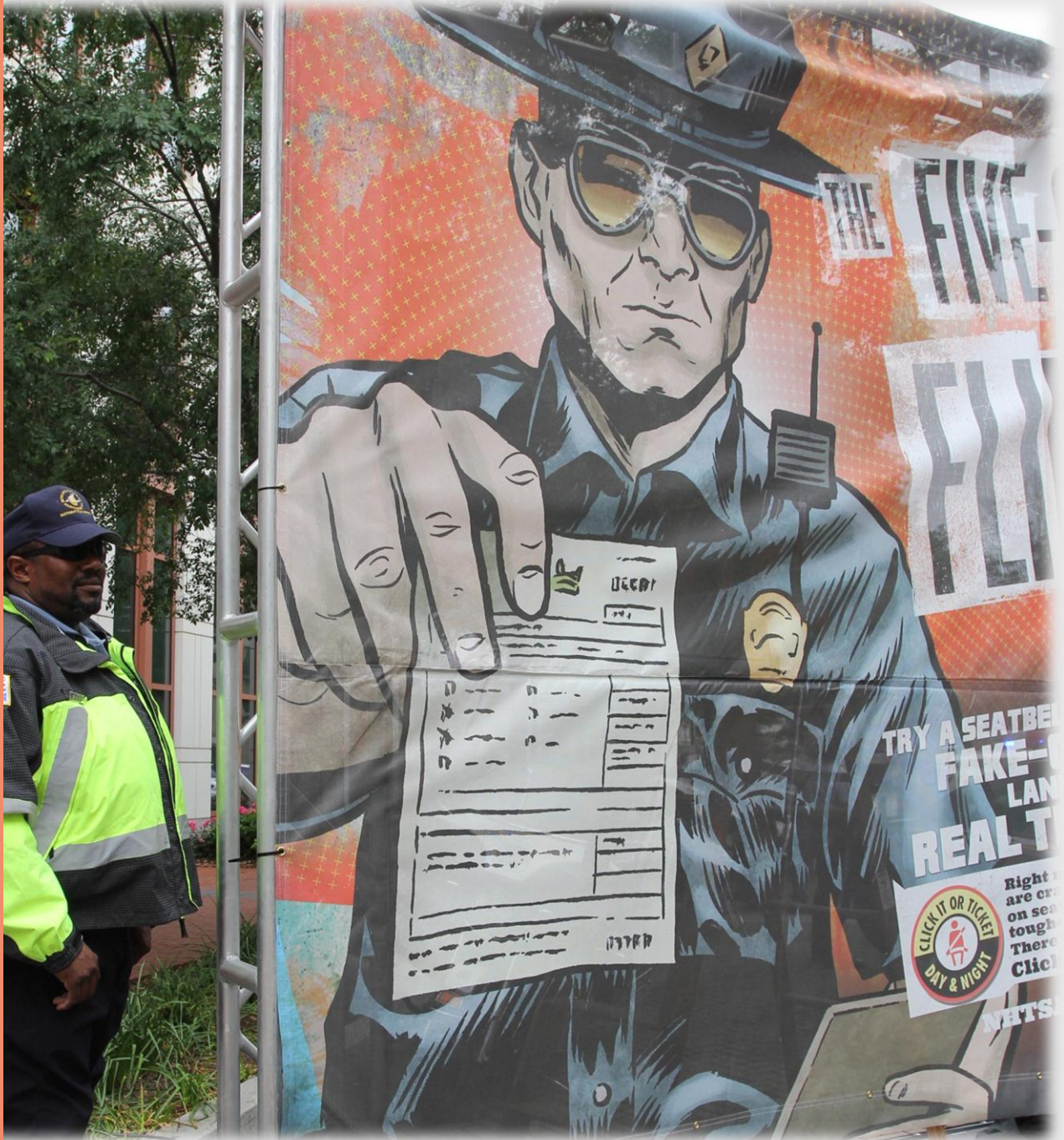


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DISTRICT OF COLUMBIA HIGHWAY SAFETY ANNUAL REPORT

District of Columbia Highway Safety Office FY2012 Annual Report

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Glossary of Terms and Acronyms

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

AAG	Assistant Attorney General
CIOT	Click It or Ticket It
DDOT	District Department of Transportation
DREs	Drug Recognition Experts
DUI	Driving Under the Influence of drugs or alcohol
DWI	Driving While Intoxicated
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FY	Fiscal Year
HSO	Highway Safety Office
HSPF	Highway Safety Performance Plan
LEADRS	Law Enforcement Advanced DUI/DWI Reporting System
MPD	Metropolitan Police Department
NHTSA	National Highway Traffic Safety Administration
OAG	Office of the Attorney General
OCME	Office of the Chief Medical Examiner
PCS	Public Chartered School
PPSA	Policy, Planning and Sustainability Administration
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
TRCC	Traffic Records Coordinating Committee
TRSP	Traffic Safety Resource Prosecutor
US DOT	United States Department of Transportation
USPP	United States Park Police
WRAP	Washington Regional Alcohol Program

District of Columbia Highway Safety Annual Report

FY2012

Executive Summary

The Highway Safety Plan Annual Report for FY2012 (October 1, 2011 – September 30, 2012) documents the use of Federal grant funding administered by NHTSA in accordance with 23 USC, Sections 402 (Highway Safety Program), 405 (Occupant Protection Incentive Grant), 408 (Data Program Incentive), 410 (Alcohol-Impaired Driving Incentive Grant), 2010 (Motorcycle Safety Grant), and 2011 (Child Safety and Child Booster Seat Incentive Grant) of SAFETEA-LU.

For FY2012, the District of Columbia initiated or continued various projects, strategies, and programs to further improve traffic safety in the District through the Federal highway safety funds under these sections of 23 USC. The majority of the programming efforts are focused on the following traffic safety areas:

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

This report also tracks the progress of the Highway Safety Office (HSO) in its pursuance of each program goal and performance measurement identified in the FY2012 HSPP. For FY2012, nineteen goals were identified, and the District HSO is pleased to report the following:

- Goals Achieved
 - Occupant Protection – Maintain seatbelt usage above 90 percent. In 2012 the District seatbelt usage was reported at 92.4 percent (2.4 percent above the goal).
 - Occupant Protection – Number of unrestrained fatalities decreased from 7 in 2010 to 5 in 2011, a 28.6 percent decrease.
 - Aggressive Driving – Number of speeding-related injuries decreased from 323 in 2010 to 252 in 2011, a 22 percent decrease.
 - Pedestrian Safety – Pedestrian fatalities decreased from 14 in 2010 to 11 in 2011, a 21.4 percent decrease.
 - Motorcycle Safety – Un-helmeted motorcycle fatalities in the District increased from 0 in 2010 to 1 in 2011.
 - Traffic Records – The TRCC met quarterly and continued to focus on improving traffic records.
 - Roadway Safety – Number of traffic-related fatalities increased from 25 in 2010 to 32 in 2011, a 28 percent increase, but is still 8.6 percent below the 2011 goal of 35.

- Roadway Safety – Reduce the 3-year fatality average from 43 in 2005-2007 to 29 in 2008-2010, a 32.6 percent reduction.
- Roadway Safety – Reduce the mileage death rate from 0.80 in 2009 to 0.67 in 2010, a 16.3 percent reduction.

Goal not met¹:

- Impaired Driving – Number of alcohol-related fatalities increased 7 in 2010 to 13 in 2011 (86 percent increase).
- Impaired Driving – Number of alcohol-related injuries increased from 98 in 2010 to 185 in 2011 (89 percent increase).
- Aggressive Driving – Number of speeding-related fatalities increased from 6 in 2010 to 17 in 2011. A 183 percent increase.
- Pedestrian Safety – Pedestrian injuries increased from 592 in 2010 to 734 in 2011, a 24 percent increase.
- Bicycle Safety – Bicycle-related fatalities remained constant at 2 from 2010 to 2011.
- Bicycle Safety – Bicycle-related injuries increased from 350 in 2010 to 388 in 2011, a 10.8 percent increase.
- Motorcycle Safety – Motorcycle-related fatalities increased from 1 in 2010 to 4 in 2011, a 300 percent increase.
- Motorcycle Safety – Motorcycle-related injuries decrease from 147 in 2010 to 132 in 2011, a 10.2 percent decrease, but was still 24.5 percent above the 2011 goal of 106.
- Drivers 20 or younger in a fatal crash – There was an increase from 0 in 2010 to 5 in 2011.
- Roadway Safety – Number of injuries slightly decreased from 7,068 in 2010 to 7,045 in 2011, an 0.3 percent decrease.

The DC HSO continues to conduct a thorough review of all programs and where the goals are not met, a more rigorous program will be developed. The following provides a summary of the District crash trends and performance measures. At the time of preparing this report 2011 fatality data was not available in FARS.

District of Columbia Performance Measures

Core Outcome Measures

	Description	2007	2008	2009	2010	2011	3 Yr. Avg.	Percent Change 2009-2011
C-1	Number of traffic fatalities	44	34	29	24	32	28	10.3
C-2	Number of serious injuries in traffic crashes	6,571	6,792	6,529	7,068	7,335	6,977	12.3
C-3	Fatalities per 100 million vehicle miles Traveled	1.22	0.94	0.80	0.67	0.89	0.79	11.3
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	4	5	3	5	6	5	200
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or	16	9	11	5	10	8.7	-9.1

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

higher								
C-6	Number of Speed-related fatalities	8	12	10	8	17	12	70
C-7	Number of motorcyclist fatalities	3	9	4	1	4	3	0.0
C-8	Number of un-helmeted motorcyclist fatalities	1	1	2	0	2	1	0.0
C-9	Number of drivers 20 or younger involved in a fatal crash	6	0	2	0	5	2	150
C-10	Number of pedestrian fatalities	19	9	14	13	11	13	-21.4

Source: FARS and *State Crash Data Files (2011)*

Core Behavior Measures

							3 Yr. Avg.	Percent Change 2010- 2012
Description		2008	2009	2010	2011	2012		
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	87.13	90.0	93.0	95.0	92.40	93.47	-0.65

Source: District of Columbia Observational Seat Belt Survey

Core Activity Measures

							3 Yr. Avg.	Percent Change 2010- 2012
Description		FY2008	FY2009	FY2010	FY2011	FY2012		
A-1	Number of seat belt citations issued during grant-funded enforcement activities	1,337	4,433	6,964	6,271	4,832	6,022	30.6
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	134	1,044	1,239	1,280	832	1,117	32.8
A-3	Number of speeding citations issued during grant-funded enforcement activities	3,877	5,640	10,625	10,625	6,901	9,384	35.1

Introduction

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

The Annual Report for FY2012 (October 1, 2011 - September 30, 2012) serves as a safety report card to measure how well the District performed in meeting the safety goals in the past year. These performances were based on the projects set forth in the FY2012 Highway Safety Performance Plan (HSPP).

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

Mission Statement

The mission of the District of Columbia Highway Safety Office (DC HSO) is “to provide a safe and efficient transportation system, improving the mobility of people and goods, increasing transit and walking, enhancing economic prosperity, preserving the quality environment, and ensuring that communities are realized.” The District of Columbia seeks to reduce the serious injuries and fatalities in the District by 50 percent in 2025, as noted in its 2005 Strategic Highway Safety Plan. Although every traffic fatality is a tragedy, the District of Columbia has been successful at reducing the number of fatalities and injuries in recent years. In the District of Columbia, the rate of fatalities per traffic crashes has declined from 1.29 fatalities per 100 million VMT in Calendar Year 2005 to 0.67 in 2010, a 48 percent reduction. During the same period, the national traffic fatality rate fell from 1.46 to 1.11 fatalities per 100 million VMT, a 24 percent reduction.

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

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

This report provides an overview of each Program Area, including performance measures and goals implemented in FY2012. The majority of DC HSO programming efforts targeted the following traffic safety priority areas:

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

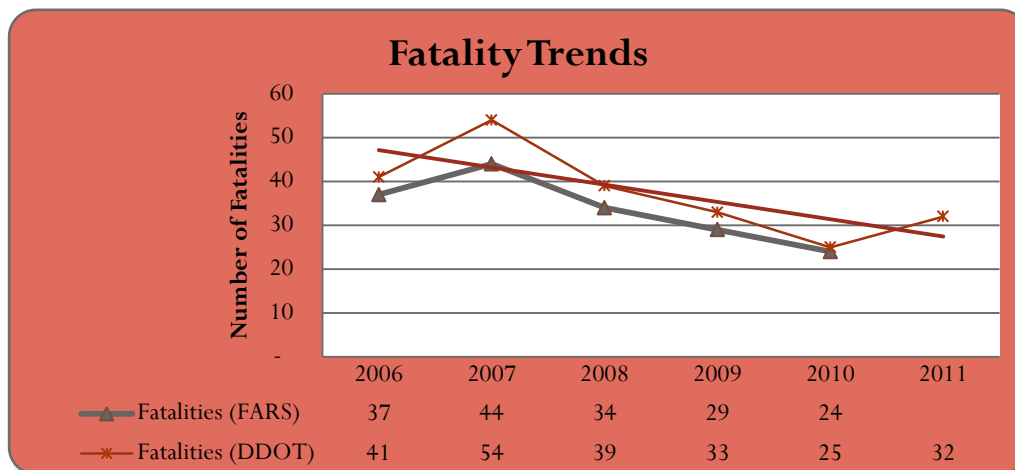
Performance Goals and Trends

All of the organizations working to improve the safety of the District of Columbia's roadways strive to reduce traffic fatalities and injuries. The following graphs present the current trend, based on the performance measures and goals outlined in the FY2012 Highway Safety Performance Plan.

The HSO has been using the District's crash data for all the performance measures and goals in the FY2012 HSPP. However, NHTSA and the Governors Highway Safety Association (GHSA) require that all fatality data be taken from FARS. The following graphs show both the fatality data taken from FARS and the District crash data. The trend line shown is based on the FARS data, in keeping with the NHTSA requirement. At the time of preparing this report the 2011 FARS data were not available; however the District's 2011 fatality numbers and injury data were available.

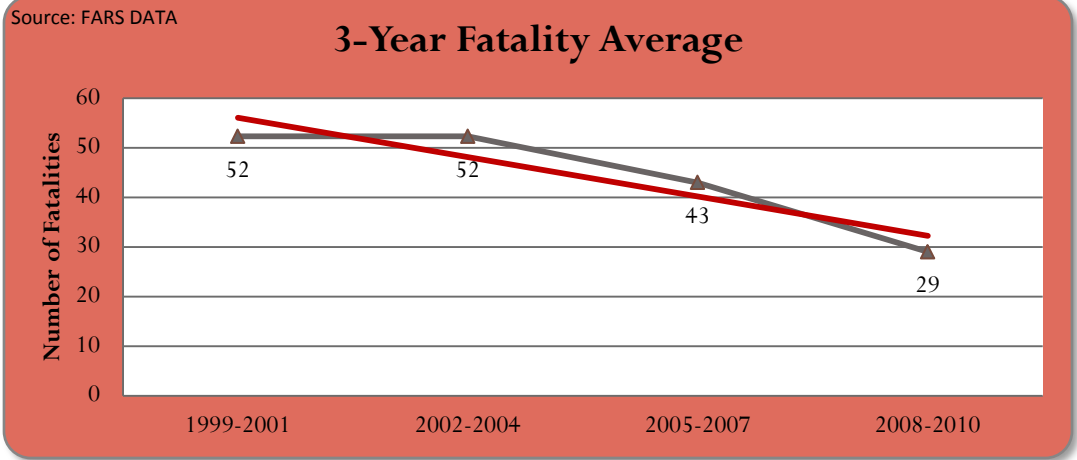
In addition, in 2010 MPD and DDOT significantly improved record keeping, training of MPD officers, and the crash and FEMS record management systems. This resulted somewhat in a increase in the number of reported crashes and injuries. The District is aware of this spike and will revise it goal to a more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

Goal **Reduce the number of serious and fatal injuries in the District by 50 percent by 2025.**
 Intermediate Goal: To decrease traffic-related fatalities by 6 percent from a three-year (2008-2010) weight average of 36 to 34 by December 2012
 Note: Projected goal for traffic-related fatalities for 2011 was 35.



DC HSO reached and exceeded its 2011 safety goal

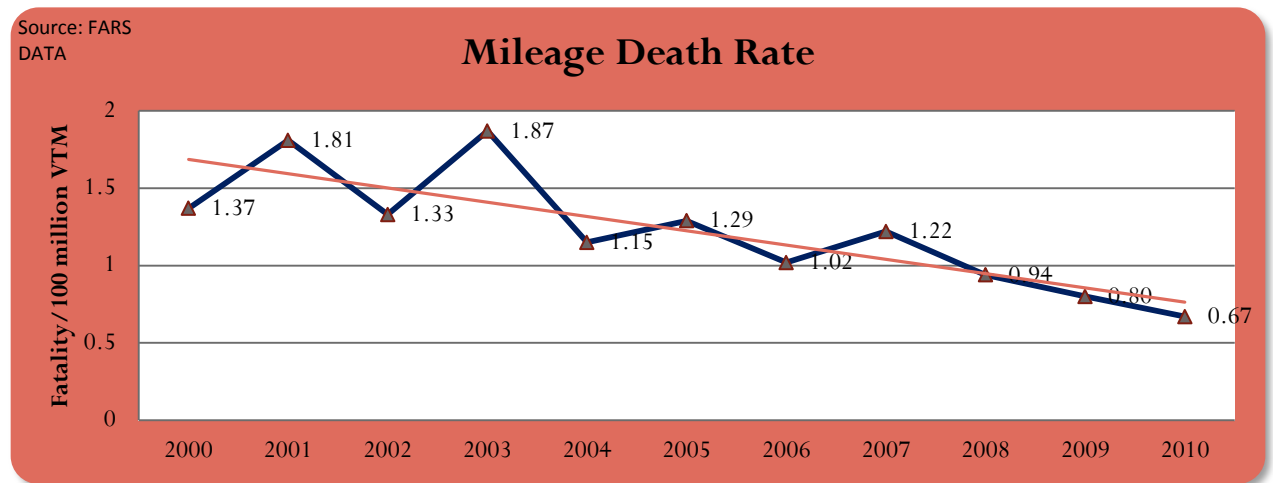
Goal Reduce the 3-year fatality average by 6 percent from 36 (2007 to 2009) to 34 by December 2012.



A downward trend continues.

This goal was not included in the FY2012 HSPP, however it is presented here as a Federal requirement. Although, we do not know the number of fatalities recorded in 2011 FARS, the District numbers have been reducing. If this downward trend continues, the goal is likely to be attained.

Goal Maintain the mileage death rate of 1.0 fatality rate by December 2012.



This goal was not included in the FY2012 HSPP, however it is presented here as a Federal requirement. The District efforts will be to maintain an average fatality rate of 1.0 VMT or less, which is currently at 0.67 VMT in 2010, well below the Region and National rates.

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

Intermediate Goal: To decrease traffic-related injuries by 9 percent from a three-year (2007-2009) weighted average of 6,631 to 6,051 by December 31, 2012

Note: Projected goal for traffic-related injuries for 2011 was 6,207.



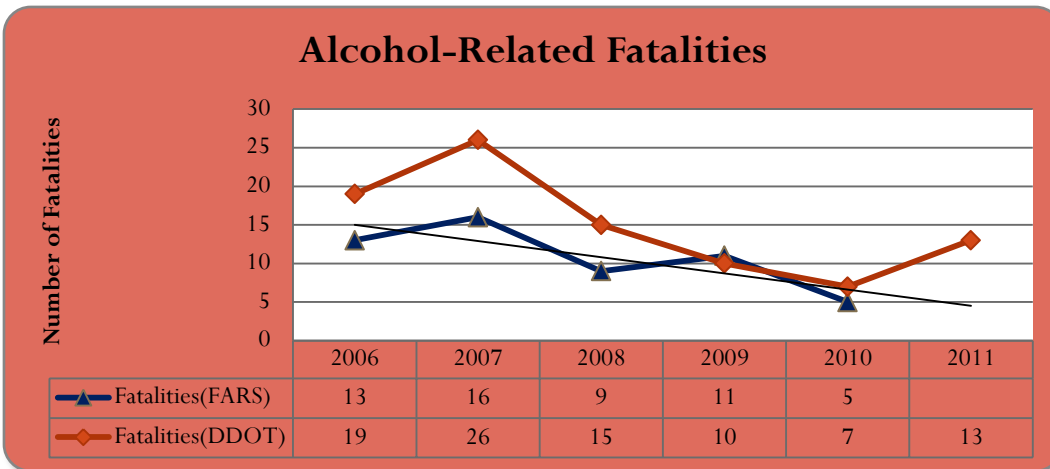
DC HSO did not meet its 2011 safety goal

The goal to reduce injuries was not met. The 2011 injury data indicates a 13.5 percent above the projected goal of 6,207. The District is aware of this injury spike and will revise its goal to a more realistic attainable one. However, the District will aggressively target, thru the safety programs reverse this trend.

Goal Decrease alcohol-impaired driving fatalities by 9 percent from a three-year (2008-2010) weight average of 11 to 10 by December 31, 2012.

Note: Projected goal for alcohol-related fatalities for 2011 was 10.

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



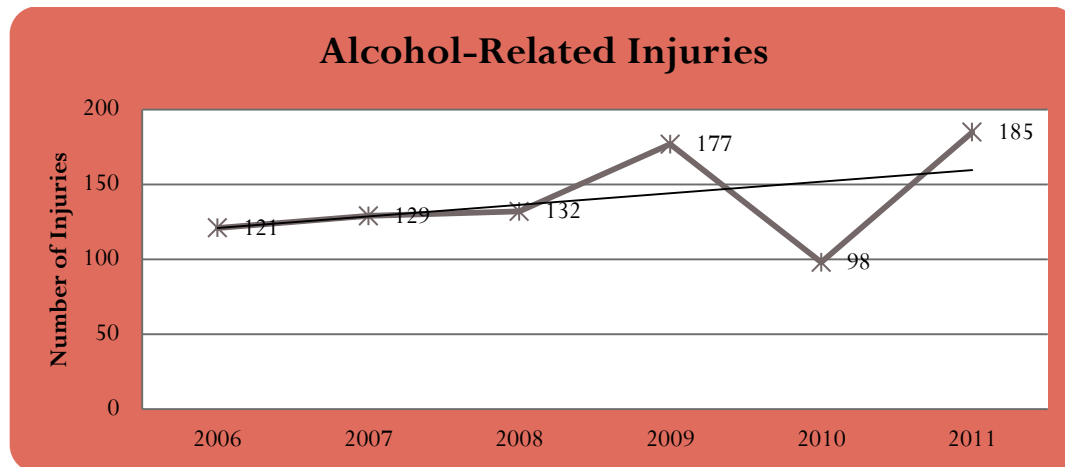
DC HSO goal not met

Based on the District's data, the goal to reduce alcohol-related fatalities has not been achieved; 30 percent above the project goal of 10 fatalities in 2011.

Goal Decrease alcohol-impaired driving injuries by 12 percent from a three-year (2007-2009) weight average of 142 to 125 by December 31, 2012.

Note: Projected goal for alcohol-related injuries for 2011 was 88.

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

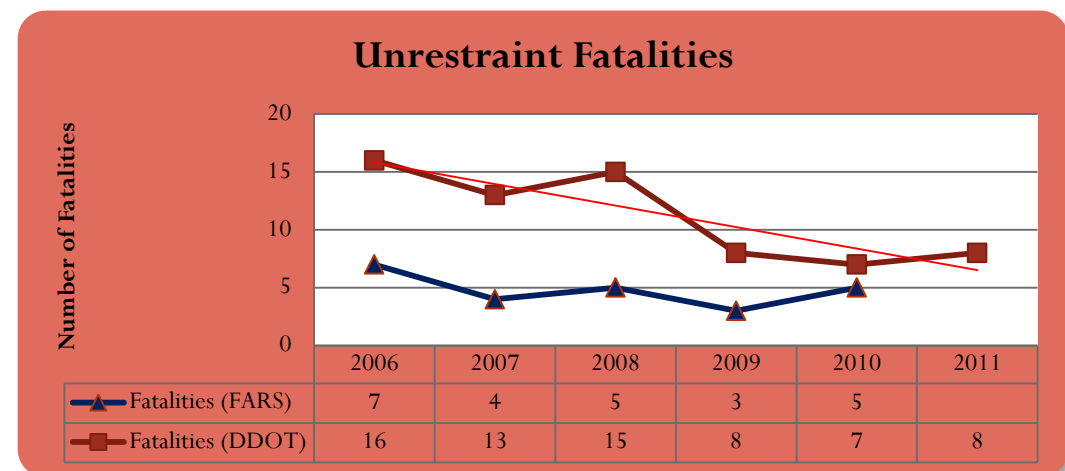


DC HSO goal has been met.

Based on injury data for 2011, there has been a significant increase in alcohol-related injuries, however the District did not achieve its 2011 goal of 88. The District in 2010-2011 had numerous issues with its alcohol breath testing program resulting in it being completely reviewed. This severely hampered the alcohol breath testing program. The data shown is for information only and not a true representation of the District problem. In late 2012, however, the program is once again active.

Goal Decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 23 percent from a three-year (2007-2009) weight average of 13 to 10 by December 31, 2012.

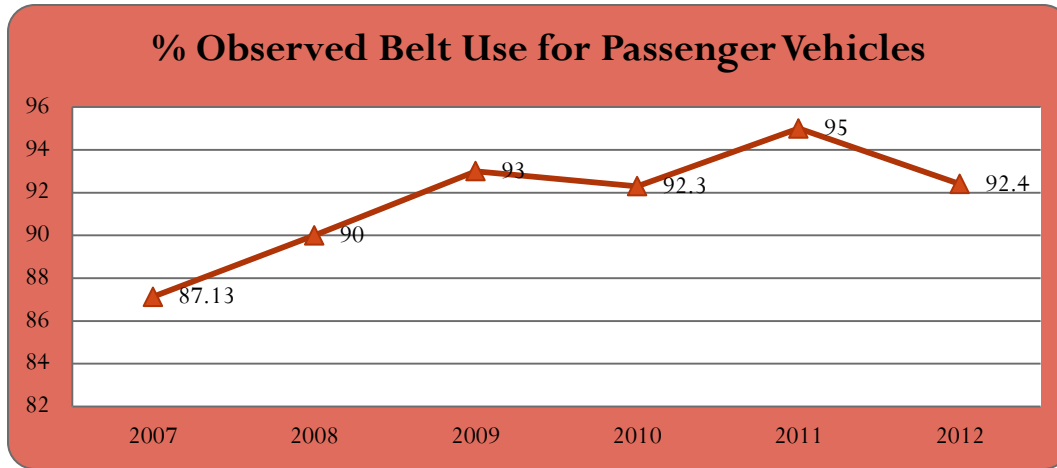
Note: Projected goal for unrestraint fatalities for 2011 was 10.



DC HSO was met.

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

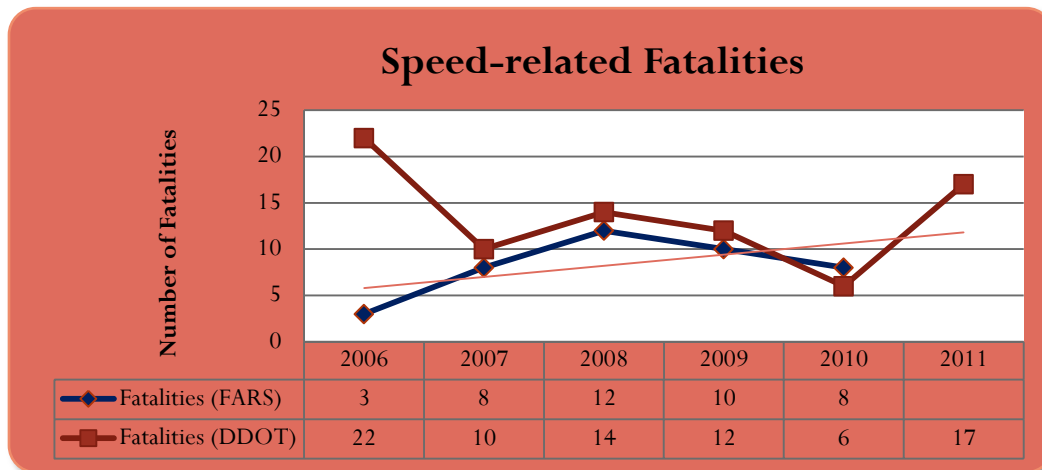
Goal Increase seatbelt usage to 95 percent by 2012.
 Note: Projected goal for seatbelt usage for 2012 was >90 percent.



DC seat belt usage continues to above the national average

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

Goal Decrease speeding-related fatalities by 8 percent from a three-year (2008-2010) weight average of 13 to 12 by December 31, 2012.
 Note: Projected goal for speeding-related fatalities for 2011 was 12.

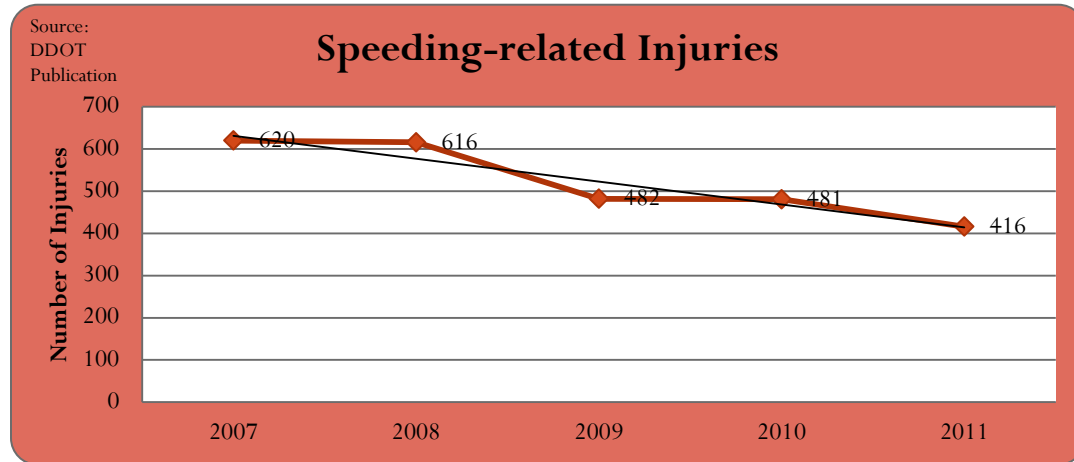


DC HSO goal was not met.

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

Goal Decrease speeding-related injuries by 8.5 percent from a three-year (2007-2009) weight average of 573 to 528 by December 31, 2012.

Note: Projected goal for speeding-related injuries for 2011 was 550.

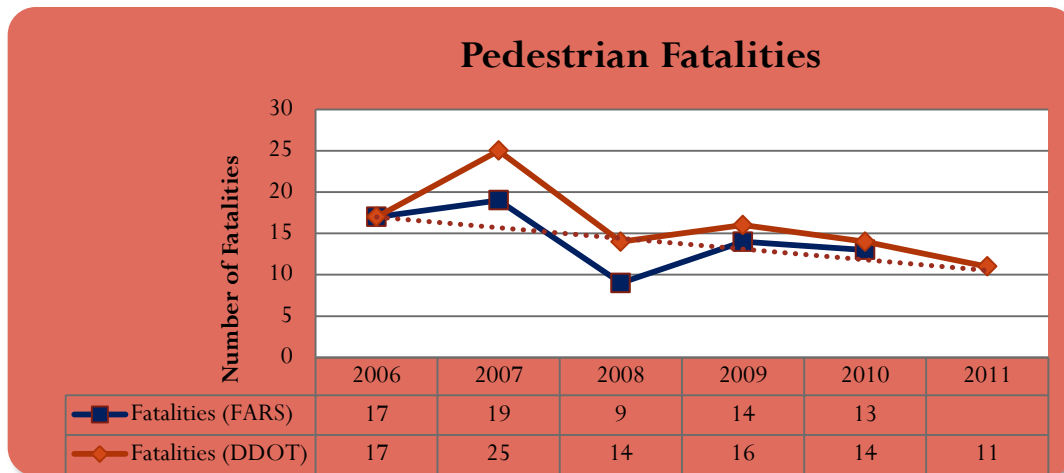


DC HSO goal met and exceed.

Based on speed-related injuries, the District's goal to reduce speed-related injuries has been attained.

Goal Decrease pedestrian-related fatalities by 20 percent from a three-year (2008-2010) weight average of 15 to 12 by December 31, 2012.

Note: Projected goal for pedestrian-related fatalities for 2011 was 13.

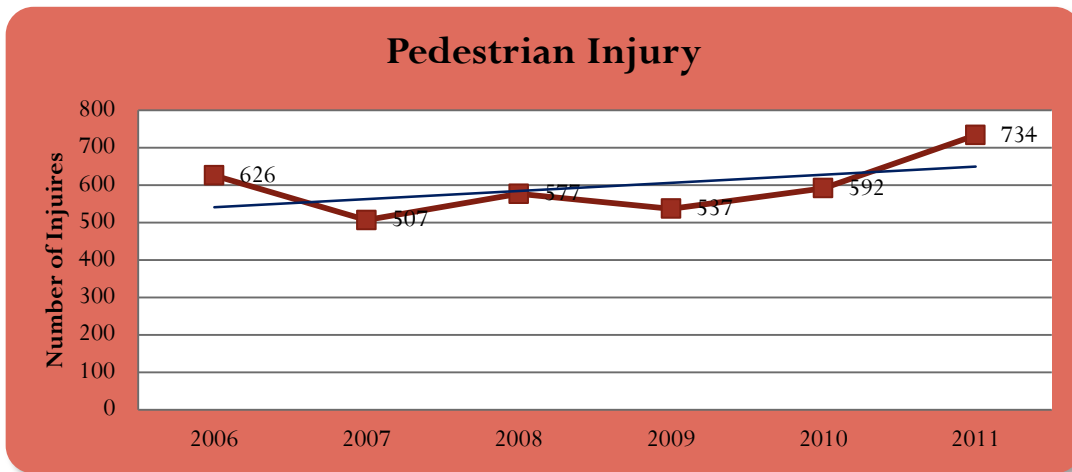


DC HSO goal met and exceed.

Based on the District's data, the goal for reducing pedestrian-related fatalities has been attained; 2 fatalities below the projected goal of 13 in 2011.

Goal Decrease pedestrian-related injuries by 13 percent from a three-year (2007-2009) weight average of 540 to 478 by December 31, 2012.

Note: Projected goal for pedestrian-related injuries for 2011 was 498.

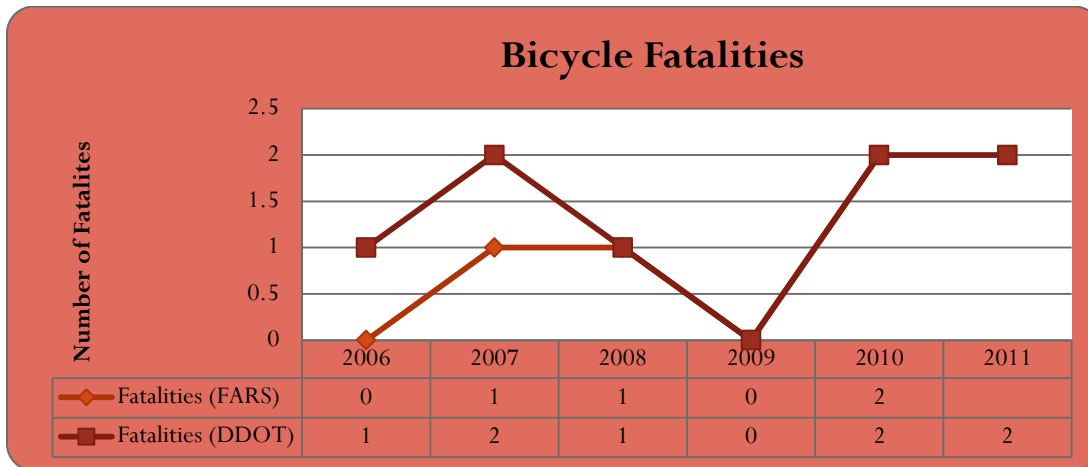


DC HSO goal was not met

Based on the District's goal to reduce pedestrian-related injuries was not attained; 47.3 percent above the project goal of 498 in 2011.

Goal Maintain bicycle-related fatalities from a three-year (2008-2010) weight average of 1 to 1 by December 31, 2012.

Note: Projected goal for bicycle-related fatalities for 2011 was 1.

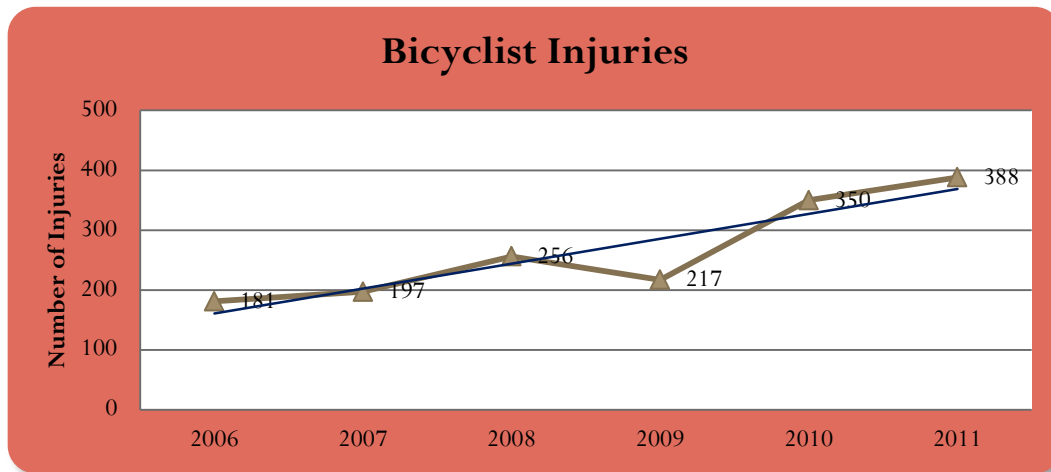


DC HSO goal was not met.

Based on the District's data, the goal to reduce bicycle-related fatalities was not attained; one fatality above the 2011 goal of 1.

Goal Decrease bicycle-related injuries by 16 percent from a three-year (2007-2009) weight average of 223 to 188 by December 31, 2012.

Note: Projected goal for bicycle-related injuries for 2011 was 199.

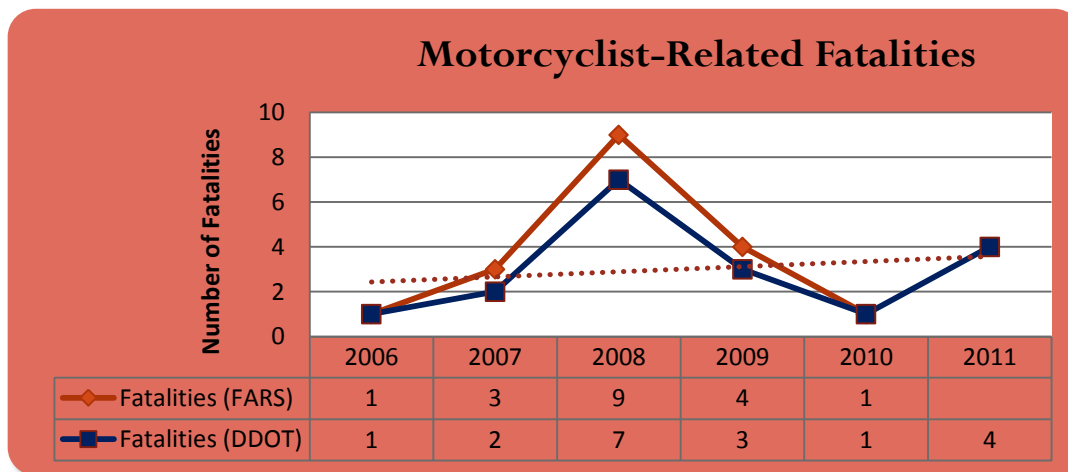


DC HSO goal not met.

Based on the District's goal to reduce bicycle-related injuries was not attained; 95 percent above the project goal of 199 in 2011.

Goal Decrease motorcycle-related fatalities by 25 percent from a three-year (2008-2010) weight average of 4 to 3 by December 31, 2012.

Note: Projected goal for motorcycle-related fatalities for 2011 was 3.



DC HSO goal not met.

Based on the District's data, the goal for motorcycle-related fatalities has not been attained; one fatality above the 2011 goal of 3. There were no un-helmeted fatalities in the District for the past five years (2006-2010).

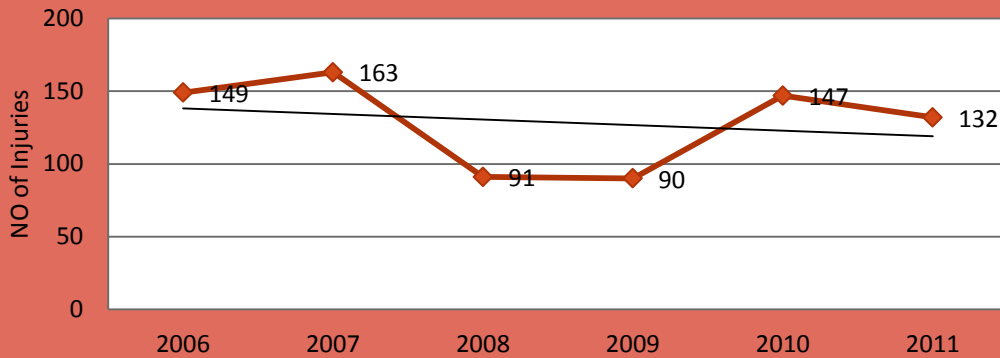
Goal

Decrease motorcycle-related injuries by 12 percent from a three-year (2007-2009) weight average of 115 to 101 by December 31, 2012.

Note: Projected goal for motorcycle-related fatalities for 2011 was 106.

Source: DDOT
Publication

Motorcyclist-Related Injuries



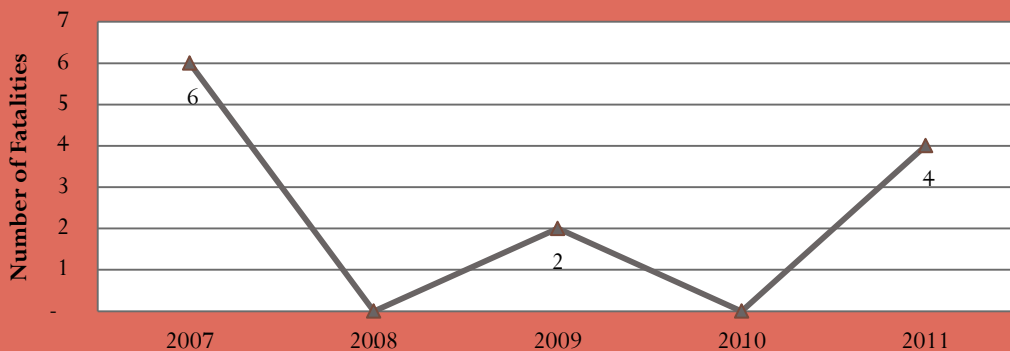
DC HSO goal not met.

Based on preliminary data, the District's goal to reduce motorcycle-related injuries was not attained; 24.5 percent above the project goal of 106 in 2011.

Goal

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

Drivers 20 or Younger involved in a Fatal Crash



DC HSO goal was not met.

This goal was not included in the FY2012 HSPP, however it is presented here as a Federal requirement.

Program Funding (FY2012)

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

In addition to the Section 402 program, the FY2012 HSPP included funding from the Safe Accountable Flexible Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU). These included:

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

In FY2012, the following programs were funded:

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

Tables 1 and 2 provide information on the Federal Aid Allocation and the related Grant Expenditure, respectively.

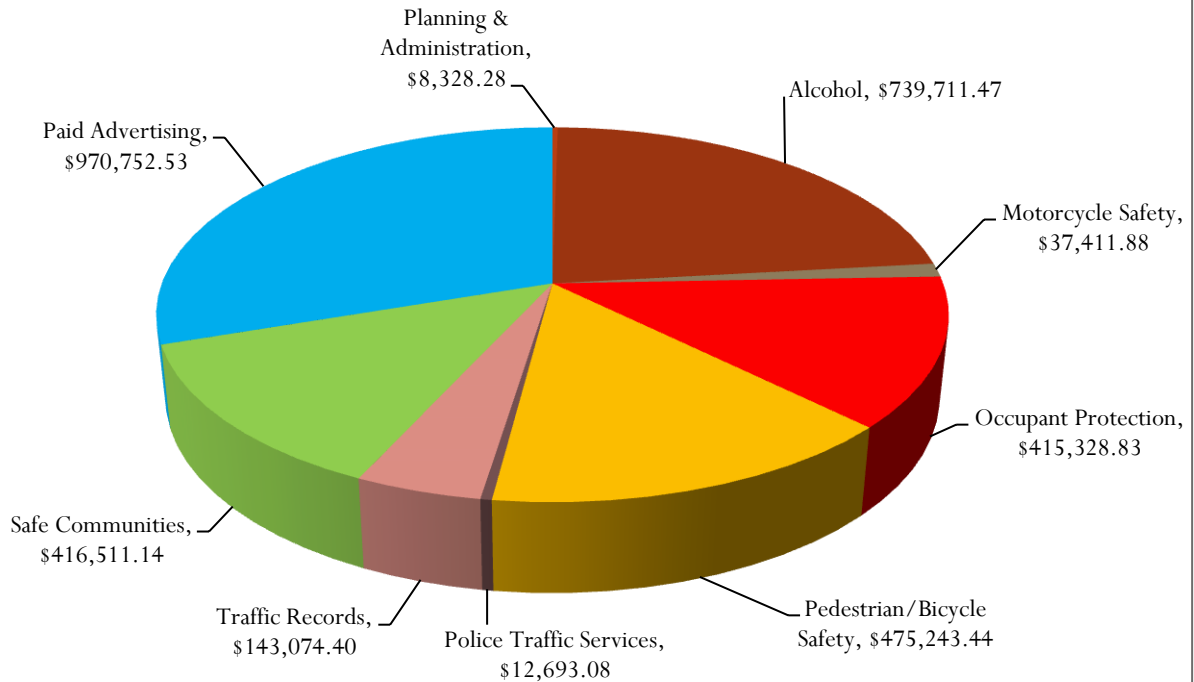
TABLE 1: FEDERAL AID ALLOCATION REPORT

Program Area/Project	Total Project Amount Allocated					
	402	405	406	408	410	2011
Funded Program						
Planning & Administration	\$27,200.02					
Alcohol	\$315,970.74					
Motorcycle Safety	\$46,835.29					
Occupant Protection Pedestrian/Bicycle Safety	\$170,000.00					
Safety	\$630,427.70					
Police Traffic Services	\$58,241.10					
Traffic Records	\$184,633.60					
Roadway Safety	\$94,815.19					
Safe Communities	\$1,323,837.79					
Paid Advertising	\$1,259,207.25					
Total 402 Funds	\$4,111,168.68					
405 Occupant Protection						
OP SAFETEA-LU		\$237,875.40				
Paid Advertising		\$63,558.00				
Total 405 Funds		\$301,433.40				
Planning & Administration			\$ 85,678.00			
Seat Belt Projects			\$ 45,279.00			
Total 406 Safety Belt Incentive			\$130,957.00			
Traffic Records				\$2,248,692.16		
Total 408 Data Program SAFETEA-LU				\$2,248,692.16		
Alcohol SAFEATEA-LU (carryover)					\$578.00	
Paid Advertising					\$226,417.55	
Alcohol (various)					\$1,900,682.25	
Total 410 SAFETEA-LU					\$2,127,677.80	
Child Seats						\$291,005.68
Paid Media						\$101,549.00
Total 2011 Child Seat						\$392,554.68
Totals	\$4,111,168.68	\$301,433.40	\$130,957.00	\$2,248,692.16	\$2,127,677.80	\$392,554.68

TABLE 2: FY2012 GRANT EXPENDITURE

Funded Program	402	405	406	408	410	2011	Total	Percent
Planning & Administration	\$8,328.28						\$8,328.28	0.3%
Alcohol	41,688.53		\$9,147		\$688,875.94		\$739,711.47	23.0%
Motorcycle Safety	\$37,411.88						\$37,411.88	1.2%
Occupant Protection	141,510.28	\$128,732.20	\$123,266			\$21,820.35	\$415,328.83	12.9%
Pedestrian/Bicycle Safety	275,243.44		\$200,000				\$475,243.44	14.8%
Police Traffic Services	\$12,693.08						\$12,693.08	0.4%
Traffic Records	\$12,684.20			\$130,390.20			\$143,074.40	4.4%
Roadway Safety							\$0.00	0.0%
Safe Communities	\$354,511.14		\$62,000				\$416,511.14	12.9%
Paid Advertising	\$706,083.53	\$100,000.00	\$63,129			\$101,540.00	\$970,752.53	30.2%
Totals	\$1,590,154.36	\$228,732.20	\$457,542.00	\$130,390.20	\$688,875.94	\$123,360.35	\$3,219,055.05	100.0%

FY 2012 HIGHWAY SAFETY GRANT EXPENDITURES



Program Summaries

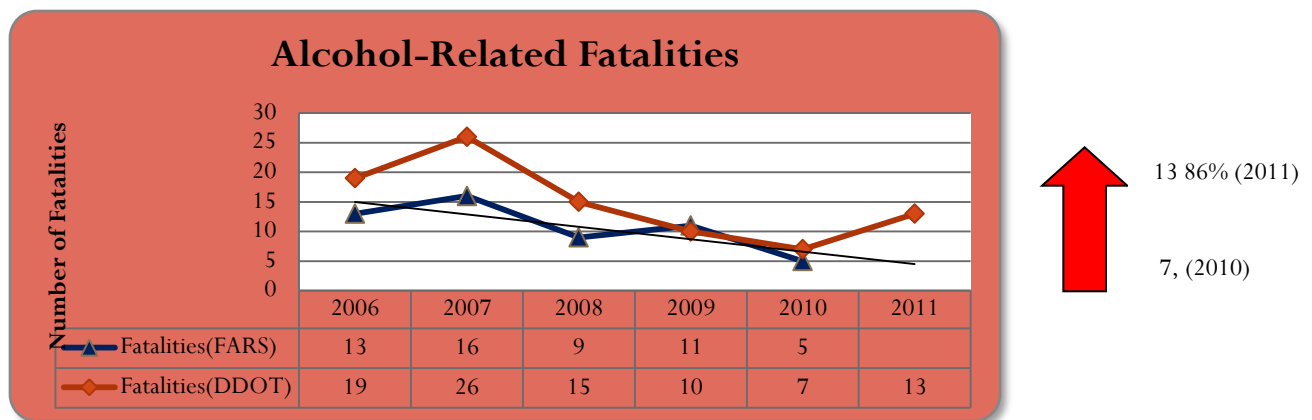
Impaired Driving Program

Alcohol use continues to be a major factor in traffic crashes in the District, particularly for the most serious crashes. In 2011, 13 out of 32 fatalities (41 percent) were alcohol-related, were as in 2010, 7 alcohol-related fatalities out of 25 total fatalities (28 percent). There was also an increased number of drivers, driving under the influence of drugs or/and a combination of both drugs and alcohol. In 2010 there were 11 impaired-related fatalities out of 25 (44 percent) of all traffic-related fatalities and in 2011 there were 17 impaired-related fatalities out of 32 (53 percent) of all fatalities.

Further analysis of the data reveals that more alcohol-related collisions were being reported during the night and weekend and by male drivers between the ages of 21 and 35 years.

Alcohol-Related Fatalities

Based on the District data system, there were 13 fatalities involved alcohol. In 10 of these fatalities, the motorist had a BAC of 0.08 or greater; this twice the number of motorists with a BAC of 0.08 or greater than in 2010 (5).



Performance Goals – Fatalities

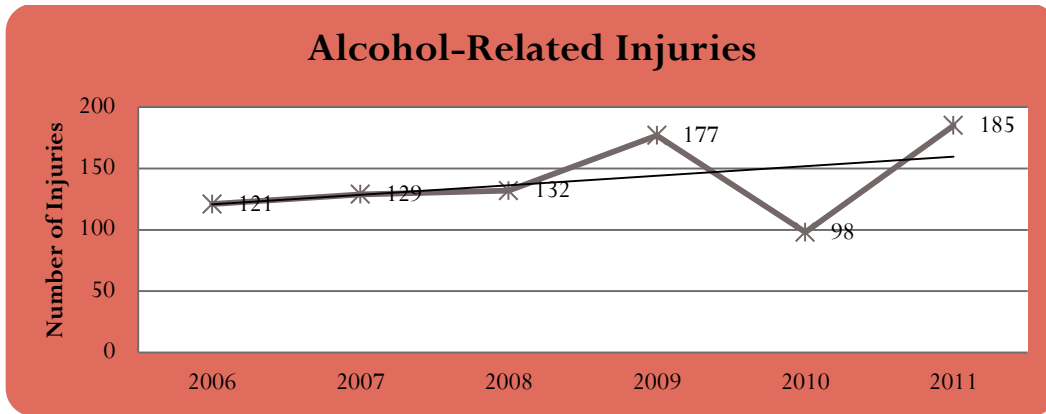
To decrease alcohol-impaired driving fatalities by 9 percent from a three-year (2008-2010) weight average of 11 to 10 by December 31, 2012.

The 2011 projected goal for alcohol-impaired driving fatalities was 10, which was not met.

Alcohol-Related Injuries

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

Based on 2011 data, there was a significant increase in alcohol-related injuries from 98 in 2010 to 185, a 88.8 percent increase. The District's 2011 goal of 88 was not met. The HSO will revise this goal to a more realistic, attainable one and implement suitable programs and/or target areas to reverse this upward trend.



Performance Goals - Injuries

To decrease alcohol-impaired driving injuries by 12 percent from a three-year (2007-2009) weight average of 142 to 125 by December 31, 2012.

The 2011 projected goal for alcohol-impaired driving injuries was 88, which was not met.

Program Accomplishments

The HSO efforts to discourage impaired driving have focused primarily on outreach, enforcement, enhanced prosecution, and adjudication. Special emphasis was placed on enforcing alcohol laws targeting male drivers between the ages of 18 and 34, between 8:00 pm to 4:00 am Friday, Saturday and Sundays. The HSO continues to partner with the Metropolitan Police Department (MPD), Office of the Attorney General (OAG), District of Columbia Superior Court (SCDC), Washington Regional Alcohol Program (WRAP) and Associates for Renewal in Education (ARE).

1. The HSO continued to fund WRAP, which directed the Washington-metropolitan area’s **Checkpoint Strikeforce Campaign**. This is a Mid-Atlantic States research-based, zero-tolerance initiative designed to catch and arrest drunk drivers through sobriety checkpoints and to educate the public about the dangers and consequences of drunk driving. The 2011 media effort resulted in reaching more than 4 million in the District of Columbia, Maryland and Virginia – the rough equivalent of reaching one in every three residents across the combined region.



The campaign also highlighted the 10th anniversary of Checkpoint Strikeforce, a milestone that warranted a heightened focus on the sustained decrease in alcohol-related fatalities since the campaign’s inception in 2002. Data from the National Highway Traffic Safety Administration documented the decline in fatalities in Virginia, Maryland and Washington, D.C.

2011 Media Coverage Highlights

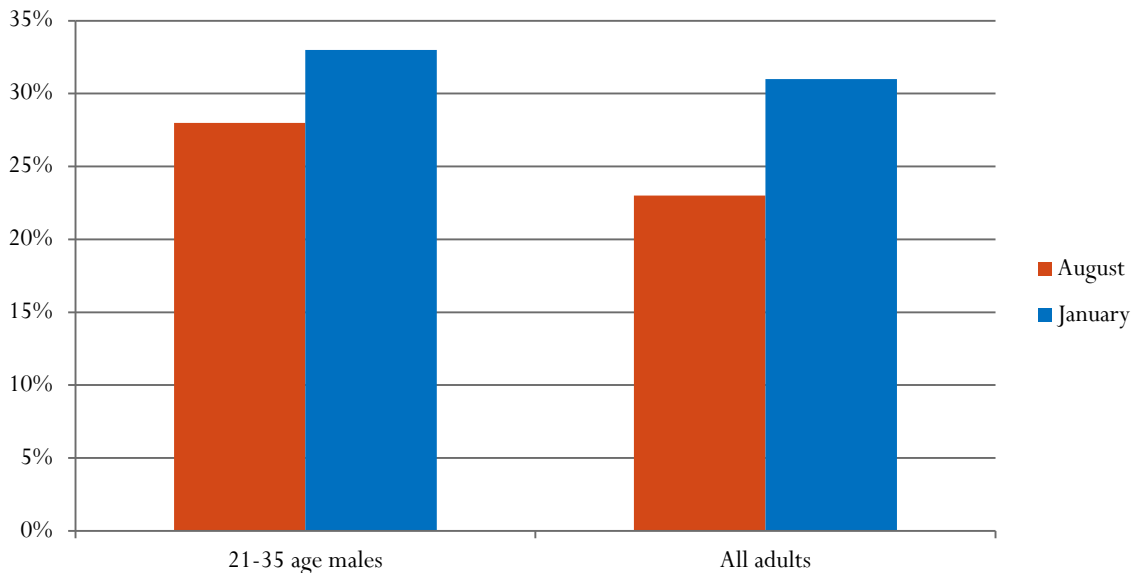
- Audience – The earned media campaign reached a documented audience of 4,052,924 residents in the District of Columbia, Virginia and Maryland (as measured by known media impressions)
- Print & Online – At least 70 print and online news articles about the campaign were published
- TV – At least 90 television news broadcasts were viewed in markets across the region
- Radio – At least 16 radio appearances in markets across the region

Please note: Audience figures include only documented stories. Also, the total does not reflect media placements for which audience figures are not available.

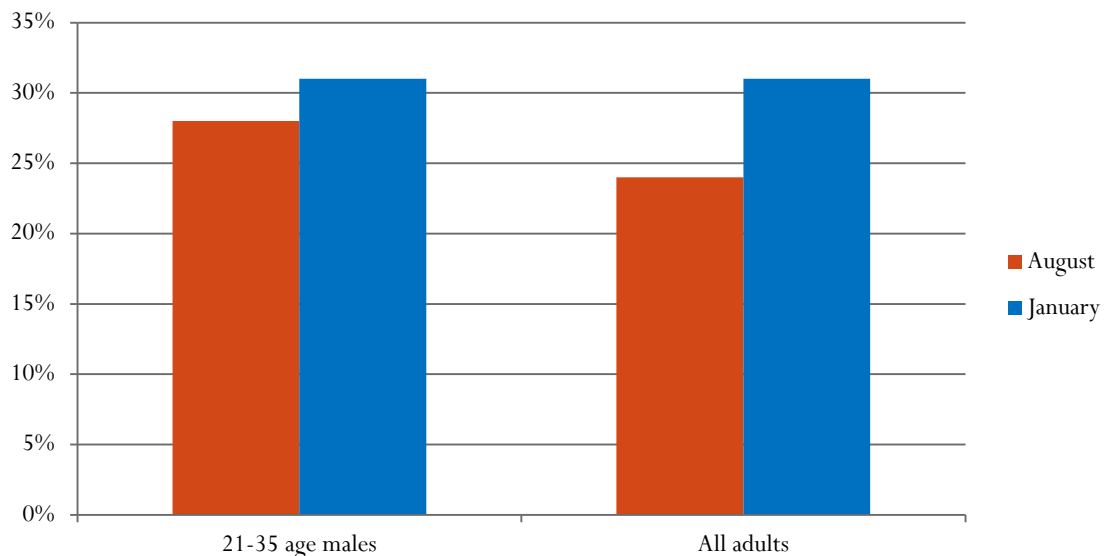
Perception of Fear and Sobriety Checkpoints Still Reign Supreme...

Pre- and post-campaign survey results demonstrate that fear — both of law enforcement and of killing or hurting someone else—remains the primary motivator against drunk driving among the general public and target audience of males ages 21-35 years old. Results also show that sobriety checkpoints are perceived to be the most effective method for catching drunk drivers.

Fear of Law Enforcement



Fear of Hurting/Killing Someone Else



... However People Aren't Necessarily Associating Heightened Law Enforcement and Sobriety Checkpoints with the Checkpoint Strikeforce campaign.

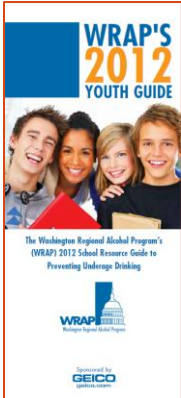
While survey results illustrated an increased awareness of heightened drunk driving law enforcement in our target audience (13 percent) and the general public (10 percent), there was virtually no change in awareness of the Checkpoint Strikeforce campaign itself.



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

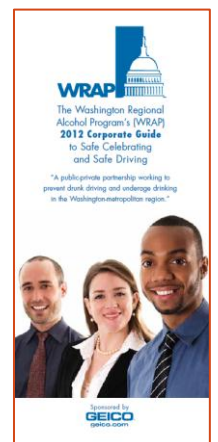
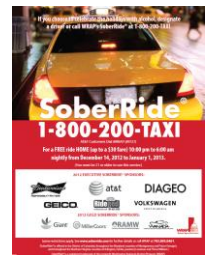
• **Youth Outreach**

- Alcohol Awareness for Schools – Reaching over nearly 500 high school students throughout the District. WRAP’s multi-media outreach program uses an interactive PowerPoint presentation, video and Fatal Vision Goggles to educate students about the dangers and consequences of underage drinking and driving.
- WRAP’s 2012 School Resource Guide to Preventing Underage Drinking – More than 2,500 copies of WRAP’s 9-page, annual educational guide on the Washington-metropolitan area’s underage drinking laws and consequences as well as related facts, statistics and suggested school club activities were distributed to local students.
- GEICO Student Awards – Popular local awards competition honoring area high school student groups for their works in promoting alcohol and drug-free lifestyles to their peers. Columbia Heights Educational Campus submitted an application.



• **Adult Outreach**

- WRAP’s SoberRide program – providing free cab rides to would-be drunk drivers from Greater Washington’s roadways. SoberRide operates on Halloween, December/January holiday season, St Patrick’s Day and Independence Day. During the FY2012 these campaigns have provided over 3,000 free cab rides to local residents age 21 and older who would otherwise attempted to drive home after drinking. It should be noted that 35 percent of the 3,300 dispatched SoberRide called originated in the District of Columbia. More than 300,000 flyers and cards were distributed for the campaigns.
- Safe and Vital Employees (SAVE) – This is an innovative, business outreach bring traffic safety to the workplace while helping educate employees on the dangers of drunk driving on both a personal and professional level.
- Corporate Guide to Safe Driving and Safe Celebrating – Over 2,000 copies of WRAP’s annual 9-page, at-a-glance reference on Washington areas drunk driving laws, related facts, statistics and party tips were distributed to area business and military professionals.
- Law Enforcement Awards of Excellence for Impaired Driving Prevention – On December 16, 2011, at the 14th annual Law Enforcement Awards. MPD Officer JunChou Zhang was honored for his outstanding commitment in the fight against drunk driving.



3. Through the District's Office of the Attorney General (OAG), an experienced attorney serves as the District's Driving Under the Influence (DUI) Prosecutor. The DUI Prosecutor goal is to assist the District with ongoing efforts to improve DWI and DUI prosecution in the District.
 - Training – DUI Prosecutor attended seven trainings related to trial tactics, one training for legal writing and conducted one training on toxicology. DUI Prosecutor participated in two training sub-committee meeting to assist in organizing training opportunities for the Public Safety Division, such as trial tactics, writing and ethics.
 - Meetings – DUI Prosecutor participated in twelve breath test meetings to discuss implementing a new model program for MPD's breath testing program and attended one legislative meeting to review the newly proposed breath test legislation which included all the agencies potentially impacted by the legislation.
 - Papering – DUI Prosecutor assists in papering cases on the weekends on a rotational basis.
 - Motions Filed – DUI Prosecutor filed twenty-nine motions related to her cases and filed the following:
 - sixteen responses to motions to suppress
 - five responses to motions suppress urine results or chemical scores
 - two responses to motions to dismiss for failure to preserve evidence
 - one opposition to defendant's request to conduct a Frye hearing
 - one opposition to defendant's motion to dismiss for lack of jurisdiction and to dismiss for lack of information for failure to allege criminal conduct
 - one memorandum regarding sentencing enhancements
 - one opposition to defendant's motion to reconsider denial of motion to strike enhancement papers
 - two oppositions to defendant's motions to vacate his sentence and resentence him
 - Trails and Motions, the DUI Prosecutor conducted the following:
 - Twelve trials – eight jury trials and four bench trials.
 - Two motions to suppress.
 - Argued a Motion in Limine in which defendant argued that the urine sample should be excluded from evidence at trial.
 - Argued a motion to exclude the urine results at a sentencing hearing.
 - The government presented the toxicologist, Mr. Lucas Zarwell as an expert witness, during the Motion in Limine and during the sentencing hearing.

4. Through the District's OAG, two experienced attorneys serve as the **District's Traffic Safety Resource Prosecutor (TSRP)**. The TRSPs provided training and technical support to prosecutors and law enforcement officers. They acted as a liaison between the OAG and various government agencies involved in traffic safety. The TRSPs also provided assistance in promoting new legislation for impaired driving offenses, advise supervisory attorneys regarding matters of traffic safety, and maintained the discovery documents for impaired driving cases.
 - DUI Enforcement meetings – In FY 2012, the TRSPs facilitated eight DUI Enforcement meetings. These meetings consisted of a roundtable discussion between law enforcement agencies including the Metropolitan Police Department (MPD), the United States Capitol Police (USCP), the United States Park Police (USPP) and the United States Secret Service Uniform Division (USSS-UD). Additionally representatives from the Office of the Chief Medical Examiner's Office (OCME) attended. DUI Enforcement meetings provided an opportunity for these agencies to share resources and to discuss current issues regarding impaired driving in the District.
 - Drug Recognition Expert meetings – In addition to the DUI Enforcement meeting, the TRSPs facilitated one Drug Recognition Expert (DRE) meeting, which provided an opportunity for the District's DREs to exchange

information and share challenges they face in DRE enforcement with the TSRP. The TSRPs also regularly attended the Traffic Records Coordinating Committee (TRCC) meetings.

- Training – The TSRPs provided training to law enforcement and prosecutors concerning a variety of topics pertaining to impaired driving, traffic safety, and general prosecutions. The following trainings were conducted in FY2012:
 - “Cops in Court” report writing and courtroom testimony presentation to Metropolitan Police Department’s Standardized Field Sobriety Testing training class (2 sessions)
 - “Cops in Court” report writing and courtroom testimony presentation to US Capitol Police’s Standardized Field Sobriety Testing training class
 - “Emergency Comprehensive Impaired Driving and Alcohol Testing Program Amendment Act of 2012” prosecutor training (2 sessions)
 - “Emergency Comprehensive Impaired Driving and Alcohol Testing Program Amendment Act of 2012” law enforcement training (5 sessions)
 - “Leaving After Colliding” statute law enforcement training
 - “Prosecuting Impaired Driving Cases” prosecutor training
 - “DUI trial preparation” prosecutor training
- Additionally, the TSRPs attended the following training sessions and/or conferences:
 - “Commercial Motor Vehicle” training conference held in Charleston, SC. At the conference, the TSRP served on a panel to discuss challenges in bringing cases and trial strategies
 - National Partnership on Alcohol Misuse and Crime annual conference
 - “Drugs that Impair—Depressants” webinar
 - “Drugs that Impair—Inhalants” webinar
 - “Drug Impaired Driving/Drug Recognition Expert (DRE)” training presented by USPP Officer Adam Zielinski
 - Draeger breath test instrument training
 - “Ethics for Prosecutors” training presented by the National District Attorney’s Association.
 - “Toxicology of Breath Programs” training presented by Lucas Zarwell, Office of the Chief Medical Examiner
- Coordination – The TSRPs coordinated with law enforcement agencies and the National Traffic Law Center of the National District Attorneys Association to provide presentations and training to the OAG prosecutors. These trainings included “DUI Training Day” in March 2012. As part of this training, prosecutors received presentations on Standardized Field Sobriety Tests (provided by Metropolitan Police Department), breath testing procedures (provided by the US Park Police), Drug Recognition Experts (provided by US Park Police), and Toxicology Training (provided by Office of the Chief Medical Examiner). In May 2012, the TSRPs coordinated presentations

on Commercial Driver's License/Commercial Motor Vehicles, Cross Examination, and Expert Witnesses (provided by National District Attorneys Association). The TSRPs also produced a Standardized Field Sobriety Tests training video with the assistance of US Capitol Police and NDAA. Finally, the TSRPs continued to streamline the discovery process through use of the "DUI discovery" feature on the OAG website. Finally, the TSRPs facilitated judicial training regarding the "Emergency Comprehensive Impaired Driving and Alcohol Testing Program Amendment Act of 2012."

- **Breath Test Program** – Since 2010, the Office of the Attorney General (OAG) has been collaborating with the Metropolitan Police Department (MPD) and the Office of the Chief Medical Examiner (OCME) to develop a model breath testing program for the District of Columbia. The TSRPs attended at least 14 formal breath test development meetings and many informal meetings. In September 2012, the District's breath test program, which had been suspended since 2010, was revived and MPD resumed breath testing impaired drivers on the Intoximeter EC/IR II instrument. The TSRPs worked closely with OCME to provide training to the Breath Test Operators. The TSRPs served on the team that developed legislation to coincide with the commencement of breath testing. The TSRPs also worked with MPD and OCME to streamline the arrest paperwork process as MPD transitions from RMS to ILEADs.
- **Legislation** – During the development of the breath test program, OAG identified the need to address the breath test admissibility portion of the Driving Under the Influence (DUI) statute (DC Code § 50-2205.03). Upon review of this Code provision and other related provisions, OAG discovered numerous changes that should be made in order to bring the Code up to national standards. The intention of the Bill was to strengthen antiquated laws relating to impaired driving, enhance implied consent provisions including broadening those who can draw blood, increase penalties for repeat offenders, offenders with minors in the vehicle, and offenders with Schedule I chemicals or controlled substances in the body (including PCP, cocaine, morphine, and methadone), and create a new DUI offense for commercial motor vehicles. Additionally, the Bill sought to outline the admissibility requirements for breath test results. In May 2012 the OAG submitted Bill 19-177, "Comprehensive Impaired Driving Act of 2012" to DC Council. A public hearing concerning the Bill was held in June 2012. The majority of the submitted legislation was adopted by the Council and went into effect in August 2012 as the "Comprehensive Impaired Driving and Alcohol Testing Program Amendment Act of 2012." On October 12, 2012 a hearing was held concerning the remaining the admissibility of breath test scores. In September 2012, OAG was awarded the WRAPPY award for public service from the Washington Regional Alcohol Program (WRAP) for drafting the bill.
- **Research** – The TSRPs conducted legal research on a variety of topics related to traffic safety. Specifically, in developing the DUI legislation, the TSRPs researched: impaired driving statutes and penalties from other jurisdictions, admissibility requirements, chemical test refusal consequences, forced blood draw, minor in vehicle enhancement, high breath alcohol content enhancement, leaving after colliding. The TSRPs were members of both the TSRP and Impaired Driving web forums, and maintained a collaborative relationship with other state TSRPs providing and receiving legal support.
- **Day-to-day legal support** – The TSRPs kept abreast of current trends in DUI and enforcement, and acted as a resource to prosecutors, law enforcement, toxicologists, breathalyzer test operators, and other persons involved in impaired driving enforcement. Particularly at weekly staff meeting, the TSRPs frequently updated the section attorneys of DUI trends and hot topics in DUI enforcement. They organized and maintained the discovery documents for impaired driving cases including breath test documents, police training manuals, and toxicology documents. The TSRPs assist prosecutors in securing documents necessary for trial. In FY 2012, the TSRPs

received approximately 772 toxicology reports and transferred them into electronic versions for easy access by the attorneys. The TSRPs also provided support in the courtroom for prosecutors and observed court proceedings to identify problem areas. TSRPs second seated prosecutors in court matters. TSRPs also assisted prosecutors in drafting appropriate plea offers in impaired-driving cases. The TSRPs developed predicate trial questions for the line attorneys to use in their cases in the following areas: toxicologist testimony, breath test operator testimony, breath test technician testimony. The TSRPs developed expert witness notices for HGN evidence and breath test technician testimony. The TSRPs also screened approximately 300 impaired driving cases, including citations and arrest warrants. The TSRPs assisted with motion response on DRE Frye issue.

- The TSRPs provide assistance and support to supervisory attorneys and provide advisory opinions regarding a wide range of impaired driving issues. The TSRPs meet oftentimes weekly with supervisors and other members of the DUI Team in order to provide updates and identify newly emergent issues.
 - Other – The TSRPs assisted with drafting of revised jury instructions for reckless driving, leaving after colliding, and driving under the influence. Further, the TSRPs provided support to OAG in the development of the DWI court, by researching the efficacy of a DWI court and by attending numerous planning meetings. The TSRPs also served on the Public Safety Division training committee which sought to develop a more streamlined training program for the division.
5. Through the District of Columbia Superior Court a team of eight criminal justice system practitioners attended the National DWI Courts Training Program. The goals at the Athens, Georgia training included understanding the necessary steps involved with the implementing a DWI Court. To accomplish this, key issues addressed in the training included developing the following:
- Mission statement, with goals and objectives
 - Target population, including eligibility criteria and disqualification criteria
 - Court model
 - Identification, referral, screening, assessment and admission process
 - Phases, including phase duration and phase transition criteria
 - Treatment, supervision and drug testing protocols for each phase
 - Formation of graduation and termination criteria
 - Court responses to client behavior through development of incentives and sanctions
 - Long-term sustainability plan that includes traditional and nontraditional funding, community mapping, resource development, evaluation and monitoring.

The Superior Court anticipates an operational DWI Court by January 2013.

6. The Associates for Renewal in Education, Inc. (ARE) implemented a program designed to educate teens on the issues of seat belt safety and dangers of impaired driving. The program's focus is to educate adolescents on the importance of seat belt use and discourage them from driving impaired or with someone who is impaired.

The goals of the program are:

- To educate teens of the dangers of cell phone use and text messaging while driving.
- To educate participants on the District of Columbia's "Click It or Ticket", "Over the limit, Under Arrest" and "Smooth Operator" laws and the national "Buckle Up America" campaign.
- To emphasize the importance of seat belt use to teens in the District of Columbia.
- To increase teenagers' awareness about the dangers of drinking and driving.
- To emphasize the importance of pedestrian safety.

All programs have agreed to implement the program during the summer programs.

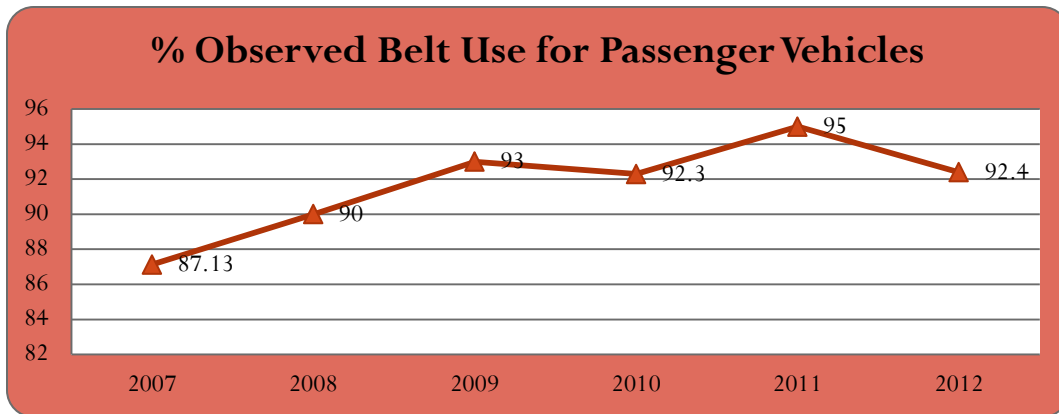
- Contact was made with 17 Senior High Schools to get information regarding their prom dates. Of the 17 schools, 13 of them agreed to allow us to set up pre-prom focus groups during their lunch hour regarding safety on prom night. These sessions were partnered with EMS, DDOT, and MPD. These sessions were conducted with the senior classes and their advisors, over 600 youths. Sessions focused on drinking and driving, wearing seat belts, and distractive driving.
- Meetings were set up with Radio One to begin to prepare for the radio campaign.
- Internet research was done to update materials in the curriculum and for research purposes.
- Pre- Kindergarten children learned about care safety utilizing their interest areas. They culminated the school year by reciting a safety poem in their closing program.
- The District's pedestrian safety plan were distributed to parents and teens.
- Distributed information to schools, parents and community based organizations during the "Smooth Operator" Campaign June 4th-9th.
- The coordinator presented at two parent meetings (May and June) for the parents of our early education and after care programs. Car seat demonstrations were conducted as well.
- We distributed and collected safety and non-driver safety pledges from teen parents, student drivers, and participants from community based organizations.
- Information about driving lessons and how to get a driver's license.

Occupant Protection Program

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

Observed Belt Usage

In 2012 the District observed seat belt use was 92.4 percent, well above the national average of 85 percent.



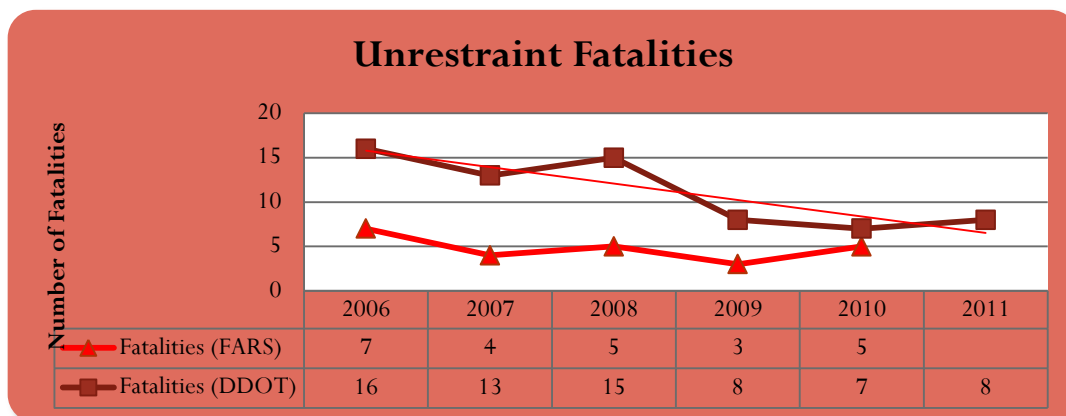
Performance Goals – Belt Usage

To increase seatbelt usage to 95 percent by 2012.

The 2012 projected goal for seatbelt usage was greater than 90 percent, which was met and exceeded.

Unrestrained Fatalities

According to District’s crash data, approximately 46 percent (13,582) of drivers or passengers involved in crashes used their seat belts in 2011. Approximately 52 percent (15,145) of drivers or passengers involved in crashes were reported with unknown seat belt usage. Only a small fraction (approximately 1 percent) of drivers or passengers was reported with seat belt not installed or fastened. There were 8 fatalities in 2011, where the driver or occupants were not wearing their seatbelt.



Performance Goal – Unrestraint Fatalities

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

The projected goal for 2011 was 10; the goal was met.

Program Accomplishments

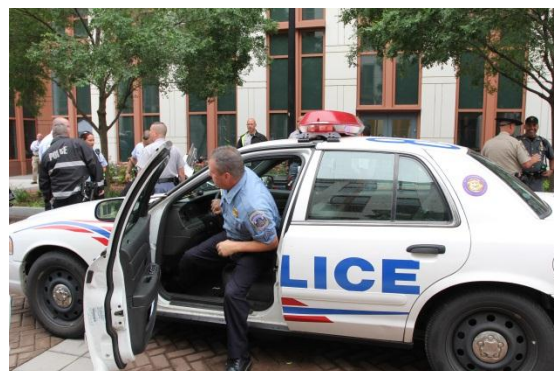
The HSO efforts for increasing seat belt usage were mainly focused on outreach, education, enforcement and assisting low-income families with child-safety seats. The following programming initiatives were used to reach our occupant protection goal in FY 2012.



1. Spring 2012, the District of Columbia launched the annual **Click it or Ticket (CIOT) Campaign** emphasizing the importance of seat belt compliance, particularly during night-time hours. It was also stressed at the campaign that even though the District is well above the national average, seat belt usage at night, should remain a priority because the majority of traffic fatalities continue to occur at night. This year's campaign reinforced the message that law enforcement is strictly enforcing DC's seat belt laws. Unlike many other states, DC law allows police to stop a vehicle solely because its driver and/or passengers are not properly buckled up.

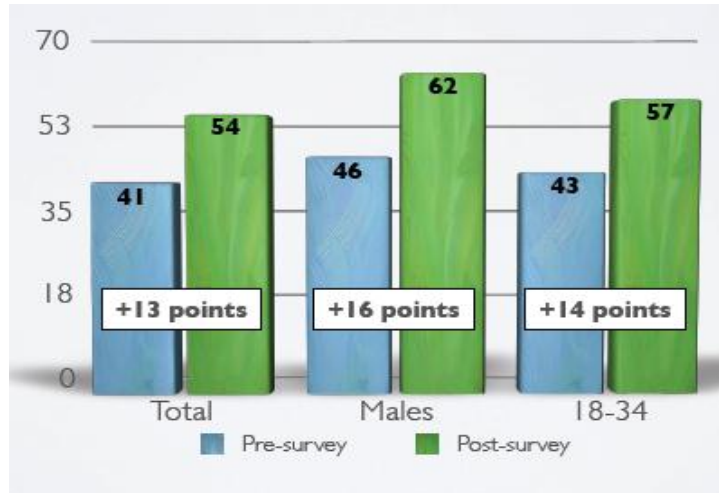
A pre-test and post-test, web-based survey were conducted to evaluate the effectiveness of the campaign. Each test was based on 500 active drivers that either live or work in Washington, DC, 50 percent males and 50 percent females. The results were as follows:

- **Seat Belt Usage**
 - In the pre- and post-surveys, 9 out of 10 respondents claim to always use a seat belt.
 - 97 percent report using a seat belt the last time they were in a vehicle as either a driver or passenger.
 - Out of the past 10 times driving or riding in a vehicle, more than 8 out of 10 respondents report always using a seat belt. Females and those older than 24 are more likely to wear their seat belt.
- **Knowledge of the Law**
 - 97 percent of respondents knew that drivers are required to wear a seat belt.
 - 95 percent of respondents knew that passengers in the front seat are required to wear a seat belt.
 - 69 percent of respondents knew that there was a law requiring passengers in the back seat of a vehicle to wear a seat belt. Younger respondents (aged 18-24) responded at a higher rate of 76 percent.
- **Enforcement**
 - 74 percent of respondents felt police strictly enforced the law. Males and those aged 18-24 were more likely to characterize seat belt enforcement as "very strict".
 - Male respondents reported the chances of getting a ticket for not wearing a seat belt were greater than female respondents.

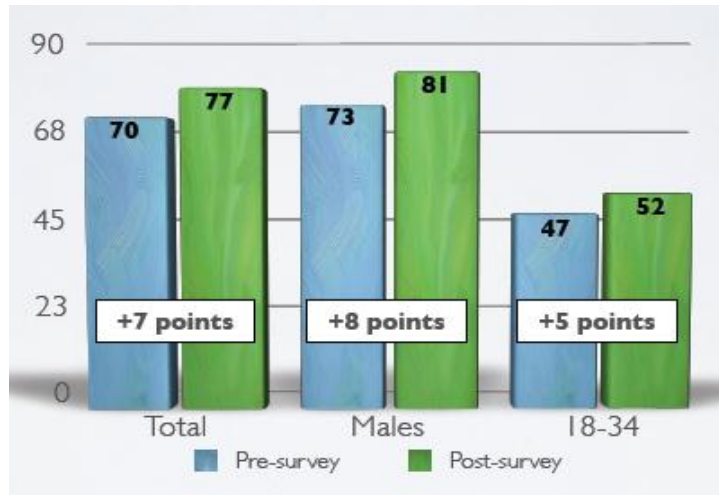


- Awareness

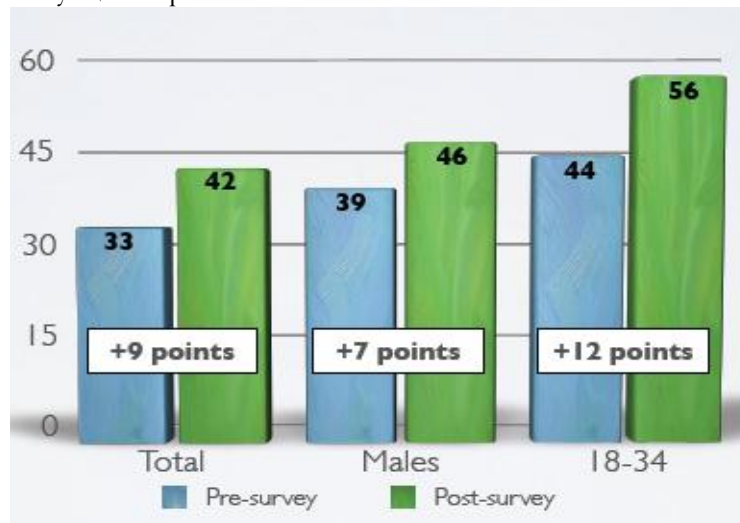
- Awareness of police efforts to crack down on those who do not wear seat belts rose significantly from pre- to post-survey:



- Awareness of the Click It or Ticket program:

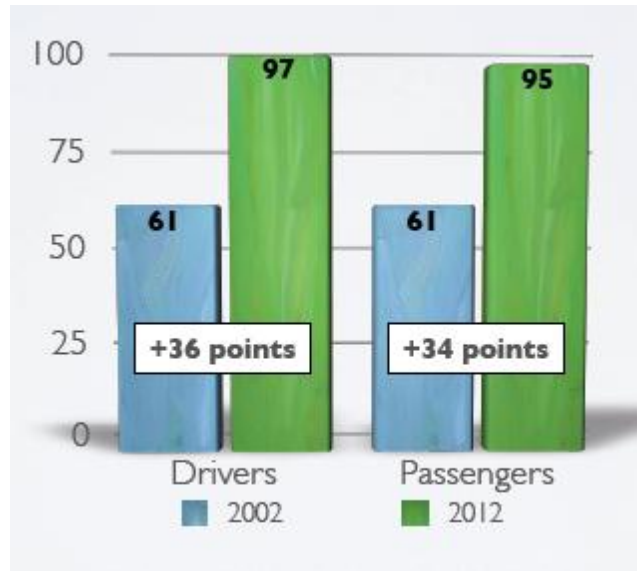


- Heard a message that says “\$50. 2 points. Zero Tolerance. Click It or Ticket”:

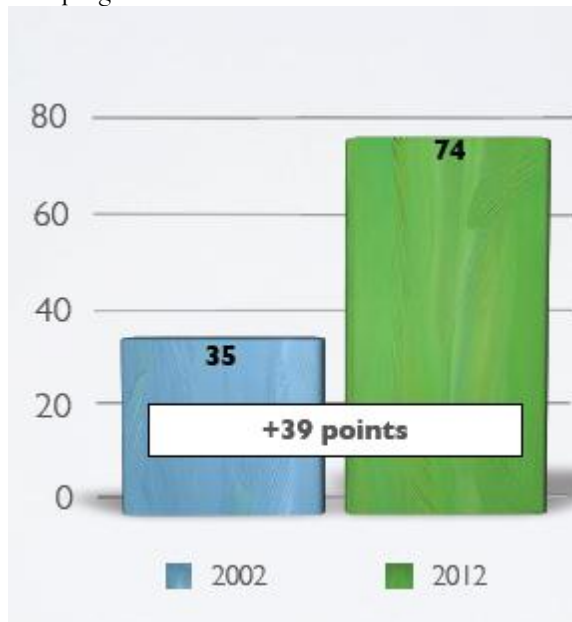


Progress Over Time

- Knowledge of the District's seat belt laws for drivers and front seat passengers has increased:

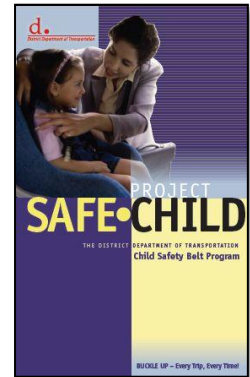


- Awareness of Click It or Ticket program:



2. The **2012 Seatbelt Usage Survey**, conducted by the University of the District of Columbia, found a 92.4 percent seatbelt compliance rate. The District continues to maintain its high seat belt usage, which is a 7.4 percent increase above the national average (85 percent). The District is one of fourteen States that achieved 90 percent usage rate or higher in 2011.

3. The DC Child Passenger Safety (CPS) Coordinator is responsible for the management of PROJECT SAFE-CHILD. The purpose of this program is to provide DC residents infant, toddler, and booster seats, at a reduced rate, information, and educational materials on properly buckling in children.



The following are accomplishments for FY 2012:

- Child Passenger Safety (2-hour workshops). Classes were held at the following locations
 - Mary’s Center Maternal - 150 participants
 - Adams Morgan Center - 100 – participants
 - Child and Family Services various locations – 122 participants
 - UPO Child Development Centers – 40 participants
- One 4-day course was taught through a combination of lecturers, discussions of new issues, role playing and hands-on practice with both child safety seats and vehicle belt systems. The District has a total of 87 certified technicians staffed by members representing DDOT, MPD, Fire & EMS, EMSC and Retail staff. This year 19 technicians were recertified and 2 new CPS Instructors were certified.
- Over 1200 seats were provided at low cost to the District’s low-income families at the nine purchasing locations –Children’s Hospital, Adams Morgan Clinic, Georgetown Hospital, George Washington Hospital, Providence Hospital, Mary’s Center, Washington Hospital Center, Howard University and Centro Nia’ .
- There were over 2000 child restraint seats inspected and safety material s distributed at the following locations:
 - Providence Hospital – 210 car seats properly installed over 300 safety packages
 - United Planning Organization – 10 car seats properly installed
 - Gallaudet University – 20 car seats properly installed
 - National Children’s Center – 19 car seats properly installed
 - Department of Motor Vehicles – 672 car seats properly installed
 - Metropolitan Police Department various location 422 car seats properly installed.
 - Department of Fire & EMS – 488 car seats properly installed
 - Child Passenger Safety Week – 157
 - Associate In Renewal of Education – 12 seats



- CPS coordinator with the Department of Health, Community Health Administration, Prenatal and Infant Health Bureau/DC Healthy Start Project meet monthly to build partnerships with the community. Support the health of women and children in the nation’s capital by working to implement services needed to reduce infant mortality, eliminate prenatal disparities and ensure that all mothers and infants enjoy healthy lifestyles.

- DDOT CPS program manager coordinating with DC Metropolitan Police Department, DC Fire & EMS Department and Emergency Services for Children participated in several Community based events such as



- YMCA Annual Healthy Kids Day Bicycle rodeo and distributed 40 bike helmets and 250 safety packages.
 - Health Fair at the DCRA, provide 75 traffic safety packages
 - Emergency Medical Service for Children Day at Children's Hospital 200 participated in this health event.
 - Safety Stand Down at the Navy Yard spoke with military staff on proper use of child restraint seats.
 - National Night Out provided 75 packages with information on car seat, bike and pedestrian safety.
 - Rosemount Center's presentation on pedestrian safety 12 staff participated
 - Annual NBC 4 Health and Fitness Expo 2012 distributed over 2500 safety packages and numerous demonstrations on proper installation of a car seat.
 - Office of Latin Affairs Health Fair at Iglesia LaLuzdel Mundo Church, distributed 150 packages.
 - Associate In Renewal of Education Annual Family Safety Day, 12 seats child safety seats were properly installed and distributed 100 traffic safety packages.
 - Fort Lincoln Community Day distributed 200 traffic safety packages.
 - National Preparedness Day at Children's Hospital distribute 75 packages with information on DDOT
 - Presentation at the DC Department of Health 20 staff participated, provided was information on child car seat safety, seat belts, texting and driving and pedestrian safety.
 - 32 hour Child Passenger Safety Training was provided 19 new technicians.
 - Car Seat Check Event with the Capitol Hill Police at the US Senators parking lot 33 seats was properly installed.
 - United Planning Organization Family and Fun Day distributed 6 car seats and 150 packages on traffic safety.
 - Edgewood/Brookland Annual Community Fair distributed 100 safety packages.
 - HFSC Family Community Day, demonstrated how to properly install child safety seats and provided traffic safety packages.
 - Presented at the Consumer Federation of America Conference on a panel of 6 concerning low income and car seats.
 - Georgia/Rockcreek East Community Day demonstrated proper installation and distributed 250 traffic safety packages.
 - Prom Promise 12th grade students were asked to sign and pledge stating they would not drive or ride in the car with anyone who has been drinking and driving.
- Presentations given in 14 schools, over 2300 journals with pens in the school color was given along with information on texting and driving.

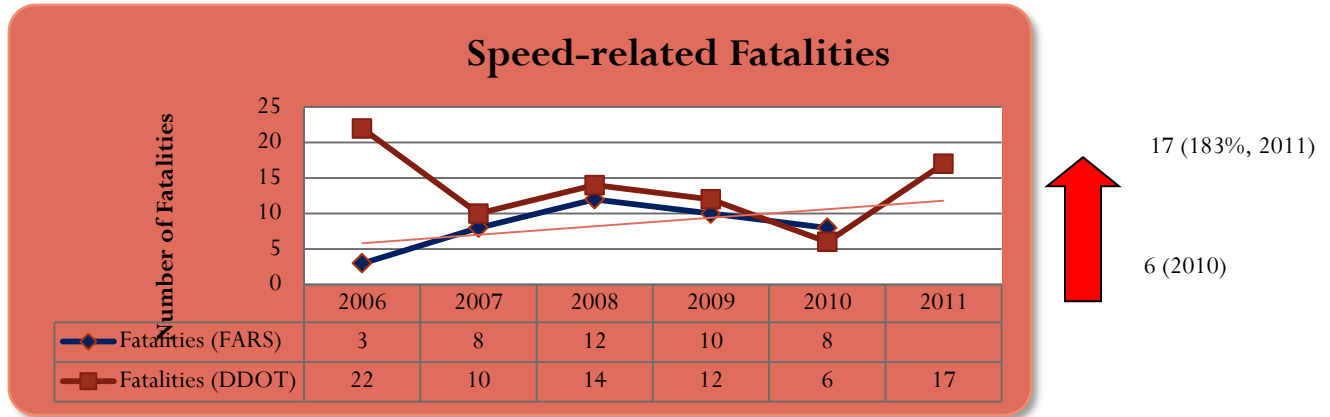
- Child Passenger Safety Week 2012 events were held at the following locations: National Car Seat Check Day was held at the CentroNía Multicultural Learning Center, events were held during the week at the following locations: Department of Motor Vehicles, United Planning Organization Day Care Center, Women's Shelter of Central Avenue, Engine 31 & Engine 26 with DC EMS, THEARC with DC Safe Kids, DC MPD Traffic Division, 4th District Police Department and the Department of Health Birthing Center. Information booth distributing safety materials and car seats were properly installed.
- Attend the following conference to enhance knowledge of the program.
 - 2012 KIM Conference (Kidz IN Motion) dedicated to child passenger safety professionals.
 - NHTSA Instructor's Development Course to qualify participants to teach NHTSA courses.
 - 2012 North Carolina CPS Conference provide continuing education and networking opportunities to currently certified child passenger safety technicians and instructors

Aggressive Driving Program

Aggressive driving is characterized by violations such as speeding, tailgating, unsafe lane changes, and running both red lights and STOP signs. Speeding is always a major contributing factor in high-severity crashes. In 2011, 637 crashes in the District involved speed, which resulted in 416 injuries. The data further revealed that male drivers between the ages of 16 and 40 were most likely to be involved in a speeding-related crash than any other age group.

Speeding-Related Fatalities

In 2011, speeding was the contributing factor in 17 traffic fatalities, approximately, 63 percent of all traffic fatalities. The number of speed-related fatalities increased almost 3 times the number of fatalities in 2010.



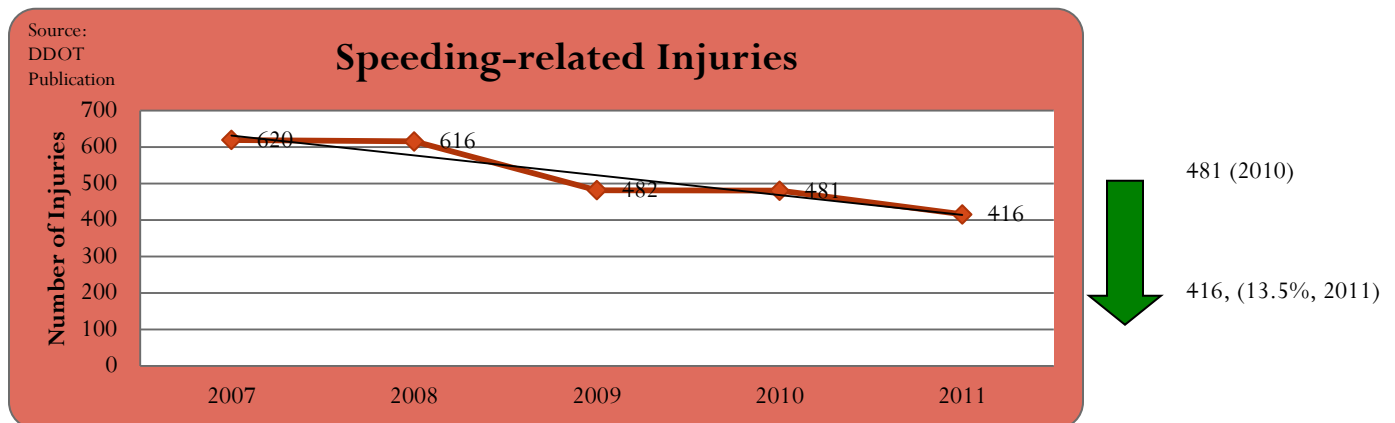
Performance Goals - Fatalities

To decrease speeding-related fatalities of 8 percent from a three-year (2008-2010) weight average of 13 to 12 by December 31, 2012.

Note: Projected goal for speeding-related fatalities for 2011 was 12. This goal was not met.

Speeding-Related Injuries

In 2011, there was a 13.5 percent decrease in speed-related injuries from 481 in 2010 to 416 in 2011.



Performance Goals - Injuries

To decrease speeding-related injuries by 8.5 percent from a three-year (2007-2009) weight average of 573 to 528 by December 31, 2012. The 2011 projected goal for speeding-related injuries was 550, which was met and exceeded.

Program Accomplishments

The HSO worked with its partners on the following programming initiatives in an effort to reach and achieve targeted aggressive driving prevention goals for FY 2012:

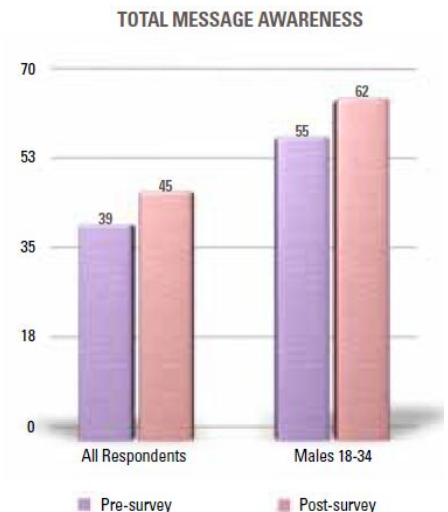
1. The District and Maryland, participated in the **2012 Smooth Operator Program**. This program that responds to the public concern regarding aggressive driving through news media efforts, public education and awareness campaigns, and increased law enforcement and engineering activities. The campaign is aimed at 18- to 34-year-old high-risk males. The educational theme the campaign emphasizes “Speeding IS Aggressive Driving and It STOPS HERE”.

The campaign began on June 3, 2012, and continued through to September 8, 2012, with three enforcement waves. Both earned and paid media supported law enforcement efforts during these time frames, as well as over the entire course of the summer months.



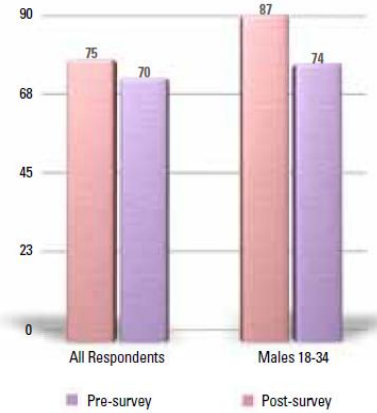
Notable coverage highlights include:

- Radio Advertising:
 - Spots ran in the DC area between 3 pm to 3 am to coincide with times of greatest opportunity of message delivery and enforcement.
 - Spots were concentrated from Wednesday through Sunday, to support the 3 enforcement waves in the District.
 - 870 spots ran for 4,684,000 total impressions reaching 68% of the audience an average of 6.5 times during the campaign.
 - DC Radio stations included: WJFK, WITH, WKYS, WPGC, WLZL, WWDC, and WTOP.
- Media:
 - Out-of-Home advertising and transit advertising – three ads were created, displayed during the month of August on tail light displays on bus fleet serving all of Baltimore and Washington, DC.
 - Social Media – the campaign maintains a Twitter/Smooth Operator page that provides updates on a wide range of traffic safety topics, including the paid media campaign, PR events, regional fatalities, related news article, enforcement activity, community involvement, and trends in traffic safety, new technologies, and more.
- Evaluation:
 - Participants of the survey were divided 50-50 between males and females.
 - Participants lived in the District or specific area in Maryland (Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Harford County, Howard County, Montgomery County, and Prince George’s County)
 - Participants had a valid driver’s license and had driven in the last six months.
 - Pre- and post-survey showed that males between the ages of 18 and 34 years had the highest areas of improvement.



- Combined awareness of all Smooth Operator Messages was 45 percent among all participants and 62 percent among males 18-34 years old.
- 72 percent of respondents felt that speeding and aggressive driving laws are strictly enforced, however only 37 percent perceived that law enforcement has increased.
- Among males between 18 and 34 years old, self-reported an 8 percent decrease in aggressive behaviors.

STRICT ENFORCEMENT OF SPEEDING/
AGGRESSIVE DRIVING LAWS



	Males 18-34 Pre-survey	Males 18-34 Post-survey
Sped up to make a light	60%	56%
Entered an intersection after the light has turned yellow	46%	50%
Used a cell phone while driving	35%	25%
Drove 15 mile or more over posted speed limit	38%	35%
Sent/read a text while driving	28%	16%
Refused to let someone merge into traffic	16%	20%
Drove aggressively	29%	22%
Tailgated	25%	15%
Didn't wear a seat belt while driving	26%	19%
Cut in front of another car	23%	18%
Ran a stop sign	13%	10%
Drove on the shoulder to pass	16%	10%
Ran a red light	3%	3%
Passed a stopped school bus with flashing red lights	15%	8%

Bolded numbers indicate a decrease of 5 percentage points or more from pre- to post-survey.



Pedestrian and Bicycle Safety Program

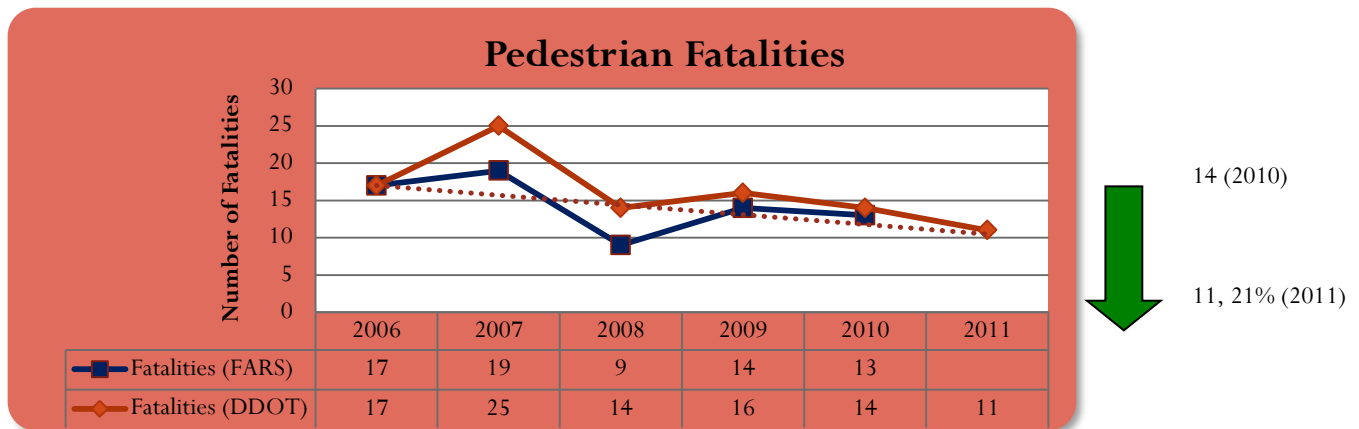
Pedestrian and bicycle safety remains a top priorities for safety planners in the District. As the Nation's Capital, the city is the nation's third worst traffic congestion-area and is the eighth most popular tourist attraction. These factors, combined with the high numbers of pedestrians and bicyclists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

Pedestrian Safety

In 2011, pedestrians were involved in 4.9 percent (874) of all collisions (17,951) in the District a pedestrian was involved. However, a majority of the pedestrians (814) reported an injury, with 35.6 percent (311) reported a serious injury. The data further revealed that male pedestrian were more likely to be involved in a traffic-related crash than a female pedestrian (13.7 percent).

Pedestrian- Related Fatalities

In 2011, pedestrians were the second leading factor in the number of fatalities in the District; 11 traffic-related fatalities (34 percent) involved a pedestrian. This represents a 21 percent decrease from 14 in 2010 to 11 in 2011.

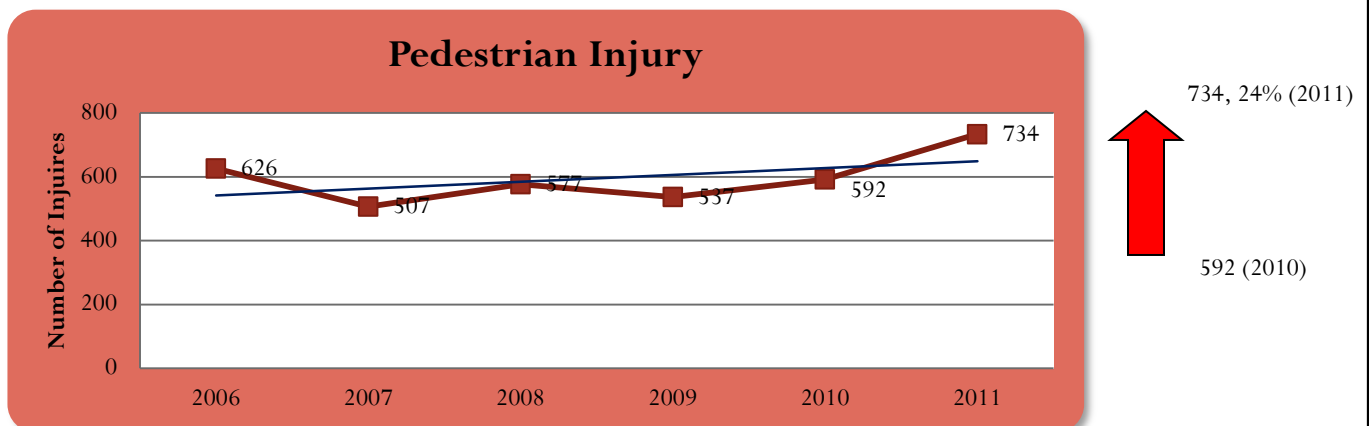


Performance Goals – Pedestrian Fatalities

To decrease pedestrian-related fatalities by 20 percent from a three-year (2008-2010) weight average of 15 to 12 by December 31, 2012. The 2011 projected goal for pedestrian-related fatalities was 13; the HSO goal was met.

Pedestrian-Related Injuries

In 2011, pedestrian injuries increased from 592 in 2010 to 734 in 2011; a 24 percent increase. This trend is expected with better recording systems, and the increase of pedestrian trips on the District roadways.



To decrease pedestrian-related injuries by 13 percent from a three-year (2007-2009) weight average of 540 to 478 by December 31, 2012. The 2011 projected goal for pedestrian-related injuries of 498. The goal was not met.

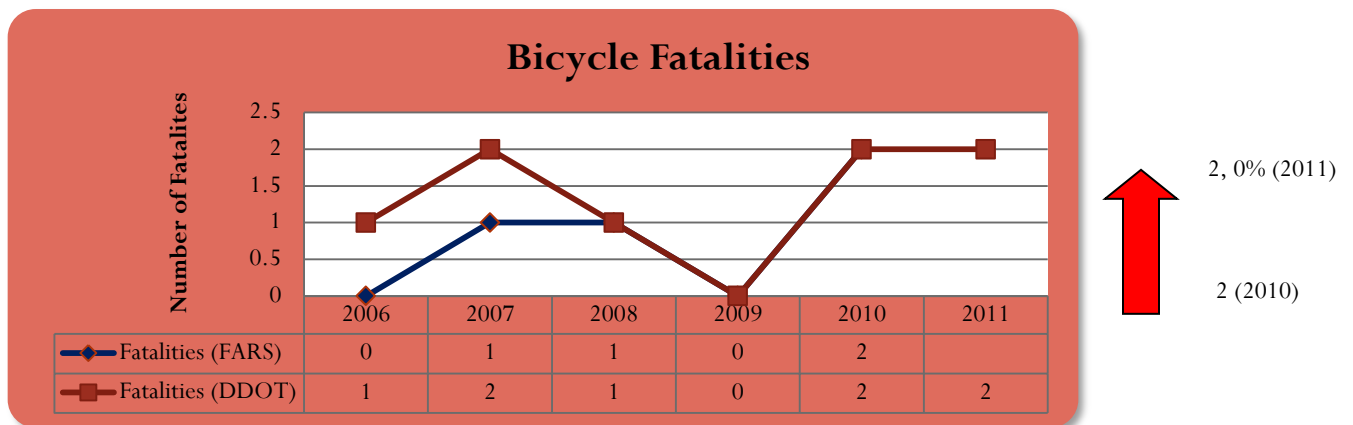
The HSO will assess the increase in pedestrian trips in 2012 and determine if that increase warrants a revision to the pedestrian goals.

Bicycle Safety

There is concern that with the added 51 miles of bike lanes (2011) and over 3,000 users per day, bicycle fatalities and injuries could rise. On September 20, 2012 the Capital Bikeshare program celebrated its second birthday, to date the program has 18,000 annual members and 221,000 casual members, whom have taken 2,851,709 rides. The system is currently averaging 50,000 rides per week and set a one day record for ridership on Saturday, September 15th with 8,717 rides.

Bicycle-Related Fatalities

In 2011, bicycle fatalities reduced from 8 percent in 2010 to 6 percent in 2011. This trend indicates that the District's efforts, such as outreach campaigns like "Street Smart," radio PSAs, and education, are succeeding.

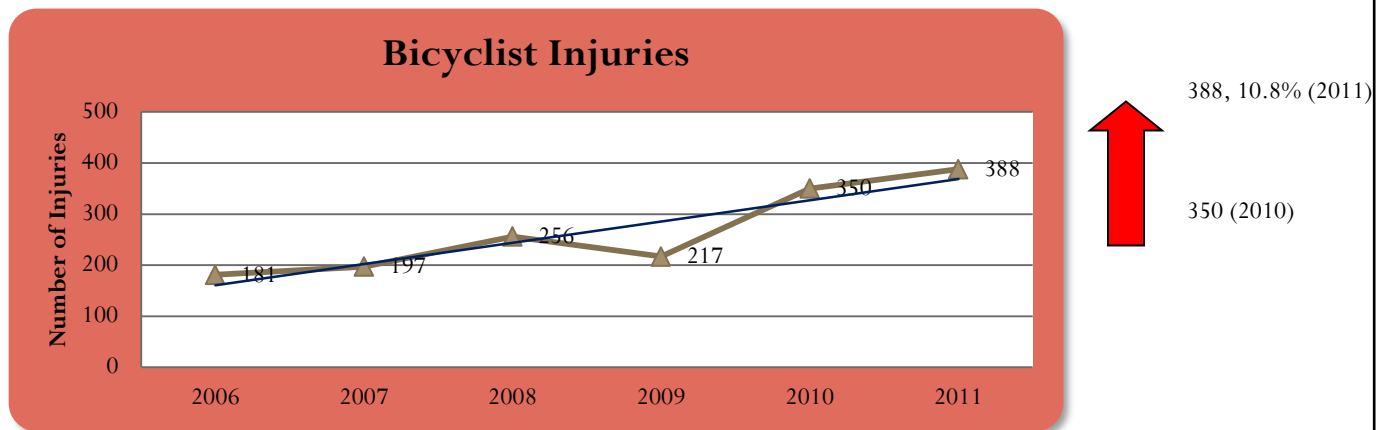


Projected Goal – Bicycle Fatalities

To maintain bicycle-related fatalities from a three-year (2008-2010) weight average of 1 to 1 by December 31, 2012. The 2011 projected goal for bicycle-related fatalities was 1, which was not met.

Bicycle-Related Injuries

In 2011, there was a 10.8 percent increase in bicycle-related injuries from 350 in 2010 to 388 in 2011.



Projected Goal – Bicycle Injuries

To decrease bicycle-related injuries by 16 percent from a three-year (2007-2009) weight average of 223 to 188 by December 31, 2012.

The projected goal for bicycle-related injuries for 2011 was 199, which was not met.

Program Accomplishments

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

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

The goal of this campaign is to:

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

Street Smart Campaign Targets:

1. Drivers; adults 18-49, with a special emphasis on male drivers.
2. Pedestrians and bicyclists of all ages.
3. Special emphasis in areas that have a high number of pedestrian/bicycle fatalities and/or injuries and in high density Hispanic areas.

Two campaigns were conducted in FY2012: fall 2011 and spring 2012.

Fall 2011 – “A Giant Safety Problem”

The fall Street Smart campaign from November 6, 2011 to December 3, 2011, concentrated primarily Wednesdays through Sundays from 3 pm to 8 pm. The campaign used distinctive graphics of a huge pedestrian feet or a huge bicycle, with cars and buses crashing into each other, emphasizing the “Giant Safety Problem”. Special emphasis was also given in the metro areas that had a high number of pedestrians/bicycle fatalities and/or injuries and in high-density Hispanic areas.

Radio Spots – Radio spots were created in both English and Spanish featuring a “news report” about a giant pedestrian...problem, followed with specific safety tips for drivers, pedestrians and cyclists. Spots ran on the following area stations:

- WJFK-FM – The Fan
- WITH-FM – Contemporary Hits
- WKYS-FM – Urban Contemporary
- WTEM AM
- WTOP-FM – All News
- WLZL FM Spanish (Tropical)

Spots were concentrated in peak drive times for targeted exposure and ran for 20-30 spots per station, per week/5-6 stations per week. A total of 639 spots ran over the radio component’s two-week period, a total of 5,999,000 media impressions. Total reach was 53.4% and frequency 4.8.

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

- 9 transit shelter messages
- 50 bus taillight display
- 75 bus King displays
- 200 Rail car cards and bus interior cards

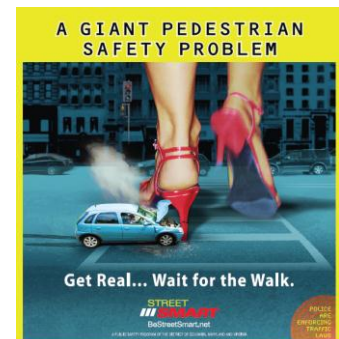
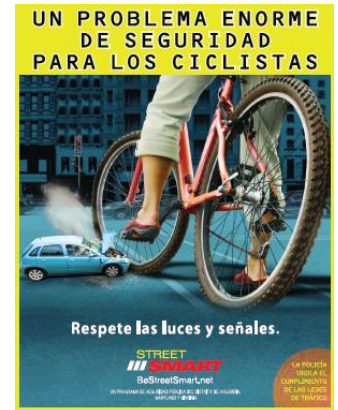
The net result of impressions from these placements was 40, 197,769.

PSA Out-of-Home Signage – Many of the outdoor advertising messages were placed as public service announcement (PSAs) – at no extra cost to the Street Smart campaign; total number of impressions 14,326,724. These extra placements often stayed in view more than a month after the official campaign ended, added even more value.

Digital Media – During the fall campaign, Twitter was used to provide instant updates to followers, forwarding relevant news, events, regional fatalities, enforcement activity, community involvement, and other topics. A Street Smart Facebook pages was also created to give the program a presence on the highly popular social networking site and extend the Street Smart’s reach to the Facebook community.

Fall 2012 Kick-off Event

The campaign event kickoff was held on November 14, 2011, held in Silver Spring, MD. The event was used to hailed the success of the previous Street Smart efforts and announced the new campaign, as well as to debut the installation of new curb markings that indicate where it is and isn’t safe for pedestrians to cross along Piney Branch Road in Montgomery County, MD.



The event was seen and heard on WUSA 9 News, TBD, WAMU radio, The Washington Post, and other media outlets. News coverage of this event reached more than 900,000 people across the region through print and online articles, TV story and radio coverage for a total estimated publicity value of \$19,305.25.

Spring 2012 – We Stop Killer Pedestrian Crashes

The spring campaign focused heavily on enforcement, with photos of police officers and a large headline emphasizing the words “killer”, “pedestrian”, and “crashes”. A broken doll lies along glass shards in the road, and the subhead, “Obey pedestrian and traffic safety laws, or get tickets, fines and points” rejoins the posts, bus tails, and other media elements. The creative was produced in both English and Spanish and designed to be effective at-a-glance in transit shelters, on buses, and in campaign literature.

The spring campaign ran from March 18, 2012 to April 14th, 2012. Efforts were weighted from Wednesday to Sunday, between 3 pm and 8 pm, when data show that the greatest numbers of pedestrian/bicyclist incidents occur. Special emphasis was also given in metro areas that had a high number of pedestrian/bicycle fatalities and/or injuries and in high-density Hispanic areas.

Radio Messages – New spots were created in both English and Spanish, followed with specific safety tips for drivers, pedestrians, and cyclists. Spots ran on the following area stations:

- WASH FM – Lite Rock
- WIAD FM – Adult Contemporary
- WITH-FM – Contemporary Hits
- WKYS-FM – Urban Contemporary
- WPGC AM – Urban Contemporary
- WRQX FM – Adult Hits
- WTOP-FM – All News
- WWDCFM – Rock
- WLZL FM – Spanish (Tropical)



The campaign ran 20-30 spots per station, per week/5-6 stations per week. Spots were concentrated in peak drive times for targeted exposure. A total of 657 spots ran over the radio component’s two-week period, from 2 pm to 9 pm, during high-risk afternoon and evening drive times. Total of 6,625,000 media impressions, reach was 70.7 percent and a frequency of 4.0.

Outdoor Advertising – Messages was also reached on the streets through bus tail messages, bus sides, rail car cards, bus interior cards and transit shelters across the region. These messages reached walkers, cyclist, bus riders as well as drivers while they were on the roads. They were created in both English and Spanish version and concentrated in transit areas in high-risk, high-incidence locations. They included:

- 19 transit shelters
- 8 Ultra Super King messages
- 50 Taillight Bus Displays
- 100 King Bus Displays
- 500 bus interior messages

The net result from these placements was 40,750,909 impressions for the campaign. In addition, many of these outdoor advertising were places as public service announcement PSAs; at no extra cost to the campaign, several weeks after the campaign ended, resulting in an additional 5,569,240 impressions.

Cable TV Ads and Digital Media, such as Tweeter and Facebook were also used to extended the campaign’s message.

Spring Kickoff Event 2012

The spring Street Smart campaign kickoff event was held on March 28, 2012, in Prince George’s County, MD. The event garnered media coverage that reached more than 2.4 million people across the region through print and online articles, TV stories and radio coverage. The total estimated publicity value of \$82,062.22.

Law Enforcement Efforts – the Street Smart public awareness efforts are conducted in conjunction with increased law enforcement “waves” in which police put an added emphasis on enforcing their presence and the existing laws regarding roadway safety. This multipronged strategy that has been shown to compound public safety campaign results and positively affect behavior. During the fall and spring campaigns, 3,933 citations and 2,088 warnings were issued to motorists, pedestrians, and cyclists, according to reports from participating agencies in the District of Columbia, Arlington County, Prince William County, the City of Alexandria and the City of Rockville alone.



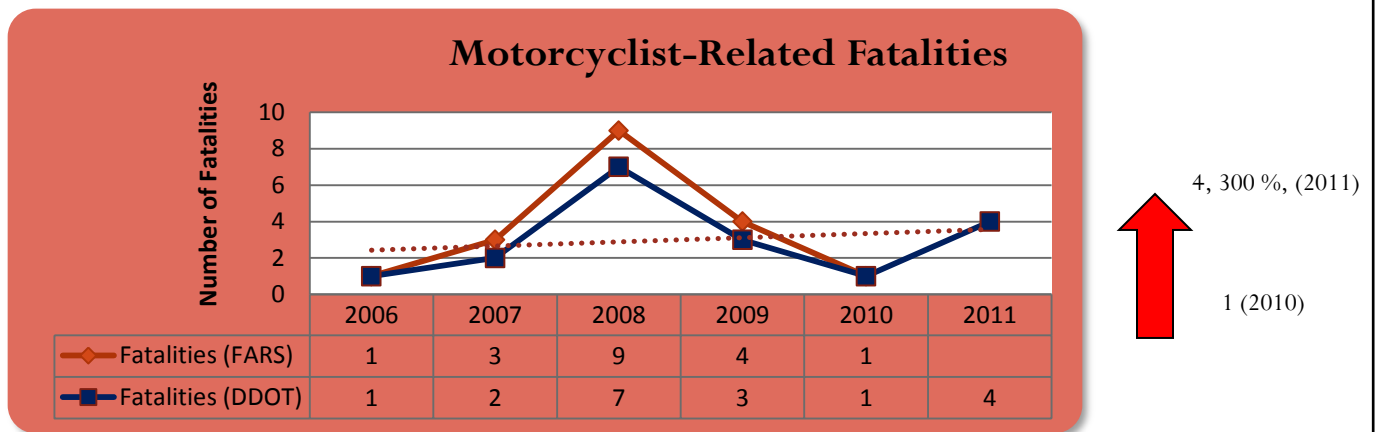
Motorcycle Safety Program

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

Motorcycle-Related Fatalities

In 2011, 1.2 percent (218) of total collisions (17,951) in the District involved a motorcyclist. The motorcyclist sustained non-disabling injuries (77). The data further revealed that male motorcyclist between the ages of 26 and 30 are at a higher risk of being involved in a motorcyclist-related crash. Further, there seemed to be an increase in the number of crashes for drivers between the ages of 36 and 45.

Based on the District fatality data, motorcycle-related fatalities have increased by 300 percent; from 1 fatality in 2010 to 4 in 2011.



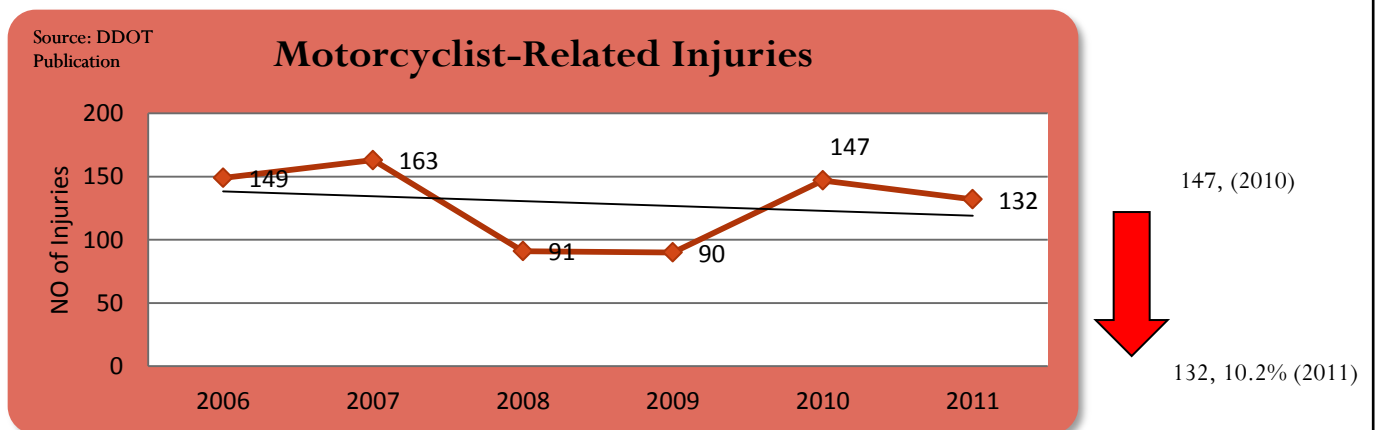
Performance Goal - Fatalities

To decrease motorcycle-related fatalities by 25 percent from a three-year (2008-2010) weight average of 4 to 3 by December 31, 2012.

Projected goal for motorcycle-related fatalities for 2011 was 3, which was not met.

Motorcyclist-Related Injuries

There was a 10.2 percent decrease in motorcycle-related injuries from 147 in 2010 to 132 in 2011.



Performance Goals - Injuries

To decrease motorcycle-related injuries by 12 percent from a three-year (2007-2009) weight average of 115 to 101 by December 31, 2012. Projected goal for motorcycle-related injuries for 2011 was 106, which was not met.

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

Program Accomplishments

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

Traffic Records Program

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

Goals

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

Program Accomplishments

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

Some key project highlights for FY 2012 are as follows:

- **Automation of Crash Reporting**
 - MPD converting over to the new RMS application which will improve automation of crash reporting.
 - Crash data is being accessed nightly by DDOT.
- **Commercial Vehicle Crash Data Entry**
 - Phase 1 (Data entry to SAFETYNET) completed.
- **Crash Outcome Data Evaluation System (CODES, pilot)**
 - Crash data and FEMS run data are being combined to produce (a) travel times to trauma unit by hospital, and (b) hospital intakes by priority (1-3).
- **DWI Courts**
 - A team of eight (8) criminal justice practitioners attended the National Center for DWI Courts' DWI Court Training Initiative held in Athens, Georgia in April 2012.
 - DWI court expected to be in place in 2013.
- **Trauma Data Repository**
 - Software purchased and installed – data from two trauma units active.
- **FHWA and NHTSA Assessments**
 - NHTSA Traffic Records Assessment – A NHTSA Team conducted the DC Traffic Records Assessment from February 6-9, 2012. Draft report produced. Final report to be completed after the CDIP report is approved.
 - FHWA District Roadway Safety Data Capability Assessment was conducted on February 7, 2012. Report completed and available.
 - FHWA Crash Data Improvement Program (CDIP) was conducted from Sep 25-27, 2012. Awaiting the final report.

Police Traffic Services

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

Program Accomplishments

Below is a summary of the MPD FY2012 results:

<i>CITATIONS</i>	<i>TOTALS</i>	<i>ARRESTS</i>	<i>TOTALS</i>
Seatbelt	4,832	DUI/DWI	832
Pedestrian Violations	9,528	No Permit	42
Distracted Driver Cell Phone/Other Devices	8,962	Reckless Driving	724
Handicap Violations	9,199	26-30 Over Posted Speed	685
Speed	6,901		
Total Citations	43,471		

MPD also participated in the following events:

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

Cops in Shop Compliance Checks as follows:

COMPLIANCE CHECK	NUMBER
Identification	1,302
ABC Establishment	243
ABC Violations	4
Arrest	29

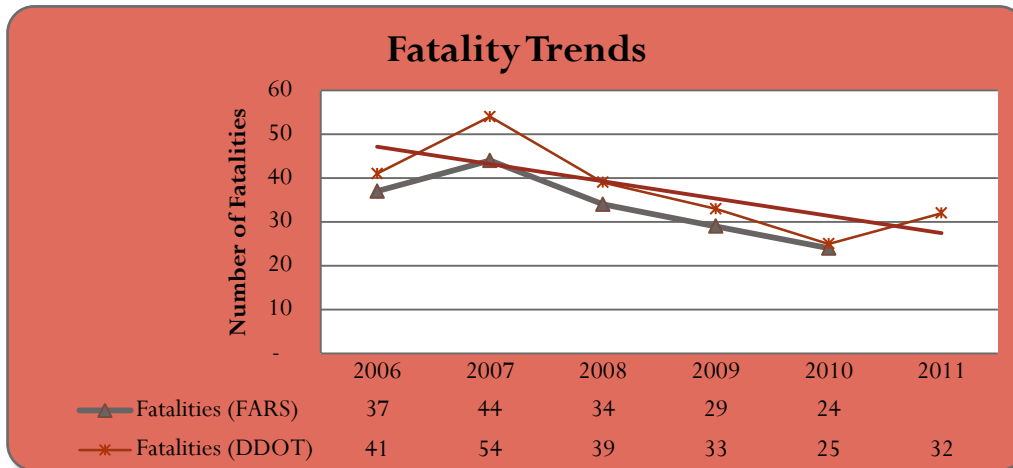
	2007	2008	2009	2010	2011	2012
Seat Belt Citations	850	1337	4345	6964	627	4832
Impaired Driving Arrest	134	134	1029	1239	1280	832
Speeding Citations	3613	2877	5519	10625	10625	6901

Roadway Safety

The District of Columbia seeks to reduce serious and fatal injuries in the District. Through a collaborative effort between the public and private stakeholders groups, the District began implementing the strategies outlined in the Strategic Highway Safety Plan (SHSP), 2007. The District is in the process of updating their SHSP in 2013.

Traffic-Related Fatalities

Based on the District's data, there was a 28 percent increase fatalities from 25 in 2010 to 32 in 2011.



32, 28%(2011)

 25 (2010)

Goals - Fatalities

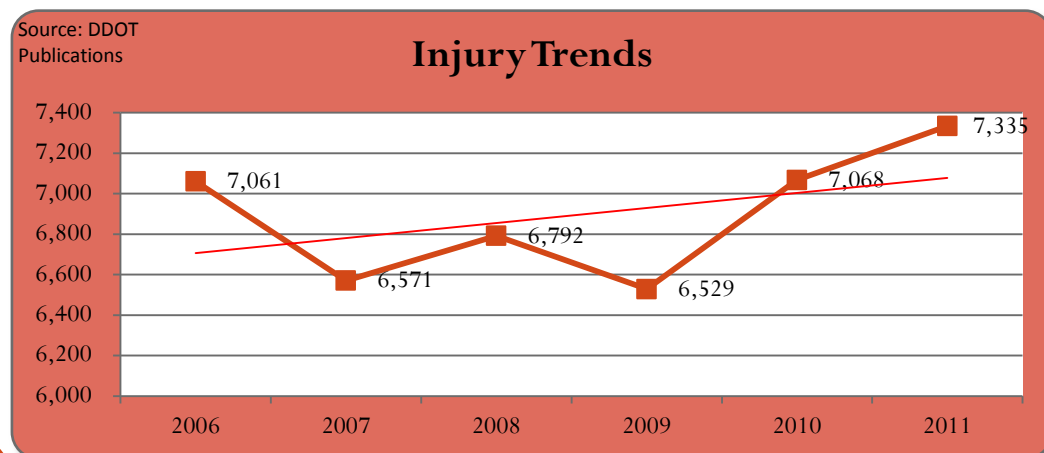
The District of Columbia seeks to reduce the number of serious and fatal injuries in the District by 50 percent by 2025.

Projected goal for 2011 was 35; the goal was met and exceeded.

Traffic-Related Injuries

In 2011, the total crashes remained relatively steady from 17,955 in 2010 to 17,951 in 2011. This continued spike in crashes is due in part to improved record keeping, improved training of MPD officers, and the new crash and FEMS record management systems. The District also an increase in injury crashes by 4 percent from 7,068 in 2010 to 7,335 in 2011. Further, with the successful implementations of numerous engineering and enforcement countermeasures there is a shift from fatal crashes to less severe injury crashes.

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



7,335; 8.3% (2011)

 7,068 (2010)

Goals - Injuries

To decrease traffic-related injuries by 9 percent from a three-year (2007-2009) weighted average of 6,631 to 6,051 by December 31, 2012.

Projected goal for 2011 was 6,207; the goal was not met.

Program Accomplishments (SHSP):

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

Detailed Accomplishments:

High-Risk Drivers

- High-visibility enforcement (MPD)
- Implemented technologies to deter speeding and red-light running (MPD)
 - Used LIDAR and other technologies in enforcement (MPD)
- DWI Prosecutor (OAG) expedited prosecution of DWI cases (OAG)
- Nightly electronic exchange of crash data between MPD and DDOT – more timely
- Ignition interlock program (DMV, ongoing)
- Developed new driving manual and testing system (DMV) implemented
- SCDC personnel trained, plans to establish a model DWI court system by early 2013

Pedestrian and Bicycle Safety

- Continuing the implementation of the Pedestrian Master Plan elements – example: corridor improvements
- Sidewalk construction program ongoing
- Accelerated Bike program – 60 miles of bike lanes, and increase the Bikeshare program
- Continue training MPD officers in general pedestrian safety issues

Engineering

- Continued/accelerated the HSIP Program with its own construction contract.
- Continue training in Road Safety Audits, Transportation Management Plans, etc.
- GIS Repository Update (OCTO) — OCTO GIS updated and released new orthophoto and planimetric layers.
- Master Address Repository System (OCTO) — Weekly updates ongoing.
- Street Inventory System Migration (OCTO) — Quarterly updates on-going.

Special Vehicles

- Automated PD-10 crash form – 100 percent use by MPD
- DRAFT Traffic Records Information System Strategic Plan (completed)
- Implemented Motorcycle Safety information campaign (DDOT)

- Electronic data transfer of CMV crashes to SAFETNET (FMCSA)

General

- Community outreach on importance and proper fitting of seat belt and child seat use
- Implemented numerous safety campaigns (Smooth Operator, Click It or Ticket, Street Smart, Checkpoint Strikeforce, etc.) with significant positive impacts.
- Pilot crash data matching FEMS runs with MPD crash data to produce:
 - Transports to hospital by proximity
 - Transport by time to hospital

(Data to be reviewed to assess if improved efficiencies can be attained)

- Plotted residence of drivers involved in crashes and shared with surrounding jurisdiction (~60 percent). Ongoing discussions are continuing.