



**DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



d.

**HIGHWAY SAFETY PLAN
FOR
FISCAL YEAR 2009**

**Adrian Fenty, Mayor
District Department of Transportation
Carole A. Lewis, Highway Safety Office Coordinator**



EXECUTIVE SUMMARY

On behalf of the Mayor of the District of Columbia, and the Director of the District Department of Transportation, the D.C. Highway Safety Office (HSO) is pleased to present the Fiscal Year 2009 Highway Safety Plan. This plan provides an outline for improving the safety of all motorists on the District's roadways, details the priority areas, performance goals, and measures the initiatives to be undertaken to decrease the loss of life and injuries resulting from motor vehicle crashes.

For FY 2009, the following highway safety priority areas have been identified:

- Occupant Protection
- Impaired Driving
- Aggressive Driving
- Traffic Records
- Pedestrian /Bike Safety
- Engineering/Infrastructure

Data driven problem identification was conducted to determine the most appropriate priority areas to fund to improve the city's crash, fatality and injury picture.

In addition to detailing the problem identification process utilized to identify the priority areas and accompanying goals for the coming year, the Highway Safety Plan includes an organizational overview of the Highway Safety Office, demographic information of the city's population, a description of the process undertaken to select sub grantees for FY 2009, and the Highway Safety Cost Summary and Certifications and Assurances.

The Highway Safety Plan is the District's blueprint for improving highway safety in the District of Columbia.



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*DISTRICT OF COLUMBIA
OFFICE OF HIGHWAY SAFETY*

Our Mission:

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 of the environment, and ensuring that communities are fully realized.

Our Vision:

By the year 2025, the District of Columbia will achieve a safe and efficient transportation system that has zero traffic related deaths and disabling injuries.

On May 21, 2002, the District Division of Transportation became the new District Department of Transportation, a cabinet-level agency that is charged by the Mayor, the City Council and the citizens of the District of Columbia with guarding and improving the city's transportation system. The Highway Safety Office (HSO) is within the Transportation Policy and Planning Administration of DDOT. The Chief of that office oversees the District's highway safety program, which is supported by federal highway safety funds. In addition, the District is awarded incentive and innovative program funds for occupant protection, child passenger protection, as well as reducing both intoxicated and impaired drivers.

Recently DDOT underwent a reorganization, which affected the Highway Safety Office (HSO). The DC HSO now reports directly to the Associate Director, Transportation Policy and Planning Administration, District of Columbia Department of Transportation. Currently there are two full-time staff positions with the DC HSO. Carole A. Lewis is Chief of the Highway Safety Office and serves as the coordinator of the District's highway safety program. Ms. Lewis supervises Karen Gay, Child Passenger Safety Specialist. Ms. Gay's primary duty is to administer the District's child passenger safety program. The vacant Alcohol Manager position was filled by the hiring of a Traffic Safety Resource Prosecutor, with the Office of the Attorney General, as well as a DUI Prosecutor. The Assistant Coordinator's position is currently vacant. Once the position is filled that individual will take the lead on the development of the District's Highway Safety Plan (HSP), oversight of the traffic records system, grants development and administration.

Highway safety programming is focused on public outreach and education; high-visibility enforcement; utilization of new safety technology; collaboration with safety and business organizations; and cooperation with other city agencies. Programming resources are directed to the following identified highway safety priority areas: Occupant Protection, Impaired Driving, Aggressive Driving, Traffic Records, Pedestrian/Bike Safety and Engineering/Infrastructure.

The primary functions of the HSO include:

- ◆ Problem Identification: Includes identification of actual and potential traffic hazards and the development of effective countermeasures.

- ◆ Administration: Includes the management of federal highway safety funds, distribution of these funds to agencies and the preparation of the Annual Highway Safety Plan and Annual Evaluation Report.
- ◆ Monitoring & Evaluation: Includes monitoring legislative initiatives that affect highway safety and evaluating the effectiveness of approved highway safety projects.
- ◆ Public Information & Education: Includes development and coordination of numerous media events and public awareness activities with emphasis on the identified priority areas.

Safety Staff and Responsibilities

Recently the DDOT underwent a realignment, which also included the Transportation Policy & Planning Administration, and the placement of the highway safety office. It is no longer a separate division, as in previous years. The new Organization Chart depicts three (3) Divisions:

1. Policy Development Division
 - Public Space Policy Branch
 - Transportation Systems Policy Branch
 - Research & Development Branch
2. Strategic Transportation Planning Division
 - Transportation Systems Planning Branch
 - Regional Planning Branch
3. Plan Review & Compliance Division
 - Compliance Branch
 - Plan Review Branch
 - Public Space Management Branch

The District of Columbia's Highway Safety Office (DC HSO) reports directly to the Associate Director of the Transportation Policy and Planning Administration, DC Department of Transportation. Currently there are two full-time staff positions with the DC HSO. Carole A. Lewis serves as the coordinator of the District's highway safety program. Ms. Lewis supervises Karen Gay, Child Passenger Safety Specialist. Ms. Gay's primary duty is to administer the District's child passenger safety program. One of the vacant positions was filled by the hiring of a Traffic Safety Resource Prosecutor as well as a DUI Prosecutor. The Coordinator's Assistant/Program Manager (currently vacant) position will take the lead on the development of the District's Highway Safety Plan (HSP), oversight of the traffic system, grants development and administration.

HSO ORGANIZATION CHART

(Director - Vacant)
**Frank Seales, Jr., General Counsel
& Interim Director**
District Department of Transportation

Karina Ricks ----- **Carole A. Lewis**
Associate Director Highway Safety Program Officer
Transportation Policy & Planning Administration (Highway Safety Coordinator)

Vacant
Assistant to Coordinator

Karen Gay
Child Passenger Safety Manager

Poppi Hagan
Traffic Safety Resource Prosecutor/
Office of Attorney General

DUI Prosecutor
Office of the Attorney General

James G. Austrich
Traffic Safety Specialist
Metropolitan Police Department, DC

NHTSA Training Completed

The Coordinator has completed the NHTSA Highway Safety Program Management Course, the Financial Management Course, and Managing Your Federal Finances and Tracking Your Grants. The Child Passenger Safety Specialist has completed the Standardized Child Passenger Safety Technician Training as well as NHTSA's Instructor Development Course. All law enforcement officers who work under the highway safety impaired driving program are trained in NHTSA's DWI Detection and Standardized Field Sobriety Testing. The DRE Program in DC is starting fresh. Two officers from the US Capitol Police completed the program and are certified.

Delegation of Authority

The representative responsible for the administration of the District of Columbia's Highway Safety Program is the Director of the, District Department of Transportation. Currently that position is vacant but the Interim Director is Frank Seales, Jr., General Counsel for DDOT.

Citywide Demographics

Population

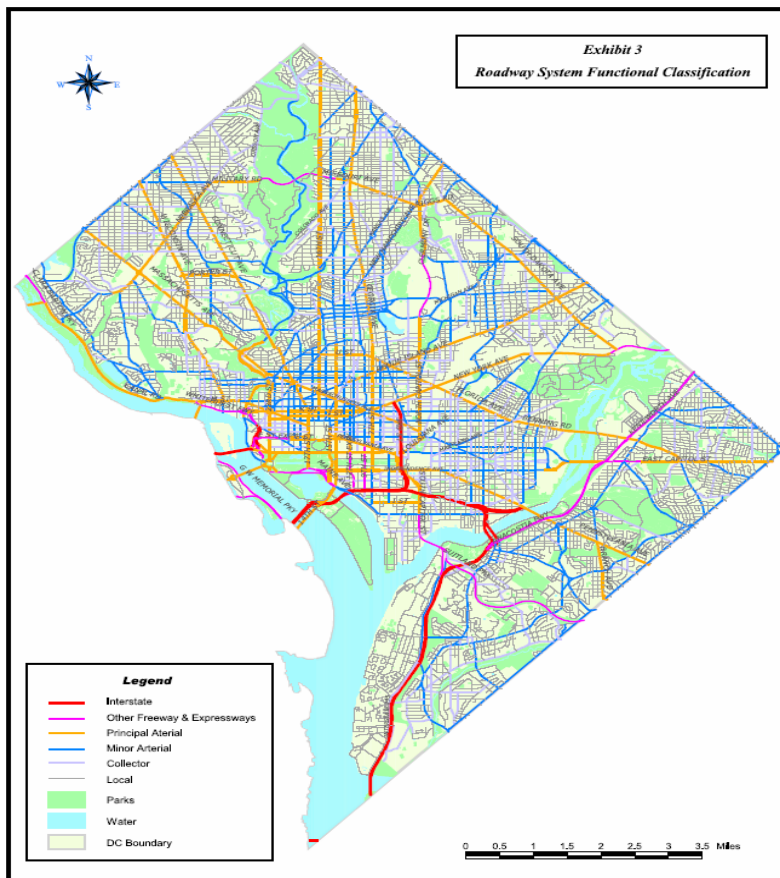
In 2007, there were 550 thousands people living in the District of Columbia.

Licensed Drivers

In 2006, there were 355 thousand licensed drivers. Of which 15 thousand (4.2%) were ages 16-20 and 39 thousand (10.9%) were ages 65+.

Road Miles

There are 1,153 road miles in the District of Columbia.
54 miles or 5% are classified as Freeways and Expressways.
92 miles or 8% are classified as Principal Arterials.
173 miles or 15% are classified as Minor Arterials.
152 miles or 13 % are classified as Collectors.
6 miles or 60 % are classified as Local Roads.



VEHICLE MILES OF TRAVEL

In 1994, the annual vehicle-miles of travel (VMT) in the District of Columbia were 3.4 billion miles. In 2004, the annual vehicle-miles of travel had increased to 3.7 billion miles; a nine percent (9%) increase over ten years. VMT does affect the number of fatalities and injuries. In the absence of any safety improvement, as VMT increases, the number of fatalities and injuries also tend to increase due to increased exposure.

Figures

The table below shows the number of fatalities and injuries involving motor vehicles between 2000 and 2005.

CITYWIDE MOTOR VEHICLE STATISTICS

Table 1. TRAFFIC SAFETY STATISTICAL OVERVIEW

	2001	2002	2003	2004	2005	2006	2007
Seat Belt Use	84%	85%	85%	87%	89%	85%	87%
Total Fatalities	68	47	67	45 ¹	49	41	54
Fatalities/100M VMT	1.81	1.33	1.61	1.20	1.32	1.13	1.5
Total Injuries	10,758	8,775	8,233	8,054	7,555	7,053	6,452
* Unbelted Passenger Vehicle Occupant Fatalities	29	13	23	10	14	7	15
	59%	41%	57%	46%	62%	41%	60%
Est. % of Alcohol-Related Fatalities, at .08%+	40%	48%	47%	34%	44%	37%	33%
* Alcohol-Related Fatality Rate/100M VMT	.91	.68	.98	.51	.70	.XX	Not Avail
Total Motorcycle Fatalities	5	7	7	10	6	1	2
Total Speed-Related Fatalities	19	17	22	31	22	17	15
VMT	3,750	3,547	4,150	3,742	3,713	3,623	
Population Census	572,059	572,059	572,059	572,059	550,521	550,521	550,521
Pedestrian Fatalities	11	7	18	10	16	17	25

Source: FARS (fatalities); also Census Bureau, FHWA, NHTSA, and DC publications and data

¹ Figures in red based on D-DOT tabulations from separate fatality spreadsheets.

STATUS OF TRAFFIC SAFETY LAWS

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	x		April 9, 1997	N/A
Graduated Drivers License	x			
Open Container Law (154)	x		2000	N/A
Repeat Intoxicated Driver Law (164)	x		2000	N/A
CPS	x		1982	
Booster Seat	x		2002	
Motorcycle Helmet Law	x			
Prohibit Racial Profiling		x		N/A
High BAC				N/A

Estimated Cost of Crashes

In the District of Columbia, traffic crashes in 2005 incurred:
 \$ 5.8 million in EMS costs
 \$ 15.8 million in workplace costs
 \$ 50.6 million in legal costs
 \$ 326.2 million in household productivity
 \$ 12.5 million in traffic delays
 \$ 79.7 million in medical costs
 \$ 244.9 million in property damage
 \$ 15.8 million in work productivity
 \$ 44.8 million in income tax
 For a total costs of \$ 830 MILLION!

Miscellaneous State Data

Elected Officials

- Adrian M. Fenty, Mayor of the District of Columbia
- Council of the District of Columbia
- US Congressional Representative, Delegate Eleanor Holmes Norton
- Board of Education
- Advisory Neighborhood Commissions

Council of the District of Columbia

The DC Council has 13 elected members, one from each of the eight wards and five elected at-large.

Vincent C. Gray, Chairman-At-Large	Tommy Wells
Carol Schwartz	David Catania
Phil Mendelson	Jim Graham
Jack Evans	Mary Cheh
Harry Thomas, Jr.	Muriel Bowser
Yvette M. Alexander	Kwame R. Brown
Marion Barry	

District of Columbia Courts

Superior Court of the District of Columbia is the trial court of general jurisdiction. It hears civil, criminal, administrative, family, landlord and tenant, and other cases involving DC law.

DC's Court of Appeals is the appellate court. It hears appeals from the Superior Court and administrative agencies for the District government. The Court of Appeals also regulates the District of Columbia Bar.

Metropolitan Police Department's Districts & Police Service Areas (PSA's)

On May 2, 2004, the Metropolitan Police Department implemented a major restructuring of its Police Service Areas (PSAs). The goal of the restructuring was to ensure better police services for DC neighborhoods by providing greater flexibility in neighborhood patrols and by aligning PSAs more closely with natural boundaries. The restructuring plan reduced the number of PSAs from 83 to 44, thus creating new boundaries for the PSAs as well as for some of the seven police districts. The DC Council developed the plan following extensive public discussion and a 60-day review.

SUMMARY OF DC'S FISCAL YEAR 2009 HIGHWAY SAFETY PROGRAMS

Our Long Range Goal

The District of Columbia seeks to reduce the serious and fatal injuries in the District by 50 percent by 2025. To achieve the goal relating to a reduction in traffic fatalities, the District must consistently record 2.5 percent fewer fatalities each year for the next 20 years. To achieve the goal relating to a reduction in injuries, the District must record more than 200 fewer injuries each year for the next 20 years.

Our Immediate Goal

To reduce fatality rate per 100 million vehicle miles traveled from 1.29 2005 to 1.1 in 2009.

1. Occupant Protection – To increase seat belt use from 87.04% in 2007 to 92% in 2009. In order to achieve a 92% seat belt use rate, DC must convert the 28% of its current non-seat belt users into seat belt users.
2. Impaired Driving – To reduce alcohol-related fatalities from 15, or 37% in 2006 to 13, or 15% in 2009.
3. Aggressive Driving – To reduce fatal crashes resulting from aggressive driving behaviors from 26% in 2007 to 20% in 2009.
4. Traffic Records – 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 utilized in problem identification and program development processes.
5. Pedestrian/Bike Safety – To reduce pedestrian fatalities by 10% (from 25 in 2007 to in 2009.)
6. Engineering/Infrastructure
 - Improve delineation;
 - Improve surface treatments;
 - Improve design features and processes;
 - Conduct roadway safety audits;
 - Install median barriers
 - Develop:
 1. Clear zone policy
 2. Roadside furniture relocation and delineation policy
 3. Tree placement, removal and delineation policy
 4. Delineate utility poles, other fixed objects
 - Increase enforcement of intersection violations;

- Develop and deliver an intersection safety education program for engineers and planners
- Improve safety through traffic control and operational improvements at site-specific high-crash locations
- Improve safety through better driver visibility;
- Improve intersection visibility by providing enhancing signing and delineation;
- Provide a STOP bar on minor road approaches
- Install roadway treatment to improve overall safety
- Keep vehicles from encroaching into opposite lane;
 1. Install centerline rumble strip on two-lane roads
- Enhance enforcement of traffic laws in work zones:
 1. Target enforcement campaigns;
 2. Improve work zone inspections
- Provide training to DDOT and contractor personnel on the new work zone guidelines.

PROBLEM IDENTIFICATION PROCESS

Problem Identification Process - Strengths and Challenges

The DC HSO is the lead agency for identifying highway safety problems and setting the goals outlined in DC's HSP. The highway safety problem areas are identified and prioritized by reviewing basic crash data obtained from FARS and the "Traffic Accident Reporting and Analysis System (TARAS). TARAS is the primary tool for recording traffic crash data, analyzing traffic crash patterns, and identifying crash-prone locations in the District. The Infrastructure Project Management Administration (IPMA), Transportation Safety Engineering Branch, is responsible for maintaining this data. Supplemental data including traffic citations and convictions, trends regarding impaired driving, speed and observational safety belt use survey results are also collected and evaluated. In addition, previous years' HSPs are reviewed and past performance is evaluated.

Even though the District has passed all recommended highway safety legislation, it is important to recognize that political agendas may influence the problem identification process. To determine traffic fatality and injury trends, as well as the District of Columbia's overall highway safety status, crash data for the preceding years are collected and analyzed. Traffic Operations Administration, DDOT, as well as other DC agencies such as the Metropolitan Police Department and the Department of Motor Vehicles, assist the DC HSO in identifying the District's highway safety problems. The DC HSO also works closely with private sector groups such as DC Safe Kids, ASPIRA, the Washington Regional Alcohol Program (WRAP), media firms, George Washington University, Advocates for Highway and Auto Safety, and Associates for Renewal in Education, Inc. to help define the highway safety problems and issues.

Unfortunately, there are many challenges faced by the HSO regarding their problem identification process. The staff shortages in the HSO greatly affect its ability to collect and interpret data. The staffing limitations have also affected the District's ability to conduct NHTSA program assessments such as, EMS, Impaired Driving and Occupant Protection. These assessments can be instrumental in the problem identification process and in providing recommendations to address these identified issues. In addition, the District's traffic records system has many deficiencies that affect the reliability and timeliness of the data. As a minimum allocation state, the District faces funding shortages to address these costly problems. The recently submitted Traffic Records Strategic Plan is a start toward correcting this problem.

	2001	2002	2003	2004	2005	2006	2007
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Source: FARS (fatalities); also Census Bureau, FHWA, NHTSA, and DC publications and data

² Figures in red based on D-DOT tabulations from separate fatality spreadsheets.

Traffic safety is generally improving in the District, though there remains room for improvement. In 2004-2006, there were over 52,000 reported crashes involving about 144,000 people and 105,000 vehicles. There were 122 fatal crashes resulting in 135 fatalities. More than 16,500 injury crashes resulted in 22,694 reported injuries. There were 2,233 pedestrian crashes, 2,083 injured pedestrians, and 43 fatally injured pedestrians.

Nearly one-third of reported District crashes are hit-and-run. About 2%, 1,000 crashes over the 3 years were in work zones; 30% of those resulted in injuries and there were two fatalities. Though all Wards experience significant numbers of crashes, Ward 2 has the most, with about 19% of all crashes, 16% of injury crashes, and 24% of pedestrian crashes. Wards 5 and 6 also are overrepresented in crashes and injuries.

Crash and injury results for specific traffic safety countermeasure target areas are summarized below. Each is expanded into a more detailed section in the main body of the report in the pages that follow.

Occupant Protection

Based on the Annual Citywide Observational Seat Belt Use Survey conducted in the District in June 2007, DC's seat belt use rate is 87%, up from 85% in 2006 and higher than the nation's 2007 seat belt use rate of 82%. In 2006, 11 drivers and 7 passengers were killed in motor vehicle crashes on the District's roadways (according to FARS). Six of them, or 38% of those whose belt use was recorded, were not wearing seat belts, slightly lower than the District's historical rate of about 50% unbelted fatalities. Studies reveal that as many as half of those killed who weren't wearing seat belts may have survived had they buckled up.

Coded belt use for all participants in crashes was at least 61%. For the vast majority of the other 39%, however, belt use was simply not recorded; this is an opportunity for improved crash report data collected at the scene.

Impaired Driving

Based on FARS reports of DC fatalities for 2006, alcohol-related fatalities accounted for 18 of the 37 total traffic crash fatalities, or 48%. The rate of alcohol involvement has stayed near 50% for all years from 2002 – 2006. Sixty percent of all alcohol-related fatalities occurred between 9 p.m. and 2:59 a.m. (vs. 44% of all fatalities), and 88% of alcohol-related fatalities between 6 p.m. and 5:59 a.m. In addition, 60% of alcohol-related fatalities occurred between 6 p.m. Friday and 6 a.m. Monday (vs. 48% of all fatalities). Males were 79% of alcohol-related fatalities, 75% of all fatalities. One-third (32%) of alcohol-related fatalities were between ages 25-34, and 69% were between ages 21-54, a somewhat greater concentration in these middle ages than for all fatalities. Forty-one percent of alcohol-related fatalities were in speed-related crashes, vs. just 31% of all fatalities.

Aggressive Driving

In an analysis of aggressive driving-related fatal crashes in 2006, males were 2:1 more likely to be involved in an aggressive driving-related crash. In 2006, 44% of the fatalities were aggressive driving-related compared to 51% in 2003. Aggressive driving-related fatalities involved more 20+ year olds than any other age group (7 of 18). The primary contributing circumstance for fatal aggressive driving-related crashes in 2006 was speed.

The analysis is limited because there is no definition of “aggressive driving” offered in the DC reports. Because there are many definitions used in different areas and analyses, it is critical that the term be defined.

Pedestrians and Bicyclists

In 2004-2006, 2,083 pedestrians were injured, including 43 who were killed. The fatalities were nearly one-third (32%) of all traffic fatalities in those years. According to FARS, from 2002-2006, nearly one-third (32%) of pedestrian fatalities were alcohol-related.

The age of injured pedestrians was widely distributed, with a broad representation from ages 5 through 64. Just over half (52%) were male. Of pedestrian fatalities in 2002-2006, more than one-fourth (27%) were 45 – 54 years old and 61% were male.

Also in 2004-2006, 572 bicyclists were injured (including 6 fatalities). Most (88%) were between ages 10 and 54; 27% were between 25 and 34. Nearly four-fifths of the injuries, and all of the fatalities, were male. According to FARS, alcohol was involved in 26% of the 7 bicycle fatalities between 2002 and 2006 and only one of the fatalities was wearing a helmet.

SPECIAL FACTORS

Hit & Run Crashes

Hit and run crashes accounted for an incredible 16,878 or 32% of all the crashes that occurred from 2004 to 2006. Nineteen percent occurred between 3 and 6 p.m., but significant numbers of hit and run crashes occurred at all times of the day.

Work Zone Crashes

Crashes in work-zones accounted for a relatively small number of crashes, 1,009, or 2% of the total crashes that occurred during the 2004-2006 period. Seventy percent were property damage only, but 30% included injuries and there were 2 fatalities. As work zones are actively controlled areas, targeted countermeasures may be effective.

Ward Analyses

Though all Wards experience significant numbers of crashes, Ward 2 has the most, with about 19% of all crashes, 16% of injury crashes, and 24% of pedestrian crashes. Wards 5 and 6 also

are overrepresented in crashes and injuries. Hit and run crashes are most frequent in Wards 2, 5, and 7.

Bus-involved crashes mostly in Ward 2 (29%) and Wards 5 (11%) and 6 (17%). Motorcycle-involved crashes were overrepresented in Wards 2 and 6, as were bicycle-involved crashes. Crashes with large trucks were nearly equally overrepresented in Wards 2, 5, and 6. Half of the taxi-involved crashes were in Ward 2, followed by 14% in Ward 6. Passenger vehicle crashes occurred broadly, with averages above 10% in all except Wards 1 and 3. Police vehicle crashes were most frequent in Ward 6 (20%), followed by Wards 2, 5, 7, and 8.

GENERAL DATA ANALYSIS

QUICK PROFILE

Crashes: Highest by ...

- Months of Year: April-May-June; October
- Day of Week: Fridays
- Time of Day: 3:00 p.m.-7:00 p.m.; 8:00 a.m.-9:00 a.m.
- Crash Type: "Hit and Run" – 29%
- Collision Type: "Side-Swipe" & "Rear-End" – 41%
- Driver Violation: Driver Inattention, Improper Action, Speeding, & Following Too Closely – 40%
- Driver Action: Going Straight, Turning Left/Right, Parking-Related—68%
- Driver Age: 20-45 Year-Old Age Group—66%

Alcohol-Related Crashes: Highest by ...

- Day of Week: Friday, Saturday, Sunday — 61%
- Time of Day: 10:00 p.m.-4:00 a.m. — 57%
- Driver Age: 21-40 Year-Old Age Group — 58%
- Gender: Males — 76%

Ward Crash Analysis: Highest by ...

- Crashes: Wards 2, 5, & 6 — 35%
- Injury Crashes: Wards 2 & 5 — 30%
- Pedestrian-Involved: Ward 2 — 24%
- Hit & Run: Wards 2, 5 & 7 — 41%

Crash Frequencies and Distributions

As shown in Table 2, there is a 13% decrease in the total number of injuries from 2004 to 2006.

Table 2. Injured persons by severity: 2004-2006

Injury Type	2004		2005		2006		2004-2006	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Fatal	45	0.55%	49	0.65%	41	0.58%	135	0.59%
Disabling	453	5.56%	478	6.31%	358	5.05%	1,289	5.65%
Non-Disabling	1,714	21.02%	1,562	20.62%	1,494	21.06%	4,770	20.90%
Complaint but not visible	5,941	72.87%	5,485	72.42%	5,201	73.32%	16,627	72.86%
Total	8,153		7,574		7,094		22,821	

Source: D-DOT publications

Table 3 shows the total number of crashes, injury crashes, fatal crashes, injuries, fatalities, fatality rate per 100 million Vehicle Mile Traveled (VMT) and number of vehicles involved in crashes as recorded in the TARAS database (2004 to 2006).

With the exception of pedestrian injuries, a substantial downward trend in both fatal and injury crashes and fatalities and injuries is evident.

- Total crashes were down over the period from 18,260 to 16,216, a reduction of 2,044 or 11%
- Fatal crashes declined from 44 in 2004 to 35 in 2006, down 20%
- Injury crashes were down from 5,917 to 5,040, a reduction of 877 or 15%
- Fatalities declined slightly from 45 to 41, down 9%
- Injuries declined more substantially from 8,108 to 7,061, a reduction of 1,047 or 13%
- Pedestrian crashes remained nearly constant from 2004 to 2006 (with a bump in 2005). However, injured pedestrians dropped from 792 to just 616, a decline of 176, or 22%. This drop is highly suspect, however, since crashes did not decline and since it would be highly unusual to have the number of injured pedestrians so much smaller than the number of pedestrian crashes.

Table 3. Summary of Crashes: 2004-2006

Year	2004	2005	2006	2004-2006
Total Crashes	18,260	17,657	16,216	52,133
Total Persons Involved	60,408	43,754	39,658	143,820
# of Vehicles Involved	36,513	35,649	33,263	105,425
Fatal Crashes	44	43	35	122
Fatalities	45	49	41	135
VMT (Million miles)	3,742	3,713	3,623	11,078
Fatality/100 Million VMT	1.20	1.32	1.13	1.22
Injury Crashes	5,917	5,558	5,040	16,515
Injuries	8,108	7,525	7,061	22,694
Property Damage Only	12,299	12,049	11,137	35,485
Pedestrian Crashes	725	782	726	2,233
Injured Pedestrians	792	675	616	2,083
Hit & Run Crashes	6,056	5,661	5,079	16,796
Hit DC Property	973	1,102	1,180	3,255
Non-Collision	49	54	55	158

Source: D-DOT crash database, publication, FHWA (VMT)

Fatal, injury, and PDO categories are mutually exclusive; all other categories are not mutually exclusive

General observation of the crash data by month of the year reveals that the numbers of crashes that occur increase during the fall and spring months; decrease during the winter months, and are moderate during the summer tourist season. Overall, however, crashes are found in significant numbers in all months.

Table 4. Summary of crashes by month of year: 2004-2006

Month	2004		2005		2006		2004-2006	
January	1,374	7.52%	1,470	8.33%	1,296	8.00%	4,140	7.94%
February	1,358	7.44%	1,279	7.24%	1,090	6.73%	3,727	7.15%
March	1,652	9.05%	1,467	8.31%	1,101	6.79%	4,220	8.10%
April	1,672	9.16%	1,489	8.43%	1,448	8.94%	4,609	8.84%
May	1,718	9.41%	1,614	9.14%	1,491	9.20%	4,823	9.25%
June	1,606	8.80%	1,556	8.81%	1,562	9.64%	4,724	9.06%
July	1,632	8.94%	1,475	8.35%	1,239	7.65%	4,346	8.34%
August	1,503	8.23%	1,466	8.30%	1,383	8.53%	4,352	8.35%
September	1,433	7.85%	1,380	7.82%	1,439	8.88%	4,252	8.16%
October	1,627	8.91%	1,641	9.29%	1,506	9.29%	4,774	9.16%
November	1,353	7.41%	1,447	8.20%	1,336	8.24%	4,136	7.94%
December	1,332	7.29%	1,373	7.78%	1,313	8.10%	4,018	7.71%
Total	18,260		17,657		16,204		52,121	

Source: D-DOT publication

Fatal crashes are broadly distributed across the year, although there are modest peaks in April and September. Alcohol is involved in nearly half of all fatal crashes. The rates of alcohol involvement are lowest in January, June, and July, highest in February, March, and November.

Table 5. Fatal crashes by month

Month of Crash	Crash Year					5-Year Total		% Alcohol of Total
	2002	2003	2004	2005	2006	N	Pct	
January	4	4	4	3	4	19	8.5%	27.9%
February	5	1	2	5	4	17	7.6%	66.5%
March	3	2	6	5	2	18	8.0%	62.2%
April	5	5	8	2	6	26	11.6%	51.5%
May	4	8	4	3	0	19	8.5%	50.0%
June	5	7	2	0	2	16	7.1%	33.8%
July	2	7	5	3	3	20	8.9%	34.5%
August	4	7	3	4	2	20	8.9%	53.0%
September	3	7	1	8	5	24	10.7%	53.3%
October	4	3	2	2	3	14	6.3%	44.3%
November	3	5	2	3	1	14	6.3%	66.4%
December	1	7	2	6	1	17	7.6%	52.9%
Total	43	63	41	44	33	224	100.0%	49.5%

Table 6 reveals that the highest numbers of crashes occur on Friday while the lowest proportion of crashes occurs on Sunday.

Table 6. Crashes by day of week: 2004-2006

Day of Week	2004		2005		2006		2004-2006	
	Count	%	Count	%	Count	%	Count	%
Sunday	2,084	11.41%	1,992	11.28%	1,859	11.47%	5,935	11.39%
Monday	2,394	13.11%	2,392	13.55%	2,171	13.40%	6,957	13.35%
Tuesday	2,667	14.61%	2,664	15.09%	2,276	14.05%	7,607	14.59%
Wednesday	2,629	14.40%	2,546	14.42%	2,425	14.97%	7,600	14.58%
Thursday	2,678	14.67%	2,546	14.42%	2,418	14.92%	7,642	14.66%
Friday	3,049	16.70%	2,974	16.84%	2,751	16.98%	8,774	16.83%
Saturday	2,759	15.11%	2,543	14.40%	2,304	14.22%	7,606	14.59%
Total	18,260		17,657		16,204		52,121	

Source: D-DOT publications

Fatal crashes are most frequent from Thursday through Saturday, least frequent on Wednesday. Alcohol is most frequently involved on Saturday and Sunday.

Table 7. Fatal crashes by day of week: 2002 – 2006

Day of Week of Crash	Crash Year					5-Year Total		% Alcohol of Total
	2002	2003	2004	2005	2006	N	Pct	
Sunday	7	8	3	6	6	30	13.4%	75.0%
Monday	5	10	1	7	5	28	12.5%	45.7%
Tuesday	7	6	5	4	5	27	12.1%	38.9%
Wednesday	6	9	2	2	3	22	9.8%	47.3%
Thursday	6	11	8	10	5	40	17.9%	39.3%
Friday	4	7	8	6	6	31	13.8%	40.0%
Saturday	8	12	14	9	3	46	20.5%	57.8%
Total	43	63	41	44	33	224	100.0%	49.5%

When the time of week is divided into weekend (6 p.m. Friday – 5:59 a.m. Monday) vs. weekday, it is shown that fatal crashes are overrepresented on the weekend, and alcohol involvement is much higher during the weekend period.

Table 8. Fatal crashes by weekend/not (FARS definition): 2002 – 2006

Weekend, FARS def: Fr 6p – Mo <6a	Crash Year					5-Year Total		% Alcohol of Total
	2002	2003	2004	2005	2006	N	Pct	
Weekday	25	37	20	23	18	123	54.9%	37.8%
Weekend	18	26	21	21	15	101	45.1%	63.8%
Total	43	63	41	44	33	224	100.0%	49.5%

The distribution of crashes by time of day is presented in Table 9 below. The highest frequency of crashes occurs during the afternoon/evening commute from 3:00 p.m. to 7:00 p.m. The morning commute from 8:00 a.m. to 9:00 a.m. is the next highest period.

Table 9. Crashes by time of day: 2004-2006

Time of Day	2004		2005		2006		2004-2006	
00:00 - 00:59	489	2.69%	468	2.76%	465	2.88%	1,422	2.77%
01:00 - 01:59	443	2.44%	380	2.24%	402	2.49%	1,225	2.39%
02:00 - 02:59	427	2.35%	398	2.35%	374	2.31%	1,199	2.34%
03:00 - 03:59	455	2.50%	383	2.26%	400	2.47%	1,238	2.41%
04:00 - 04:59	269	1.48%	220	1.30%	223	1.38%	712	1.39%
05:00 - 05:59	233	1.28%	193	1.14%	201	1.24%	627	1.22%
06:00 - 06:59	380	2.09%	341	2.01%	351	2.17%	1,072	2.09%
07:00 - 07:59	660	3.63%	533	3.14%	625	3.87%	1,818	3.54%
08:00 - 08:59	1,051	5.78%	835	4.92%	982	6.07%	2,868	5.59%
09:00 - 09:59	932	5.12%	848	5.00%	815	5.04%	2,595	5.06%
10:00 - 10:59	822	4.52%	766	4.51%	747	4.62%	2,335	4.55%
11:00 - 11:59	791	4.35%	766	4.51%	741	4.58%	2,298	4.48%
12:00 - 12:59	919	5.05%	862	5.08%	833	5.15%	2,614	5.09%
13:00 - 13:59	963	5.29%	981	5.78%	835	5.17%	2,779	5.42%
14:00 - 14:59	1,036	5.70%	917	5.40%	825	5.10%	2,778	5.41%
15:00 - 15:59	1,242	6.83%	1,252	7.38%	1,105	6.84%	3,599	7.01%
16:00 - 16:59	1,230	6.76%	1,256	7.40%	1,134	7.02%	3,620	7.05%
17:00 - 17:59	1,226	6.74%	1,180	6.96%	1,136	7.03%	3,542	6.90%
18:00 - 18:59	1,101	6.05%	1,051	6.19%	1,065	6.59%	3,217	6.27%
19:00 - 19:59	845	4.65%	780	4.60%	741	4.58%	2,366	4.61%
20:00 - 20:59	663	3.65%	679	4.00%	562	3.48%	1,904	3.71%
21:00 - 21:59	660	3.63%	630	3.71%	559	3.46%	1,849	3.60%
22:00 - 22:59	683	3.76%	643	3.79%	539	3.33%	1,865	3.63%
23:00 - 23:59	668	3.67%	604	3.56%	505	3.12%	1,777	3.46%
Total	18,188		16,966		16,165		51,319	

Source: D-DOT publication

Fatal crashes are most frequent in the night hours, especially from 9 p.m. to 2:59 a.m., though the number of fatal crashes between 3 a.m. and 5:59 a.m. is still quite high considering the low level of traffic during those hours. Alcohol involvement is at its highest during these hours, affecting nearly 5 out of 6 fatal crashes in the 3 hours after midnight. Fatal crashes and alcohol involvement are at their low points in the daylight hours of 6 a.m. – 5:59 p.m. Table 11 reinforces the day/night differences.

Table 10. Fatal crashes by time of day: 2002 – 2006

Crash Time, 3-hr categories	Crash Year					5-Year Total		% Alcohol of Total
	2002	2003	2004	2005	2006	N	Pct	
Midnight - 2:59 am	8	13	10	11	5	47	21.0%	82.1%
3 am - 5:59 am	7	9	4	4	5	29	12.9%	69.7%
6 am - 8:59 am	3	5	1	5	4	18	8.0%	13.3%
9 am - 11:59 am	3	1	2	2	1	9	4.0%	24.4%
Noon - 2:59 pm	4	6	3	1	5	19	8.5%	13.2%
3 pm - 5:59 pm	4	8	7	6	1	26	11.6%	26.2%
6 pm - 8:59 pm	5	6	8	4	5	28	12.5%	39.3%
9 pm - 11:59 pm	9	15	6	11	7	48	21.4%	56.7%
Total	43	63	41	44	33	224	100.0%	49.5%

Table 11. Fatal crashes by day/night: 2002 – 2006

Night (9 pm-5:59 am) crash?	Crash Year					5-Year Total		% Alcohol of Total
	2002	2003	2004	2005	2006	N	Pct	
Night	24	37	20	26	17	124	55.4%	69.4%
Not night	19	26	21	18	16	100	44.6%	24.9%
Total	43	63	41	44	33	224	100.0%	49.5%

Distribution by Crash Type

There were a substantial number of Hit and Run type crashes (approximately 32%) over the three-year period, although they have declined from a high of 6,056 in 2004 to the low of 5,079 (a decline of 977, or 16%). A detailed analysis of this phenomenon should be considered.

Table 12. Crashes by crash type

Crash Type	2004		2005		2006		2004-2006	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Fatal Crash	44	0.24%	43	0.24%	35	0.22%	122	0.23%
Injury Crash	5,917	32.40%	5,558	31.48%	5,040	31.08%	16,515	31.68%
Property Damage Only	12,299	67.35%	12,049	68.24%	11,137	68.68%	35,485	68.07%
Pedestrian Involved	725	3.97%	782	4.43%	726	4.48%	2,233	4.28%
Hit and Run	6,056	33.17%	5,661	32.06%	5,079	31.32%	16,796	32.22%
DC Property Hit	973	5.33%	1,102	6.24%	1,180	7.28%	3,255	6.24%
Non-Collision	49	0.27%	54	0.31%	55	0.34%	158	0.30%
Total Crashes	18,260		17,657		16,216		52,133	

Source: (repeated from Table 10 above) D-DOT crash database, publications
Categories are not mutually exclusive

Manner of Collision

Rear end (11,600; 22%) and side-swipe (11,501; 22%) collisions were by far the most common type of collisions that occurred. Together they made up 44% of the total over the three-year period. Right-angle collisions were the next highest with 6,745, or 13% of the total, followed by left turn-hit vehicle (8%). Rear-end collisions trended downward (by 13%) as did right-angle collisions (by 14%) while side-swipe collisions increased by 20%.

Table 13. Crashes by manner of collision: 2004-2006

Manner of Collision	2004		2005		2006		2004-2006	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Head on	445	2.44%	480	2.72%	498	3.07%	1,423	2.73%
Side-swipe	3,300	18.07%	4,233	23.97%	3,968	24.47%	11,501	22.06%
Rear end	4,091	22.40%	3,947	22.35%	3,562	21.97%	11,600	22.25%
Right angle	2,329	12.75%	2,422	13.72%	1,994	12.30%	6,745	12.94%
Right turn hit vehicle	571	3.13%	566	3.21%	546	3.37%	1,683	3.23%
Left turn hit vehicle	1,869	10.24%	1,284	7.27%	1,174	7.24%	4,327	8.30%
Backing hit moving vehicle.	165	0.90%	164	0.93%	129	0.80%	458	0.88%
Backing hit stopped vehicle	206	1.13%	196	1.11%	171	1.05%	573	1.10%
Straight hit pedestrian	549	3.01%	450	2.55%	407	2.51%	1,406	2.70%
Right turn hit pedestrian	100	0.55%	75	0.42%	68	0.42%	243	0.47%
Left turn hit pedestrian	233	1.28%	224	1.27%	182	1.12%	639	1.23%
Backing hit pedestrian	55	0.30%	54	0.31%	55	0.34%	164	0.31%

Manner of Collision	2004		2005		2006		2004-2006	
Parked vehicle	2,417	13.24%	840	4.76%	775	4.78%	4,032	7.73%
Backing hit parked vehicle	458	2.51%	367	2.08%	366	2.26%	1,191	2.28%
Fixed object	950	5.20%	883	5.00%	745	4.59%	2,578	4.95%
Ran off roadway	93	0.51%	159	0.90%	149	0.92%	401	0.77%
Non-collision accident	60	0.33%	66	0.37%	60	0.37%	186	0.36%
Other	284	1.56%	1,032	5.84%	940	5.80%	2,256	4.33%
Unknown	85	0.47%	215	1.22%	427	2.63%	727	1.39%
Total crashes	18,260		17,657		16,216		52,133	

Source: D-DOT crash database

Crash Distribution by Contributing Factor

There are several factors that contribute to traffic crashes; they include under the influence of drugs or alcohol, excessive speed, following the vehicle in front too closely, changing lanes without caution, violating a traffic sign or signal, improper action (e.g., improper backing, turning, passing, etc.), driver inattention, driving the wrong way on a street, not yielding to a pedestrian, pedestrian violating the law, defects in the road or vehicle, etc. Table 14 shows the occurrence of the different contributing factors as they were recorded by the reporting police officer. Driver Inattention was the most common factor; it was involved in approximately 15% of the crashes from 2004 to 2006. The second most common factor was Performing an Improper Action, contributing to approximately 9% of the crashes each year. Speed and Following Too Close were also major factors in crashes (appearing in 7.7% and 8.4% of the crashes respectively).

The absolute number of contributing factors cited decreased in all categories from 2004 to 2006. In terms of decreasing numbers, the most significant decreases were for Driver Inattention, down 455 (16%), Vehicle Right of Way, down 290 (14%), Traffic Sign/Signal Violation, down 269 (27%), and Speed, down 187 (13%). In 93% of crashes, there was at least one party who had no contributing factor.

Table 14. Contributing factors: 2004-2006

Contributing Factors	2004		2005		2006		2004-2006	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Drug/alcohol influence	287	1.57%	269	1.52%	273	1.68%	829	1.59%
Speed	1,390	7.61%	1,418	8.03%	1,203	7.42%	4,011	7.69%
Following too close	1,485	8.13%	1,462	8.28%	1,442	8.89%	4,389	8.42%
Changing lanes w/o caution	1,139	6.24%	1,082	6.13%	1,022	6.30%	3,243	6.22%
Traffic sign/light violation	991	5.43%	930	5.27%	722	4.45%	2,643	5.07%
Improper action (start, back, turn, pass)	1,616	8.85%	1,662	9.41%	1,581	9.75%	4,859	9.32%
Driver inattention	2,843	15.57%	2,548	14.43%	2,388	14.73%	7,779	14.92%
Wrong way	259	1.42%	279	1.58%	198	1.22%	736	1.41%
Vehicle right of way	2,112	11.57%	2,090	11.84%	1,822	11.24%	6,024	11.56%
Pedestrian right of way	248	1.36%	277	1.57%	213	1.31%	738	1.42%
Pedestrian violation	320	1.75%	333	1.89%	288	1.78%	941	1.80%
Road/vehicle defects	315	1.73%	337	1.91%	263	1.62%	915	1.76%
Other	5,996	32.84%	5,636	31.92%	5,237	32.30%	16,869	32.36%
No contributing factor	17,338	94.95%	16,325	92.46%	14,660	90.40%	48,323	92.69%
Total Crashes	18,260		17,657		16,216		52,133	

Source: D-DOT crash database; may be multiple factors per crash

In fatalities, speed was cited most frequently, in 41% of all cases. Far behind were “other”, 18%, pedestrian violation (15%), alcohol (7%), and traffic control violation (7%).

Table 15. Fatalities by contributing factor: 2004-2006

Contributing Factors	2004		2005		2006		2004-2006	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Speed	19	42.22%	20	40.82%	16	39.02%	55	40.74%
Alcohol	1	2.22%	6	12.24%	2	4.88%	9	6.67%
Traffic control	8	17.78%	2	4.08%			10	7.41%
Pedestrian violation	3	6.67%	7	14.29%	10	24.39%	20	14.81%
Other	12	26.67%	8	16.33%	4	9.76%	24	17.78%
Unknown	2	4.44%	2	4.08%	9	21.95%	13	9.63%
No contributing factor			4	8.16%			4	2.96%
Total	45		49		41		135	

Source: D-DOT tallies; one factor cited per fatality.

Based on FARS tabulations for 2002-2006, few crashes involved drivers who were flagged for being drowsy (2 in all; 1%) or distracted or inattentive (21 in all; 9%). Based on data from other jurisdictions and research studies into the factors, these values are likely much lower than the

actual involvement for these factors. Alcohol was involved in 40% of drowsy/distracted/inattentive crashes, vs. 50% for all other fatal crashes.

First Driver Actions

The table below looks at the actions of the first driver in the crash. Typically, the first driver in a crash report is the one whose actions most directly precipitated the crash. Although a full understanding of the dynamics of crashes requires looking at the actions of all participants (among other factors), the first driver's actions are often critical.

Based on the breakdown in Table 16, driver actions of Going Straight (28,605; 56%), Turning Left or Right (6,822; 13%), Changing lanes (3,162; 6%), and Backing (2,721; 5%) accounted for 41,350 (81%) or four-fifths of crashes.

Table 16. First drivers' actions: 2004-2006

First Drivers' Action	2004		2005		2006		2004-2006	
Going straight	10,259	57.12%	9,604	55.46%	8,742	55.22%	28,605	55.97%
Merging	265	1.48%	246	1.42%	240	1.52%	751	1.47%
Changing lanes	1,073	5.97%	1,096	6.33%	993	6.27%	3,162	6.19%
Overtaking	173	0.96%	171	0.99%	159	1.00%	503	0.98%
Avoiding	196	1.09%	184	1.06%	173	1.09%	553	1.08%
Turning left	1,418	7.89%	1,419	8.19%	1,269	8.02%	4,106	8.03%
Turning right	880	4.90%	960	5.54%	876	5.53%	2,716	5.31%
Making U-turn	179	1.00%	165	0.95%	162	1.02%	506	0.99%
Stop/stand traffic lane	134	0.75%	161	0.93%	144	0.91%	439	0.86%
Slowing/stopping	277	1.54%	317	1.83%	273	1.72%	867	1.70%
Ran off road	269	1.50%	310	1.79%	255	1.61%	834	1.63%
Entering/leaving parked position	318	1.77%	287	1.66%	286	1.81%	891	1.74%
Backing	975	5.43%	936	5.40%	850	5.37%	2,761	5.40%
Parked	52	0.29%	79	0.46%	71	0.45%	202	0.40%
Other	572	3.18%	540	3.12%	500	3.16%	1612	3.15%
Unknown	921	5.13%	843	4.87%	837	5.29%	2,601	5.09%
Total	17,961		17,318		15,830		51,109	

Source: D-DOT crash database

CRASH STATISTICS BY PERSON / VEHICLE FACTORS

This section presents citywide crash statistics based on the characteristics of involved vehicle and person factors that closely related with the occurrence of the crashes.

Person Characteristics

Drivers (34%) and pedestrians (32%) accounted for nearly two-thirds of all fatalities. Passengers of motor vehicles (16%) and motorcyclists (13%) made up most of the rest; bicyclists accounted for the final 5%. Passengers accounted for just about half as many known injuries as drivers at every severity level. (The large number of unknown-injury drivers is due in part to hit-and-run vehicles.) The traffic participants with the least protection – motorcyclists, pedestrians, and bicyclists – had high percentages of fatalities and serious injuries, relatively low percentages of claimed or no injuries.

Table 17. Injury levels by person role: 2004-2006

Injury Level	Driver	Passngr	Mcycle	Ped	Bicyclist	Oth/ Unk	Total N	Total %
Fatal	46	22	17	43	7	0	135	0.09%
Disabling	775	381	87	287	59	68	1,657	1.15%
Non-disabling	2,679	1,507	187	698	272	145	5,488	3.82%
Claimed	11,471	5,918	128	1,059	235	222	19,033	13.23%
None	66,049	28,720	128	244	139	860	96,140	66.85%
Unknown	12,182	2,608	85	243	57	6,191	21,366	14.86%
Total	93,202	39,156	632	2,574	769	7,486	143,819	

Source: D-DOT crash database and fatality spreadsheets

The age distribution of all crash participants, with known roles and ages, is given in Table 18. Most drivers were between the ages of 21 and 54, with another 5% between 16 – 20, 10% from 55-64, and 5% above 65 years old. More passengers were children, with 24% age 15 and younger and another 24% between 16 and 24. Motorcyclists were somewhat younger than drivers of other motor vehicles; 79% were between 16 and 44. Half of the pedestrians (50%) were between 25 and 54, and there was a lesser peak (10%) between 10 and 15. Bicyclists showed a similar age distribution as pedestrians, except there were fewer young bicyclists (1-9 years old) and fewer bicyclists age 55 and older.

Table 18. Person role by age (known role and age): 2004-2006

Age	Driver		Passenger		Motorcycle		Pedestrian		Bicyclist		Total Known	
	N	%	N	%	N	%	N	%	N	%	N	%
1-4	84	0.1%	2,201	6.4%	3	0.5%	58	2.4%	2	0.3%	2,348	2.0%
5-9	56	0.1%	2,608	7.6%	7	1.2%	184	7.6%	35	4.8%	2,890	2.4%
10 - 15	229	0.3%	3,358	9.8%	29	5.2%	244	10.1%	94	13.0%	3,954	3.3%
16 - 20	4,161	5.2%	4,211	12.3%	59	10.5%	188	7.8%	53	7.3%	8,672	7.3%
21 - 24	8,051	10.0%	4,152	12.2%	57	10.1%	194	8.0%	79	10.9%	12,533	10.6%
25 - 34	21,840	27.2%	7,046	20.6%	191	33.9%	426	17.6%	206	28.5%	29,709	25.2%
35 - 44	19,307	24.1%	4,555	13.3%	139	24.7%	385	15.9%	123	17.0%	24,509	20.8%
45 - 54	14,496	18.1%	3,200	9.4%	45	8.0%	391	16.2%	98	13.6%	18,230	15.4%
55 - 64	7,714	9.6%	1,628	4.8%	26	4.6%	218	9.0%	27	3.7%	9,613	8.1%
65 - 74	2,864	3.6%	689	2.0%	5	0.9%	66	2.7%	6	0.8%	3,630	3.1%
75+	1,434	1.8%	488	1.4%	2	0.4%	64	2.6%	0	0.0%	1,988	1.7%
Total Known	80,236	68.0%	34,136	28.9%	563	0.5%	2,418	2.0%	723	0.6%	118,076	

Source: D-DOT crash database

The age distribution for fatalities, from 2002 – 2006 (FARS), is shown in Table 19. Drivers, passengers, and motorcyclists show relatively narrow age ranges; pedestrians and bicyclists show much wider age distributions.

Table 19. Person role by age (fatalities only; known age): 2002-2006

Age	Driver		Passenger		Motorcycle		Pedestrian		Bicyclist		Total	
	N	%	N	%	N	%	N	%	N	%	N	%
0 - 4	0	0.0%	1	2.1%	0	0.0%	5	7.5%	0	0.0%	6	2.5%
5 - 9	0	0.0%	0	0.0%	0	0.0%	4	6.0%	0	0.0%	4	1.7%
10 - 15	0	0.0%	2	4.2%	0	0.0%	3	4.5%	1	14.3%	6	2.5%
16 - 20	9	10.0%	11	22.9%	4	13.8%	3	4.5%	1	14.3%	28	11.6%
21 - 24	16	17.8%	11	22.9%	4	13.8%	1	1.5%	0	0.0%	32	13.3%
25 - 34	23	25.6%	12	25.0%	15	51.7%	8	11.9%	2	28.6%	60	24.9%
35 - 44	16	17.8%	1	2.1%	5	17.2%	8	11.9%	0	0.0%	30	12.4%
45 - 54	15	16.7%	4	8.3%	1	3.4%	18	26.9%	2	28.6%	40	16.6%
55 - 64	4	4.4%	0	0.0%	0	0.0%	9	13.4%	1	14.3%	14	5.8%
65 - 74	4	4.4%	2	4.2%	0	0.0%	4	6.0%	0	0.0%	10	4.1%
75+	3	3.3%	4	8.3%	0	0.0%	4	6.0%	0	0.0%	11	4.6%
Total Known	90	37.3%	48	19.9%	29	12.0%	67	27.8%	7	2.9%	241	

Source: FARS

One concern is the degree of involvement of very young and very old drivers. Tables 18 and 19 provide data on their involvement (Table 18) and the extent to which they are fatally injured (Table 19).

As far as their involvement in fatal crashes, for 2002 – 2006 (FARS), 16-year-old drivers were involved in 3% of fatal crashes, or about one fatal crash per year (this is not shown in the tables above). Drivers ages 16-20 were in 17% of the fatal crashes. Those over age 70 were in 4% of fatal crashes, about two per year. To make best sense of these proportions, it would be important to know what their proportion is of all licensed drivers and even what their proportion is of total miles driven within the District. (Neither is an easy number to come by, since the population of drivers in the District is largely made up of drivers from three separate jurisdictions.)

For all participants in crashes, males make up about 3 of every 5 (59%; 61% of known gender) (Table 20). Passengers and pedestrians are nearly equally distributed among males and females. Males make up 63% of all drivers, 80% of all bicyclists, and 85% of all motorcyclists (riders and passengers).

Table 20. Person role by gender (known role): 2004-2006

Gender	Driver		Passenger		Motorcycle		Pedestrian		Bicyclist		Total Known	
	N	%	N	%	N	%	N	%	N	%	N	%
Male	58,597	62.9%	19,455	49.7%	535	84.7%	1,341	52.1%	616	80.1%	80,544	59.1%
Female	30,353	32.6%	19,326	49.4%	86	13.6%	1,193	46.3%	146	19.0%	51,104	37.5%
Unknown	4,252	4.6%	375	1.0%	11	1.7%	40	1.6%	7	0.9%	4,685	3.4%
Total	93,202	68.4%	39,156	28.7%	632	0.5%	2,574	1.9%	769	0.6%	136,333	

Source: D-DOT crash database

Males make up three-quarters of fatalities. The distribution is similar, by role in crash, as for all crash participants, except that each proportion is more heavily weighted toward males. Among fatalities, males were 58% of passengers, 61% of pedestrians, 85% of drivers, and 100% of motorcyclists and bicyclists.

Table 21. Person role by gender (fatalities only; known age): 2002-2006

Gender	Driver		Passenger		Motorcycle		Pedestrian		Bicyclist		Total	
	N	%	N	%	N	%	N	%	N	%	N	%
Male	77	84.6%	28	58.3%	29	100.0%	41	61.2%	7	100.0%	182	75.2%
Female	14	15.4%	20	41.7%	0	0.0%	26	38.8%	0	0.0%	60	24.8%
Total	91	37.6%	48	19.8%	29	12.0%	67	27.7%	7	2.9%	242	

Source: FARS

One major question about drivers in DC crashes is where they come from. Unlike most jurisdictions, the District is a small area and much of the traffic every day comes from outside of

the borders. Table 22 shows the state of licensure for the drivers for whom this is known. Generally, about two in five involved drivers come from the District, a similar number comes from Maryland, and less than half that (15%) comes from Virginia. An additional 7.5% comes from other specific areas, such as other states, Canada, etc. Because so many crash-involved drivers come from the District and neighboring states, it is likely that they are within range of District broadcast media.

Table 22. Drivers by license state: 2004-2006

License State	2004		2005		2006		2004-2006	
DC	8,893	38.04%	9,015	36.99%	8,408	38.46%	26,316	37.80%
Maryland	9,320	39.87%	9,624	39.49%	8,606	39.36%	27,550	39.58%
Virginia	3,533	15.11%	3,758	15.42%	3,222	14.74%	10,513	15.10%
Other specific	1,631	6.98%	1,976	8.11%	1,627	7.44%	5,234	7.52%
Total	23,377		24,373		21,863		69,613	

Source: D-DOT crash database; known values only

Vehicle Type

As would be expected, the majority (77%) of vehicles in crashes were passenger cars. Trucks (6%), taxis (5%), and buses (3%) were next most frequent. Motorcycle/Moped/Bicycles (1.6%) and police vehicles (1.4%) were also frequently involved. Pedestrians made up about 2% of the “vehicles”.

Noteworthy trends are that passenger vehicle involvement has decreased (by 4106 occurrences; 14%), as has motorcycle involvement (down by 49, 19%), while bus involvement has increased slightly (87; 7%) over the period. Other vehicles, and pedestrians, have shown minor fluctuations over the three years.

Table 23. Type of vehicle in all crashes: 2004-2006

Vehicle Type	2004	2005	2006	2004-2006	
Passenger vehicle	28,684	27,117	24,578	80,379	76.99%
Bus	1,168	1,189	1,255	3,612	3.46%
Truck	2,332	2,085	2,048	6,465	6.19%
Taxi	1,696	1,841	1,601	5,138	4.92%
Police vehicle:	475	531	487	1,493	1.43%
Motor/Moped/Bicycle:	579	552	544	1,675	1.60%
Motorcycle	252	241	203	696	0.67%
Moped	40	40	45	125	0.12%
Bicycle	287	271	296	854	0.82%
Specially used vehicle:	169	195	145	509	0.49%
Ambulance	93	102	69	264	0.25%
Fire engine	76	93	76	245	0.23%
Others:	1,774	1,622	1,737	5,133	4.92%
Other vehicle	235	239	260	734	0.70%
Unknown vehicle	912	804	789	2,505	2.40%
Fixed object involved	612	564	680	1,856	1.78%
Non-collision	15	15	8	38	0.04%
Pedestrian	706	716	635	2,057	1.97%
Total Vehicles	36,877	35,132	32,395	104,404	

Source: D-DOT crash database

In fatal crashes, passenger vehicles (autos, SUVs, vans, and pickups) make up about 88% of involved vehicles. Motorcycles make up about 6% of involved vehicles, followed by buses and large trucks (less than 2% each). Alcohol is involved in about half of the fatal crashes with all vehicle types except buses (10%) and large trucks (3%), both of which are rarely involved in alcohol-related fatal crashes.

Table 24. Vehicle types in fatal crashes: 2002 – 2006

Vehicle Type	Crash Year					5-Year Total		% Alcohol of Total
	2002	2003	2004	2005	2006	N	Pct	
Auto	73	108	70	47	40	338	60.4%	54.6%
SUV	14	23	10	17	9	73	13.0%	52.3%
Van	7	17	11	15	9	59	10.5%	47.3%
Pickup truck	4	1	5	5	5	20	3.6%	44.0%
Motorcycles	7	7	9	8	1	32	5.7%	49.1%
Buses	1	2	1	2	4	10	1.8%	10.0%
Large trucks	0	0	4	3	2	9	1.6%	3.3%
Other/Unknown	2	8	3	2	4	19	3.4%	60.5%
Total	108	166	113	99	74	560	100.0%	51.4%

Source: FARS

OCCUPANT PROTECTION

Based on the Annual Citywide Observational Seat Belt Use Survey conducted in the District in June 2007, DC's seat belt use rate is 87%, up from 85% in 2006. The nation's 2007 seat belt use rate is 82%. In 2006, 11 drivers and 7 passengers of passenger vehicles were killed on the District's roadways. Six of them, or 38% of those whose belt use was recorded, were not wearing seat belts. This is the best proportion since 2002, but the numbers are too small to confirm a significant improvement. Studies reveal that as many as half of those killed who weren't wearing seat belts may have survived had they buckled up.

Table 25. Passenger vehicle seat belt use and use in fatalities

Year	2002	2003	2004	2005	2006	2007	2008
Use Rate	84.56%	84.93%	87.02%	88.78%	85.36%	87.13%	90.0%
Total Pass Veh Occ Fatalities	31	41	21	22	18	35	N/A
Unbelted Fatalities (#, % known use)	9 41%	17 57%	6 46%	13 62%	6 38%	15 43%	N/A

Source: FARS; % unbelted based on known restraint use, smaller than total fatalities.

Coded belt use for passenger vehicle occupants in all crashes was about 60% for drivers and passengers. However, belt use was almost completely not coded for 2005 and part of 2006, leading to the relatively small numbers of drivers and passengers vs. 2004. Also, only a few of the "not/other/unknown" category were specifically coded as not buckled; most were "unknown", making the table of limited value.

Table 26. Seat belt use for drivers and passengers: 2004-2006

Participant/Use	2004		2005		2006		2004-2006	
Driver:								
Belted	23,411	61.60%	94	63.95%	13,715	59.68%	37,220	60.89%
Not/Other/Unknown	14,591	38.40%	53	36.05%	9,266	40.32%	23,910	39.11%
Total Coded	38,002		147		22,981		61,130	
Passenger								
Belted	9,777	60.81%	28	65.12%	5,619	59.18%	15,424	60.21%
Not/Other/Unknown	6,302	39.19%	15	34.88%	3,875	40.82%	10,192	39.79%
Total Coded	16,079		43		9,494		25,616	

Source: D-DOT crash database

IMPAIRED DRIVING

Based on FARS reports of DC fatalities for 2006, alcohol-related fatalities accounted for 18 of the 37 total traffic crash fatalities, or 48%. The rate of alcohol involvement has stayed near 50% for all years from 2002 – 2006. Further crash analysis revealed that 60% of all alcohol-related fatalities occurred between 9 p.m. and 2:59 a.m. (vs. 44% of all fatalities), and 88% of alcohol-related fatalities between 6 p.m. and 5:59 a.m. In addition, 60% of alcohol-related fatalities occurred between 6 p.m. Friday and 6 a.m. Monday (vs. 48% of all fatalities). Male victims account for 79% of alcohol-related fatalities, 75% of all fatalities. One-third (32%) of alcohol-related fatalities were between ages 25-34, and 69% were between ages 21-54, a somewhat greater concentration in these middle ages than for all fatalities. Forty-one percent of alcohol-related fatalities were in speed-related crashes, vs. just 31% of all fatalities.

Table 27. Alcohol-related fatalities

YEAR	2002	2003	2004	2005	2006	Total
Fatalities	47	67	43	48	37	242
Alcohol-related	24	35	19	28	18	123
% of Total	51%	52%	43%	58%	48%	51%

Source: FARS

Among all crashes, just 896 had participants cited for alcohol involvement in 2004-2006. This is less than 2% of all crashes, certainly less than the actual alcohol involvement, so these tabulations are of limited value. Among these alcohol-involved crashes, almost 60% included obviously drunk drivers, and about 30% of crashes involved ability-impaired drivers, as shown in the table below.

Table 28. Alcohol-involved crashes by influence degree: 2004-2006

Degree	2004		2005		2006		2004-2006	
Obviously Drunk	141	58.75%	136	60.18%	127	55.22%	404	58.05%
Ability Impaired	68	28.33%	66	29.20%	76	33.04%	210	30.17%
Impairment Unknown	26	10.83%	17	7.52%	17	7.39%	60	8.62%
Not Impaired	0		3	1.33%	2	0.87%	5	0.72%
Other	5	2.08%	4	1.77%	8	3.48%	17	2.44%
Total	240		226		230		696	

Source: D-DOT publications

During the years 2004-2006, 400 (57%) of these alcohol-involved crashes occurred during a narrow 6-hour window from 10:00 p.m. to 4:00 a.m. An additional 56 or 8.05% of alcohol-involved crashes occurred during the prior 2-hour period from 8:00 p.m. to 9:59 p.m. Thus, approximately two-thirds (66%) of these alcohol-involved crashes occurred in the 8-hour period from 8:00 p.m. to 4:00 a.m. Conversely, one-third (34%) occurred during the 16-hour period

from 4:00 a.m. to 8:00 p.m. No significant trends were apparent; the 10:00 p.m. to 4:00 a.m. numbers and percentages were relatively constant across the three years.

Table 29. Alcohol-involved crashes by time of day: 2004-2006

Time of Day	2004		2005		2006	
0:00 - 0:59	19	7.92%	24	10.62%	17	7.39%
1:00 - 1:59	27	11.25%	20	8.85%	24	10.43%
2:00 - 2:59	19	7.92%	26	11.50%	24	10.43%
3:00 - 3:59	24	10.00%	20	8.85%	30	13.04%
4:00 - 4:59	3	1.25%	9	3.98%	4	1.74%
5:00 - 5:59	2	0.83%	2	0.88%	5	2.17%
6:00 - 6:59	5	2.08%	2	0.88%	2	0.87%
7:00 - 7:59	2	0.83%	3	1.33%	3	1.30%
8:00 - 8:59	3	1.25%	1	0.44%	1	0.43%
9:00 - 9:59	3	1.25%	2	0.88%		0.00%
10:00-10:59	3	1.25%	1	0.44%	2	0.87%
11:00-11:59	2	0.83%	1	0.44%	3	1.30%
12:00-12:59	2	0.83%	1	0.44%	4	1.74%
13:00-13:59	4	1.67%	2	0.88%	1	0.43%
14:00-14:59	6	2.50%	4	1.77%	2	0.87%
15:00-15:59	9	3.75%	6	2.65%	5	2.17%
16:00-16:59	2	0.83%	7	3.10%	12	5.22%
17:00-17:59	8	3.33%	6	2.65%	9	3.91%
18:00-18:59	9	3.75%	11	4.87%	6	2.61%
19:00-19:59	8	3.33%	9	3.98%	13	5.65%
20:00-20:59	16	6.67%	10	4.42%	11	4.78%
21:00-21:59	17	7.08%	21	9.29%	11	4.78%
22:00-22:59	25	10.42%	20	8.85%	17	7.39%
23:00-23:59	22	9.17%	18	7.96%	24	10.43%
Total	240		226		230	

As expected, there were more alcohol-involved crashes on the weekends than during the week. During the 2004-2006 period, Friday, Saturday, and Sunday accounted for 424 or 61% of the crashes, with Saturday having the highest with 177 or 25% of the total. Mondays were the lowest with 62 or 9%. No significant trends across years were apparent.

Table 30. Alcohol-involved crashes by day of week: 2004-2006

Day of Week	2004		2005		2006	
Sunday	53	22.08%	47	20.80%	50	21.74%
Monday	21	8.75%	27	11.95%	14	6.09%
Tuesday	19	7.92%	24	10.62%	12	5.22%
Wednesday	28	11.67%	14	6.19%	31	13.48%
Thursday	19	7.92%	33	14.60%	30	13.04%
Friday	38	15.83%	27	11.95%	32	13.91%
Saturday	62	25.83%	54	23.89%	61	26.52%
Total	240		226		230	

Not surprisingly, drivers aged 21 – 40 were the most involved in these alcohol-related crashes, comprising 504 or 58% of the total. Underage drinkers accounted for only 35 or 7% of the total. A noteworthy trend is that involvement of the under-21-year-old age group steadily declined, from 16 in 2004 to 11 in 2005 to 8 in 2006, a 50% reduction from 2004. Other trends were noted; however, since the numbers are small, observations should be made over an extended period of time.

Table 31. Ages of drivers in alcohol-involved crashes: 2004-2006

Age Category	2004		2005		2006	
Under 21	16	5.11%	11	3.82%	8	2.96%
21 - 25	41	13.10%	44	15.28%	49	18.15%
26 - 30	55	17.57%	51	17.71%	45	16.67%
31 - 35	38	12.14%	44	15.28%	36	13.33%
36 - 40	49	15.65%	25	8.68%	27	10.00%
41 - 45	29	9.27%	27	9.38%	16	5.93%
46 - 50	35	11.18%	32	11.11%	25	9.26%
51 - 55	21	6.71%	26	9.03%	26	9.63%
56 - 60	13	4.15%	11	3.82%	23	8.52%
61 - 65	6	1.92%	8	2.78%	10	3.70%
66 - 70	6	1.92%	4	1.39%	4	1.48%
Over 70	4	1.28%	5	1.74%	1	0.37%
Total	313		288		270	

Approximately three-fourths (666, or 76.46%) of the drivers involved in alcohol-related crashes were male, while only 205 or 23.54% were female. The percentage of male and female involved drivers remained nearly constant over time.

Table 32. Drivers of alcohol-involved crashes by gender 2004-2006

Gender	2004		2005		2006	
Male	240	76.68%	218	75.69%	208	77.04%
Female	73	23.32%	70	24.31%	62	22.96%
Total	313		288		270	

NOTE: Although we did not have time to do it, it would be useful to tabulate late-night crashes, e.g., 9 p.m. – 6 a.m., perhaps dividing them into single-vehicle and multiple-vehicle crashes. These are useful surrogates for alcohol-related crashes in the absence of extensive alcohol testing. By examining driver age/sex, contributing factors, manner of collision, patterns over time, and other features, one can get a better picture of the alcohol problem. Other data worth including would be enforcement activities, such as targeted enforcement hours, checkpoints if they are used in the District, and DWI arrests.

AGGRESSIVE DRIVING

In an analysis of aggressive driving-related fatal crashes in 2006, males were 2:1 more likely to be involved in an aggressive driving-related crash. In 2006, 44% of the fatalities were aggressive driving-related compared to 51% in 2003. Aggressive driving-related fatalities involved more 20+ year olds than any other age group (7 of 18). The primary contributing circumstance for fatal aggressive driving-related crashes in 2006, according to D-DOT, was speed.

The analysis is limited because there is no definition of “aggressive driving” offered in the DC reports. Because there are many definitions used in different areas and analyses, it is critical that the term be defined.

Table 33. Fatalities resulting from aggressive driving behaviors

YEAR	2001	2002	2003	2004	2005	2006	2007
Total fatalities	71	50	68	43	49	41	54
Aggressive driving related	39	29	32	30	22	22	10
Percentage	55%	58%	47%	70%	45%	54%	19%

Source: D-DOT publications.

Speed is a major component in common definitions of aggressive driving, and the table below examines speed-related FARS crashes. Speed was cited as a factor in 30 percent of all fatal crashes. Speed-related crashes involve alcohol in 63% of cases, 20 percentage points higher than for all other fatal crashes.

Table 34. Speed as a factor in fatal crashes: 2002 – 2006

Speed-related crash?	Crash Year					5-Year Total		% Alcohol of Total
	2002	2003	2004	2005	2006	N	Pct	
Yes	14	19	18	13	3	67	29.9%	63.3%
No	29	44	23	31	30	157	70.1%	43.6%
Total	43	63	41	44	33	224	100.0%	49.5%

Source: FARS

PEDESTRIANS AND BICYCLISTS

In 2004-2006, 2,083 pedestrians were injured, including 43 whose injuries were fatal. The fatalities were nearly one-third (32%) of all traffic fatalities in those years. According to FARS, from 2002-2006, nearly one-third (32%) of pedestrian fatalities were alcohol-related.

The ages of injured pedestrians were widely distributed, with a broad representation from ages 5 through 64. Just over half (52%) were male. Of pedestrian fatalities in 2002-2006, more than one-fourth (27%) were between 45 and 54 years old and 61% were male.

Table 35. Pedestrian fatalities: 2001-2006.

YEAR	2001	2002	2003	2004	2005	2006	2007
Total Traffic Fatalities	70	50	70	45	49	41	54
Pedestrian Fatalities	13	8	18	10	16	17	25
% Pedestrian Fatalities	19%	16%	26%	22%	33%	42%	47%

Source: D-DOT publications.

Table 36. Injured pedestrians by age: 2004-2006

Age	2004		2005		2006		2004-2006	
1 - 4	22	2.78%	11	1.63%	9	1.46%	42	2.02%
5 - 9	74	9.34%	51	7.56%	33	5.36%	158	7.59%
10 - 15	74	9.34%	76	11.26%	59	9.58%	209	10.03%
16 - 20	66	8.33%	55	8.15%	41	6.66%	162	7.78%
21 - 24	37	4.67%	69	10.22%	53	8.60%	159	7.63%
25 - 34	137	17.30%	108	16.00%	93	15.10%	338	16.23%
35 - 44	134	16.92%	111	16.44%	86	13.96%	331	15.89%
45 - 54	122	15.40%	86	12.74%	123	19.97%	331	15.89%
55 - 64	58	7.32%	60	8.89%	61	9.90%	179	8.59%
65 - 74	14	1.77%	21	3.11%	18	2.92%	53	2.54%
75 +	28	3.54%	10	1.48%	17	2.76%	55	2.64%
Unknown	26	3.28%	17	2.52%	23	3.73%	66	3.17%
Total	792		675		616		2,083	

Source: D-DOT crash database; includes fatalities.

Table 37. Injured pedestrians by gender: 2004-2006

Gender	2004		2005		2006		2004-2006	
Male	397	50.00%	351	51.85%	328	53.25%	1,076	51.56%
Female	392	49.37%	326	48.15%	288	46.75%	1,006	48.20%
Unknown	5	0.63%	0	0.00%	0	0.00%	5	0.24%
Total	794		677		616		2,087	

Source: D-DOT crash database; includes fatalities.

Also in 2004-2006, 572 bicyclists were injured (including 6 fatalities). Most of them (88%) were between ages 10 and 54; more than one-fourth (27%) were between 25 and 34. Nearly four-fifths of the injuries, and all of the fatalities, were male. Alcohol was involved in 26% of the 7 bicycle fatalities between 2002 and 2006 (FARS). Only one of the fatalities was wearing a helmet (FARS).

Table 38. Injured bicyclists by age: 2004-2006

Age	2004		2005		2006		2004-2006	
1 - 4	1	0.46%	0	0.00%	0	0.00%	1	0.17%
5 - 9	13	5.96%	6	3.57%	5	2.69%	24	4.20%
10 - 15	32	14.68%	20	11.90%	21	11.29%	73	12.76%
16 - 20	16	7.34%	13	7.74%	15	8.06%	44	7.69%
21 - 24	24	11.01%	21	12.50%	18	9.68%	63	11.01%
25 - 34	57	26.15%	38	22.62%	58	31.18%	153	26.75%
35 - 44	34	15.60%	29	17.26%	27	14.52%	90	15.73%
45 - 54	26	11.93%	27	16.07%	28	15.05%	81	14.16%
55 - 64	5	2.29%	8	4.76%	7	3.76%	20	3.50%
65 - 74	2	0.92%	1	0.60%	1	0.54%	4	0.70%
75 +	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Unknown	8	3.67%	5	2.98%	6	3.23%	19	3.32%
Total	218		168		186		572	

Source: D-DOT crash database; includes fatalities.

Table 39. Injured Bicyclists by Gender: 2004-2006

Gender	2004		2005		2006		2004-2006	
Male	172	78.54%	134	79.76%	146	78.49%	452	78.88%
Female	45	20.55%	34	20.24%	40	21.51%	119	20.77%
Unknown	2	0.91%	0	0.00%	0	0.00%	2	0.35%
Total	219		168		186		573	

Source: D-DOT crash database; includes fatalities.

SPECIAL FACTORS

Hit & Run Crashes

If we revisit Table 3, we can observe that “Hit and Run” crashes accounted for an incredible 16,878 or 32% of all the crashes that occurred during the 2004 to 2006 period. Their percentage of the total number of crashes that occurred each year gradually decreased from 33% to 32% to 31%, and their numbers declined steadily from 6,056 in 2004 to 5,661 in 2005 to 5,079 in 2006. This is a meaningful decline of 977 or 16%.

Table 3 (repeat). Summary of crashes: 2004-2006

Year	2004	2005	2006	2004-2006
Total crashes	18,260	17,657	16,216	52,133
Total persons involved	60,408	43,754	39,658	143,820
# of vehicles Involved	36,513	35,649	33,263	105,425
Fatal crashes	44	43	35	122
Fatalities	45	49	41	135
VMT (Million miles)	3,742	3,713	3,623	11,078
Fatality/100 million VMT	1.20	1.32	1.13	1.22
Injury crashes	5,917	5,558	5,040	16,515
Injuries	8,108	7,525	7,061	22,694
Property damage only	12,299	12,049	11,137	35,485
Pedestrian crashes	725	782	726	2,233
Injured pedestrians	792	675	616	2,083
Hit & run crashes	6,056	5,661	5,079	16,796
Hit dc property	973	1,102	1,180	3,255
Non-collision	49	54	55	158

Source: D-DOT crash database, publication, FHWA (VMT)

Fatal, injury, and PDO categories are mutually exclusive; all other categories are not mutually exclusive

The following table breaks “Hit and Run” crashes down by time period with the latter half of the day consistently being higher. From afternoon until early morning, hit and run crashes were overrepresented.

Table 40. Hit & run crashes by time of day: 2004-2006

Time of Day	2004		2005		2006		2004-2006	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Mid- 2:59 am	641	10.58%	623	11.01%	566	11.15%	1,830	10.90%
3 am- 5:59 am	435	7.18%	383	6.77%	346	6.82%	1,164	6.93%
6 am- 8:59 am	552	9.11%	570	10.07%	499	9.83%	1,621	9.66%
9 am- 11:59 am	645	10.65%	643	11.36%	507	9.99%	1,795	10.69%
Noon- 2:59 pm	837	13.82%	741	13.09%	682	13.44%	2,260	13.46%
3 pm- 5:59 pm	1,114	18.39%	1,047	18.50%	955	18.82%	3,116	18.56%
6 pm- 8:59 pm	957	15.80%	867	15.32%	827	16.30%	2,651	15.79%
9 pm- 11:59 pm	875	14.45%	785	13.87%	692	13.64%	2,352	14.01%
Total	6,056		5,659		5,074		16,789	

Source: D-DOT crash database

Work Zone Crashes

Crashes in work-zones accounted for a small number, 1,009 or 2% of the total crashes that occurred during the 2004-2006 period; they declined by 95 crashes from 2004 to 2006, or 24%. Nevertheless, they represent a meaningful segment of the crash population and, as they occur in actively controlled areas, may be countermeasure targets.

The following table breaks down “Work-Zone” crashes by category. “Property Damage Only” accounted for 70% of the total during the period.

A noteworthy trend was that work-zone related “Property Damage Only” crashes decreased from 280 to 204, a reduction of 76 or 27%. “Hit and run” crashes also decreased, from 108 to 73, a drop of 32%. Crashes with pedestrians or involving DC property increased over the three years.

Table 41. Types of crashes occurring in work zones: 2004-2006

Crash Type	2004		2005		2006		2004-2006	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Fatality	1	0.25%	1	0.32%	0	0.00%	2	0.20%
Injury	115	29.04%	87	27.88%	97	32.23%	299	29.63%
Pedestrian	9	2.27%	15	4.81%	18	5.98%	42	4.16%
Property damage	280	70.71%	224	71.79%	204	67.77%	708	70.17%
DC property	23	5.81%	26	8.33%	30	9.97%	79	7.83%
Hit and run	108	27.27%	86	27.56%	73	24.25%	267	26.46%
Non-collision	0	0.00%	3	0.96%	3	1.00%	6	0.59%
Total	396		312		301		1,009	

Source: D-DOT crash database

Crashes by Ward

This section presents the detailed crash distributions and trend by ward, which include totals crashes, fatal crashes, injured crashes, pedestrian involved crashes, etc. NOTE: The numbers in the tables in this section are from the DC Traffic Safety Report Statistics document. They may vary from numbers we calculated for earlier tables from the DC crash database; these discrepancies need resolution.

For the years 2004 – 2006, an average of 35% of all traffic crashes occurred in Wards 2, 5, and 6, as illustrated below. Also, significant progress has been made in identifying Crash location by Ward as demonstrated by the “No Indication” category where there was no ward location indicated in 3,519 crashes or 19% of the total in 2004 and only 11 or .07% of the total in 2006.

Table 42. Total crashes by Ward: 2004-2006

Ward & Border	2004		2005		2006		Total	
	Crashes	Percentage	Crashes	Percentage	Crashes	Percentage	Crashes	Percentage
1	1329	7.28%	1312	7.43%	1283	7.92%	3924	7.53%
2	2961	16.22%	3511	19.88%	3370	20.80%	9842	18.88%
3	976	5.35%	1278	7.24%	1198	7.39%	3452	6.62%
4	1641	8.99%	1710	9.68%	1574	9.71%	4925	9.45%
5	1947	10.66%	2490	14.10%	2172	13.40%	6609	12.68%
6	1947	10.66%	2413	13.67%	2052	12.66%	6412	12.30%
7	1503	8.23%	1907	10.80%	1743	10.76%	5153	9.89%
8	1254	6.87%	1565	8.86%	1668	10.29%	4487	8.61%
Borders	1183	6.48%	1286	7.28%	1133	6.99%	3602	6.91%
Not Indicated	3519	19.27%	185	1.05%	11	0.07%	3715	7.13%
Total	18260		17657		16204		52121	

Source: D-DOT publications

Wards 2 and 5 contained the highest number/percentage of injury crashes (4,358; 30%) while Wards 1 and 3 contained the lowest (1,856; 13%). Noteworthy trends include a decrease in Ward 1 from 337 in 2004 to 306 in 2005 to 266 in 2006, down by 71 or 21%; and a decrease in overall injury crashes from 5,485 in 2004 to 4,881 in 2005 to 4,265 in 2006, down 1,220 or 22%. Significant progress has also been made in identifying Injury Crash location by Ward as demonstrated by the “No Indication” category where there was no ward location indication in 1,008 injury crashes or 18% of the total in 2004 and only 8 or .19% of the total in 2006.

Table 43. Injury crashes by Ward: 2004-2006

Ward & Border	2004		2005		2006		Total	
	1	337	6.14%	306	6.27%	266	6.24%	909
2	745	13.58%	810	16.60%	725	16.99%	2280	15.59%
3	279	5.09%	333	6.81%	335	7.86%	947	6.47%
4	576	10.49%	549	11.24%	497	11.66%	1622	11.09%
5	700	12.77%	752	15.41%	626	14.67%	2078	14.21%
6	582	10.60%	685	14.03%	511	11.99%	1778	12.15%
7	455	8.29%	537	11.00%	499	11.71%	1491	10.19%
8	414	7.55%	449	9.20%	455	10.68%	1318	9.01%
Borders	389	7.10%	398	8.16%	341	8.00%	1128	7.71%
Not Indicated	1008	18.37%	62	1.26%	8	0.19%	1078	7.37%
Total	5485		4881		4263		14629	

Source: D-DOT publications

Pedestrian-involved crashes have decreased over the 2004 to 2006 period from 681 to 612, down 69 or 10%. By far, Ward 2 had the highest number, 477 or 24% of the total. The next highest was Ward 6 with 234 or 12%. The borders of the wards also posted high numbers with 264 or 13% of the total. A noteworthy trend is the ward borders where pedestrian-involved crashes decreased significantly from 162 in 2004 to 46 in 2006, down 116 or 72%, though the significance of the drop is unclear.

Table 44. Pedestrian-involved crashes by Ward: 2004-2006

Ward	2004		2005		2006		Total	
	1	66	9.69%	63	9.26%	60	9.80%	189
2	141	20.70%	177	26.03%	159	25.98%	477	24.18%
3	29	4.26%	48	7.06%	53	8.66%	130	6.59%
4	46	6.75%	62	9.12%	57	9.31%	165	8.36%
5	58	8.52%	78	11.47%	55	8.99%	191	9.68%
6	78	11.45%	82	12.06%	74	12.09%	234	11.86%
7	51	7.49%	52	7.65%	48	7.84%	151	7.65%
8	50	7.34%	62	9.12%	60	9.80%	172	8.72%
Borders	162	23.79%	56	8.24%	46	7.52%	264	13.38%
Total	681		680		612		1973	

Source: D-DOT publications

As previously discussed, “Hit and run” crashes accounted for 15,201 or 29 % of the total crashes that occurred during the 2004-2006 period. Wards 2 (2,269; 15%), 7 (2,076; 14%) and 5 (1,919; 13%) were the highest comprising 6,264 or 41% of the total while Ward 3 had the lowest total (728; 5%).

Noteworthy trends included steady increases in Ward 2 from 700 in 2004 to 779 in 2005 to 790 in 2006, up by 90 or 13% and Ward 8 from 451 in 2004 to 575 in 2005 to 600 in 2006, up by 149 or 33%; and a steady decrease in Ward 1 from 505 in 2004 to 483 in 2005 to 439 in 2006, down by 66 or 13%. Overall, “Hit and Run” crashes declined from 5,384 in 2004 to 5,148 in 2005 to 4,669 in 2006, down by 715 or 13%.

Significant progress has also been made in identifying “Hit and Run” Crash location by Ward as demonstrated by the “No Indication” category where there was no ward location indication in 1,133 hit & run crashes or 21% of the total in 2004 and only 4 or .09% of the total in 2006.

Table 45. Hit and run crashes by Ward: 2004-2006

Ward & Border	2004		2005		2006		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
1	505	9.38%	483	9.38%	439	9.40%	1427	9.39%
2	700	13.00%	779	15.13%	790	16.92%	2268	14.93%
3	183	3.40%	278	5.40%	267	5.72%	728	4.79%
4	488	9.06%	530	10.30%	471	10.09%	1489	9.79%
5	553	10.27%	737	14.32%	629	13.47%	1919	12.62%
6	452	8.40%	541	10.51%	518	11.09%	1511	9.94%
7	605	11.24%	815	15.83%	656	14.05%	2076	13.66%
8	451	8.38%	575	11.17%	600	12.85%	1626	10.70%
Borders	314	5.83%	369	7.17%	295	6.32%	978	6.43%
Not Indicated	1133	21.04%	41	0.80%	4	0.09%	1178	7.75%
Total	5,384		5,148		4,669		15,201	

Source: D-DOT publications

Distribution of Crashes by Vehicle Types and Ward

Vehicle types are categorized as passenger cars, trucks, motorcycles, buses, and police cars, taxis, and bicycles. Since there are usually multiple vehicles involved in a crash, the first or primary vehicle is treated as the primary type of vehicle involved the crash when the crashes by ward are categorized based on the type of vehicles.

Table 46 shows that bus-involved crashes increased significantly in Ward 8 (36%) from 2005 to 2006. The motorcycle-involved crashes (Table 47) decreased by 21% from 2004 to 2006, with a particularly high decrease, almost 50%, in Wards 3 and 4. Bicycle involved crashes slightly increased, by 8%, from 2005 to 2006 (Table 48). Overall truck-involved crashes decreased by 11% from 2004 to 2006. However, there is no significant change in each individual Ward, as illustrated in Table 49. Half of all taxi-involved crashes occurred in Ward 2; the changes in Ward 2 from 2004 to 2005 and 2006 accounted for nearly all of the year-to-year variation.

Table 46. Bus-involved crashes by Ward: 2004-2006

Ward	2004		2005		2006	
1	107	9.83%	85	7.66%	89	7.60%
2	320	29.37%	319	28.92%	350	29.89%
3	52	4.80%	68	6.20%	59	5.04%
4	87	7.97%	69	6.30%	72	6.15%
5	113	10.37%	128	11.59%	135	11.53%
6	186	17.14%	187	16.97%	184	15.71%
7	50	4.59%	81	7.30%	71	6.06%
8	93	8.52%	99	8.94%	135	11.53%
Border	2004		2005		2006	
1&2	14	1.31%	7	0.64%	5	0.43%
1&3	1	0.11%	4	0.36%		
1&4	4	0.33%	5	0.46%	3	0.26%
1&5	6	0.55%	2	0.18%	3	0.26%
2&3			1	0.09%	2	0.17%
2&5	2	0.22%	1	0.09%	1	0.09%
2&6	15	1.42%	6	0.55%	13	1.11%
3&4					3	0.26%
4&5	4	0.33%	3	0.27%	1	0.09%
5&6	15	1.42%	19	1.73%	18	1.54%
5&7	7	0.66%	5	0.46%	8	0.68%
6&7	1	0.11%	3	0.27%	1	0.09%
7&8	11	0.98%	11	1.00%	18	1.54%
Total	1088		1103		1172	

Source: D-DOT publications

Table 47. Motorcycle-involved crashes by Ward: 2004-2006

Ward & Border	2004		2005		2006	
1	21	8.59%	14	6.28%	15	7.98%
2	55	22.73%	48	21.52%	57	30.32%
3	15	6.06%	16	7.17%	9	4.79%
4	25	10.61%	25	11.21%	9	4.79%
5	29	12.12%	18	8.07%	20	10.64%
6	35	14.65%	39	17.49%	32	17.02%
7	25	10.61%	22	9.87%	17	9.04%
8	24	10.10%	19	8.52%	23	12.23%
Borders	11	4.55%	22	9.87%	6	3.19%
Total	240		224		189	

Source: D-DOT publications

Table 48. Bicycle-involved crashes by Ward: 2004-2006

Wards & Borders	2004		2005		2006	
1	39	14.47%	39	14.66%	49	17.01%
2	94	34.47%	80	30.08%	86	29.86%
3	16	5.96%	13	4.89%	19	6.60%
4	17	6.38%	30	11.28%	29	10.07%
5	27	9.79%	25	9.40%	17	5.90%
6	39	14.47%	31	11.65%	33	11.46%
7	7	2.55%	16	6.02%	22	7.64%
8	13	4.68%	12	4.51%	9	3.13%
Border	20	7.23%	20	7.52%	24	8.33%
Total	272		266		288	

Source: D-DOT publications

Table 49. Truck/trailer-involved crashes by Ward: 2004-2006

Wards	2004		2005		2006	
1	149	8.27%	136	8.45%	154	9.54%
2	372	20.62%	291	18.02%	334	20.68%
3	106	5.89%	113	7.01%	147	9.10%
4	205	11.36%	147	9.14%	143	8.85%
5	283	15.71%	272	16.90%	236	14.61%
6	273	15.15%	273	16.96%	227	14.06%
7	140	7.78%	155	9.64%	140	8.67%
8	109	6.03%	110	6.82%	112	6.93%
Borders	2004		2005		2006	
1&Other	3	0.14%			1	0.06%
1&2	10	0.56%	6	0.38%	14	0.87%
1&3	10	0.56%	5	0.31%	3	0.19%
1&4	6	0.35%	3	0.19%	3	0.19%
1&5	14	0.77%	4	0.25%	10	0.62%
2&3	3	0.14%	2	0.13%		
2&5	5	0.28%	3	0.19%	5	0.31%
2&6	21	1.19%	11	0.69%	8	0.50%
3&4	4	0.21%	3	0.19%	1	0.06%
4&5	10	0.56%	12	0.75%	8	0.50%
5&6	47	2.59%	35	2.19%	36	2.23%
5&7	8	0.42%	4	0.25%	7	0.43%
6&7	1	0.07%	2	0.13%		
7&8	24	1.33%	23	1.44%	26	1.61%
Total	1802		1612		1615	

Source: D-DOT publications

Table 50. Taxi-involved crashes by Ward: 2004-2006

Ward	2004		2005		2006	
1	132	9.09%	121	7.73%	122	8.99%
2	744	51.15%	793	50.77%	648	47.83%
3	86	5.91%	105	6.70%	79	5.81%
4	73	5.03%	84	5.35%	86	6.38%
5	75	5.17%	73	4.70%	71	5.23%
6	197	13.53%	209	13.40%	200	14.80%
7	19	1.33%	33	2.13%	25	1.88%
8	33	2.29%	19	1.22%	30	2.21%
Border	2004		2005		2006	
1&2	25	1.70%	30	1.93%	21	1.55%
1&3	17	1.18%	16	1.03%	11	0.82%
1&4	5	0.37%	6	0.39%	7	0.49%
1&5	3	0.22%	2	0.13%	4	0.33%
2&3	1	0.07%	2	0.13%	1	0.08%
2&5	2	0.15%	7	0.45%	1	0.08%
2&6	20	1.40%	38	2.45%	25	1.88%
3&4			1	0.06%		
4&5	4	0.30%	3	0.19%		
5&6	13	0.89%	12	0.77%	18	1.31%
5&7	1	0.07%	2	0.13%	3	0.25%
7&8	2	0.15%	5	0.32%	1	0.08%
Total	1454		1562		1354	

Source: D-DOT publications

Table 51. Passenger auto-involved crashes by Ward: 2004-2006

Ward	2004		2005		2006	
1	901	8.25%	715	6.86%	645	6.92%
2	1638	14.99%	1558	14.95%	1377	14.79%
3	776	7.11%	802	7.69%	717	7.70%
4	1385	12.68%	1136	10.90%	1059	11.38%
5	1570	14.37%	1651	15.84%	1445	15.52%
6	1318	12.06%	1329	12.75%	1068	11.47%
7	1332	12.20%	1388	13.32%	1234	13.25%
8	1066	9.76%	1041	9.98%	1082	11.62%
Border	2004		2005		2006	
1&Other	4	0.04%	5	0.05%	4	0.05%
1&2	71	0.65%	63	0.60%	43	0.46%
1&3	21	0.19%	35	0.34%	32	0.34%
1&4	43	0.40%	32	0.31%	31	0.33%
1&5	43	0.40%	53	0.50%	26	0.27%
2&3	5	0.05%	8	0.07%	5	0.06%
2&5	45	0.41%	32	0.31%	30	0.32%
2&6	69	0.64%	61	0.59%	72	0.78%
3&4	4	0.04%	3	0.03%	7	0.08%
4&5	72	0.66%	63	0.60%	60	0.64%
5&6	252	2.30%	209	2.01%	190	2.04%
5&7	75	0.68%	55	0.53%	47	0.50%
6&7	16	0.14%	9	0.08%	5	0.06%
7&8	218	1.99%	175	1.68%	132	1.42%
Total	10923		10423		9312	

Table 52. Police vehicle-involved crashes by Ward: 2004-2006

Wards & Border	2004		2005		2006	
1	36	9.18%	25	5.98%	34	8.88%
2	78	20.07%	82	19.62%	50	13.05%
3	30	7.82%	22	5.26%	21	5.48%
4	38	9.86%	47	11.24%	33	8.62%
5	50	12.93%	53	12.68%	48	12.53%
6	71	18.37%	84	20.10%	82	21.41%
7	36	9.18%	42	10.05%	50	13.05%
8	29	7.48%	40	9.57%	42	10.97%
Border	20	5.10%	23	5.50%	23	6.01%
Total	387		420		383	

Highway Safety Priority Areas Performance Goals, Measures, and Funded Projects

Occupant Protection

Based on the Annual Citywide Observational Seat Belt Use Survey conducted in the District in June 2007, D.C.'s seat belt use rate is 87%, up from 85% in 2006. The nation's seat belt use rate is 82%. In 2006, 13 drivers and 10 passengers were killed in motor vehicle crashes on the District's roadways. Seven out of 23, or 3%, were not wearing seat belts. Statistics reveal that as many as half of those killed who weren't wearing seat belts may have survived had they buckled up. **(The Seat Belt Use Survey conducted for 2008 resulted in a 90.0% usage rate for the District of Columbia.)**

SEAT BELT USE DATA

Year	1999	2000	2001	2002	2003	2004	2005	2006	2007
Use Rate	78%	83%	84%	84.56%	84.93%	87.02%	88.78%	85.36%	87.13%

Performance Goal

To increase seat belt use from 87% in 2007 to 90% in 2008.

Year	2006	2007	2008	2009	2010	2011
% use goal	85.36%	87.13%	90%	94%	97%	100%

In order to achieve a 90% seat belt use rate in 2008, DC must convert 30% of its current non-seat belt users into seat belt users.

Performance Measures

- Annual citywide observational seat belt use surveys will continue to be utilized to measure the statewide usage rates for seat belts. In 1998, the HSO's Observational Survey Plan was developed and was approved by the National Highway Traffic Safety Administration. Seat belt use is surveyed at over eighty sites across the city and calculations of use are based on VMT (vehicle miles traveled).

- Monitoring of overall seat belt use rates in personal injury and fatal crashes will allow for a comprehensive approach to the problem identification process. The HSO will continue to monitor the locations of unrestrained fatal and personal injury crashes.

FY 2009 Occupant Protection Projects (estimated)

DC Metropolitan Police Department OP Enforcement	\$100,000
CPS Program	\$ 125,000
OP Media Contract	\$100,000
Surveys	\$ 80,000
Associate Renewal Education	\$ 75,000

The enforcement, media, and survey projects will support the May Mobilization and required observational citywide seat belt survey.

SAFETEA-LU Occupant Protection Incentive Grants

Section 406 Incentive Grant - eligibility criteria includes:

A State is eligible for an incentive grant if it did not have a conforming primary safety belt use law for all passenger motor vehicles in effect on or before December 31, 2002, and either:

- Enacts for the first time after December 31, 2002, and has in effect and is enforcing a conforming primary safety belt use law for all passenger motor vehicles (States meeting this criterion are called *New Primary Law States*); or,
- After December 31, 2005, has a State safety belt use rate of 85 percent or more for each of the 2 consecutive calendar years immediately preceding the fiscal year of the grant (States meeting this criterion are called *Safety Belt Performance States*).

A State that meets either of the above two criteria will receive a one-time grant equal to 475 percent of the State's apportionment under Section 402 for fiscal year 2003.

If a State does not meet either of the above two criteria, and if funds remain after grants have been awarded to all States that do meet either of the two criteria by July 1 each year, the State will qualify for a one-time grant equal to 200 percent of its apportionment under Section 402 for fiscal year 2003 if it has in effect, and is enforcing a conforming primary safety belt law for all passenger motor vehicles that was in effect before January 1, 2003.

FY 2006 & FY 2007 – (\$561,545 in FY06 & \$1,006,955 in FY 07) DC qualified for this incentive grant based on passing a primary belt law prior to January 1, 2003. Funds will be used to support the national May seat belt mobilization to include: HVE, paid and earned media, and an approved observation seat belt survey.

Section 405 Occupant Protection Incentive Grant — eligibility criteria include meeting four of the following six criteria:

- a law requiring seat belt use by all front seat passengers (all passengers in the vehicle in FY 2001).
- a primary enforcement seat belt law.
- minimum fine or penalty points for occupant protection law violations.
- a statewide special traffic enforcement program for occupant protection that emphasizes publicity.
- a statewide child passenger safety education program.
- a child passenger law that requires minors to be properly secured in a child safety seat.

FY 2006 – (\$161,728) DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. A portion of the FY 2006 Section 405 funds were allocated to the May seat belt enforcement mobilization. The mobilization included a public information and education campaign with high visibility enforcement of the state’s seat belt law. In addition, these funds supported the Child Passenger Safety Awareness campaign.

FY 2007 – (\$159,874) DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Funds will be used to support the national May seat belt mobilization to include: HVE, paid and earned media, and an approved observation seat belt survey.

Impaired Driving

Based on the DC’s Annual Traffic Statistics Report for 2006, alcohol-related fatalities accounted for 15 of the 41 total traffic crash fatalities. Overall, there were 15 total alcohol-related crashes. Further crash analysis revealed that 53% of all alcohol-related crashes occurred between midnight and 4 am and over 73% (11) occurred between 10 pm and 5 am. In addition, statistics show that most occur on Sundays and Wednesdays. Male drivers account for approximately 70% of all alcohol-related fatal crashes, and the average age is 36 years old.

Alcohol Involvement in Traffic Crashes

YEAR	2001	2002	2003	2004	2005	2006
Fatalities	70	47	67	45	48	41
Alcohol-related	11	24	34	15	19	15
% of Total	16%	51%	51%	34%	40%	37%
Injuries	10,758	8,775	8,233	8,054	7,555	7,053

Performance Goals

To decrease the percentage of alcohol-related fatalities.

YEAR	2008	2009	2010	2011
% Alcohol	31%	27%	24%	20%

Performance Measures

- Ongoing analysis of DC's traffic crash data will be used to measure progress towards the desired goals. Particular attention will be placed on all crashes which involve alcohol, the age and sex of the drivers involved in these crashes, the BAC level of the drivers involved in these crashes, the districts in which the crashes occur, the time of day and day of week the crashes occur, and the total number of arrests made by the MPD.

FY 2008 Impaired Driving Projects

MPD DUI Enforcement	\$200,000
Alcohol Media Contract	\$100,000
Washington Regional Alcohol Program	\$ 80,000
Office of the Attorney General	\$250,000

These projects will be used to support the national DUI Crackdown enforcement and media activities.

SAFETEA-LU Impaired Driving Incentive Grant

Section 410 Incentive Grant - eligibility criteria includes meeting five of the following seven criteria. Highlighted criteria represent those that the state met in order to qualify:

- Administrative license revocation
- An underage drinking prevention program
- A statewide traffic enforcement program
- A graduated driver licensing system with three distinct driving phases
- Graduated sanctions for drivers with high BACs
- A young adult drinking and driving program
- Testing for BAC levels equal to or greater than the national average

FY 2006 – (\$530,578) DC used these funds to provide overtime enforcement and paid media for the Checkpoint Strikeforce campaign.

FY 2007 – Not eligible

Aggressive Driving

In an analysis of aggressive driving-related fatal crashes in 2006, males were 2:1 more likely to be involved in an aggressive driving-related crash. In 2006, 44% of the fatalities were aggressive driving-related compared to 51% in 2003. Aggressive driving-related fatalities involved more 20+ year olds than any other age group (7 of 18). The primary contributing circumstance for fatal aggressive driving-related crashes in 2006 was speed.

Percentage of fatal crashes resulting from aggressive driving behaviors

YEAR	2001	2002	2003	2004	2005	2006	2007
Total fatal crashes	71	50	68	43	49	41	54
Aggressive driving related	39	29	32	30	22	22	15
Percentage	55%	58%	47%	70%	45%	54%	28%

Performance Goal

To decrease the percentage of fatal crashes resulting from aggressive driving behaviors

YEAR	2008	2009	2010	2011
%	24	22	20	18

Performance Measures

- MPD will continue on-going analysis of aggressive driving-related crash data to assist in more targeted program planning in this priority area. Continued implementation of coordinated data collection systems will enable a more efficient and accurate problem identification process related to the problem of aggressive driving. By identifying high crash locations and the primary contributing circumstances, special emphasis can be placed on target areas.

FY 2009 Aggressive Driving Projects

Enforcement	\$100,000
Media – Smooth Operator	\$100,000

These projects will be used to support/enforce the District's posted speed limits using sustained and high visibility enforcement as well as paid media during designated enforcement waves.

Traffic Records

The absence of comprehensive citywide data on injuries and fatalities resulting from motor vehicle crashes has hindered an efficient problem identification process. These deficiencies include an inability to link traffic records from one agency to another and a lack of a comprehensive system to analyze crash data from the crash scene, patient care systems, licensing, and adjudication of the violations. Currently there are efforts underway to create an integrated data collection network in order to capture crash, driver licensing, location, and medical data relating to location of crashes, demographics of those involved, occupant protection use, primary contributing circumstances in crashes, severity of injury data, and specifics with regard to fatalities. The integrated data collection system will allow for comprehensive problem identification for improving highway safety in the District.

Performance Goal

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

Performance Measures

- The Traffic Records Coordinating Committee's Strategic Plan will be utilized as a guide to ensure that the proper steps are being taken to implement a citywide integrated data collection network available for highway safety stakeholders.

FY 2008 Traffic Records Projects

See 408 grant application	

SAFETEA-LU Traffic Records Incentive Grants

Section 408 Incentive Grant - eligibility criteria includes certification that a traffic records assessment has been completed, that a Traffic Records Coordinating Committee is in place, and that the state has developed a multi-year plan for strategic implementation of efforts to improve traffic records data collection and analysis.

FY 2006 – DC did not submit an application.

FY 2007 – (\$300,000)

Pedestrian /Bike Safety

In 2005, 780 persons were injured and 16 were killed in pedestrian crashes. This number is up from 2004 when there were 10 pedestrian fatalities. Of the 16 pedestrians killed in 2005, 5 had a positive BAC.

Percentage of Pedestrian Fatalities

YEAR	2001	2002	2003	2004	2005	2006	2007
Total Traffic Fatalities	70	50	70	38	49	41	54
Pedestrian Fatalities	13	8	18	10	16	17	25
% Pedestrian Fatalities	19%	16%	26%	27%	33%	42%	47%

Performance Goal

To decrease the percentage of pedestrian fatalities.

YEAR	2008	2009	2010	2011
% use goal	35%	30%	27%	24%

Performance Measures

- The MPD will continue ongoing analysis of pedestrian crash data, including the age of victims, crash locations, and alcohol involvement.

FY 2009 Pedestrian/Bike Safety Projects

WASHINGTON AREA BIKE ASSOC.	\$159,765
DDOT	\$ 60,000
MPD	\$100,000

Engineering / Infrastructure

Re-engineering the infrastructure may help to alleviate the severity of crashes. An analysis of all crashes over the period 2001-2005 where re-engineering may help, yield the following focus areas:

- Run-off-road
- Fixed Objects
- Signalized Intersections

- Unsignalized Intersection
- Head On and Across Median
- Work Zones

In the District of Columbia between 2001 and 2005, the focus areas accounted for approximately 50,000 collisions that resulted in over 130 fatalities and 15,000 injuries.

RUN-OFF-ROAD

Driver fatigue, impaired driving, speeding, driving at night or around curves, and certain pavement conditions are among the factors that contribute to a vehicle leaving the roadway.

In the District of Columbia, run-off-the road crashes are in an upward trend. Between 2001 and 2005, run-off-the-road crashes accounted for approximately 840 collisions that resulted in over 247 injuries and 115 fatalities.

- Strategy
 1. Engineering

FIXED OBJECTS

Fixed object crashes involve vehicles leaving the travel land or roadway and striking a fixed object.

In the District of Columbia between 2001 and 2005, fixed-object collisions accounted for 4,423 collisions that resulted in 1,018 injuries and 27 fatalities.

- Strategy
 1. Engineering
 2. Education

SIGNALIZED INTERSECTIONS

Although intersections are but a small part of the overall highway system, they are the point at which traffic movements most often conflict with one another.

In the District of Columbia, 35 percent of all crashes occur at intersections, with 60 percent of these at signalized intersections. Between 2001 and 2005, there were 19,851 collisions at signalized intersections, resulting in 7,849 injuries and 65 fatalities.

- Strategy
 1. Engineering
 2. Education

UNSIGNALIZED INTERSECTIONS

Intersections are locations where two or more roads join or cross one another. The crossing and turning maneuvers occurring at intersections create opportunities for vehicle-vehicle, vehicle-pedestrian, and vehicle-bicycle conflicts, which may result in traffic crashes.

There are approximately 7,700 intersections in the District of Columbia, of which approximately 6,022 are unsignalized. However, unlike national statistics, the number of crashes at unsignalized intersections is less than at signalized intersections. Between 2001 and 2005, there were 7,171 collisions at unsignalized intersections, resulting in 2,714 injuries and 13 fatalities. Based on the same time period, injuries at unsignalized intersections are in an upward trend.

- Strategy
 1. Engineering

HEAD-ON AND ACROSS MEDIAN

A head-on crash typically occurs when a vehicle crosses a centerline or a median and crashes into an approaching vehicle. It can also occur when a driver knowingly or unknowingly travels the wrong way in a traffic lane. Head-on crashes usually result from a motorist making an “unintentional” maneuver, such as the driver falling asleep, being distracted, or traveling too fast in a curve. A deliberate action may include a driver executing a passing maneuver on a two-lane road (aggressive driving).

In the District of Columbia between 2001 and 2005, there were 2,704 head-on and across-the-median collisions, resulting in 937 injuries and 15 fatalities.

By their nature, work zones require more attention than normal driving conditions because they place motorists in special situations not encountered elsewhere on the roadway system.

- Strategy
 1. Education
 2. Engineering

WORK ZONES

In the District of Columbia, between 2001 and 2005, there were 1,187 collisions in work zones, of which 321 resulted in injury and eight fatalities. Based on the data, there is an upward trend for work zone crashes in the District.

- Strategy
 1. Enforcement
 2. Review legislation
 3. Education

2008 and 2009 PAID MEDIA PLAN

It has been proven that by combining intense enforcement with high visibility public awareness, states can positively affect their highway safety priority areas more than by relying on either method alone. Therefore, the DC HSO has developed a plan for supporting enforcement based campaigns throughout the year with paid media.

In the past, the HSO has contracted with the communications firm of Design House to assist with year-round strategic communications planning, as well as the creation, development and implementation of citywide public awareness campaigns. These campaigns include Click It or Ticket, Checkpoint Strikeforce and Smooth Operator campaign. Other priority areas the firm has supported include pedestrian /bike safety and underage drinking.

The media mix for these enforcement and non-enforcement-based campaigns depends on the target audiences determined for each. For instance, billboards, radio ads and television ads will be utilized for Click It or Ticket and Checkpoint Strikeforce.

Services provided by Design House include production of media spots and collateral materials such as fliers and posters, production of the creative, media buying and placement, evaluation and earned media.

Please refer to the chart on the following page to review the HSO's FY 2008 plans to use federal funding for the purposes of paid media advertising.

A new contract has been drafted and will be advertised for a firm to assist the HSO in FY 2009 with all communications.

MEDIA CAMPAIGNS

Program Area, Campaign Name	\$ of Funding Allocated	Method of Assessing Effectiveness of Campaign	\$ Amount for Evaluation	Funding Source
Occupant Protection Click It or Ticket May 2008	Approx. \$100,000 for paid advertisement, i.e. radio, TV, account management and evaluation	Observational Seat Belt Surveys night and day	\$71,752	402
Impaired Driving Checkpoint Strikeforce July 2008 – December 2008	\$100,000 for paid advertisement, i.e. radio, TV, account management	Provide # of paid airings, print ads, reach, frequency and GRPs. Have independent firm conduct roadside surveys at checkpoints to determine how many motorists have gone through a checkpoint with ANY positive alcohol readings	Evaluation provided as part of contract with DCs PR firm	410
Other DUI Mobilizations, i.e., St Patrick's Day, Cinquo de Mayo, Halloween, Super bowl Sunday (Ict, 2008 – August 2008)	Included as part of the \$100,000 shown above. Radio ads, educational materials	Provide number of paid airings, reach, frequency and GRPs	Evaluation provided as part of contract with DCs PR firm	410
Aggressive Driving, Smooth Operator Campaign	\$100,000 for paid advertisement, i.e., radio, TV, Internet ads, account management	Provide number of paid airings, reach, frequency and GRPs as well as the before and after approach	Evaluation provided as part of contract with DCs PR firm	402
Pedestrian/Bicycle Safety (Street Smart)	\$200,000 for paid advertisement, i.e. radio, TV, account management	Provide number of paid airings, reach, frequency and GRPs	Evaluation provide as part of contract with DC's PR firm	402

NOTE: All requirements under NHTSA Grant Funding Policy Part II E and 402 Advertising Space Guidance in the Grant Management Manual will be followed.

TOTAL OBLIGATIONS SUMMARY

YEAR	402	157 Incentive	2011	405	410	408	406	2003b
FY 00	\$ 725,800	\$417,900	N/A	\$ 56,356	*	0	N/A	\$37,500
FY 01	\$ 734,545	\$175,000	N/A	\$ 98,866	*	0	N/A	\$37,875
FY 02	\$ 760,000	\$182,000	N/A	\$104,723	*	0	N/A	\$37,954
FY 03	\$ 776,938	\$382,100	N/A	\$176,749	*	0	N/A	\$37,709
FY 04	\$ 759,986	\$224,665	N/A	\$174,477	*	0	N/A	N/A
FY 05	\$ 768,800	\$166,280	N/A	\$167,282	*	N/A	N/A	N/A
FY 06	\$1,073,507		\$196,063	\$161,728	\$530,578	0	\$ 561,545	N/A
FY 07	\$1,099,350		\$143,709	\$159,874	*	\$300,000	\$1,006,955	
FY 08	\$1,686,525			\$159,874	*	\$500,000		

N/A = funds not available that fiscal year

* = did not qualify for the funds

GRANT SELECTION PROCESS

The Coordinator of the HSO, through the problem identification process, identifies the top priority areas and sends out a memo requesting grant proposals to address these issues. Because the District's program is city-based, this allows for a less structured and open-grants solicitation process. The Coordinator's experience and knowledge, as well as the ongoing partnerships, further allow for direct solicitation of grant proposals. For example, all enforcement-based grants go directly to the MPD, since it is the only law enforcement agency in the City eligible to receive federal grant funds.

Although the Coordinator initiates the majority of grant proposals, any interested group and/or organization may obtain a request for a proposal. Currently there are no grant application seminars, workshops, or grant review committees. With the support of the Mayor's Representative (Director, District Department of Transportation), the TSD Chief/HSO Coordinator selects and approves all sub-grants.

With the identification of DC's emphasis areas, projects will be selected for funding that address these areas. Assisting in the project selection will be a small group comprised of other DC agencies.

WHO CAN APPLY

Any District Government agency, or non-profit organization, that can show an identified highway safety problem may apply for federal funding. The problem must fall within one of the District's emphasis/priority areas or in an area where there is documented evidence of a problem.

A "project director" must submit each application/proposal. The project director is designated to represent the sub-grantee agency and is responsible for assuring that project/program

objectives are met, expenditures are within the approved budget, and reimbursements and required reports are submitted in a timely manner.

WHEN TO APPLY:

All agencies requesting funds must submit a completed application/proposal to the Transportation Safety Office, Transportation Policy & Planning Administration, District Department of Transportation, no later than mid June. This will enable the TSO to review all applications/proposals and select projects for inclusion in the HSP/Application for federal highway safety funds.

The HSO then develops a comprehensive Highway Safety Benchmark Report, which contains proposed projects/programs most relevant to the overall goals and priorities of the Department and the District of Columbia.

PRE-AWARD NOTICE:

For each agency that receives federal funding, the Project Director will be required to attend a pre-award session held during the month of September. At the session, the Project Director will be notified of the approved amount of funding and advised of their individual fiscal and administrative reporting requirements. In addition, the project objectives, performance measures and problem solution plan are reviewed for clarification. Upon final approval from the TSPD, each project director is notified of the approved amount of funding and advised of individual fiscal and administrative reporting/evaluation requirements.

Reporting requirements are established based on the individual project proposal. Project directors are required to review and sign off on the monthly reporting requirement stipulations at the pre-award meeting.

All projects are monitored by the Office of Highway Safety on a regular basis to include on site monitoring. Project directors are required to submit a monthly administrative report indicating project progress. **If project goals are not being achieved, the Highway Safety Office reserves the right to terminate the project or require changes to the project action plan.**

The project director shall, by the fifteenth of each month, submit an Administrative Report, which outlines activities from the previous month as detailed in the reporting requirements obtained at the pre-award meeting. See reporting schedule below:

Reporting Month	Report Due Date
October	November 15
November	December 15
December	January 15
January	February 15
February	March 15
March	April 15
April	May 15
May	June 15
June	July 15
July	August 15
August	September 15
September	October 15

All grants are reimbursable in nature, meaning that the agency must first spend the funds and then request reimbursement from HSO. In order to be reimbursed for funds spent as part of the grant, grantees must submit a reimbursement voucher. This form indicates the amount of federal funding spent each month. Backup documentation must be attached to the reimbursement voucher. This documentation would include receipts, timesheets, etc. In addition, in order to be reimbursed monthly, the reimbursement voucher must accompany the monthly administrative report. A final administrative report is required to be submitted at the end of the project period. This report is an in-depth cumulative summary of the tasks performed and goals achieved during the project period. This report is due no later than November 30 of each year.

STATE CERTIFICATIONS AND ASSURANCES

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations

(49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of draw down privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;**

- b) Establishing a drug-free awareness program to inform employees about:**
 - 1) The dangers of drug abuse in the workplace.**
 - 2) The grantee's policy of maintaining a drug-free workplace.**
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.**
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.**
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).**
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --**
 - 1) Abide by the terms of the statement.**
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.**
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.**
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -**
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.**
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.**
- g) Making a good faith effort to continue to maintain a drug-free workplace**

through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions

and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

**Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions**

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in

connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without

modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's fiscal year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to

comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

A handwritten signature in black ink, appearing to read "J. ...", is written over a horizontal line.

Mayor's Representative for Highway Safety

9/2/08

Date

COST SUMMARY

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2009-00-00-00	PLANNING & ADMINISTRATION	\$.00	\$230,000.00	\$.00	\$147,705.00	\$147,705.00	\$.00
		Planning and Administration Total	\$.00	\$230,000.00	\$.00	\$147,705.00	\$147,705.00	\$.00
Alcohol								
	AL-2009-03-00-00	ALCOHOL COUNTERMEASURES	\$.00	\$.00	\$.00	\$650,210.00	\$650,210.00	\$.00
		Alcohol Total	\$.00	\$.00	\$.00	\$650,210.00	\$650,210.00	\$.00
Motorcycle Safety								
	MC-2009-02-00-00	MOTORCYCLE SAFETY	\$.00	\$.00	\$.00	\$64,545.00	\$64,545.00	\$.00
		Motorcycle Safety Total	\$.00	\$.00	\$.00	\$64,545.00	\$64,545.00	\$.00
Occupant Protection								
	OP-2009-05-00-00	OCCUPANT PROTECTION	\$.00	\$.00	\$.00	\$418,372.00	\$418,372.00	\$.00
		Occupant Protection Total	\$.00	\$.00	\$.00	\$418,372.00	\$418,372.00	\$.00
Pedestrian/Bicycle Safety								
	PS-2009-08-00-00	PEDESTRIAN/BICYCLE SAFETY	\$.00	\$.00	\$.00	\$287,421.00	\$287,421.00	\$.00
		Pedestrian/Bicycle Safety Total	\$.00	\$.00	\$.00	\$287,421.00	\$287,421.00	\$.00
Police Traffic Services								
	PT-2009-04-00-00	POLICE TRAFFIC SERVICES	\$.00	\$3,200,000.00	\$.00	\$259,940.00	\$259,940.00	\$.00
		Police Traffic Services Total	\$.00	\$3,200,000.00	\$.00	\$259,940.00	\$259,940.00	\$.00
Traffic Records								
	TR-2009-07-00-00	TRAFFIC RECORDS	\$.00	\$.00	\$.00	\$404,684.00	\$404,684.00	\$.00
		Traffic Records Total	\$.00	\$.00	\$.00	\$404,684.00	\$404,684.00	\$.00
Roadway Safety								
	RS-2009-13-00-00	ROADWAY SAFETY	\$.00	\$.00	\$.00	\$223,066.00	\$223,066.00	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
Roadway Safety Total			\$.00	\$.00	\$.00	\$ 223,066.00	\$ 223,066.00	\$.00
<i>Safe Communities</i>								
	SA-2009-05-00-00	SAFE COMMUNITIES	\$.00	\$.00	\$.00	\$ 540,219.00	\$ 540,219.00	\$ 540,219.00
Safe Communities Total			\$.00	\$.00	\$.00	\$ 540,219.00	\$ 540,219.00	\$ 540,219.00
<i>Paid Advertising</i>								
	PM-2009-14-01-00	PAID ADVERTISING	\$.00	\$.00	\$.00	\$ 400,100.00	\$ 400,100.00	\$.00
Paid Advertising Total			\$.00	\$.00	\$.00	\$ 400,100.00	\$ 400,100.00	\$.00
NHTSA 402 Total			\$.00	\$ 3,430,000.00	\$.00	\$ 3,396,262.00	\$ 3,396,262.00	\$ 540,219.00
<i>405 Occupant Protection</i>								
	J2-2009-05-00-00	405 OCCUPANT PROTECTION	\$.00	\$.00	\$.00	\$ 104,396.00	\$ 104,396.00	\$.00
405 Occupant Protection Total			\$.00	\$.00	\$.00	\$ 104,396.00	\$ 104,396.00	\$.00
<i>405 OP SAFETEA-LU</i>								
	K2-2009-05-00-00	405 OP SAFETEA-LU	\$.00	\$.00	\$.00	\$ 522,412.00	\$ 522,412.00	\$.00
405 Occupant Protection Total			\$.00	\$.00	\$.00	\$ 522,412.00	\$ 522,412.00	\$.00
405 OP SAFETEA-LU Total			\$.00	\$.00	\$.00	\$ 522,412.00	\$ 522,412.00	\$.00
<i>NHTSA 406</i>								
	K4PA-2009-01-00-00	NHTSA 406 ADDITIONAL STAFFING	\$.00	\$.00	\$.00	\$ 100,695.00	\$ 100,695.00	\$.00
406 Planning and Administration Total			\$.00	\$.00	\$.00	\$ 100,695.00	\$ 100,695.00	\$.00
<i>406 Safety Belts Incentive</i>								
	K4-2009-08-00-00	DC SCHOOL ASSESSMENT	\$.00	\$.00	\$.00	\$ 267,014.00	\$ 267,014.00	\$.00
406 Safety Belts Incentive Total			\$.00	\$.00	\$.00	\$ 267,014.00	\$ 267,014.00	\$.00
<i>406 Safety Belts Paid Media</i>								
	K4PM-2009-05-00-00	SAFETY CAMPAIGN - CIOT	\$.00	\$.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$.00
406 Safety Belts Paid Media Total			\$.00	\$.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
406 Alcohol								
	K4AL-2009-03-00-00	SAFETY CAMPAIGN - ALCOHOL	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	406 Alcohol Total		\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
406 Occupant Protection								
	K4OP-2009-05-00-00	OP SAFETY PROJECT	\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$.00
	406 Occupant Protection Total		\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$.00
406 Pedestrian/Bicycle Safety								
	K4PS-2009-08-00-00	STREET SMART & SCHOOL ASSESSMENT	\$.00	\$.00	\$.00	\$217,900.00	\$217,900.00	\$.00
	406 Pedestrian/Bicycle Safety Total		\$.00	\$.00	\$.00	\$217,900.00	\$217,900.00	\$.00
406 Police Traffic Services								
	K4PT-2009-04-00-00	SAFETY CAMPAIGN - POLICE	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	406 Police Traffic Services Total		\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
406 Safe Communities								
	K4SA-2009-05-00-00	COMMUNITY SAFETY PROGRAMS	\$.00	\$.00	\$.00	\$67,440.00	\$67,440.00	\$.00
	406 Safe Communities Total		\$.00	\$.00	\$.00	\$67,440.00	\$67,440.00	\$.00
	NHTSA 406 Total		\$.00	\$.00	\$.00	\$1,028,049.00	\$1,028,049.00	\$.00
408 Data Program SAFETEA-LU								
	K9-2009-07-00-00	SEC. 408 TR GRANTS 2007 & 2008	\$.00	\$.00	\$.00	\$748,952.00	\$748,952.00	\$.00
	408 Data Program Incentive Total		\$.00	\$.00	\$.00	\$748,952.00	\$748,952.00	\$.00
	408 Data Program SAFETEA-LU Total		\$.00	\$.00	\$.00	\$748,952.00	\$748,952.00	\$.00
410 Alcohol SAFETEA-LU								
	K8-2009-03-00-00	ALCOHOL SEC. 410 GRANT AWARD	\$.00	\$.00	\$.00	\$76,392.00	\$76,392.00	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$.00	\$.00	\$76,392.00	\$76,392.00	\$.00
2011 Child Seats								
	K3-2009-05-00-00	SEC. 2011 CHILD PASSENGER ACTIVITIES	\$.00	\$.00	\$.00	\$488,530.00	\$488,530.00	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	2011 Child Seat Incentive		\$.00	\$.00	\$.00	\$ 488,530.00	\$ 488,530.00	\$.00
	Total							
	2011 Child Seats Total		\$.00	\$.00	\$.00	\$ 488,530.00	\$ 488,530.00	\$.00
	157 Incentive Funds							
	157MC-2009-10-00-00	MOTORCYCLE SAFETY FUNDS	\$.00	\$.00	\$.00	\$ 51,296.00	\$ 51,296.00	\$.00
	157 Motorcycle Safety Total		\$.00	\$.00	\$.00	\$ 51,296.00	\$ 51,296.00	\$.00
	157 Incentive Funds Total		\$.00	\$.00	\$.00	\$ 51,296.00	\$ 51,296.00	\$.00
	NHTSA Total		\$.00	\$ 3,430,000.00	\$.00	\$ 6,416,289.00	\$ 6,416,289.00	\$ 540,219.00
	Total		\$.00	\$ 3,430,000.00	\$.00	\$ 6,416,289.00	\$ 6,416,289.00	\$ 540,219.00