



DISTRICT OF COLUMBIA HIGHWAY SAFETY ANNUAL REPORT FY2011

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Towards Zero Fatalities and Injuries

District of Columbia Highway Safety Office FY2011 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
DDOT	District Department of Transportation
DREs	Drug Recognition Experts
DUI	Driving Under the Influence of drugs or alcohol
DWI	Driving While Intoxicated
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FY	Fiscal Year
HSO	Highway Safety Office
HSPF	Highway Safety Performance Plan
LEADRS	Law Enforcement Advanced DUI/DWI Reporting System
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
WRAP	Washington Regional Alcohol Program

District of Columbia Highway Safety Annual Report

FY2011

Executive Summary

The Highway Safety Plan Annual Report for FY2011 (October 1, 2010 – September 30, 2011) documents the use of Federal grant funding administered by NHTSA in accordance with 23 USC, Sections 402 (Highway Safety Program), 405 (Occupant Protection Incentive Grant), 408 (Data Program Incentive), 410 (Alcohol-Impaired Driving Incentive Grant), 2010 (Motorcycle Safety Grant), and 2011 (Child Safety and Child Booster Seat Incentive Grant) of SAFETEA-LU.

For FY2011, the District of Columbia initiated or continued various projects, strategies, and programs to further improve traffic safety in the District through the Federal highway safety funds under these sections of 23 USC. The majority of the programming efforts are focused on the following traffic safety areas:

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

This report also tracks the progress of the Highway Safety Office (HSO) in its pursuance of each program goal and performance measurement identified in the FY2011 HSPP. For FY2011, nineteen goals were identified, and the District HSO is pleased to report the following:

- Goals Achieved
 - Impaired Driving – Number of alcohol-related fatalities reduced from 10 in 2009 to 7 in 2010 (30 percent decrease).
 - Occupant Protection – Seatbelt usage increased from 92.3 percent in 2010 to 95 percent in 2011 (3 percent increase).
 - Occupant Protection – Number of unrestrained fatalities increased decreased from 8 in 2009 to 1 in 2010, a 12.5 percent decrease.
 - Aggressive Driving – Number of speeding-related fatalities decreased from 12 in 2009 to 6 in 2010. A 50 percent decrease.
 - Aggressive Driving – Number of speeding-related injuries increased from 309 in 2009 to 323 in 2010, a 4.5 percent increase, however, the projected goal of 526 was met and exceeded.
 - Pedestrian Safety – Pedestrian fatalities slightly decreased from 16 in 2009 to 14 in 2010, a 12.5 percent decrease.
 - Motorcycle Safety – Motorcycle-related fatalities decreased from 3 in 2009 to 1 in 2010, a 67 percent decrease.

- Motorcycle Safety – There were no un-helmeted motorcycle fatalities in the District for the past 5 years (2005-2009).
- Drivers 20 or younger in a fatal crash – There was an increase from 0 in 2008 to 2 in 2009, but still attains the Districts goal of 3.
- Traffic Records – The TRCC met quarterly and continued to focus on improving traffic records.
- Roadway Safety – Number of traffic-related fatalities decreased from 33 in 2009 to 25 in 2010, a 24 percent decrease.
- Roadway Safety – Reduce the 3-year fatality average from 43 in 2004-2006 to 36 in 2007-2009, a 16 percent reduction.
- Roadway Safety – 3-year fatality rate reduced from 0.94 in 2008 to 0.80 in 2009, a 15 percent reduction.

Goal not met¹:

- Impaired Driving – Number of alcohol-related injuries decreased from 177 in 2009 to 98 in 2010 (45 percent decrease). However, the projected goal of 79 was not met.
- Pedestrian Safety – Pedestrian injuries increased from 537 in 2009 to 592 in 2010, a 10.2 percent increase.
- Bicycle Safety – Bicycle-related fatalities increased from 0 in 2009 to 2 in 2010.
- Bicycle Safety – Bicycle-related injuries increased from 217 in 2009 to 350 in 2010, a 61.2 percent increase.
- Motorcycle Safety – Motorcycle-related injuries increase from 90 in 2009 to 147 in 2010, a 63.3 percent increase.
- Roadway Safety – Number of injuries increased from 6,529 in 2009 to 7,068 in 2010, an 8.2 percent increase.

The DC HSO continues to conduct a thorough review of all programs and where the goals are not met, a more rigorous program will be developed. Table 1 provides a summary of the District crash trends. At the time of preparing this report 2010 fatality data was not available in FARS.

TABLE 1: CRASH TRENDS

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Fatalities (Actual)	48	68	47	67	43	48	37	44	34	29	N/A
3-year Fatality Avg.	1998-2000			2001-2003			2004-2006		2007-2009		
	48			61			43		36		
Fatality Rate/(100 million VMT)	1.37	1.81	1.33	1.87	1.15	1.29	1.02	1.22	0.94	0.80	N/A
Injuries (Actual)	10,107	10,758	8,804	8,050	8,109	7,555	7,061	6,571	6,792	6,529	7,068
Crashes	18,583	18,261	17,734	18,143	18,494	17,717	16,204	15,106	16,147	16,841	17,955
Alcohol-Related Fatalities w≥ BAC	15	24	20	25	13	19	13	16	9	10	N/A
Unrestrained Passenger Vehicle Occupant Fatalities	7	15	12	20	9	10	7	4	5	3	N/A
Speed Related Fatalities						17	3	8	12	10	N/A
Motorcyclist-Related Fatalities	7	5	7	7	8	6	1	2	8	4	N/A

¹ The District is in the midst of implementing a new electronic crash record system that will replace the existing manual paper form. This is expected to be fully implemented (100%) in 2011. As crash reporting becomes timely and consistent it is expected that the number of crashes reported may increase as well. Further, as the number of errors per crash form decreases as well as the number of "Unknown" the accuracy of reporting will improve.

Un-helmeted Motorcyclist Fatalities						0	0	0	0	0	N/A
Drivers 20 or younger involved in a fatal crash						8	5	6	0	2	N/A
Pedestrian Fatalities	18	11	7	18	9	16	17	19	9	14	N/A
Bicyclist Fatalities	1	2	1	0	3	3	0	1	1	0	N/A
% Observed Belt Use for Passenger Vehicles	83.0	84.0	84.56	84.93	87.02	88.78	85.36	87.13	90.0	93.0	95.0
Seat Belt Citations issued during grant-funded enforcement activities								850	1,337	4,433	6,964
Impaired-driving Arrests during grant-funded enforcement activities								134	134	1,044	1,239
Speeding Citations issued during grant-funded enforcement activities								3,613	3,877	5,640	10,625

TABLE 2: 2009 FATALITY DATA COMPARISON

	US National	Region III	District of Columbia
Fatality Rate/(100 million VMT)	1.13	1.31	0.81
Alcohol-related Fatality/(100 million VMT)	0.39	0.38	0.28
Unrestraint Fatality/(100 million VMT)	0.41	0.47	0.11
Speed-related Fatality/(100 million VMT)	0.38	0.39	0.28
Pedestrian-related Fatality/ (100,000 population)	1.33	1.38	2.33
Bicycle-related Fatality/ (100,000 population)	0.21	0.16	0.00
Motorcycle-related Fatality/(100,000 population)	1.45	1.41	0.67
Fatalities involving younger driver/(100,000 population)	1.80	2.09	0.33

Table 2 above shows that the District of Columbia has a lower fatality rate in comparison to the nation and Region 3 in overall fatalities, impaired, unrestraint, speeding and younger drivers related fatalities. The District is an urbanized area where exposure of pedestrian, bicyclist and motorcycle is much greater than any state.

Introduction

In accordance with the U.S. Highway Safety Act of 1966 and any acts amendatory or supplementary thereto, the District Department of Transportation (DDOT) develops an annual comprehensive safety plan with the goal of reducing traffic crashes, deaths, injuries, and property damage.

The Annual Report for FY2011 (October 1, 2010 - September 30, 2011) serves as a safety report card to measure how well the District performed in meeting the safety goals in the past year. These performances were based on the projects set forth in the FY2011 Highway Safety Performance Plan (HSPP).

The Annual Report also documents the use of Federal grant funding administered by NHTSA in accordance with 23 USC, Sections 402 (Highway Safety Program), 405 (Occupant Protection Incentive Grant), 408 (Data Program Incentive), 410 (Alcohol-Impaired Driving Incentive Grant), 2010 (Motorcycle Safety Grant), and 2011 (Child Safety and Child Booster Seat Incentive Grant) of SAFETEA-LU.

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 seeks to reduce the serious injuries and fatalities in the District by 50 percent in 2025, as noted in its 2005 Strategic Highway Safety Plan. Although every traffic fatality is a tragedy, the District of Columbia has been successful at reducing the number of fatalities and injuries in recent years. In the District of Columbia, the rate of fatalities per traffic crashes has declined from 1.29 fatalities per 100 million VMT in Calendar Year 2005 to 0.80 in 2009, a 38 percent reduction. During the same period, the national traffic fatality rate fell from 1.46 to 1.13 fatalities per 100 million VMT, a 22.6 percent reduction.

The DC HSO continues to work towards achieving its goals, through the administration of Federal highway safety funds, and the following key partners:

- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Office of the Chief Medical Examiner (OCME)
- Department of Motor Vehicle (DMV)
- Fire and Medical Emergency Service (FEMS)
- Superior Court of the District of Columbia
- Office of the Chief Technology Office (OCTO)
- University of the District of Columbia
- Washington Regional Alcohol Program (WRAP)
- KLS Engineering, LLC
- McAndrew Company, LLC

This report provides an overview of each Program Area, including performance measures and goals implemented in FY2011. The majority of DC HSO programming efforts targeted the following traffic safety priority areas:

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

Performance Goals and Trends

All of the organizations working to improve the safety of the District of Columbia's roadways strive to reduce traffic fatalities and injuries. The following graphs present the current trend, based on the performance measures and goals outlined in the FY2011 Highway Safety Performance Plan.

The HSO has been using the District's crash data for all the performance measures and goals in the FY2011 HSPP. However, NHTSA and the Governors Highway Safety Association (GHSA) require that all fatality data be taken from FARS. The following graphs show both the fatality data taken from FARS and the District crash data. However, the trend line shown is based on the FARS data, in keeping with the NHTSA requirement. At the time of preparing this report the 2010 FARS data were not available; however the District's 2010 fatality numbers were available, as well as preliminary injury data.

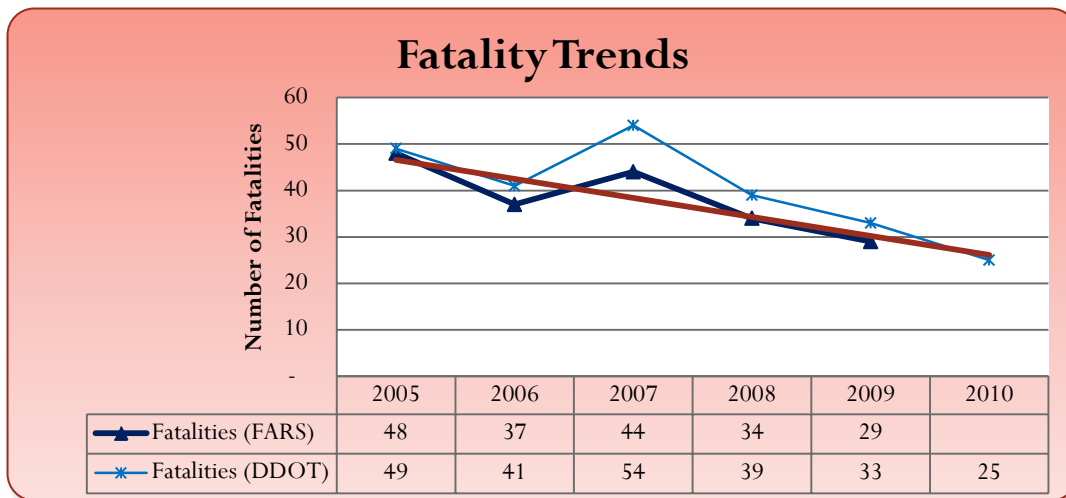
In addition, in 2010 MPD and DDOT significantly improved record keeping, training of MPD officers, and the crash and FEMS record management systems. This resulted somewhat in a increase in the number of reported crashes and injuries. The District is aware of this spike and will revise its goal to a more realistic attainable one.

Goal

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

Intermediate Goal: To decrease traffic-related fatalities by 7 percent from a three-year (2007-2009) weight average of 42 to 39 by December 2012

Note: Projected goal for traffic-related fatalities for 2010 was 41.



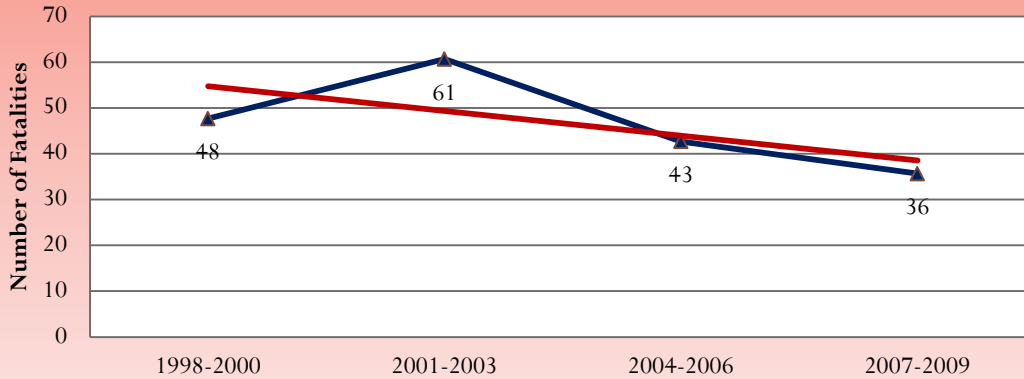
DC HSO reached and exceeded its 2011 safety goal

Not only did the District achieve this goal, but it also one fatality lower than the SHSP 2025 goal of 26. This is a significant achievement for the District, to be able to reach its SHSP 2025 goal in 2010.

Goal Reduce the 3-year fatality average by 6 percent from 36 (2007 to 2009) to 34 by December 2012.

Source:
FARS DATA

3-Year Fatality Average



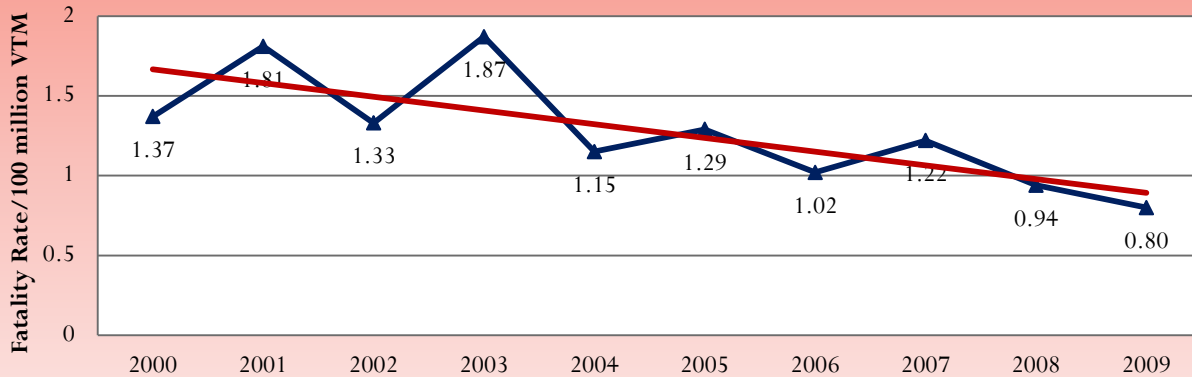
A downward trend continues.

This goal was not included in the FY2011 HSPP, however it is presented here as a Federal requirement. Although, we do not know the number of fatalities recorded in 2010 FARS, the District numbers have been reducing. If this downward trend continues, the goal is likely to be attained.

Goal Maintain the three-year (2007-2009) weight average of 1.0 fatality rate by December 2012.

Source: FARS
DATA

Fatality Rate



This goal was not included in the FY2011 HSPP, however it is presented here as a Federal requirement. The District VMT is increasing which potentially can result in a rise in overall crashes. However, the District efforts will be to maintain an average fatality rate of 1.0 VMT or less, which is currently at 0.8 VMT in 2009, well below the Region and National rates.

TABLE 3: FATALITY RATE COMPARISON

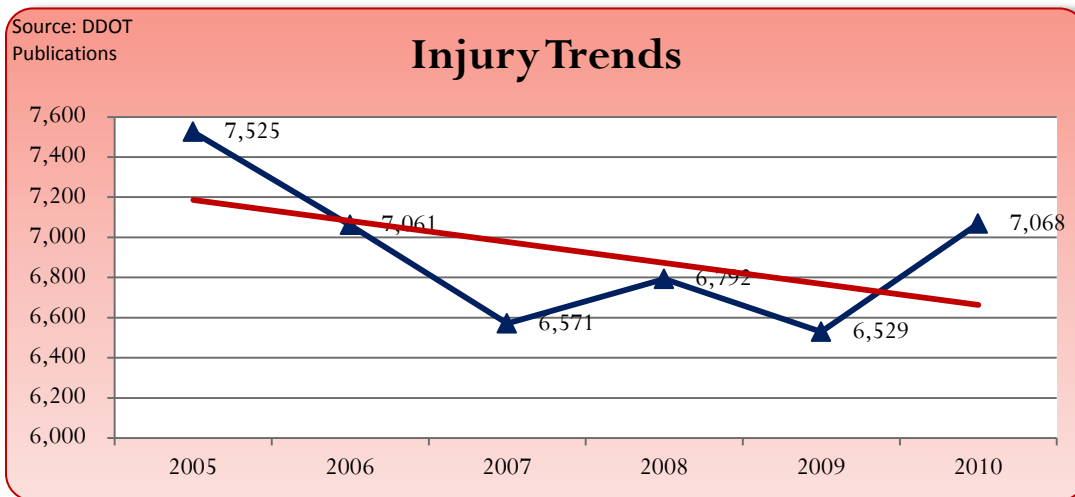
	U.S. National Fatality Rate	Region III Fatality Rate	District of Columbia Fatality Rate
2005	1.46 fatalities per 100 Million VMT	1.46 fatalities per 100 Million VMT	1.29 fatalities per 100 Million VMT
2006	1.42 fatalities per 100 Million VMT	1.46 fatalities per 100 Million VMT	1.02 fatalities per 100 Million VMT
2007	1.36 fatalities per 100 Million VMT	1.47 fatalities per 100 Million VMT	1.22 fatalities per 100 Million VMT
2008	1.26 fatalities per 100 Million VMT	1.31 fatalities per 100 Million VMT	0.94 fatalities per 100 Million VMT
2009	1.13 fatalities per 100 Million VMT	1.31 fatalities per 100 Million VMT	0.81 fatalities per 100 Million VMT

Table 3 shows that the District’s fatality rates are consistently the lowest in Region 3 and less than the National average.

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

Intermediate Goal: To decrease traffic-related injuries by 9.6 percent from a three-year (2006-2008) weighted average of 6,808 to 6,152 by December 31, 2012

Note: Projected goal for traffic-related injuries for 2010 was 6,472.



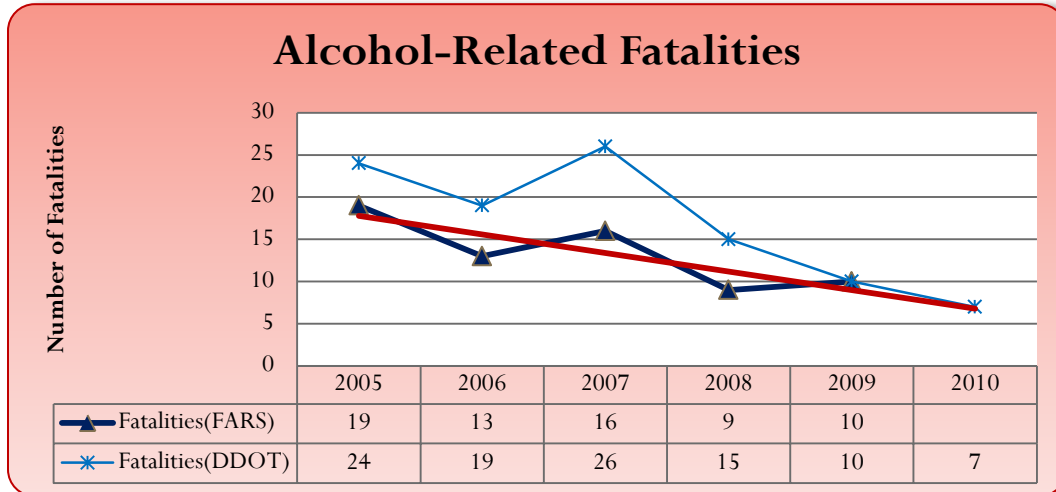
DC HSO goal not met

The goal to reduce injuries was not met. The preliminary 2010 injury data indicates a 9.2 percent above the projected goal of 6,472. The District is aware of this injury spike and will revise its goal to a more realistic attainable one. However, the District will aggressively target, through the safety programs, to reverse this trend.

Goal Decrease alcohol-impaired driving fatalities by 12 percent from a three-year (2007-2009) weight average of 17 to 15 by December 31, 2012.

Note: Projected goal for alcohol-related fatalities for 2010 was 16.

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



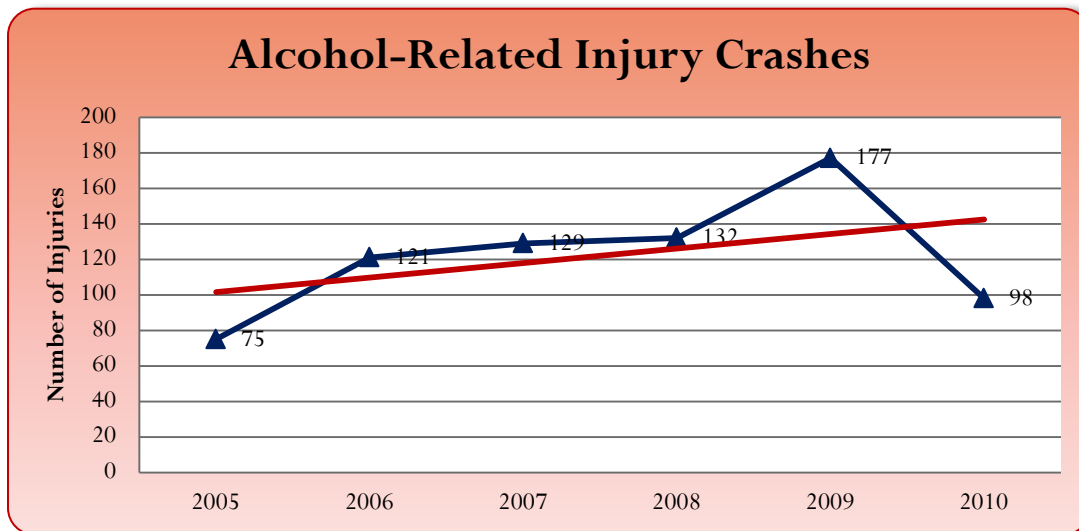
DC HSO reached and exceeded its 2011 safety goal

Based on the District's data, the goal to reduce alcohol-related fatalities has been achieved; 56 percent below the project goal of 16 fatalities in 2010.

Goal Decrease alcohol-impaired driving injuries by 61 percent from a three-year (2006-2008) weight average of 129 to 49 by December 31, 2012.

Note: Projected goal for alcohol-related injuries for 2010 was 79.

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



DC HSO did not meet its goal of 79.

Based on preliminary injury data for 2010, there has been a significant reduction in alcohol-related injuries, however the District did not achieve its 2010 goal of 79.

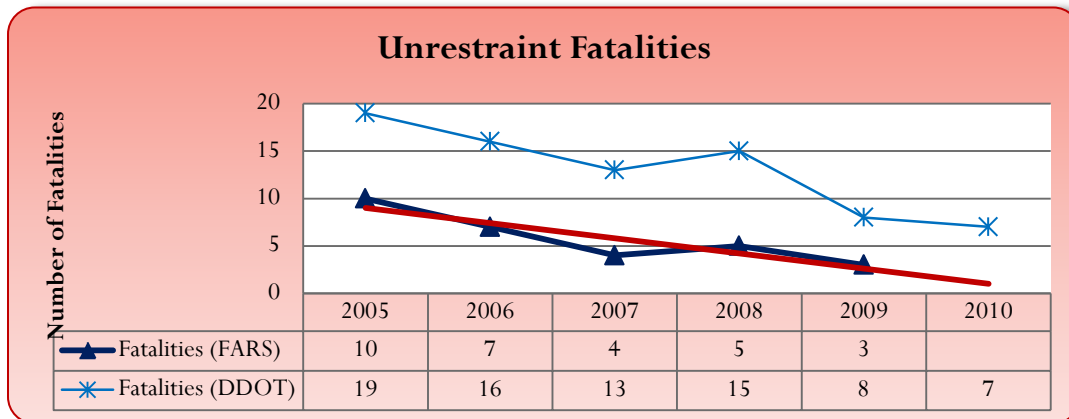
TABLE 4: ALCOHOL-IMPAIRED FATALITIES COMPARISON

	U.S. National	Region III	District of Columbia
2005	0.45 fatalities per 100 Million VMT	0.41 fatalities per 100 Million VMT	0.51 fatalities per 100 Million VMT
2006	0.45 fatalities per 100 Million VMT	0.40 fatalities per 100 Million VMT	0.36 fatalities per 100 Million VMT
2007	0.43 fatalities per 100 Million VMT	0.43 fatalities per 100 Million VMT	0.44 fatalities per 100 Million VMT
2008	0.39 fatalities per 100 Million VMT	0.38 fatalities per 100 Million VMT	0.25 fatalities per 100 Million VMT
2009	0.39 fatalities per 100 Million VMT	0.38 fatalities per 100 Million VMT	0.28 fatalities per 100 Million VMT

Table 4 shows that in spite of the reporting changes the District's alcohol-related fatality rates continue to be one of the lowest within the Region and nationwide. For every 100 million miles traveled, there was 0.28 alcohol-related fatalities on the District's roads in 2009.

Goal Decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 20 percent from a three-year (2006–2008) weight average of 15 to 12 by December 31, 2012.

Note: Projected goal for unrestraint fatalities for 2010 was 14.

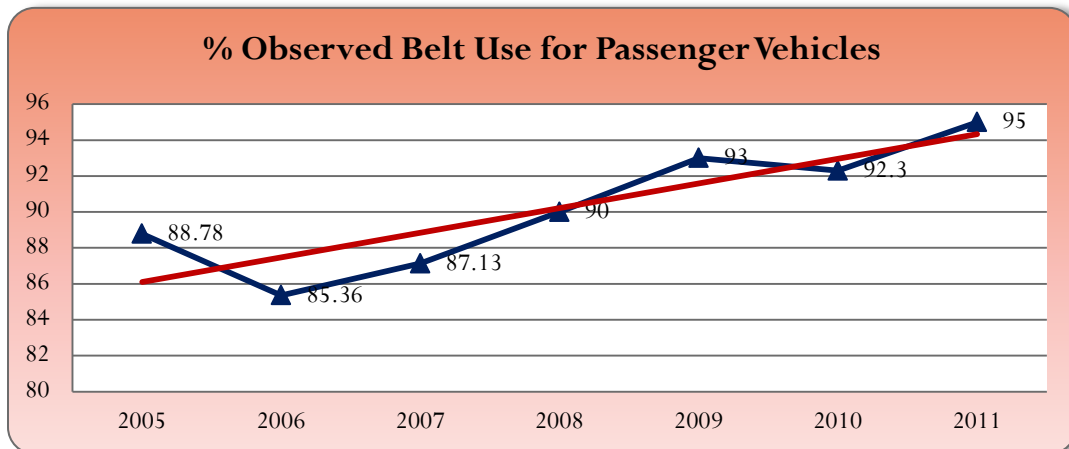


DC HSO goal has been met.

Based on the District's data, the goal to reduce unrestrained fatalities has been attained.

Goal Increase seatbelt usage to 95 percent by 2012.

Note: Projected goal for seatbelt usage for 2011 was >90 percent.



DC seat belt usage continues to above the national average

The District has one of the highest seat belt usage in the country and is working to maintain a greater than 90 percent usage rate throughout the District. This high usage rate has helped to lower the severity of crashes in the District and is saving lives.

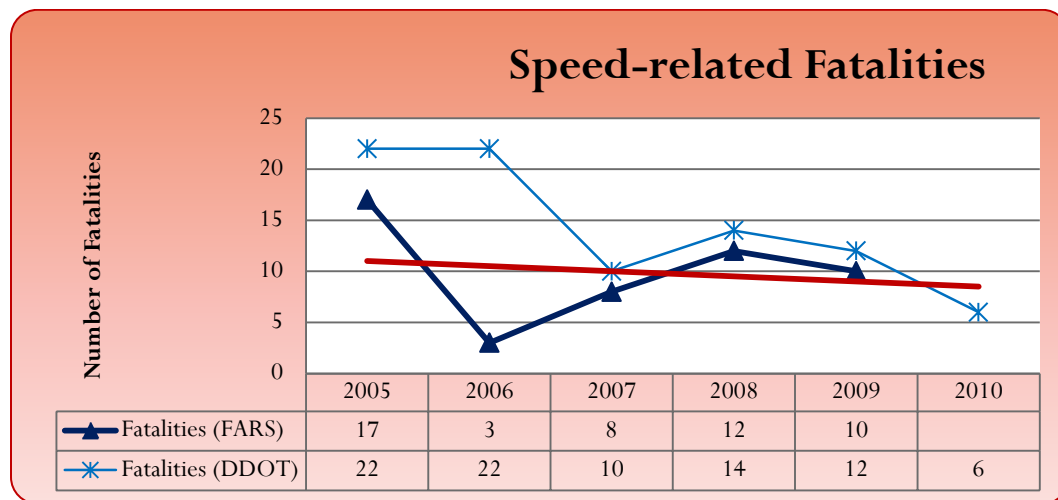
TABLE 5: UNRESTRAINED FATALITIES COMPARISON

	U.S. National	Region III	District of Columbia
2005	0.54 fatalities per 100 Million VMT	0.59 fatalities per 100 Million VMT	0.35 fatalities per 100 Million VMT
2006	0.52 fatalities per 100 Million VMT	0.58 fatalities per 100 Million VMT	0.17 fatalities per 100 Million VMT
2007	0.48 fatalities per 100 Million VMT	0.53 fatalities per 100 Million VMT	0.19 fatalities per 100 Million VMT
2008	0.43 fatalities per 100 Million VMT	0.49 fatalities per 100 Million VMT	0.14 fatalities per 100 Million VMT
2009	0.41 fatalities per 100 Million VMT	0.47 fatalities per 100 Million VMT	0.11 fatalities per 100 Million VMT

Table 5 clearly illustrates that the District’s unrestrained fatality rate is one of the lowest in the region and Nation. For every 100 million miles traveled, there were 0.11 unrestrained fatalities on the District’s roads in 2009.

Goal Decrease speeding-related fatalities by 8 percent from a three-year (2007-2009) weight average of 12 to 11 by December 31, 2012.

Note: Projected goal for speeding-related fatalities for 2010 was 12.

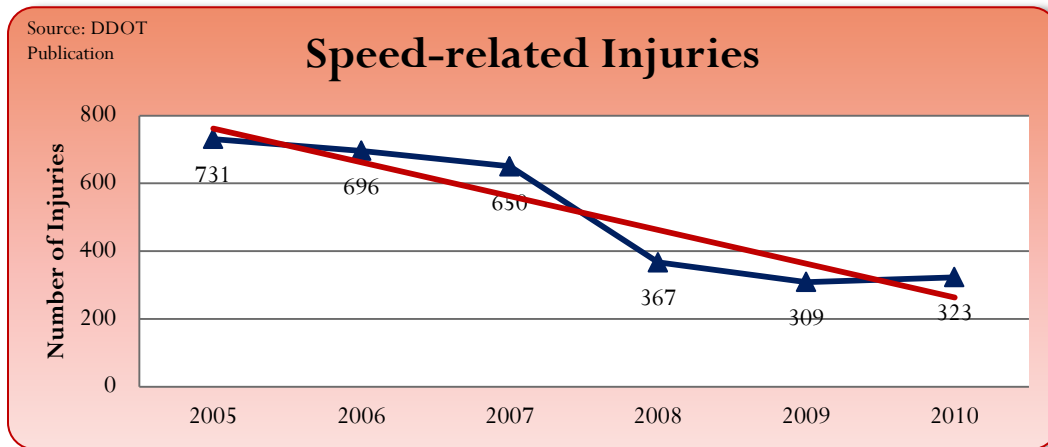


DC HSO goal met and exceed.

Based on the District’s data, the goal to reduce speed-related fatalities has been attained; 50 percent below the project goal of 12 in 2010. This is in part of the District adoption of a Zero Tolerance Policy for speeding.

Goal Decrease speeding-related injuries by 8 percent from a three-year (2006–2008) weight average of 571 to 485 by December 31, 2012.

Note: Projected goal for speeding-related injuries for 2010 was 526.



DC HSO goal met and exceed.

Based on preliminary data, there was a slight increase in speed-related injuries, however the District’s goal to reduce speed-related injuries has been attained; 38.5 percent below the project goal of 526 in 2010.

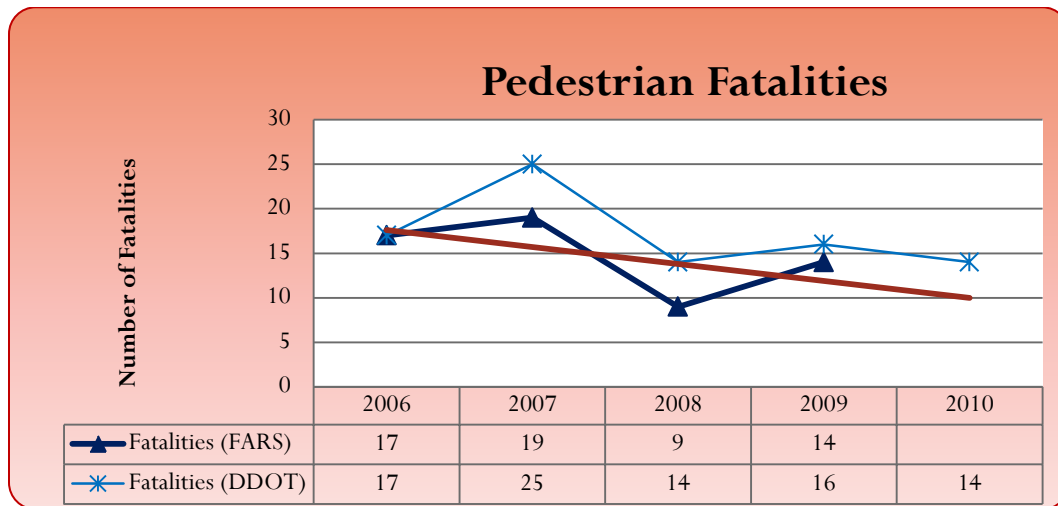
TABLE 6: SPEED-RELATED FATALITIES COMPARISON

	U.S. National	Region III	District of Columbia
2005	0.45 fatalities per 100 Million VMT	0.45 fatalities per 100 Million VMT	0.46 fatalities per 100 Million VMT
2006	0.45 fatalities per 100 Million VMT	0.42 fatalities per 100 Million VMT	0.08 fatalities per 100 Million VMT
2007	0.43 fatalities per 100 Million VMT	0.44 fatalities per 100 Million VMT	0.22 fatalities per 100 Million VMT
2008	0.40 fatalities per 100 Million VMT	0.38 fatalities per 100 Million VMT	0.33 fatalities per 100 Million VMT
2009	0.38 fatalities per 100 Million VMT	0.39 fatalities per 100 Million VMT	0.28 fatalities per 100 Million VMT

Table 6 shows that the District’s speed-related fatality rates were the lowest in Region 3 and less than the nationwide average. For every 100 million miles traveled, there was 0.28 speed-related fatalities on the District’s roads in 2009.

Goal Decrease pedestrian-related fatalities by 28 percent from a three-year (2007-2009) weight average of 18 to 13 by December 31, 2012.

Note: Projected goal for pedestrian-related fatalities for 2010 was 17.

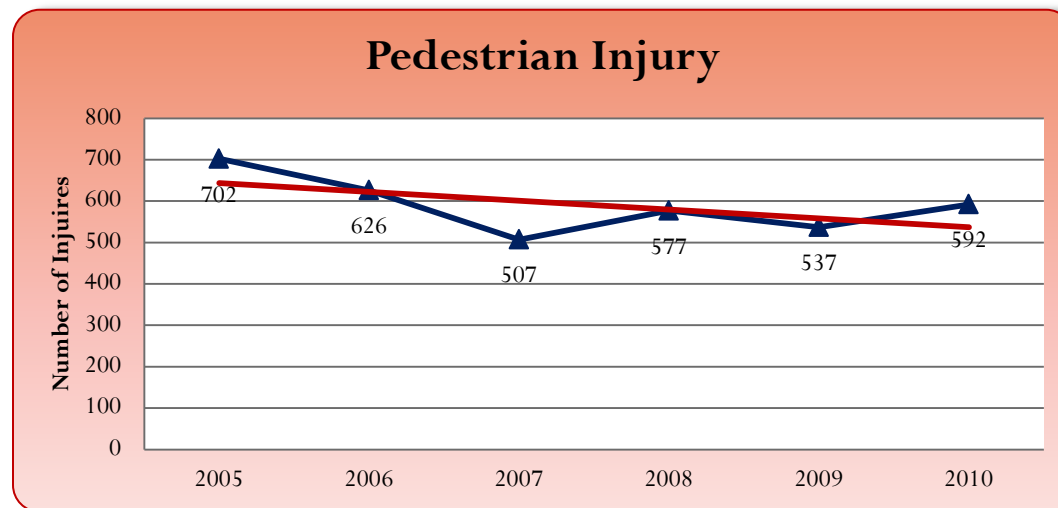


DC HSO goal met and exceed.

Based on the District's data, the goal for reducing pedestrian-related fatalities has been attained; 3 fatalities below the projected goal of 17 in 2010.

Goal Decrease pedestrian-related injuries by 15 percent from a three-year (2006-2008) weight average of 570 to 484 by December 31, 2012.

Note: Projected goal for pedestrian-related injuries for 2010 was 525.



DC HSO goal was not met

Based on preliminary data, the District's goal to reduce pedestrian-related injuries was not attained; 12.8 percent above the project goal of 525 in 2010.

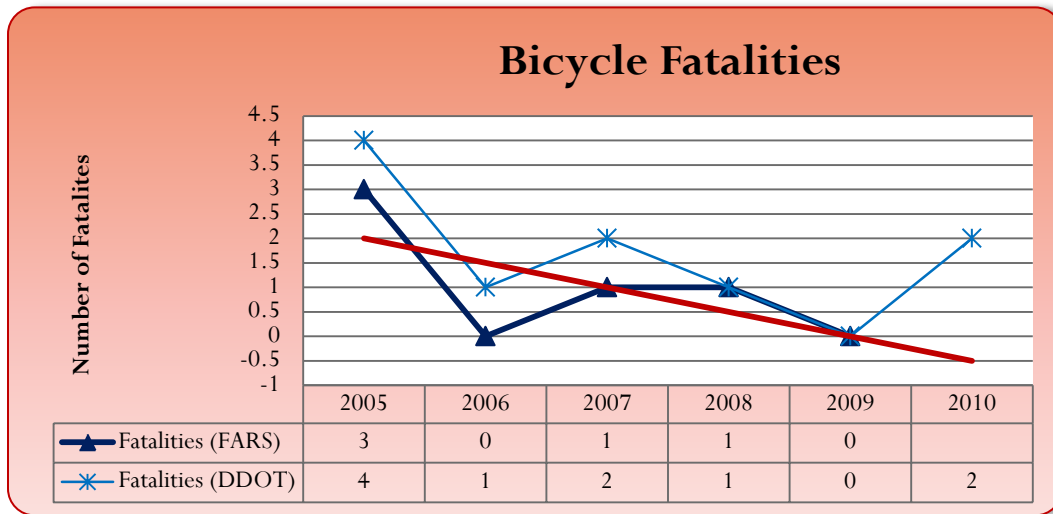
TABLE 7: PEDESTRIAN-RELATED FATALITIES COMPARISON

	U.S. National	Region III	District of Columbia
2005	1.65 fatalities per 100,000 population	1.57 fatalities per 100,000 population	2.75 fatalities per 100,000 population
2006	1.61 fatalities per 100,000 population	1.57 fatalities per 100,000 population	2.91 fatalities per 100,000 population
2007	1.56 fatalities per 100,000 population	1.61 fatalities per 100,000 population	3.24 fatalities per 100,000 population
2008	1.45 fatalities per 100,000 population	1.52 fatalities per 100,000 population	1.53 fatalities per 100,000 population
2009	1.33 fatalities per 100,000 population	1.38 fatalities per 100,000 population	2.33 fatalities per 100,000 population

Table 7 shows that the District’s pedestrian-related fatality rates are higher than Region 3 and nationwide. This is because the District is an urbanized areas and the exposure rate for pedestrians are higher.

Goal Decrease bicycle-related fatalities by 50 percent from a three-year (2007-2009) weight average of 1 to 1 by December 31, 2012.

Note: Projected goal for bicycle-related fatalities for 2010 was 1.

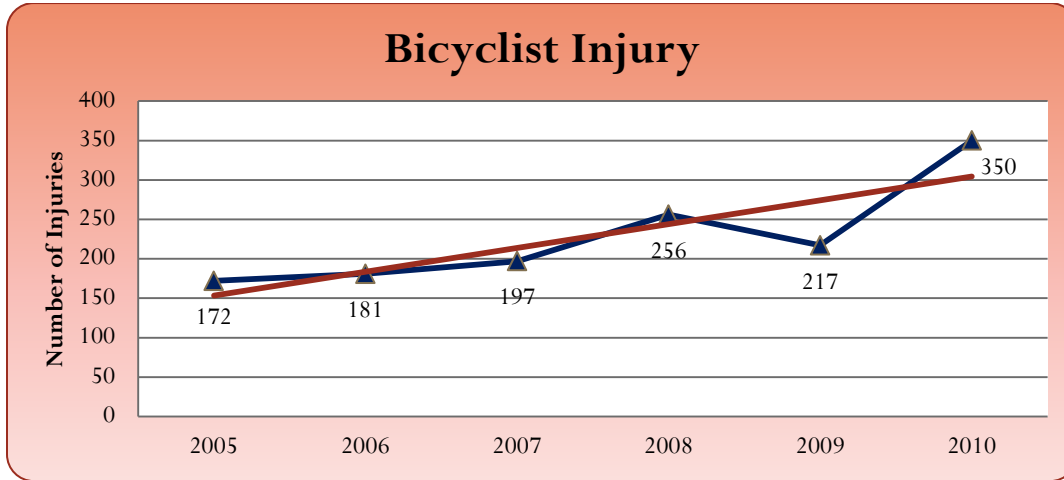


DC HSO goal was not met.

Based on the District’s data, the goal to reduce bicycle-related fatalities was not attained; one fatality above the 2010 goal of 1.

Goal Decrease bicycle-related injuries by 20 percent from a three-year (2006-2008) weight average of 211 to 168 by December 31, 2012.

Note: Projected goal for bicycle-related injuries for 2010 was 188.



Based on preliminary data, the District’s goal to reduce bicycle-related injuries was not attained; 46 percent above the project goal of 188 in 2010.

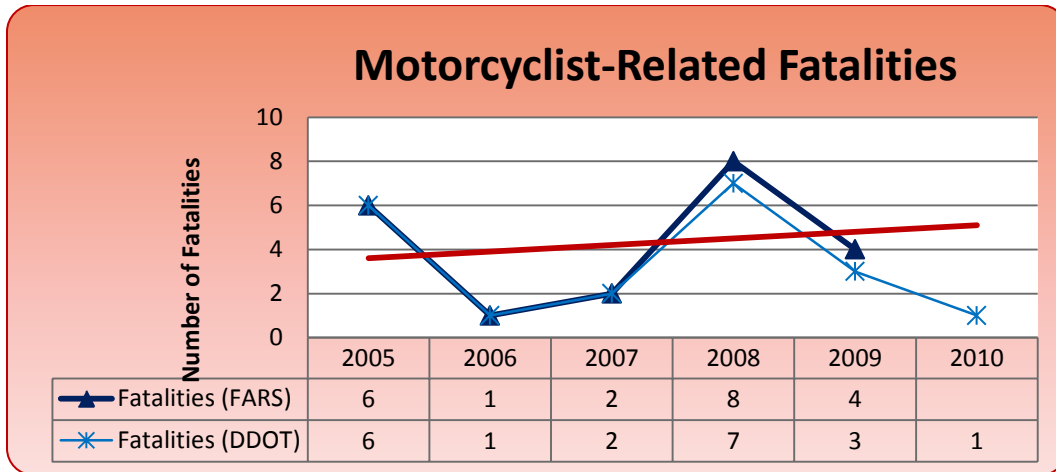
TABLE 8: BICYCLE-RELATED FATALITIES COMPARISON

	U.S. National	Region III	District of Columbia
2005	0.27 fatalities per 100,000 population	0.28 fatalities per 100,000 population	0.52 fatalities per 100,000 population
2006	0.26 fatalities per 100,000 population	0.17 fatalities per 100,000 population	0.00 fatalities per 100,000 population
2007	0.23 fatalities per 100,000 population	0.12 fatalities per 100,000 population	0.17 fatalities per 100,000 population
2008	0.24 fatalities per 100,000 population	0.22 fatalities per 100,000 population	0.17 fatalities per 100,000 population
2009	0.21 fatalities per 100,000 population	0.16 fatalities per 100,000 population	0.00 fatalities per 100,000 population

Table 8 shows that the District’s bicycle fatality rates are lower nationwide.

Goal Decrease motorcycle-related fatalities by 25 percent from a three-year (2007-2009) weight average of 4 to 3 by December 31, 2012.

Note: Projected goal for motorcycle-related fatalities for 2010 was 4.

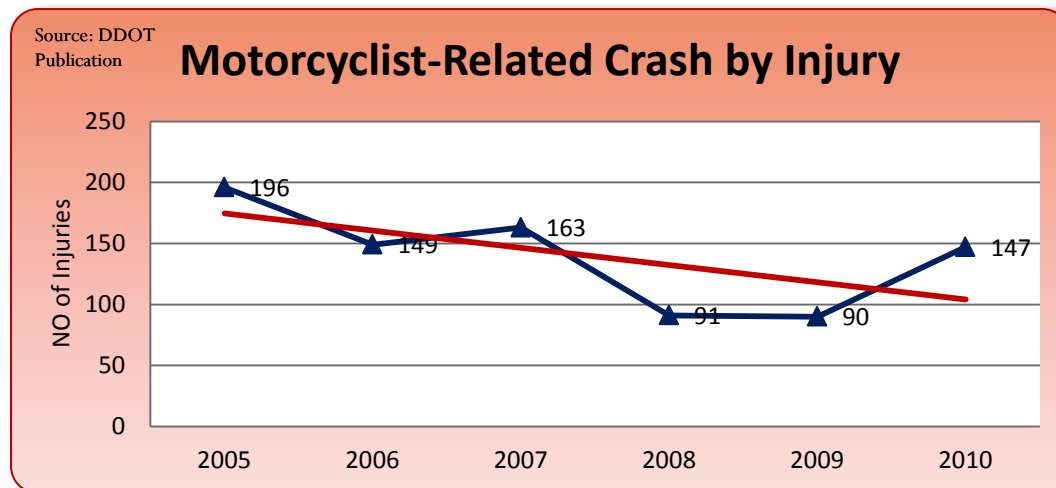


DC HSO goal met.

Based on the District's data, the goal for motorcycle-related fatalities has been attained; three fatalities below the 2010 goal of 4. There were no un-helmeted fatalities in the District for the past five years (2005-2009).

Goal Decrease motorcycle-related injuries by 28 percent from a three-year (2006-2008) weight average of 134 to 96 by December 31, 2012.

Note: Projected goal for motorcycle-related fatalities for 2010 was 114.



DC HSO goal met.

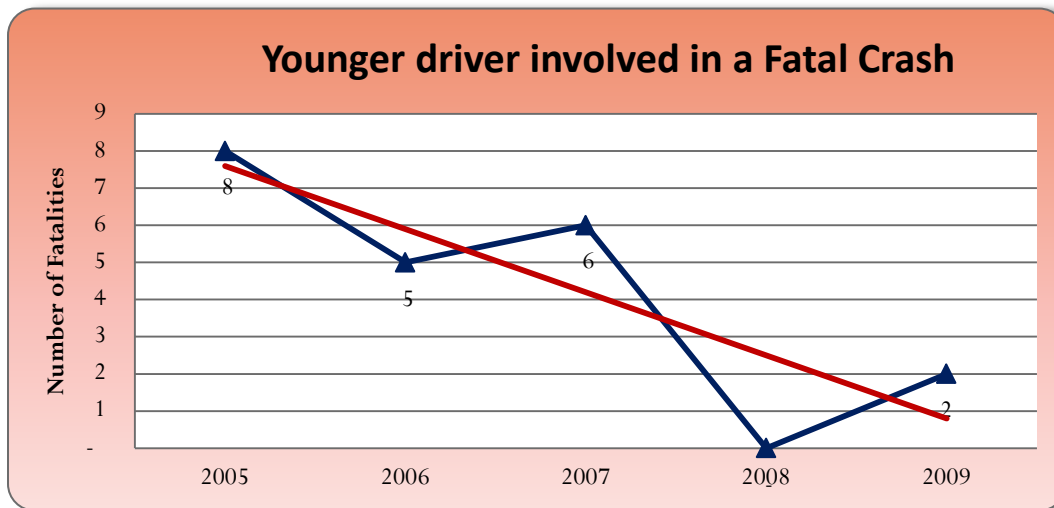
Based on preliminary data, the District's goal to reduce motorcycle-related injuries was not attained; 28.9 percent above the project goal of 147 in 2010.

TABLE 9: MOTORCYCLE-RELATED FATALITIES COMPARISON

	U.S. National	Region III	District of Columbia
2005	1.55 fatalities per 100,000 population	1.56 fatalities per 100,000 population	1.03 fatalities per 100,000 population
2006	1.62 fatalities per 100,000 population	1.53 fatalities per 100,000 population	0.17 fatalities per 100,000 population
2007	1.72 fatalities per 100,000 population	1.99 fatalities per 100,000 population	0.34 fatalities per 100,000 population
2008	1.75 fatalities per 100,000 population	1.73 fatalities per 100,000 population	1.36 fatalities per 100,000 population
2009	1.45 fatalities per 100,000 population	1.41 fatalities per 100,000 population	0.67 fatalities per 100,000 population

Table 9 shows that the District’s motorcycle-related fatality rates were lower in Region 3 and nationwide.

Goal Maintain the number of younger drivers involved in a fatal crash from a three-year (2007-2009) weight average of 3 by December 31, 2012.



DC HSO goal met.

This goal was not included in the FY2011 HSPP, however it is presented here as a Federal requirement.

TABLE 10: FATALITIES INVOLVING YOUNGER DRIVERS COMPARISON

	U.S. National	Region III	District of Columbia
2005	2.72 fatalities per 100,000 population	2.89 fatalities per 100,000 population	1.37 fatalities per 100,000 population
2006	2.68 fatalities per 100,000 population	2.92 fatalities per 100,000 population	0.86 fatalities per 100,000 population
2007	2.50 fatalities per 100,000 population	2.73 fatalities per 100,000 population	1.02 fatalities per 100,000 population
2008	2.07 fatalities per 100,000 population	2.33 fatalities per 100,000 population	0.00 fatalities per 100,000 population
2009	1.80 fatalities per 100,000 population	2.09 fatalities per 100,000 population	0.33 fatalities per 100,000 population

Table 10 shows that the District’s fatality rates were lower in Region 3 and nationwide.

Program Funding (FY2011)

The District of Columbia Highway Safety Office (HSO) manages/distributes Federal funds through Federal grant funding disbursement to other District agencies, and other organizations. These funds are used in areas identified by the HSO to change driver behavior and reduce vehicle crashes and crash severity.

In addition to the Section 402 program, the FY2011 HSPP included funding from the Safe Accountable Flexible Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU). These included:

- Section 405 - K2—Occupant Protection
- Section 406 - K4—Primary Seat Belt Law
- Section 408 - K9—State Traffic Safety Information System Improvement Funds
- Section 2011 - K3—Child Safety and Child Booster Seat Incentive Grants

In FY2011, the following programs were funded:

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

Tables 11 and 12 provide information on the Federal Aid Allocation and the related Grant Expenditure, respectively.

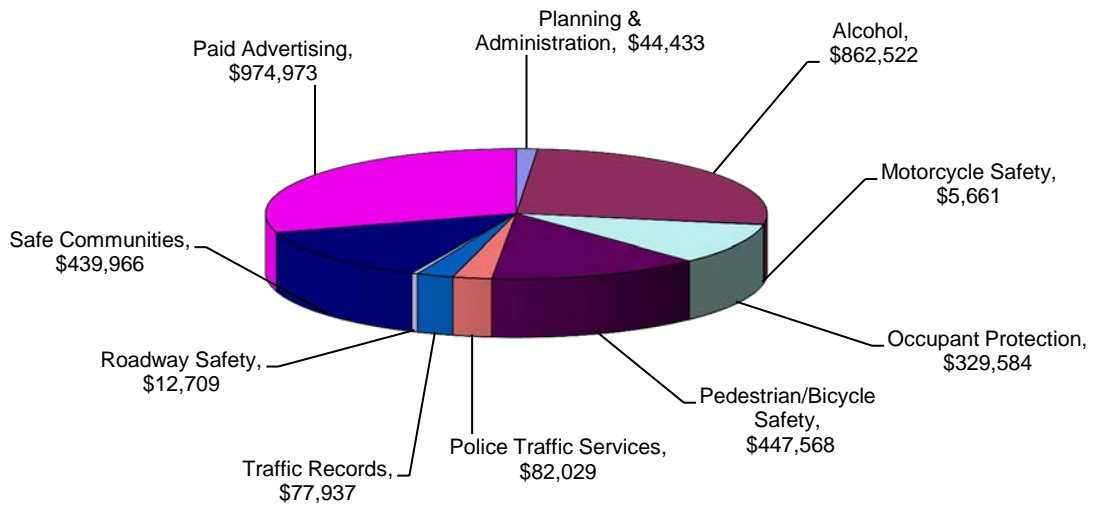
TABLE 11: FEDERAL AID ALLOCATION REPORT

Program Area/Project	Total Project Amount Allocated					
	402	405	406	408	410	2011
Funded Program	402	405	406	408	410	2011
Planning & Administration	\$ 71,633					
Alcohol	\$ 473,360					
Motorcycle Safety	\$ 52,497					
Occupant Protection	\$ 208,166					
Pedestrian/Bicycle Safety	\$ 778,388					
Police Traffic Services	\$ 110,070					
Traffic Records	\$ 120,868					
Roadway Safety	\$ 107,524					
Safe Communities	\$ 873,026					
Paid Advertising	\$ 976,080					
Total 402 Funds	\$ 3,771,611					
405 Occupant Protection						
OP SAFETEA-LU		\$ 147,303				
Paid Advertising		\$ 310,861				
Total 405 Funds		\$ 458,164				
Planning & Administration			\$ 85,678			
Seat Belt Projects			\$ 45,279			
Safety Belt Paid media			\$ 63,129			
Alcohol/WRAP			\$ 9,147			
Total 406 Safety Belt Incentive			\$ 203,233			
Traffic Records				\$ 1,798,078		
Total 408 Data Program SAFETEA-LU				\$ 1,798,078		
Alcohol SAFEATEA-LU (carryover)					\$ 578	
Paid Advertising					\$ 300,000	
Alcohol (various)					\$ 1,637,105	
Total 410 SAFETEA-LU					\$ 1,937,683	
Child Seats						\$ 448,641
Paid Media						\$ 81,337
Total 2011 Child Seat						\$ 529,978
Totals	\$ 3,771,611	\$ 458,164	\$ 203,233	\$ 1,798,078	\$ 1,937,683	\$ 529,978

TABLE 12: FY2011 GRANT EXPENDITURE

Funded Program	402	405	406	408	410	2011	Total	Percent
Planning & Administration	\$ 44,433						\$ 44,433	1.4%
Alcohol	\$156,564		\$ 9,147	\$156,564	\$ 540,247		\$ 862,522	26.3%
Motorcycle Safety	\$ 5,661						\$ 5,661	0.2%
Occupant Protection	\$ 98,479	\$ 56,699	\$123,266			\$ 51,140	\$ 329,584	10.1%
Pedestrian/Bicycle Safety	\$ 247,568		\$ 200,000				\$ 447,568	13.7%
Police Traffic Services	\$ 82,029						\$ 82,029	2.5%
Traffic Records	\$ 28,551			\$ 49,386			\$ 77,937	2.4%
Roadway Safety	\$ 12,709						\$ 12,709	0.4%
Safe Communities	\$ 377,966		\$ 62,000				\$ 439,966	13.4%
Paid Advertising	\$ 507,254	\$100,000	\$ 63,129		\$ 223,253	\$ 81,337	\$ 974,973	29.7%
Totals	\$ 1,561,215	\$156,699	\$ 457,541	\$ 205,949	\$763,499	\$ 132,476	\$ 3,277,382	100.00%

FY 2011 HIGHWAY SAFETY GRANT EXPENDITURES



Program Summaries

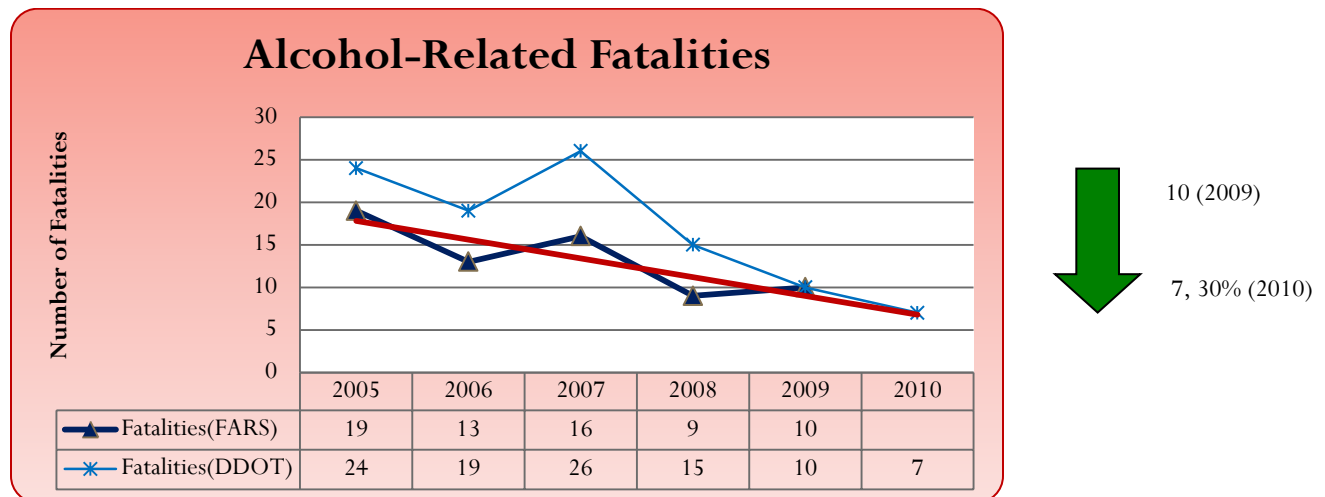
Impaired Driving Program

Alcohol use continues to be a major factor in traffic crashes in the District, particularly for the most serious crashes. In 2010, approximately 73 percent (30,411) of drivers and passengers involved in a crash were recorded as sober (or “had not been drinking”), whereas approximately 18 percent (7,401) of drivers or passengers were determined as impaired unknown. Overall, only a small fraction of drivers and passengers (1.2%; 511) were reported as driving while intoxicated (DWI) or driving while ability was impaired.

Further analysis of the data reveals that more alcohol-related collisions were being reported during the night and weekend and by male drivers between the ages of 21 and 45 years.

Alcohol-Related Fatalities

Based on the District data system, there were seven fatalities involved alcohol. In five of these fatalities, the motorist had a BAC of 0.08 or greater. This represents a continued decrease, from 10 in 2009 to 7 alcohol-related fatalities in 2010, a 30 percent decrease. This speaks to the District’s successful efforts to combat drinking and driving involving education, enforcement and prosecution.



Performance Goals – Fatalities

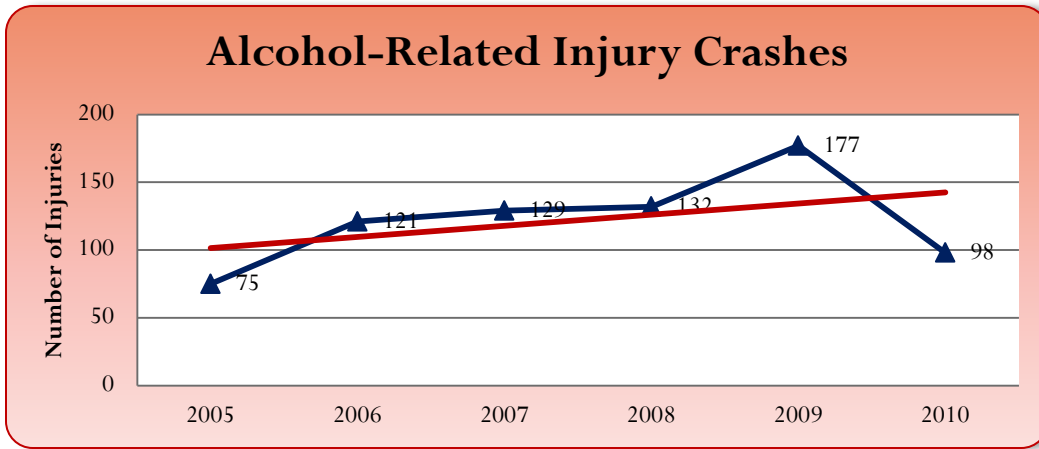
To decrease alcohol-impaired driving fatalities by 12 percent from a three-year (2007-2009) weight average of 17 to 15 by December 31, 2012.

The 2010 projected goal for alcohol-impaired driving fatalities was 16, which was met and exceeded.

Alcohol-Related Injuries

Within the past three years the District has worked to improve its alcohol testing facility (MPD/OCME), developed a new easier reporting system, increase awareness and enforcement activities by MPD and OAG. This resulted in a significant increase in reported crashes from driver impairment.

Based on preliminary 2010 data, there was a decrease in alcohol-related injuries from 177 in 2009 to 98, a 44.6 percent decrease. However, the District’s 2010 goal of 79 was not met. The HSO will revise this goal to a more realistic, attainable one and implement suitable programs and/or target areas to reverse this upward trend.



↓
 177 (2009)
 98, 45% (2010)

Performance Goals - Injuries

To decrease alcohol-impaired driving injuries by 61 percent from a three-year (2006-2008) weight average of 129 to 49 by December 31, 2012.

The 2010 projected goal for alcohol-impaired driving injuries was 79, which was not meet.

Program Accomplishments

The HSO efforts to discourage impaired driving have focused primarily on outreach, enforcement, enhanced prosecution, and adjudication. Special emphasis was placed on enforcing alcohol laws targeting male drivers between the ages of 21 and 35, between 8:00 pm to 4:00 am Friday, Saturday and Sundays. The HSO continues to partner with the Metropolitan Police Department (MPD), Office of the Attorney General (OAG) and Washington Regional Alcohol Program (WRAP).

1. The HSO continued to fund WRAP, which directed the Washington-metropolitan area’s ninth-annual **Checkpoint Strikeforce Campaign**. This is a Mid-Atlantic States research-based, zero-tolerance initiative designed to catch and arrest drunk drivers through sobriety checkpoints and to educate the public about the dangers and consequences of drunk driving.

A Checkpoint Strikeforce event was held on October 28, 2010 at Hains Point in Washington DC. The campaign successfully conducted a live drinking demonstration involving two individuals who consumed alcohol under close police supervision and submitted to periodic preliminary breath tests (PBTs) and standard field sobriety tests (SFSTs) in the presence of media to show the actual effects of alcohol in real time.



Each participant signed a U.S. Park Police (USPP) consent form and was given a battery of health evaluations by a certified USPP paramedic prior to consuming any alcohol. Once cleared, each began imbibing the alcohol of choice at a relaxed but consistent pace over a four-hour period. PBTs and SFSTs were given at the midway point, to ensure safe consumption levels, and at the end of the designated drinking period to determine their overall level of intoxication.

Both participants failed their PBT and SFST each time they were given, each blowing a .10 blood alcohol content (BAC) at the midway point (above the legal limit of .08 BAC) and failing to correctly follow the instructions of the SFST. The second and final time each test was administered, both participants failed in a much more obvious fashion—blowing a .17 BAC and a .18 BAC respectively and being unable to even complete the SFST.



Most poignantly, both participants claimed they were sober enough to drive before undergoing – and failing – both sets of PBTs and SFSTs. The two participants were shocked to learn that both times they were over the legal limit of alcohol consumption and could therefore be arrested if caught driving.



The event also included a driving component in which reporters were invited to navigate a dual-controlled vehicle, provided by the local driving instruction program [I Drive Smart](#), through a coned course while wearing goggles that simulate a .17 BAC. A reporter from WAMU volunteered to serve as our driving subject and found out firsthand that making basic maneuvers, such as backing up and parallel parking, are impossible to perform flawlessly while impaired, even at speeds of less than 15 miles per hour.

The maximum safety precautions were taken throughout the entire process, in addition to adhering to strict NHTSA protocols for drinking demonstrations. To date, this was the first time that D.C. market media have been granted full access to such a sensitive exercise, and this event allowed them to witness both the consumption of alcohol by civilians and the standard testing mechanisms used by police to determine impairment.

Coverage Highlights:

- Estimated Audience Impression²: 2,156,783
- Broadcast Coverage: 14 total hits reaching an estimated audience of 390,431 viewers
 - Media coverage on all five local Washington, D.C. affiliates: ABC-7, CBS-9, FOX-5, NBC-4 and News Channel 8
- Print and Online Coverage: Six total hits reaching an estimated audience of 1,594,352 readers.
 - Three separate stories featured on The Washington Post’s website, as well as a segment in Dr. Gridlock’s Tips in the Sunday print edition, which boasts the highest readership
- Radio Coverage: Interviews on WAMU-FM and WTOP-FM reached an estimated audience of 172,000 listeners.
- Estimated broadcast message value: \$39,295



2. WRAP continued its efforts in the District through with implementation of a **Youth and Adult Outreach and Public Education** to reduce alcohol-related injuries and fatalities. Accomplishments for FY2011 included:

• **Youth Outreach**

- Alcohol Awareness for Schools – Reaching over 300 high school students throughout the District. WRAP’s multi-media outreach program uses an interactive PowerPoint presentation, video and Fatal Vision Goggles to educate students about the dangers and consequences of underage drinking and driving.
- School Resource Guide to Preventing Underage Drinking – More than 2,500 copies of WRAP’s 12-page, annual educational guide on the Washington-metropolitan area’s underage drinking laws and consequences as well as related facts, statistics and suggested school club activities were distributed to local students.
- Ten Tips for a Safe Summer – WRAP annually PSA and web media issued, “Ten Tips for a Safe Summer” each spring, in order to combat both teen drinking and impaired driving during the time of the year when the greatest number of teen deaths occur.



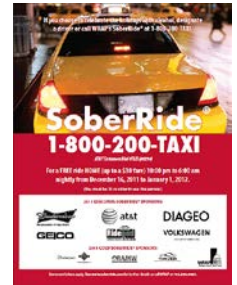
² Impressions are the total number of times a message was heard or seen in a given schedule.

- National Drug Facts Week Youth Event – Also inaugurated the regional youth event, “Know Your Facts – Shatter the Myths,” in Washington, DC in 2010 offering Washington-metropolitan area teens an interactive and educational event about alcohol and drugs.
- Moment of Silence – Held each spring as a means of calling attention to the perils of drunk driving. A letter and sample PSA/script was mailed to all public and private District schools.
- GEIGO Student Awards – Popular local awards competition honoring area high school student groups for their works in promoting alcohol and drug-free lifestyles to their peers. HD Woodson High School submitted an application.

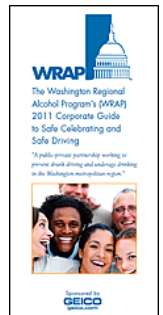


● **Adult Outreach**

- WRAP’s SoberRide program – providing free cab rides to would-be drunk drivers from Greater Washington’s roadways. SoberRide operates on Halloween, December/January holiday season, St Patrick’s Day and Independence Day. During the FY2011 these campaigns have provided over 3,600 free cab rides to local residents age 21 and older who would otherwise attempted to drive home after drinking. It should be noted that 50 percent of the 3,600 dispatched SoberRide called originated in the District of Columbia. More than 300,000 flyers and cards were distributed for the campaigns.



- Safe and Vital Employees (SAVE) – This is an innovative, business outreach bring traffic safety to the workplace while helping educate employees on the dangers of drunk driving on both a personal and professional level.
- Corporate Guide to Safe Driving and Safe Celebrating – Over 2,000 copies of WRAP’s annual 12-page, at-a-glance reference on Washington areas drunk driving laws, related facts, statistics and party tips were distributed to area business and military professionals.
- Law Enforcement Awards of Excellence for Impaired Driving Prevention – On December 17, 2010 twelve Greater Washington area officers were cited for their “outstanding commitment in the fight against drunk driving in Greater Washington” and were presented with the “Law Enforcement Awards of Excellence for Impaired Driving Prevention”. Reserve Officer Alexander Pope was the 2011 awardee from MPD.



3. Through the District’s Office of the Attorney General (OAG), an experienced attorney serves as the District’s Driving Under the Influence (DUI) Prosecutor. The DUI Prosecutor goal is to assist the District with ongoing efforts to improve DWI and DUI prosecution in the District.

In FY2011, the DUI Prosecutor handled approximately 120 cases. Of these cases, approximately 95 percent involved repeat offenders. The DUI Prosecutor continues to provide technical assistance and legal research to prosecutors on DWI-related issues. The DUI Prosecutor has tried ten trials (six were jury trials) and argued motions to suppress.

- Numerous motions, memorandum, and other responses/requests were filed including:
 - Seven motions to suppress – Rodriguez, Rahamn, Hernandez, Cutis, Billings, Anna, and Zeeshan
 - Three oppositions to withdraw guilty pleas – Lucas, Lorenzo-Garcia, and Kelly
 - Two oppositions to magistrate’s review of magistrate judge’s order - Bowman and Carrington
 - One supplemental motion to review magistrate’s order – Carrington
 - One opposition to vacate sentence - Bowman
 - One opposition to renewed MJOA – Beatty
 - One opposition to motion to quash arrest warrant - Thomas
 - One opposition to motion to strike – Giles
 - One opposition suppress defendant’s refusal - Ewing
 - One opposition reconsider enhancements - Ewing
 - One motion for Joinder – Harrison
 - Two motions for the standard’s for OWI – Higgins and Muir
 - One opposition motion to exclude urine – Linehan
 - One opposition motion to compel Brady - Duvall
- Meeting and Trainings
 - Training – The DUI prosecutor conducted 3 trainings to several AAG’s on how to prepare and to paper DUI cases.
 - Attended one DUI Enforcement meetings – In FY 2011
 - The DUI prosecutor attended sixteen breath testing meetings to discuss implementing a new model program for MPD breath test program.
 - Attended eight trial tactics and evidence trainings
- Papering
 - Assisted in papering on weekends on a rotational basis.
- Preparing cases
 - Speaking with officer and witnesses before trial about the case (witness conferences)
 - Preparing discovery responses also known as Rosser responses
 - Filing notices of expert
 - Plea negotiations
 - Ordering certified convictions
 - Ordering driving records
 - Orderings radio runs
 - Providing discovery materials to the defense
 - Preparing cross-examination of defense experts
 - Subpoenaing civilian witnesses and officers for trial
 - Assessing case strengths and weaknesses

4. Through the District's OAG, two experienced attorneys serve as the **District's Traffic Safety Resource Prosecutor (TSRP)**. The TRSP program provides training and assistance in developing programs and creating legislation to improve prosecution and enforcement of impaired driving and traffic safety laws.

These attorneys share a full-time position and provide training and assistance to prosecutors and law enforcement officers. They act as a liaison between the OAG and various government agencies involved in traffic safety. The TSRPs also provide assistance in promoting new legislation for impaired driving offenses, advise supervisory attorneys regarding matters of traffic safety, and maintain the discovery documents for impaired driving cases.

- DUI Enforcement meetings – In FY 2011, the TSRPs facilitated six DUI Enforcement meetings. These meetings consisted of a roundtable discussion between law enforcement agencies including the MPD, the United States Capitol Police (USCP), USPP and the United States Secret Service Uniform Division (USSS-UD). DUI Enforcement meetings provided an opportunity for these agencies to share resources and to discuss current issues regarding impaired driving in the District.
- Drug Recognition Expert meetings – In addition to the DUI Enforcement meeting, the TSRPs facilitated one Drug Recognition Expert (DRE) meeting, which provided an opportunity for the District's DREs to exchange information and share challenges they face in DRE enforcement with the TSP. The TSRPs also regularly attended the Traffic Records Committee Meetings (TRCC).
- Training – The TSRPs provided training concerning a variety of traffic safety topics to law enforcement and prosecutors. The following trainings were conducted in FY2011:
 - What We Prosecute (2)
 - Preparation of the Prosecution File (2)
 - Prosecutor's Guide to LIDAR Evidence (2)
 - Testimony Tips (9)
 - Criminal Section Plea Guidelines (1)
 - Use of LIDAR Evidence at Trial (1)
 - Community Court, Arraignment, and Detention Hearings (2)

A total of 22 trainings were facilitated by the TRSP to three law enforcement agencies (MPD, USCP and USPP) and approximately five new AAGs regarding how to testify in impaired driving cases.

- Coordination – The TSRPs coordinated with law enforcement agencies and the National Traffic Law Center of the National District Attorneys Association to provide presentations and training to the OAG prosecutors. These trainings included "DUI Training Day" in September 2010. As part of this training, prosecutors received presentations on Standardized Field Sobriety Tests (provided by US Capitol Police), breath testing procedures (provided by the US Capitol Police), Drug Recognition Experts (provided by MPD and US Capitol Police), and Major Crash Training (provided by MPD). In December 2010, the TSRPs coordinated training by the Office of the Chief Medical Examiner regarding use of toxicology testimony in DUI trials. The TSRPs also coordinated a Judicial "Wet Lab" presentation in December 2010. This presentation was a part of the 2010 December judicial conference for DC Superior Court judges. The TSRPs worked with MPD, US Capitol Police, and US Park Police to provide presentations regarding Standardized Field Sobriety Tests and breath test instruments. In April 2011, the TSRPs worked with the US Capitol Police to coordinate a series of training opportunities regarding the use of the Intoxilyzer breath test instrument. At the conclusion of this series of trainings, all OAG trial prosecutors completed basic Intoxilyzer training facilitated by a US Capitol Police technician. The TSRPs coordinated similar training through the US Park Police for prosecutors regarding the Intoximeter breath test instrument. The TSRPs also coordinated drug-impaired driving training for prosecutors which included presentations by Drug Recognition Experts (April 18, 2011 and April 28, 2011). On April 20, 2011, the TSRPs coordinated a Commercial Driver's License (CDL) training with the National District's Attorney's Association. In September

2011, the TSRPs coordinated training for Laboratory Technicians and Prosecutors. This training included a lecture by NDAA as well as moot court exercises for laboratory technicians. On September 16, 2011, the TSRPs coordinated Major Crash training facilitated by MPD.

- Research – The TSRPs conducted legal research on a variety of topics related to traffic safety. Specifically, the TSRPs researched impaired driving statutes from other jurisdictions in order to create an improved impaired-driving statute for the District. This project is on-going. The TSRPs also completed a research project regarding the use of post-adjudicative DUI specialty courts in order to advise OAG regarding the benefits of such programs. Because the District is contemplating developing a DWI court, similar to that already in place in many other jurisdictions nationwide, the TSRPs also conducted research on DWI courts.
- Day-to-day legal support – On a daily basis, the TSRPs provide support and act as a resource to trial prosecutors. They organize and maintain the discovery documents for impaired driving cases including breath test documents, police training manuals, and toxicology documents. The TSRPs assist prosecutors in securing documents necessary for trial. In FY 2011, the TSRPs created a new data base for the toxicology reports received for impaired-driving cases. The TSRPs also worked with OAG to create a website to allow defense attorneys to access impaired-driving discovery documents on-line. This website will assist prosecutors and will reduce the amount of time dedicated to fulfilling basic discovery requests. The TSRPs also act as screeners for new DUI cases. As screeners, the TSRPs review and analyze cases for legal sufficiency. They also meet with officers from USCP and USPP to process new impaired-driving cases. By participating in the screening process, the TSRPs are able to clearly identify issues in these cases and can incorporate these issues into future trainings with police agencies. In FY 2011, the DUI Core Team (which includes the two TSRPs and one additional attorney) screened 1229 new cases. The TSRPs also provide support in the courtroom for prosecutors and observe court proceedings to identify problem areas. TSRPs second seat prosecutors in court matters. TSRPs also assist prosecutors in drafting appropriate plea offers in impaired-driving cases. The TSRPs developed predicate trial questions for the line attorneys to use in their cases in the following areas: toxicologist testimony, breath test operator testimony, breath test technician testimony.

The TSRPs provide assistance and support to supervisory attorneys and provide advisory opinions regarding a wide range of impaired driving issues. Specifically, the TSRPs have worked closely with their supervisors in order to create a model breath program in the District. The TSRPs meet oftentimes weekly with supervisors and other members of the DUI Team in order to provide updates and identify newly emergent issues. As a part of these efforts, the TSRPs participated in the 2010 DC DUI Summit to identify issues within the MPD breath test program in October 2010. This Summit included participants from MPD, OAG, the Office of the Chief Medical Examiner, as well as several outside expert consultants. The Summit provided a roadmap for improvement of the MPD breath test program. The TSRPs have also worked to amend and improve the Impaired Driving section of the D.C. code.

- Other: The TSRPs have also worked in conjunction with U.S. Capitol Police to produce a Standardized Field Sobriety Testing training video for use in Report Writing and Testimony Tips training sessions.
5. In January 2011, the HSO concluded the support to their Chemical Testing Program at MPD. The program objectives included:
- Transition from the Intoxilyzer 5000 to Intoximeters EC/IR-II
 - Adaptation of Intoxilyzer Breath Testing Protocols to the EC/IR-II Operating System
 - Preparation of EC/IR-II Training Materials
 - Train Officers in the Use of the EC/IR-II Instrument

- Certification, Repair, and Maintenance of the EC/IR-II
- Establishment of a Regular SFST/DWI Detection Training Program
- Identification and Training of MPD Officers Capable of Managing the Program

Results:

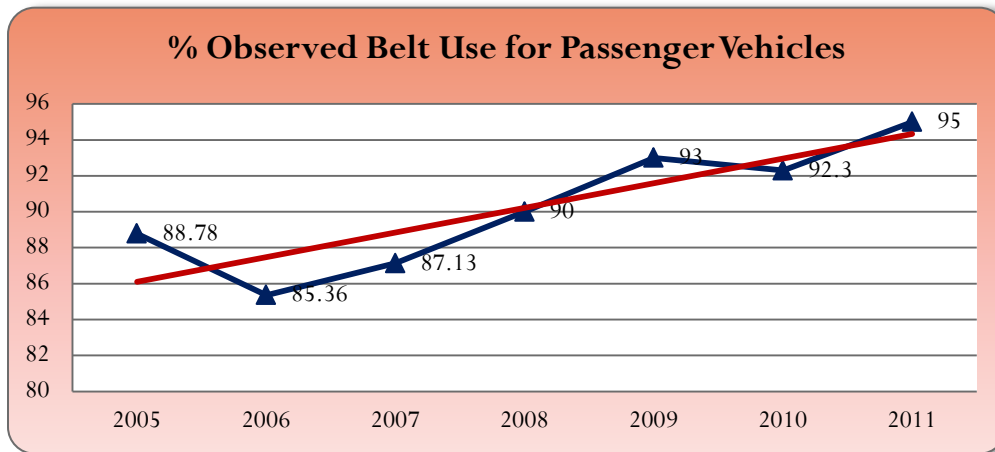
- Training officers to use the EC/IR-II instruments
- Digitization of instrument records
- Protocols for testing, certifying, and repairing the EC/IR-II instruments were implemented and reporting formats developed.
- SFST/ DWI Detection training - 52 MPD officers and 8 military personnel have been trained.

Occupant Protection Program

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

Observed Belt Usage

In 2011 the District observed seat belt use was 95 percent, well above the national average of 85 percent.



↑ 95 % (3%, 2011)
92.3 % (2010)

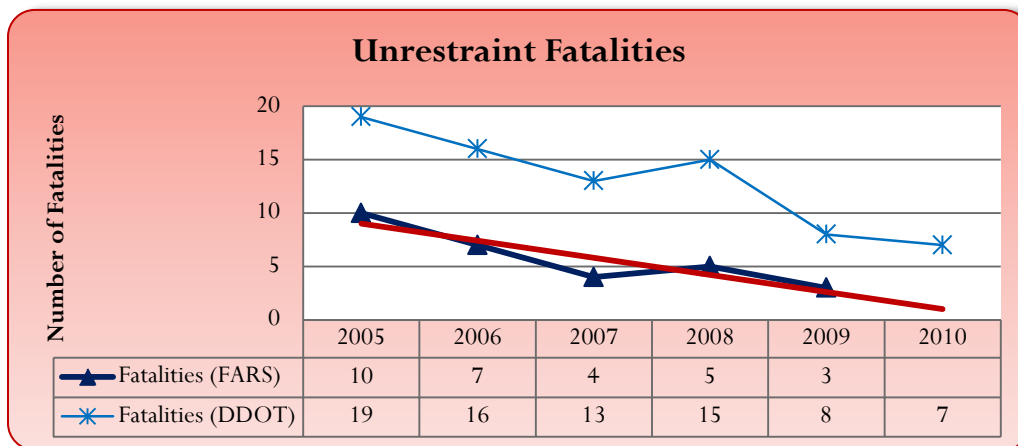
Performance Goals – Belt Usage

To increase seatbelt usage to 95 percent by 2012.

The 2011 projected goal for seatbelt usage was greater than 90 percent, which was met and exceeded.

Unrestrained Fatalities

According to District’s crash data, approximately 49 percent (14,290) of drivers or passengers involved in crashes used their seat belts in 2010. Approximately 48 percent (14,135) of drivers or passengers involved in crashes were reported with unknown seat belt usage. Only a small fraction (approximately 1.5 percent; 417) of drivers or passengers were reported with seat belt not installed or fastened. There were 7 fatalities in 2010, where the driver or occupants were not wearing their seatbelt.



↓ 8 (2009)
7, 12.5% (2010)

Performance Goal – Unrestraint Fatalities

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 20 percent from a three-year (2006-2008) weight average of 15 to 12 by December 31, 2012.

The projected goal for 2010 was 14; the goal was met.

Program Accomplishments

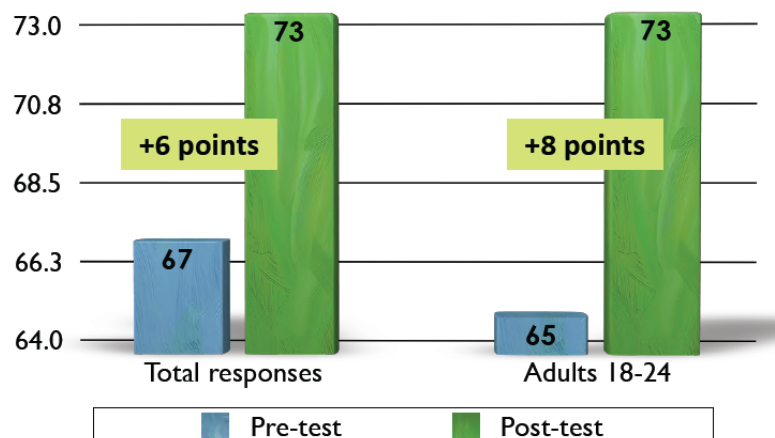
The HSO efforts for increasing seat belt usage were mainly focused on outreach, education, enforcement and assisting low-income families with child-safety seats. The following programming initiatives were used to reach our occupant protection goal in FY 2011.



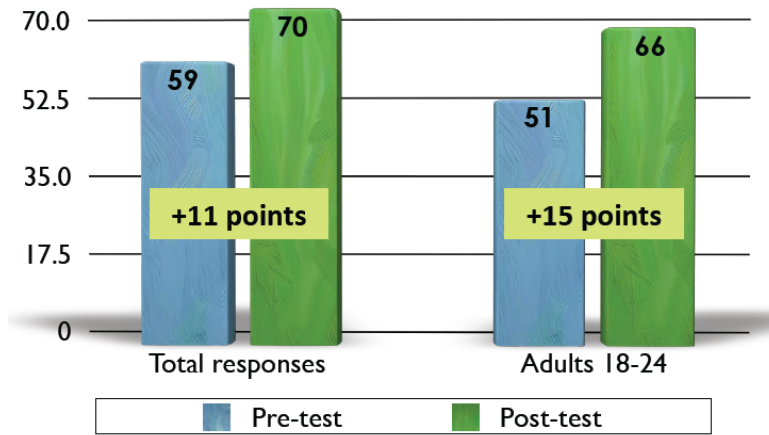
1. Spring 2011, the District of Columbia launched the annual **Click it or Ticket (CIOT) Campaign** emphasizing the importance of seat belt compliance, particularly during night-time hours. It was also stressed at the campaign that even though the District is well above the national average, seat belt usage at night, should remain a priority because the majority of traffic fatalities continue to occur at night. This year's campaign reinforced the message that law enforcement is strictly enforcing DC's seat belt laws. Unlike many other states, DC law allows police to stop a vehicle solely because its driver and/or passengers are not properly buckled up.

A pre-test and post-test were conducted to evaluate the effectiveness of the campaign. Each test was based on 250 active drivers that either live or work in Washington, DC, 50 percent males and 50 percent females, between the ages of 18 and 34 years old. The results were as follows:

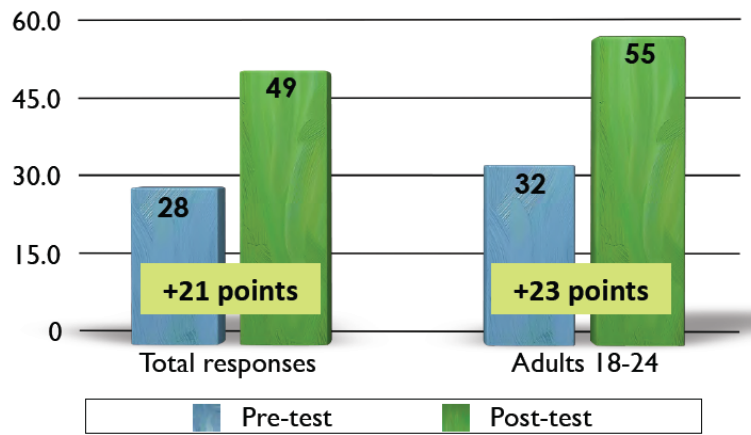
- Seat Belt Usage
 - 96 percent of respondents reported wearing their seat belts in the post-test.
 - Out of the last 10 times driving or riding in a vehicle, respondents report wearing their seat belts 9.56 times.
- Enforcement
 - There were significant increases in respondent's belief that DC police were strictly enforcing seat belt laws after the campaign.



- There were significant increases in respondent's belief that they would receive a ticket for not wearing a seat belt after the campaign.



- Awareness of police effects increased significantly after the campaign.

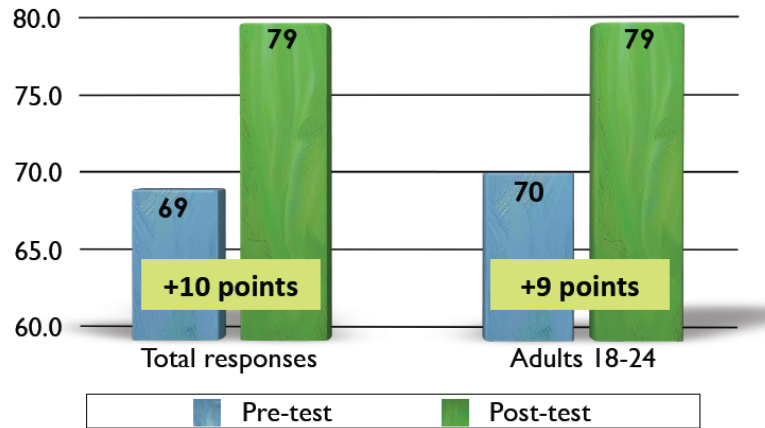


- Knowledge of Law

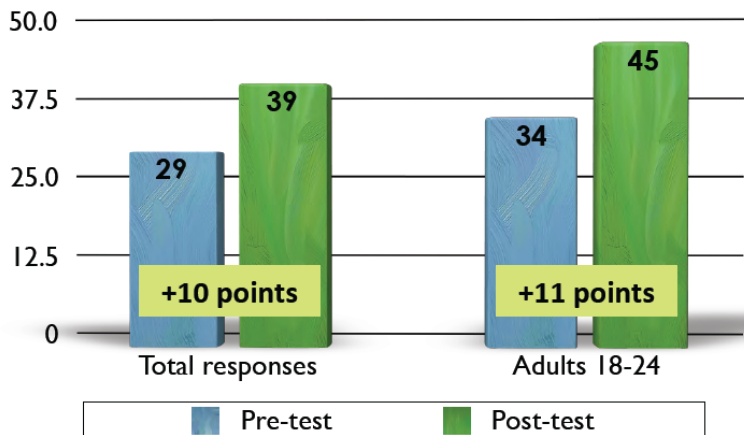
- While the majority of respondents believe people need to wear their seat belt while in the front seat of a motor vehicle, they are not as clear on seat belt law for passengers in the rear seat.

	"YES"	"NO"
Law requiring drivers to wear seat belts	96%	4%
Law requiring passengers in front seat to wear seat belts	95%	5%
Law requiring passengers in rear seat to wear seat belts	68%	32%

- Message Awareness increased significantly after the campaign.
 - In the past 60 days you have heard of the program called Click It or Ticket?



- Message Awareness increased significantly after the campaign.
 - In the past 60 days you have heard a message that says “\$50.2 points. Zero Tolerance. Click It or Ticket It”?



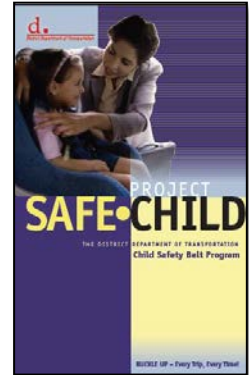
- Respondents were asked where they had seen/heard about Click It or Ticket. The top four answers are given below:

	Pre-test	Post-test
Radio	58%	59%
Television	37%	48%
Billboard	18%	35%
Newspaper	20%	20%

- These responses correspond to the media buy with radio being mentioned more often than other media. They also indicate increases in television and billboard categories.



2. The **2011 Seatbelt Usage Survey**, conducted by the University of the District of Columbia, found a 95 percent seatbelt compliance rate. The District continues to maintain its high seat belt usage, which is a 10.5 percent increase above the national average (85 percent). The District is one of fourteen States that achieved 90 percent usage rate or higher in 2011.
3. The DC Child Passenger Safety (CPS) Coordinator is responsible for the management of PROJECT SAFE-CHILD. The purpose of this program is to provide DC residents infant, toddler, and booster seats, at a reduce rate, information, and educational materials on properly buckling in children.



The following are accomplishments for FY 2011:

- Conducted over 7 Child Passenger Safety 2-hour workshops. Classes were held at the following:
 - Mary’s Center Maternal - 172 participants
 - Adams Morgan Center – 254 participants
 - Bright Beginnings program sponsored by Washington Hospital Center – 13 teen parents participated
 - Randal School – 5 participants
 - Child and Family Services – 22 participants
 - Friendship Edison High Public Chartered School – 12 teen parents participated
 - Child Development Center – 15 participants
- One 4-day course was taught through combination of lecturers, discussions of new issues, role playing and hands-on practice with both child safety seats and vehicle belt systems. The District has 68 certified technicians; staff at DDOT, MPD, Fire and EMS and Retail staff.
- Over 850 seats were provided at low cost to the District’s low-income families at the nine purchasing locations – Frank D. Reeves Center, Children’s Hospital, Adams Morgan Clinic, Georgetown Hospital, George Washington Hospital, Providence Hospital, Mary’s Center, Washington Hospital Center, and Howard University.
- There were over 1,900 child restraint seats inspected and safety material s distributed at the following locations:
 - Providence Hospital – 150 car seats properly installed over 300 safety packages
 - United Planning Organization – 50 car seats properly installed
 - St Timothy’s Child Development Center – 69 car seat properly installed
 - Gallaudet University – 28 car seats properly installed
 - Edward Mazique Child and Parent Center – 56 car seats properly installed
 - Department of Public Works Truck Touch – 18 car seats properly installed
 - General Motors car test drive at FedEx Field – 250 car seats properly installed
 - National Children’s Center – 22 car seats properly installed
 - Department of Motor Vehicles – 550 car seats properly installed
 - Metropolitan Police Department various location 425 car seats properly installed.



- Department of Fire & EMS – 250 car seats properly installed
- Frank D Reeves Center – 75 car seats properly installed.

- CPS coordinator with the Department of Health, Community Health Administration, Prenatal and Infant Health Bureau/DC Healthy Start Project meet monthly to build partnerships with the community. Support the health of women and children in the nation’s capital by working to implement services needed to reduce infant mortality, eliminate prenatal disparities and ensure that all mothers and infants enjoy healthy lifestyles.
- CPS Coordinator together DC Metropolitan Police Department, with DC Fire and EMS Department participated events, such as YMCA Annual Healthy Kids Day, John Burroughs Middle School Annual Family Day, Health Fair at the DCRA, Emergency Medical Service for Children day at Children’s Hospital, Safety Fair at the Navy Yard, East River Far Southeast Collaborative Annual Meeting, and 9th Annual Bring It All Together Day at Children’s Hospital, National Night Out with Edgewood Terrace, Brookland Manor Community Health Fair, Health Fair at Inter American Development Bank ; Take a Love one to the Doctor Day at Providence Hospital; National Walk to School Day; Rosemount Center’s Fall Fiesta, 18th Annual NBC 4 Health and Fitness Expo.
- Child Passenger Safety Week 2011 events were held at the following locations: National Car Seat Check Day was held at the Department of Motor Vehicles, events were held during the week at the following locations: 1st District Police Department, 2nd District Police Department, THEARC with DC Safe Kids, DC MPD Traffic Division, 4th District Police Department and the Department of Health Birthing Center. Information booth distributing safety materials and car seats were properly installed.

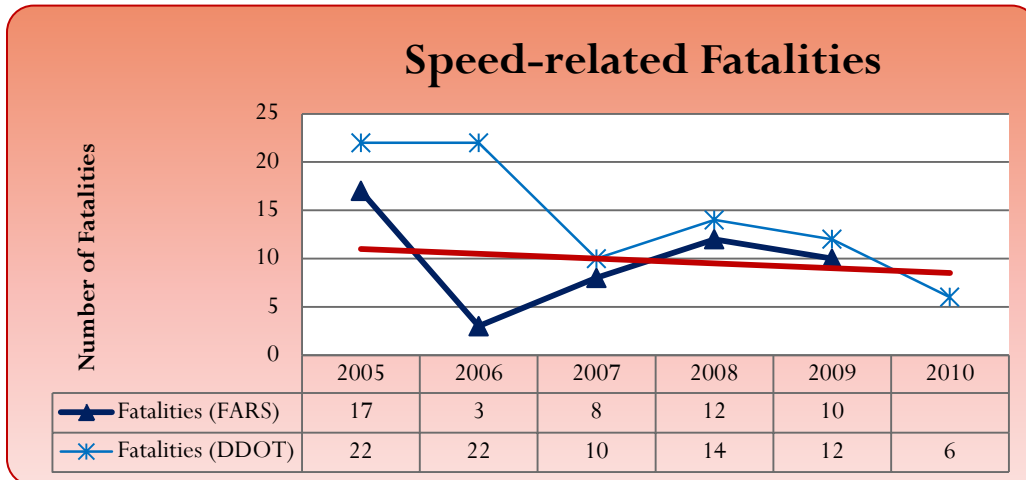


Aggressive Driving Program

Aggressive driving is characterized by violations such as speeding, tailgating, unsafe lane changes, and running both red lights and STOP signs. Speeding is always a major contributing factor in high-severity crashes. In 2010, 12 percent (2,155) of total collisions (17,955) in the District were speed-violation related, which resulted in 9 percent of disabling injuries. The data further revealed that male drivers between the ages of 16 and 40 were most likely to be involved in a speeding-related crash than any other age group.

Speeding-Related Fatalities

In 2010, speeding was the contributing factor in six traffic fatalities. Approximately, 24 percent of all traffic fatalities. This is a 50 percent decrease in fatalities from 12 in 2009 to 6 in 2010.



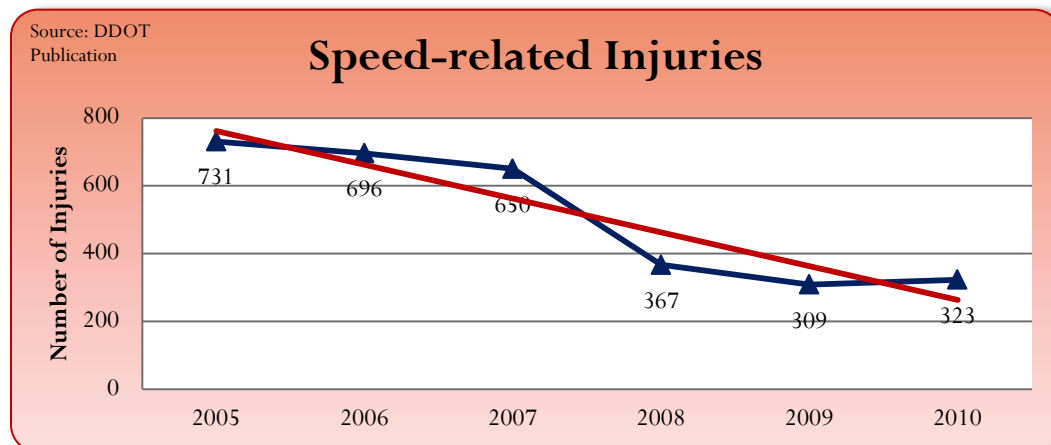
Performance Goals - Fatalities

To decrease speeding-related fatalities of 8 percent from a three-year (2007-2009) weight average of 12 to 11 by December 31, 2012.

The 2010 projected goal for speeding-related fatalities was 12, which was met and exceeded.

Speeding-Related Injuries

In 2010, there was a 3.6 percent decrease in speed-related crashes from 815 in 2009 to 786 in 2010.



Performance Goals - Injuries

To decrease speeding-related injuries by 8 percent from a three-year (2006-2008) weight average of 571 to 485 by December 31, 2012.

The 2010 projected goal for speeding-related injuries was 526, which was met and exceeded.

Program Accomplishments

The HSO worked with its partners on the following programming initiatives in an effort to reach and achieve targeted aggressive driving prevention goals for FY 2011:

1. The District, in conjunction with Virginia, Maryland, and Pennsylvania, participated in the **2011 Smooth Operator Program**. This is a regional program that responds to the public concern regarding aggressive driving through news media efforts, public education and awareness campaigns, and increased law enforcement and engineering activities. The campaign is aimed at 18- to 34-year-old high-risk males. The educational theme the campaign emphasizes “Speeding IS Aggressive Driving and It STOPS HERE”.



The campaign conducted a live roll over crash demonstration to illustrate the potentially catastrophic effects of aggressive driving. The demonstration involved a 1996 Ford Contour being tipped on its side by a tow truck, causing it to do a full 360-degree roll down a hill to simulate a run-off-the-road accident. Even from a static position, the roof of the vehicle was crushed on the driver side and the windshield was shattered. Cameras inside the vehicle captured footage of the two seat-belted passengers being violently shaken as the car flipped over as well as being showered with broken glass and debris, powerfully simulating the damage that occurs with similar accidents at higher speeds. Minutes after the demonstration, the digital footage was provided to media and several outlets included it in their reports.



The campaign began June 6, 2011, and continued through to September 18, 2011

Notable coverage highlights include:

- Reaching **nearly one million people**, specifically:
 - Nine print and online stories reaching **at least 126,433 readers**
 - 19 television stories reaching **at least 589,943 area viewers**
 - Two WTOP radio hits reaching **254,000 area listeners**
- Broadcast coverage in both the Washington, D.C. and Baltimore regions
 - Spanish-language coverage on Univision
- Total estimated publicity value: **\$57,473**
 - Print and online coverage: **\$10,650**
 - Broadcast message coverage: **\$28,823**
 - Radio coverage: **\$18,000**

AGGRESSIVE DRIVING
Around Trucks and Buses
is DANGEROUS.

Don't Tailgate Trucks and Buses.

SMOOTH OPERATOR
We're Tough on Aggressive Drivers!
www.smoothoperator.org

Law Enforcement – The results for the 2011 campaign showed that over the four enforcement waves, a total of 342,369 citations and warnings were issued.

Radio Advertising – Radio spots were developed and ran in the District of Columbia. Spots ran from the end of May through September and were concentrated during law enforcement wave periods. Spots were produced in English and Spanish, in 30-, 15- and 10-second long versions. In the Washington, DC metro area 1,735 spots, reach 74.1 percent at a frequency of 7.8x.

Cable TV – The cable television media buy consisted of: 30 spots purchased on prime programs and in network prime-time rotations that targeted high-risk segment drivers. In Washington and DC metro area, 432 spots reach 45.3 percent at a frequency of 3.8.

www.SMOOTHOPERATORPROGRAM.COM – This site primarily offers information for the campaign, and delivers a variety of information about the program, the issue, recent news and more. The site also offers some tools for use in combating aggressive drivers, including information on how to report an aggressive driver.

Collateral Materials – Smooth Operator maintains and distributes a series of brochures for area transportation and law enforcement officials. Materials are distributed to the department of motor vehicles offices, law enforcement agencies, and other public locations.



Pedestrian and Bicycle Safety Program

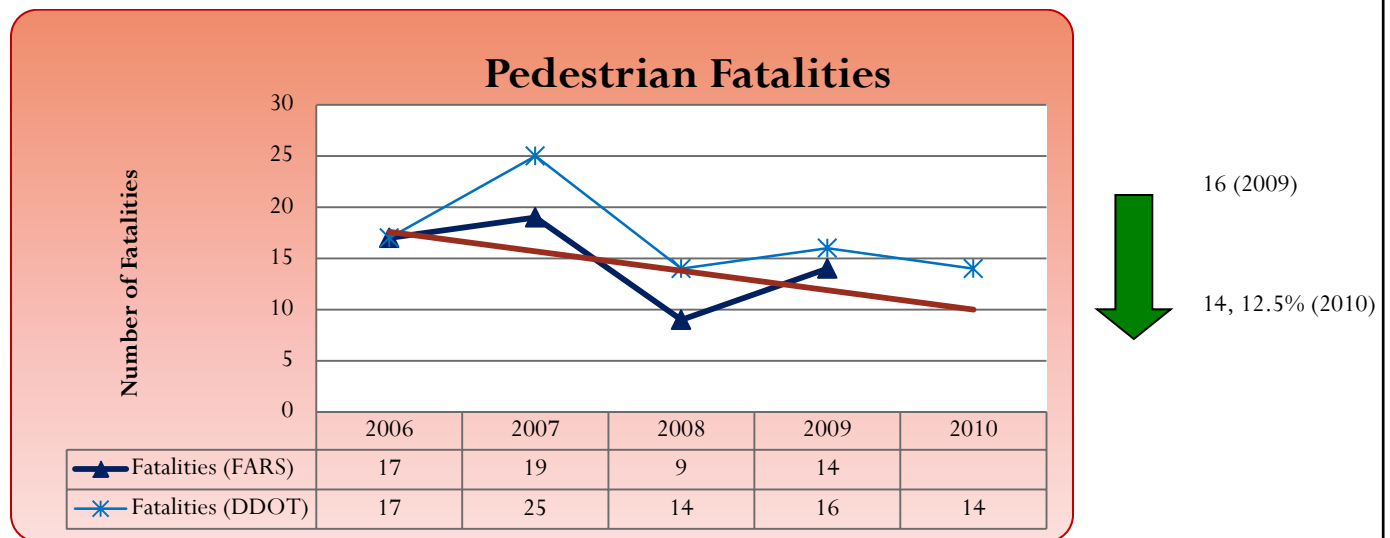
Pedestrian and bicycle safety remains a top priorities for safety planners in the District. As the Nation’s Capital, the city is the eighth most popular tourist attraction and the third worst traffic congestion in the country. These factors, combined with the high numbers of pedestrians and bicyclists traveling to work, school, or other locations, make this group particularly vulnerable. With the increase in VMT and the increase of the non-driver District population overall exposure is greater. This resulted in an increase in crashes to the non-motorized population.

Pedestrian Safety

In 2010, pedestrians were involved in 4.3 percent (777) of all collisions (17,955) in the District a pedestrian was involved. However, a majority of the pedestrians (303) complained as a result of the accident but did not have any visible injuries. The data further revealed that female pedestrian (50.4 percent) were slightly more likely to be involved in a traffic-related crash than male pedestrian (49.6 percent).

Pedestrian- Related Fatalities

In 2010, pedestrians were the leading factor in the number of fatalities in the District; 14 traffic-related fatalities (56 percent) involved a pedestrian. This represents a slight decrease from 16 in 2009 to 14 in 2010; 12.5 percent decrease.



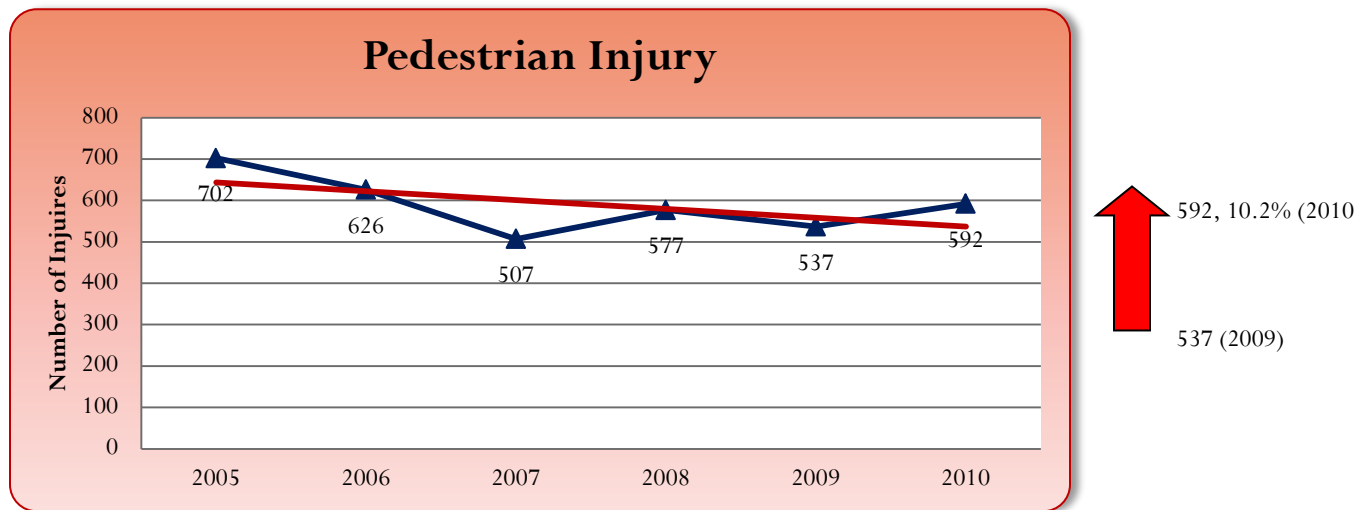
Performance Goals – Pedestrian Fatalities

To decrease pedestrian-related fatalities by 28 percent from a three-year (2007-2009) weight average of 18 to 13 by December 31, 2012.

The 2010 projected goal for pedestrian-related fatalities for 2010 was 17; the HSO goal was met.

Pedestrian-Related Injuries

Based on the 2010 preliminary data, there was a 4.33 percent increase in pedestrian-related crashes from 657 in 2009 to 777 in 2010. This resulted in a 10.2 percent increase in pedestrian-related injuries from 537 in 2009 to 592 in 2010.



Performance Goals – Pedestrian Injuries

To decrease pedestrian-related injuries by 15 percent from a three-year (2006-2008) weight average of 570 to 484 by December 31, 2012. The 2010 projected goal for pedestrian-related fatalities for 2010 was 525. The goal was not met.

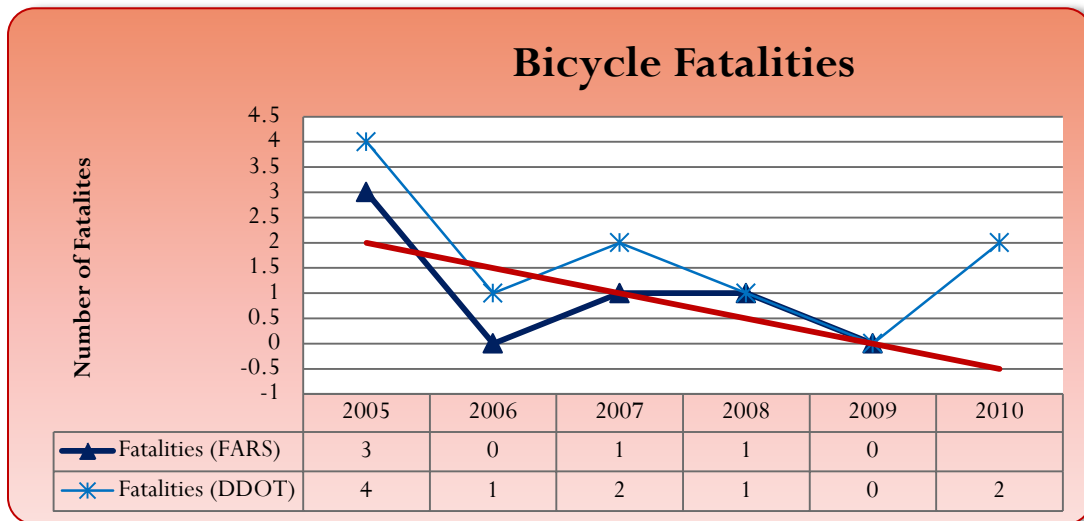
The HSO will assess the increase in pedestrian trips in 2012 and determine if that increase warrants a revision to the pedestrian goals.

Bicycle Safety

There is concern that with the added over 50 miles of bike lanes and over 3,000 users per day; bicycle fatalities and injuries could rise. The District has also instituted a new program of bike renting/sharing. By December 2011, there will be over 120 stations with 1,000 bikes for rent by the District residents, workers and tourist throughout the District. With this rapid expansion of the available bike facilities and greater exposure, there is a potential to significant increase in crashes.

In 2010, 2.8 percent (494) of total collisions (17,955) in DC involved a bicyclist, which resulted in 7 percent (34) of disabling injuries and 2 fatalities. The data further revealed that male bicyclist between the ages of 21 and 30 were most likely to be involved in a traffic-related crash of age group.

Bicycle-Related Fatalities



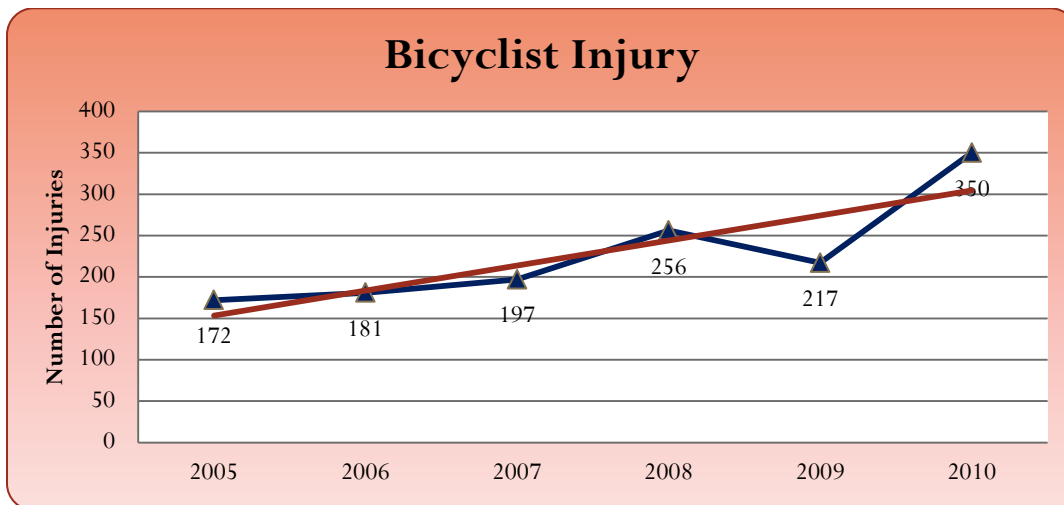
Projected Goal – Bicycle Fatalities

To decrease bicycle-related fatalities by 50 percent from a three-year (2007-2009) weight average of 1 to 1 by December 31, 2012.

The 2010 projected goal for bicycle-related fatalities was 1, which was not met.

Bicycle-Related Injuries

In 2010, there was a 2.75 percent increase in bicycle-related collisions from 312 in 2009 to 494 in 2010. This resulted in a 61.2 percent increase of bicycle-related injuries from 217 in 2009 to 350 in 2010.



Projected Goal – Bicycle Injuries

To decrease bicycle-related injuries by 20 percent from a three-year (2006-2008) weight average of 211 to 168 by December 31, 2012.

The 2010 projected goal for bicycle-related injuries was 188, which was not met.

Program Accomplishments

The HSO coordinated the following program initiatives in an effort to reach our pedestrian and bicycle safety goals.

Street Smart Campaigns is conducted across the greater Washington metropolitan area. This campaign has been promoting awareness of the consequences of motor vehicle, pedestrian and bicycle crashes, drawing attention to law enforcement efforts that target behaviors by pedestrian, cyclists and motorists, and recommending ways to reduce risks, since 2002.

The goal of this campaign is to:

1. **Reduce** the number of pedestrian and cyclists injuries and deaths across the greater Washington DC metropolitan area.
2. **Educate** drivers, pedestrians, and bicyclists about the safe usage of roadways.
3. **Increase** enforcement of pedestrians and bicycle safety laws – and make drivers, pedestrians and cyclists aware of enforcement.
4. **Build** on awareness of pedestrian/bicycle traffic safety issues that have been established in prior campaigns in order to change behaviors.
5. **Develop** a program that can be easily replicated by other localities that want to decrease pedestrian and bicycle injuries and fatalities.

The campaign is faced with specific regional challenges:

1. The Washington, DC metro area is renowned for its traffic – the city is listed at the top of the most congested cities lists.
2. The metro area is diverse, growing, and populated by many immigrants and tourists who are often unfamiliar with roads, local traffic rules and risky behaviors.
3. Pedestrian and bicyclists today use roadways and areas that were not designed for walkers and cyclists.

Two campaigns were conducted in FY2011: fall 2010 and spring 2011.

Fall 2010 – Be Alert. Be Street Smart

The Fall 2010 campaign ran from November 7 to 18, 2010, targeting men ages 18-49. This is based on research that shows that they are the group most involved in crashes and require most of the behavioral change – as drivers, pedestrians, and cyclists.

The following are the results of elements of the campaign:

Radio Spots – Radio media purchases supported increased law enforcement efforts. Messages were concentrated in the primarily Wednesdays through Sundays from 3 pm to 8 pm when the greatest number of pedestrian/bicyclist incidents is shown to occur. Spots ran on the following area stations:

- WASH-FM – Lite Rock
- WBIG-FM – Classic Rock
- WIHT-FM – Contemporary Hits
- WKYS-FM – Urban Contemporary
- WMZQ – Country
- WTOP-FM – All News
- WVRX – Classic Rock

A total of 671 spots adding up to 5,935,000 total impressions. Total reach was 50.7% and frequency 4.1.



Spanish Market Radio Buy – The Hispanic audience was targeted through WLZL FM in all times through the weeks of November 8 to 15. Sixty total spots ran for 631,000 total impressions, with a reach of 71.1% and frequency of 4.

PSA Radio Messages – Because of the public safety message and aggressive cultivation of the campaign as a Public Service Announcement (PSA), 168 of the spots that ran were free. Plus, in addition to radio broadcasts, stations ran streaming PSA messages, totaling an additional 274 messages to the public.

Outdoor Advertising – Street Smart messages were created in both English and Spanish and placed on buses and transit shelters, in locations where there are high risks and high incidence locations. Messages ran in 30 transit shelters, with five of the placement in Spanish for Hispanic areas.

Net result of impressions from these placements was 4,148,214.

Kickoff Event of High-Visibility Enforcement

On November 9, 2010, the Metropolitan Washington Council of Government and Street Smart partners kicked off the fall Street Smart campaign by issuing warnings and tickets to pedestrians and cyclists safety law offenders in a high-visibility law enforcement event. This event was held in Arlington County, Virginia. Over the three hours of concentrated enforcement, a total of 47 tickets and more than 50 warnings were issued, averaging one ticket/warning every 75 seconds.

This event earned tremendous media coverage, both during the morning enforcement wave and at an afternoon press conference. Results show that the event reached nearly three million people across the region:

- 17 print and online articles reached a total of 1,535,000 area readers.
- 48 television stories reaching at least 1,289,890 area viewers.
- Coverage by all local broadcast outlets: NBC-4, FOX-5, ABC-7, CBS-9 and News Channel 8.
- WTOP and WAMU coverage reached an audience of 172,000 listeners.
- Telemundo and Univision coverage of the event on November 9.
- One story in The Washington Post and three accompanying online stories.
- Significant social media coverage by Arlington Now, WeLoveDC and The WashCycle blogs.

This coverage delivered a total estimated publicity value of \$116,527, made up of print and online coverage of \$27,450, TV coverage of \$71,077, and radio coverage of \$18,000.

Spring 2011 – “A Giant Safety Problem”

The spring Street Smart campaign ran for four weeks from March 20 to April 16, concentrated primarily Wednesdays through Sundays from 3 pm to 8 pm. The campaign used distinctive graphics of a huge pedestrian foot or a huge bicycle, with cars and buses crashing into each other, emphasizing the “Giant Safety Problem”. The audience was slightly more defined in all adults from 18 to 49 years of age and drivers from 18 to 34 years old.

Radio Spots – Radio spots aired between 3 p.m. and 8 p.m., from Wednesday to Sunday. Research showed that this was the time when the greatest number of incidents occurred. Spots ran on the following area stations:

- WITH-FM – Contemporary Hits
- WPGC-FM – Urban Contemporary
- WKYS-FM – Urban Contemporary
- WTOP-FM – All News
- WWDC-FM – Rock
- WASH-FM – Lite Rock



- WMZQ-FM – Country
- WIAD-FM – Adult Contemporary

A total of 1,249 spots ran during the campaign’s four-week period, a total of 6,341,636 impressions. Total reach was 80.8% and frequency 6.8.

Radio and Television Media for the Hispanic Market – The Hispanic audience was targeted through both radio and TV. The Street Smart TV spot depicting a distracted driver hitting a pedestrian was edited for a Spanish-speaking audience. TV spots had a 61 percent more effective in raising awareness levels; 57 percent more effective in message comprehension; 4.5 times more persuasive than English commercial; and over 3 times more effective among bilingual Hispanics. Spots were concentrated in the middle two weeks of the campaign, and ran the week of March 28 and the week of April 4. A total of 68 spots ran, for total impressions of 1,761,480. The reach was 69.9 percent and frequency was 3.6.

The Spanish market radio buy was targeted between the 2 pm to 9 pm hours on WLZL-FM. Thirty-four spots ran each week over the four-week campaign for a total of 136 spots. The total number of Spanish language radio spots that ran added up to 1,725,360 total impressions. Total reach was 63.2 percent and frequency 3.9.

Outdoor Advertising – Messages in English and Spanish were placed in bus and transit facilities across the area:

- 100 Bus backs or tail-light displays
- 100 King displays
- 100 Rail car cards
- 1,155 Bus interior cards
- 25 Transit shelter
- Mobile billboard signs ran at 261 stops



The net result of impressions from these placements was 46,868,769.

The Spring Kickoff Event

The campaign event kickoff was held on March 29, 2011, outside the police station on New York Avenue, NW. Area leaders gathered to call attention to the need for drivers, cyclists and pedestrians to look out for each other. In addition, a cyclist who had been struck twice in the District provided her personal perspectives.

The event earned a wide variety of media coverage. Results show that, through media outlets, news and awareness of the event reached more than 1.3 million people across the region. This figure included:

- 12 Print and online articles that reached 1,078,283 readers.
- 10 television stories that reached at least 243,238 viewers.
- Radio coverage on WTOP that reached at least 45,000 listeners.
- Twitter impressions that reached at least 3,581 followers.

Contributing to success was coverage on three of the five broadcast outlets: WJLA (ABC-7), WUSA (CBS-9) and NewsChannel 8. The popular all-news radio station WTOP covered the campaign with stories on March 21 and 29.

The total estimated publicity value of these public relations efforts was \$40,740.

- Print and online coverage: \$24,500
- Broadcast coverage: \$14,490.
- Radio coverage: \$1,750

In addition, there was one print story and two online stories in The Washington Post. The story was picked up in social media outlets, including links from Greater Greater Washington and The Wash Cycle blogs. CBS Baltimore,

The Washington Times, as well as both print and online stories in The George Washington University's GW Hatchet also provided coverage.

Law Enforcement Efforts - Public awareness efforts were conducted in conjunction with increased law enforcement waves, a strategy that has been shown to positively affect behavior. During the fall and spring campaigns, 4,220 citations and 3,785 warnings were issued to motorists, pedestrians, and cyclists throughout the metro area.



In April 2011, the District Department of Transportation (DDOT), in collaboration with the Metropolitan Police Department (MPD), implemented an enforcement program in conjunction with the Street Smart education campaign at four intersections on the corridor of 16th Street NW and Georgia Avenue NW – Georgia Avenue and New Hampshire Avenue, 16th Street and Columbia Road, 16th Street and U Street, and 16th Street and Irving Street. This purpose of the study was to evaluate the behavioral impact of law enforcement and targeted education messaging on pedestrian, driver and bicyclist behaviors.



DDOT, working with researchers from Howard University, developed a list of six proxy or surrogate behaviors that would simulate the most frequent causes of pedestrian, driver and cyclist conflicts. The six behaviors are:

1. **Pedestrian-vehicle conflicts** occur when a driver comes too close to a pedestrian (within 5-6 feet) when turning into a crosswalk while the pedestrian has the “walk” signal and the driver has a green light.
2. **Right-turn-on-red conflicts** occur when the driver turning right on a red light does not come to a complete stop, affecting the pedestrian’s ability to enter and/or cross the crosswalk.
3. **Illegal pedestrian crossings** occur when a pedestrian does not cross at a crosswalk or crosses against the signal.
4. **“Right Hook” cyclist-vehicle conflicts** occur when a driver turns right across a bike lane causing the cyclist to brake and/or take evasive action to move out of the way.
5. **Cyclist violations** are incidents where cyclists ride the wrong way, run red lights, etc.
6. **Red light running** is when a driver enters and crosses an intersection after the light has changed to red.

These proxy behaviors were studied and recorded from video files collected by the District’s closed circuit television (CCTV) system for a period of two weeks before the enforcement and education program and for the two weeks after the program concluded. During the Street Smart campaign, transit shelters, bus routes and a mobile billboard were geo-targeted to concentrate around the four identified intersections. Additionally, DDOT and the Metropolitan Police Department conducted targeted enforcement in those areas focusing on drivers, pedestrians and bicyclists. Statistical comparisons gauged the impact of the law enforcement and education messaging, at a five percent level of significance.



The results revealed that enforcement combined with targeted education messaging had a great effect on two of the proxy behaviors involving drivers:

- The number of drivers turning across a crosswalk with a green light (pedestrian-vehicle conflicts) decreased by 50-66% at three of the four intersections studied.
- The number of conflicts arising from not properly stopping at a red light before turning right (right-turn-on-red conflicts) decreased by 50-100% at all four intersections.
- Of the two remaining proxy behaviors involving drivers, no “right-hook” cyclist-driver conflicts were observed during the “before” and “after” periods. Additionally, violations involving running a red light remained essentially the same during both periods.

For pedestrians not crossing at a crosswalk or crossing against the signal, marginal increases in the number of illegal crossings were noted at three of the four intersections from the “before” to the “after” period. The last intersection demonstrated a slight reduction in illegal crossings. However, none of the changes in illegal pedestrian crossings (increases or decrease) were at a statistically significant level.

The remaining cyclist proxy behavior, cyclist violations, resulted in split results as well. Two of the intersections showed a decrease in cyclist violations and two of the intersections showed an increase in cyclist violations. Of all the intersections, only the intersection at 16th and U Street showed a decrease in cyclist violations at a statistically significant level.

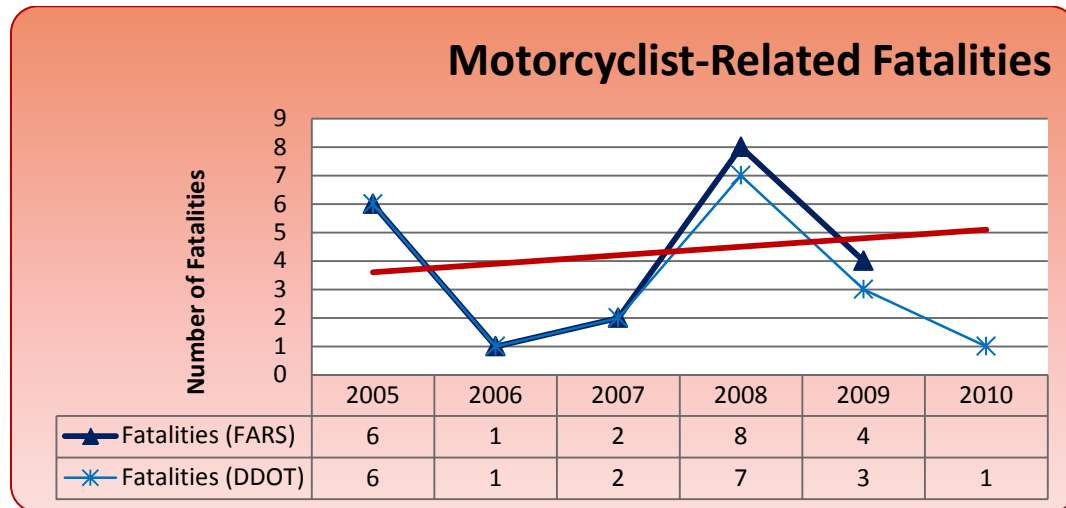
Motorcycle Safety Program

Motorcyclist crashes are a unique and severe problem and, as many analyses have demonstrated, motorcyclists are far more likely to be injured in a collision than car drivers.

Motorcycle-Related Fatalities

In 2010, 1.3 percent (235) of total collisions (17,955) in the District involved a motorcyclist. However, a majority of the motorcyclist sustained non-disabling injuries (77). The data further revealed that male motorcyclist between the ages of 21 and 50 were more likely to be involved in a traffic-related crash.

Based on the District fatality data, motorcycle-related fatalities decreased from 3 fatalities in 2009 to 1 fatal in 2010. In 2010 there were no fatalities involving unhelmeted riders.



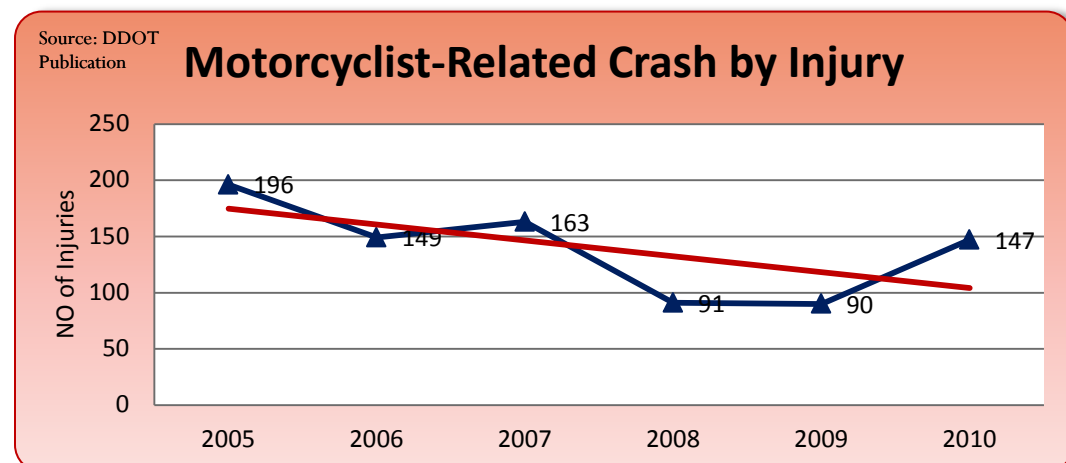
Performance Goal - Fatalities

To decrease motorcycle-related fatalities by 25 percent from a three-year (2007-2009) weight average of 4 to 3 by December 31, 2012.

Projected goal for motorcycle-related fatalities for 2010 was 4, which was met and exceeded.

Motorcyclist-Related Injuries

There was a 54.6 percent increase in motorcycle-related collisions from 152 in 2009 to 235 in 2010. This resulted in a 63.6 percent increase in motorcycle-related injuries from 90 in 2009 to 147 in 2010.



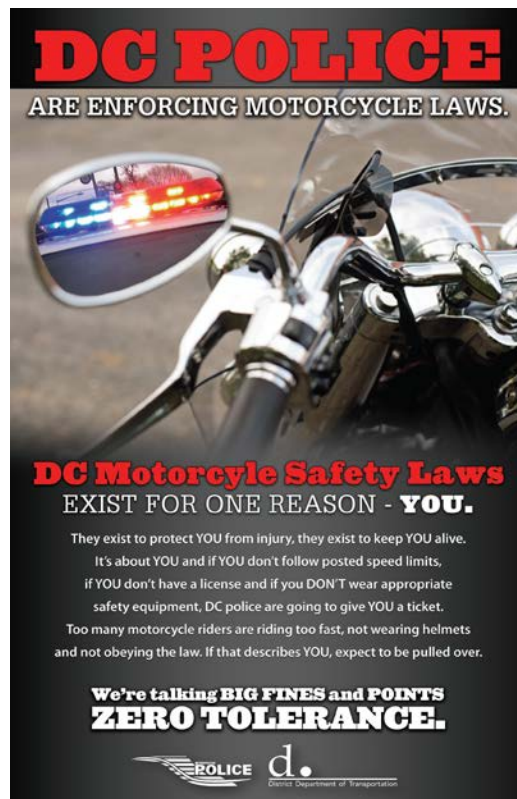
Performance Goals - Injuries

To decrease motorcycle-related injuries by 28 percent from a three-year (2006-2008) weight average of 134 to 96 by December 31, 2012. Projected goal for motorcycle-related injuries for 2010 was 114, which was not met.

The HSO have initiates a project to determine the true extent of the motorcycle crash problem and develops appropriate mitigating measures. The results of this project will impact this area in future HSPP.

Program Accomplishments

The Homeland Security and Special Operation Division Traffic Safety and Specialized Enforcement Branch focused its efforts on motorcycle safety. Officers targeted motorcyclist who were speeding, drinking, not wearing helmets, and not obeying the law. See police Traffic Service section for enforcement results.



Traffic Records Program

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

Goals

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.

Program Accomplishments

The District's Traffic Records Coordinating Committee (TRCC) was established in FY2007 and continues to meet quarterly.

Some key project highlights for FY 2011 are as follows:

- Automation of Crash Reporting
 - MPD released a new version of the traffic crash application in September, 2011 and all of MPD's partners (USSS and USCP) have switched over to the new system.
 - Updated the diagram in the newest version of the traffic crash application which verifies more of addresses (against the MARS) thereby improving information on the crash location (95% accuracy). If the address doesn't verify Officer's cannot do the diagram.
 - MPD conducted a series of roll call trainings to train officers on the new system.
 - DDOT has access to about 90% of the day's crashes on a nightly basis. MPD Supervisors are pushing their Officers to make sure that they get their crash reports in by the end of the tour and all them are Supervisor approved.
- Commercial Vehicle Crash Data Entry
 - MPD received a high priority grant award from FMCSA in summer of 2011 to improve the timeliness with which they deliver commercial vehicle crash data and to reduce some of the back log from the older paper reports which MPD wants to enter into SAFETYNET. The actual monies were received on Nov 7, 2011 as MPD had to wait for the fiscal year to carry over and for all the money to be processed. MPD submitted a detailed plan for the project to be completed by September 2012 to FMCSA.
- EMS Repository
 - ePCR records matched daily with field responses and reports generated to assure complete reporting and identify to management where proper procedures are not being followed.
 - FEMS initiated working on an RFP for the new billing contract that would enable them to produce a NEMSIS-compliant data extract at the expense of the contractor.
- GIS Repository Update
 - OCTO conducted aerial photography in April 2010 (it was also their most successful base map update using Arc Server technology) and released the aerial photography and updated base map online in March 2011.
- Master Address Repository System
 - OCTO added over passes and under passes as locations/intersections to improve accuracy with respect to MPD crash locations.

- DWI Courts
 - SCDC is pursuing the establishment of DWI courts through the National Center for DWI, a division of the National Association of Drug Court Professionals.
- JUSTIS (Criminal Justice Coordinating Council-CJCC)
 - Interagency project to exchange case initiation data among MPD, Pretrial Services Agency (PSA), USAO/OAG, Public Defender Services (PDS), and SCDC (arrest, prosecution and disposition-related data) that has historically been shared via paper. Phase 1 of the project went live in September 2011.
- Trauma Data Repository
 - Software purchased and DOH working with DDOT to implement the system.

The TRCC though the HSO is working to conduct two Federal programs – the Crash Data Implementation and the Road Safety Assessment programs. this together with NHTSA Traffic Records Assessment scheduled for the FY2012 will assist in updating the Traffic Records Strategic Plan (also scheduled for FY2012).

Police Traffic Services

The HSO continues to provide funding for the MPD to conduct Traffic Enforcement Programs (TEP) on District roadways as well as training for law enforcement and other highway safety personnel. MPD is committed to assisting the HSO in participating in the District-wide Checkpoint Strikeforce, Smooth Operator, and Click It or Ticket campaigns.

Program Accomplishments

Below is a summary of the MPD FY2011 results:

<i>CITATIONS</i>	<i>TOTALS</i>	<i>ARRESTS</i>	<i>TOTALS</i>
Child Passenger	506	DUI/DWI	1,280
Seatbelt	5,765	DUI Refusal	320
Distracted Driver	759	No Permit	4,805
Cell Phone/Other Devices	7,907	Operating after Suspension	2,023
Speed	10,625	Operating after Revocation	20
Other	7,904	Reckless Driving	183
Total Citations	22,748	30 Over Posted Speed	76
Sobriety Checkpoints	14	Other Traffic	325
Saturation Patrols	25	Felonies	3
		Total Arrests	9,009

MPD also participated in the following events:

- Nationwide car seat event
- CPS workshop Mary Center
- AAA CPS Demonstration DC Amory
- All State Family First Car Seat Safety Tips Convention Center
- Holiday Car Seat Check UPO 301 Rhode Island Avenue NE
- Anacostia Senior High Teen Mom Presentation the Importance of Child Restraint
- 501 New York Avenue, NW car seat inspection station
- Gallaudet University Bus Rodeo
- Engine Co 12, 2225 5th Street NE, CPS Installation Station
- Engine Co 33, 101 Atlantic St SE, CPS Installation station and workshop
- Engine Co 31, Connecticut Ave NW, CPS Installation Station
- Providence Hospital Monthly
- Drive to Stay Alive underage drinking Ballou Senior High School
- McKinley High School Summer Safety presentation (underage drinking)
- Engine Co 08, 1520 C Street, SE CPS Installation Station
- Traffic Safety Specialized Enforcement Branch CPS Inspection Station
- Mary Center CPS workshop for parents 2333 Ontario Road, NW
- 3320 Idaho Ave, NW, car seat inspection.

Cops in Shop Compliance Checks as follows:

COMPLIANCE CHECK	NUMBER
Identification	1,005
ABC Establishment	279
ABC Violations	5
Arrest	22

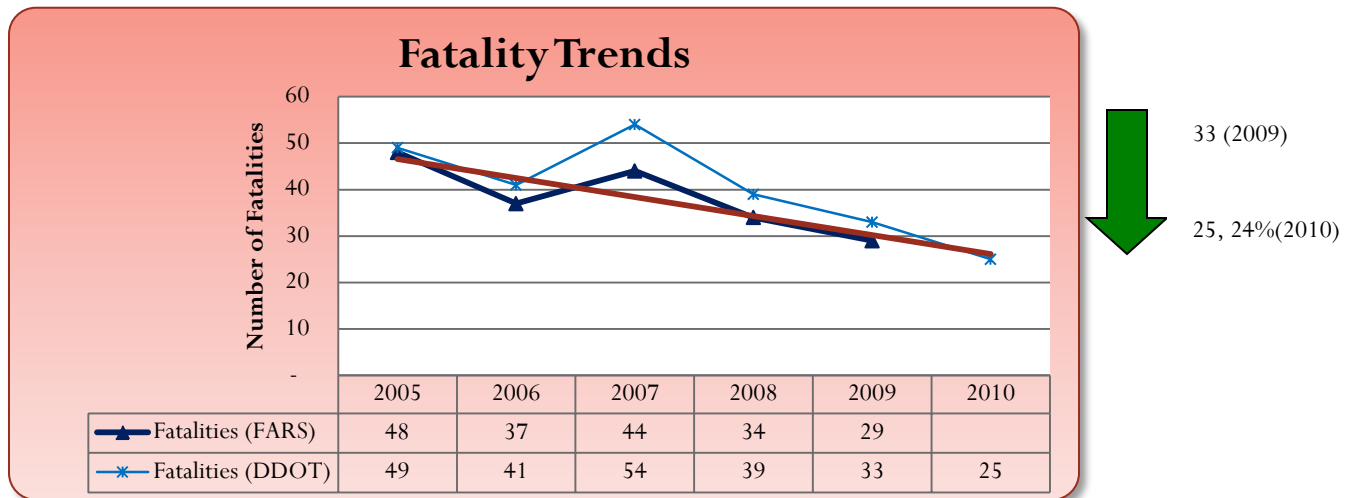
	2007	2008	2009	2010	2011
Seat Belt Citations	850	1337	4345	6964	627
Impaired Driving Arrest	134	134	1029	1239	1280
Speeding Citations	3613	2877	5519	10625	10625

Roadway Safety

The District of Columbia seeks to reduce serious and fatal injuries in the District. Through a collaborative effort between the public and private stakeholders groups, the District began implementing the strategies outlined in the Strategic Highway Safety Plan (SHSP), 2007.

Traffic-Related Fatalities

Based on the District's data, there was a 24.2 percent decrease in fatalities from 33 in 2009 to 25 in 2010.



Goals - Fatalities

The District of Columbia seeks to reduce the number of serious and fatal injuries in the District by 50 percent by 2025.

Projected goal for 2010 was 41; the goal was met and exceeded.

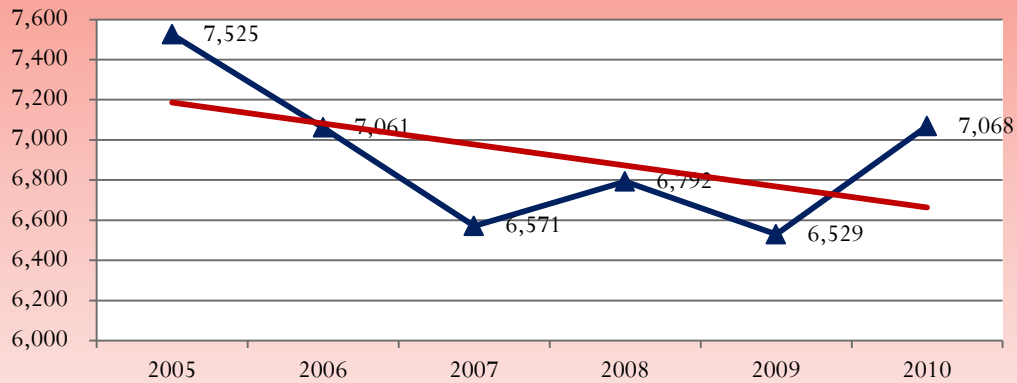
Traffic-Related Injuries

In 2010, there was an increase in all crashes from 16,841 in 2009 to 17,955 in 2010, a 6.6 percent increase. The spike in crashes is due in part to improved record keeping, improved training of MPD officers, and the new crash and FEMS record management systems. The District saw an increase in injury crashes by 8.3 percent from 6,529 in 2009 to 7,068 in 2010. Further, with the successful implementations of numerous engineering and enforcement countermeasures there is a shift from fatal crashes to less severe injury crashes.

The District is aware of this injury spike and through the combined effort of the SHSP and the HSPP the District is addressing this.

Source: DDOT Publications

Injury Trends



7,068; 8.3% (2010)
6,529 (2009)

Goals - Injuries

The District of Columbia seeks to reduce the number of serious and fatal injuries in the District by 50 percent by 2025.

Projected goal for 2010 was 6,472; the goal was not met.

Program Accomplishments (SHSP):

Actions is to being taken to update the SHSP in FY2012. This will include Action Plans by Agency, that allows for easier tracking and HSO assistance.

Detailed Accomplishments:

High-Risk Drivers

- High-visibility enforcement (MPD)
- Implemented technologies to deter speeding and red-light running (MPD)
- Used LIDAR and other technologies in enforcement (MPD)
- Court to expedite prosecution of DWI cases (SCDC)
- DWI Prosecutor (OAG) to expedite prosecution of DWI cases (OAG)
- Nightly electronic exchange of data between SCDC and DMV (traffic conviction data)
- Ignition interlock program (DMV, ongoing)
- Developed new driving manual and testing system (DMV) implemented
- Handheld Ticket Writing Project (MPD) — Completed: Software uploads the ticket to the ticket database as soon as the units are docked. This will reduce the number of tickets dismissed each year due to late submittal (\$1.33M for MPD and USPP alone in CY07) and save staff time required to manually turn tickets into DMV.
- Establish a web and FTP application to allow jurisdictions to electronically report convictions to the District (DMV) — Ongoing: DMV initiated discussion with neighboring jurisdictions to develop a web application that allows States to report low-volume convictions via the Internet and an FTP application to electronically report high-volume convictions to the District.
- Validation of vehicle information (DMV) — Ongoing: As part of Phase 1 implementation, most insurance companies have started reporting insurance information to the Vendor. The DMV DESTINY system is verifying

vehicle insurance with the Vendor's database through a web services link. A customer's insurance is verified during new registration and vehicle renewal transactions to ascertain the insurance status of an applicant's vehicle.

- DWI/Drug Courts (SCDC) — Ongoing: SCDC plans to establish a model DWI court system by Summer 2012.
- LEADRS (OAG/MPD) — Ongoing

Pedestrian and Bicycle Safety

- Adult School Crossing Guard program fully under DDOT administration (previously under MPD)
- Implemented Pedestrian Master Plan elements – example: corridor improvements
- New sidewalk construction program
- Accelerated the Bike program
- Continue training MPD officers in general pedestrian safety issues

Engineering

- Traffic Control Officer program fully under DDOT administration (previously under DPW)
- Continued/accelerated the HSIP Program with its own construction contract.
- Continue training in Road Safety Audits, Transportation Management Plans, etc.
- GIS Repository Update (OCTO) — OCTO GIS updated and released 2010 orthophoto and planimetric layers in March 2011. Funding in place to complete aerial photography for 2012. Funding sources beyond 2012 not identified.
- Master Address Repository System (OCTO) — Completed: Published to DC GIS. Weekly updates ongoing.
- Street Inventory System Migration (OCTO) — Completed: Published to DC GIS - Quarterly updates on-going.

Special Vehicle

- Automated PD-10 crash form – May 19, 2008 (Phase 2 enhancements ongoing, MPD)
- Developed Traffic Records Information System Strategic Plan (Implementation ongoing, District-wide)
- Improved safety procedures at WMATA.
- Implemented Motorcycle Safety information campaign (DDOT)
- Performance and Registration Information Systems Management Program, PRISM (DMV) — Completed.
- Electronic truck inspection data system (MPD) — Completed.

Special Target Areas

- Community outreach on importance and proper fitting of seat belt and child seat use

Campaigns

- Implemented numerous safety campaigns (Smooth Operator, Click It or Ticket, Street Smart, Checkpoint Strikeforce, etc.) with significant positive impacts.