	ID Checked	882
ABC Violations	12		

**Activity Description** – Conduct Standardized Field Sobriety Test (SFST) Training to (Task 4) 200 new officers; (Task 5) refresher training to 200 officers; and (3) intoximeter training.

**Table 4: SFST and Intoximeter Training Summary**

Item	Dates	# of Officers Trained
SFST Basic Training (32 hour course)	December 12-16, 2016	19
	January 16, 2017	6
	February 16-22, 2017	16
	March 22, 2017	14
	May 15 – 18, 2017	20
	July 7-20, 2017	25
	<b>TOTAL</b>	<b>100</b>
SFST Refresher Training (8 hour course)	February 23, 2017	8
	March, 2017	4
	May 15, 2017	3
	May 17, 2017	5
	<b>TOTAL</b>	<b>20</b>
Intoximeter Training (40 hour class)	Operator Class - December 2016	12
	Recertification Class – November 14 & 17	2
	<b>TOTAL</b>	<b>24</b>

## Occupant Protection Program

One of the most effective protections against a motor vehicle fatality and mitigating factor in the severity of a crash is proper installation and use of seat belts and child-restraint systems. The District has one of the most comprehensive seat belt laws in the nation and has maintained its 90 percent or higher rating since 2008. This has helped to significantly reduce the crash severity.

### Goals and Trends

The goal of the District's occupant protection program is to maintain the number of unrestrained passenger vehicle occupant fatalities in all seating positions to no more than the five year average (2010-2014) of 4 and no more than the five year average (2011-2015) of 107 by December 31, 2017.

The following are the numbers for the last five years:

YEAR	Unrestrained Fatalities	YEAR	Unrestrained Serious Injuries	YEAR	Seat Belt Use Rate
2012	4 (FARS)	2012	118	2013	87.5
2013	0 (FARS)	2013	102	2014	93.2
2014	3 (FARS)	2014	105	2015	95.5
2015	1 (FARS)	2015	113	2016	94.1
2016	6 (FARS) – Goal < 4	2016	105 – Goal < 107	2017	93.6 – Goal >95

The District achieved its goals for unrestrained fatality unrestrained serious injury, but not its goal seatbelt use rate for FY2017; however this goal is still above the national average.

The following are the programs that were implemented in FY2017.

### CHILD PASSENGER SAFETY COORDINATION

Child Passenger Safety Program – DDOT

#### BACKGROUND

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

**Project Safe-Child** – The District of Columbia Government has made it easier for the District residents to protect their families. Project Safe-Child is a child safety program for residents of the District. The purpose of this program is to provide DC residents infant, toddler, and booster seats, at a reduced rate plus information and educational materials on properly buckling in children.

#### PROJECT GOALS

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

**PROJECT SUMMARY:**

**Activity Description** - *Provide at least 1,200 child seats and a 2-hour workshop to parents and caregivers, families at the nine distribution locations within the District.*

Over 1,000 seats were provided at low cost or free to the District’s low-income families at the nine purchasing locations –Children’s Hospital, Adams Morgan Clinic, Georgetown Hospital, George Washington Hospital, Providence Hospital, Mary’s Center, Washington Hospital Center, Howard University, Centro Nia’, Developing Families, MPD Traffic Division.

Child Passenger Safety (2-hour workshops). Classes were held at the following locations

- Mary’s Center Maternal - 12 workshops -120 participants 88 received car seats distributed 100 traffic safety packages
- CentroNia’ – 9 workshops – 100 participants 65 received car seats and distributed 100 traffic safety participants
- New Heights Teen Summit teen moms program 75 participants 7 received vouchers – distributed 50 traffic safety packages
- Capitol Hill Pregnancy Crisis Center -- 209 vouchers were redeemed for a car seat
- Medstar Family Health - 9 were redeemed for a car seat
- Latin American Youth Center young Parent Program – 3 vouchers were redeemed for car seats
- Adams Morgan Clinic -2 vouchers redeemed
- COMP –SHAW Clinic – 6 vouchers redeemed
- Southern Baptist Church Mother in Crisis Program – 30 participants 13 vouchers were redeemed – distributed 30 CPS packages
- New Heights Program 2 vouchers were redeemed
- Child & Family Service Administration – 2 (4) hour training for staff on Child Passenger Safety 20 participants – distributed 20 traffic safety
- Assemble of the Saints Child Development Center - 2 hour Child Passenger Safety Workshop – 22 participants, 22 packages was distributed
- Providence Hospital distributed 144 infant car seats
- George Washington Hospital distributed 72 infant car seats Howard University Hospital distributed 86 car seats to residents with vouchers
- AmeriHealth Caritas DC @ Providence Hospital 65 participants 30 received vouchers
- LovingCare Day Care workshop @ Baby Shower 20 participants and 9 received vouchers
- Office of the State Superintendent of Education Staff 121 participants and 121 received occupant protection packages
- Washington Hospital Center NICU Neonatal Intensive Care Unit 6 attend workshop on discharging babies with small birth weight
- Washington Hospital Center distributed 110 infant car seat
- MPD Traffic Division – 158 participants received vouchers – redeemed 158

**Activity Description** - *Participate in at least 30 events, such as, Tots to Teens, Community Health Fairs distributing safety materials and brochures on the importance of Buckling Up.*

Participated in 26 events, distributed over 7500 safety materials and brochures at the following locations:

- 3<sup>rd</sup> Annual Seaton Elementary School - Health & Wellness Fair – distributed 150 traffic packages

- Seasoned Settlers Safety Feast with Safe Kids DC – 250 participants - distributed 250 traffic safety packages
- YMCA Capitol View Annual Family Safety Day – 170 participants - distributed 150 traffic safety packages
- DCRA Safety Week 200 participants – distributed 75 traffic safety packages
- Fire Prevention Week Annual Safety Day Distribute 200 participants – distributed 32 CPS and Pedestrian to DC Government workers and visitors
- FEMS AHOP @ Walmart 65 participants – distributed 65 booster seat packages
- MPD 7<sup>th</sup> District Ward 8 Community Awareness Day 50 participants – distributed 15 CPS packages
- MetLife Insurance @ Georgetown University with Safe Kids DC 100 participants – distributed 12 traffic safety packages
- EDUCARE of Washington DC Pedestrian Safety training provided to 55 staff – distributed 55 packages
- United Planning Organization General Injury Prevent Pedestrian Safety Presentation 130 participants – distributed 130 traffic safety packages
- Apple Tree CDC Pedestrian Safety presentation – distributed 30 packages
- Community Development C.E.R.T Pedestrian Safety presentation 10 participants – distributed 10 PED packages
- Big Mama’s Day Children Center Pedestrian and Bike presentation 17 participants – distributed 17 traffic safety packages
- Adams Morgan Clinic Bike Safety Program 38 participants – distributed 38 bike packages and 38 helmets
- FEMS Safety AHOP @ CVS 50 participants – distributed 50 packages on CPS
- Loving Care Day Care Pedestrian Staff Presentation 39 participants – distributed 39 traffic safety packages
- Capitol Hill of God of Prophecy Community Day 60 participants – distributed 50 traffic safety packages – 24 Bike helmets
- Health and Fitness Symposium Gallaudet Kellogg Center 120 participants –distributed 50 Eye safety, Bike and Pedestrian Safety packages was distributed
- DC Prep Edgewood Campus with Safe Kids DC new students 75 participants – distributed 75 traffic safety packages
- DC Prep Edgewood Campus with Safe Kids DC return students orientation 100 participants – distributed 50 traffic safety packages
- FEMS AHOP @ Target 75 participants – distributed 30 CPS Booster packages
- Children’s Hospital Health System Bringing It All Together Health Fair 150 participants – distributed 100 traffic safety packages 25 Bike helmets Back to School
- Night Anne Beers Elementary School w/Safe Kids DC - 300 participants in attendance – distributed 200 safety packets
- Ludlow Taylor Elementary School-Road Safety Week Education Session and Bike Helmet Fitting Demonstration with Safe Kids DC-50 helmets distributed –distributed 50 packets
- YMCA Thingamajig (PG Maryland event) w/Safe Kids DC distributed 30 bike helmets
- National Night Out Bald Eagle Recreation distributed 50 safety packages

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

Parents and caregivers can receive free hands-on help from a Certified Child Passenger Safety Technician to learn how to install their safety seat. The District has at least one inspection station in every Ward. There were 250 demonstration and 2725 inspections conducted at the following locations:



- Fit4Mom @ Union Market – 13 car seats properly installed – 13 distributed traffic safety packages
- Spring Valley 23 car seats properly installed – distributed 30 safety packages
- YMCA Hill Crest Ward 8 – 16 seats properly installed – distributed 25 CPS packages
- Providence Hospital – 350 car seats properly installed – distributed 500 traffic safety packages.
- Gallaudet University – Annual car seat check 16 properly installed – 14 seats given – distributed 16 CPS packages
- Booster Seat Tuesday Program – 36 booster seats distributed – distributed 35 booster seats
- Metropolitan Police Department various location – 780 car seats properly installed – distributed 780 cps packages
- American University Special Police -3 car seats properly installed – distributed 3 traffic safety packages
- Department of Motor Vehicle Inspection Station – 472 seats properly installed – distributed 472 traffic safety packages
- Children’s National Medical – 225 car seats properly installed – distributed 225 safety packages
- THEARC: Town Hall Education Arts Recreation Campus 124 car seats were properly installed and 250 safety packages were distributed
- 2<sup>nd</sup> District Police station 76 car seats properly installed – distributed 76 safety packages
- Heart Church Ministries (PG Maryland event) - 42 Car seats were properly installed distributed safety packages
- FIT4 MOM @ Union Market w/Safe Kids DC- 21 Car seats were properly installed – distributed 21 safety packages
- Spring Valley Pediatric Center w/Safe Kids DC - 30 Car seats were properly installed – distributed 30 safety packages
- 1500 Ridge Place SE – Ward 8, - 55 Car seats were properly installed – distributed 56 safety packages
- Capitol Hill Police Senate Lot 16 - 48 car seats installed properly – distributed 48 safety packages
- AllState Insurance Grand Opening – 2 Car seat check event 75 participants – distributed 25 safety packages
- YMCA Calomiris w/Safe Kids DC-32 seats properly installed-distributed 42 safety packages

**Activity Description** - *Conduct booster seat presentations at 4 elementary schools in the District, teaching the safety and procedures when traveling in a motor vehicle. Law enforcement officers will be the guest speakers to deliver vehicle safety messages to over 525 District’s students.*

Booster seat presentations were held at 2 locations to xx grade students. These locations are as follows:

- Stanton Elementary meeting concerning Booster and Bike Program, no Booster
- Anne Beers Elementary School 75 participants

**Activity Description** - *Host two 32 hours National Child Passenger Safety Certification Training to Police Officers, Fire and EMS Departments, Health Care and Child Care providers with the necessary knowledge to explain installation procedures to parents and caregivers. Increasing the number of the District’s certified technicians from 82 to 115 in FY2016. Host one recertification class to at least 5 expired certified personnel with the current NHTSA updates and guidelines to maintain and enhance provider skill.*

Hosting continued education will ensure that current technicians’ certifications are kept up to date as well as to recruit new CPS Technicians. A 4-day course was taught through a combination of lecturers, discussions of new issues, role playing and hands-on practice with both child safety seats and vehicle belt systems. The District now has a total of 26 certified technicians staffed by members representing DDOT, MPD, Fire & EMS, EMSC and Retail staff.

- Two 32 hour National Child Passenger Safety Certification Training new technicians 26 new Certified Technicians and 3 technicians was recertified
- 2 CPS Training Instructors meeting
- FY 2017 Grantee Workshop
- Stanton Elementary meeting on presentation on Booster and Bike Safety
- Emergency Medical Services for Children Conference Call
- Language Access Training
- Medstar Washington Hospital Center interest in Inspection Station
- Safe Kids Worldwide Summit 2017
- Performance Management Training
- Dry Snow Run
- 13 Safe Kids Meetings
- Webinar for Child Passenger Safety Lead Instructors
- Snow Meeting
- PREVCON, the Safe Kids Worldwide Childhood Injury Prevention Convention
- KIDZ IN MOTION 2017 Annual National Child Passenger Safety Conference

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### **PAID MEDIA – CLICK IT OR TICKET**

McAndrew Company LLC

#### **BACKGROUND**

The Primary Seatbelt Law became effective on April 9, 1997, and in 2002, the District adopted the national enforcement and media campaign “*Click It or Ticket*” Click It or Ticket (CIOT) is the most successful seatbelt enforcement campaign ever, helping to increase the District’s seatbelt usage rate. During each mobilization, officers crack down on motorists who fail to wear their seatbelts—both day and night.

McAndrew Company continued participation in the national Click It or Ticket campaign. This campaign aims to influence driver audience attitudes and actions regarding seat belt usage not only for themselves, but also for their passengers and to reinforce the message that law enforcement is strictly enforcing DC’s seat belt laws. Campaigns ran in January, March and May 2017.

Paid media targeted adults aged 18 – 44 with an emphasis on males aged 18 – 34. A combination of radio, out-of-home advertising, and digital/social media was used.

#### **Overall Marketing/Communications Goal**

- Continue to influence driver audience attitudes and actions regarding seat belt usage not only for themselves, but also for their passengers.
- Reinforce the message that law enforcement is strictly enforcing DC’s seat belt laws, day and night, every trip, every time.
- Participate in the NHTSA Region 3 Countdown to the Mobilization in order to increase law enforcement seat belt compliance.

#### **Campaign/Enforcement Dates**

- January 16-21
- March 20-25
- May 7-29

### Media Objective

- Educate the audiences about the dangers of not wearing a seat belt.
- Inform the audience about increased law enforcement targeting non-seat belt usage.
- Build on awareness of the dangers of not wearing a seat belt that has been established in prior campaigns in order to change driving behaviors.

### Target Profile

- Drivers: Adults 21 – 35
- Passengers 11 – 25

### Media

A mix of traditional media vehicles as well as new media technologies were used to reach the target audience.

- Radio was the primary way to reach drivers behind the wheel.
  - 2,680 spots ran
  - The spot was heard 14,628,250 times
- Out-Of-Home
  - 10 Ultra Super bus ads ran in DC
  - The bus ad was seen 17,132,000 times
  - MPD's billboard ran through the month of May

### Digital and Social Media

- A variety of sites (sports, music and gaming sites) were used for coverage of the 21-35 demographic that offered a more interactive experience.
- Geo-targeting was used so that the click It or Ticket message was only seen in the Washington, DC area.
- Digital radio was used to reach the young male audience.
- Social media ads were used to further reach the audience.
- MPD and DDOT social media activities were supplied with additional content.
- The digital/social ads were seen 3,050,000 times.



**WHEN WILL IT CLICK?**  
**SEAT BELTS SAVE LIVES!**  
**CLICK IT OR TICKET.**

**EMBRACE DC ROAD RULES.**





DDOT promotes Child Passenger safety throughout the year and participates in the national Child Passenger Safety week September 17-23. DDOT supported Child Passenger Safety week with media promoting the car seat inspection and installations that are held throughout the District.

**Target Profile**

- Adults: 25-49
- Women: 25-49

**Media**

A mix of traditional media vehicles as well as new media technologies were used to reach the target audience.

- Radio was the primary way to reach drivers behind the wheel.
  - 560 spots ran
  - The spot was heard 2,068,750 times

**Digital and Social Media**

- Social media ads were used to further reach the audience.
- MPD and DDOT social media activities were supplied with additional content.
- The digital ads were seen 250,000 times.

## Media tactics

A mix of traditional media vehicles as well as new media technologies were used to reach the target audience.

- Radio was the primary way to reach drivers behind the wheel. 560 spots ran and was heard 2,068,750 times
- Social media ads were used to further reach the audience. MPD and DDOT social media activities were supplied with additional content. The digital ads were seen 250,000 times.



## OBSERVATION SURVEYS: SEATBELT USE

Howard University

### BACKGROUND

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

### PROJECT GOAL

Determine District of Columbia's seatbelt use rate.

### RESULTS

The **2017 Seatbelt Usage Survey**, conducted by Howard University, found an 93.6 percent seatbelt compliance rate; a 0.5 percent decrease from 94.1 percent in 2016. The District's seat belt use rate is still higher than the national average of 86 percent in 2012.

## ENFORCEMENT

Metropolitan Police Department

### BACKGROUND

The District of Columbia has one of the strongest and most comprehensive seat belt laws in the country and the law allows the police to stop a vehicle solely because its driver and/or passengers are not properly buckled up. It's a \$50 fine and 2 points for not having your seat belt buckled at all times - for drivers and all passengers, front and back seats.

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

### PROJECT GOALS

1. To reduce the number of unrestrained fatalities by 50 percent from a 5-year average (2010-2014) average of 4 to 2 by December 31, 2017. (FARS data)
2. To maintain or decrease the number of unrestrained serious injuries at the five-year (2011-2015) average of 107 by December 31, 2017.
3. To maintain the District's seat belt compliance rate above 95.5 percent in 2017.

### PROJECT SUMMARY:

FY2017 the Metropolitan Police Department (MPD) under the occupant protection grant conducted high visibility enforcement all across the District focusing on seatbelt use. MPD has supported the national enforcement and media campaign "Click It or Ticket" (May 15<sup>th</sup> to June 4<sup>th</sup>) and National Child Passenger week (September 17<sup>th</sup> to 23<sup>rd</sup>). Under this grant MPD recorded a total of 7,627 citations, 41 arrests, 710 car seat installations and 207 child seat safety workshops to parents and caregivers. A total of 707 officers worked a total of 3,697 hours of overtime.

**Activity Description** – *Conduct a total of 900 overtime-hours of enforcement on day and or nighttime seat belt enforcement at high hazard locations. Based on the District's seat belt use survey, a high percentage of unrestrained occupants were commercial vehicles.*

Enforcements were generally conducted on Monday through Saturday both daytime and nighttime in the District. The results are as follows below.

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	1943	DUI/DWI/OWI	1
Distracted Drivers	1042	No Permit	16
Failure to Provide Proof of Insurance	590	OAS/OAR	10
Owner Permitting/Operating without Proper Ins	307	All Other Arrests	6
Traffic Sign Violation	608	<b>Total Arrests</b>	<b>33</b>
Traffic Signal Violation	269	No. of Members Worked	617
Red Light Violations	87	No. of Overtime-hours	3247
One Light Running (one head light out)	177		
Improper Lane Change/Turn	33		

Citations	Total	Arrest	Total
Speeding (ALL)	112		
Traffic Violations (all others)	1352		
Failure to Clear intersection/Obstruct crosswalk	97		
Failure to Use hand or Mechanical Signal	56		
<b>Total Citations</b>	<b>6673</b>		

**Activity Description** – Conduct 750 overtime-hours of nighttime seat belt enforcement during 2017 CIOT mobilizations and child passenger safety week.

The following are overtime enforcement during Click It or Ticket (May 15<sup>th</sup> to June 4<sup>th</sup>) and National Child Passenger Week (September 17<sup>th</sup> to 23<sup>rd</sup>, 2017)

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	350	No Permit	5
Distracted Drivers	135	OAS/OAR	3
Failure to Provide Proof of Insurance	97	<b>Total Arrests</b>	<b>8</b>
Owner Permitting/Operating without Proper Ins	46	No. of Members Worked	90
Traffic Sign/Red Light Violation	58	No. of Overtime-hours	450
Traffic Signal Violation	47		
One Light Running (one head light out)	20		
Speeding (ALL)	25		
Traffic Violations (all others)	158		
Passing Stop Sign bike	7		
Failure to Use hand or Mechanical Signal	11		
<b>Total Citations</b>	<b>954</b>		

**Activity Description** – Conduct 900 hour of overtime at events and evenings for inspecting and performing CPS workshops to parents, teachers and caregivers on the proper installation of child safety seats.

MPD conducted 855 hours of overtime performing 207 CPS workshops to parents, teachers and caregivers and installed 710 car seats.

## Aggressive Driving Program

Aggressive driving is characterized by violations such as speeding, tailgating, unsafe lane changes, and running both red lights and STOP signs. Speeding is always a major contributing factor in high-severity crashes.

### Goals and Trends

The goal of the District's aggressive driving program is to maintain the number of speeding-related fatalities to no more than the 2014 value of 12 by December 31, 2017 and to maintain the number of aggressive-related serious injuries to no more than the three year average (2013-2015) of 305 by December 31, 2017.

The following are the numbers for the last five years:

YEAR	Speed-related Fatalities	Speed-related Serious Injuries
2012	6 (FARS)	251
2013	9 (FARS)	300
2014	12 (FARS)	267
2015	7 (FARS)	296
<b>2016</b>	<b>16 (FARS) – Goal &lt; 12</b>	<b>190 – Goal &lt; 305</b>

The District did not achieve the speeding-related fatality goal but met speed-related serious injuries goals for 2016.

### PAID MEDIA

McAndrew, LLC

In 2017 aggressive driving, pedestrian safety and bicycle safety were addressed together over the summer. Driver speed and safety of pedestrians and cyclists were emphasized with 5 safety messages. These communicated individual safety actions on outdoor and digital advertising while radio ads, featuring Chief **Peter** Newsham, pulled these elements together.

Paid media targeted males aged 18 to 44 as well as high risk takers and ran in conjunction with law enforcement waves. A combination of radio, out-of-home advertising, and digital/social media was used.

### Overall Marketing/Communications Goals

Influence audience attitudes in the District of Columbia and metro area toward aggressive driving, pedestrian and bicyclist risky behaviors and their destructive consequences.

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

### Media Objectives

- Promote road user safety for drivers, pedestrians and cyclists.
- Increase the perception that law enforcement is enforcing speeding and aggressive driving.

### Campaign/Enforcement Dates

- July 17 through September 8



## Radio

- Radio ran Thursday – Saturday during the flights.
- Spots were weighted from noon to 11PM when the greatest number of speed-related crashes occur.
- A mix of :15's and :30's were used to give added frequency and make efficient use of the budget.
- 1,740 Radio spots ran in DC
  - 72% of the audience heard the spot over 6 times
  - Radio spots were heard 12,500,000 times

## Out of Home

- 10 Super Ultra bus sides ran throughout the DC area
- The MPD Billboard on New York Avenue ran all summer
- The ads were seen 18,000,000 times

## Digital and Social Media

- A variety of sites (sports, music and gaming sites) were used for coverage of the 18-44 demographic that offered a more interactive experience.
- Digital radio was used to reach the young male audience.
- Social media ads were used to further reach the audience.
  - MPD and DDOT social media were supplied with additional content.
  - The digital ads were seen 2,500,000 times.



Distracted driving is any activity that could divert a person's attention away from the primary task of driving. All distractions endanger driver, passenger, and bystander safety. These types of distractions include:

- Texting
- Using a cell phone
- Eating and drinking
- Talking to passengers
- Grooming
- Reading, including maps
- Using a navigation system
- Watching a video
- Adjusting a radio

But, because text messaging and cell phone use requires visual, manual, and cognitive attention from the driver, these are by far the most alarming distractions.

DC has strong laws about the use of cell phones while driving, which are enforced by MPD. McAndrew Company proposes a media campaign to raise awareness of this dangerous issue and the Metropolitan Police Department's efforts to enforce DC's hands-free laws in relation to cell phones.

#### Target Profile

- Adults 18 – 49

#### Campaign/Enforcement Dates

- April

#### Media

- A mix of traditional media vehicles was used
- Radio was used as a primary way to reach drivers behind the wheel
- Out-Of-Home ads were used to provide increased reach for the audience with a Distracted Driving message.

#### Radio

- Radio was used as a primary way to reach drivers behind the wheel providing message frequency and a timely reminder of enforcement.
  - 637 radio spots ran during the media flight
  - 2,134,660 impressions came from radio

#### Out-of-Home Ads

- 6 Ultra Super Kings (covers entire side of bus, over windows) delivering 9,000,250 impressions
- VMS signage in enforcement areas



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## ENFORCEMENT

Metropolitan Police Department

### BACKGROUND

Every year, Metropolitan Police participates in the Smooth Operator campaign in law enforcement waves targeting aggressive drivers. Offenses include:

- **SPEEDING** - going faster than the posted speed limit or too fast for weather conditions.
- **RUNNING RED LIGHTS** - and running stop signs.
- **TAILGATING** - or following other vehicles too closely.
- **MAKING FREQUENT LANE CHANGES** -unsafe lane changes or weaving in and out of traffic to get ahead.
- **FAILING TO YIELD THE RIGHT OF WAY** - not allowing other drivers to merge or cutting other drivers off.
- **PASSING IMPROPERLY** - passing on the right, passing on the shoulder of the road, or failing to use turn signals when changing lanes.

### PROJECT GOALS

1. To decrease speeding-related fatalities by 10 percent from a 5-year average (2010-2014) of 9 by to 8 by December 31, 2017.
2. To decrease the number of aggressive driving related serious injuries by 5 percent from a 3-year average (2013-2015) of 305 to 290 by December 31, 2017.

### PROJECT SUMMARY:

FY2017 the Metropolitan Police Department (MPD) under the police traffic services grant conducted high visibility enforcement all across the District focusing on speeding and aggressive driving and other moving violations. MPD has a Zero Tolerance policy for not complying with the motor vehicles laws of the District of Columbia. MPD participated in the Smooth Operator Campaign, National Distracted Driving Awareness month and DDACTs program during the summer. Under this grant MPD recorded a total of 11,286 citations and 175 arrests. 1,256 number of officers worked a total of 5,346 hours of overtime.

Listed below are some of the highlighted results for Traffic Safety Enforcement, Smoother Operator, National Distracted Driving Awareness and DDACTs summer program.

**Activity Description** – *Conduct 860 overtime hours on speed enforcement at risk locations within the District*

Enforcement was conducted generally during the weekday between 2 pm and 7 pm. The following are a summary of the citations and arrests:

## Traffic Safety Enforcement

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	96	No Permit	11
Distracted Drivers	76	OAS/OAR	3
Failure to Provide Proof of Insurance	75	Speeding 30mph over the PSL	5
Owner Permitting/Operating without Proper Ins	59	<b>Total Arrests</b>	<b>19</b>
Traffic Sign/Red Light Violation	43	No. of Members Worked	63
One Light Running (one head light out)	1	No. of Overtime-hours	354
Improper Lane Change	3		
Speeding (ALL)	549		
Traffic Violations (all others)	207		
Failure to Use hand or Mechanical Signal	7		
<b>Total Citations</b>	<b>1116</b>		

## Distracted Driving

MPD participated in the National Distracted Driving Awareness Month from April 10<sup>th</sup> to April 15<sup>th</sup>.

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	559	No Permit	14
Distracted Drivers	1361	OAS/OAR	4
Failure to Provide Proof of Insurance	412	<b>Total Arrests</b>	<b>18</b>
Owner Permitting/Operating without Proper Ins	197	No. of Members Worked	450
Traffic Sign Violation	540	No. of Overtime-hours	1988.5
Traffic Signal Violation	81		
Red Light Violations	75		
One Light Running (one head light out)	66		
Speeding (ALL)	73		
Traffic Violations (all others)	818		
Failure to Use hand or Mechanical Signal	27		
<b>Total Citations</b>	<b>4209</b>		

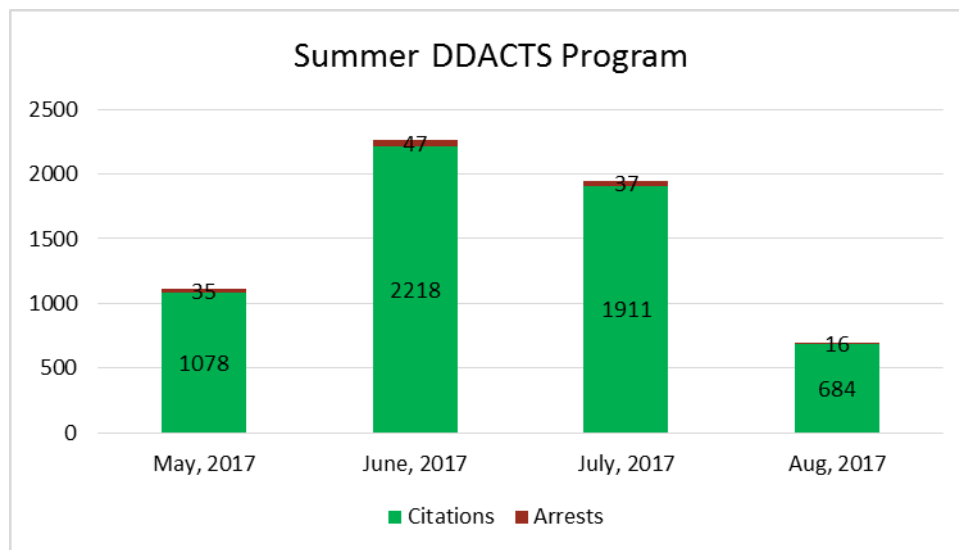
**Activity Description** – Conduct 700 overtime hours of high visibility enforcement during the Smooth Operator Campaigns.

MPD participated in the District’s Smooth Operator program between July 5<sup>th</sup> and 15<sup>th</sup> and between August 9<sup>th</sup> and 19<sup>th</sup>. The following summarizes the activities conducted:

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	12	No Permit	2
Distracted Drivers	1	OAS/OAR	1
Failure to Provide Proof of Insurance	11	<b>Total Arrests</b>	<b>3</b>
Owner Permitting/Operating without Proper Ins	11	No. of Members Worked	2
Traffic Sign Violation	1	No. of Overtime-hours	20
Speeding (ALL)	21		
Traffic Violations (all others)	13		
<b>Total Citations</b>	<b>70</b>		

**Activity Description** – Conduct 850 overtime hours of enforcement during the Summer Crime Initiative determined under the DDACTs program.

MPD conducted enforcement in the high crime locations between 7 pm and 3 am Monday through Sunday during the summer months (May thru August). The following are a summary of their activities:



Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	575	DUI/DWI/OWI	4
Distracted Drivers	369	No Permit	78
Failure to Provide Proof of Insurance	419	OAS/OAR	39
Owner Permitting/Operating without Proper Ins.	307	Possession of alcohol in vehicle	1
Traffic Sign Violation	1181	All Other Arrests	13
Red Light Violations	196	<b>Total Arrests</b>	<b>135</b>
One Light Running (one head light out)	1012	No. of Members Worked	741
Improper Lane Change	60	No. of Overtime-hours	2983.5
Improper Turn	78		
Speeding (ALL)	131		
Traffic Violations (all others)	1433		
Failure to Use hand or Mechanical Signal	130		
<b>Total</b>	<b>5891</b>		

## Pedestrian and Bicycle Safety Program

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

### Goals and Trends

The goal of the District’s pedestrian program is to maintain the number of pedestrian fatalities to no more than the three year average (2012-2014) of 8 and to maintain the number of pedestrian-related serious injuries to no more than the three year average (2013-2015) of 374 by December 31, 2017.

The goal of the District’s bicycle program is to maintain the number of bicycle related fatalities to no more than the five year average (2010-2014) of 1 and to maintain the number of bicyclist-related serious injuries to no more than the three year average (2013-2015) of 315 by December 31, 2017.

The following are the numbers for the last five years:

YEAR	Pedestrian-related Fatalities	Pedestrian-related Serious Injuries	Bicycle-related Fatalities	Bicycle-related Serious Injuries
2012	7 (FARS)	362	0 (FARS)	260
2013	9 (FARS)	348	1 (FARS)	281
2014	9 (FARS)	404	1 (FARS)	356
2015	13 (FARS)	370	1 (FARS)	302
<b>2016</b>	<b>8 (FARS) – Goal 8</b>	<b>509 – Goal 371</b>	<b>1 (FARS) – Goal 1</b>	<b>442 – Goal 264</b>

The District meet its goals for pedestrian and bicycle-related fatalities, however did not met its goal for serious injuries for both pedestrian and bicyclist-related.

The District is committed to improve the safety of all modes of transportation and is included in their 2012 Sustainable DC Plan. Their transportation goals are to:

- Increase biking and walking trips to 25 percent of all commuter trips in 20 years, and
- Increase the use of public transit to 50 percent of all commuter trips.

The District has seen a significant increase in both pedestrian and bicycle trips. In 2013, every day about 60,000 District residents walked to work; an increase of 71.4 percent compared to 2010 of 35,000 trips. Bike commuting in the District has increased by 3 to 4.5 percent annually. The following contributed towards this increase:

- 56 miles of bike trails
- 69 miles of bike lanes
- 6 miles of cycle tracks
- 2,600 bike racks
- 85 miles of signed bike routes
- 6.6 miles of shared lanes
- 2,000 Capitol Bikeshare Bikes
- 202 Capitol Bikeshare Stations

To date there is 97.5 bike facility miles (6.26 miles (7%) were added in 2016). As miles of bike facilities increase as well as bike share trips (close to 3.0 million), exposure is significantly greater. Greater exposure generally leads to more crashes, one the reason why the District’s HSP goals were not met. The challenge is to accelerate implementation of the pedestrian and bicycle safety strategies to reverse this trend. The following is a summary of the programs that were conducted in FY2017.

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## PAID ADVERTISING – STREET SMART CAMPAIGN

Metropolitan Washington Council of Government

### BACKGROUND

People walking and biking in the metropolitan Washington region find themselves crossing paths with cars, trucks, buses, and other vehicles every day, sometimes with deadly consequences. Since 2002, the Metropolitan Washington Council of Governments' (MWCOC) Street Smart program has worked to protect these vulnerable road users by raising awareness and promoting enforcement of pedestrian and bicycle safety laws.

The region-wide *Street Smart* public safety campaign targets drivers, pedestrians, and bicyclists in the District of Columbia, suburban Maryland, and Northern Virginia. The initiative integrates several components, including media relations, radio, TV, and out-of-home advertising, donated media, street-level outreach events, digital efforts, and increased law enforcement.

### PROJECT GOALS

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

### PROJECT SUMMARY:

Street Smart focuses on education through mass media, taking advantage of economies of scale to carry out a single media campaign for single media market.

The Street Smart program developed and implemented the fall 2016 and spring 2017 media and enforcement waves, using the "tired faces" creative developed in previous years. Actions included:

1. Held Fall and spring press events and "Media Tours". The Street Smart program sponsored local media tours with press interviews to extend the coverage of the campaign. Sherry Matthews Marketing distributed news releases, fact sheets, press photos and b-roll video and event footage in both English and Spanish to media outlets region wide.

#### Media Relations Results:

- 56 television news segments with nearly 2.9 million impressions and more than \$900,000 in publicity value.
- 22 radio news stories reaching listeners more than 691,000 times, valued at more than \$143,700 in publicity value.
- 45 online articles on websites including WashingtonPost.com.

2. Enforcement Activations. High-visibility enforcement is critical to deter and change unlawful traffic behaviors. In fall 2016 and spring 2017, the program coordinated with police departments across the region to conduct 15 enforcement activations featuring live demonstrations of police activities. We



Sam Zimbabwe, District Department of Transportation, speaks at the fall launch event.

alerted the press and extended media coverage with a series of enforcement activations including two in the District of Columbia:

- 5/9/17: Metropolitan Police Department, Benning Road at 45th Street NE, Washington, DC
- 5/16/17: Metropolitan Police Department, North Capitol Street and H Street NE, Washington

### 3. Enforcement

Street Smart public awareness efforts are conducted in conjunction with increased law enforcement waves in which police across the region step up enforcement of traffic safety laws that keep pedestrians and bicyclists safe. Fall 2016 enforcement dates were set as October 31 to November 27, and spring 2017 enforcement dates were set as April 17 to May 14. During the fall and spring campaigns, more than 14,900 citations and 4,300 warnings were issued to motorists, pedestrians, and bicyclists, according to reports from participating agencies in the District of Columbia, Fairfax County, Prince William County, Arlington County, Montgomery County, Prince George’s County, Loudoun County, Fauquier County, City of Alexandria, and the City of Fairfax.



Police departments around the region increased enforcement during the fall and spring campaign

COG/TPB held a workshop on Best Practices in Pedestrian Enforcement at COG on October 3<sup>rd</sup>, 2016. Speakers from DDOT & DC Police, Montgomery County Planning & Montgomery Police, which have well-established pedestrian safety programs, presented on the fundamentals of pedestrian safety enforcement. A panel of police officers from Arlington, Fairfax County, and Prince William County discussed their enforcement programs. Approximately 30 people attended, most of them law enforcement officers. All the major jurisdictions with significant pedestrian fatalities had officers registered for the workshop.

### 4. Paid Media (Fall and Spring waves)

Since our audience segment is broad—composed of drivers, pedestrians, and bicyclists—we use a variety of methods to deliver campaign messages. The target audience is adults 18–49, skewing male. With a media plan designed to achieve maximum reach across the region, our overall media strategy focused on street-level marketing to reach target audiences in the most relevant places. Media included both English- and Spanish-language channels.





### Outdoor Media

English and Spanish outdoor media delivered safety messages in high-priority areas around the Washington metro area during the spring and fall campaigns. Metrobuses put 250 bus tail advertisements and 600 interior cards in motion to cover as much geography as possible. Pumpoppers—ads placed on top of gas pumps at 158 fueling stations—reached a captive audience of drivers filling up their tanks. Gas stations also displayed pedestrian safety messaging on their windows as added value to the campaign.



### Television Ads

The “Tired Faces” 15-second TV spot educates motorists about safe driving behaviors by combining data-driven crash cause information with attention-grabbing visuals and 360-degree camera motions. The spot aired more than 1,100 times on the following television channels:

- NBC (WRC-TV)
- UNIVISION (WFDC-TV) (WUSA-TV)
- CW (WDCW-TV)
- FOX 5 (WTTG-TV)
- Comcast Cable (CNN, ESPN, FX, FXNC, MSNBC, TBSC, TNT, TOON)

### Online Media

During the two campaign waves, online ads on YouTube, Facebook, Twitter, and Pandora delivered more than 4.5 million impressions, 246,000 audio impressions, 181,000 video views, and 7,400 clicks to BeStreetSmart.net.

### Added Value

Paid media value-add benefits including negotiated public service ad rates, bonus 15-second spots, bonus gas station locations, window clings, and overrides on outdoor ads totaled \$450,000.

### 5. Donated Media

Street Smart leveraged many opportunities to expand reach and increase message effectiveness. With the goodwill of jurisdictional partners and media outlets, paid media was supplemented by donated out-of-home message placements, including interior bus cards, exterior bus ads, partial bus wraps, and transit shelters. Many of these remained in place for weeks or months after the campaign ended for the season. The estimated total donated media value exceeded \$675,000

### 6. Outreach

#### Pedestrian Alert Zone Outreach Promotions

To bring street-level outreach and education to pedestrians, bilingual street teams implemented targeted outreach in 13 high-priority locations throughout the region. Many of the street team locations targeted areas near Metrorail stations and bus corridors with heavy pedestrian traffic. Working in groups of four, street teamers distributed safety information and served as “walking billboards” to reach people on foot and behind the wheel. In the spring, targeted outreach locations also included Pedestrian Alert Zone sidewalk graphics and lawn signs to reach people driving and walking. Locations and dates in DC included:



- 11/4/16: Southern Avenue SE near United Medical Center, Washington, DC
- 11/4/16: Anacostia Metrorail area near Howard Road/ MLK Avenue SE, Washington, DC
- 11/9/16: Columbus Circle/Union Station NW, Washington, DC
- 4/27/17: East Capitol and Benning Road NE, Washington, DC



## 7. Truck Safety Outreach

This year Street Smart partnered with the District of Columbia Department of Transportation (DDOT) to kick off a new truck safety initiative during the summer to increase awareness about blind spots around trucks and other large vehicles. The centerpiece of the summer outreach events featured a mobile “Truck’s-Eye View” safety display that offered participants the opportunity to explore the cab of a real truck and observe blind spots and designated NO-ZONES, which are dangerous areas around trucks where crashes are more likely to occur.

The four outreach events across the District included:

- 5/13/17: DC Bike Ride Finish Festival, near Pennsylvania Avenue NW, Washington, DC
- 5/20/17: DC United Kids Day Tailgate at RFK Stadium
- 6/10/17: DC Truck Touch at RFK Stadium
- 6/17/17: Columbia Heights Day Festival, Harriet Tubman Elementary

An on-site evaluation survey concluded that more than 90 percent of participants felt that the display was very informative and made them more aware of blind spots around trucks. Additional media relations activities surrounding the truck safety events resulted in 10 news segments, with ratings of more than 227,000 impressions and a publicity value exceeding \$50,000.



DC paid the entire cost for the truck safety outreach. However, many non-DC residents attended the events or were exposed to the resulting press coverage. The flyers are available to be reprinted by any agency that wants to use them.

## 8. Creative Development

This year Street Smart continued to run the “Tired Faces” campaign, a research-based series of advertisements that emphasize the vulnerability of pedestrians and bicyclists. Created in 2013, the award-winning campaign has more than a dozen versions in English and Spanish and has been embraced and expanded by safety programs across the world.

Simultaneously during the current fiscal year, Street Smart worked with Sherry Matthews Marketing to develop a new series of advertisements and a website to launch in fall 2017. Multiple concepts and executions were tested online and with English- and Spanish-speaking focus groups to evaluate how relevant, understandable, and inspiring the concepts were in motivating the target audiences to improve behavior related to pedestrian and bicyclist safety.

## 9. Evaluation

Measurements taken pre- and post-campaign gauged the effectiveness of the spring 2017 efforts. Area Wide Market Research, Inc. conducted online surveys to measure awareness and attitudes among drivers and pedestrians. The groups surveyed were a representative sample of residents living in three targeted geographic areas: the Maryland suburbs, Northern Virginia, and the District of Columbia.

The pre-campaign benchmark survey was conducted March 28 - March 31, 2017 with 303 respondents. The follow-up survey was conducted May 16 - May 22, 2017 with 302 respondents. All significance testing was conducted at the 95 percent confidence level.

### Selected Survey Results

#### Advertising Awareness

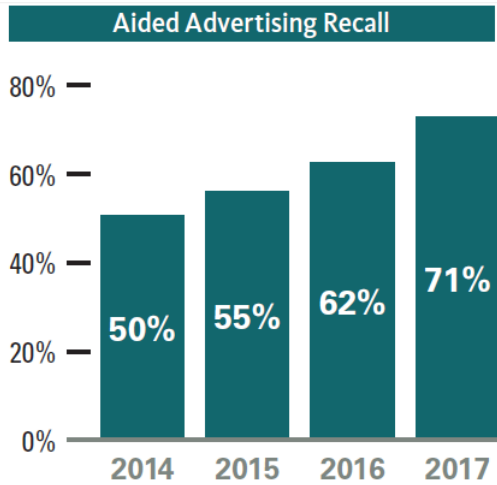
- Without any visual aid, respondents were asked if they recalled seeing Street Smart pedestrian or bicycle safety ads within the past few months. The number of respondents who selected “yes” increased significantly from 22% to 30%, hitting an all-time campaign high.
- The respondents who recalled ads played back some of the campaign elements such as “treads on a face,” “watch for pedestrians,” and “exercise caution.” Aided recall of at least one of four ad executions presented in the survey was 71% in both the pre- campaign and post-campaign survey waves.
- While aided awareness did not increase between the two survey waves, it marks the highest percentage of aided awareness achieved in the pre-campaign survey wave and might suggest that the audience remembers advertisements from ongoing campaign efforts. Aided recall was the same for both drivers and pedestrians (71%). In the past there has been a significant gap between driver and pedestrian recall. This gap has been incrementally closing since 2013, when aided advertising awareness was nearly twice as high for pedestrians (50%) as for drivers (27%).
- The main source of ad awareness was on buses and other public transportation, with television, online ads, and bus shelters as the next most important sources.

#### General Awareness

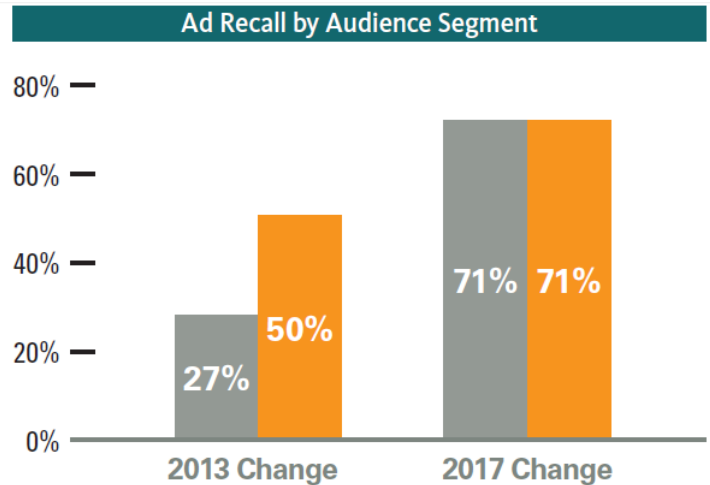
General awareness for the Street Smart program remained consistent (37% to 40%). There was a slight increase in the awareness of police efforts to enforce pedestrian traffic safety laws (22% to 27%).

#### Behaviors and Attitudes

- Respondents reviewed a list of behaviors surrounding pedestrian and bicycle safety. While different segments had variations, on the whole there were no significant changes between waves.
- In both waves, the respondents identified “driving while texting,” “driving while on cell phone,” “aggressive driving,” and “drivers exceeding the speed limit” as the most serious problems.
- In the pedestrian segment, the percentage of respondents reporting that they “frequently” cross against the signal decreased (25% to 15%).
- There was also a significant decline among pedestrians who believe the enforcement of the laws for walking is “not at all strict” (28% to 17%).
- Drivers who said that the enforcement of laws for driving (such as yielding to pedestrians) is “somewhat strict” or “very strict” increased (51% to 64%).
- In the post-campaign wave, 37% of drivers (compared to 65% of pedestrians) said that the authorities are “not very strict” or “not strict at all” when it comes to enforcing laws for drivers.



While aided recall did not increase between the two spring survey waves, pre-campaign awareness started at an all-time high.



The gap between driver and pedestrian advertising recall has been incrementally closing since 2013.

- Driver recall
- Pedestrian recall

#### Overall Campaign Value

Thanks to a successful earned media campaign and a generous amount of in-kind donations from paid media vendors and jurisdictional partners, Street Smart more than tripled its annual campaign budget.

Combining added value with earned and donated media and services, the fiscal year 2017 Street Smart program garnered more than \$3 million in overall campaign value on a budget of \$840,000.

TOTAL CAMPAIGN VALUE	
Earned Media Publicity Value	\$1,057,422
Paid Media Added Value	\$452,682
Donated Media Value	\$675,126
Campaign Budget	\$840,000
<b>CAMPAIGN VALUE</b>	<b>\$3,025,230</b>

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## Community Outreach and Education

WABA

### BACKGROUND

According to NHTSA's "Countermeasures That Work," adults need continued traffic safety education in order to better understand the rules and characteristics of bicyclists and pedestrians when sharing the road (Governors Highway Safety Association, p. 426).

WABA intent to reduce the instances of traffic-related death and serious injury by educating and engaging community members through a variety of experiential education events that increase the knowledge of and commitment to a safer roadway culture. They will do this in partnership with neighborhoods, community groups, advocacy organizations, businesses, and government agencies. Worked together with the Metropolitan Police Department's crash data to target their efforts.

### PROJECT GOAL

Reduce bicycle and pedestrian roadway fatalities and serious injuries by engaging a diverse grassroots community committed to Vision Zero through experiential education activities.

### PROJECT SUMMARY

#### Neighborhood Workshops

WABA hosted 10 workshops throughout DC to ensure that we covered every ward. We started hosted traditional workshops during the colder months where we met in a meeting space such as a local library. As the weather warmed, we began hosting mobile workshops where we would bike or walk a corridor. This allowed us to get more participants as well as survey more intersections.

- WARD 1 – Intersection – 14<sup>th</sup> and Irving NW (27 participants)
- WARD 2 – Intersection 9<sup>th</sup> and Massachusetts Ave, NW (9 participants)
- WARD 2 – Intersection 14<sup>th</sup> and K and 18<sup>th</sup> Street, NW (3 participants)
- WARD 3 – Intersection Wisconsin Ave and Albemarle St, NW (3 participants)
- WARD 4 – Intersection 14<sup>th</sup> and Spring St, NW, Georgia Ave and Kennedy St, NW. (7 participants)
- WARD 5 – Intersection Bladensburg Rd corridor (4 participants)
- WARD 6 – Intersection North Capitol and H St (7 participants)
- WARD 7 – Intersection Minnesota and Grant St, NE (7 participants)
- WARD 7 – Intersection Minnesota and Nannie Helen Burroughs Ave, NE (34 participants)
- WARD 8 – Intersection Alabama Ave Corridor (4 participants)
- WARD 1+6 – Intersection 18<sup>th</sup> and Adams Mills Rd, NW, 3<sup>rd</sup> and D Street, NW (10 participants)

We used Facebook, Twitter, Meetup.com, Salsa email, fliers, and Eventbrite to promote the workshops. Attendance was a challenge at many of the workshops. Though we would have 20+ signed up for each workshop, (we even had one with 101 people signed up) most workshops would bring out about half the number who registered. The pledge and quiz were sent prior to the workshop so they could take them online even if attendees were unable to attend in person.

We had 149 people take our [Vision Zero safety quiz](#). 138 people passed the quiz with 80% or better. All of the attendees except one took our [Vision Zero Pledge](#). We also collected Vision Zero signatures at the DC Bike Ride and WABA's Vasa Ride in March 2017. We collected over 300 signatures from these workshops and events.

### Crowdsourced Videos

Using Facebook and Twitter, we solicited videos and photos from the community of roadway behavior. Most of the videos and pictures we collected were of cars and trucks blocking bike lanes. We created a [YouTube channel](#) for those who sent in videos and the [#StreetsForPeopleDC](#) for our Twitter account. We hosted a contest the last week of September to get more people involved in posting pics of blocked bike lanes. This worked well as we began receiving more pics and videos from our members and the public. In the future, it would be good to have more drivers and pedestrians participate in posting videos and pics online.

@FedExHelp 1919 M St NW Washington DC. Don't ask for my phone number, just stop parking in bike lanes. @311DCgov #streetsforpeopledc



5:52 PM - 12 Oct 2017

@ddotdc presents @drgridlock with an honorary street sign on his last day at @washingtonpost. Thank you for your service. #DCVZSummit



3:33 PM - 31 Mar 2017 from Washington, DC

### Vision Zero Summit

On March 31, 2017, WABA co-hosted the first [Regional Vision Zero Summit](#) with DC Department of Transportation, The George Washington University Hospital and AAA- Mid-Atlantic. The event featured Mayor Muriel Bowser as the keynote speaker plus 50 speakers from all over the region and New York who spoke on topics such as Driver Accountability, Vision Zero and Public Health, Winning Over the Public to Vision Zero and Lessons Learned about Vision Zero. The Summit was sold out with 170 attendees and a waitlist. Because the Summit was a success, we have decided to host it again in 2018. The Vision Zero Summit will take place March 15, 2018 at the Milken Institute School of Public Health at the George Washington University.

### Outreach to Business and Community Leaders

[Car2go](#) and AAA- Mid Atlantic made a commitment to Vision Zero at the Vision Zero Summit. These two transportation companies affect thousands of drivers per day. Their commitment will help keep other all road users safe and alive. In addition to the transportation companies, we were able to secure commitments from 11 other local businesses. We are working on securing more as new business members join. These are the business that committed prior to the end of the grant.

- KGP Design Studio
- Bruce Deming, Esq
- Bilton Law
- Handy Bikes
- Grip Unlimited
- Forster Law Firm
- Velofix
- Chaikin, Sherman, Cammarata & Siegel
- Takoma Bicycle

- Occasions Catering
- Nspire Green
- DC Bike Ride

During our Vision Zero Workshops we were able to connect with many residents who were interested in traffic safety. We were able to get commitments from 7 who were able to serve as Traffic Liaisons. Their role was to attend ANC meetings and inform us of transportation concerns in their neighborhoods and share information with them about transportation safety projects and community meetings we knew would be happening in their wards or neighborhoods.

Although we exceeded our goal of 4 liaisons, we didn't have representation from each ward but we will be working on that during this year to gather more liaisons who have the time to dedicate to attending ANC meetings and serving in this role.

### Results

The Vision Zero Workshops were designed to reach residents in all eight wards. We used social media, our organization's newsletter, Eventbrite, Meetup.com and fliers to get the word out about the workshops. Our workshops varied in attendance based on where the workshops were held. Overall, there was more attendance in Wards 1- 6 than in Wards 7 and 8. Although our largest attended workshop (34 attendees) was a mobile workshop thru Marvin Gaye Trail. We surveyed Minnesota Ave and Nannie Helen Burroughs Ave NE and looked at the changes made at Minnesota Ave and Benning Rd NE. We found that attendance increased when the workshop was mobile rather than lecture style. We were also able to explore and survey more intersections when the workshop was mobile than when it was held in one place such as the library.

### Attendee Feedback

Attendees of all workshops were eager to share their thoughts about the intersections we surveyed. Some people spoke about the intersections from personal experience of using those roads as either a bicyclist or pedestrian. For example, in Ward 3, we surveyed Wisconsin Ave and Albemarle St NW. We had a Traffic Control Officer (TCO) and an ANC Commissioner attend. The TCO spoke about cars that attempted to make left turns from Wisconsin onto westbound Albemarle St even though that is illegal to do 11 hours of the day. Because of this, traffic backs up on Wisconsin and it endangers pedestrians who are crossing Albemarle St. The ANC Commissioner spoke about cars that illegal park on eastbound Albemarle St and block the crosswalk making it dangerous for pedestrians who are crossing the street and dangerous for drivers who can't see around the illegally parked cars and could drive head on into a car going westbound towards Wisconsin Ave NW.

### Unmet Goals and Challenges

Our biggest challenge was getting those who registered for the workshops to attend the workshop. Despite the reminders, we had about ½ to ⅓ of the registrants attend the workshops. Because of that, we were short about 25 attendees even though we hosted workshops in some wards more than once. We were however, able to get nearly 300 Vision Zero signatures from WABA hosted events and online from those who registered.

Our other big challenge was getting residents in Wards 7 and 8 more involved in Vision Zero workshops. We would consider hosting a live Facebook event in the future to get more residents in these wards involved if they are unable to attend a meeting in person.



## ENFORCEMENT

Metropolitan Police Department

### BACKGROUND

With the population and work force growth in the down town section of the city, specifically in the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Districts, an increased number of pedestrians are crossing the city streets. With the increase in pedestrian traffic, the city has experienced an increase in pedestrian accidents. TSSEB conducts pedestrian overtime education and enforcement through the NHTSA grant during the various traffic safety campaigns and will address with enforcement targeted areas based on pedestrian accident data.

### PROJECT GOALS

1. To maintain the number of pedestrian related fatalities to no more than the 3-year average (2012-2014) of 8 by December 31, 2017.
2. To maintain the number of pedestrian related serious injuries to no more than the 5-year average (2011-2015) of 359 by December 31, 2017.
3. To maintain the number of bicyclist related fatalities to no more than the 3-year average (2012-2014) of 1 by December 31, 2017.
4. To maintain the number of bicyclist related serious injuries to no more than the 3-year average (2013-2015) of 315 by December 31, 2017.

### PROJECT SUMMARY:

FY2017 the Metropolitan Police Department (MPD) under the pedestrian and bicycle safety grant conducted high visibility enforcement and distributed safety flyers all across the District focusing on pedestrian and bicyclist safety. MPD participated in the District's Streetsmart Campaign (May 8-9, 2017), Bicycle Safety Month (May 2017), National Bike to Work day (June 19, 2017) and DDOT Ped and Bike Enforcement Campaign (June 19-29, 2017). A total of 224 officers worked 1321 hours overtime and recorded a total of 2195 citations.

**Activity Description** – Conduct a total 1,850 hours of overtime enforcement for driver, pedestrian and bicyclist violations at known risk locations/intersections and during the days and times of the month, where the crash data indicates are the highest.

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	186	No Permit	3
Distracted Drivers	189	OAS/OAR	1
Failure to Yield to Pedestrian in Crosswalk	131	<b>Total Arrests</b>	<b>4</b>
Bike Lane Violation	1	No. of Members Worked	212
Failure to Clear Intersection	36	No. of Overtime-hours	1273
Failure to Provide Proof of Insurance	73		
Owner Permitting/Operating without Proper Ins	6		
Traffic Sign Violation	44		
Traffic Signal Violation	8		
One Light Running (one head light out)	36		
Improper Lane Change/Turn	159		
Traffic Violations (all others)	342		



Citations	Total	Arrest	Total
Stopping, standing or parking vehicle in bike lane	686		
Walking against the Do Not Walk sign	191		
<b>Total Citation</b>	<b>2088</b>		

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

Citations	Total		Total
Seatbelt/Child Restraint Violations	15	No. of Members Worked	12
Distracted Drivers	23	No. of Overtime-hours	48
Failure to Yield to Pedestrian in Crosswalk	17		
Failure to Clear Intersection	4		
Failure to Provide Proof of Insurance	3		
Traffic Sign Violation	25		
Traffic Violations (all others)	20		
<b>Total Citations</b>	<b>107</b>		

## Traffic Records Program

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

### PROGRAM GOAL

To implement a citywide-integrated data collection system to allow for comprehensive analysis of all traffic crashes and thus improve the timeliness, accuracy, and completeness of transportation safety information.

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### Traffic Records Coordination

KLS Engineering, LLC

### BACKGROUND

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

### PROJECT GOAL

Assist the HSO in working with the Traffic Records Coordinating Committee (TRCC) and District Agencies to identify best practices, undertake technology transfer, and provide support on data integration and other issues.

### RESULTS

- Coordinated the TRCC meetings (November 29, 2016, March 29, 2017, and June 13, 2017) with nine DC agencies (DDOT, MPD, DMV, OAG, OCME, OCTO, SCDC, DOH and FEMS) including development of all project status reports, presentations, minutes, and action items for follow-up. Also, was responsible for creation of multi-agency sub-groups to address gaps in data linkages.
- Based on the 2016 Traffic Records Assessment (TRA) findings and recommendations, the TRCC is working to identify the priority projects, funding sources, champion, etc.
- **Working with MPD to resolve the Crash Data Application issues.** The TRCC is continuing to work with MPD and DDOT to resolve the need for additional asset and attributes to be MMUCC compliant, and overall crash data mapping (pre August 2015 crash data). To this effect the TRCC produced three documents that is presently being discussed with the intent to provide a consistent and accurate crash data base.
- **Coordinated and assisted in implementing Vision Zero recommendations. Of particular interest is the 'Impaired Operator Blood Collection Process,'** which aids police officers with collecting evidence of suspected impaired drivers with a long term goal of creating a greater deterrent to driving under the influence. Originally initiated by George Washington University Hospital (GWUH) to improve the blood draw system in the GWUH emergency department, the goal of this project was to replicate the success of the GWUH program across all District hospitals which would act as a deterrent to driving under the influence and save lives. The project, funded by Vision Zero, objectives were:
  - To educate specified hospitals about the importance of blood draws in prosecuting driving under the influence and deterring such actions;
  - To have trained individuals in the specified hospitals to use the blood draw program;

- Create standardized educational materials for emergency department personnel about when blood can be drawn and who to alert;
- To increase the number of blood specimens in suspected DUI cases collected in emergency departments where implementation has occurred by 25% above the baseline by the end 12 months; and
- Create a set of best practices for blood and evidence collection to aid in DUI and DWI enforcement.
- Trauma Data Registry – The TRCC is working with DOH on the registry to determine its value for crash data mining and integration into other datasets.
- Following are some of highlight accomplishments from FY2017:
  - **Handheld Ticket Writers (HTW) for MPD (eCitation).** Phase 1 of this project (purchase of 500 HTW and accompanying printers, chargers, etc.) was completed and are in use currently. Phase 2, purchase of 500 additional devices, licenses, printers, etc., will be processed in FY2018. One of the main benefits will be improvement in the timeliness and accuracy over paper reports as presently used. Presently over 25% of all moving violation tickets are dismissed by DMV due to insufficient information.
  - **Update of Legacy Driver/Vehicle System (DMV).** DMV hired a Project Manager and is expected on-board in December, 2017. DMV will reach out to MPD, OAG, DDOT and others to gather agency specific requirements and plan for interfaces.
  - **New driving under the influence of drug (DUID) screening methodology and implementation (OCME).** A new toxicologist was hired to assist with implementing the new method on routine casework. In addition, OCME is currently collecting and distributing data in regards to traffic fatalities.
  - **Upgrading to the new EC/IR II equipment (OCME)** - This upgrade provided internet communication with the equipment which allows OCME to collect data instantly from a remote connection.
  - **New LCMSMS equipment**-Ability to collect drug-driving (DUID) impairment data (not alcohol) and rapidly test/quantify drugs like marijuana, K2, bath salts, fentanyl, heroin, and prescription medications.
  - **Additional resources** for prosecution of impaired driving offenses (OAG and OCME) - 4 FTE's have been hired.

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## MIRE Fundamental Data Elements (FDE) Data Collection and Automation

Office of Information Technology and Innovation (OITI), DDOT

### BACKGROUND

According to the 2010 Model Inventory of Roadway Elements (MIRE) document, “Critical safety data include not only crash data, but also roadway inventory data.” Roadway data within DDOT has primarily been captured to satisfy the needs of the annual Highway Performance Monitoring System (HPMS) report, which is intended to provide limited data on the extent, performance and condition of roads open to public travel.

While much useful data is captured within HPMS, the primary intent of the report is to assess the current quality and condition of the roadway. Safety information can be derived from HPMS data, but if attempting to perform a safety data analysis, there are numerous gaps. The MIRE report is an effort identify these gaps by suggesting a specification for required data items in addition to those captured within HPMS. Specifically,

the MIRE report identifies 38 Fundamental Data Elements (FDEs) which 'enable states to conduct sufficient safety analysis.

One of top recommendations in the most recent Traffic Records Program Assessment Advisory report was to improve the data dictionary for roadway data inventory and the updates, changes and quality control routines related to that inventory. While the primary purpose of this effort is to capture/collect an array of roadway characteristics that will allow DDOT to populate the missing MIRE FDEs, this will also fill this huge documentation gap. As data are being collected, DDOT Departmental wiki (d. Wiki) will be updated and refined throughout the project.

### **PROJECT GOALS**

The goals of this project are to

1. Capture detailed centerline lane, median and buffer characteristics for the City of Washington, DC;
2. Document within the departmental wiki all relevant attribution, processes and techniques for MIRE data and quality control processes. Provide guidance for downstream users of the centerline configuration and safety data; and
3. Create a public-facing map/data service to enable the public easy access to the relevant MIRE safety data.

### **PROJECT SUMMARY:**

To-date, the MIRE data collection project has collected nearly 400 miles of section (lane) data throughout the District. This not only includes the roadway lanes, but also the sidewalks and pavement types. Additionally, the wiki site (data dictionary) build has begun – focusing on pictorial examples for each one of the section types. The last remaining task is also underway with some of the 'core' foundational scripts being completed in the last two weeks.

Due to the novelty of this project, the District OCF added additional funding to extend the data collection effort. An extensive amount of unplanned data modeling revisions and review (not scheduled prior) were required, the project will be completed in FY 2018.

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### **Data Entry Convictions**

Department of Motor Vehicles (DMV)

#### **BACKGROUND**

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. 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. 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**

The goals of this project are to

1. 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; and
2. To remove the driving privilege of habitual and frequent violators of traffic regulations and ultimately reduce traffic fatalities, injuries and crashes.

**PROJECT SUMMARY:**

Five DMV Legal Instrument Examiners were assigned the task of entering out-of-state convictions before and after normal working hours. Conviction entries and grant expenditures were tracked bi-weekly according to employee timesheets. Convictions were entered from October 2016 through June 2017.

Approximately 1,155 staff hours were expended for the entry of 14,380 convictions.

The timely entry of 14,380 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 7,057 revocation and suspension actions, thereby removing the driver privilege of adverse drivers and improving public safety.

## Safe Communities/Roadway Safety

The District of Columbia seeks to reduce serious and fatal injuries in the District, through a collative effort between the public and private stakeholder groups.

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### STRATEGIC HIGHWAY SAFETY PLAN (SHSP)/HIGHWAY SAFETY REPORTING

KLS Engineering, LLC

#### BACKGROUND

The District of Columbia has a fatality rate of approximately 0.7 fatalities per 100 million vehicle miles traveled (VMT, 2008-2014). National Highway Traffic Safety Administration (NHTSA), national average is 1.1 fatalities per 100 MVMT. While the District's traffic fatalities have dropped from 68 in 2001 to 23 in 2015, the average number of motor vehicles crashes is approximately 18,000 per year (2003-2015). The District Department of Transportation (DDOT) Highway Safety Office (HSO) has undertaken notable efforts in the past years to reduce the District's overall traffic crashes, injuries, and fatalities. Further, the DDOT HSO administers federal highway funds from the NHTSA and oversees the highway safety program efforts supported by these funds for the District of Columbia.

#### PROJECT OBJECTIVE

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

#### PROJECT GOALS

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

1. Highway Safety Performance Analysis
2. Assistance to DDOT HSO (including the development of the Annual HSP and AR Reports for NHTSA)

#### PROJECT SUMMARY:

**ACTIVITY DESCRIPTION** – *Assist the HSO in undertaking research/analysis to identify road safety problems, assess the best practices to undertake the problems as applicable to the District, work with various District agencies to prepare the Highway Safety Plan (HSP) and update the procedures Manual.*

#### RESULTS:

- Prepare a template for Quarterly Reporting on all activities included in the Grant application for all grantees.
- Assist grantees in completing their FY2016 activities for inclusion into the Annual Report.
- Completed and submitted the **District of Columbia Annual Report** in December 2016 (Federal Requirement)
- Monitoring FY2017 District Highway Safety activities – MPD, OAG, OCME, DMV, OITI, WABA, MCOG, CPS, and WRAP.
- Prepared FY2018 Grant Application form and posted on HSO website.

- Prepared 2016 Preliminary Crash data for District of Columbia supporting crash data analysis relating to DC focus areas.
- Prepared quick facts on the FAST ACT to DDOT and Grantees.
- Attended NHTSA Management Review, April 19-20, 2017.
- Assist and review FY2018 grant applications.
- Prepared and submitted FY2017 quarterly reports for MPD.
- Completed/submitted **FY2018 Highway Safety Plan** to DDOT/NHTSA on June 30, 2017
- Provided assistance to finalize NHTSA Qs on DDOT HSP package
- Provided grantee support and monitoring in accordance with federal requirements for HSP 2017 grants
- Submitted and completed **Procedures Manual** update, August 2017.

**ACTIVITY DESCRIPTION** – *Provide support to the HSO and other agencies as needed, also in tracking project implementation across agencies or other activities as determined by the HSO.*

**RESULTS:**

- Working with MPD/DDOT to resolve issues relating to the new MPD Records Management System (RMS) Crash Data Application:
  - Developed Comparison Report (Cobalt/MMUCC/PD10) identifying all the existing and missing assets and attributes from the old MPD crash system to the new DC Crash Data Application. Report covered main tables to meet MMUCC compliance.
  - Participated in the MMUCC Compliance meeting with MPD and FMCSA on September 19<sup>th</sup> and 20<sup>th</sup>, 2016 in order to identify and assist MPD with the corresponding missing assets and attributes for compliance with MMUCC and also assisted MPD in identifying additional assets and attributes specifically for District of Columbia.
  - Provided assistance on the design related issues with the Mark43 Cobalt Crash System, in order to make it more user friendly.
- FEMS data analysis Report for 2014 and 2015 to review time based PMs. Calculated average travel time and number of transports for FEMS transports by hospital. The analysis is performed to verify the performance measure for FEMS transports by priority as stated in the SHSP. Average travel time is calculated based on left scene time and arrived destination time. The results indicate that the average transport time remains relatively stable, 11 minutes to 14 minutes, compared to previous years (2010 to 2013).
- Reviewed DMV moving violations data analysis for the years 2014 – 2016 and developed Report to Identified the high infraction locations based on the analysis of the DMV data. This will assist in targeting enforcement resources to the most hazardous/unsafe locations. Program to be expanded in FY 2018. The different types of infractions analyzed are listed below:

Disobey traffic control device.	Violation of no turn sign.
Passing a stop sign without coming to a full stop.	Turning left where left turns are prohibited.
Distracted driving using cell phone, other device.	Pedestrian yield right of way.
Seat belt regulation violation.	

- Generated Report on the list of high density crash areas using the intelligent data density layer to investigate interdependence to better target safety resources and mitigate road safety problems by combining resources available from multiple agencies:
  - Crashes by police district in District of Columbia
  - Infractions by police district issued by DMV

- Crimes by police district in District of Columbia
- Developed and generated Report on the crash analysis maps for all the NPS crashes between the years 2012 – 2014. Critical to understanding the total crash picture of the District and meet DC safety goals. NPS data acquired to 2016 – analysis will follow.
- Developed and generated Report on the corridors in District of Columbia with high risk index maps and high injury EPDO index maps for all the identified SHSP programs which include crashes involving

Aggressive driving	Bicycle riders
Young drivers	Motor cycle riders
Older drivers	Pedestrians
Impaired driving	Commercial motor vehicle

Developed a preliminary crash analysis assessment based on various risk factors which included Injury EPDO Score, AADT, Road Functional Classification, Truck Volume, number of lanes, bicycle lanes, medians on the road, streetlights. This assessment will provide insights about potential hazardous locations and allows DDOT to investigate and address issues. Provide information to MPD relating to enforcement priorities.

- Developed and generated Report on bus stops and schools in District of Columbia which have a high risk index and high injury EPDO index (pedestrian calculation based on the age groups of 8 – 18).
- Provided support to other District agencies (OAG, OCME, DMV, MPD, DOH, and OCTO) to sustain their road safety efforts including the identification of best practices, methods, technologies, and procedures.
- **Vision Zero Support**
  - Met with DDOT and GW on addressing related goals in Vision Zero in relation to improving the DUI process to obtain blood draws and extend to all other trauma units in DC
  - Assisting with grant opportunities as needed District wide (FY 2017)
  - Working with Vision Zero Team on implementation and maximizing efficiency through coordination with the SHSP and the TRCC Strategic Plan implementation