

District of Columbia Annual Report

FY2018



District of Columbia Highway Safety Office

FY2018 Annual Report

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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 st 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
WABA	Washington Area Bicycle Association
WRAP	Washington Regional Alcohol Program

FY2018 District of Columbia Highway Safety Annual Report

Executive Summary

On behalf of the Mayor of the District of Columbia and the Director of the District Department of Transportation (DDOT), the DC Highway Safety Office (HSO) presents the Fiscal Year 2018 Highway Safety Annual Report (AR).

The purpose of the Annual Report for FY2018 (October 1, 2017–September 30, 2018) is to summarize the FY2018 accomplishments and challenges of the Highway Safety Office (HSO), with direct reference to the performance measures, targets, strategies, and funding identified in the FY2018 Highway Safety Plan (HSP). The report also provides the HSO the opportunity to evaluate the effectiveness of the prior year's HSP and to showcase HSO achievements.

On July 6, 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21), a transportation reauthorization bill, became law, P.L.112-141. Under MAP-21, Section 405 was renamed the National Priority Safety 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 areas) and adds two new incentive programs— for distracted driving and graduated driver licensing. A separate section, or tier within Section 405 authorizes each program and each has its own eligibility criteria. States must satisfy the eligibility criteria of each tier to receive funding for that tier.

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. This is the first law enacted in over 10 years that 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 FY2018, 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.

The HSO focused on the following traffic safety areas in FY2018:

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

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

- Impaired Driving — Eligibility criteria — Low-Range State
- Occupant Protection — Eligibility criteria — High Seatbelt 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	2012	2013	2014	2015	2016	2017	2018 HSP	2017 Goal	Goal Met
								Baseline	2018 HSP	
C-1	Number of traffic fatalities	15	20	23	23	27	31	22 (2011–2015)	24	Goal not met
C-2	Number of serious injuries*	336	305	311	340	400	409	319 (2011–2015)	410	Goal met
C-3	Fatalities per 100 million vehicle miles Traveled	0.42	0.57	0.65	0.65	0.75	N/A	0.61 (2011–2015)	0.65	Goal not met
C-4	Number of unrestrained passenger-vehicle occupant fatalities, all seat positions	4	0	3	1	6	3	3 (2011–2015)	1	Goal not met
C-5	Number of fatalities in crashes involving a driver or motorcycle operator (BAC 0.08 g/dL or higher)	3	7	5	7	12	16	6 (2011–2015)	6	Goal not met
C-6	Number of speeding-related fatalities (FARS)	6	9	12	7	16	17	9 (2011–2015)	9	Goal not met
C-7	Number of motorcyclist fatalities	4	3	3	3	6	4	3 (2011–2015)	4	Goal met
C-8	Number of unhelmeted motorcyclist fatalities	1	0	1	1	0	0	1 (2011–2015)	1	Goal met
C-9	Number of drivers 21 or younger involved in a fatal crash	1	1	3	0	1	2	2 (2011–2015)	1	Goal not met
C-10	Number of pedestrian fatalities	7	9	9	13	8	11	9 (2011–2015)	10	Goal not met
C-11	Number of bicyclist fatalities	0	1	1	1	1	2	1 (2011–2015)	1	Goal not met

Source: NHTSA STSI/FARS

Serious Injuries are used as a performance measure for the HSP and the SHSP and 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 provides 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 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	2014	2015	2016	2017	2018
B-1	Observed seatbelt use for passenger vehicles, front seat outboard occupants	93.2	95.5	94.1	93.6	95.1

Source: District of Columbia Observational Seatbelt Survey

Core Activity Measures

	Description	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
A-1	Number of seatbelt citations issued during grant-funded enforcement activities	1,367	869	931	2,555	3,852	2,458
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	210	187	150	213	243	211
A-3	Number of speeding citations issued during grant-funded enforcement activities	15	72	145	1,004	1,473	1,394
	Number of distracted driving citations issued during grant-funded enforcement activities	1,030	677	862	2,068	3,391	1,496
	Number of pedestrian- and bicycle-related citations issued during grant-funded enforcement activities	592	691	704	294	1,240	914

Source: Citations shown resulted from grant-funded activities

Additional Core Outcome Measures

Description	2013	2014	2015	2016	2017	2018 HSP	2017 Goal	Goal Met
						Baseline	2018 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	101	88	80	122	116	93 (2012–2016)	106	Goal not met
C-13 Number of unrestrained occupant serious injuries	102	105	113	105	59	112 (2012–2016)	116	Goal met
C-14 Number of aggressive-related serious injuries	300	319	296	190	201	271 (2012–2016)	259	Goal met
C-15 Number of pedestrian serious injuries	348	404	370	509	516	509 (2016)	509	Goal not met
C-16 Number of bicyclist serious injuries	281	362	302	442	413	442 (2016)	442	Goal met

Source: State Crash Data Files

Performance Goals and Trends

All 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 and are, based on the performance measures and goals outlined in the FY2018 Highway Safety Performance Plan.

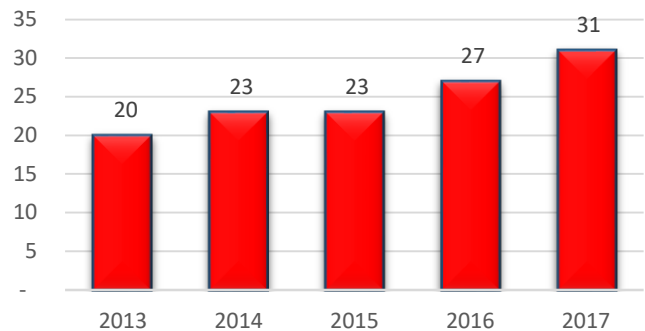
TRAFFIC FATALITIES

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

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

GOAL NOT MET

2017 projected goal was 24 (See Pg. 13, Challenges)

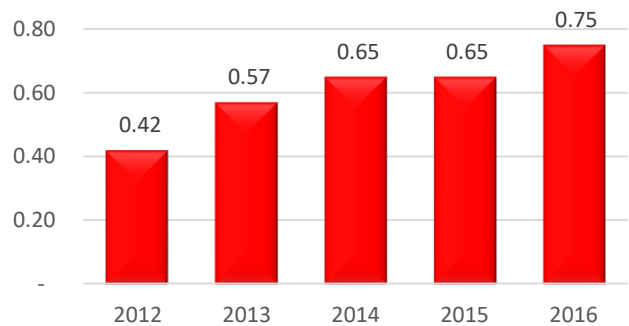


DEATHS PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

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

GOAL NOT MET

2016 projected goal was 0.65 (See Pg. 13, Challenges)



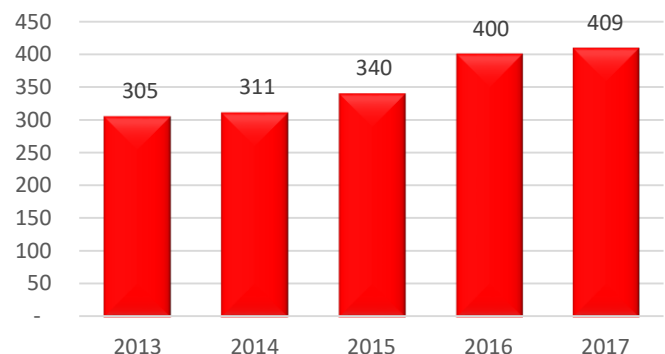
TRAFFIC SERIOUS INJURIES

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

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

GOAL MET

2017 projected goal was 410



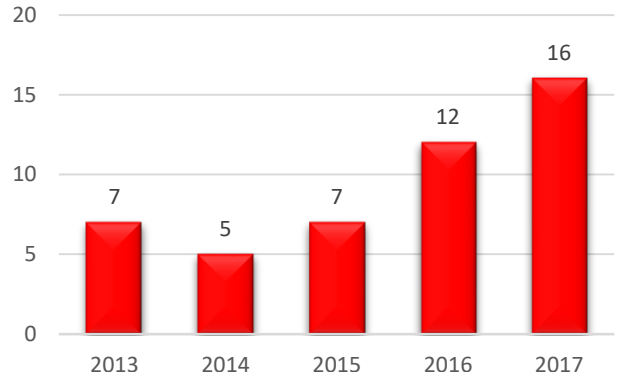
IMPAIRED DRIVING FATALITIES

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

GOAL NOT MET

2017 projected goal was 6 (See Pg. 13, Challenges)

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

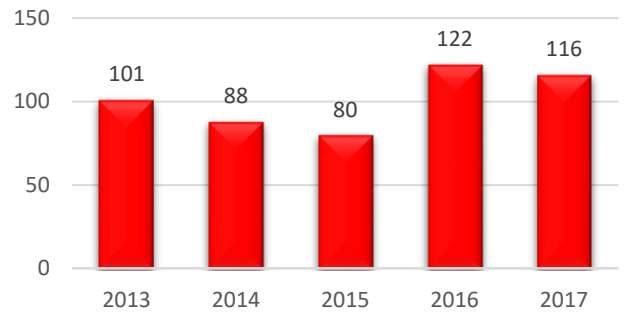


IMPAIRED DRIVING SERIOUS INJURIES

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

GOAL NOT MET (Within 9 percent of goal)

2017 projected goal was 106 (See Pg. 13, Challenges)

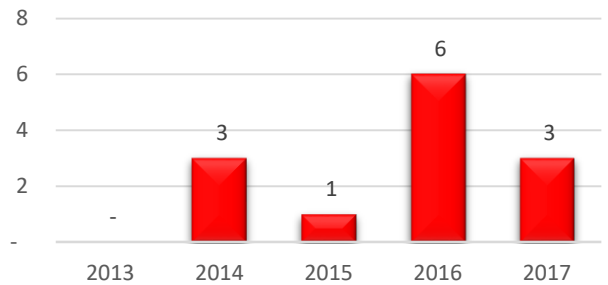


UNRESTRAINED FATALITIES

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

GOAL NOT MET

2017 projected goal was 1 (See Pg. 13, Challenges)

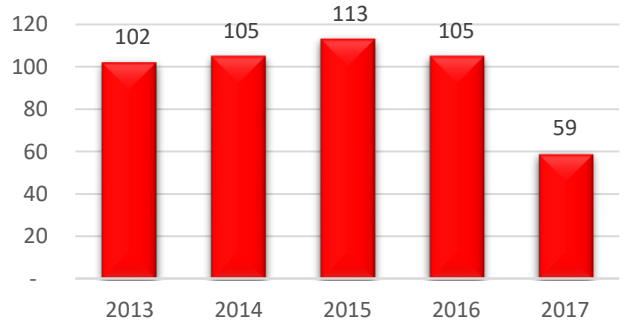


UNRESTRAINED SERIOUS INJURIES

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

GOAL MET

2018 projected goal was 116

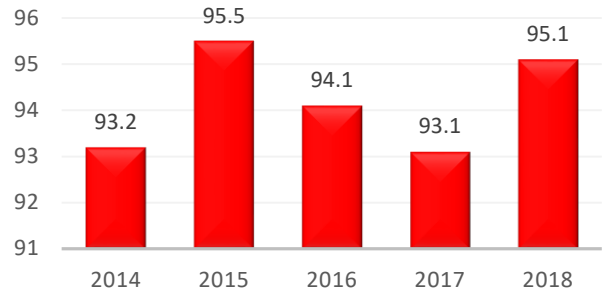


SEATBELT USE

GOAL: Maintain observation belt use to more than 94.1 percent.

GOAL MET

2017 projected goal was greater than 94.1 percent

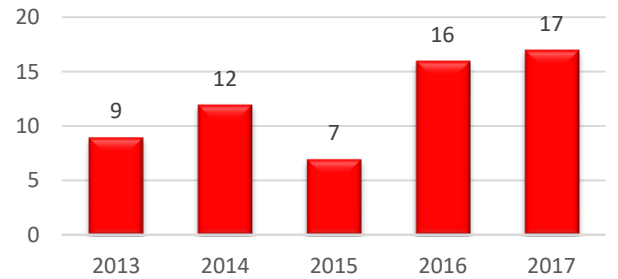


SPEEDING-RELATED FATATLITIES

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

GOAL NOT MET

2017 projected goal was 9 (See Pg. 13, Challenges)

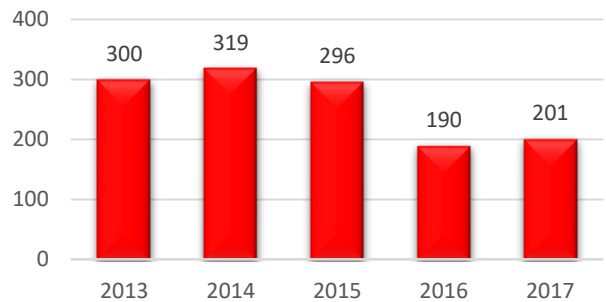


AGGRESSIVE-RELATED INJURIES

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

GOAL MET

2017 projected goal was 259

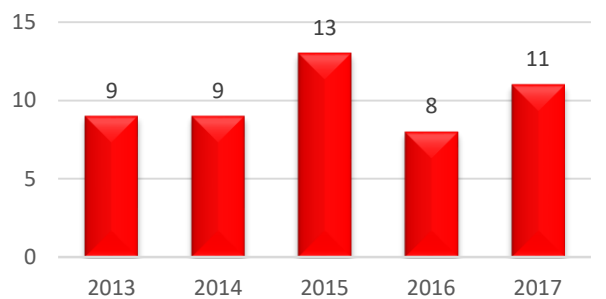


PEDESTRIAN-RELATED FATATLITIES

GOAL: Limit expected increase of pedestrian-related fatalities by 22 percent from the 5-year average (2011–2015) of 9 to no more than the 5-year rolling average (2014–2018) of 11, or an 8 percent decrease based on 2018 actual projection.

GOAL NOT MET

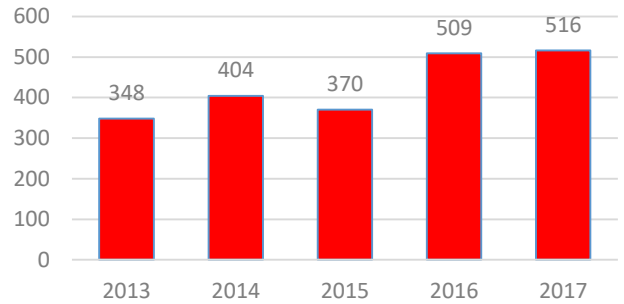
2017 projected goal was 10 (See Pg. 13, Challenges)



PEDESTRIAN-RELATED INJURIES

GOAL: Maintain number of pedestrian-related injuries to no more than 509 (2016) by December 2018.

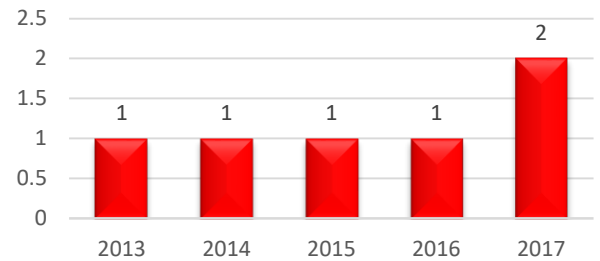
GOAL NOT MET (Within 1 percent of goal)
2017 projected goal was 509 (See Pg. 13, Challenges)



BICYCLIST-RELATED FATALITIES

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

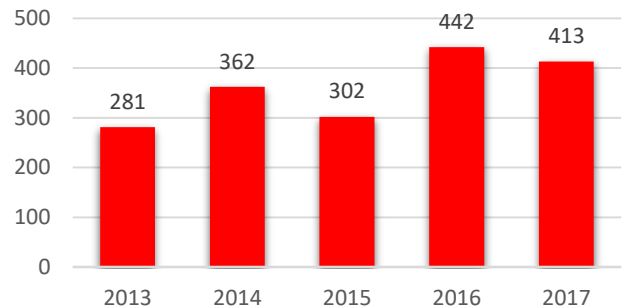
GOAL NOT MET
2017 projected goal was 1 (See Pg. 13, Challenges)



BICYCLE-RELATED INJURIES

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

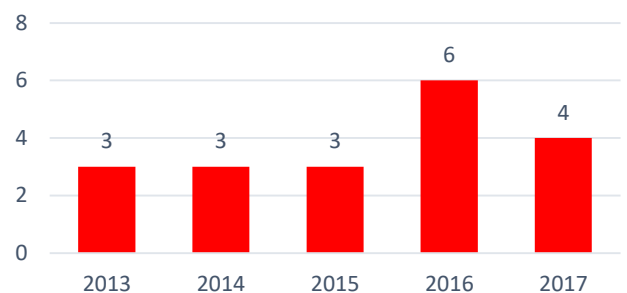
GOAL MET
2017 projected goal was 442 (See Pg. 13, Challenges)



MOTORCYCLIST-RELATED FATALITIES

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

GOAL MET
2017 projected goal was 4

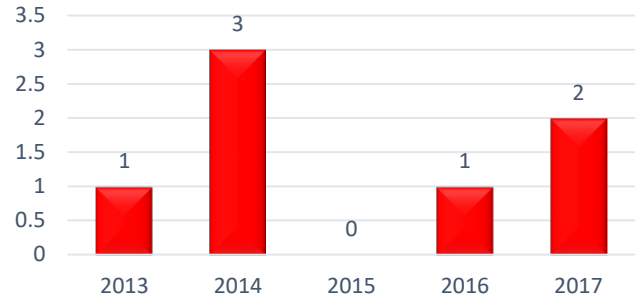


YOUNGER DRIVER IN FATAL CRASH

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

GOAL NOT MET

2017 projected goal was 1 (See Pg. 13, Challenges)



Challenges to Maintain and Reduce Trends

In 2012, the District of Columbia recorded the lowest number of traffic-related fatalities of 15. As of recent years, the number of fatalities, injuries, and crashes have significantly increased. The number of deaths increased in 2013 to 20; a 33 percent increase. In 2016, there was another leap in traffic-related fatalities of 27 from 23 in 2015; a 17 percent increase. In 2017, fatalities continued to climb; including our neighboring States of Maryland (5 percent increase) and Virginia (10 percent increase). The District had a 14.8 percent from 27 in 2016 to 31 in 2017, partially the result of increasing VMT, as well as non-motorized travel, higher influx of per average (non-car owning) residents, and out-of-state drivers (>60 percent).

The District has the second highest percentage of public transit commuters in the U.S., which has a major influence on the District transportation system. There are 671,678 people employed in the District, but only 28 percent commute from within the City. 18.7 percent of the people working in the District are from Prince George's County, Maryland, 14.8 percent are from Montgomery County, Maryland, 13.2 percent are from Fairfax County, Virginia, 6 percent are from Arlington County, Virginia, 3.5 percent are from Alexandria, Virginia, and the other 15.8 percent are from outer suburbs such as Anna Arundel County, Maryland, Prince William County, Virginia, Howard County, Maryland, and Loudoun County, Virginia. Workers commute to the District by car, bus, bike, and train.

The District's 2018 seatbelt usage rate of 95.1 percent continues to be above the national average. It should be noted that despite not achieving the unrestraint fatalities in 2017, there was a 50 percent reduction in fatalities from 6 in 2016 to 3 in 2017, and the number of persons seriously injured in a traffic-related crash was reduced by 43.8 percent, from 105 in 2016 to 59 in 2017—where our goals were met.

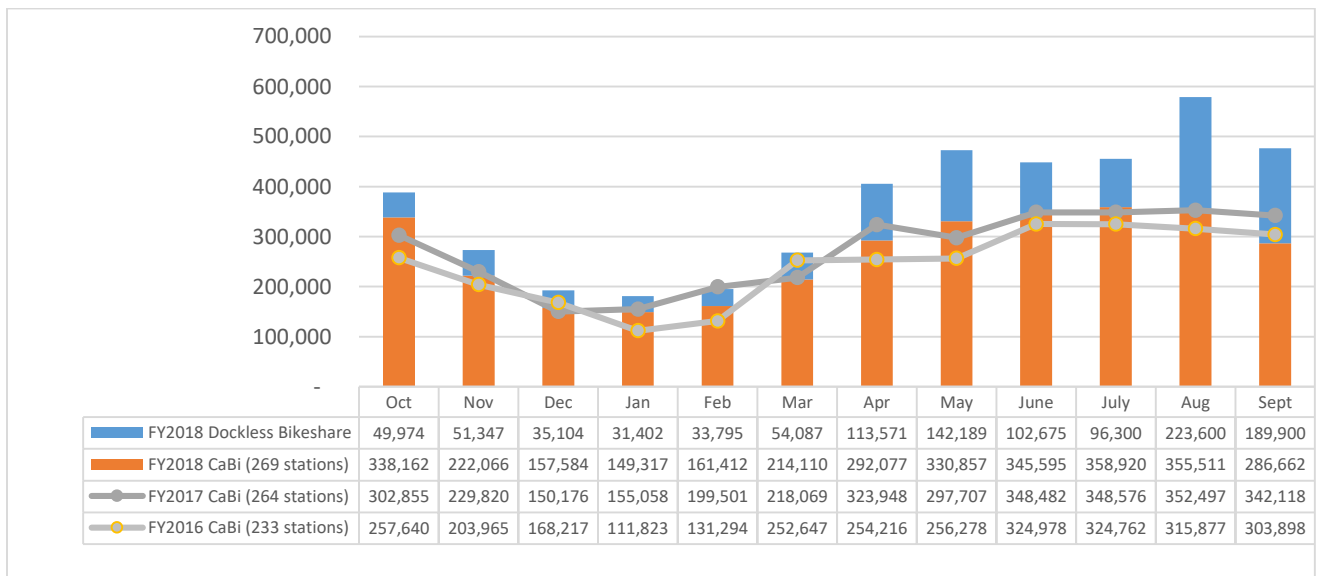
Impaired-driving and speeding-related fatalities continue an upward trend. There was a 33.3 percent increase in impaired-related fatalities from 12 in 2016 to 16 in 2017; however, serious injuries decreased by 4 percent, from 122 in 2016 to 116 in 2017. Aggressive driving-related fatalities increased from 16 in 2016 to 17 in 2017, with a 5.7 percent increase in aggressive driving-related serious injuries. Some of these increases could be the results of the following:

- **District-approved legislation legalizing Marijuana in 2015.** Referred to as "Initiative 71," city law legalized the use of up to 2 ounces of marijuana and the possession and cultivation of up to three marijuana plants. 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 2013 report commissioned by the Governors Highway Safety Association found that of all drivers who died in crashes and who were tested for drug use that year, about 40 percent tested positive for drugs. Of those, the report noted that more than a third tested positive for marijuana. However, this risk, and how it varies with marijuana dose, is not well quantified as it relates to driving. This uncertainty hinders development of effective road-safety policy targeting cannabis-impaired drivers.
- The top the DC-reported substances abused while driving under the influence were Ethanol, THCOOH, and Phencyclidine. In addition, the average alcohol concentrations (range from 0.15–0.2 g/100 mL) and average Tetrahydrocannabinol concentrations (range 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, continues to be a challenge.

The Office of Attorney General DUI Prosecutor Team and the OCME drug program continue to work together as emerging drugs such as fentanyl are being mixed with heroin result have similar effects to alcohol. The OCME laboratory has improved its overall efficiency by increasing the number of tests per case from 28.5 to 51.93 and reduced its backlogged case (over 60 days) to 1.6 percent. This resulted in the ability to provide faster test results to the DUI Prosecutor, enabling them to complete cases and prosecute.

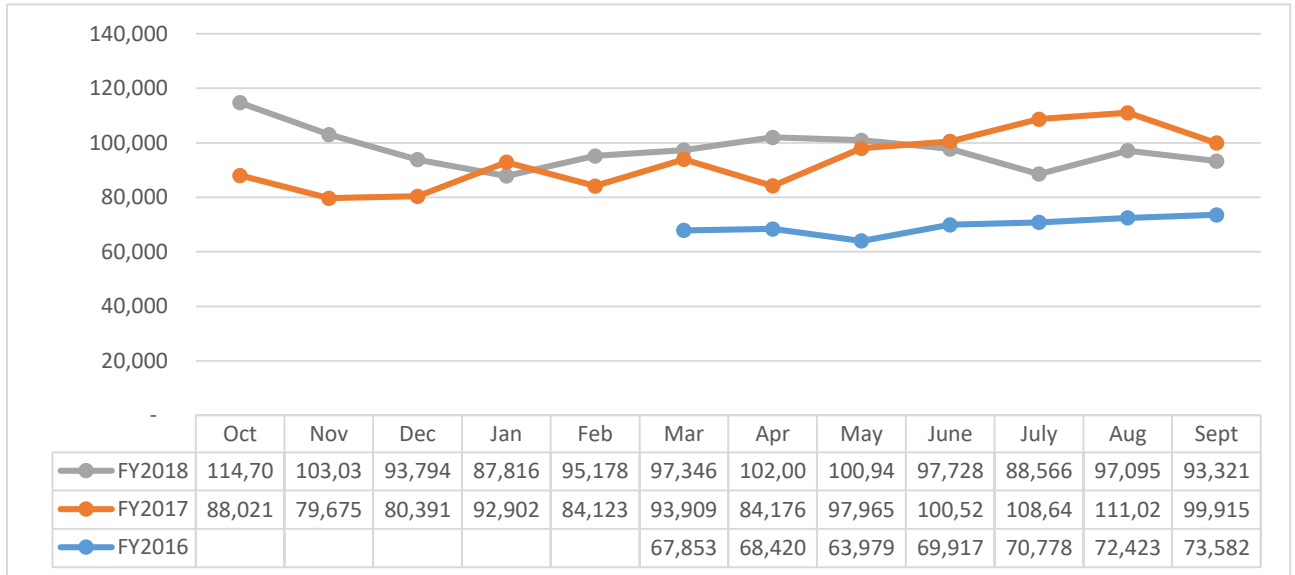
The District has the second highest percentage of public transit commuters in the United States, which presents significant challenges to pedestrians and bicyclists—the District’s most vulnerable roadway users, as follows:

- Pedestrian and bike trips increased on average 3–5 percent annually. The District has more than 261.6 miles of bike lanes, bike trails, cycle tracks, signed bike routes, and shared lanes, which is increasing at a relatively fast pace (almost 40 miles were added in 2018). There are 2,600 bike racks installed on sidewalks all over the city and 300 more to be added in 2019.
- The District implemented Capital Bikeshare program in September 2010. In FY2018, there are 269 stations in the District and over 2,000 bikes. There were more than 3.2 million trips made in FY2018, as graph below shows. On September 5, 2018, Capitol Bikeshare added 80 electric bikes to the fleet. These bikes are black to distinguish them from the red fleet. Motorized bikes can travel up to speeds of 18 miles per hour.
- The District began a dockless bikeshare pilot in October 2017 and introduced dockless electronic scooters. There were seven companies operating in the District and each had a limit of 400 vehicles total (bikes or scooters). Users can leave bikes and scooters anywhere on the sidewalk. This posed a problem as discarded bikes block pathways and create issues for wheelchair users and strollers or becoming a tripping hazard. The District plans to place new rules in January 2019:
 1. Companies would require a permit in 2019 and each company can have up to 600 vehicles and a minimum of 100 vehicles. Companies are permitted to apply for two permits (a bike and a scooter permit). There is no limit on the number of companies that can operate in the District.
 2. Riders will have to lock dockless bikes to racks or street signs.



The chart above shows the increase in ridership for Dockless bike-share and Capitol Bikeshare Ridership. **Each of these bike share trips accounts for 2 pedestrian trips.** The fast pace of these changes is itself a safety challenge as the District seeks to increase the modal share through walking and biking and reallocate existing infrastructure space among all competing modes. To date there has been 225 reported crashes.

- “Streetcar” (passenger service began February 27, 2016), which operates a single line between the H Street and Benning Road corridor, competes for road space with all other modes. The chart below shows the increasing number of streetcar ridership. For FY2018, ridership numbers were 1.17 million, a 4 percent increase from the ridership numbers in FY2017 of 1.12 million passengers. There are plans to expand the network in the future.



Because of the streetcars’ physical and operational limitations, a new crash type has emerged as other forms of transportation are integrated on the streetcar route. There have been reported to date 71 crashes involving the streetcar; 8 in FY2016, 35 in FY2017 and 28 in FY2018.

Crashes are also expected to increase as exposure increases across all modes. To combat this, District Mayor Muriel Bowser has initiated steps to improve intersections, educate the public, and enforce the rules of the road. The District plans to have four 3-day citywide safety blitzes from Thursday to Saturday throughout the year. These blitzes will be focus on speeding and impaired drivers, failure to clear an intersection, and stopping or standing in a bike lane. The District is also looking into increasing the number of red-light cameras in the city, imposing more restrictions on left turns at some intersections, and banning right turns on red at 100 locations. These intersections would be mainly where pedestrians are at a higher risk, such as in school zones, within the central business district, or near bike lanes.

Tougher penalties are expected to go into effect in December 2018 to deter dangerous traffic infractions and road behaviors such as speeding.

Additional initiatives:

- Improve intersection designs with dual turn lanes, adding protected bike lanes and eliminating sidewalk gaps.
- Expand designated drop-off and pick-up zones for ride-share vehicles.
- Examine over 100 intersections where a left turn is problematic.
- DDOT will run the city’s Automated Enforcement program to reduce the time it takes to have tickets processed and expedite deployment of additional traffic enforcement cameras.

- The District is also considering that upon renewal of the DC Driver’s license drivers must pass a refresher test on the rules of the road that will also emphasize driver awareness of pedestrian, bicyclists and scooter riders.
- The Department of Public Works will add 19 enforcement officers before the end of the year, as it steps up parking enforcement to ticket drivers who park in bike lanes and crosswalks. Some of these officers will patrol on bikes so they understand the challenges cyclist face.

Future Plans

- Use HSO funding to implement behavioral safety measures at locations deemed “high risk” but not “high crash.”
- Work with District agencies to enhance and support the various safety programs, including the Strategic Highway Safety Plan and Vision Zero.
- Use the comprehensive and collaborative approach to involve all Es’ to address road safety.
- Use body cameras for law enforcement to strengthen convictions.
- Determine the feasibility of merging various traffic-related data sets under Office of Chief Technology and Officer (OCTO) to develop future safety programs.

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, 2008–2012, FARS data) to 21 by 2025 and reduce serious injuries by 20 percent from 1,688 in 2013 to 1,366 by 2025 (MPD data).

The DC HSO continues to work toward achieving its goals by administering 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 Vehicles (DMV)
- Fire and Emergency Medical Services (FEMS)
- Superior Court of the District of Columbia
- Metropolitan Washington Council of Governments (MWCOC)
- 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 FY2018. Most DC HSO programming efforts target the following traffic safety priority areas:

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

Program Funding (FY2018)

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 directed to areas identified by the HSO that can change driver behavior and reduce vehicle crashes and crash severity.

In FY2018, the 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 Seatbelt Use State), 405c (Data Program), 405d (Alcohol–Low range state) and 405h (non-motorized safety).

Funds supported the following programs:

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

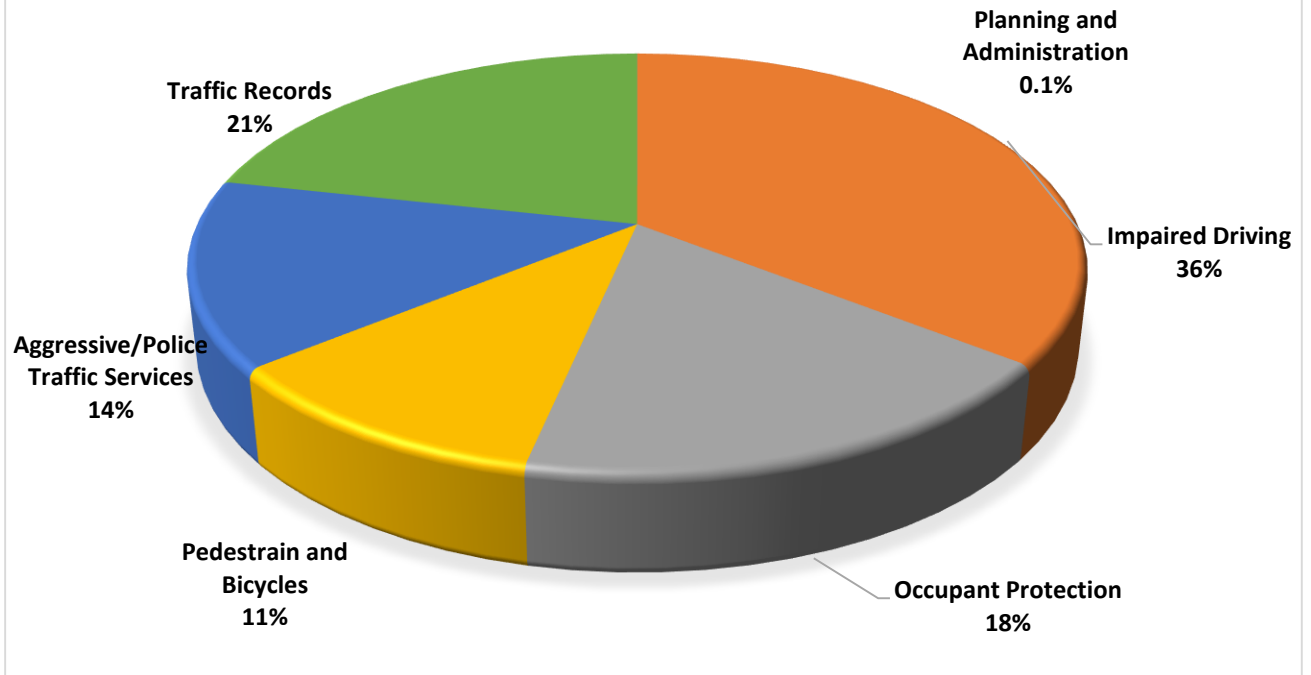
Table 1 provides information on the Federal Aid Allocation and the related Grant Expenditures.

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.	PA 2018-01-01	\$ 19,088.74	\$ 162.61
			402 TOTAL	\$ 19,088.74	\$ 162.61
PM TOTAL				\$ 19,088.74	\$ 162.61
Impaired Driving	402	Office of the Attorney General (OAG)	AL 2018-03-01	\$ 227,454.80	\$ 108,369.70
		Alcohol Enforcement City-Wide	AL 2018-03-02	\$ 461,870.71	\$ 161,360.95
		402 TOTAL		\$ 689,325.51	\$ 269,730.65
405d	Low	Impaired Driving - Various	M6OT 2018-01-00	\$ 6,516.23	\$ 6,516.23
		Washington Regional Alcohol Program	M6OT 2018-01-01	\$ 8,293.13	\$ 8,293.13
		OAG Impaired Driving Program	M6OT 2018-01-02	\$ 81,128.87	\$ 81,128.87
		Training Travel	M6OT 2018-04-04	\$ 6,000.00	\$ -
		Impaired Driving Enforcement - MPD	M6OT 2018-01-06	\$ 175,134.48	\$ 175,134.48
		Purchase Vehicle	M6OT 2018-01-07	\$ 40,000.00	\$ -
		Media for Impaired Driving	M6X 2018-01-01	\$ 59,864.00	\$ 59,867.00
		405d TOTAL		\$ 376,936.71	\$ 330,939.71
FA 402		Alcohol Enforcement	AL 2017-03-02	\$ 36,076.33	\$ 36,076.33
		Washington Regional Alcohol Program	AL 2018-03-03	\$ 260,000.00	\$ 96,997.42
		Office of Chief Medical Examiner	AL 2018-03-04	\$ 332,465.62	\$ 139,663.81
		FA 402 TOTAL		\$ 628,541.95	\$ 272,737.56
FA 405d	Low	Office of the Attorney General	M6OT2018-01-02	\$ 518,246.42	\$ 384,481.49
		Impaired Driving Enforcement MPD	M6OT2018-03-02	\$ 597,298.25	\$ 73,821.60
		Office of Chief Medical Examiner	FDLBAC2018-01-02	\$ 224,462.10	\$ 124,941.86
		Paid Medic Campaigns	FDLPEM2018-01-01	\$ 417,827.66	\$ 47,798.40
		FA 405d TOTAL		\$ 1,757,834.43	\$ 631,043.35
Total				\$ 3,452,638.60	\$ 1,504,451.27
Occupant Protection	402	Occupant Protection - CPS	OP 2018-05-01	\$ 136,273.00	\$ 53,258.90
		Seat Belt Survey	OP2018-05-02	\$ 100,430.70	\$ 99,971.70
		Child Passenger Safety	OP2018-05-01	\$ 100,000.00	\$ 27,089.60
		402 TOTAL		\$ 336,703.70	\$ 180,320.20
MAP-21 405b OP HIGH	405b	Occupant Protection - Various	M1HVE 2018-05-01	\$ 74,597.38	\$ 74,597.38
		OP Enforcement MPD	M2HVE 2018-05-02	\$ 282,666.24	\$ 223,885.35
		405b TOTAL		\$ 357,263.62	\$ 298,482.73
MAP-21 405b OP LOW	FA 405b	Paid Media Campaigns	M1PE2018-14-01	\$ 165,729.81	\$ 165,729.81
		Occupant Protection- Various	M1X2018-05-02	\$ 251,703.63	\$ 106,817.95

		FA 405b TOTAL		\$	417,433.44	\$	272,547.76
Total				\$	1,111,400.76	\$	751,350.69
Ped/Bicycle Safety	402	Pedestrian Safety	PS 2017-08-03	\$	23,793.78	\$	23,793.78
		Pedestrian/Bicycle Safety Enforcement	PS 2018-08-04	\$	142,183.00	\$	63,499.59
		Pedestrian/Bicycle Safety - Media	PS2018-08-03	\$	125,277.50	\$	125,277.50
		Street Smart Campaigns	PS2018-08-05	\$	200,000.00	\$	100,000.00
	402 TOTAL			\$	491,254.28	\$	312,570.87
	FA 405h	Bicycle Program in DC - WABA	FHX 2018-01-01	\$	361,938.99	\$	141,784.80
	405h TOTAL			\$	361,938.99	\$	141,784.80
Total				\$	853,193.27	\$	454,355.67
Aggressive Driving/Police Traffic Services	402	Police Traffic Services	PT 2018-04-01	\$	878,410.06	\$	184,025.10
		Distracted Driving Enforcement	DD 2018-16-01	\$	71,910.31	\$	71,910.31
		Paid Media Campaigns	PM 2018-14-01	\$	213,555.71	\$	150,549.16
		Aggressive Driving Prosecution	SA2018-05-02	\$	20,000.00	\$	-
		Paid Media - Various Campaigns	PM 2018-14-01	\$	616,766.75	\$	200,426.75
Total				\$	1,800,642.83	\$	606,911.32
Traffic Records/Data Program	402	Data Entry - DMV	TR 2018-07-02		\$70,000.00		\$61,218.82
	405c	E-Citation Writers - MPD	M3DA 2018-07-01	\$	120,013.05	\$	120,013.05
		Updating TR Strategic Plan	M3DA-2018-07-02	\$	157,927.46	\$	152,144.36
		E-Citation Writers - MPD	M3DA 2018-07-05	\$	399,999.86	\$	-
	405c TOTAL			\$	677,940.37	\$	272,157.41
	408	e-Citation Phase 2	K9-2018-07-02	\$	453,453.99	\$	453,453.99
		MIRE FDE Data Collection	kk9 2018-07-02	\$	78,246.57		\$78,246.57
	408 TOTAL			\$	531,700.56	\$	531,700.56
	FA 405c	MIRE Data Modeling	M3DA2018-07-01	\$	153,000.00	\$	-
		HASS ALERT Pilot - FEMS	M3DA2018-07-02	\$	100,000.00	\$	100,000.00
DATA Projects		M3DA2018-07-05	\$	6,624.75	\$	6,624.75	
FA 405c TOTAL			\$	259,624.75	\$	106,624.75	
Total				\$	1,469,265.68	\$	910,482.72
Roadway Safety/Safe Communities	402	Roadway Safety	RS 2018-13-01	\$	91,585.19	\$	-
		Preparation of Various Safety Documents	SA2018-05-01	\$	757,693.80	\$	-
	402 TOTAL			\$	849,278.99	\$	-
				\$	9,555,508.87	\$	4,227,714.28

FY2018 EXPENDITURE



Program Summaries



Impaired Driving Program

Impaired driving refers to the deterioration of a person's judgment that decreases his or her physical ability to drive. Alcohol intake and substance abuse are the most 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 goals of the District’s impaired driving program are to limit the increase number of alcohol-impaired related driving fatalities to no more than the 5-year average (2011–2015) of 6 and impaired-related serious injuries to no more than the 5-year rolling average of 106 by December 31, 2017.

The following are the numbers for the last five years:

YEAR	Alcohol-impaired Fatalities	Impaired Serious Injuries
2013	7	101
2014	5	88
2015	7	80
2016	12	122
2017	16 (Goal <6)	116 (Goal <106)

The District did not achieve either the alcohol-impaired fatalities or impaired-related serious injuries goals in 2017. (See Pg. 13, Challenges)

The impaired driving program qualified for the NHTSA 405 grant as a low-range State. The following section reviews programs implemented in FY2018.

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 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 careful 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 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

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

The TSRP attended seven webinars and two conferences (TSRP Annual Conference in San Antonio, TX, and IACP Conference on Drugs, Alcohol and Impaired Driving in Nashville, TN) related to strategies that reduce drinking and drugged driving.

Activity Description. *Host/Conduct a minimum of 25 training sessions for prosecutors, law enforcement officers, and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases. There should be a minimum of five attendees per training.*

The TSRP provided training at 29 events/locations with more than 530 attendees. Topics included General Criminal Charges and Papering Procedures, Cooperation Act training, Legal Update, Breath Test Operator Recertification course, “Cops in Court” Report Writing and Testimony Skills presentation and mock direct/cross examination exercise, “Prosecutorial Challenges” at NHTSA’s “Ideas to Impact: A Dialogue to Address Drug-Impaired Driving,” and DUI Boot camp.

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.*

The TSRP helped other TSRPs by providing valuable resources and discussing effective trial strategies and technical assistance. TSRP has provided support and technical assistance through Web forums and assisted 17 various agencies and organizations. Examples of the types of technical assistance are as follows:

- Panel discussion on “Underage Drinking, Marijuana Use, and Washington, DC Youth,” UDC Law School (October 26, 2017).
- Georgia—Admissibility of refusals (October 30, 2017).
- Ohio—Admissibility of breath scores (November 8, 2017).
- Iowa—Assistance with *Whren v. US* (December 21, 2017).

- Responsibility.org—Provided status information on oral fluid testing for DC (January 22, 2018).
- California—Participated in “Defense Expert-Cross Exam Project,” (February 19–23, 2018).
- Wyoming—Provided information about whether DC has statutory admissibility of Drug Recognition Expert (DRE) evidence (March 8, 2018).
- NAAG—Provided toxicology materials to assist in preparing a training course. (March 16, 2018).
- Arizona—Completed drugged driving survey (March 23, 2018).
- Wyoming—Provided seated battery materials status information on oral fluid testing for DC (May 8, 2018).
- Virginia—Provided cardiologist expert witness information, May 18, 2018.
- Oregon—Provided information on DRE Coordinators, July 25, 2018.
- Virginia—Participated in “Defense Expert-Cross Exam Project,” Alexandria, VA (July 31–August 2, 2018).
- Oregon—When blood must be drawn post driving in DUI case, September 20, 2018.

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

The TSRP provided training a total of 250 attendees at two events at Dunbar High School and Coolidge High School, Washington, DC.

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 ARIDE and Drug Recognition Expert (DRE) program.*

Despite the TSRP’s efforts, none of the area police agencies presented an ARIDE course this year. MPD is not pursuing a DRE program at this time but indicates that it will explore hosting future ARIDE courses.

Activity Description. *Provide national subject matter expert training to OAG line prosecutors in one of the following areas: Drugged Driving, Marijuana Impairment, video evidence, drowsy driving, or some other topic that enhances traffic safety.*

Because of scheduling conflicts, the training was not presented.

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 FY2018.*

The TSRP attended 6 meetings/events representing the HSO at events aimed at deterring impaired driving, such as the Foundation for Advancing Alcohol Responsibility (FAAR) Kevin Quinlan Awards ceremony and WRAP board meetings and event.

Activity Description. *Partner with George Washington University Hospital (GWUH) as it implements the Implied Consent Blood Collection project citywide. Attend quarterly meetings to keep abreast of progress.*

GWUH did not renew its Vision Zero grant for FY 2018. TSRP continues to assist with blood preservation and search warrants when requested by law enforcement.

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.*

- Meetings held: October 11, 2017, November 15, 2017, December 13, 2017, January 16, 2018, February 6, 2018, April 3, 2018, May 8, 2018, June 6, 2018, July 14, 2018, and August 7, 2018.
- Met with DRE coordinator Adam Zielinski, January 31, 2018.

Activity Description. Participate in Community Outreach Events, such as WRAP SoberRide Kickoffs, NHTSA Drive Sober or Get Pulled Over, Responsibility.org congressional meetings, and DC's Vision Zero.

The TSRP attended and participated in six community outreach events, such as the FAAR anniversary party and Kevin Quinlan awards, WRAP's WRAPPY and Law Enforcement awards, and NHTSA's "Drugged Driving Call to Action" conference.

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

The TSRP attended TRCC Meeting, November 14, 2017; May 3, 2018; June 26, 2018 (presented report on trends in DUI casework).

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.

TSRP participated in OAG's bi-weekly staff meetings, regular email messaging, training opportunities (TSRP webinar announcements), impaired driving trends communicated to line prosecutors, law enforcement, and toxicologists.

Activity Description. Screen (paper) or assist with the screening of a minimum of 350 impaired driving arrests, arrest warrant applications, search warrant applications, and judicial summons cases.

The TSRP screened 640 DUI cases (citations and lock ups) and 13 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 (FEMS) documents, view body-worn camera footage, and contacted civilian witnesses. When appropriate, the TSRP communicated with area hospitals to ensure biological specimens are preserved so that a search warrant can later be executed and the evidence can be used at trial.

A database of all the DUI arrests keeps track of repeat offenders, crash cases, driver's license information, and chemical tests. Further, the database tracks offenders designated as "Silver Bullets" (the most serious DUI offenders).

Activity Description. Ensure TSRP is available to provide technical support to prosecutors for trial assistance. 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 trial preparation, and handled witness conferences and expert witness submissions. Covered trial courtrooms, handled plea negotiations, trial readiness cases, status hearings, discovery issues, plea proffers, and sentencing.
- Served as second chair to new attorney trying first DUI trial and pre-trial, assisted with witness conference, and evidentiary issues at trial.
- Wrote, reviewed, and edited motions and plea offers in impaired driving cases.
- Participated in witness conferences DUI cases.
- Regularly observed court proceedings to provide feedback to line prosecutors, police officers, and management.
- Met regularly with line prosecutors to provide legal and practical advice on topics relevant to impaired driving.

- Assisted AUSA with alcohol absorption in a homicide case. Provided research materials.
- Consecutive v. concurrent time for mandatory minimum sentences, halfway house v. jail.
- Secured toxicology reports, missing discovery materials, contacting witnesses for restitution.
- Provided information regarding police station surveillance cameras, retention time, and preservation capabilities.
- Supplied sample pleadings to assist AAGs with legal arguments.
- Discussed toxicology testing and testing limitations in a drugged driving case.
- Reviewed toxicology litigation packets to assist AAG with trial prep.
- Supplied cross examination materials for defense expert.

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. OCME provided 478 toxicology reports to OAG for use in impaired-driving prosecutions.

Activity Description. *Maintain intraoffice resources for prosecutors to provide them with easy access to pleadings, expert witness materials, trial preparation materials, and pertinent case law. 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 case law provided to all new attorneys hired in FY2018.

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

The TSRP served as the OAG main point of contact for and managed all the probation show cause (PSC) matters, retrieved the case jackets from closed files, reviewed the application for violation reports (AVR), prepared the PSC for court, and noted anything significant that the AAG should request at the hearing

Activity Description. *Retain a caseload of approximately 20–25 DUI cases in order to remain current on litigation skills to include pretrial preparation, legal writing, plea negotiations, and trial*

- The TSRP consistently maintained excess of 20–25 cases. At the time of this report, her caseload was approximately 40 cases.
- Completed disposition of 50 DUI cases.
- Secured conviction after trial in *DC v. Earle Chaney*, 2017 CTF 015280 and *DC v. Kailah Harris* 2017 CTF 010680.

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 current impaired driving laws, and determine what, if any, modifications or amendments need to be made.*

- Collaborated with a team to write the Synthetics Abatement and Full Enforcement Drug Control Act of 2015 (SAFE DC), which adds synthetic cannabinoids and synthetic cathinones to the District’s schedule for controlled substances based on the class of the chemical compounds contained in the drugs rather than the individual compound found in a particular substance;
- Suggested legislative amendments and new laws for impaired driving, such as lowering the blood alcohol concentration levels for mandatory minimums, changes to the refusal to submit to testing laws and penalties, and ignition interlock. Proposed adding synthetic cannabinoids to the mandatory minimum DUI-drug penalty.

- Reviewed opioid bills pertaining to naloxone for first responders and the opioid abuse treatment act.

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 to support necessary changes to the DUI jury instructions. For example, the TSRP provided legal research for operation and physical control that assisted with revisions to DUI jury instructions.

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

- Traffic Fatalities Increase in 2016 (October 2017).
- Designate a Sober Driver on St. Patrick’s Day (March 2018).
- Operation Dry Water (June 2018).
- If You Feel Different, You Drive Different: Drive High, Get a DUI (August 2018).

ADJUDICATION

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

BACKGROUND

DUI cases are considered the more challenging cases handled by the OAG’s Criminal Section. The issues arising in impaired driving cases require the expertise of DUI prosecutors to assist law enforcement officers in conducting better investigations to deter the problem of impaired drivers. As OAG continues to see repeat offenders, there is a greater need for effective prosecution to adequately punish the defendants and deter rearrests. The DUI Prosecutors are essential to the effective and efficient prosecution of impaired driving cases as they take a tough stance on impaired driving offenses, serve as a resource to law enforcement, and ultimately protect the citizens of the District of Columbia.

The Criminal Section currently has one (1) DUI Prosecutor. Former AAG/DUI Prosecutor M. Connaught O’Connor resigned from the OAG in March 2018; former AAG/DUI Prosecutor Jessica Trieu resigned from the OAG in June 2018; and former AAG/DUI Prosecutor Jennifer Friend-Kelly resigned from the OAG in September 2018. To date, those positions have not been filled. The unexpected and severe attrition within the DUI Prosecutor team has significantly affected the OAG’s ability to meet the performance measures set out in the FY 2018 grant. Nevertheless, this report hopes to encompass the data of all four DUI Prosecutors but does not purport to capture all data.

PROJECT GOALS

The Criminal Section of OAG has four DUI Prosecutor positions and a paralegal position who work is to deter impaired-driving offenses. 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 the judiciary by offering expertise and assistance in prosecuting impaired driving offenses.
- Assisting in improving the breath, blood, and urine testing programs.

PROJECT SUMMARY

Litigation

Activity Description. *Carry caseloads of the most demanding and difficult impaired driving cases, such as repeat offenders, children in car cases, major crash cases, and toxicology cases. Case load is approximately 40–60 cases per prosecutor.*

The DUI Team handled the more complex DUI cases, such as those with multiple victims who sustained serious injuries, children in the vehicle, repeat offenders, high breath score cases, and toxicology cases. The DUI prosecutors consistently maintained caseloads in excess of 40–60 cases per prosecutor. At the time of this report, the remaining DUI prosecutor's caseload is approximately 92 cases. These cases include the following:

- Filed enhancement papers on cases involving repeat offenders and children present in the vehicle.
- Filed expert notice for officers who conducted the Horizontal Gaze Nystagmus test, the Breath Alcohol Program Manager, and the Chief Toxicologist.
- Conducted 43 formal witness conferences in preparation for trials, including those with civilian witnesses, victims, HGN experts, police officers offering lay testimony, breath test technician, technicians of the Office of the Chief Medical Examiner, and the chief toxicologist.
- Tried three jury trials, 20 bench trials, and one partial bench trial in which the defendant pled guilty mid-trial.
- Conducted five motion hearings and two detention hearings during FY2018.

Activity Description. *Maintain stringent guidelines for acceptable pleas in serious impaired driving cases involving repeat offenders and individuals above specified BAC levels. Increase requests for ignition interlock devices quarterly by 10 percent on guilty pleas or convictions after trial on alcohol-related DUI cases from 19 cases to 21 cases*

The OAG currently maintains plea guidelines for attorney use in impaired driving cases. The DUI prosecutors adhere to the guidelines, make appropriate referrals to Drug Court, and consult with other team members and management when deviating from policy.

Ignition Interlock

DUI prosecutors requested ignition interlock devices on 30 alcohol-related impaired driving cases that resulted in a guilty conviction by way of plea or conviction after trial.¹ Note that drug-impaired driving cases are a significant portion of the impaired driving cases prosecuted. Because an ignition interlock device is specific to ethanol, the DUI prosecutors do not request, and the Court does not routinely order ignition interlock installation unless the case involves alcohol.

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

The DUI Team screened the citation release and lock-up arrests for impaired driving offenses. After reviewing the police paperwork and body-worn camera video footage (when applicable), they made charging decisions and assigned cases to line attorneys, while reserving the most serious cases for the DUI Team. In FY2018, the DUI Team screened approximately 809 impaired driving arrests, with 195 of those cases assigned to the DUI

¹ With limited exception, an individual who holds a driver's license issued by the District of Columbia is statutorily required to enroll in the Ignition Interlock System Program: (1) Upon a first conviction, for a period of 6 months; (2) upon a second conviction, for a period of 1 year; and (3) upon a third or subsequent conviction, for a period of 2 years. DC Code § 50-2201.05a(2)(b) (2012).

Team.² The DUI Team assisted officers in drafting search warrants for four DUI cases this year. These cases typically involve major crashes, and defendants under the influence of a combination of drugs or with high blood-alcohol levels.

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

The DUI Team submitted quarterly reports in January, April, and July 2018.

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 87 motions this year, including motions for protective orders, oppositions to motions to dismiss, and oppositions to motions to suppress evidence and statements.

Training

Activity Description. Assist the TSRP by providing training to law enforcement on how to prosecute impaired driving cases when the TSRP is unavailable approximately two times a year and assist in a supportive role during other trainings.

DUI Team members assisted the TSRP with a "Cops in Court" training at MPD on December 7, 2017, and June 27, 2018, and at U.S. Park Police (USPP) on July 18, 2018.

Activity Description. Conduct quarterly intraoffice DUI training sessions for attorneys to emphasize the effective prosecution of impaired driving cases.

Members of the DUI Team attended the OCME Intoximeter EC/IR II class on April 11, 2018. Additionally, DUI Team members attended moot court training with the OCME Toxicology Department on June 20, 2018, and September 26, 2018.

Activity Description. Assist with improving the breath, blood, and urine testing program by conducting quarterly moots with OCME and OAG for training purposes. Conduct witness conferences with the accessioners, technicians, and toxicologist in preparation for trial.

Members of the DUI Team attended Toxicology testimony skills and Moot Court training exercise for OCME personnel and AAGs on June 20, 2018 (20 attendees), and September 26, 2018 (9 attendees).

Activity Description. Provide national subject expert training to OAG line attorneys related to impaired driving and traffic safety.

Because of scheduling conflicts, the training did not occur.

Activity Description. Attend Lifesavers Conference and/or any additional conferences aimed at promoting traffic safety. Provide a summary of lessons learned to the Highway Safety Office.

- Former AAG Jessica Trieu attended the 2018 Lifesavers National Conference on Highway Safety Priorities.
- AAG Andrew Levine attended the NHTSA Prosecutor and Toxicologist Guide to Effective Communication in Impaired Driving Cases.
- Former AAG Jennifer Friend-Kelly attended the IACP DAID (International Association of Chiefs of Police Drugs Alcohol and Impaired Driving) Conference.
- Former AAG Jennifer Friend-Kelly attended the National Black Prosecutors Association's annual conference.

² The Traffic Safety Resource Prosecutor (TSRP) also screens DUI cases. The above numbers do not include cases screened by the TSRP.

Activity Description. *Serve as a regular and full participant in the MPD Breath Test Program Team with representatives from various agencies operating in the District.*

This program is not currently active. No meetings were conducted.

Intraoffice Support

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 on a wide variety of legal issues, including but not limited to probable cause, Standardized Field Sobriety Tests (SFST), Drug Evaluation and Classification Program (once applicable in the District), implied consent, breath/blood/urine testing, pretrial procedures, trial practice, and appellate practice.*

Each day, at least one of the DUI prosecutors was consulted on issues that pertained to the litigation of impaired driving cases.

Activity Description. *Assist supervisors by reviewing and editing DUI briefs, legal memoranda, and other pleadings drafted by line attorneys.*

The DUI Prosecutors did not assist with reviewing line attorney motions.

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.*

A DUI Prosecutor served as second chair to less experienced AAGs for two bench trials: *DC v. Ignacio Ruiz-Araoz* and *DC v. Nekia St. Clair*

Activity Description. *Assist the TSRP with updating the outline of the impaired driving offense manual for prosecutors to assist in the prosecution of impaired driving cases, which includes information on current case law, pre-trial preparation, traffic stops, probable cause, breathalyzer, blood and urine testing procedures, proof of impairment, chain of custody, sentencing procedures, common defenses, and examples of forms used in the District.*

The DUI Prosecutors assisted with multiple sections of a Criminal Section manual, portions of which pertain to DUI trial preparation and litigation skills.

Paralegal Support

Activity Description. *Build DUI jackets for arraignments, including entering information into ProLaw and creating discovery packets.*

The DUI Paralegal assisted by filing charging documents in 478 cases and preparing discovery packages for 701 cases in arraignment court.

Activity Description. *Redact sensitive information from discovery packets and personnel performance management system (PPMS) documents.*

The DUI paralegal redacted approximately 847 pages of PPMS documents.

Activity Description. *Request criminal records through WALES and NCIC.*

The DUI paralegal processed approximately 200 requests.

Activity Description. *Request local and nationwide driving histories (both preliminary and certified)*

The DUI paralegal requested approximately 275 driving histories.

Activity Description. Order, pick up, and organize station videos from MPD.

The DUI paralegal coordinated the retrieval of approximately 960 videos from MPD.

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

The DUI paralegal processed approximately 26 requests.

Activity Description. Prepare legal pleadings for attorney review.

The DUI paralegal prepared no legal pleadings, as this is a task generally reserved for the attorneys.

Activity Description. Maintain statistical information on DUI cases not captured by the OAG case management system.

The DUI paralegal maintains databases for Drug Court referrals, Family Medical Counseling Services (Traffic Alcohol Program) completion, Deferred Sentencing Agreements for DMV license revocation matters, and MPD station videos receipt.

Activity Description. Maintain records of toxicology test results

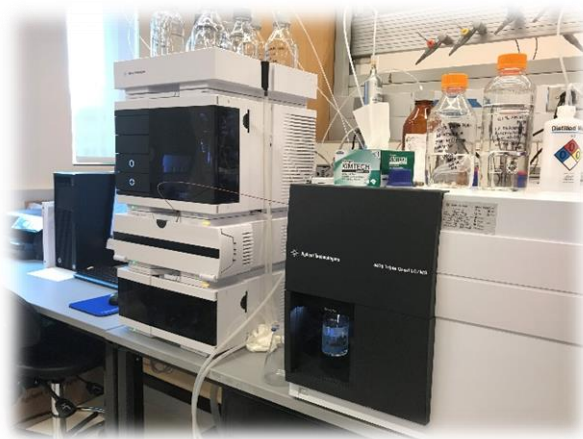
The TSRP performs this task.

ADJUDICATION

Office of the Chief Medical Examiner (OCME)

BACKGROUND

The Forensic Toxicology Laboratory for the OCME performs forensic testing on driving under the influence (DUI) and driving under the influence of drugs (DUID) occurring in the District. Increasingly, the laboratory has used grant funds to decrease testing turnaround time and expand the scope of its testing in order to meet stakeholders' needs and rise to the challenges of chemical testing. The testing provided is complex and uses multiple full-time positions, equipment, and supplies to maintain a quality product. The testing allows prosecutors to complete cases faster and provides information so that DDOT can obtain more objective insight about the District's impaired driving population.



OCME tests approximately 350–400 DUI/DUID specimens a year. Those tests include alcohol, phencyclidine, cocaine, heroin, and anxiolytics (benzodiazepines). Funds provided this fiscal year allowed the laboratory to implement routine tests for synthetic cannabinoids (K2) and fentanyl analogs. Future projects include developing screens for bath salts and PCP analogs.

OCME also runs and operates the District's Breath Alcohol Program. This program trains officers and toxicologists to maintain, operate, and certify instruments located across the jurisdiction. The program has been very successful and will be seeking ISO 17025 certification in the future.

PROJECT GOALS

- Continue to provide comprehensive DUI and DUID testing of District suspected impaired driving while reducing turnaround times and overall backlog of casework.

- Create a data-sharing protocol and provide information and analysis to assist stakeholders with decreasing the prevalence of DUI and DUID in the District of Columbia.
- Use LCMSMS equipment to develop and improve DUID methodology and apply it to DUID casework.
- Improve specific services by increasing DUI and DUID chemical testing knowledge base by sending the supervisor and grant-funded employees to forensic toxicology scientific workshops and conferences.

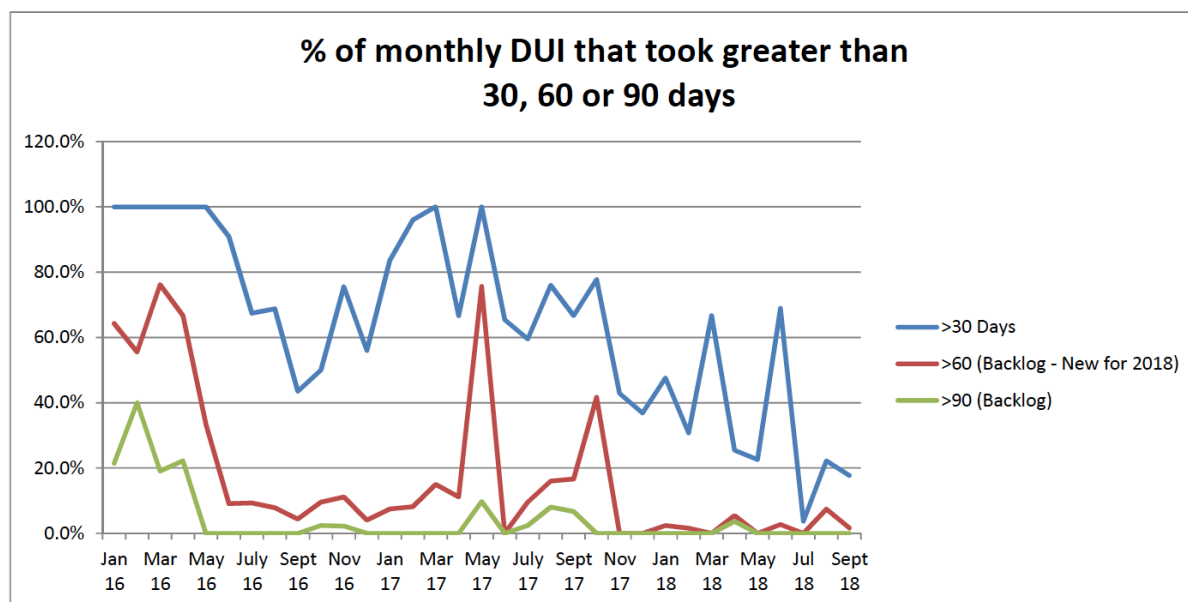
PROJECT SUMMARY

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

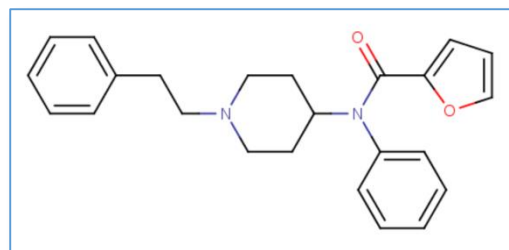
Requisitions were approved, and purchase orders created in the second quarter, and all supplies used for DUI and DUID testing were procured before the end of FY2018.

Activity Description. *Statistical analysis of data, turnaround time, and backlog.*

OCME continues to reduce its average turnaround time while still maintaining a high level of complex testing. The lab improved from 30 percent of casework in 30 days to 82 percent of cases in 30 days in one year.



The laboratory also used its new liquid chromatograph tandem mass spectrometer to develop a new method for testing prevalent and dangerous fentanyl analogs such as furanyl fentanyl (see illustration) and acetyl fentanyl in DUID cases. These emerging drugs are being mixed with street-level heroin and cause central nervous system depressant effects much like alcohol.



The laboratory also increased its overall efficiency this year by increasing its tests per case (TC) from 28.5 to 51.93. This demonstrates that based on the laboratory's new testing protocol, the laboratory screened each DUI/DUID case for an average of 51 compounds per case.

Finally, the laboratory has reduced its backlogged cases and only 1.6 percent of cases took greater than 60 days in September of FY2018 (Table 2).

TABLE 2: PERCENT OF CASES COMPLETED WITHIN 30, 60, AND 90 DAYS OF SUBMISSION. CASES GREATER THAN 60 DAYS WILL BE CONSIDERED BACKLOGGED FOR 2018

Month	Jul 18	Aug 18	Sept 18
30 Day	26	21	51
60 Day	1	4	10
90 Day	0	2	1
>90 (Back Log)	0	0	0
Total Cases Due in October	27	27	62
% Completed in 90 days	100.0%	100.0%	100.0%
% Completed in 60 days	100.0%	92.6%	98.4%
% Completed in 30 days	96.3%	77.8%	82.3%
>30 Days	3.7%	22.2%	17.7%
>60 (Backlog–New for 2018)	0.0%	7.4%	1.6%
>90 (Backlog)	0.0%	0.0%	0.0%

PUBLIC EDUCATION

Washington Regional Alcohol Program (WRAP)

BACKGROUND

Communications and outreach strategies are designed 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 can 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, and Web banners.

Washington Regional Alcohol Program (WRAP) is a coalition of diverse interests that uses effective education, innovative programs, and targeted advocacy to end alcohol-impaired driving and underage drinking in the Washington, DC metro area. Through public education, innovative health education programs and advocacy, WRAP is credited with keeping the metro Washington area’s alcohol-related traffic deaths historically lower than the national average. WRAP, however, may best be known to area residents for the organization’s popular free safe ride service for would-be drunk drivers. SoberRide® is a public safety initiative that, since 1991 alone, has provided 73,123 no-cost, safe rides home to Greater Washington area residents who otherwise may have driven impaired.

PROJECT GOALS

- 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.
- Support the District of Columbia’s goals to reduce the number of fatalities, injuries, and related economic losses resulting from traffic crashes on the District’s roadways.

PROJECT SUMMARY

Activity Description. *Develop and distribute electronic copies of the annual data report through media press and at December 2017 news conference by December 30, 2017.*

Contracted and prepared by the Metropolitan Washington Council of Governments (MWCOCG), this report used 2016 data and was released on March 12, 2018. The delay in releasing the report related to a delay in

receiving approved data from Maryland. In 2016, Greater Washington recorded 59 alcohol- and/or drug-impaired traffic fatalities—a more than 21 percent decrease in such deaths from the previous year. The number of local impaired driving arrests also decreased by nearly 3 percent.

The news release for this report can be found online: <http://www.wrap.org/pdfs/2018-HSAOR-PR.pdf>

Activity Description. Produce and distribute 1,500 copies of at least one newsletter and one annual report in FY2018 that highlight and communicate WRAP's programs and efforts for the continued need for traffic safety initiatives.

WRAP's newsletter was produced, distributed, and posted online in August 2018. The newsletter can be viewed online: http://www.wrap.org/reports/WRAP_Reporter_Summer_18.pdf. The FY 2018 annual report will be part of a compilation of several years' data.

Activity Description. Promote and conduct five SoberRide® campaigns—Halloween 2017, the Holiday season from December 15–31, 2017, St. Patrick's Day 2018, Cinco de Mayo 2018, and July 4, 2018. The campaign provides safe rides home for would-be drunk drivers in Greater Washington. The campaign produced printed materials in both English and Spanish to be distributed for the seasonal media campaigns (October 1, 2017 to July 5, 2018).



Demonstrating the benefits of its first full fiscal year, WRAP, and SoberRide partner Lyft, more than doubled SoberRide ridership this year and nearly tripled ridership between the last two calendar years with the last 12 months single-handedly removing not 500, but over 5,000 (5,178) would-be drunk drivers from Greater Washington's roadways.

It is noted that of the 5,178 rides given, 3,241 (62 percent) originated in the District of Columbia with an additional 709 (13 percent) rides originating in Maryland and Virginia with an end-point in the District of Columbia.

Activity Description. WRAP's 2017 Law Enforcement Awards for Excellence for Impaired Driving Prevention to be held in December 2017 with an attendance of 200. At least of 14 awards were given to awardees selected from local law enforcement agencies, including Metropolitan Police Department and US Park Police.

Held on December 15, 2017, with 200 in attendance, WRAP's Law Enforcement Awards for Excellence honored 14 area law enforcement officers, including Officer Derrick Ferguson, MPD, and Officer Benjamin Tomasiello, USPP.



Activity Description. Conduct WRAP's annual fall awards program recognizing individuals and corporations who greatly aided in WRAP's programs and activities for the fiscal year ending September 30, 2017.



The 2017 Annual Luncheon Meeting and WRAPPY Awards ceremony was held on October 20, 2017, at Clyde's of Gallery Place in Washington, DC, with 100 attendees. This event highlighted the accomplishments of FY2017. MPD Chief Peter Newsham was the featured speaker. WRAPPY awards were presented, including one to Carole Lewis and DDOT.

Activity Description. Update and maintain WRAP's websites (www.wrap.org and www.soberride.com) and social media sites with current news releases, upcoming events, and program information.

Current social media updates are provided by Kurt Erickson, and the WRAP website is updated as needed. On average, WRAP's websites attract over 6,400 views per month and average 123,330 impressions per month on Twitter.

Activity Description. Continue to serve as a resource for schools, businesses, and media, as requested, 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.

WRAP continues to be a valuable resource to the District's schools, businesses, and media. WRAP has joined with the MPD to conduct a live and on-air wet lab demonstrating the effects of impairment while calling for safety during the holiday season. WRAP has also been a guest speaker on the WPGC-FM "Community Focus" program, talking about the Greater Washington anti-drunk driving SoberRide campaign and a lead resource on impaired driving issues and resulting in effective media placement during the quarter, including interviews on iHeartRadio stations (WASH, WMZQ, HOT 99.5, DC-101, and BIG 100) and others. WRAP released its annual parent-education initiative, "Ten Tips for a Safe Summer," on April 19, 2018. The spring parental outreach included developing a unique infographic for social media regarding means of combating both teen drinking and impaired driving during the summer months.

Activity Description. Attend the annual 2018 Lifesavers conference in San Antonio, TX, and/or the annual 2018 GHSA conference in Atlanta, GA, by President or other WRAP staff. President will attend NHTSA Region 3 meetings.

Kurt Erickson served as a featured speaker on effective State partnerships at the 2018 GHSA Annual Meeting on August 25–29, 2018, in Atlanta, GA.

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

This area proved to be a challenge in FY 2018. With the ever-changing priorities of the school system, it is increasingly difficult for WRAP and other organizations to gain access to the schools. However, Tammy Wan gave five Alcohol Awareness for Students presentations at Wilson High School and two presentations to School without Walls, reaching a total of 308 District of Columbia Students.

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

After scheduling an event in September 2018, and then having to cancel, Tammy Wan was finally able to schedule the Youth Safety Event at Schools without Walls on October 22, 2018.

Activity Description. Continue WRAP's leadership role in local, regional, and national coalitions by attending at least five meetings to address alcohol-related issues concerning traffic safety.

WRAP's Kurt Erickson was a featured presenter at five meetings in FY2018. Meetings were held with NHTSA at the NHTSA Region III Leadership Meeting in Winchester, VA, with Carole Lewis, MW COG Board of Directors, SADD-National's Congressional briefing, NHTSA's drugged driving summit, and the DC Section of the Institute of Transportation Engineers event.

Activity Description. Produce and distribute WRAP's 2018 Youth Guide to area high schools and post electronic version on www.wrap.org.

With support from partner GEICO, WRAP produced and disseminated the 2018 "School Resource Guide to Preventing Underage Drinking." This annual educational guide focuses on underage drinking laws, consequences, tips, information and more. View the guide online:

<http://www.wrap.org/pdfs/2018YouthGuide.pdf>

Activity Description. Produce and distribute WRAP's 2018 Corporate Guide through SoberRide® materials distribution list and post electronic version on www.wrap.org.

With support from partner GEICO, WRAP produced and disseminated its 2018 "Corporate Guide to Safe Celebrating and Safe Driving." This annual reference guide provides information on regional impaired driving laws, related facts, and statistics. View the guide online:

<http://www.wrap.org/pdfs/2018CorporateGuide.pdf>

Activity Description. Continue to promote and conduct WRAP's Safe and Vital Employees (SAVE) initiative educating local employees and military personnel about impaired driving laws and consequences.

This initiative is intended to reach residents, employees and or military personnel reached through presentations given at military facilities and participation at health fairs and other community events. This program is presented as requested and its users have been predominately DC area military personnel. No presentations were given within the District of Columbia, but presentations were made to government employees at the Office of Naval Intelligence, the US Nuclear Regulatory Commission, and the Walter Reed Medical Center, all located in suburban Maryland.

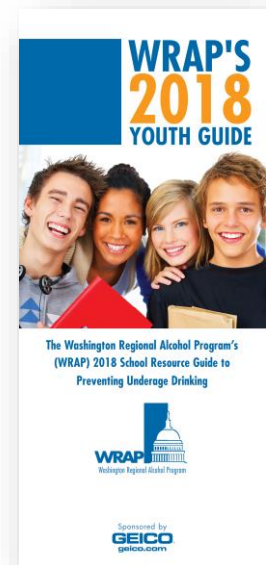
Activity Description. Participate in an event during National Institute on Drug Abuse's (NIDA) National Drug and Alcohol Facts Week and present information either through panel discussion or presentation on alcohol, drugs, and drug abuse.

Tammy Wan attended the U.S. Substance Abuse and Mental Health Services Administration's 14th annual "Prevention Day" on February 5, 2018, in National Harbor, Maryland, and as part of the larger Community Anti-Drug Coalitions of America's 28th annual National Leadership Forum.

Activity Description. Coordinate annual audit by outside accounting firm.

FY 2017 audit was performed by outside auditor James R. Turner & Company and found no negative issues. A-133 form was filed, as required for all Federal grant funds received over the \$750,000 threshold.

Activity Description. Continue WRAP's leadership role in DC Office of the Attorney General through convened monthly DUI Enforcement meetings coordinating DUI enforcement activities in city and among prosecutorial (AOAG, USDOJ), law enforcement (MPD, USPP, USSS, and USCP), and other partners (OFTS, MDSAA, NDAA). Upon sought participation of identified collective stakeholders, such a role will evolve to serving as a catalyst for creating a larger DC DUI task force.



Kurt Erickson attended monthly DUI Enforcement meetings convened by DC's OAG to address DUI crimes and prevention in the District of Columbia. Meetings were held on October 24, 2017, December 13, 2017, January 16, 2018, April 3, 2018, June 6, 2018, July 17, 2018 and August 7, 2018.

Activity Description. *Continue to promote and conduct prom and graduation activities at 24 D.C. high schools from mid-April through May and increase awareness to include calling attention to the perils of drunk driving by advocating that high schools call for a "Moment of Silence" the week of May 14, 2018. Continue to serve as a resource for area high school students, faculty, students, and parents on underage drinking prevention data, programs, and efforts.*

Moment of Silence PSAs were sent to all Washington area high schools to be read the week of May 14. No feedback from any school.

PAID ADVERTISING — CHECKPOINT STRIKEFORCE

McAndrew Company, LLC



The HSO 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 aged 21–35, in Wards 2, 7, and 8 having the highest incidence of fatalities and injuries.

Media Objective

- Build on the awareness of Checkpoint Strikeforce 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 aged 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

Media—more than 35.8 million media impressions delivered

Radio

- Radio ran Thursday–Saturday during the target days and hours.
- Spots were weighted from 2 pm to 11 pm
- A mix of: 15- and: 30-second ads were used to give added frequency and make efficient use of the budget.
- 1,890 Radio spots ran in DC
- Radio spot was heard 10,340,000 times.

Chief Peter Newsham recorded a video and radio spot for the



Out of Home

- 10 Super Ultra bus sides ran throughout the D.C. area.
- The MPD Billboard on New York Avenue ran in December.
- They were seen 16,000,000 times.
- A variety of sites and mobile apps that offered a more interactive experience were used to reach the 18–34 demographic.
- Geo-targeting was used so that the Checkpoint Strikeforce messages were seen in Washington, D.C. nightlife areas.
- 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

- Social media ads ran from August through December.
- Video ads ran on YouTube.
- Video ads ran in Facebook and Twitter.
- Over 9,500,000 impressions.

Detective Sergeant Terry Thorne conducts a breath test during WJFK's Junkies 2017 Holiday Show educating the listening public about how quickly one can become impaired



WTOP Digital Ads and Native Content Articles

- Digital ads ran on WTOP.com homepage and social media pages.
- An article sponsored by DDOT written about holidays and planning for sober rides home ran for a week on WTOP.com.

Grassroots Outreach

Coasters and posters were installed in bars and restaurants in Georgetown, Adams Morgan and 14th, and U Street neighborhoods.



ENFORCEMENT

Metropolitan Police Department (MPD)

BACKGROUND

Impaired Driving is a primary problem in the District of Columbia. As 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 on which no city can relent. Compared to the problem of alcohol, much less is known about the involvement of drugs and driving, primarily relating to the number of drugs that exist, both legal and illegal, and the changing effects of drugs in different metabolites over time.

PROJECT GOALS

The MPD goal is to enforce the District's DUI laws by regularly conducting saturated patrol and publicized checkpoints and using specially trained officers and equipment in high-risk locations in order to reduce the number of impaired drivers on the District roads.



MPD conducts a sobriety checkpoint in Adams Morgan during the Holiday season

PROJECT SUMMARY

Activity Description. *Conducted 3,200 overtime hours of alcohol enforcement for sobriety checkpoints during the day and times based on crash data at high-risk locations; used impaired driving van and body cameras.*

MPD conducted enforcement in a designated area indicated as saturated with alcohol enforcement officers. As the following table shows, enforcements were generally conducted on Thursdays and Saturdays between 7:00 pm and 7:00 am, District-wide. In FY2018, MPD issued 1,108 citations and made 196 arrests under this activity.

FY2018 Citation and Arrest Summary

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	54	DUI/DWI/OWI	164
Distracted Drivers	59	No Permit	21
Failure to Provide Proof of Insurance	18	OAS/OAR	6
Owner operating w/o proper Insurance	20	Possession of alcohol in vehicle	1

Citations	Total	Arrest	Total
Failure to Exhibit Registration	22	All Other Arrests	4
Traffic Sign Violation	76	Total Arrests	196
Red Light Violations	71	SFST Administered	410
One Light Running (one head light out)	453	Breath Test Administered	174
Improper Lane Change	44	Specimen Collection (Blood/Urine)	85
Improper Turn	70	Total Tests Administered	669
Speeding (ALL)	14	No. of Members Worked	396
Traffic Violations (all others)	173	No. of Overtime-hours	3,293
Failure to Use hand or Mechanical Signal	34		
Total Citations	1,108		

Activity Description. Conduct 2,000 overtime hours for enforcement during Checkforce Strikepoint, National Crackdowns, and holidays where high-visibility enforcement is required; used the impaired driving van and body cameras.

Enforcement conducted during 2017 Halloween (October 31), 2017 Thanksgiving (November 24–30), pre-holiday season (December 2–11), holiday sessions (December 14–31), 2018 St. Patrick’s Day (March 17), 2018 Cinco de Mayo (May 5), and 2018 National Crackdown (August 15–September 3).

Overtime enforcement was not conducted on July 4th, as the District was on high alert and, with the entire police department, was mobilized for full support of the 4th of July fireworks on the National Mall.

In FY2018, MPD issued 339 citations and made 54 arrests under this activity. The following table summarizes the results of FY2018 Checkpoint Strikeforce and other National Crackdowns.

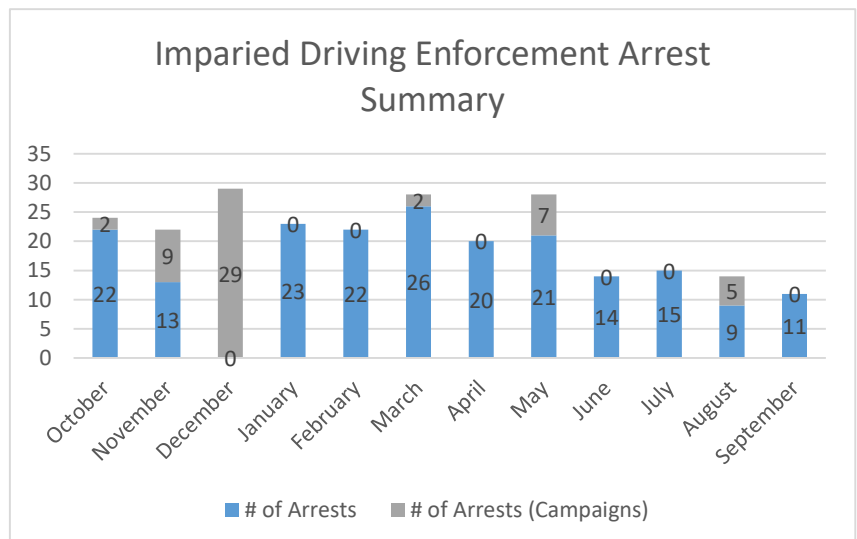
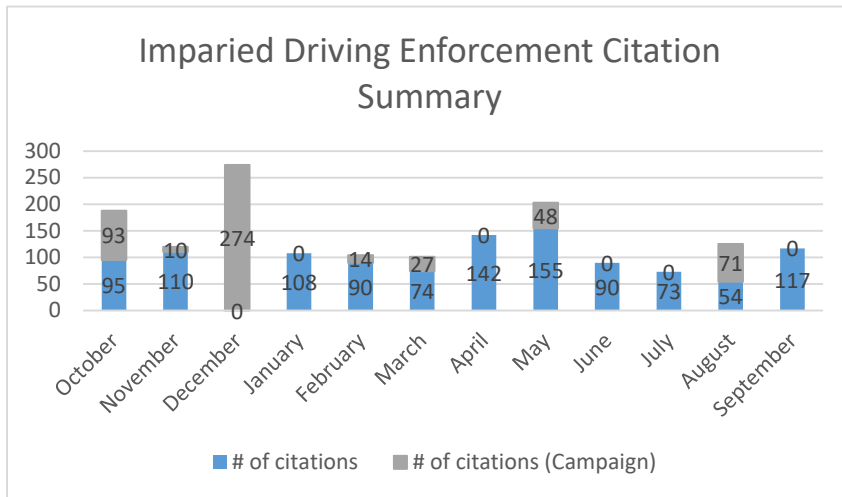


Alcohol van in the Adams Morgan Area from noon to 10 pm on Halloween.

FY2018 Checkpoint Strikeforce and Other National Crackdowns Summary

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	13	DUI/DWI/OWI	45
Distracted Drivers	20	No Permit	6
Failure to Provide Proof of Insurance/Reg	3	OAS/OAR	1
Owner Permitting/Operating without Proper Ins.	1	Possession of Alcohol in Vehicle	2
Traffic Sign Violation	22	Total Arrests	54
Red Light Violations	31	SFST Administered	114
One Light Running (one head light out)	123	Breath Test Administered	85
Improper Lane Change	16	Specimen Collection (Blood/Urine)	10
Improper Turn	2	Total Tests Administered	209
Speeding (ALL)	1	No. of Members Worked	102
Traffic Violations (all others)	97	No. of Overtime-hours	862
Failure to Use hand or Mechanical Signal	10		
Total Citations	537		

The following is a summary ALL impaired overtime enforcement (overtime and campaigns) by month. In FY2018, MPD conducted a total of 4,155 hours of overtime, resulting in 1,645 citations and 250 arrests.



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

As part of the District's effort to curb underage drinking, MPD has a unique partnership between members of the Alcohol Beverage Regulation Administration that 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 following tables shows results from FY2018 Cops in Shops efforts.

FY2018 Cops in Shops Summary

Item	Total	Item	Total
No. of Overtime-hours	454	Arrest for Misrepresentation of age	55
No. of establishments checked	147	ID Checked	743
ABC Violations	15		

Activity Description. *Conduct Standardized Field Sobriety Test (SFST) Training to 10 new officers, SFST refresher training to a minimum of 20 officers, and (4) intoximeter training with a minimum of 12 officers.*

SFST and Intoximeter Training Summary

Item	Dates	# of Officers Trained
SFST Basic Training (32-hour course)	October 2–5, 2017	18
	November 13–16, 2017	14
	February 12–15, 2018	18
	March 26–29, 2018	17
	April 23–26, 2018	14
	May 21–24, 2018	12
	June 21–24, 2018	11
	July 30–August 1, 2018	8
	September 17–20, 2018	12
	TOTAL	124
SFST Refresher Training (8-hour course)	December 20, 2017	11
	December 21, 2017	9
	TOTAL	20
Intoximeter Training (40-hour class)	Operator Class, February 12–15, and May 21–25, 2018	34
	Recertification Class, February 1, and May 15, 2018	13
	TOTAL	47



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 seatbelts and child-restraint systems. The District has one of the most comprehensive seatbelt laws in the Nation and has maintained its 90 percent or higher rating since 2008. This has helped to significantly reduce the crash severity.

Goals and Trends

The three goals of the District's occupant protection program are to:

- Limit the number of unrestrained passenger vehicle occupant fatalities in all seating positions to no more than the 5-year rolling average (2014–2018) of 2.
- Limit the expected increase to no more than the 5-year rolling average (2014–2018) of 126 by December 31, 2018.
- Maintain the observation seatbelt use to more than 94.1 percent.

The following are the numbers for the last 5 years:

YEAR	Unrestrained Fatalities	YEAR	Unrestrained Serious Injuries	YEAR	Seatbelt Use Rate
2013	0	2013	102	2014	93.2
2014	3	2014	105	2015	95.5
2015	1	2015	113	2016	94.1
2016	6	2015	105	2017	93.6
2017	3, Goal <2	2017	59, Goal <116	2018	95.1, Goal >94

The District achieved its goals for unrestrained serious injuries and seatbelt use rate for FY2018; however, it did not achieve its goal for unrestrained fatalities. (See Pg. 13, Challenges)

The following programs were implemented in FY2018.

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 1-year-old infants through teenagers. Research on the effectiveness of properly installed child safety seats indicates they can 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.

Project Safe-Child. The District of Columbia Government operates Project Safe-Child, a safety program has made it easier for the District residents to protect their families. The purpose of this program is to provide DC residents with infant, toddler, and booster seats, at a reduced rate, plus information and educational materials to ensure children are buckled up appropriately.



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 through the District voucher program and distribute them at the Capitol Hill Pregnancy Center, United Planning Organizing, DC Healthy Start, Bright Beginnings, and at various District events.*

The District Voucher and Booster seats Programs distributed at least 1,200 child restraint seats at the Capitol Hill Pregnancy Center, Children’s Health Center–Shaw, Children’s National Medical Center (Family Services), Amerihealth Caritas, Trusted Health Plan, Latin American Youth, Adams Morgan, DCPS–New Heights Program, The Northwest Center, and DDOT.

The Highway Safety Office and partnerships include: DC Metropolitan Police Department, Department of Motor Vehicles, Safe Kids District of Columbia, DC Emergency Medical Services for Children, and DC Department Fire and EMS. Together, the program has installed over 1,800 child-restraint seats.

Activity Description. *Host at least 21, 2-hour workshops in the District per month for parents, caregivers, and families on the importance of using of car seats.*

DC HSO hosted 50 workshops District-wide for parents, caregivers and families on the importance of using of car seats.

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

Outreach Program participated in over 30 local community events with active interest in occupant protection, pedestrian and bike education, and by involving individuals and nonprofit organizations outside the traditional highway safety community. Representation from schools, health, business, education, and diverse cultures of

the community are encouraged, among others. Multiple agencies and local partners have distributed more than 6,000 traffic safety packages.

Activity Description. Conduct at least 3 demonstrations/inspections per month at the 7 fitting stations within the District on how to use child safety seats and boosters.

The fitting stations located at DDOT, MPD 501 New York Avenue, Children's National Health System, DMV Inspection Stations, and MPD Districts 2, 4, and 5 trained over 1000 parents and caregivers and provided information on traffic safety and car seat inspection/installations.

Activity Description. Conduct annual booster seat presentations in conjunction with law enforcement at 5 elementary schools in the District to teach safety and procedures when traveling in a motor vehicle.

Presentations and workshops on the importance of using a Booster Seat was provided at Emery, J.C. Nalle Elementary, Harris Elementary, Turner Elementary, Tubman, Eagle Academy, and Seaton Elementary Schools.

Activity Description. Host 1, 32-hour National Child Passenger Safety (CPS) Certification Training to police officers, Fire and EMS Departments, and Health Care and Child Care providers to provide necessary knowledge and explain correct installation procedures to parents and caregivers. Increase the number of the expired District's certified technicians from 42 in FY2016 to 61 in FY2018.

DC has 95 Certified Technicians and 6 Certified Instructors with the skills, experience, and knowledge required to educate parents and caregivers on the proper selection, installation, and use of their child safety seats.

Activity Description. Host 1 recertification class to at least 5 previously certified personnel to provide the current NHTSA updates and guidelines to maintain and enhance provider skill.

At least 10 certified technicians attended an update course to recertify for the next 2 years.

Activity Description. Provide Pedestrian and Bike Safety presentations at 5 elementary and middle schools in the District to better ensure that children understand bicycle safety and engage in lifelong bicycle safety behaviors when cycling—including wearing a helmet and following the rules of the road.

The CPS Coordinator created informational videos about Child Passenger Safety and Pedestrian and Bike Safety to educate and inform about Vision Zero.

Attended the KIDZ in MOTION Conference, Child Passenger Safety Restraint Systems on School Buses a National Training, videoconference training on new digital car seat check form and Lifesavers Conference.

CHALLENGES

The District of Columbia Child Restraint Law (4-194) exempts cab companies from equipping their vehicles with child safety seats. Uber, Lyft, and other transportation agencies are knowingly transporting children younger than 8 years old without proper restraints.

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** (CIOT). COIT is the most successful seatbelt enforcement campaign ever, helping to increase the District's seatbelt usage rate. During each mobilization, officers target motorists who fail to wear their seatbelts—day and night.

McAndrew Company continued its participation in the COIT campaign. This campaign aims to influence driver audience attitudes and actions regarding seatbelt usage, not only for themselves but also for their passengers, and to reinforce the message that law enforcement is strictly enforcing DC's seatbelt laws. Campaigns ran in January, March, and May 2017.

Paid media targeted adults aged 18–44, with an emphasis on males aged 18–34. The campaign involved a combination of radio, out-of-home advertising, and digital/social media.

Overall Marketing/Communications Goal

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



Billboard-size bus ads ran throughout the city

Campaign/Enforcement Dates

- January 22–29
- March 23–28
- May 14–June 17

Media Objective

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

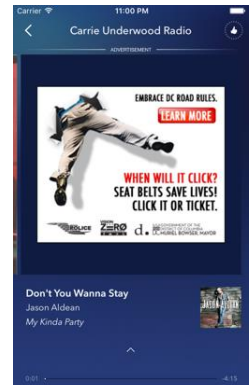
Target Profile

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

Media—Over 31 million media impressions delivered

Used a mix of media vehicles to reach the target audiences.

- Radio was the primary way to reach drivers behind the wheel.
 - 1,427 spots ran.
 - Spot was heard 12,641,585 times.
- Out-Of-Home Advertising
 - 10 Ultra Super bus ads ran in DC.
 - Bus ad was seen 11,362,473 times.
 - MPD’s billboard ran through the month of May.
- Digital and Social Media Use
 - A variety of sites and applications for coverage of the 18–44 age demographic offered a more interactive experience.
 - Geo-targeting successfully used so the Click It or Ticket message was only seen in the Washington, DC area.
 - Digital radio effective at reaching the young male audience.
 - Social media ads provided further reach the target audience.
 - MPD and DDOT supplied social media activities additional content.
 - Digital/social ads seen 7,767,211 times.
- WTOP Digital Ads and Native Content Articles
 - Digital ads ran on WTOP.com homepage and social media pages.
 - DDOT sponsored a written article about seatbelt safety that ran for 1 week on WTOP.com.



Pandora digital radio display

Click it or ticket: Make seat belt use a daily habit

June 1st, 2018

- Page Views: 278
- Average Time on Page: 3 minutes, 56 seconds
 - Homepage Impressions: 213,357
 - Clicks from Daily Headline E-mails: 34
 - People Reached on Facebook: 16,875
 - Clicks from Facebook: 256
 - Reactions on Facebook: 92
 - Shares from Facebook: 15

Results from sponsored article



Social media ad posted through DDOT's DC Road Rules Facebook page

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 held throughout the District.

Target Profile

- Adults: aged 25–49
- Women: aged 25–49

Campaign/enforcement dates

- September 17–23

Media—Delivered more than 1 million media impressions

Used a mix of media vehicles to reach target audiences.

- Radio was primary way to reach drivers behind the wheel.
 - 560 spots ran.
 - Spot was heard 1,525,000 times.
- Digital and Social Media
 - **Used social media ads to further reach the audience.**
 - MPD and DDOT supplied social media activities with additional content.
 - Digital ads seen 250,000 times.

OBSERVATION SURVEYS—SEATBELT USE

Howard University

BACKGROUND

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

PROJECT GOAL

Determine District of Columbia’s seatbelt use rate.

RESULTS

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

ENFORCEMENT

Metropolitan Police Department (MPD)

BACKGROUND

The District of Columbia has one of the strongest and most comprehensive seatbelt laws in the country and allows police to stop a vehicle solely because its driver and/or passengers are not properly buckled up. Unbuckled drivers (or passengers) receive a \$50 fine and 2 points for not having the seatbelt buckled at all times—for drivers and all passengers, front and back seats.

Drivers are responsible for seatbelt 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 also 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

To increase seatbelt usage both daytime and nighttime with all vehicle drivers and occupants within the District by strengthening law enforcement and working with key partners as part of the annual **Click It or Ticket** mobilization and Project Safe Child.

PROJECT SUMMARY

Activity Description. Conduct a total of 1,200 hours of overtime enforcement on day and or nighttime seatbelt enforcement at high-hazard locations identified by HSO and MPD sources.

MPD generally conducted enforcement in the District Monday through Saturday, daytime and nighttime. The results are as follows below.

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	1,504	DUI/DWI/OWI	0
Distracted Drivers	864	No Permit	21
Failure to Provide Proof of Insurance	388	OAS/OAR	10
Owner Permitting/Operating without Proper Ins	229	All Other Arrests	4
Traffic Sign Violation	400	Total Arrests	35

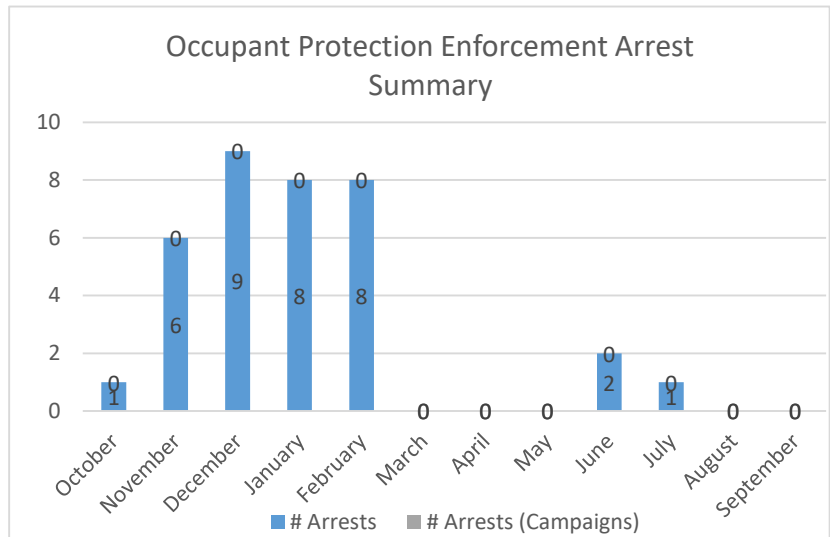
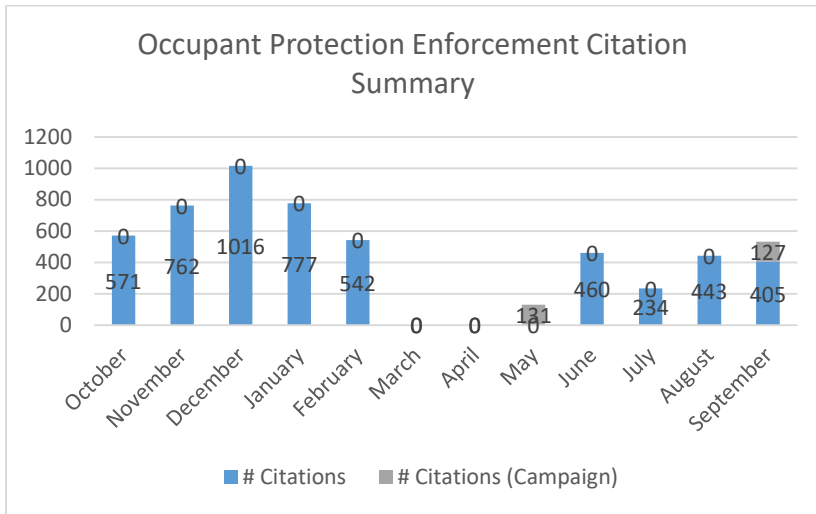
Citations	Total	Arrest	Total
Traffic Signal Violation	86	No. of Members Worked	488
Red Light Violations	74	No. of Overtime hours	2,561.5
One Light Running (one head light out)	369		
Improper Lane Change/Turn	235		
Speeding (ALL)	34		
Traffic Violations (all others)	916		
Stopping and/or standing in a bike lane	14		
Failure to Clear intersection/Obstruct crosswalk	39		
Failure to Use Hand or Mechanical Signal	58		
Total Citations	5,210		

Activity Description. Conduct 750 overtime hours of nighttime seatbelt enforcement during 2018 CIOT mobilizations and child passenger safety week.

The following are results of overtime enforcement during Click It or Ticket (May 14th to June 3rd, 2018) and National Child Passenger Week (September 23–29^h, 2018).

Citations	Total
Seatbelt/Child Restraint Violations	750
Distracted Drivers	35
Failure to Provide Proof of Insurance	12
Owner Permitting/Operating without Proper Ins	13
Traffic Sign/Red Light Violation	14
Red Light Violation	5
One Light Running (one head light out)	41
Traffic Violations (all others)	17
Passing Stop Sign bike	38
Failure to Use Hand or Mechanical Signal	1
Total Citations	288
No. of Members Worked	27
No. of Overtime Hours	133

Below is a summary of ALL the occupant protection overtime enforcement (overtime and campaigns) by month. In FY2018, MPD conducted a total of 2,694.5 hours of overtime, resulting in 5,498 citations and 35 arrests.



Activity Description. Conduct 900 hours of overtime at events and evenings for inspecting and providing CPS workshops to parents, teachers, and caregivers on proper installation of child safety seats.

MPD conducted 650 hours of overtime performing 274 CPS workshops to parents, teachers, and caregivers and installed 650 car seats.



Activity Description. Assist CPS Coordinator in providing Child Passenger Safety Certification and Recertification training courses to Police Officers, and Fire and EMS personnel.

The responsibility of the Child Passenger Safety Coordinator for the Metropolitan Police Department is to ensure that training is completed on an annual basis for sworn officers and civilians who deal with children on an everyday basis. The coordinator ensures that as many safety personnel (Police, Fire, EMS, and Hospital personnel) are given the highest level of training in how to safely transport of children in motor vehicles. These personnel assisted the CPS Coordinator at these training courses—see CPS write-up.



Activity Description. Attend Lifesavers Conference and/or any related conference aimed at promoting seatbelt use and best practices.

Officer Arlinda Page received the Public Service Award, 2018, for her hard work and dedication to highway safety. Officer Page has 28 years of service with MPD where she has trained DWI detection, SFST, occupant protection strategies, and CPS. She has taught over 60 courses in her career reaching in over 1,500 individuals and as a CPS technician has touched a thousand more lives. Congratulations!



Aggressive Driving Program

Typical violations that characterize aggressive driving include 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 goals of the District's aggressive driving program are to limit the expected increase of speed-related fatalities from the 5-year average (2011–2015) of 9 to no more than the 5-year average (2014–2018) of 10 and to reduce the number of aggressive-related injuries by 22 percent from the 5-year average (2011–2015) of 290 to no more than the 5-year rolling average (2014–2018) of 225.

The following are the numbers for the last 5 years:

YEAR	Speeding-related Fatalities	Aggressive-related Serious Injuries
2013	9 (FARS)	300
2014	12 (FARS)	319
2015	7 (FARS)	296
2016	16 (FARS)	190
2017	17 (FARS) — Goal <9	201 — Goal <259

The District did not achieve the speeding-related fatality goal, but it did meet its aggressive-related serious injuries goals for 2017. (See Pg. 13 Challenges)

PAID MEDIA

McAndrew Company LLC

In 2018, DDOT collectively and determinedly addressed aggressive and distracted driving over the summer. Driver speed and aggressive attitudes were addressed through multiple media channels.

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

- Fridays and Saturdays between noon and 3 am
- Male drivers between the ages of 26 and 35 have the highest incidence of fatalities and injuries in Wards 7, 2, 5 and 8.
- Maryland resident fatalities and injuries were about equal to DC.
- Highest injuries were noted in May, July, and August



Paid media targeted males aged 18–44, as well as high-risktakers, and ran in conjunction with law enforcement waves. Enforcement used a combination of radio, out-of-home advertising, and digital/social media.

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.
- Use messaging and media to continue support for the High-Visibility Enforcement (HVE) approach.
- 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 16–August 28

Media—Over 16 million media impressions delivered

Radio

- Radio ran Thursday–Saturday during the flights.
- Spots were weighted from noon to 11 pm when the greatest number of speed-related crashes occur.
- Used a mix of: 15- and: 30-spots to give added frequency and make more efficient use of the budget.
 - 468 Radio spots ran in DC.
 - Radio spots heard 9,045,000 times.

Out of Home

- 10 Super Ultra bus sides ran throughout the DC area.
- MPD billboard on New York Avenue ran all summer.
- Ads seen 6,312,000 times.

Digital and Social Media Used

- Variety of sites and applications for coverage of the aged 18–44 demographic that offered a more interactive experience.
- Digital radio targeted the young male audience.
- Social media ads provided further reach the audience.
- MPD and DDOT social media supplied with additional content.
- Digital ads seen 1,300,000 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

By far, the most alarming distractions involve text messaging and cell phone use, which requires visual, manual, and cognitive attention from the driver. The McAndrew Company goals are to raise awareness of this dangerous issue.

Target Profile

- Adults aged 18–49

Campaign/Enforcement Dates

- April

Media—Over 24 million media impressions delivered

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

Radio Use

- Radio was a primary way to reach drivers behind the wheel and provide message frequency and a timely reminder of enforcement.
- 513 radio spots ran during the media flight.
- 7,829,500 impressions came from radio.

Out-of-Home Ads

- 10 Ultra Super Kings (covers entire side of bus, over windows) delivered 7,574,982 impressions.
- VMS signage in enforcement areas.

Digital and Social Media

- Social media ads ran from August through December.
- Video ads ran on You Tube.
- Video ads ran in Facebook and Twitter.
- Total impressions were over 8,955,000.



Pedestrian and driver distraction was also addressed with videos on social and digital mobile media

ENFORCEMENT

Metropolitan Police Department (MPD)

BACKGROUND

MPD, under the Police Traffic Services grant, conducted high-visibility enforcement District-wide that focused on speeding, distracted driving, and other moving violations. Offenses include:

- **Speeding.** Going faster than the posted speed limit or too fast for weather conditions.
- **Running Red Lights.** Includes running STOP signs.
- **Tailgating.** Following other vehicles too closely.
- **Making Frequent Lane Changes.** Includes unsafe lane changes or weaving in and out of traffic to get ahead.
- **Failing to Yield Right-of-Way.** Not allowing other drivers to merge or cutting off other drivers.
- **Passing Improperly.** Passing on the right, passing on the shoulder of the road, or failing to use turn signals when changing lanes.

PROJECT GOALS

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

PROJECT SUMMARY

Activity Description. *Conduct 1,700 overtime hours of speed enforcement at high-risk locations within the District, as identified by the HSO and MPD sources.*

Enforcement operations were generally conducted Monday to Saturday between 2 pm and 7 pm. The following is a summary of the citations and arrests:

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	504	No Permit	31
Distracted Drivers	316	DUI	1
Failure to Provide Proof of Insurance	273	Operating Without a License or Suspension	15
Owner Permitting/Operating without Proper Ins	209	30 Over the Post Speed Limit	9
Traffic Sign	273	All other arrest	2
Traffic Signal Violation	21		
Red Light Violation	42	Total Arrests	59
One Light Running (one head light out)	168	No. of Members Worked	275
Speeding (ALL)	938	No. of Overtime-hours	1,564
Speeding in School Zone	89		
Improper Lane Change	4		
Improper Turn	18		
Failure to Exhibit Registration	23		
Failure to Clear Intersection	1		
Traffic Violations (all others)	425		
Failure to Use Hand or Mechanical Signal	13		
Total Citations	3,317		

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

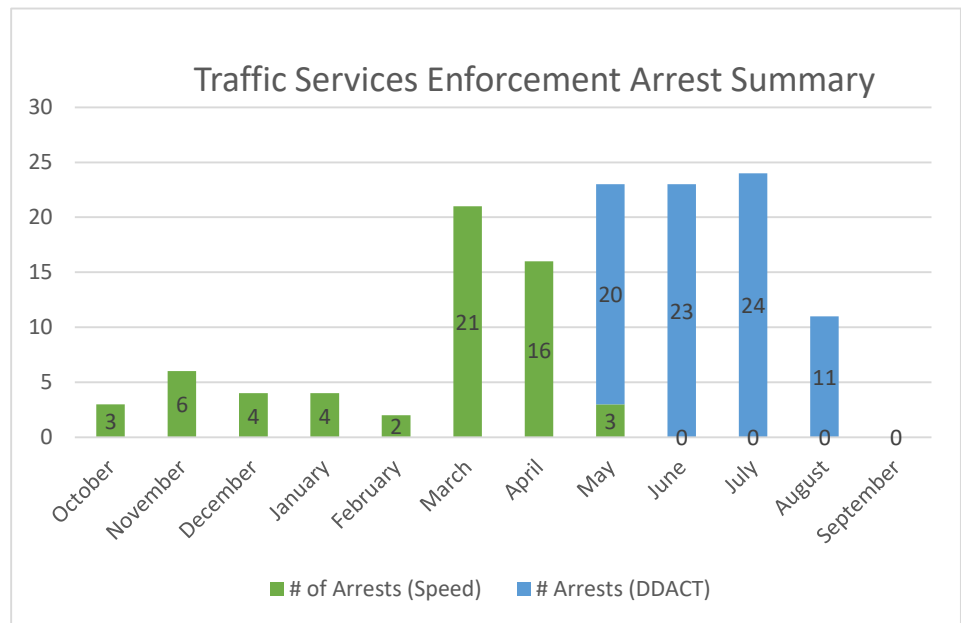
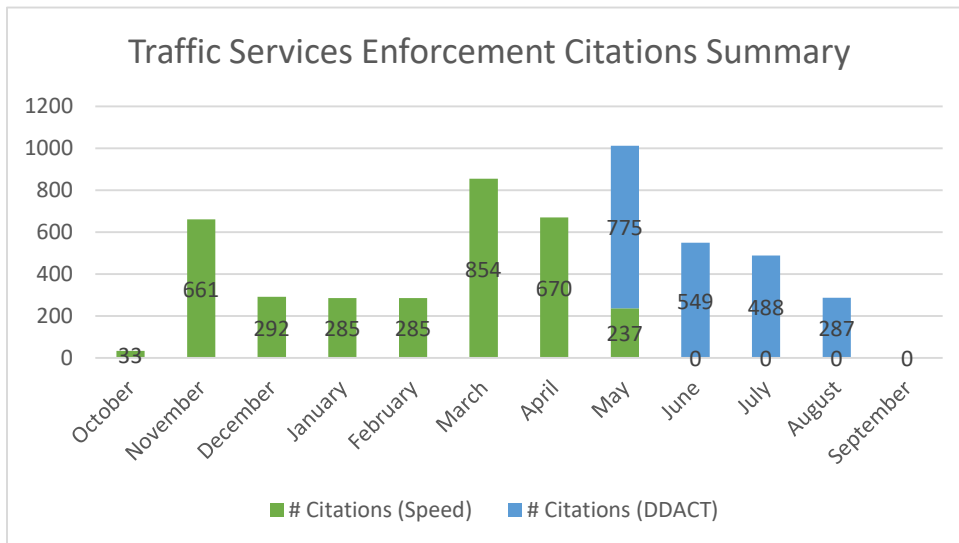
District’s Smooth Operator program ran between June 7–16, July 12–21, and August 9–18. As a result of late calibration of LIDAR equipment, MPD did not conduct this activity.

Activity Description. Conduct 850 overtime hours of enforcement during the Summer Crime Initiative conducted under the Data-Driven Approaches to Crime and Safety (DDACTS) program.

MPD conducted enforcement in high-crime locations between 7 pm and 3 am Monday through Sunday during May through August. The following are a summary of these activities:

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	175	DUI/DWI/OWI	1
Distracted Drivers	84	No Permit	46
Failure to Provide Proof of Insurance	278	Operating without a license or suspension	23
Owner Permitting/Operating without Proper Ins.	221	30 miles over Posted Speed Limit	3
Traffic Sign Violation	225	All Other Arrests	5
Traffic Signal Violation	7	Total Arrests	78
Red Light Violations	60		
One Light Running (one head light out)	340	No. of Members Worked	146
Improper Lane Change	9	No. of Overtime-hours	888
Improper Turn	17		
Speeding (ALL)	26		
Failure to Clear Intersections	11		
Failure to Exhibit Registration	101		
Traffic Violations (all others)	502		
Failure to Use Hand or Mechanical Signal	43		
Total	2,099		

Below is a summary of ALL traffic services overtime enforcement (overtime and campaigns) by month. In FY2018, MPD conducted a total of 2,452 hours of overtime, resulting in 5,416 citations and 137 arrests.



Pedestrian and Bicycle Safety Program

Pedestrian and bicycle safety remain 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 goals of the District’s pedestrian program are to limit pedestrian-related fatalities by 22 percent from the 5-year average (2011–2015) of 9 to no more than the 5-year rolling average (2014–2018) of 11 and maintain the number of pedestrian-related injuries to no more than 509 (2016) by December 2018.

The goals of the District’s bicycle program are to maintain the number of bicycle-related fatalities to no more than the 5-year average (2011–2015) of 1 and the number of bicyclist-related serious injuries to no more than 442 (2016) by December 31, 2018.

The following are the numbers for the last 5 years:

YEAR	Pedestrian-related Fatalities	Pedestrian-related Serious Injuries	Bicycle-related Fatalities	Bicycle-related Serious Injuries
2013	9 (FARS)	348	1 (FARS)	281
2014	9 (FARS)	404	1 (FARS)	362
2015	13 (FARS)	370	1 (FARS)	302
2016	8 (FARS)	509	1 (FARS)	442
2017	11 (FARS) >Goal 10	516 >Goal 509	2 (FARS) >Goal 1	413 <Goal 442

The District did not meet its goals for pedestrian-related fatalities and injuries and bicycle-related fatalities; however, it did meet its goal for bicyclist-related serious injuries. **(See Pg. 13, Challenges)**

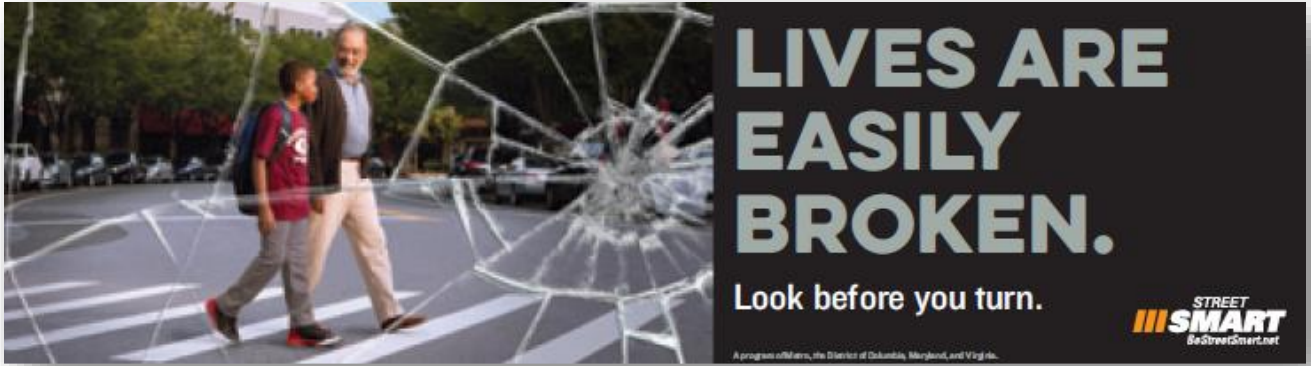
The following is a summary of the programs conducted in FY2018.

PAID ADVERTISING—STREET SMART CAMPAIGN Metropolitan Washington Council of Governments (MWCOG)

BACKGROUND

People who walk and bike in the Metropolitan Washington region can often 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 (MWCOG) “Street Smart” program focuses on protecting 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, out-of-home advertising, donated media, street-level outreach events, digital efforts, and increased law enforcement.



PROJECT GOALS

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

PROJECT SUMMARY

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

The Street Smart program was developed and implemented in fall 2017 and spring 2018 media and enforcement waves, using the "Shattered Lives" series of advertisements. The new advertisements raise awareness about the human toll and consequences of not following traffic safety laws and gives drivers, bicyclists, and pedestrian's tips for traveling safely through the region.

- The Fall Campaign Kickoff press event was held on Friday, November 3, 2017, in advance of the Daylight Savings Time change. It reminded motorists, pedestrians, and bicyclists that as daylight hours decrease, they need to be extra vigilant on the region's roadways.

Speakers representing the District at this event were:

- Jim Sebastian, Associate Director for Planning and Sustainability, DDOT, and
- Renee Moore, Vision Zero Community Organizer, WABA.



Fall Kickoff Speakers

Law enforcement agencies from across the region attended the event and warned residents that law enforcement would be stepping up efforts November 6–December 3 to ticket drivers, cyclists, and pedestrians who violated traffic safety laws.

- The Spring Campaign Kickoff press event was held Tuesday, April 17, 2018, outside the Ridge Road Recreation Center in Washington, DC. The event was focused on speeding and the dangers it poses to the most vulnerable road users—pedestrian and bicyclists.

Speakers representing the District at this event were:

- Jeff Marootian, Director, DDOT, and
- Assistant Chief Jeffery Carroll, MPD.

Officials called attention to area police departments’ heightened enforcement of pedestrian and bicycle safety laws to take place between April 16 and May 13. Immediately following the event, MPD conducted a live law enforcement demonstration for the media.



*Jeff Marootian, Director,
District of Columbia Department of Transportation*

Media Relations Results

- 29 television news segments with nearly 1.7 million viewers and totaling more than \$532,000 in publicity value.
- 4 radio news stories reaching listeners more than 3,500 listeners and totaling \$10,950 in publicity value.
- 67 articles in online publications, including WashingtonPost.com and WTOP.com. The campaign landed an Associated Press article that was syndicated in national news outlets throughout the country.
- Two news articles in print outlets, reaching more than 374,000 readers and earning nearly \$16,000 in publicity value.

**128 MILLION
IMPRESSIONS VIA
PAID MEDIA**

**\$501,000 IN
ADDED VALUE
MEDIA BENEFITS**

Paid Media

As the target audience segment is broad—composed of drivers, pedestrians, and bicyclists—the campaign used a variety of methods to deliver campaign messages. The target audience is primarily adult males aged 18–49. With a media plan designed to achieve maximum reach across the region, the overall media strategy focused on street-level marketing to reach target audience 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 650 interior cards in motion to cover as much geography as possible. Pump-toppers—ads placed on top of gas pumps at 219 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. Digital shelter displays, illuminated at night for 24-hour visibility, displayed ads to waiting bus riders, pedestrians on

sidewalks, and passing motorists in vehicles. The digital shelters also allowed flexibility, rotating eight versions of Shattered Lives “ads to keep audiences engaged with fresh, creative messages.

Radio Ads

Placed 15-second radio liners read by station talent and targeting listeners in English and Spanish. The buy resulted in 714 radio spots across 11 radio stations:

- 97.1 FM WASH
- 100.3 FM WBIG Big 100
- 94.7 FM WIAD Fresh FM
- 99.5 FM WIHT HOT 99.5
- 93.9 FM WKYS
- 107.9 FM WLZL El Zol
- 102.3 FM WMMJ Majic
- 98.7 FM WMZQ
- 99.5 FM WPGC
- 104.1 FM WPRS
- 101.1 WWDC DC101

Digital Media

In fall 2017, Street Smart launched a revamped, mobile-friendly website at BeStreetSmart.net, with content in English and Spanish. Digital media ads ran for 4 weeks in fall and spring. During the two campaign waves, online ads on Facebook, Twitter, Instagram, Pandora, and a mobile advertising network delivered more than 7.45 million impressions and nearly 26,000 clicks to BeStreetSmart.net. MWCOG also distributed a digital toolkit to partners across the region to reach a larger connected audience through social media channels.

Added Value

Paid media value-add benefits, including negotiated public service ad rates, bonus radio spots, bonus gas station locations, window clings, and overrides on outdoor ads totaled more than \$501,000.

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 was \$1,068,405.

Outreach

To bring street-level outreach and education to pedestrians, bilingual street teams implemented targeted outreach in 15 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 teams of four, street teamers distributed safety information and served as “walking billboards” to reach people on foot and behind the wheel. District locations and dates included the following:

- November 19, 2017: Maine Avenue between 7th Street and 9th Street SW (The Wharf).
- November 1, 2017: First Street at New York Avenue, Florida Avenue and M Street NE, near NoMA Metrorail station.
- November 19, 2017: World Day of Remembrance event, Grant Circle/Petworth Metrorail station.
- April 19, 2018: Minnesota Avenue Metrorail area.
- April 26, 2018: Dupont Circle.



Evaluation

Measurements taken before and after the campaign gauged the effectiveness of the spring 2018 efforts. Area Wide Market Research 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 24–March 31, 2018, with 302 respondents. The follow-up survey was conducted May 12–May 25, 2018, with 313 respondents. All significance testing was conducted at the 95 percent confidence level.

Survey Results

Approximately half of respondents (52 percent) recalled seeing or hearing pedestrian, driver, and cyclist safety messages. Their main source recalled for these messages was TV news, followed by ads on buses and in transit shelters. General awareness for the *Street Smart* program remained consistent at approximately one-third (34 percent) and awareness of police efforts enforcing pedestrian traffic safety laws remained consistent (19 percent).

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” remained consistent (19 percent).
- On an aided basis, there was no statistically significant change in the recall of at least one of the four advertising executions tested (34 percent).
 - Bonus paid media overrides and donated media, including bus ads and junior billboards, were present in market during the first survey wave.
 - The previous “Tired Faces” series of advertisements had similar recall in its first year (39 percent).
 - Significant advertising recall gains for the *Street Smart* program are typically seen year-over-year, suggesting it is beneficial to keep consistent creative for longer than 1 year.

Behaviors and Attitudes

- Respondents reviewed a list of behaviors surrounding pedestrian and bicycle safety. While different segments had variations, overall, there were no significant changes between the before campaign survey and follow-up survey.
- In both survey waves, the respondents identified the most serious problems as: Driving while texting and Driving while on a cell phone
 - Aggressive driving: Drivers exceeding the speed limit, Drivers reporting to know the laws regarding pedestrian and bicycle safety increased significantly (23 to 33 percent).
 - 70 percent of respondents felt the streets in their area were as safe for drivers as areas anywhere else. At the same time, only 58 percent felt they were as safe as other areas for pedestrians and bicyclists.
 - About 3 of 4 respondents are willing to support additional funding to make it easier to walk and bike in their community.

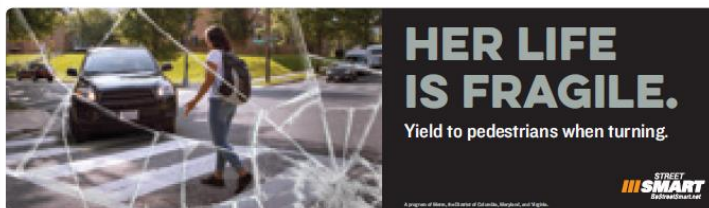
Overall Campaign Value

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 2018 *Street Smart* program garnered nearly \$2.9 million in overall campaign value on a budget of \$775,000.

TOTAL CAMPAIGN VALUE

Earned Media Publicity Value	\$559,286
Paid Media Added Value	\$501,243
Donated Media Value	\$1,068,405
Campaign Budget	\$775,000
CAMPAIGN VALUE	\$2,903,934



PAID ADVERTISING

McAndrew Company LLC

In 2018, DDOT collectively addressed pedestrian and bicycle safety over the summer.

Crash data state that the highest number of pedestrian and bicyclist fatalities and injuries occur:

- Pedestrian injuries occur Wednesdays through Fridays and cyclist Monday through Friday.
- 4 pm to pm.
- Victims are District residents aged 16–35.
- Ward 2, 1, and 6 have the highest injury rates
- Cyclists aged 21–40 have the highest incidence of fatalities and injuries.
- May and October have the highest rates of serious injuries.
- Data indicate that pedestrians are at fault for most fatalities.



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

Overall Marketing/Communications Goals

- Influence audience attitudes in the District of Columbia and metro area about pedestrian safety behaviors.
- Continue to support the High-Visibility Enforcement (HVE) approach through messaging and media.
- Cause and sustain positive behaviors that will help improve the safety and well-being of our community.

Media Objectives

- Promote road user safety for drivers and pedestrians.
- Increase perception that law enforcement is enforcing pedestrian safety.

Target Profile

- All road users: especially males aged 18–44.

Campaign/Enforcement Dates

- July 17–September 8, 2017.

Media—Over 30 million media impressions delivered

Radio

- Radio ran Monday–Saturday.
- Spots were weighted from noon to 11 pm when the greatest number of injuries occur.
- Used a mix of: 15- and: 30-second ads to give added frequency and make efficient use of the budget.
- 976 Radio spots ran in DC.
- Radio spots heard 15,655,000 times.

Out of Home

- 10 Super Ultra bus sides ran throughout the DC area.
- MPD billboard on New York Avenue ran all summer.
- Ads seen 12,000,000 times.

Digital and Social Media Used

- Variety of sites and applications for coverage of the 18–44 demographic that offered a more interactive experience.
- Digital radio to reach the young male audience.
- WTOP ran 3 native content articles.
- Social media ads to further reach the audience.
- Supplied MPD and DDOT social media with additional content.
- Digital ads seen 2,456,000 times.



WTOP-sponsored article and WTOP social media post

Community Outreach and Education

Washington Area Bicycle Association (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.

This is the second year of WABA's working with HSO and the first year where the grant has been specifically structured to communities in Wards 4, 7 and 8. WABA intends 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. Their work is primarily focused on traditionally underserved and under-resourced communities in Wards 4, 7 and 8. WABA will do this in partnership with neighborhoods, community groups, advocacy organizations, businesses, Metropolitan Police Department, and government agencies. WABA's goals were met by working together with stakeholders and using DDOT and WABA's crash data to target their efforts.

PROJECT GOAL

As defined in the scope of work and work plan, the goal of this project is to "reduce bicycle and pedestrian roadway fatalities and serious injuries by engaging a diverse grassroots community committed to roadway safety, and educating the public on good road safety behavior with a focus on pedestrian and bicycle safety." To that end, we have implemented the objectives and deliverables as a way to educate, inform, and solicit traffic safety recommendation from residents. The WABA intent is to reduce the instances of traffic-related death and serious injury by educating and engaging community members through a variety of experiential education events that increase the knowledge of and commitment to a safer roadway culture. WABA does this in partnership with neighborhoods, community groups, advocacy organizations, businesses, and government agencies. The group collaborated with the Metropolitan Police Department's crash data to target program efforts.

PROJECT SUMMARY:

Deliverable 1: Launch and lead 3 Neighbors for Vision Zero groups

WABA have trained eleven (11) candidates for ward captains. WABA anticipate this number increasing through 2019 as winter ends (winter is a time in which fewer bicyclists and pedestrians use bicycle infrastructure) and bicycling continues to increase its modeshare. WABA currently have monthly meetings in all three Wards and email contacts now exceeds 100 people.



Deliverable 2: Ward Safety Plan

WABA Ward safety plans, integrated into one document, were delivered to HSO grant managers. The document, a marked improvement over the previous years, included short term and longer-term goals with specific intersection review. The plan was developed in consultation with ANC members, DDOT, MPD, business and civic organization leaders (such as Martha's Table, churches, etc.), and community insight.

Deliverable 3: Monthly Neighborhood outreach activities in 3 Wards (number per Wards)

WABA have documented many conversations, though, especially in group settings. WABA have had trouble accounting for the sheer volume of conversations that they have had over the grant period, especially as they continued many conversations on social media and email. To date, ARTBA have had 885 conversations, 155 safety card pledge signatures, 44 events attended, 60+ vision zero group sign-ups, well over 25 participants in family-oriented rides, distributed 2000 bike law guides to MPD and the public, and gotten 1 media hit in East of the River news.



Deliverable 4: Outreach to project-business and community organizations to educate and gather public comments for protected bike lane or street safety project

WABA has designed a business outreach resource that we are using to solicit traffic safety recommendations from over 20 businesses (including churches) in Wards 4, 7 and 8 around bicycle and pedestrian patterns in proximity to their place of business. ARTBA have gotten over 20 businesses to provide input and demonstrate their interest in traffic safety. They are planning a group sign-on letter to specifically provide input to projects in all three Wards. In addition, they have over 8 community partners engaged around the Alabama Avenue Traffic Safety Project.

Deliverable 5: Coordinate a regional Vision Zero Summit

This year, WABA, the Highway Safety Office, The George Washington University Hospital (and other sponsors) convened a regional gathering of communities working on eliminating traffic fatalities and serious injuries (Vision Zero) to share best practices, improve regional coordination, and address common issues. This was the second Washington Region Vision Zero Summit following the successful inaugural event in 2017. The 2018 Summit hosted speakers and panelists from over 40 public agencies and organizations and included experts from other major American cities and around the world. The events were sold out with 184 participants and media involvement from



The Washington Post and The WashCycle (among others). The keynote speaker was former DDOT Director Gabe Klein, with participation from Mayor Muriel Bowser, DC Councilmember Charles Allen, Montgomery County Councilmember Hans Riemer, and Alexandria Vice-Mayor Justin Wilson.

Deliverable 6: Host internal workshops and trainings with MPD police officers

The first in our series of MPD rides (pending weather and MPD investment in the program) occurred on June 16th, to coincide with the Peace in The Streets Ride at The House of Praise, 5100 Nannie Helen Burroughs Avenue Northeast (Ward 7). Officer Gipson-Clark spearheaded the shutting down of Division Avenue so that we can have a community ride, with support from MPD (event included grilled food provided by WABA, popcorn, and cotton candy. Our rides supported Ward 8 MPD 7th District on June 18th, and August 15th. Another event is planned for October 20th.



Results and Recommendations

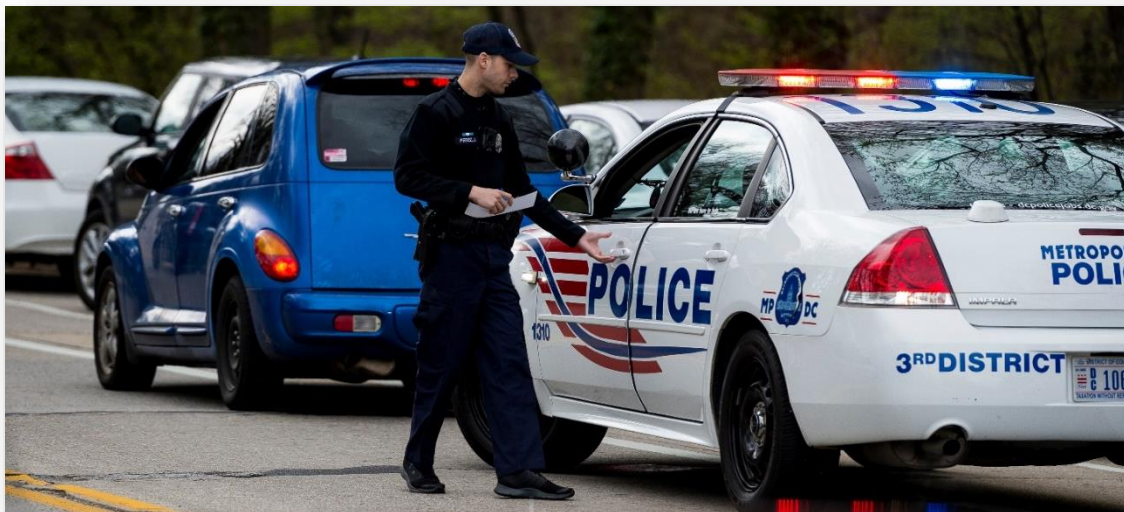
WABA’s work has directly contributed to a greater awareness of traffic safety and we have solicited traffic safety recommendations from throughout Wards 4, 7 and 8. As a result, WABA Ward Safety Plan is a comprehensive document with strong recommendations for building safer streets throughout the Wards. In addition, WABA are in the process of standing up a city-wide Neighbors for Safe Streets (NFSS) organization, which will have the capabilities necessary to move forward the conversation in those Wards. A key result is the slow breaking down of barriers to outreach in underserved and under-resourced wards. Currently, outreach in Wards 4, 7 and 8 is ongoing; however, what they have learned is that while the communities are not monolithic, there is much better understanding and trust between 2017 and 2018.

ENFORCEMENT

Metropolitan Police Department (**MPD**)

BACKGROUND

With the population and work force growth in the downtown section of the city, increased numbers of pedestrians are crossing the city streets, specifically in the First, Second and Third MDP Districts. With the increase in pedestrian traffic, the city also has 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

To protect and educate the District’s most vulnerable road users (pedestrian and bicyclist) at high-risk intersections on traffic safety and making the District a more pedestrian-friendly area.

PROJECT SUMMARY

In FY2018, the MPD, under the pedestrian and bicycle safety grant, conducted high-visibility enforcement and distributed safety flyers focusing on pedestrian and bicyclist safety throughout the District.

MPD periodically conducts crosswalk operations at uncontrolled crosswalk locations where there are higher concentrations of pedestrians. Some of these locations include 14th Street NW, Georgia Avenue NW, Florida Avenue NW, and 23rd Street, and Washington Circle. Plainclothes police officers are placed in the crosswalks while other officers observe the crosswalk and monitor driver behavior at selected crossings. When the observing officers saw violations, they called ahead to waiting officers who pulled over violators of the crosswalk law and either warned or cited them for the violations. While issuing the warning or citation, officers also used the stop to hand out cards with educational messages about pedestrian safety to educate drivers about changes in the crosswalk law.

Activity Description. Conduct 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 indicate are the highest risk.

The following are a summary of the citations and arrests:

Citations	Total	Arrest	Total
Seatbelt/Child Restraint Violations	106	No Permit	8
Distracted Drivers	108		
Failure to Yield to Pedestrian in Crosswalk	92	Total Arrests	8
Crossing between Signalized Intersection	21	No. of Members Worked	187
Failure to Clear Intersection	2	No. of Overtime-hours	1,101.5
Failure to Provide Proof of Insurance	21		
Owner Permitting/Operating without Proper Ins	20		
Traffic Sign Violation	56		
Traffic Signal Violation	49		
One Light Running (one head light out)	72		
Improper Lane Change/Turn	216		
Traffic Violations (all others)	383		
Stopping, standing or parking vehicle in bike lane	361		
Walking against the Do Not Walk sign	28		
Total Citation	1.535		

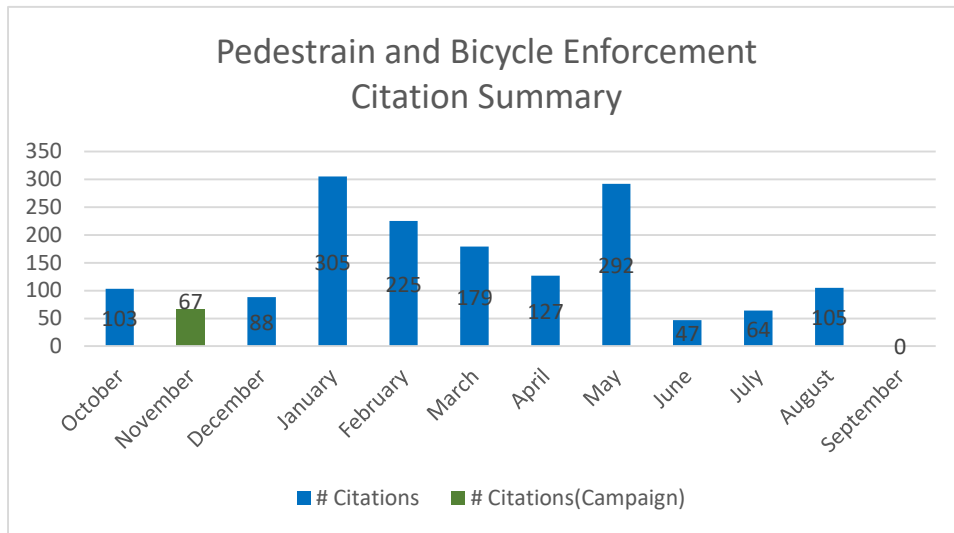
Activity Description. Conduct 350 hours of overtime enforcement during fall and spring/early summer Street Smart Campaign in all districts—but with added emphasis in MPD Seventh, First, Second, and Third Districts where MPD/DDOT data the majority of pedestrian and bicycle fatalities occur.

In 2018, the MPD participated in the District’s Street Smart Campaign November 6–December 3, 2017.

The following are a summary of the citations and arrests:

Citations	Total		
Seatbelt/Child Restraint Violations	6	No. of Members Worked	11
Distracted Drivers	10	No. of Overtime hours	57
Failure to Yield to Pedestrian in Crosswalk	27		
Traffic Violations (all others)	4		
Total Citations	67		

Under this grant, MPD recorded 1,603 citations, 8 arrests, and 1,158.5 hours of overtime. The following is a summary by month conducted under the Pedestrian and Bicycle Safety grant.



Traffic Records Program

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

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.

Traffic Records Coordination

KLS Engineering, LLC

BACKGROUND

In 2007, the District of Columbia established its Traffic Records Coordinating Committee (TRCC), which comprises 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 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 (May 3, 2017, November 14, 2017, and June 26, 2018) with nine DC agencies (DDOT, MPD, DMV, OAG, OCME, OCTO, SCDC, DOH and FEMS), including developing all project status reports, presentations, minutes, and action items for follow up. Also created 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, champions, etc.

The following are some highlights of TRCC accomplishments from FY2018:

- **Handheld Ticket Writers (HTW) for MPD (eCitation).** Completed Phase 1 of this project (purchase of 500 HTW and accompanying printers, chargers, etc.) and all are currently in use. Completed Phase 2, purchase of 750 additional devices, licenses, printers, etc. MPD is currently in the Phase 3, where it evaluates the Phases 1 and 2 to identify the additional user licenses required if they are short and any modifications to the system based on the data acquired from Phases 1 and 2.
- **New driving under the influence of drug (DUID) screening methodology and implementation (OCME).** Previously, the average turnaround time for most of the DUID cases was around 90 days. OCME hired a toxicologist to assist with implementing the new method on routine casework. As a result, the turnaround time is reduced from 90 to about 30 days. OCME is working toward a goal of 8 days to report most DUI cases. This has significantly improved the time to paper the specific cases to court.
- **Upgrade to new EC/IR II equipment (OCME).** This upgrade provided internet communication with the equipment that allows OCME to collect data instantly from a remote connection. OCME worked with MPD and Department of General Services (DGS) to create reliable network connections in all the Police Service Districts (PSD). OCME has 7 instruments, which are now networked and have reliable connections

in all police Districts. OCME continues to log hours. Remote access improves accuracy and saves scarce resources by eliminating the need to visit each PSD (7) and manually extract the data.

- **New Liquid Chromatograph Mass Spectrometer (LC/MS/MS) equipment.** The LC/MS/MS equipment can collect DUID impairment data (not alcohol) and rapidly test/quantify drugs such as marijuana, K2, bath salts, fentanyl, heroin, and prescription medications. The new equipment is now testing DUI specimens for fentanyl analogs and synthetic cannabinoids. Synthetic cannabinoids testing is being done on a routine basis. Data are being collected and reported quarterly. Although the capability to test for additional drugs is now expanded, the turnaround times to get the results back to the respective agencies are reduced.
- **Responder-to-Vehicle System—Advanced Warning (FEMS).** FEMS is considering implementing Responder-to-Vehicle System in the FEMS vehicles, which will help with the near-miss accidents. This system provides key alerts to the emergency crews and improves their overall performance. This system will also help reduce the cost of near-miss collisions both in terms of physical injury and damage to the vehicles, as well as reduce the delays in the emergency crews reaching the original incident.
- **MPD Crash Data Application.** MPD is currently reviewing the RMS Cobalt application. After the review process is finalized, MPD will determine level of compliance (MMUCC) to attain. MPD will include the DDOT user group during the review process. The TRCC is continuing to work with MPD and DDOT to resolve existing data issues as well as the overall crash data mapping (pre-August 2015 crash data). A final Crash Data Mapping Plan has been developed to fix the errors in data prior to August 2015. Future projects may result from of this interaction.
- **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. Future projects may result from this interaction.

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 the HPMS captures much useful data, the primary intent of the report is to assess the current quality and condition of the roadway. The Team can derive safety information from HPMS data, but there are numerous gaps that make performing a safety data analysis difficult. The MIRE report is an effort to 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) that “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, it will also fill this huge documentation gap. As data are collected, DDOT Departmental wiki (d. Wiki) will be updated and refined throughout the project.

PROJECT GOALS

The goals of this project are to:

- Capture detailed centerline lane, median, and buffer characteristics for the City of Washington, DC;
- 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
- Create a public-facing map/data service to enable the public to easily access the relevant MIRE safety data.

PROJECT SUMMARY

The MIRE data-collection project accumulated nearly 400 miles of section (lane) data throughout the District. This not only includes the roadway lanes, but also the sidewalks, pavement types, and alleyways. All data dictionary items are completed. The project was completed in September 2018 and data is currently available to the public. This fills a major gap identified by the TRCC Assessment.

Data Entry Convictions

Department of Motor Vehicles (DMV)

BACKGROUND

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

PROJECT GOALS

The goals of this project are 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
- Remove the driving privilege of habitual and frequent violators of traffic regulations and ultimately reduce traffic fatalities, injuries, and crashes.

PROJECT SUMMARY

Initially, four DMV Legal Instrument Examiners were assigned to enter backlogged convictions before and after normal working hours. During that period (October 1, 2017–May 30, 2018), the data entry of convictions was below DMV projections resulting from unforeseen employee leave and vacations. DMV readjusted employee schedules for the fourth quarter (June 1–September 30, 2018) to ensure backlogged convictions were entered. An additional seventeen employees were assigned to enter convictions during the fourth quarter. The additional staff, not quite as familiar with entering convictions, required training to bring them up to speed. Also, because of the large volume of backlogged convictions, an additional person was assigned to organize and prepare the conviction documents prior to data entry.

Quarter	Number of Overtime Hours Worked	Number of Convictions Entered
1 st (10/01/17–12/31/17)	0	0
2 nd (01/01/18–03/31/18)	281	3,739
3 rd (04/01/18–06/30/18)	302	4,186
4 th (07/01/18–09/30/18)	1,102	5,699
Total	1,685	13,624

During FY2018, approximately 1,685 staff hours were expended for the entry of 13,624 convictions.

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.

STRATEGIC HIGHWAY SAFETY PLAN (SHSP)/HIGHWAY SAFETY REPORTING

KLS Engineering, LLC

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:

- Highway Safety Performance Analysis
- Assistance to DDOT HSO (including developing 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

- Prepared a template for Quarterly Reporting on all activities included in the Grant application for all grantees.
- Assisted grantees in completing their FY2018 activities for inclusion into the Annual Report.
- Completed and submitted the **District of Columbia Annual Report** in December 2017 (Federal Requirement).
- Monitored FY2018 District Highway Safety activities—MPD, OAG, OCME, DMV, OITI, WABA, MCOG, CPS, and WRAP.
- Prepared FY2019 Grant Application form and posted on HSO website.
- Prepared 2017 Preliminary Crash Data for District of Columbia supporting crash-data analysis relating to DC focus areas.
- Prepared quick facts on the FAST ACT for DDOT and Grantees.
- Assist and review FY2019 grant applications.
- Prepared and submitted FY2018 quarterly reports for MPD.
- Completed/submitted **FY2019 Highway Safety Plan** to DDOT/NHTSA on June 30, 2018.
- Provided assistance to finalize NHTSA questions on DDOT HSP package.
- Provided grantee support and monitoring in accordance with Federal requirements for HSP 2018 grants.

- Submitted and completed **Procedures Manual** update, September 2018.

Activity Description. Provide support to the HSO and other agencies, as needed, and track project implementation across agencies or other activities as determined by the HSO.

- 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 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.
 - Developed DDOT Draft Data Mapping Plan. Plan provides a framework to map data from the Old Crash System to the new Crash System as both have different schemas.
 - Updated the DDOT/OITI GitHub Repository to track all the issues pertaining to Crash Data. The following items were updated on the portal with priority levels as Critical, High, Medium and Low:
 - Crash Data Issues
 - Additional/Update attributes required.
 - Additional assets required.
 - Provided assistance on the design-related issues with the Mark43 Cobalt Crash System to make it more user-friendly.
- Developed Pedestrian and Bicycle Crash Data Review for HSO (2016-17) by Zip code and co-related with the demographics.
- Developed Crash Data and DMV Moving Citation Comparison Review for the years 2016-2017 to guide MPD in enforcement for the various programs as listed below:
 - Distracted Driving
 - Pedestrian and Bicycle Crashes
 - Impaired Driving
 - Red Light Running
 - Speeding
 - Stop Sign Violation
- Developed the Top Crash Segments in District of Columbia for the years 2016-2017 to identify the most common corridors prone to crashes and severity of crashes.
 - Updated the DMV database with additional fields which include Citation Number, Issuing officer Badge and CADD numbers for the following infractions from October 1st, 2016 to June 30th , 2018:
 - Moving
 - Parking
 - Warning
 - Void
- Generated Report on the list of high-density crash areas by 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 corridors in District of Columbia with high-risk index maps and high-injury EPDO index maps for all identified SHSP programs, which include crashes involving the following:

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, including Injury EPDO Score, AADT, Road Functional Classification, Truck Volume, number of lanes, bicycle lanes, medians on the road, and streetlights. This assessment will provide insights about potential hazardous locations and allow 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 that have a high-risk index and high-injury EPDO index (pedestrian calculation based on age groups 8–18).
- Supported 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.