

THE DISTRICT OF COLUMBIA STRATEGIC HIGHWAY SAFETY PLAN

Towards ZERO Fatalities and Injuries

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In cooperation with:

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Federal Motor Carrier Safety Administration
National Highway Traffic Safety Administration
Metropolitan Washington Council of Governments
National Parks Service

And

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DDOT Transmittal Letter

Purpose

The District of Columbia intends to develop a District-wide Strategic Transportation Safety Plan. This plan will comprise many areas including highways, transit, and rail. The first phase of this plan is to develop the Strategic Highway Safety Plan (SHSP) to fulfill the requirements of SAFETEA-LU.

The SHSP is a District-wide safety plan that uses a collaborative and comprehensive approach to develop a framework for advancing the District's safety activities. The purpose of the SHSP is to identify the District's key safety needs and guide investment decisions to achieve significant reductions in traffic crashes and their severity— for all users of the District's transportation system.

Using a systematic, data- and information-driven process and guidance from the District's safety partners, ten emphasis areas were identified. Through meetings with the District's safety partners and a detailed review of the data, five critical emphasis areas (CEAs) were identified as having the greatest potential to reduce the number of related fatalities and injuries. Strategies for each CEA were identified and address enforcement, education, engineering and emergency services. The strategies identified in this SHSP present the District of Columbia the opportunity to achieve the goal of improving transportation safety by reducing the total number of fatal and serious injury crashes. The table below compares the crash data for 2005 between the District of Columbia and the National rates obtained from NHTSA and serves as an initial benchmark.

	Fatalities (100 Million Vehicle Miles Traveled [M VMT])	Injuries (100 M VMT)
District of Columbia	1.29	199
National Average ¹	1.45	90

The goal of the District's SHSP is to reduce the number of fatalities and injuries by 50 percent by 2025.

	Present Year	Target Year	
	2005	2011	2025
Fatalities (100 M VMT)	1.29	1.1	0.65
Injuries ¹ (100 M VMT)	199	169	100

¹ NHTSA

Our Partners

The following organizations were consulted during development of District of Columbia SHSP and are crucial in achieving SHSP's goals.

District of Columbia Agencies:

Department of Transportation
Office of the Attorney General
Metropolitan Police Department
Office of Chief Technology Officer
Superior Court of the District of Columbia
District of Columbia Public Schools
Department of Health
Department of Motor Vehicles
Fire and Emergency Management Services

Local and Regional Agencies and Organizations:

Center for Injury Prevention, George Washington University
Children's National Medical Center
Metropolitan Washington Council of Governments
Washington Area Bicyclist Association (WABA)
Washington Metropolitan Area Transit Authority

Federal Agencies:

Federal Highway Administration
Federal Motor Carrier Safety Administration
National Highway Traffic Safety Administration
National Park Service

Other Organizations:

Other partners will be added as is necessary.

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Past Documents:

1. Towards Zero Fatalities and Injuries – The process for Developing the District of Columbia Strategic Highway Safety Plan, January, 2006.
2. District of Columbia Self-Assessment Tool, January 2006.
3. District of Columbia Strategic Highway Safety Plan “Emphasis Area Working Document,” September 2006.

1.0 Introduction

1.1 Our Mission

The District of Columbia Strategic Highway Safety Plan: 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.

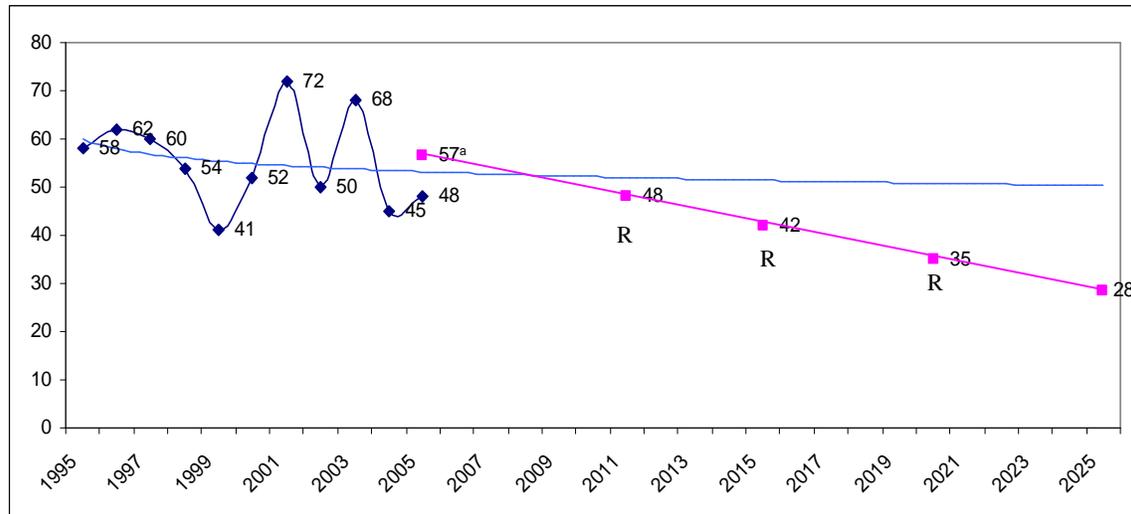
1.2 Our Vision

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

1.3 Our Goal

District of Columbia seeks to reduce the serious and fatal injuries in the District by 50 percent by 2025. Presently, serious injury data is not validated and thus cannot be used in the initial SHSP development. As figures 1.1 and 1.2 show, major reviews (R) are planned in 2011, 2015 and 2020. Injury data will be used in lieu of serious injury data until such time that the District implements the Traffic Records Plan for improving data quality.

Figure 1.1: Overall Fatality Trend and Goals

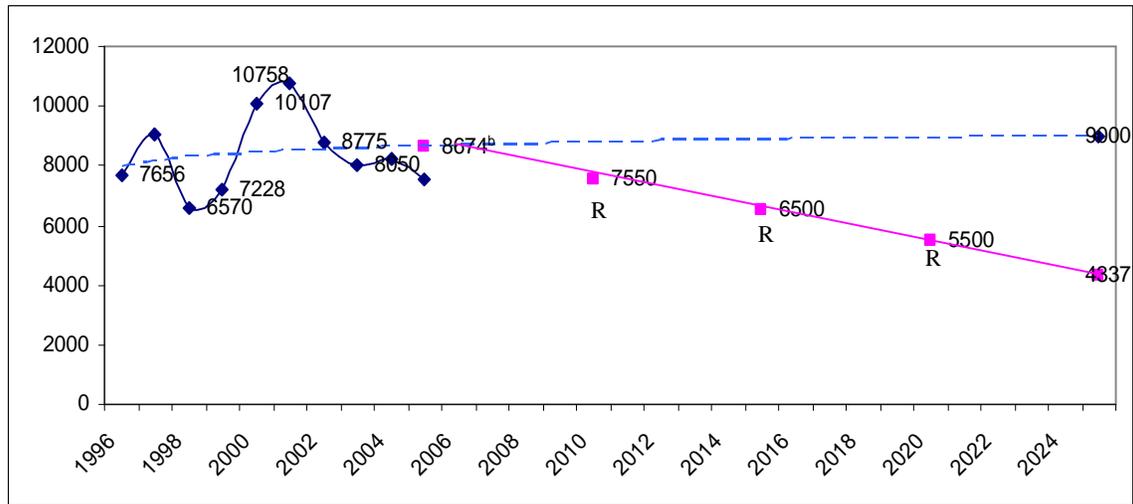


^a Average of the past 5 years (2001 to 2005)

— Present Trend Line
 — Strategic Goal

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.

Figure 1.2: Overall Injury Trends and Goals



^b Average of the past 5 years (2001 to 2005)

..... Present Trend Line
 — Strategic Goal

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.

1.4 Background

The District’s roadway system consists of 1,153 miles of roadway, 229 vehicular and pedestrian bridges, and approximately 7,700 intersections (of which over 1,678 are signalized). Slightly more than 500 of these signalized intersections are located within the downtown area—the rest are located on major arterial corridors. The roadways in the District are categorized by function and range from interstates and other freeways, which provide the highest degree of travel mobility, to local streets, which provide the highest level of access to land uses.

In 2005, there were approximately 550,000 people living in the District of Columbia. However, as the Nation’s Capitol, the District is also home to Federal, private associations, and local government, that generate a workforce of more than 400,000 persons daily. Other national, historical and local attractions generate an additional 150,000 tourist daily between April and October.

2.0 Prioritization of the AASHTO Emphasis Areas

The American Association of State Highway and Transportation Officials (AASHTO) Strategic Highway Safety Plan is designed to provide a comprehensive framework to substantially reduce vehicle-related fatalities and injuries on the Nation's highways. The plan includes strategies in 22 key emphasis areas that affect highway safety and broadly addresses the Four Es—Engineering, Enforcement, Education and Emergency Medical Services (EMS). Each of the 22 emphasis areas targets a distinct area where it is believed a significant number of deaths on the Nation's highways can be prevented each year and includes general strategies for reducing fatalities. Table 2.1 lists the 22 emphasis areas grouped into the six parts (Drivers, Special Users, Vehicles, Highways, Emergency medical Services and Management) identified by AASHTO.

Table 2.1: AASHTO's 22 Emphasis Areas¹

Emphasis Areas	
Part 1: Drivers	<ol style="list-style-type: none">1. Instituting Graduated Drivers Licensing for Young Drivers2. Ensuring Drivers are Fully Licensed and Competent3. Sustaining Proficiency in Older Drivers4. Curbing Aggressive Driving5. Reducing Impaired Driving6. Keeping Drivers Alert7. Driver Safety Awareness8. Increasing Seatbelts Usage and Improving Airbag Effectiveness
Part 2: Special Users	<ol style="list-style-type: none">9. Making Walking and Streets Crossing Safer10. Ensuring Safer Bicycle Travel
Part 3: Vehicles	<ol style="list-style-type: none">11. Improving Motorcycle Safety and Increasing Motorcycle Awareness12. Making Truck Travel Safer13. Increasing Safety Enhancements in Vehicles
Part 4: Highways	<ol style="list-style-type: none">14. Reducing Vehicle-Train Crashes15. Keeping Vehicles on the Road16. Minimizing Consequences of Leaving the Road17. Improving the Design and Operation of Highway Intersections18. Reducing Head-On and Cross-Median Crashes19. Designing Safer Work Zones
Part 5: Emergency Medical Services	<ol style="list-style-type: none">20. Enhancing Emergency Medical Capabilities to Increase Survivability
Part 6: Management	<ol style="list-style-type: none">21. Improving Information and Decision Support Systems22. Creating More Effective Processes and Safety Management Systems

¹ Source: AASHTO Strategic Highway Safety Plan, 2005

Strategic Plan Process

The following three-step process was used to prioritize or screen AASHTO's emphasis areas to develop the District of Columbia's Strategic Highway Safety Plan:

1. Complete a Self-Assessment tool, which follows AASHTO's 22 emphasis areas.
2. Analyze 5 years of crash data (2001 to 2005), quantifying the number of traffic fatalities and injuries relating to each emphasis area and in many instances sub-items of that area.
3. Hold workshops with key officials representing 15 District of Columbia key safety partners from both the public and private agencies, as listed in table 2.5 (page 11).

2.1 Self-Assessment Tool

The Self-Assessment Tool developed by AASHTO, and customized to the needs of the District of Columbia, was intended to assist agencies involved with highway safety to judge how they might better focus or redirect their safety activities to reduce the number of traffic crashes.

The self-assessment was designed for any agency responsible for or involved in traffic safety. Between March and July (2006), more than 10 key agencies were asked to complete and return the self-assessment survey independently. Table 3.2 lists the agencies and individuals participating in the self-assessment. When responding to each question, the respondent was allowed four choices:

- Strongly Disagree – The agency has no program planned or in place to address the indicated strategy.
- Disagree – The agency has some minimal action planned or under way, but is not aggressively addressing the indicated strategy
- Agree – The agency has a program under way to address the indicated strategy, but the effectiveness of the program has not been evaluated.
- Strongly Agree – The agency has a comprehensive program to address the indicated strategy, evaluate effectiveness of the program, and takes actions to improve performance.

Table 2.2: Self-Assessment Respondents

Agency	Agency Respondent(s)
Department of Motor Vehicles (DMV)	L. Babers
District Department of Transportation (DDOT)	W. McGuirk
Fire and Emergency Medical Services (FEMS)	C. Taylor
Governor's Highway Safety Representative (DDOT)	C. Lewis
Metropolitan Police Department (MPD)	M. Gresham
Office of the Attorney General (OAG)	K. Preissel
Washington Metropolitan Area Transit Authority (WMATA)	F. Goodine
Federal Highway Administration (FHWA)	F. Mirack
Federal Motor Carrier Safety Administration (FMCSA)	T. Kelly
National Highway Traffic Safety Administration (NHTSA)	L. Novak

2.1.1 Summary of Self-Assessment Responses

The self-assessment survey found responses indicating areas for improvement were generally spread across the categories. Of all responses, the following were rated as strongly disagree (no program in place) by more than one agency:

- Curbing Aggressive Driving
- Keeping Drivers Alert
- Making Walking and Street Crossing Safer
- Ensuring Safer Bicycle Travel
- Improving Motorcycle Safety and Increasing Motorcycle Awareness
- Making Truck/Bus Travel Safer
- Improving the Design and Operation of Highway Intersection
- Enhancing Emergency Medical Capabilities to Increase Survivability
- Improving Information and Decision Support Systems
- Creating more Effective Processes and Safety Management System/s

The areas where three or more agencies indicated they had programs in place are:

- Ensuring Drivers are Fully Licensed and Competent
- Reducing Impaired Driving
- Increasing Safety Belts Usage

However, the crash data did not support this view. In many areas (e.g., Graduated Licensing for young driver) agencies differed on program implementation and/or disagreed on effectiveness. These instances were seen as potential opportunities for agencies to collaborate and build on the efforts and successes of other agencies.

Appendix A shows the complete assessment.

2.1.2 Crash data by Emphasis Areas

**Table 2.3: Summary of District of Columbia Crash Related Fatalities
Used to Prioritize Emphasis Areas**

	Emphasis Areas	DC Fatalities*	Percent
Part 1: Drivers	1. Instituting Graduated Drivers Licensing for Young Drivers	92 fatal crashes involving young drivers	32
	2. Ensuring Drivers are Fully Licensed and Competent	-- NA --	
	3. Sustaining Proficiency in Older Drivers	22 fatal crashes involving older drivers	8
	4. Curbing Aggressive Driving	151 fatal crashes involving aggressive driving	53
	5. Reducing Impaired Driving	138 fatal crashes involving impaired driving	49
	6. Keeping Drivers Alert	-- NA --	
	7. Driver Safety Awareness	-- NA --	
	8. Increasing Seatbelts Usage and Improving Airbag Effectiveness	89 fatal crashes involving improper seatbelt use	31
Part 2: Special Users	9. Making Walking and Streets Crossing Safer	65 fatal crashes involving pedestrians	23
	10. Ensuring Safer Bicycle Travel	10 fatal crashes involving bicyclists	4
Part 3: Vehicles	11. Improving Motorcycle Safety and Increasing Motorcycle Awareness	35 fatal crashes involving motorcycles	12
	12. Making Truck Travel Safer	33 fatal crashes involving trucks	12
	13. Increasing Safety Enhancement in Vehicles	-- NA--	
Part 4: Highways	14. Reducing Vehicle-Train Crashes	-- NA --	
	15. Keeping vehicles on the Road	10 fatal crashes involving run-off-road	4
	16. Minimizing Consequences of Leaving the Road	27 fatal crashes involving collisions with fixed objects	9

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	17. Improving the Design and Operation of Highway Intersections	94 fatal crashes occurred at an intersection	33
	18. Reducing Head-On and Cross-Median Crashes	15 fatal crashes involved in head-on and cross-median crashes	5
	19. Designing Safer Work Zones	8 fatal crashes involved in work zones	3
Part 5: Emergency Medical Services	20. Enhancing Emergency Medical Capabilities to Increase Survivability	-- NA --	
Part 6: Management	21. Improving Information and Decision Support Systems	-- NA --	
	22. Creating More Effective Processes and Safety Management Systems	-- NA --	

* Source: DC Crash data (2001-2005)

Note: Between 2001 and 2005, there were 284 fatal crashes. Percentages do not add up to 100 percent because any crash can have one or more contributing circumstances.

Table 2.4: Summary of the District of Columbia Crash-Related Injuries Used to Prioritize Emphasis Area

Emphasis Areas		DC Injuries *	Percent
Part 1: Drivers	1. Instituting Graduated Drivers Licensing for Young Drivers	8,932 injuries involving young drivers	20
	2. Ensuring Drivers are Fully Licensed and Competent	-- NA --	
	3. Sustaining Proficiency in Older Drivers	2,547 injuries involving older drivers	6
	4. Curbing Aggressive Driving	2,135 injuries involving speeding 2956 injuries involving following too close	5 7
	5. Reducing Impaired Driving	384 injuries involving impaired driving	1
	6. Keeping drivers alert	3,994 injuries from inattentive driving 568 injuries related to asleep or fatigue driving	9 1

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	7. Driver Safety Awareness	-- NA--	
	8. Increasing Seatbelts Usage and Improving Airbag Effectiveness	-- NA --	
Part 2: Special Users	9. Making Walking and Streets Crossing Safer	3,399 injuries involving pedestrians	8
	10. Ensuring Safer Bicycle Travel	990 injuries involving bicyclists	2
Part 3: Vehicles	11. Improving Motorcycle Safety and Increasing Motorcycle Awareness	671 injuries involving motorcycles	2
	12. Making Truck Travel Safer	2,693 injuries involving trucks	6
	13. Increasing Safety Enhancement in Vehicles	-- NA --	
Part 4: Highways	14. Reducing Vehicle-Train Crashes	-- NA --	
	15. Keeping Vehicles on the Road	247 injuries involving run-off-road	1
	16. Minimizing Consequences of Leaving the Road	1,018 injuries involved in vehicle colliding into fixed objects	2
	17. Improving the Design and Operation of Highway Intersections	12,857 injuries occurred at an intersection	30
	18. Reducing Head-On and Cross-Median Crashes	2003 injuries involved in head-on and cross-median crashes	5
	19. Designing Safer Work Zones	321 injuries involved in work zones	1
Part 5: Emergency Medical Services	20. Enhancing Emergency Medical Capabilities to increase survivability	-- NA --	
Part 6: Management	21. Improving Information and Decision support systems	-- NA --	
	22. Creating more effective Processes and Safety Management Systems	-- NA --	

* Source: DC Crash data (2001-2005)

Note: Between 2001 and 2005, there were 43,375 injuries. Percentages do not add up to 100% because any crash can have one or more contributing circumstances.

2.2 Selecting District of Columbia's Critical Emphasis Areas

In July 2006, DDOT hosted a workshop for many of the District's Safety Partners (an agency or organization responsible for safety on District's roadways). The purpose of the workshop was to educate everyone about the presence and purpose of the SHSP, provide background information about current safety strategies in each of the Four Es, share findings from the completed Self-Assessment, summarize District's crash data by emphasis area, and allow the Safety partners to discuss and vote for the emphasis areas they felt were most important to the District and should be included.

Attendance at the workshop included Safety Partners from many public and private organizations (see table 2.5). The Safety Partners were given presentations on existing safety strategies in each of the Four Es, safety efforts at the national and local level, summary of District self-assessment results, and a review of District's crash information. Following the presentations, participants were assigned to one of two interdisciplinary groups to facilitate an open discussion on the relative importance of each emphasis area. Following the small group discussions, each Safety Partners cast a vote for the emphasis areas they felt would reduce fatalities/injuries in the District.

Data analysis, results and responses from the Self-Assessment Tool, and the feedback obtained from the workshop/s identified the following 10 Emphasis Areas:

1. Aggressive Driving
2. Impaired Driving
3. Pedestrian and Bicyclist Safety
4. Traffic Safety Information
5. Driver Competency and Licensing
6. Distracted Drivers
7. Engineering/Facilities Infrastructure
8. Emergency Medical Services
9. Occupant Protection
10. Special Vehicles

Having identified the initial 10 emphasis areas the SHSP team reviewed the crash data for each area. The data was further analyzed by subcategories. Example includes:

Area 5: Driver Competency and Licensing

- Subarea: 1. Young Drivers
2. Older Drivers

Area 10: Special Vehicles

- Subarea: 1. Large Trucks
2. Motorcycles
3. Buses

Area 7: Engineering

- Subarea: 1. Run-Off-Road
2. Fixed Objects
3. Signalized Intersections
4. Unsignalized Intersection
5. Head-On and Across-Median
6. Work Zones

To identify the District's Critical Emphasis Areas (CEAs), emphasis area meetings with the safety stakeholders were carried out between August 2006 and January 2007 from different public and private organizations. At each emphasis area meeting, participants reviewed, prioritized, and ranked the crash data, targets and strategies. After 20 stakeholder meetings by emphasis areas, the safety stakeholders concluded that the critical emphasis areas (CEAs) were:

- CEA 1 – High-Risk Drivers
- CEA 2 – Pedestrian and Bicyclist Safety
- CEA 3 – Engineering/Facilities Infrastructure
- CEA 4 – Special Vehicles
- CEA 5 – Special Target Areas

These areas were determined by the safety stakeholders to have the greatest potential to reduce fatalities and injuries in the District of Columbia.

CEA 1 – High-Risk Drivers comprise of the following subcategories:

- Aggressive Drivers
- Impaired Driving
- Driver Competency and Licensing

CEA 5 – Special Target Area comprise the following subcategories:

- Emergency Medical Service
- Occupant Protection

2.3 Traffic Safety Information

Improving "Traffic Safety Information" was originally identified as Emphasis Area #4. It was agreed to by all stakeholders that Emphasis Area # 4 would now become part of the larger Traffic Records Strategic Plan initiative under development by the District of Columbia, as required by SAFTEA-LU, Section 408. In lieu of this decision, any further discussion on this Emphasis Area is now directed to that initiative led by Ms. Carole Lewis and Mr. William McGuirk of the District Department of Transportation.

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Table 2.5 Workshop Review Participants

Agency	Names	Agency	Names
DDOT – Traffic Services Administration	Soumya Dey	Department of Health	LaVerne Jones
	Yusef Aden	Fire and Emergency Medical Services	Michael Williams
	Jim Austrich		Carooq Taylor
	Robert Marsili		Michael Willis
	Douglas Noble	Office of the Chief Technology Officer	Ed Wells
	Frank Pacifico		
William McGuirk			
DDOT – IPMA	Clarissa Byrd	Superior Court of DC	Dan Cipullo
	Mesfin Lakew		Joe Kerrick
DDOT – Transportation Policy and Planning	John Deatrick	DC Public Schools	Theodore Tuckson
	Carole Lewis		John Harris
	Ann Simpson-Mason	WMATA	Fred Goodine
	Jim Sebastian		Kevin Lyons
	George Branyan		Cynthia Gannaway
Ken Laden			
Office of Attorney General	Kara Preissel	FHWA	John McFadden
	Duane Kokesch		Frank Mirack
Metropolitan Police Department			Sandra Jackson
	James Schaefer	FMCSA	Taft Kelly
	Byron Hope		Bernard McWay
	John Kutniewski		Yvonne Williams
	Gerald Wilson	NHTSA	Stephanie Hancock
	Melvin Gresham		Lorraine Novak
	Perkins Richard		
	Robert Contee		
	Mark Robinson	National Park Service	Susan Hilton
	Kelvin King		
Burt Henry	MWCOG	Andrew Meese	
		Mike Farrell	
Department of Motor Vehicles	Lucinda Babers	Children’s National Medical Center	Kimberly Harris
	Glenn Dubin		
	Libby Clapp	George Washington Medical Facility Associates	Dr. Mary Pat McKay

3.0 Analysis of Selected CEAs

In the District of Columbia, an average of 57 traffic fatalities and 8,700 traffic injuries occur each year. If the trend from the past continues, then traffic fatalities will remain relatively unchanged with injuries increasing. However, the District’s goal is to reduce the serious and fatal injuries by 50 percent by the year 2025. The key to achieving this reduction is the implementation of new strategies and/or increased efforts of existing strategies in each of the CEAs (see figures 3-1 and 3-2).

Figure 3-1: Needed Reduction in Fatal Crashes in Order to Meet District’s Goal

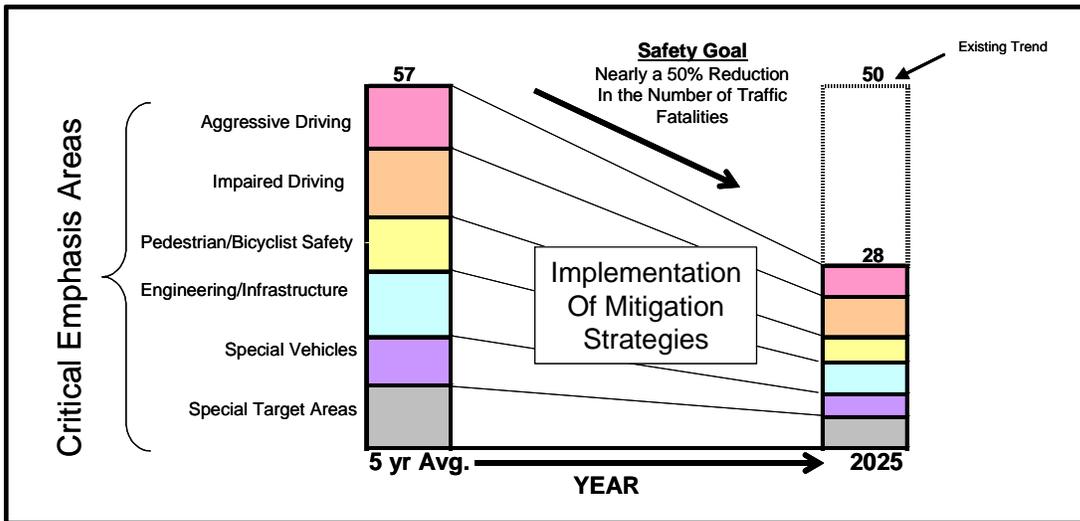
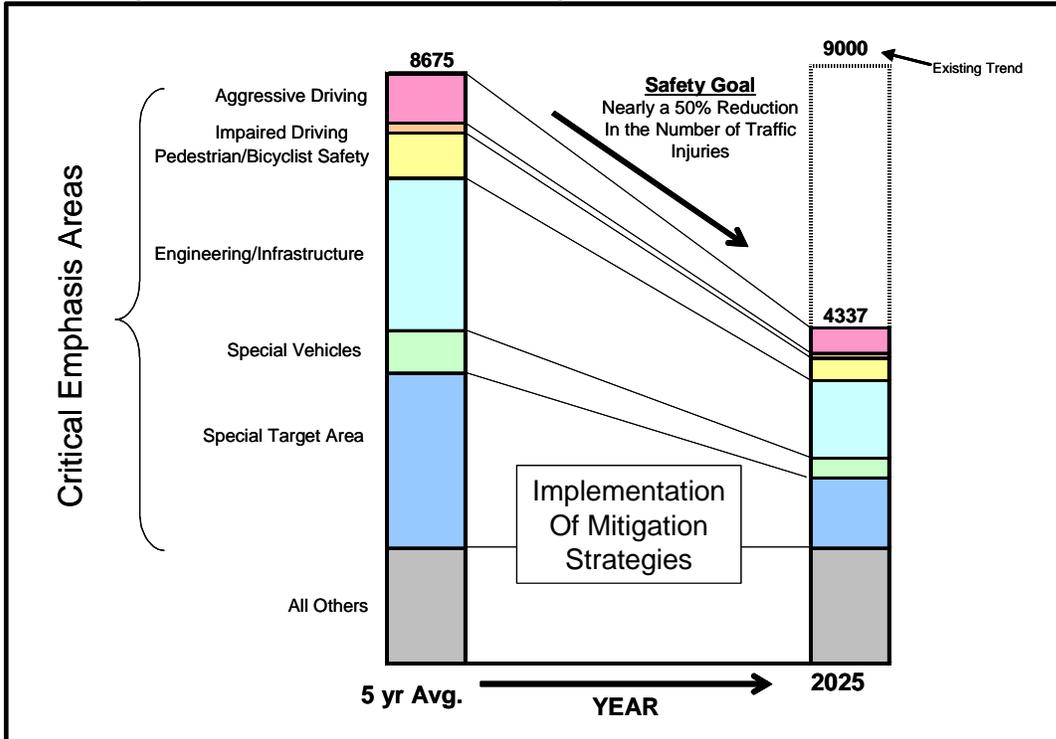


Figure 3-2: Needed Reduction in Injuries in Order to Meet District’s Goal



3.1 Identification of the District’s High-Priority Strategies

To identify the strategies best capable of achieving the 2025 safety goal, the District used a multistep screening process that involved more than 50 individuals representing 14 agencies, private companies and organizations (see table 2.5). To begin, additional strategies were compiled for each of the emphasis areas using the National Cooperative Highway Research Program (NCHRP) Report Series and various other State and local sources. The multistep process included:

1. **Review Additional Data** - Is the emphasis area a high-crash area or have strong “visible” potential to become one?

2. **Review Proposed Targets (Performance Measures) for Emphasis Area** –
 - Do you want to accept the target/s?
 - Do you want a more aggressive target/s?
 - If the target/s is/are not reasonable, then what are the options?

3. **Review Proposed Strategies** – Ensure the strategies reflect what the data reveals is the problem. If your strategies do not reflect the nature and extent of the problem, then brainstorm on additional ideas or other strategies (recommendations from different sources included – NCHRP, FHWA, etc.). Briefly discuss potential strategies:
 - Can they be combined?
 - Are they realistic?
 - Can everyone commit to accomplish?

4. Prioritize and Rank Strategies

Strategy Exercise

Impact on
Fatalities and
Injuries



High Impact/Low Difficulty (1)	High Impact/High Difficulty (3)
Less Impact/Lower Difficulty (2)	Less Impact /More Difficulty (4)

Level of Difficulty

Prioritize your strategies based on time and resources. The strategies will then be ranked in order of importance. Those strategies that will take a long time to accomplish and those where needed resources will be difficult to obtain will be placed in a tool box. (High Impact =10, Low Impact =1, High Difficulty = 10, Low Difficulty = 1.

5. **4 Es Review** - Determine *if any individual strategy can be improved or strengthened by adding other components from the 4 Es—engineering, education, EMS, enforcement.*

6. **Review Proposed Targets (Performance Measures) for Emphasis Area**
(Go back to item #2) – Do you :
- *Want to accept the target/s?*
 - *Want a more aggressive target/s?*

4.0 Critical Emphasis Areas

4.1 High-Risk Drivers

CEA 1 – High-Risk Drivers comprise of the following subcategories:

- Aggressive Drivers
- Impaired Driving
- Driver Competency and Licensing

Figure 4-1: Fatalities, Injuries, and Crashes by High Risk Drivers (2001-2005)

High Risk Drivers	5-Year Total Fatalities	5-Year Total Injury	5-Year Total Crashes
Aggressive Driving	151	5,091	13,842
Impaired Driving	90	384	1,268
Young Drivers <25 years	92	8,932	24,596
Older Drivers >65 years	22	2,547	6,878
TOTAL	284	43,375	90,349

*Crashes can involve more than one factor (e.g. speeding, impaired by alcohol or other drugs); therefore, adding these numbers together will represent more than the total number of fatalities and injuries.

4.1.1 Aggressive Driving: Reducing Collisions Involving Aggressive Drivers

Aggressive Driving is operating a motor vehicle in a selfish, pushy, or impatient manner often unsafely, that directly affects other drivers.¹ Aggressive driving occurs in most cases from interaction between the driver and the driving environment. For this reason, resolving the problem lies not only with enforcement, but also with modifying or eliminating, where possible, external triggers in the driving environment.

According to a NHTSA survey on aggressive driving attitudes and behaviors, more than 60 percent of drivers see unsafe driving by others, including speeding, as a major personal threat to themselves and their families. Some common characteristics of the aggressive driver defined by NHTSA are:

- They are high-risk drivers, more likely to drink and drive, speed or drive unbelted.
- Their vehicle provides anonymity, allowing them to take out their frustrations on other drivers.
- Their frustration levels are high, concern for other motorists are low.
- They run STOP signs, disobey red lights, speed, tailgate, weave in and out of traffic, pass on the right, make unsafe lane changes, flash their lights, blow their horns, or make hand and facial gestures.²

¹ NCHRP Report 500: Volume 1: A Guide for Addressing Aggressive-Driving Collisions.

² Aggressive Driving and the Law: A Symposium. 1999.

In the District of Columbia, aggressive driving was a factor in about 30 percent (average percent between 2001 and 2005) of crashes involving fatalities and in about 6 percent involving injuries. Aggressive driving contributed to about 17 percent (\$141M) of the total cost of crashes in the District of Columbia in 2005.

Current Programs

In the District of Columbia, the Metropolitan Police Department implemented the Smooth Operator Program in 1997, which targets aggressive drivers. The Smooth Operator is a series of intensive 1- to 2-week aggressive enforcement *waves*—one each month from May through August/September. These special enforcement waves are in addition to officers' everyday traffic safety efforts, including Automated Red-Light Enforcement (initiated in 1999) and Automated Speed Enforcement (initiated in 2001). Table 4.1.1 shows a sample of the results of the Smooth Operator Program.

Table 4.1.1 Smooth Operator Program—Results

Number of Violations	2003	2004	2005
Special Enforcement Waves	20,601	16,700	13,300
Automated Red-Light Enforcement	11,740	5,960	10,800
Automated Speed Enforcement	43,469	30,619	67,700
Total	75,810	53,259	91,820

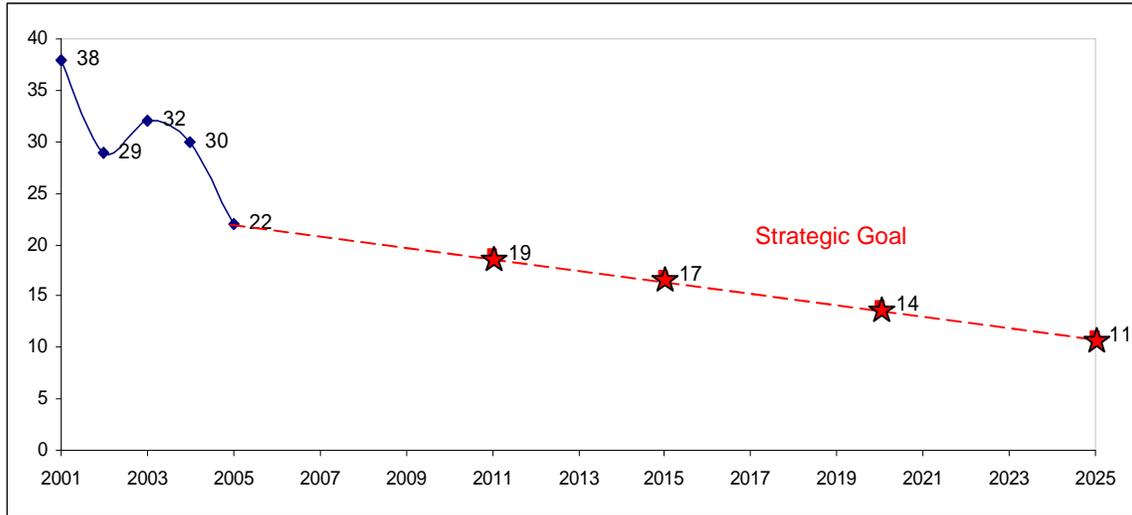
Table 4.1.2 shows the number of crashes that occurred between 2003 and 2005. Even with the success with overall program the total amount of crashes involving aggressive driving is still increasing. Fatalities, however, appear to be declining.

Table 4.1.2: Accident Statistics Involving Aggressive Driving

Number of Accidents	2003	2004	2005
Fatalities	32	30	22
Injuries	948	1073	986
Total Number of Crashes	2,761	2,763	2,829

Performance Measures:

Performance Measure #1- Number of Fatalities Involving Aggressive Driving



Performance Measure # 2 - Number of Injuries Involving Aggressive Driving

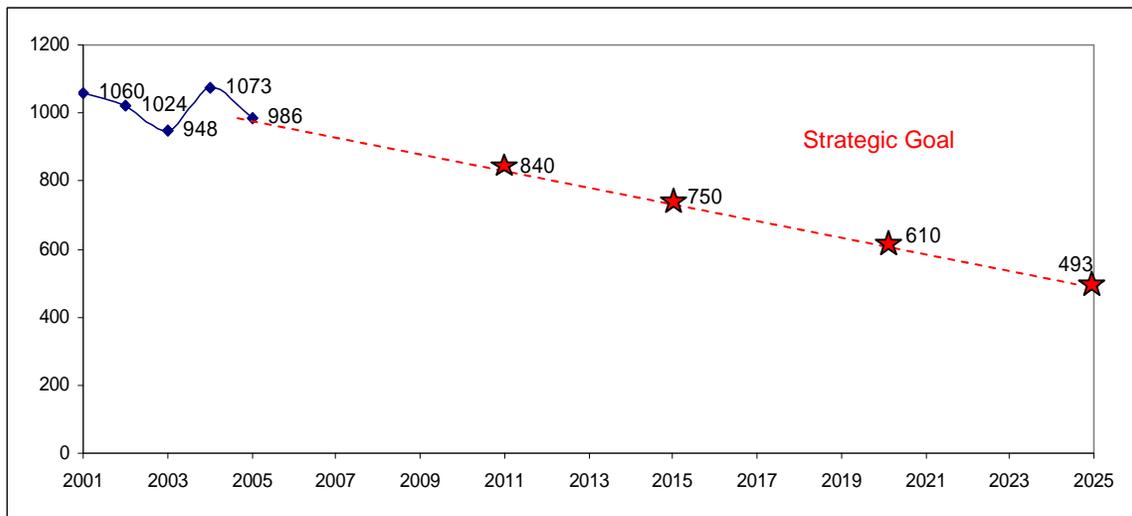
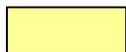


Table 4-1: CEA 1.1 - Strategies to Reduce Collisions Caused by Aggressive Drivers

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Enforcement					
1. High-Visibility Enforcement	10	5	Low	Short Term	MPD
<ul style="list-style-type: none"> o Law enforcement targets selected high-crash or high-violation geographical areas using either expanded regular patrols or designed aggressive driving patrols. Officers focus on drivers who commit common aggressive driving actions such as speeding, following too closely, and running red lights. Enforcement is widely publicized. 					
2. Organize Legislature Action Committee to Review and Define Aggressive Driving and Determine Changes to the Statute/s	8	7	Low	Mid Term	MPD/OAG
<ul style="list-style-type: none"> o Review Penalties and Adjudication (mid to long term) <ul style="list-style-type: none"> ▪ Penalty Types and Levels <ul style="list-style-type: none"> o Penalty levels and types for speeding and other aggressive driving offenses should be considered within the context of the District's overall driver control and problem driver remediation system. o Repeat Offenders <ul style="list-style-type: none"> ▪ Enhance penalties, including driver's license points, immediate license suspension or revocation, higher fines, and jail or probation. ▪ Improved traffic record systems, to better identify repeat offenders and to allow patrol officers to immediately access a driver's complete driving record. o Violations with serious consequences. o Diversion and Plea Agreement Restriction o Traffic Violator School 					



Potential for Year 1 Implementation (see Section 5, Page 73)

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Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
3. Technology and Enforcement <ul style="list-style-type: none"> ○ Automated Enforcement—Expand the use of red-light running cameras and speed cameras. ○ Install Driver Feedback Speed Display Devices, as appropriate, on high- speed corridors. 	10	5	Medium	Mid Term	MPD
4. Increase Use of New Technologies (examples) <ul style="list-style-type: none"> ○ In-car video equipment in patrol cars (allows law enforcement to record aggressive-driving actions and can enhance the ability to prosecute and convict offenders). ○ Laser speed-measurement equipment (provide more accurate and reliable evidence of speeding, example LIDAR). 	8	6	Medium	Long Term	MPD
5. Established a Web-based scheduling system with DMV to inform MPD about hearings	7	4	Low to Medium	Short Term	DMV/MPD
Education					
1. Conduct educational and public information outreach campaigns <ul style="list-style-type: none"> ○ Educate roadway users on the dangers of aggressive driving and rules of the roads (e.g. Smooth Operator campaign) ○ Sponsor a District-wide conference on road rage. 	8	4	Medium	Short - Mid Term	DDOT
2. Target Education to Specific Populations <ul style="list-style-type: none"> ○ Repeat offenders. ○ Driving schools. ○ Education of MPD, EMS, etc. 	7	7	Medium	Mid Term	DDOT/ DMV
3. Select a sample of training courses and explore alternative delivery mediums (e.g., online, train-the-trainer, etc) for DMV, MPD, FEMS, DDOT, etc.	5	4	Medium	Short Term	DDOT
Engineering					
1. Provide real time information to the driving public on traffic congestion through <ul style="list-style-type: none"> ○ Driver feedback and changeable message signs. ○ Web site/s (e.g., information to the motorist on work zones). 	7	4	Low	Short Term	DDOT

4.1.2 Impaired Driving

Alcohol-impaired driving is among the most common contributors to motor vehicle crashes in the United States. According to NHTSA, in 2004, a person is killed in alcohol-related crashes every 31 minutes and a person is involved in nonfatal injury every 2 minutes.

The Center of Disease Control (CDC) classified high-risk group:

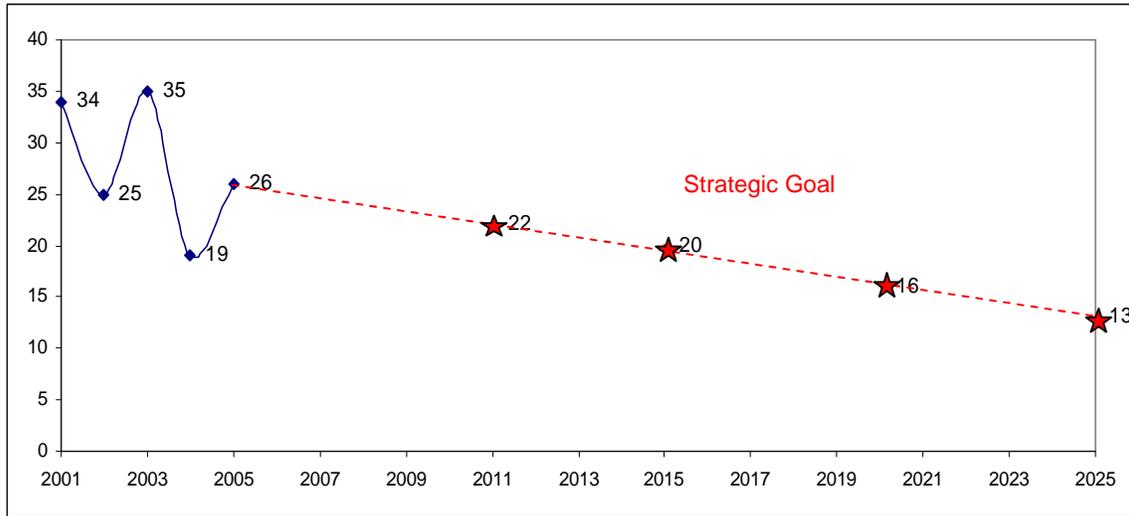
- Male drivers involved in fatal motor vehicle crashes are almost twice as likely as female drivers to be intoxicated with a blood alcohol concentration (BAC) of 0.08 percent or greater.
- At all levels of blood alcohol concentration, the risk of being involved in a crash is greater for young people than for older people. In 2003, 25 percent of drivers ages 15 to 20 who died in motor vehicle crashes had been drinking alcohol.
- Young men ages 18 to 20 were reported driving while impaired almost as frequently as men ages 21 to 34.
- Among motorcycle drivers killed in fatal crashes, 30 percent have BACs of 0.08 percent or greater.
- Nearly half of the alcohol-impaired motorcyclists killed each year are age 40 or older, and motorcyclists age 40 to 44 have the highest percentage of fatalities with BACs of 0.08 percent or greater.
- Of the 2,136 traffic fatalities among children ages 0 to 14 in 2003, 21 percent involved alcohol on the part of the driver.

In the District of Columbia, 53 percent of all the traffic fatalities in 2005 were alcohol related. The District, as well as the rest of the Nation, has been curbing alcohol-related crashes, injuries and fatalities, for at least two decades. The Metropolitan Police Department enforces three very distinct driving laws in the District:

- **Driving While Intoxicated (DWI)** – DWI applies to a person having a statutorily prohibited BAC of 0.08 or higher. The suspect can be convicted in court based solely on the breath, blood, or urine results without any structured field sobriety test (April 1999).
- **Driving Under the Influence (DUI)** – DUI applies to a person having BAC of 0.7 percent or lower. Under DC Code, a driver can be charged with a DUI offense if, in addition to a BAC reading, the officer has other signs of impairment from a structured field sobriety test and from observations of the suspect's driving behavior.
- **Underage Drinking** – Persons under the age of 21 cannot purchase, consume, or possess and alcoholic beverages of any kind. If they are found to be operating a motor vehicle with any measurable amount of alcohol, they will be placed under arrest and charged with DWI.

Performance Measures

Performance Measure #1 - Number of Fatalities Involving Impaired Driving



Performance Measure # 2 - Number of Injuries Involving Impaired Driving

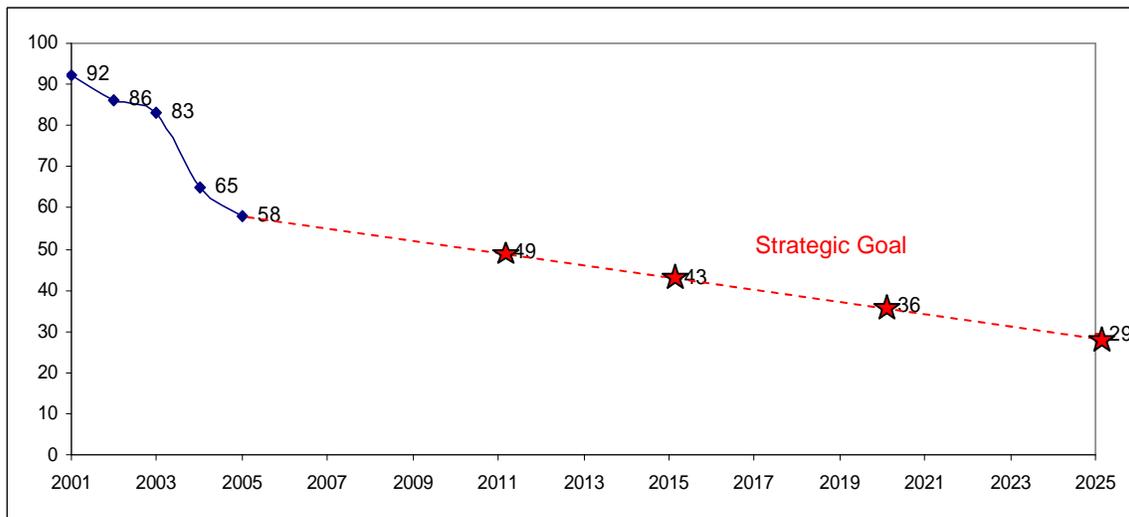


Table 4-2: CEA 1.2 - Strategies to Reduce Collisions Caused by Impaired Drivers

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Enforcement					
1. Reduce Excessive Drinking and Underage Drinking <ul style="list-style-type: none"> ○ Strict enforcement of open container and repeat offender laws. ○ Enforce beverage service policies for alcohol servers and retailers. ○ Enact and enforce ID compliance checks with establishments selling alcohol. 	9	5	Low	Short Term	MPD
2. Enforce DWI Laws <ul style="list-style-type: none"> ○ Conduct regular well-published DWI checkpoints ○ Work with the prosecutor’s office and DDOT to effectively prosecute and publicize strong enforcement. ○ Enhance DWI detection through special DWI patrols and related traffic enforcement. ○ Publicize and enforce zero tolerance laws for drivers under age 21. ○ Enforce serving intoxicating patron laws. 	9	5	Low	Short Term	MPD
3. Legislative actions <ul style="list-style-type: none"> ○ Create legislation to require automobile impoundment after conviction for DUI and allow for seizure of vehicles in repeat offender cases. ○ Encourage stronger enforcement of drunk drivers by including mandatory treatment programs, mandatory license suspensions, and tougher DUI and Deferred Prosecution procedures. ○ Advocate for the creation of a Traffic Safety Unit with adequate resources at the Metropolitan Police Department. ○ Work with hospitals and create legislation to enable easier access to blood samples in DWI cases. ○ Enhance the judicial process that identifies and effectively disarms offenders with multiple DWI s. ○ Increase the Excise Tax in Beer. ○ Employ screening and brief interventions in health care settings as standard medical practice (partner with NHTSA). ○ Recriminalize underage possession law, which was found unconstitutional. 	9	7	Medium	Short Term	MPD/ OAG/ DMV/ DOH
					MPD

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Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
4. Prosecute, Impose Sanctions on and Treat DWI Offenders <ul style="list-style-type: none"> ○ Suspend the driver’s licenses administratively upon arrest and enforce this as separate from the suspension that occurs upon conviction. ○ Establish stronger penalties for BAC Test Refusal than for test failure. ○ Eliminate diversion programs and plea bargains to nonalcohol-related offenses. ○ Screen all convicted DWI offenders for alcohol and drug problems and require treatment when appropriate. ○ Draft and pass stronger legislation that effectively targets high BACs and repeat offenders. ○ Work with DMV for more effective enforcement of license suspensions. ○ Pass legislation to create felony charges for certain repeat offenders and serious injury cases. ○ Criminalize refusal to provide a breath sample. 	10	7	Medium	Mid Term	DMV
5. Advocate for the creation of a DWI court to expedite prosecution of these cases	8	6	Medium	Mid Term	SCDC
6. Enhance DWI prosecution by creating a Traffic Safety Resource Prosecutor for <ul style="list-style-type: none"> ○ Prosecution of criminal traffic violations with particular emphasis on DUI/DWI. ○ Reviewing/developing DWI-related legislation. ○ A resource for police and other prosecutors. ○ Training. ○ Interagency communications. 	9	4	Medium	Short Term	OAG/ DDOT
7. Establish electronic capability to exchange traffic and driving conviction data between the SCDC and DMV within 24 hours.	8	4	Low to Medium	Short-Mid Term	SCDC/ DMV
Education	7	6	Low	Short-Mid Term	DDOT/ MPD
1. Develop information targeting Excessive Drinking and Underage Drinking <ul style="list-style-type: none"> ○ Enhance DUI awareness in youth driver training curricula. ○ Implement WRAP/NHTSA Law enforcement leadership summit presentations. ○ Work with other local DMV to share information and better identify repeat offenders. ○ Provide training to servers of alcoholic beverages to prevent patron intoxication and alcohol-impaired driving. 					

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Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
2. Focus education on specific audiences <ul style="list-style-type: none"> ○ Support/install grass roots movement on traffic safety laws and enforcement. ○ Business owners and alcohol servers on the dangers of impaired driving. ○ Work with Metro to emphasize and advertise alternative transportation. ○ Work with corporate partners to create and/or publicize safe rides programs. ○ Develop information on costs of alcohol-related crashes. 	7	6	Low-Medium	Short –Mid Term	DDOT
3. Develop and implement outreach campaign/s <ul style="list-style-type: none"> ○ NHTSA’s “Drunk Driving, Over the Limit, Under Arrest” campaign. 	6	7	Medium	Short- Mid Term	DDOT
4. Advocate for implementation of mandatory SFST training for all Metropolitan Police Officers	7	6	Low	Short Term	
5. Further encourage cooperation between regional safety partners to identify target locations, times, etc., for enforcement efforts	7	4	Low	Short Term	MPD/ DDOT
Engineering					
1. Advance use of technologies to reduce DWI <ul style="list-style-type: none"> ○ Require ignition interlocks as a condition for license reinstatement. 	9	5	Low-Medium	Short Term	DMV
2. Work with DPW to get their parking lots open 24 hours	7	4	Low	Short Term	DDOT/ DPW
EMS Strategies					
1. Prehospital Professionals <ul style="list-style-type: none"> ○ Assess the patient(s) and document for signs and symptoms of alcohol use problems and assess the environment for alcohol-related risk factors. ○ Report information on alcohol use problem (AUPs) to hospital personnel. ○ Assist with on scene information and referrals for AUP patients. ○ Provide care for the alcohol-impaired patient(s) in a professional and nonjudgmental manner ○ Advocate in the community for public education, prevention program, and public policy and treatment programs for AUPs. ○ Participate in collaborative research, education, and data gathering to improve the care of patients with AUPs. ○ Integrate alcohol screening and alcohol education into curricula, continuing education, and standards for emergency health care professionals. 	6	6	Medium	Long Term	DOH/ FEMS

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Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
2. Nurses <ul style="list-style-type: none"> ○ Listen to prehospital professionals' report and elicit patient information indicative of AUP. ○ Identify alcohol-related events in initial patient assessment. ○ Perform an assessment using appropriate tools, such as history, physical examination, and screening tools. ○ Document objective findings of assessment, interventions, and plan of care for patient with AUP. ○ Collaborate with health care team to implement interventions, such as brief interventions, discharge planning and referral. ○ Communication plan of care to appropriate services, such as physicians, substance abuse counselors, referral agencies, and inpatient caregivers. ○ Provide care for the alcohol-impaired patient(s) in a professional and nonjudgmental manner. ○ Advocate in the community for public education, prevention programs, public policy, and treatment programs for AUPs. ○ Participate in collaborative research, education, and data gathering to improve the care of patients with AUPs. ○ Integrate alcohol screening and alcohol education into curricula, continuing education, and standards for emergency health care professionals. ○ Attempt to create a better more cooperative relationship with law enforcement as well as educate them about the law in DWI. 	6	6	Medium	Long Term	DOH/ FEMS
3. Physicians should <ul style="list-style-type: none"> ○ Incorporate screening for alcohol-use problems (AUPs) into routine care of injured patients. ○ Document history and physical findings consistent with AUPs. ○ Provide for a brief intervention for patients who screen positive for alcohol-use problems. ○ Be aware of State laws and consider the reporting of alcohol-use problems in accordance with these laws. ○ Provide care for alcohol-impaired patient(s) in a professional and nonjudgmental manner. 	6	7	Medium	Long Term	

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- Advocate in the community for public education, prevention programs, and public policy and treatment programs for AUPs.
 - Participate in collaborative research, education, and data gathering to improve the care of patients with AUPs
 - Integrate alcohol screening and alcohol education into curricula, continuing education, and standards for emergency health care professionals.
 - Attempt to create a better, more cooperative relationship with law enforcement as well as educate them about the law in DWI.
-

4.1.3 Driver Competency and Licensing

According to a NHTSA survey for the District of Columbia, in 2005, there were 357,500 licensed drivers (65 percent of the population), of which 13,000 (2.3 percent) were ages 16 to 20 and 34,000 (6.1 percent) were ages 65 and older. Based on the data over the past 5 years (2001 to 2005), drivers between 21 and 25 years of age were the highest fatalities and injuries of the age group. The next most vulnerable were drivers under the age of 21 years. The data also revealed that drivers over the age of 65 years were more likely to be killed in a motor vehicle crash than sustain an injury.

Young Drivers

According to NHTSA, motor vehicle crashes are the leading cause of death for American teenagers. Two factors that place young drivers at greater risk of collisions are:

- Age-related, such as exuberance, risk-taking behavior, peer pressure, and sensation and thrill seeking.
- Experience-related, such as psychomotor skills, perception of hazards, judgment, and decision making.

The District of Columbia, through the Graduated Driving Licensing (GDL) programs, seeks to reduce the crash risk for young drivers by providing novices with greater opportunities to practice under supervision and by limiting their exposure to risky conditions and circumstances while they mature and gain experience. GDL is a relatively passive safety approach, in as much as the novice driver is not provided with specific educational or training interventions. Rather, a set of conditions are imposed that limit exposure to risk over a specified amount of time.

Older Drivers

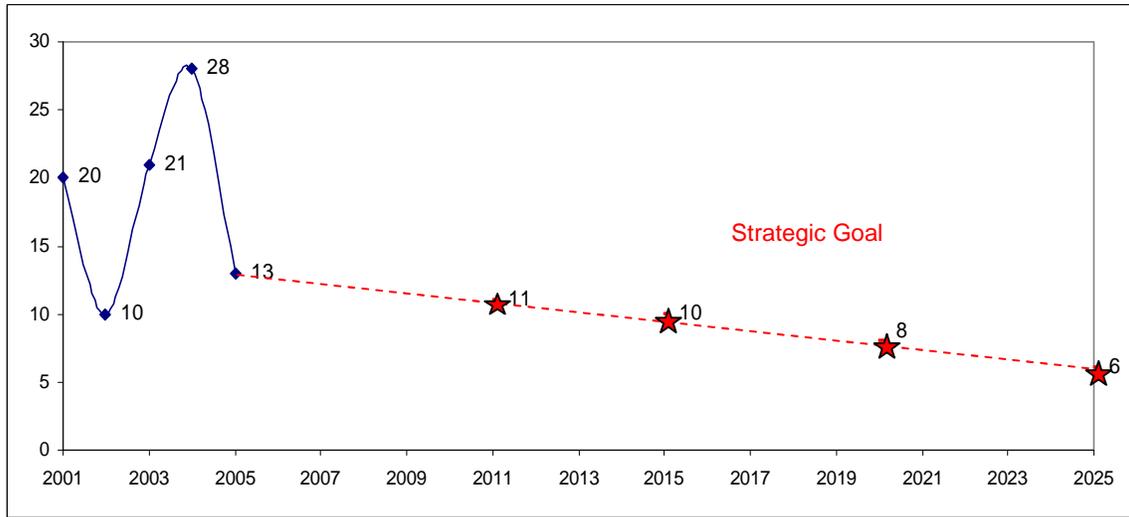
The elderly population in the United States is growing dramatically. A key component in maintaining a productive and independent lifestyle for our senior population is ensuring that they can safely use our Nation's roadways. Older people bring with them years of experience as roadway users. Elderly people safely use America's roadways every day. However, as people age, changes to their physical health may make driving and walking more difficult. These changes include:

- As vision acuity declines, roadway signs, pavement marking, pedestrians and other drivers are difficult to see. This is particularly problematic at night, when low lighting and glare from headlights interfere with vision.
- With decreased physical fitness and flexibility, drivers may have difficulty turning their heads to look left and right at intersections and over their shoulders for lane changes. Older people may also have trouble with activities that require quick physical movements, such as making abrupt turns.
- Decreased ability to focus attention for older drivers may make it difficult to sort through the large amount of information encountered during roadway use. This can be especially problematic in new or complicated situations, such as when navigating through a temporary traffic control zone or in an unfamiliar area, or reading 3 stage message boards.

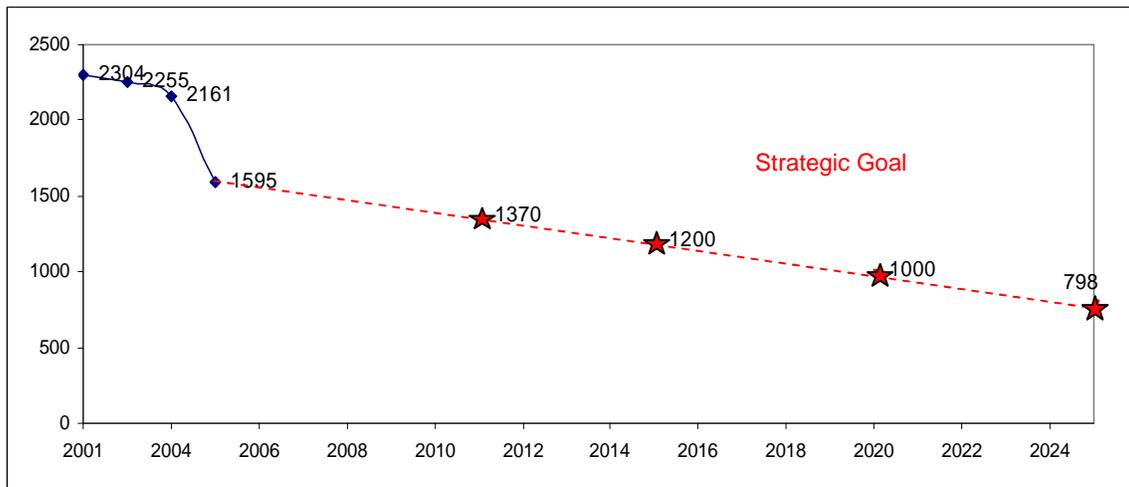
- Increased reaction time for older drivers may mean they are slower to respond to traffic control devices and unexpected changes in traffic or roadway conditions.

Performance Measures:

Performance Measure #1 - Number of Fatalities Involving Young Drivers (<25 Years)

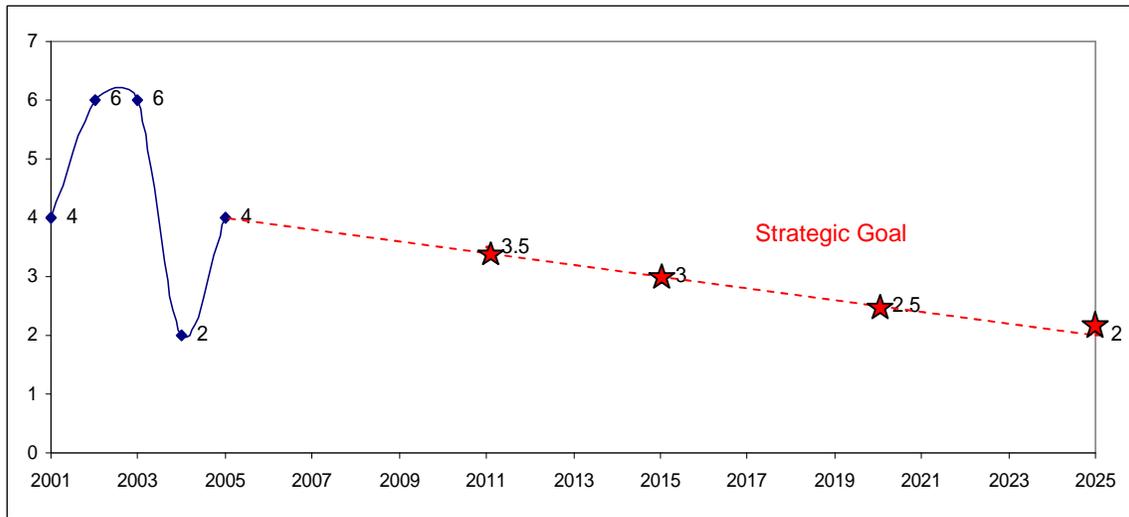


Performance Measure # 2 - Number of Injuries Involving Young Drivers (<25 Years)

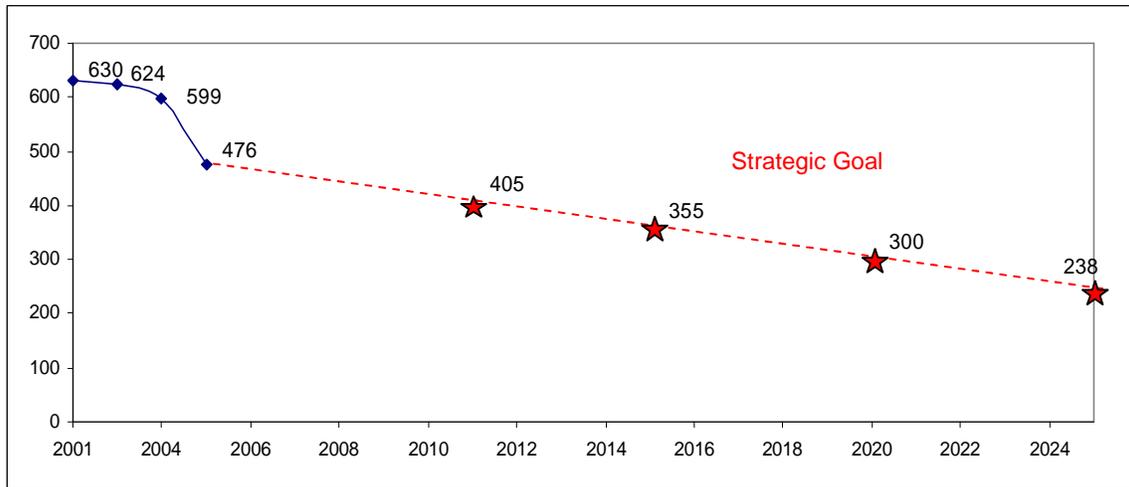


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Performance Measure #3 - Number of Fatalities Involving Older Drivers (65+ Years)



Performance Measure #4 - Number of Injuries Involving Older Drivers (65+ Years)



Tables 4-3: CEA-1.3 Strategies to Reduce Driver Competency and Licensing

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Enforcement					
Young Drivers					
1. Expand enforcement targeting young drivers <ul style="list-style-type: none"> ○ Strict enforcement of GDL and zero-tolerance laws: <ul style="list-style-type: none"> ▪ Underage drinking. ▪ Reckless driving. ▪ Possession of alcohol, drugs, etc. ○ Conduct safety checkpoints in high-crash areas. ○ Implement more effective use of license revocations and suspensions. 	10	4	Low	Short Term	MPD
Older Drivers					
1. Identify older drivers who cannot drive safely in certain situations or at all, and restrict or revoke their driver's license. <ul style="list-style-type: none"> ○ Bring these drivers to the attention of their motor vehicle department through license renewal procedures or through referral from law enforcement, physicians, family, or friends. ○ At motor vehicle department, assess their driving abilities and take appropriate action to reissue an unrestricted license, issue a restricted license, or revoked the license. 	9	2	Low	Short Term	DMV
All Drivers					
1. Consider public policy or administrative rules to identify and/or restrict the unlicensed, revoked, or suspended driver; for example, impound vehicle, impound license plate, increase sanctions, etc.	7	7	Low	Mid Term	OAG/ MPD
2. Create driver improvement office in DMV	7	3	Low	Mid Term	DMV
3. Create medical advisory board (DMV) (for revocation/suspension, etc.)	7	8	Low	Mid Term	DMV

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Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Engineering					
Young Drivers					
See “Older Driver” Engineering Strategies					DDOT
Older Driver					
1. Plan for an Aging population <ul style="list-style-type: none"> o Establish a broad-based region/ward coalition to plan for addressing older adults’ transportation needs. 	6	7	Low	Mid Term	DDOT
2. Engineer the roadway and driving environment to better accommodate older drivers needs in general <ul style="list-style-type: none"> o Expand implementation of the <i>Older Driver Highway Design Handbook</i>. o Implement processes to improve the highway infrastructure to safely accommodate older drivers. 	7	5	Low-Medium	Mid-Long Term	DDOT
Education Strategies					
Young Drivers					
1. Outreach - Expand the availability of <u>new or novice driver education programs</u> , including incorporating driver education components into existing curriculums, Web-based education, etc. <ul style="list-style-type: none"> o Develop pre-licensure driver education. o Develop post-licensure or advanced driver education. 	8	8	Low-Medium	Mid Term	DDOT/ DMV
2. Target Parents on their roles in teaching and managing novice drivers <ul style="list-style-type: none"> o Increase supervised driving practice, including an active involvement of parents and guardians in the program under the direction and support of the professional instructor. o Develop a mentoring program. o Provide resources to parents to supervise their teens’ driving practice before and during driver education, and perhaps as importantly, after driver education. 	10	10	Low-Medium	Short-Mid Term	DDOT/ MPD/ FEMS

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Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
3. Review the certification process for driver training schools to include more stringent educational teaching requirements <ul style="list-style-type: none"> o Uniform curriculum and enhanced behind-the-wheel and classroom instruction. o Create and implement a driver safety education program for middle school students. 	5	5	Low-Medium	Mid Term	DDOT/ DMV/ MPD
4. Support the continued development and use of advanced technology to enhance safety in high school driving programs	3	10	Medium	Mid Term	DDOT/ DMV/ MPD
Older Drivers					
1. General Outreach (immersion program) <ul style="list-style-type: none"> o Educate older drivers and their family and friends about the driving risks associated with certain prescription drugs and physical conditions. o Provide educational and training opportunities to the general older driver population. o Help drivers understand the safety features of their vehicles. o Develop outreach materials on the benefits of seat belt use. o Educate and train older drivers to assess their driving capabilities and limitations, improve their skills when possible and voluntary limit their driving to circumstances in which they can drive safely. This can be accomplished through formal courses or through communication and outreach provided directly to older drivers or to families, friends and organizations that deal regularly with older drivers. o Use existing network centers within communities to promote safe mobility choices. 	8	7	Low-Medium	Short-Mid Term	DMV/ DDOT/ DOH
2. Implement a comprehensive approach to assist older driver safety (examples) <ul style="list-style-type: none"> o Project 2015 – examined the mobility of the elderly in New York. o AARP 55 Alive – provides a driver education refresher course for the elderly. 	5	5	Low-Medium	Mid Term	DDOT
3. Implement new driver knowledge test including driver manual	10	2	Low-Medium	Mid Term	DMV

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Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
EMS Strategies					
1. Expand EMS work to include road safety with DC Public Schools	10	2	Low-Medium	Mid Term	FEMS/ DDOT
2. Develop a pilot program whereby EMS providers can serve as mentors to the community	10	7	Low-Medium	Mid Term	
3. Expand the use of EMS strategic locations (e.g., Fire House) in the community to host “traffic safety week/s” and other road safety campaigns	9	2	Low-Medium	Mid Term	

4.2 Pedestrian and Bicyclist Safety

Pedestrian and bicyclists are among our most vulnerable roadway users and when involved in a crash with a motor vehicle, they almost always suffer more serious injuries than vehicle occupants. However, they are frequently overlooked in the quest to build more sophisticated transportation systems.

The District of Columbia, as the Nation's Capitol, is the home of Federal, private associations, and local government agencies, as well as countless number of parks, museums, restaurants, which create and generate a large number of pedestrians and bicyclists. The District of Columbia also has one of the Nation's largest rail system (38 miles) and bus transit systems (298 miles). In addition to 1,647 miles of sidewalks, there are 17 miles of bike lanes, and 50 miles of bike paths.

According to DDOT crash data, there are approximately 600 pedestrian and 265 bicycle collisions every year in the District. Based on data between 2001 and 2005, there is an upward trend in pedestrian fatalities and injuries, as table 4.2.1 shows. Most of the pedestrian and bicyclist collision occurred during the evening rush hour (3:30 p.m. to 7:30 p.m.).

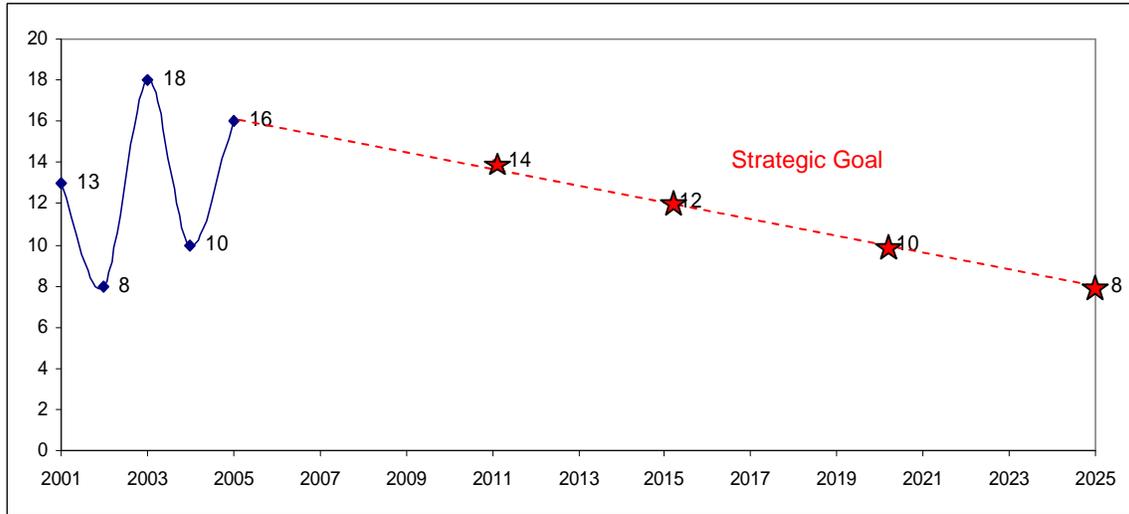
Table 4.2.1: Pedestrian and Bicyclist Killed and Injured in District, 2000-2005

	2001	2002	2003	2004	2005
Pedestrian Killed	13	8	18	10	16
Pedestrians Injured	675	572	649	723	780
Bicycle Killed	2	1	0	4	3
Bicyclist Injured	246	192	144	208	200

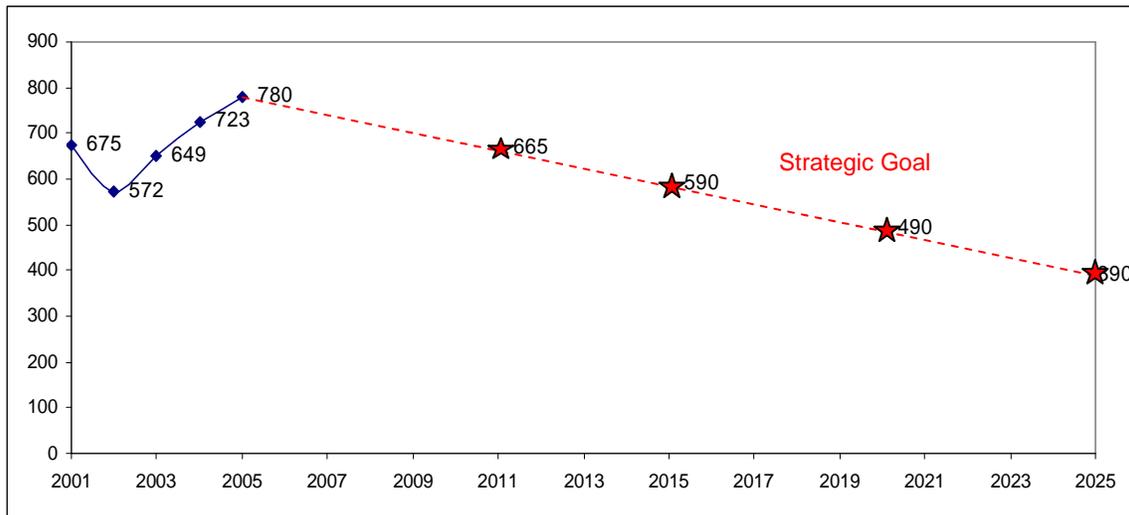
Performance Measures

Pedestrian Safety

Performance Measure #1 - Number of Fatalities Involving Pedestrians

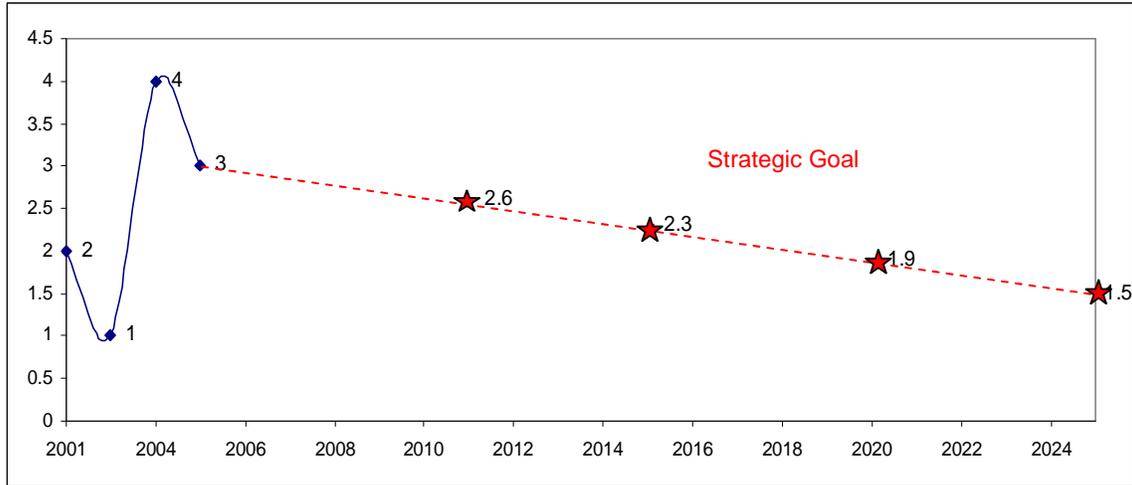


Performance Measure #2 - Number of Injuries Involving Pedestrians



Bicyclist Safety

Performance Measure #1 - Number of Fatalities Involving Bicyclists



Performance Measure #2 - Number of Injuries Involving Bicyclists

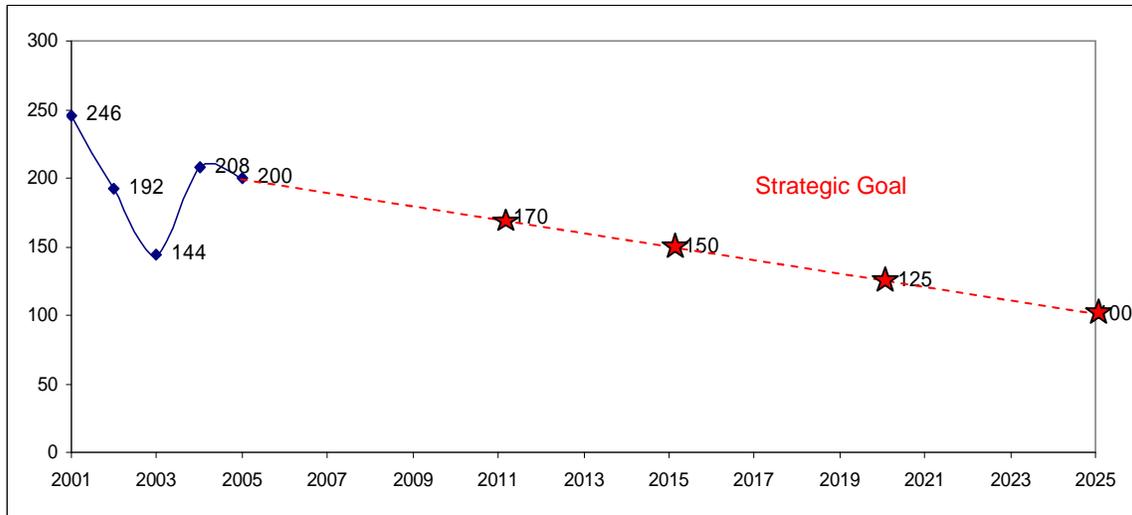


Table 4-4: CEA 2.1 - Strategies to Improve Pedestrian Safety

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Enforcement					
1. Implement Targeted Enforcement Campaign <ul style="list-style-type: none"> ○ Conduct regular pedestrian safety enforcement operations targeting motorists and pedestrians. ○ Use speed enforcement in areas where high concentrations of pedestrians are crossing or on high pedestrian crash corridors. ○ Enforce relevant polices – NRTOR, blocking of sidewalks, crosswalks, etc. 	10	5	Low	Short Term	MPD/ DDOT
2. Community Partnership <ul style="list-style-type: none"> ○ Establish a central hot line phone number and/or Web site for citizen complaints ○ Loan radar speed unit/s to residents (trained) by police on how to set up. 	8	7	Medium	Mid Term	MPD/ DDOT MPD
3. Review legislation and change accordingly <ul style="list-style-type: none"> ○ Make criminal charge protecting pedestrians enforceable by OAG. ○ Review the “Adult School Crossing Guard Program” 	7	6	Low	Mid Term	OAG
	7	5	Low	Mid-Term	DDOT/ MPD
Education					
1. Targeted Education Initiatives <ul style="list-style-type: none"> ○ Implement neighborhood programs. ○ Implement a comprehensive pedestrian traffic safety education component in elementary and/or middle schools. ○ Expand community education program (example, moveable radar speed trailers). ○ Improve pedestrian safety information training in DDOT, MPD, DMV, WMATA, and DCPS. ○ Continue training for MPD officers and DMV examiners. 	8	5	Low-Medium	Mid-Long Term	DDOT
2. Expand the pedestrian/bicyclist awareness campaign to be multi-jurisdictional and host at least twice yearly with regular enforcement	8	6	Medium	Short Term	DDOT/ MwCOG

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Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Engineering					
1. Develop Pedestrian Master Plan	9	7	Medium-High	Mid-Long Term	DDOT
2. Accelerate analysis/implementation of treatments (5Es) for high pedestrian crash locations/corridors	7	4	Medium	Mid Term	DDOT
3. Improve the safety of all public transit facilities (e.g., bus stops, Metro station access, etc.)	7	6	Low-Medium	Short-Mid Term	
4. Review design/planning design guidelines and amend accordingly	6	3	Low	Short Term	DDOT
5. Reduce Vehicle Speeds through physical improvements (traffic calming, etc.).	8	6	Low-Medium	Short-Mid Term	
<ul style="list-style-type: none"> ○ Implement road-narrowing measures. ○ Install medium islands that help channelize left-turning vehicles, slowing their speeds in the process. The island also gives pedestrians a refuge for long crossings or if a conflict cannot be avoided. ○ Reduce the number of travel lanes a pedestrian has to cross. ○ Build safe pedestrian residential streets with narrow width, on-street parking, tight curb radii, short block length, and buffered sidewalks with street trees, short building setbacks and streetlights. ○ Install traffic-calming measures such as speed tables and humps, traffic circles, chokers, and chicanes, or break up long stretches of straight streets to slow motor vehicle travel. 					DDOT
6. Improve the walking environment around schools	7	4	Low-Medium	Short Term	DDOT
<ul style="list-style-type: none"> ○ Employ a Safe Route to School coordinator ○ Establish Safe Routes to School plans. ○ Assess safety at schools (basic MUTCD compliance), document and implement treatments. 					

Table 4-5: CEA 2.2 - Strategies to improve Bicyclist Safety

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Enforcement					
1. Increase Targeted Enforcement Campaigns <ul style="list-style-type: none"> ○ Increase enforcement (for bicyclist and motorists). ○ Increase training of MPD officers in bicycle-related enforcement. 	7	7	Low	Short-Mid Term	MPD/DDOT
2. Review/amend legislation and regulations pertaining to bicycle safety	5	5	Low	Mid Term	DDOT
Education					
1. Increase Targeted Education Initiatives (examples) <ul style="list-style-type: none"> ○ Increase bicycle safety education in elementary and middle schools (Street Smart for Kids). ○ Increase bicycle helmet distribution program. ○ Increase frequency of adult education classes (Confident City Cycling). 	6	5	Low-Medium	Mid Term	DDOT
2. Expand bicyclist and driver education programs <ul style="list-style-type: none"> ○ Continue participation in regional bike/ped safety campaign (Street Smart). ○ Incorporate bicycle issues into driver education and testing. 	6	5	Low-Medium	Short-Mid Term	DDOT
Engineering					
1. Increase amount of bicycle facilities <ul style="list-style-type: none"> ○ Bicycle lanes. ○ Shared-use paths. ○ Signed routes. 	7	6	Medium	Mid Term	DDOT
2. Integrate bicycle improvements into all road, bridge, and other roadway improvements	7	4	Medium	Mid-Long Term	DDOT
3. Review design and planning guidelines and amend accordingly, such as Standard Specifications and Standard Drawings for Highways and Structures	5	5	Low	Short Term	DDOT
4. Review/Reduce vehicle speed on bike routes through traffic-calming and other measures	7	5	Low-Medium	Mid Term	DDOT

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5.	Improve Maintenance of Bicycle facilities	6	5	Low-Medium	Mid Term	DDOT
	<ul style="list-style-type: none"> ○ Improve routine cleaning and maintenance of bike lanes, bridge sidewalks, and trails. ○ Implement Hazard Identification Programs. 					
6.	Improve Pavement Marking, Signs, and Signals on bike routes	6	5	Low-Medium	Mid Term	DDOT
	<ul style="list-style-type: none"> ○ Install bike-activated signal (as appropriate). ○ Implement related sign improvements. ○ Implement related pavement marking improvements. 					
7.	Improve bicycle crash data collections and	7	5	Low-Medium	Short Term	DDOT
	<ul style="list-style-type: none"> ○ Identify high bicycle crash corridors (or specific locations) and develop corrective measures in the 3E areas, as appropriate. ○ Identify bicycle facility network deficiencies (gaps) and develop projects to correct them. 					

4.3 Engineering/Facilities 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 yielded the following focus areas:

- Run-Off-Road
- Fixed Objects
- Signalized Intersections
- Unsignalized Intersection
- Head On and Across Median
- Work Zones

Figures 4.3.1 and 4.3.2 illustrate the traffic fatalities and injury trends.

Figure 4.3.1: Traffic Fatalities Involving Subcategories

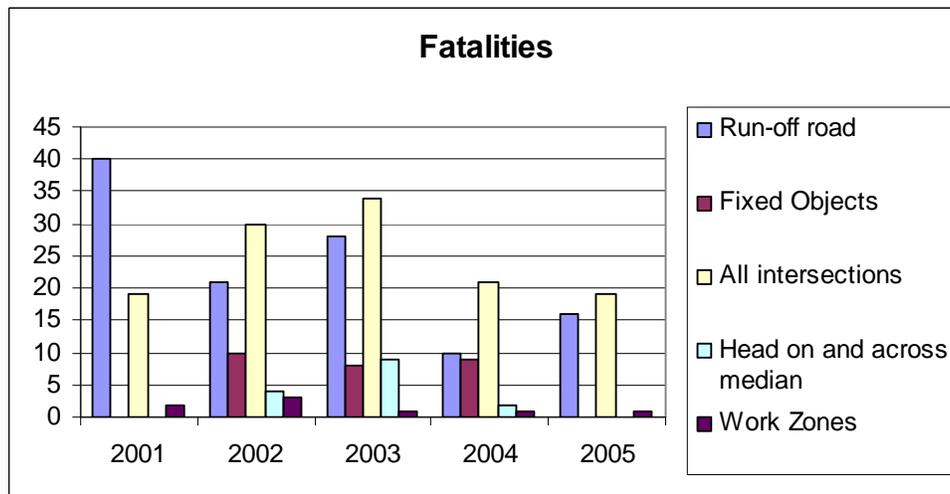
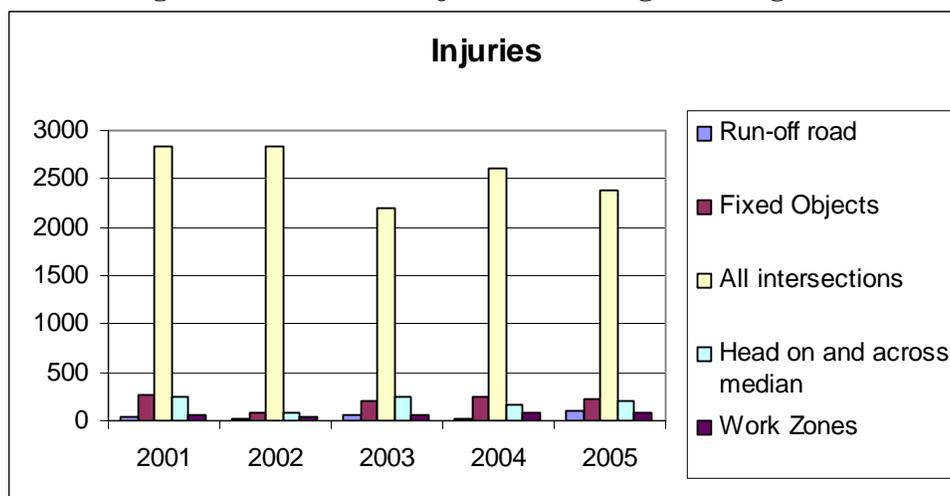


Figure 4.3.2: Traffic Injuries Involving Subcategories



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

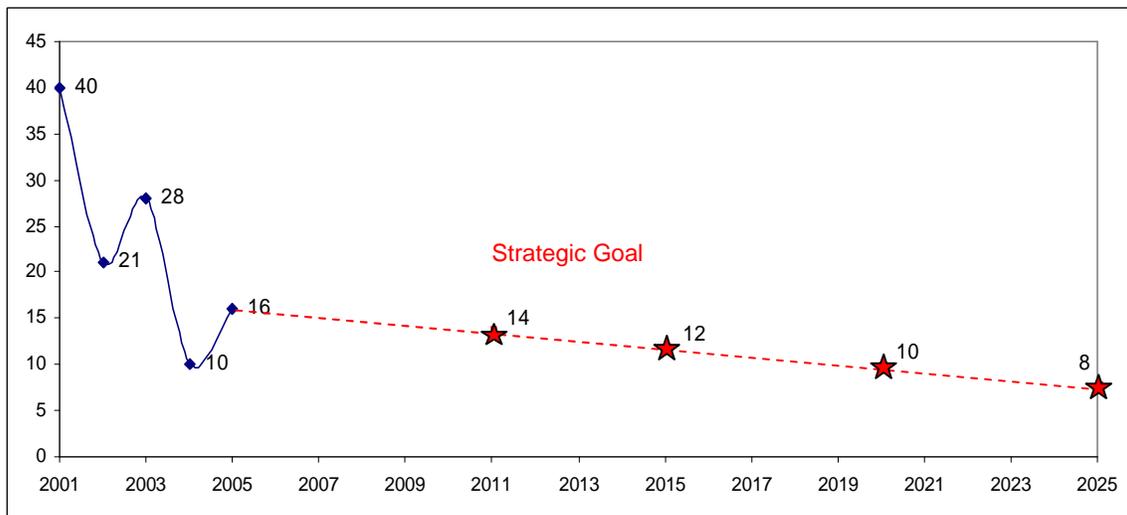
4.3.1 Run-Off-Road

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. According to the Federal Highway Administration, roadway departures account for more than half of all traffic fatalities nationwide. Nationally, 25 percent of crashes involve a single vehicle leaving the roadway. Rollovers (40 percent) and striking a tree (25 percent) are the most common reasons for run-off-road crash fatalities.

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

Goals and Performance Measures

Performance Measure #1 - Number of Fatalities Involving Run-Off-Road Crashes



Performance Measure #2 - Number of Injuries Involving Run-Off-Road Crashes

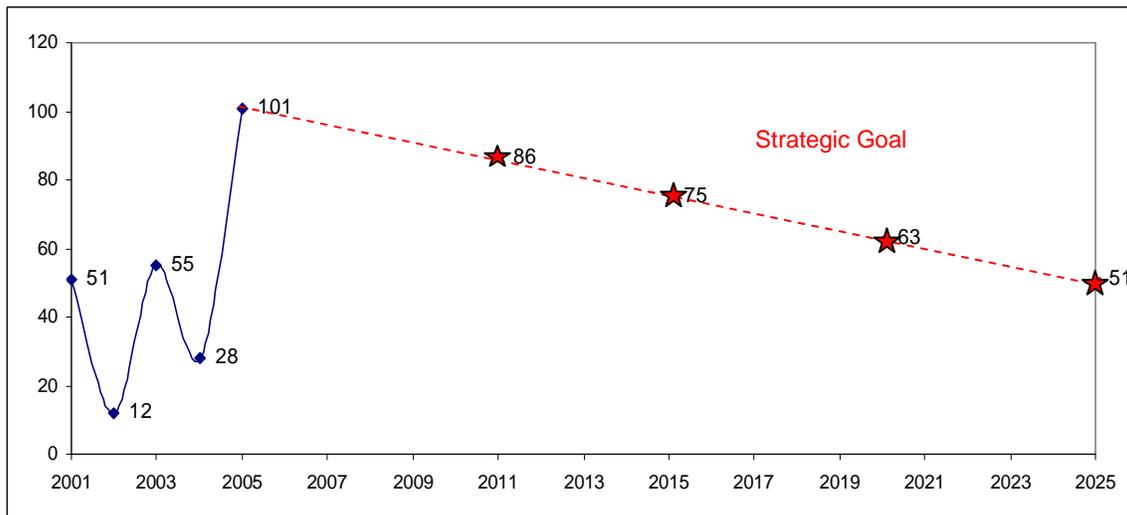


Table 4-6: CEA 3.1 - Strategies to Reduce Collisions Involving Run-Off-Road Crashes

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Engineering					
1. Keep vehicles from encroaching on the roadside away from the urban environment	7	3			DDOT
<ul style="list-style-type: none"> ○ Improve delineation <ul style="list-style-type: none"> ▪ Install edgeline “profile marking” rumble strips. ▪ Install mid-lane rumble strips. ▪ Provide enhanced edge- or in-lane delineation and marking for sharp curves. ▪ Provide enhanced pavement markings. 					
<ul style="list-style-type: none"> ○ Improved surface treatments <ul style="list-style-type: none"> ▪ Provide skid-resistant pavement surfaces – if skid numbers are below 30, they will be scheduled for improvements; numbers between 30 and 34 will be further evaluated to determine whether improvements are justified. ▪ Snow or ice covered pavement – in locations where snow or ice/crash ratio of 0.18 or greater exists, provide information to maintenance personnel for enhance snow-plowing operations during the winter months. 	7	5	Medium	Mid Term	DDOT
2. Minimize the impact of vehicles leaving the road at high-crash location	5	7	Medium-High	Long Term	DDOT
<ul style="list-style-type: none"> ○ Selective tree removal on those roads having six or more tree crashes in the past 5 years. ○ Remove and relocate other objects in hazardous locations, such as utility poles, light poles, etc. or improve driver’s ability to see object. 					
3. Improve the design features and processes	5	6	Medium	Mid Term	DDOT
<ul style="list-style-type: none"> ○ Urban landscaping policy – establish guideline for tree removal/planting policy. ○ Expand and maintain roadway visibility features. ○ Provide adequate sight distance. ○ Enhance the safety of the motorist relating to horizontal curves. ○ Install bridge approach and departure end treatment. ○ Identify locations having significant crash trends involving leaving the normal path of travel and develop and implement comprehensive countermeasures in the 5E. ○ Implement a system to track improvements and their costs and improve 					

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determination of their cost-effectiveness.

- Improve the practices for the selection, installation and maintenance of upgraded roadside safety hardware.

4. Special Activities	8	3	Low-Medium	Mid Term	DDOT
○ Conduct road safety audits on high-crash locations/corridors and implement relevant treatments (cross-cutting).					
5. Install medians barriers for narrow-width medians on multilane roads	7	3	L-M	Short Term	DDOT

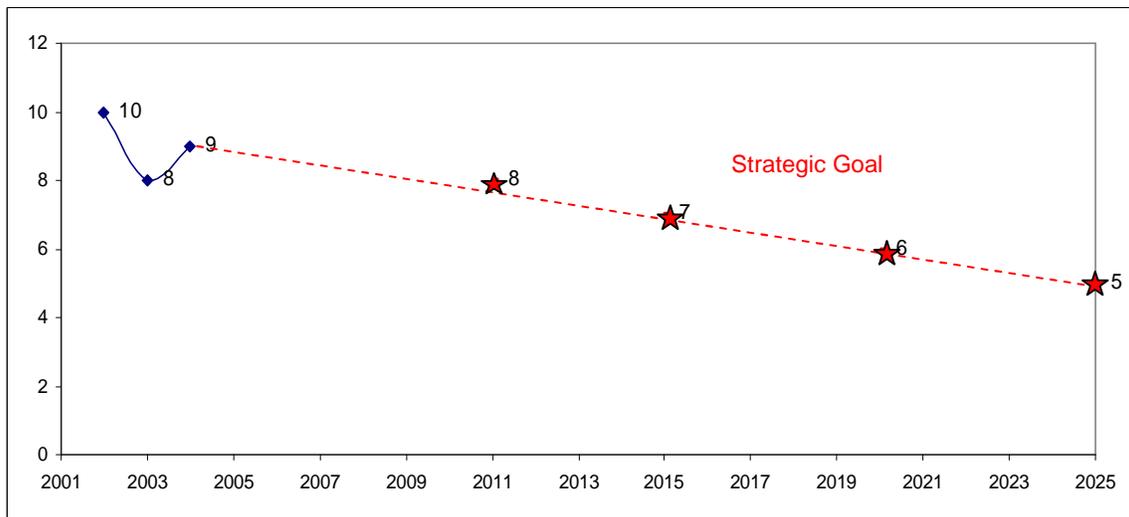
4.3.2 Fixed Objects

Fixed-object crashes involve vehicles leaving the travel lane or roadway and striking a fixed object. Fixed-object crashes are a subset of run-off-road crashes, when a vehicle leaves the roadway and collides with objects such as utility poles, trees, or fences.

According to the NCHRP, fixed-object collisions account for 30 percent of all traffic fatalities nationally. 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.

Goals and Performance Measures

Performance Measure # 1 - Number of Fatalities Involving Fixed Objects



Performance Measure # 2 - Number of Injuries Involving Fixed Objects

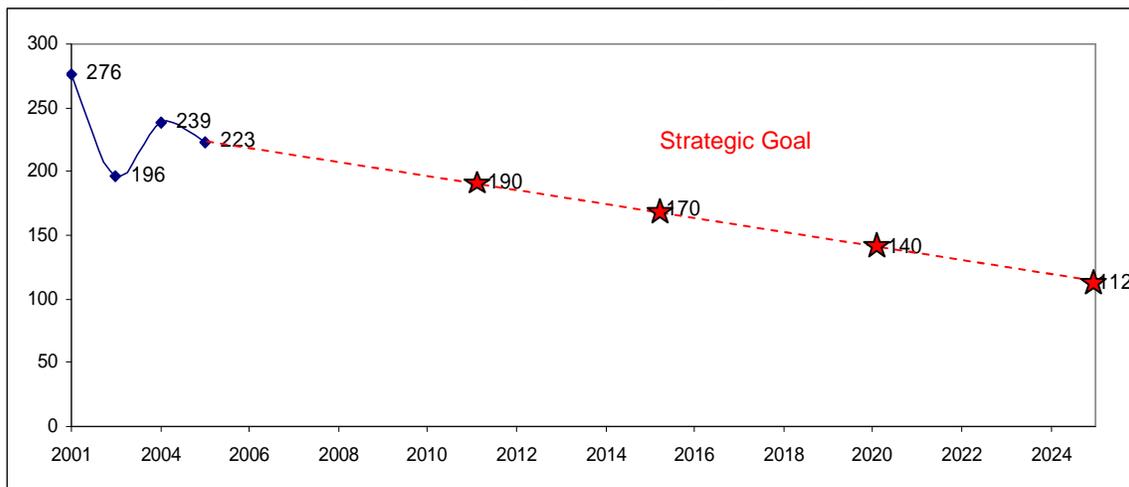


Table 4-7: CEA 3.2 - Strategies to Reduce Collisions Involving Fixed Objects

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Engineering					
1. Develop/incorporate in the DDOT Manual/s: <ul style="list-style-type: none"> ○ A clear zone policy ○ Roadside furniture relocation and delineation policy ○ Tree placement, removal and delineation policy 	6	6	Low	Mid Term	DDOT
2. Develop program/s to delineate utility poles, other fixed objects and/or shield motorists from striking trees.	8	4	Low-Medium	Short Term	DDOT
Education					
1. Educate relevant agencies (e.g., utility companies) on the need for designing/installing “forgiving” roadside devices and delineate accordingly.	6	4	Low	Long Term	DDOT

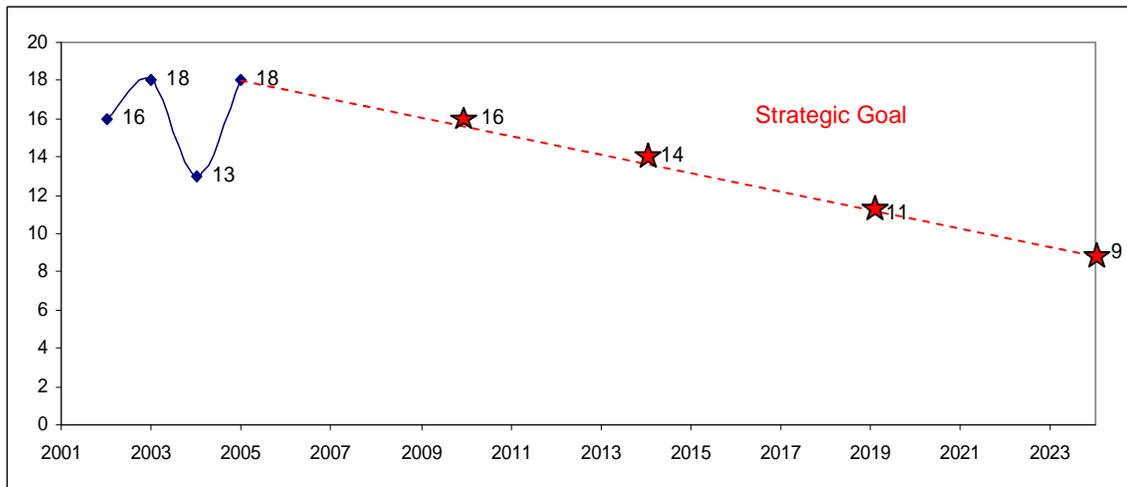
4.3.3 Signalized Intersections

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 United States, nearly 25 percent of all fatal crashes occur at intersections, and about 30 percent of those are at signal-controlled intersections. Fatal crashes at signalized intersections are predominantly multi-vehicle incidents, with 85 percent of them occurring in urban areas.

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. Based on the same time period, fatalities at a signalized intersection are in an upward trend.

Performance Measures

Performance Measure # 1 - Number of Fatalities Involving Signalized Intersection



Performance Measure #2 - Number of Injuries Involving Signalized Intersections

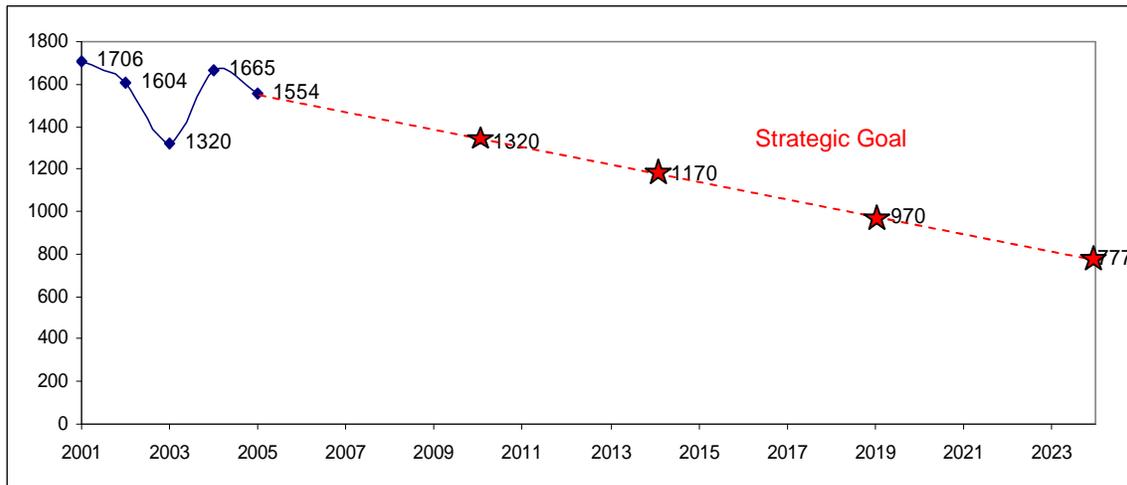


Table 4-8: CEA 3.2: Strategies to Reduce Collisions Involving Signalized Intersections

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Enforcement					
1. Increasing enforcement of intersection violations (cross-cutting) <ul style="list-style-type: none"> ○ Upgrade signal identification to assist officers in enforcing red-light violation at high-crash locations/corridors (HCLC). ○ Provide targeted enforcement of traffic laws on HCLC. ○ Expand automated/conventional enforcement of speeds on HCLC. ○ Expand automated/conventional enforcement of red-light running on HCLC. 	8	5	Low-Medium	Short-Mid Term	MPD
2. Review the “Traffic Control Officer” Program	8	5	Medium	Short-Mid term	DPW/DD OT/MPD
Education					
1. Develop and deliver an intersection safety education program for engineers and planners (cross-cutting) <ul style="list-style-type: none"> ○ Develop access management training for engineers and planners. ○ Train engineers and planners to identify traffic safety problems, conduct data analyses, B/C analyses, countermeasure analysis, etc. 	7	3	Low	Short Term	DDOT
2. Provide information to educate the public on intersection safety issues. <ul style="list-style-type: none"> ○ Provide training/awareness to DC residents, workers, and visitors on the DMV manual. 	6	4	Medium	Mid Term	DDOT/ DMV
Engineering					
1. Improve safety through traffic control and operational improvements at site-specific high-crash locations <ul style="list-style-type: none"> ○ Install collision avoidance systems at locations with high number of rear-end crashes. 	6	4	Low	Short-Mid Term	DDOT
2. Improve safety through traffic control and operational improvements at corridor wide high-crash locations <ul style="list-style-type: none"> ○ Restrict or eliminate turning maneuvers (including right turns on red). ○ Remove unwarranted signals. ○ Explore the use of collision-avoidance systems at intersections. ○ Provide automated advanced signal status information at high-crash locations. ○ Provide roadside markers or pavement markings to assist drivers in judging the 	7	5	Low	Short-Mid Term	DDOT

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<ul style="list-style-type: none"> ○ suitability of available gaps and making turning and crossing maneuvers. ○ Retime adjacent signals to create gaps at STOP-controlled intersections ○ Improve operation of pedestrian and bicycle facilities at signalized intersections. ○ Call attention to the intersection by installing rumble strips on intersection approaches. 						
3.	Improve safety through geometric design improvements at high-crash locations/corridors <ul style="list-style-type: none"> ○ Provide/improve left-turn and right-turn channelization. ○ Revise geometry of complex intersections: <ul style="list-style-type: none"> ▪ Left-turn treatments ▪ Through lane treatments ▪ Variable lane use treatments ○ Alternative Intersection Treatments <ul style="list-style-type: none"> ▪ Intersection reconfiguration and realignment treatments ▪ Indirect left-turn treatments ▪ Grade separation treatments ○ Intersection-wide treatments <ul style="list-style-type: none"> ▪ Pedestrian treatments ▪ Bicycle treatments ▪ Transit treatments ▪ Traffic control treatments ▪ Street lighting and illumination ○ Approach treatments <ul style="list-style-type: none"> ▪ Signal head placement and visibility ▪ Signing and speed control treatments ▪ Roadway surface improvements ▪ Sight distance treatments 	8	8	Medium	Mid-Long Term	
4.	Improve safety through better driver visibility <ul style="list-style-type: none"> ○ Clear sight triangles. ○ Improve visibility of signals. ○ Improve intersection visibility by providing enhanced signing (larger regulatory and warning signs), delineation, and lighting. ○ Improve nighttime visibility on high crash corridors. 	8	6	Low-Medium	Short-Mid Term	DDOT
5.	Implement improvement projects at 10 additional high-crash intersections (signalized and unsignalized each year for the next 10 years.	6	4	Medium	Mid-Long Term	DDOT

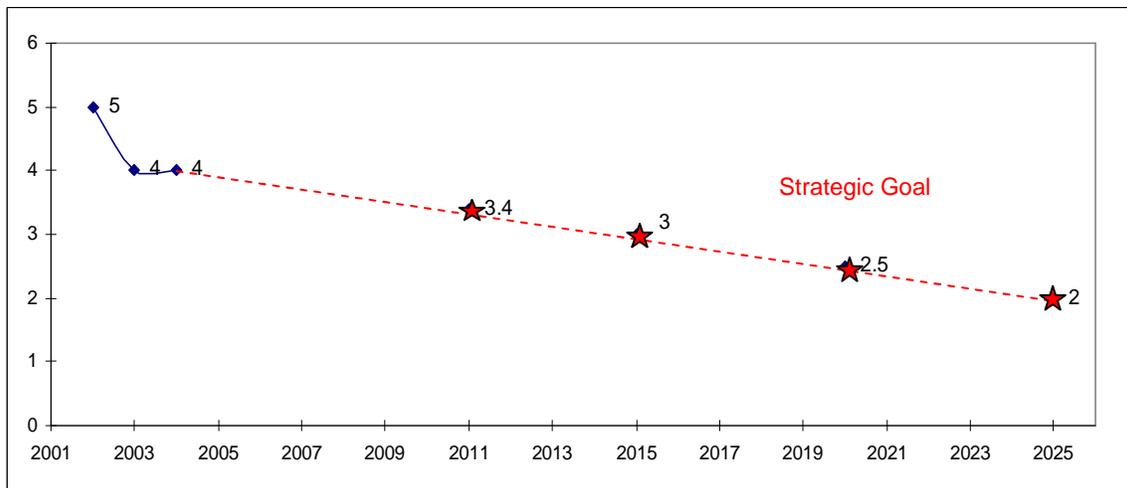
4.3.4 Unsignalized Intersection

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. Nationwide, there are more unsignalized intersections than signalized, so the number of crashes is undoubtedly much higher at unsignalized intersections than at signalized intersections.

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 intersection 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.

Performance Measures

Performance Measure # 1 – No. of Fatalities Involving STOP-Controlled Intersections



Performance Measure # 2 - Number of Injuries Involving STOP-Controlled Intersections

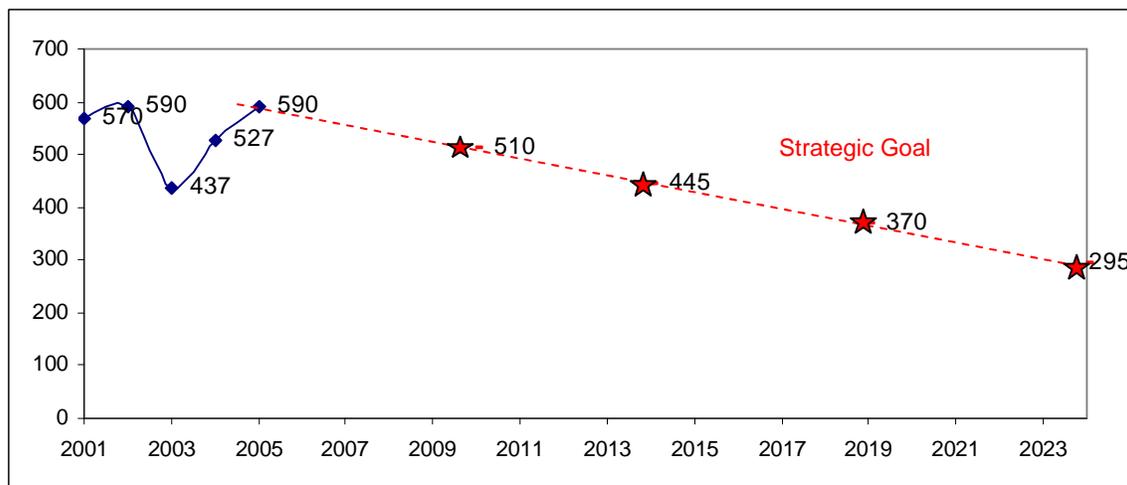


Table 4-9: CEA 3.4- Strategies to Reduce Collisions Involving Unsignalized Intersections

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Additional Comments
Enforcement/Education					
1. Develop a formal/consistent format to inform MPD of high-crash locations	8	2	Low	Short Term	DDOT
Engineering					
1. Improve safety through traffic control and other operational improvements	7	4	Low	Short Term	DDOT
<ul style="list-style-type: none"> ○ Improve visibility of the intersections by providing lighting. ○ Install splitter islands on the minor-road approach to an intersection. ○ Install larger regulatory and warning signs at intersections. ○ Provide dash markings (extended left edgeline) for major-road continuity across the median opening at divided highway intersections. ○ Provide supplementary STOP signs mounted over the roadway. ○ Provide pavement markings with supplementary messages, such as STOP AHEAD. ○ Provide improved maintenance of STOP signs. ○ Install flashing beacons at STOP-controlled intersections. ○ Retime adjacent signals to create gaps at STOP-controlled intersections. ○ Provide lane-guidance treatments at complex intersections. ○ Improve intersection visibility by providing enhancing signing and delineation. ○ Provide a STOP bar (or provide a wider STOP bar) on minor-road approaches. ○ Call attention to the intersection by installing rumble strips on high crash intersection approaches. 					
2. Improve safety through geometric design improvements	6	7	Medium	Mid-Long Term	DDOT
<ul style="list-style-type: none"> ○ Provide adequate left-turn and right-turn lanes at intersections. ○ Provide offset left-turn and right lanes at intersections. ○ Restrict or eliminate turning maneuvers by providing channelization, closing median openings, and/or adequate signing. ○ Close or relocate/redesign “high-risk” intersections. ○ Realign intersection approaches to reduce or eliminate intersection skew. ○ Improve pedestrian and bicycle facilities to reduce conflicts between motorists and nonmotorists. 					

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3. Improve safety through better sight distances	8	6	Low	Short Term	DDOT
o Eliminate parking that restricts sight distance.					
o Clear sight triangles on STOP- or YIELD-controlled approaches to intersections.					
4. Review parking policy to consider vehicle size, crashes at intersections, blocked visibility, pedestrian safety, etc.	4	6	Low	Mid Term	DDOT/MPD
5. Improve safety by installing traffic-calming strategies	5	7	Low-Medium	Mid Term	DDOT

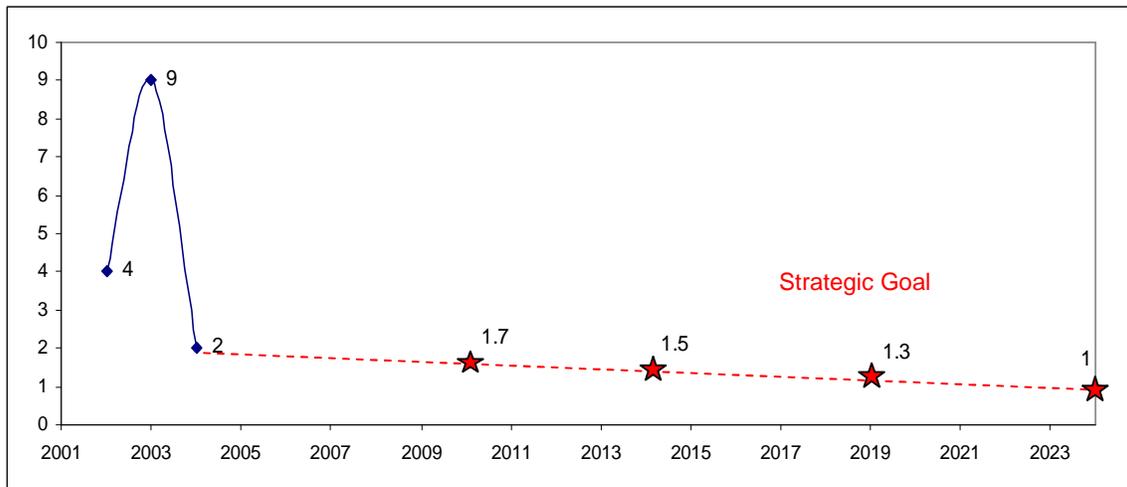
4.3.5 Head On and Across Median

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). There may be other contributing factors, such as alcohol use or speeding.

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.

Performance Measures

Performance Measure # 1 – No. of Fatalities Involving Head-On and Across-Median



Performance Measure # 2 – No. of Injuries Involving Head-On and Across-Median

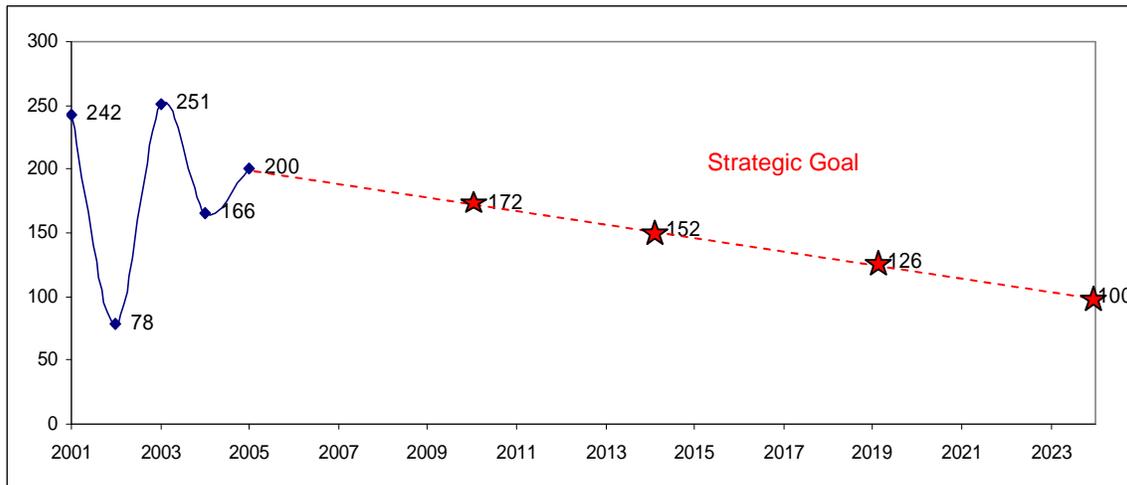


Table 4.10: CEA 3.5 – Strategies to Reduce Collisions Involving Head On and Across Median

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Education					
1. Train and educate roadway users on new traffic control devices or those that appear to be confusing	6	5	Low-Medium	Mid Term	DDOT
Engineering					
1. Install roadway treatments to improve overall safety <ul style="list-style-type: none"> ○ Enhanced delineation of sharp curves. ○ Improve/reinstall pavement markings. ○ Install skid-resistant pavement surfaces. ○ Install rumble strips to slow vehicles on approaches to hazardous locations. 	6	4	Low	Mid Term	DDOT
2. Review guidelines (develop protocol/policy if needed) to ensure that geometric design matches roadway classification	7	5	Low	Short –Mid Term	DDOT
3. Keeping vehicles from encroaching into opposite lane <ul style="list-style-type: none"> ○ Install centerline rumble strip on two-lane roads. ○ Install pre-filled thermoplastic strips for centerlines. ○ Implement road diets and other lane-reduction strategies. 	6	4	Low-Medium	Short-Mid Term	DDOT
4. Install median barriers for narrow-width medians on multilane/limited access roads, as is applicable (e.g., I-395, I-295, etc.)	7	5	Low-Medium	Short-Mid Term	DDOT
5. Review all reversible lanes with the intent to eliminate or improve the safety/operational conditions	8	9	Low	Mid-Long Term	DDOT

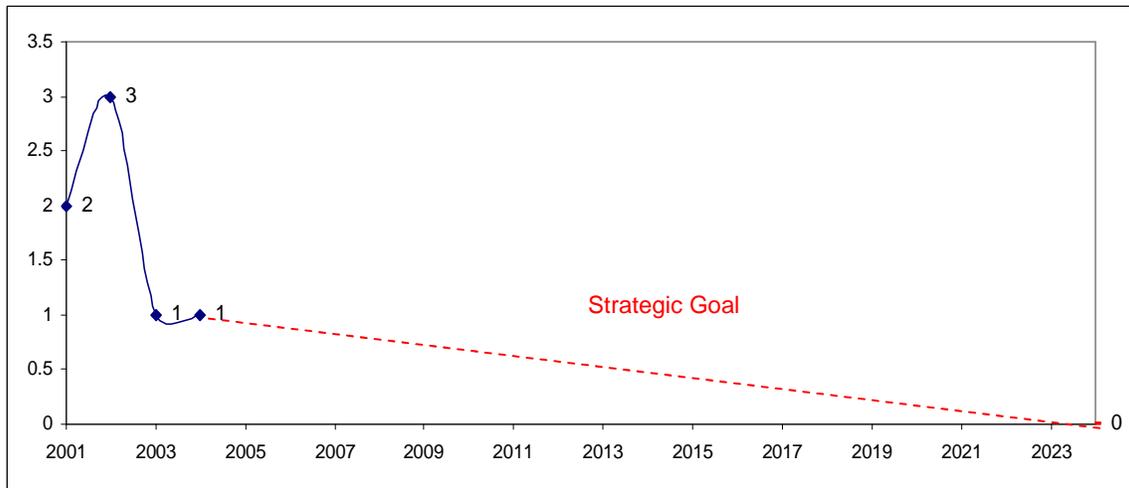
4.3.6 Work Zones

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.

In the District of Columbia, between 2001 and 2005, there were 1,187 collisions in work zones, of which 321 resulted in injury and 8 fatalities. Based on the data, there is an upward trend for work-zone crashes in the District.

Performance Measures

Performance Measure # 1 - Number of Fatalities Involving Work Zones



Performance Measure # 2 - Number of Injuries Involving Work Zones

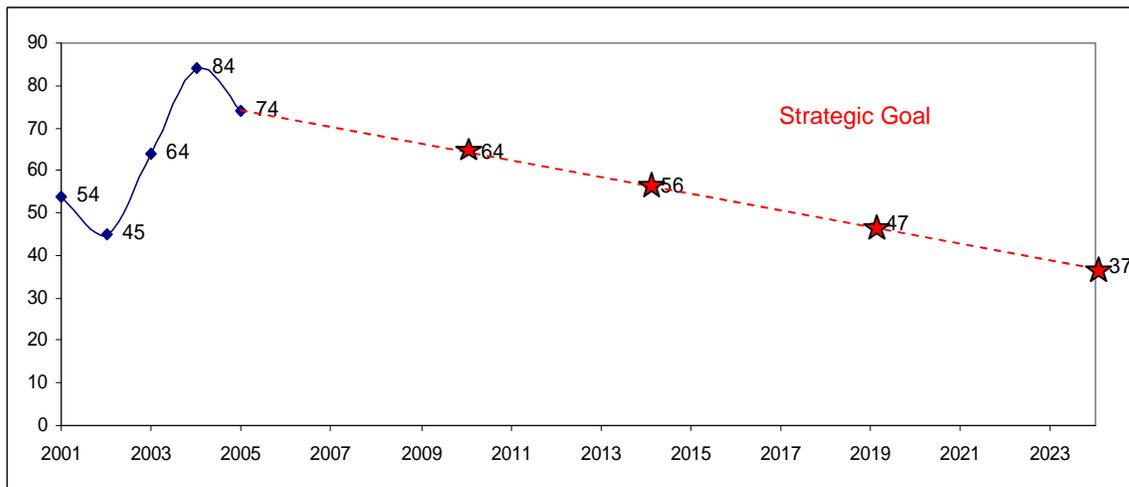


Table 4-11: CEA 3.6- Strategies to Reduce Collisions Involving Work Zones

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Enforcement					
1. Enhance enforcement of traffic laws in work zones <ul style="list-style-type: none"> ○ Target enforcement campaigns. ○ Improve work zone inspections. 	6	4	Low	Short Term	DDOT/ MPD
2. Review legislation <ul style="list-style-type: none"> ○ Improve application of increased driver penalties in work zones. 	4	6	Low	Mid Term	DDOT/ MPD/ OAG
Education					
1. Provide training to DDOT and contractor personnel on the new WZ guidelines: <ul style="list-style-type: none"> ○ Improve worker safety/visibility: <ul style="list-style-type: none"> ○ Worker Vest – fluorescent yellow-green vests possess a higher luminance and contrast ratio than traditional orange worker vests. ○ Fluorescent Orange Signs – offer improved visibility over conventional roll-up signs. ○ Provide work zone training programs and manuals for designers and field staff (at both public and private agencies). ○ Provide training/certification programs to flaggers and work site safety supervisors, and promote their use (at both public and private agencies). 	7	3	Low-Medium	Short-Mid Term	DDOT
2. Provide instructional material for driver instructors to teach work zone driver safety in driver education classes for both young and older drivers	5	4	Low	Mid Term	DDOT
3. Partner with other agencies to develop/launch public awareness and education programs designed to sensitize highway users on the uniqueness and risk of driving in work zones and to change highway user behavior accordingly. <ul style="list-style-type: none"> ○ Develop a Web site that provides up-to-date work zone information to the public. 	6	2	Low	Short-Mid Term	DDOT

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Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Engineering					
1. Review DDOT Work Zone process (including staffing levels, etc)	7	8	Medium-High	Mid-Long Term	DDOT
2. Implement the “Work Zone Safety and Mobility” rule by October 2007	7	5	Medium-High	Short-Mid Term	DDOT
3. Improve work zones design practices <ul style="list-style-type: none"> ○ Improve credibility of signs. ○ Standardization – update existing work zone safety-related standards and develop new standards where needed. ○ Ensure compliance – procedures and specifications that-help achieve or maintain an acceptable level of quality for traffic control/pedestrian plan applications, including all traffic control devices and safety appurtenances used in work zones. ○ Develop or enhance agency-level work zones crash data systems. ○ Implement work zone quality assurance procedures (i.e., safety inspections or audits). 	6	4	Medium-High	Mid-Long Term	DDOT
4. Improve the use of new and innovative traffic control devices in work zones (examples) <ul style="list-style-type: none"> ○ Flashing STOP/SLOW paddle ○ Portable Rumble ○ Direction Indicator Barricade ○ Intrusion Alarm ○ Remotely driven vehicle and portable crash cushion ○ Driver Speed Trailer ○ Other devices, as appropriate 	4	3			DDOT

4.4 Special Vehicles

Three types of vehicles were of special interest in this plan. Crashes involving these vehicles often pose increased risk of serious or fatal injuries or are high visibility crashes. This CEA encompasses the following vehicle subcategories:

- Large Trucks
- Motorcycles
- Buses

Figures 4.4.1 and 4.4.2 illustrate the traffic fatalities and injury trends of these special vehicles.

Figure 4.4.1: Fatalities by Vehicle Type

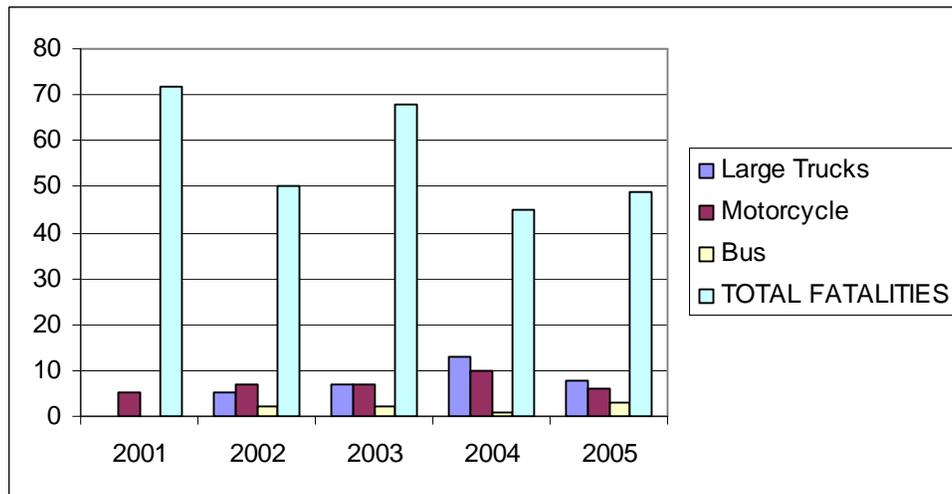
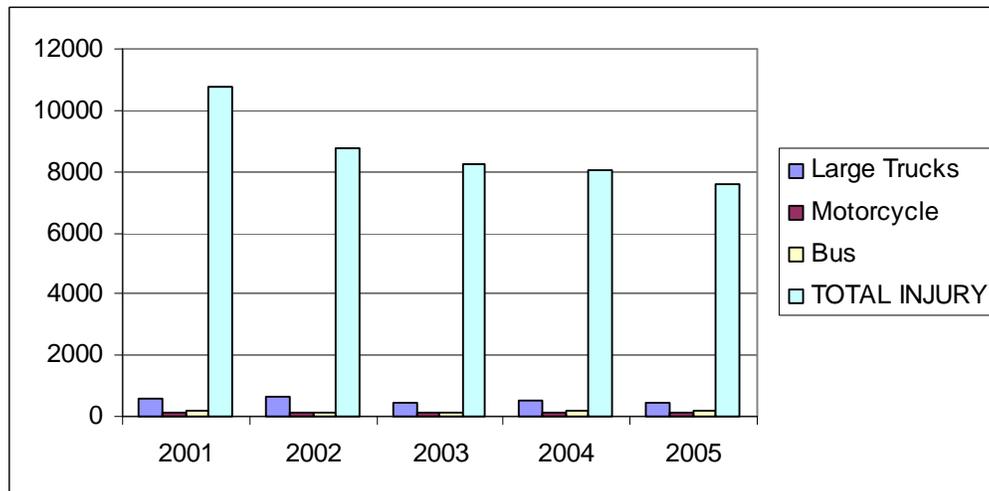


Figure 4.4.2: Injuries by Vehicle Type



In the District of Columbia, between 2001 to 2005, there were over 17,000 collisions relating to these special vehicles resulting in over 4,200 injuries and 76 fatalities.

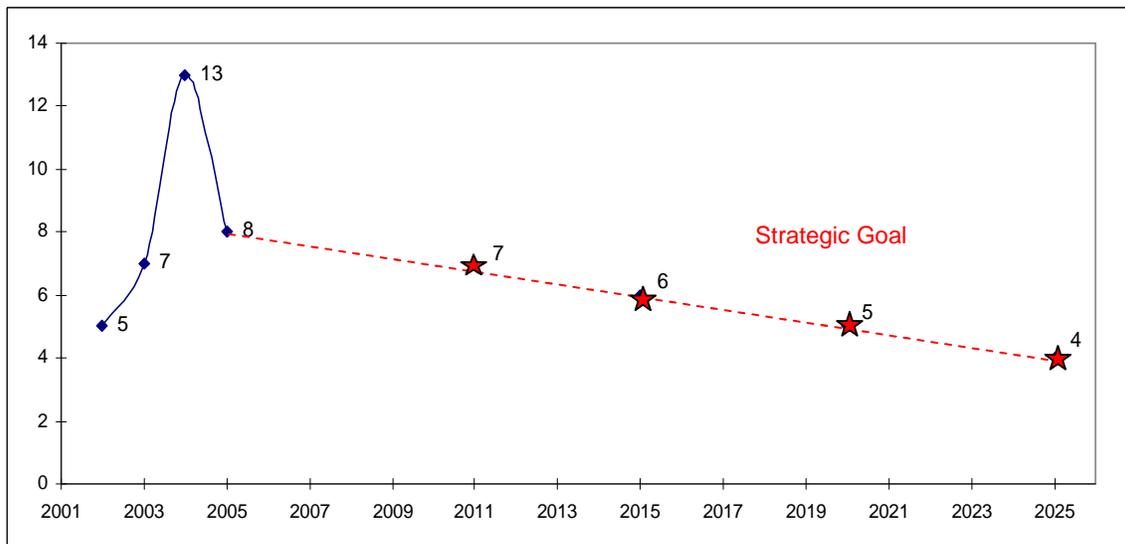
4.4.1 Large Trucks

One of every eight people who die on the Nation’s roadways is killed in a crash involving a large truck—5,000 fatalities annually; another 130,000 people are injured in crashes with large trucks.

In the District of Columbia, between 2001 and 2005, 11,057 crashes involved commercial vehicles. Approximately 25 percent of these crashes resulted in injury and 0.5 percent caused fatalities. The number of large trucks having a gross weight rating of 10,001 pounds or more occupying the District’s roadway is increasing. Large truck crashes differ from other vehicle crashes because a truck’s size and weight significantly increase the severity of the crash.

Performance Measures

Performance Measure # 1 - Number of Fatalities Involving Large Truck Travel



Performance Measure # 2 - Number of Injuries Involving Large Truck Travel

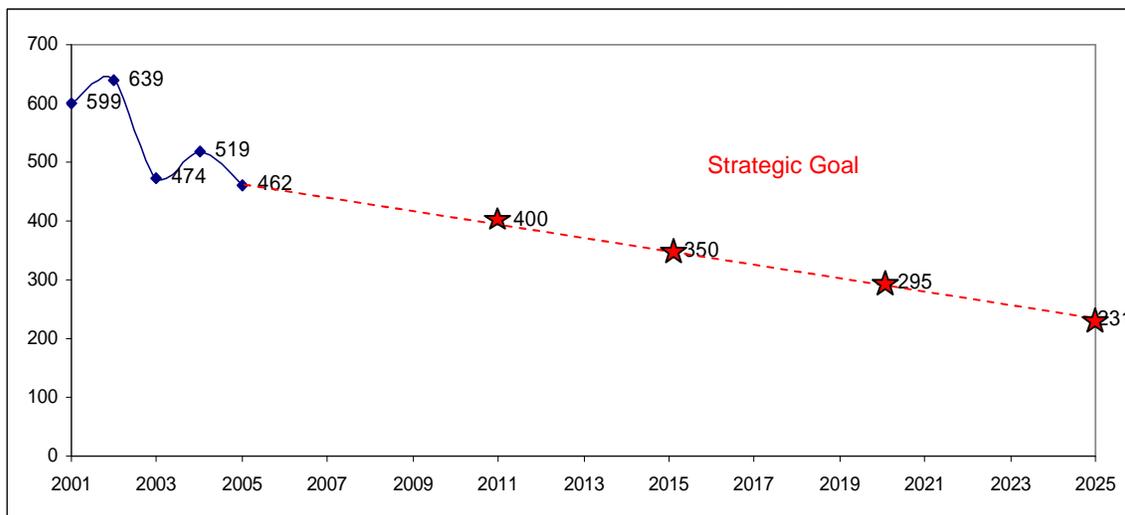


Table 4-12: CEA 4.1 - Strategies to Reduce Collisions Involving Large Trucks

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Enforcement					
1. Support/Develop a DC Patrol Commercial Vehicle plan (See Engineering # 2) <ul style="list-style-type: none"> o Expand use of technologies that also target commercial vehicles. o Identify high-crash corridors and initiate appropriate enforcement interventions. o Improve maintenance of heavy trucks. <ul style="list-style-type: none"> ▪ Increase and strengthen truck maintenance programs and inspection performance. ▪ Conduct post-crash inspections to identify major problems and problem condition. 	9	6	Low-Medium	Mid Term	MPD/ DDOT
2. Increase safety compliance through vehicle inspections <ul style="list-style-type: none"> o Increase enforcement on trucks over the legal permitted load. o Increase enforcement to reduce truck and other vehicle speeds. o Pursue aggressive identification of carriers with unsafe practices (SafeStat), e.g., hours of service, drug and alcohol, unqualified drivers, etc. 	8	5	Low	Short Term	MPD
3. Strengthen the CDL program <ul style="list-style-type: none"> o Improve test administration for the CDL. o Increase fraud detection by District and third-party testers. 	6	5	Medium	Medium Term	DDOT/ MPD
4. Automate the truck inspection process (ASPIN)	7	4	Low	Short Term	MPD
5. Evaluate/Update the PD-10 form to MMUCC/SAFETYNET compliance	7	5	Low	Short Term	MPD
Education					
1. Develop and Implement Outreach Program (e.g., Smooth Operator Program) <ul style="list-style-type: none"> o Incorporate related information into driver materials. o Promulgate related information through print and electronic media. o Educate roadway users, motor carriers, etc on commercial vehicles performance, visibility, and regulations using available programs. 	6	4	Low-Medium	Medium Term	DDOT/ MPD
2. Develop a DC contact list for (short term): <ul style="list-style-type: none"> o District agencies involved in Commercial Vehicle Operations. o Fleet owners doing business in DC. 	6	4	Low	Short Term	DDOT
Engineering					
1. Develop a “Commercial Vehicle Safety Comprehensive Plan” for the District of Columbia.	9	6	Low-Medium	Medium Term	DDOT/ MPD

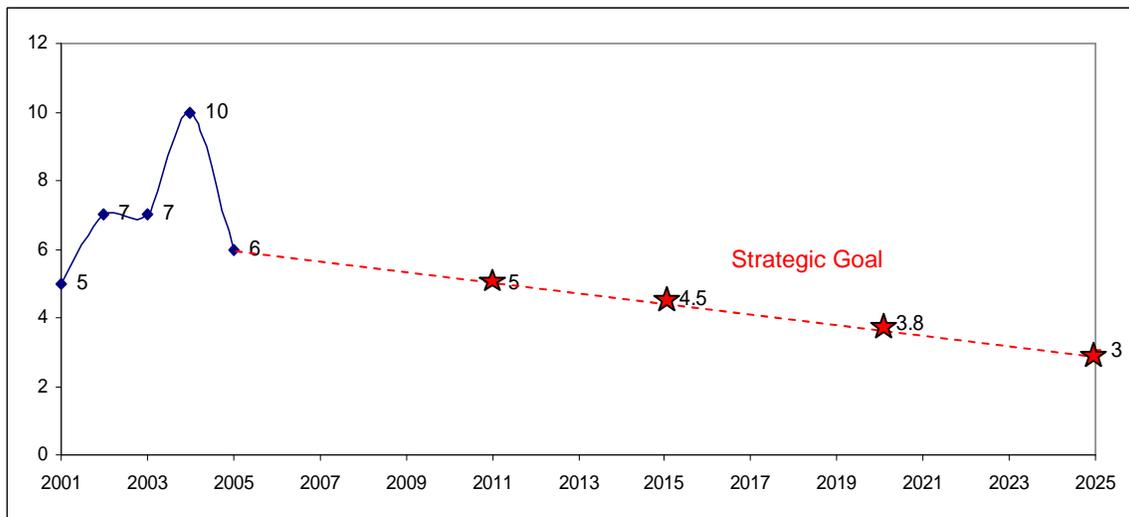
4.4.2 Motorcycle

Annual motorcycle fatalities represent approximately 5 percent of all highway fatalities in the United States. One of the main reasons motorcyclists die as a result of crashes is that the motorcycle itself provides virtually no protection in a crash. Nationally, motorcycle deaths are the fastest growing group in increasing traffic fatalities.

In the District of Columbia, a motorcyclist is 10 times more likely to be killed in a collision than a motor vehicle occupant. One in every two motorcyclist crashes result in an injury. There appears to be an upward trend in terms of motorcycle fatalities and injuries.

Performance Measures

Performance Measure # 1 - Number of Fatalities Involving Motorcycles



Performance Measure # 2 - Number of Injuries Involving Motorcycles

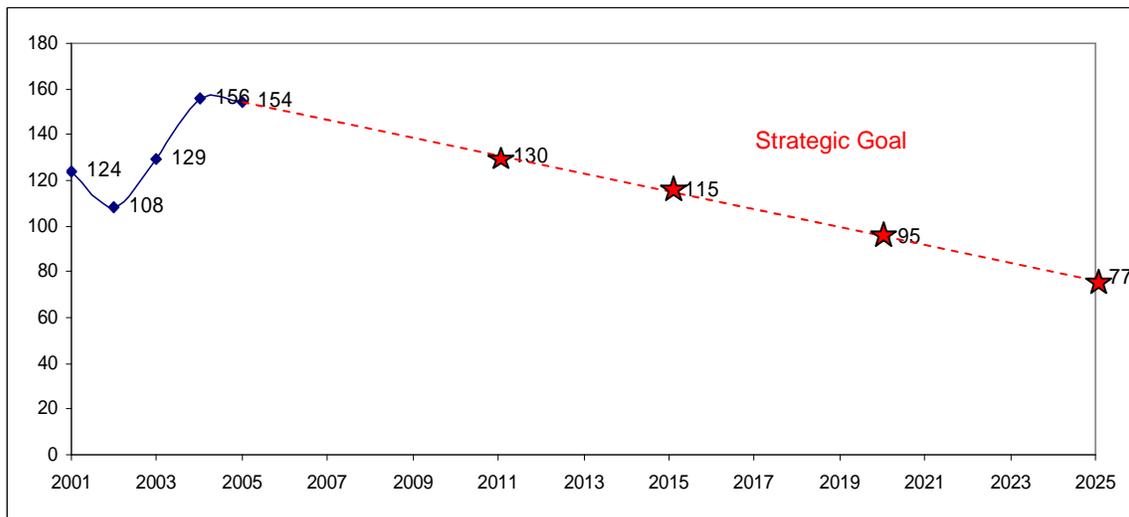


Table 4-13: CEA 4.2 – Strategies Involving Collision motorcycles

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Develop motorcycle safety plan to incorporate at least: <ul style="list-style-type: none"> ○ Crash data review ○ Legislation review ○ Operator licensing procedure review ○ Operational issues ○ Visibility issues ○ Protective equipment issues ○ Education/awareness issues ○ M/C liaison ○ Recommendations 	8	5	Low-Medium	Short-Mid Term	DMV/ DDOT/ OAG/ MPD

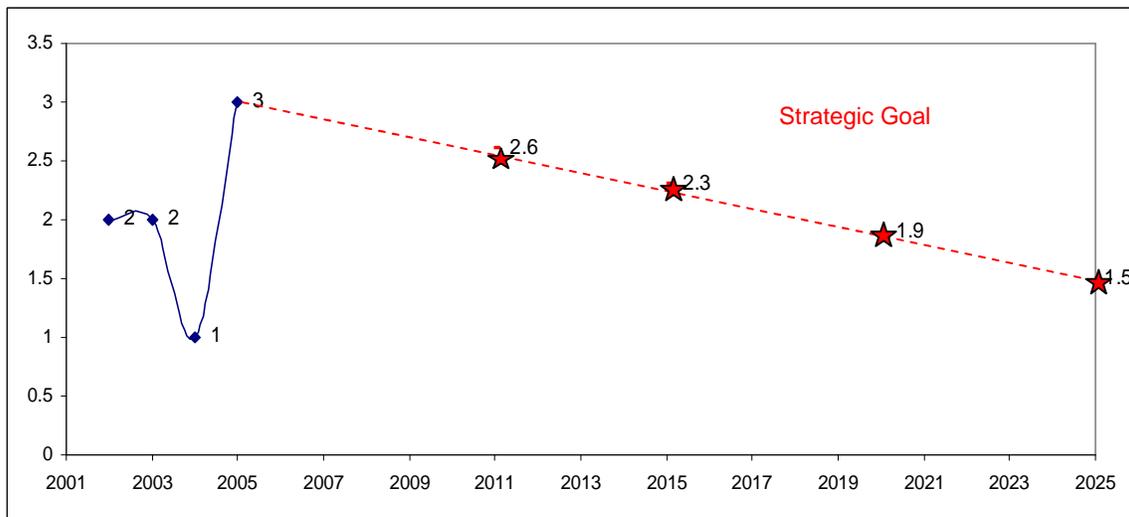
4.4.3 Buses

The Washington Metropolitan Area Transit Authority (WMATA) operates the second largest rail transit system and the fifth largest bus network in the United States.

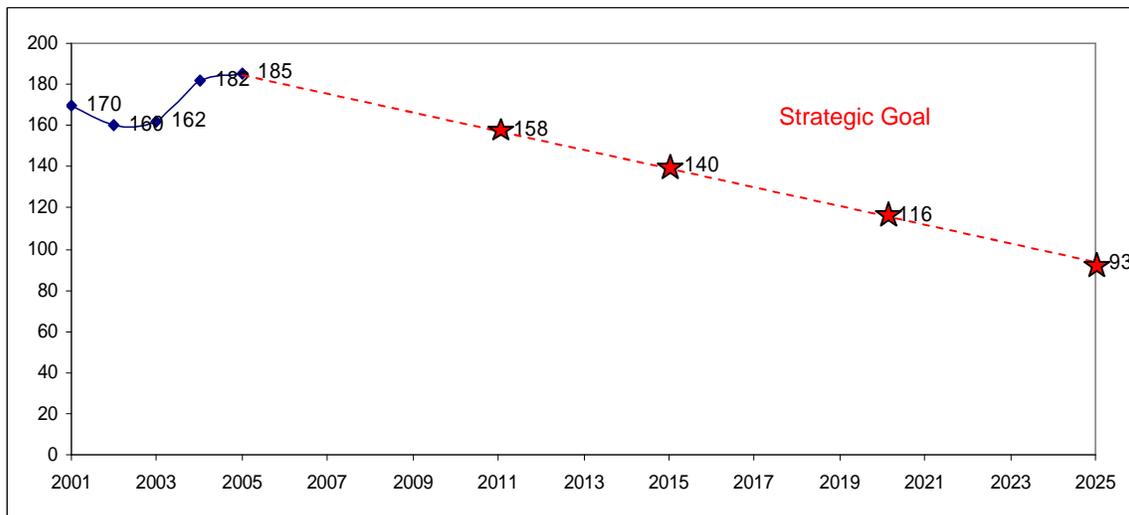
In the District of Columbia, buses generate more than 131 million trips each year, along 335 routes. From 2001 to 2005, 5,225 crashes involved buses, of which 859 individuals sustained injuries and 8 died. The number of buses having a gross weight of 40,000 pounds or more occupying the District roadway is increasing. Bus crashes differ from other vehicle crashes because a bus's size and weight significantly increase the severity of a crash.

Performance Measures

Performance Measure # 1 - Number of Fatalities Involving Buses



Performance Measure # 2 - Number of Injuries Involving Buses



Tables 4-14: CEA 4.3: Strategies involving Bus

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Enforcement					
1. Driver selection and hiring (ONGOING)					WMATA
<ul style="list-style-type: none"> o Personal Interviews – individuals conducting the interview are knowledgeable about bus operations and the requirements placed on the bus driver. o Screening Tests – a number of screening tests in use are designed to assist transit systems in selecting proper candidates to become trainee bus operators, such as, review of driving records, criminal records check, prior employment checks, etc. 					
2. Periodic enforcement of existing laws relating to safe bus operations:	8	1	Low	Short Term	WMATA
<ul style="list-style-type: none"> o NRT in front of bus stopped at bus stop. o Illegal parking in bus zone. o Bus operator speeding and turning (ROR, or left) 					
Education					
1. Improve Driver Training (ONGOING)					WMATA
<ul style="list-style-type: none"> o 45-day checkup for new drivers. o 30/60/90 day follow up for new drivers. o Recertification every 3 years for ALL bus drivers. o Regular on-the-road monitoring by bus street supervisors. o Increase undercover rides by training instructors. o “Driver Training Simulators” expanded to interaction with vehicles and nonmotorists. o Video-based training system. 					
2. Safe Driver Incentives (ONGOING)					WMATA
<ul style="list-style-type: none"> o Safety awards and other recognition –a program that provides a graduated series of awards for increasing periods without a preventable accident. o Bonuses and other prizes – offer cash bonuses or valuable prizes for a period of time operated without a preventable accident (1M and 2M awards). 					
3. Immediate Safety training for all bus drivers (including pedestrian safety)	7	3	Low-Medium	Short Term	WMATA/ DDOT/ MPD

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Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
<p>4. Improve Customer Safety (ONGOING)</p> <ul style="list-style-type: none"> ○ Passenger training – the program involves activities such as teaching the proper use of wheelchair lifts, when stopping a bus, walking around a bus in service, wet and slippery conditions, etc. ○ Education for School Children – the program involves taking the bus to school facilities where the instructor can teach the safe use of the bus, including safe behavior after leaving the bus and crossing the street or highway. 					WMATA
<p>5. Enhance Management Outreach (ONGOING)</p> <ul style="list-style-type: none"> ○ Vehicle Safety Inspections – the practice is to allow the bus operator to conduct a pretrip safety inspection (SOP). ○ System Safety Programs – the process of ensuring that safety is integrated into all aspects of transit system operation and training. ○ Review/strengthen Safety Committee for Accident Review – the committee is responsible for determining the preventability of each bus accident. Conducted initially by the Street Supervisor, Office of Safety gets involved for any fatality and/or multiple hospitalizations. <ul style="list-style-type: none"> ○ Develop computerized accident or incident database – used to identify drivers who require additional training, the specific type of training that they may require, design or equipment problems with specific buses and special roadway conditions that lead to preponderance of accidents in a particular location (ONGOING). ○ Develop programs for “Accident Repeater” Drivers –provide specialized assistance and refresher training to drivers who have an above average rate of accidents or who have more than a specified number of preventable accidents in a given period of time – Remedial training program. 					WMATA
Engineering					
<p>1. Provide safe, convenient and inviting access for transit users (DDOT)</p> <ul style="list-style-type: none"> ○ Ensure that pedestrian access to and from stops is provided when transit stops are created. ○ Ensure ADA compliance. ○ Ensure a clear and comfortable walking path for passing pedestrians when 	7	4	Low	Mid Term	DDOT

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- placing transit shelters.
- o Locate transit stops on the far side of marked crosswalks (as is practical).

2. Improve Bus Technology through	7	5	Medium	Mid Term	WMATA
<ul style="list-style-type: none"> o Innovative warning systems: <ul style="list-style-type: none"> • Pilot program (80 buses) with “bus avoidance system.” • Pilot program (3 buses) using strobe light/s on the top (to further gain road user attention). 					
3. Improve the Operating Environment through:	7	5	Low	Mid Term	DDOT
<ul style="list-style-type: none"> o Safety considerations in route selection and scheduling – cover all activities involved in determining whether a particular route contains any special roadway features or traffic conditions that could affect safety. The major factors affecting the safety assessment of a route include the size of the bus; roadway geometry, including width and curvature of turns; traffic conditions; and presence of special traffic generation, such as parking lot or mall entrance. o Develop/implement bus stop location guidelines 					
4. Review/enhance the “WMATA System Safety Plan” (road safety and operational section) in coordination with other local and federal agencies as it relates to safe bus operations.	5	1	Low	Short Term	WMATA/ DDOT/ MPD/ DMV

4.5 Special Target Area

This CEA comprises two subcategories:

- Emergency Management Services
- Occupant Protection

4.5.1 Emergency Management Services

The minutes directly following a traumatic injury are often the most critical to saving the victim's life or minimizing the long-term effects of injury. Both the timeliness and level of expertise available are critical factors in increasing the survivability of a crash. The aim of post-impact care is to avoid preventable death and disability, to limit the severity of the injury and the suffering caused by it, and to ensure the crash survivor's best possible recovery and reintegration into society.

The SHSP Team strongly believes that the EMS role in post impact care is so critical that it must be represented in this plan.

Table 4-15: CEA-5.1: Strategies to Enhance EMS

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Education					
1. Create a culture of Health Promotion and Safety <ul style="list-style-type: none"> ○ Develop and support integrated EMS/public safety information and program activities. ○ Include Road Safety Training as one of the FEMS Community Service programs. ○ Include road safety presentations in FEMS training programs in high schools. ○ Review the FEMS Pre-Hospital Protocols in relation to the SHSP requirements. 	8	5	Low	Short Term	FEMS
2. Develop and implement a training plan (including online training) through the training academy and recertification process to increase education and involvement of EMS personnel in the principles of traffic safety, DDOT's Traffic Responders course, and other Federally available training, as is available	10	5	Low-Medium	Mid Term	DDOT/ FEMS
3. Provide emergency training for law enforcement and others who may arrive first to an emergency situation (incorporate into in-service training). Select MPD officers from each Ward for EMS certification	8	3	Low-Medium	Mid Term	FEMS
Engineering					
1. Develop a pilot program to determine the benefits of using GPS systems in the EMS vehicles in locating crash scenes more accurately/quicker.	10	3	Low-Medium	Short Term	FEMS/ DDOT
2. EMS Operations Improvement <ul style="list-style-type: none"> ○ Integrate support of EMS into hospital programs. ○ Require all communication systems to be interoperable with surrounding jurisdictions, hospital systems, etc. ○ Work to coordinate communication systems, common frequencies, and cross communications among agencies responding to emergency situations. 	10	6	Medium	Mid-Long Term	FEMS/ UCC/ DOH

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Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
3. Improve response times to crash scene <ul style="list-style-type: none"> o Enhance the District-wide emergency helicopter plan to include more landing sites along key corridors. o Work with DDOT to install highway markers so the public can easily identify the crash location. 	9	4	Low-Medium	Mid Term	FEMS/ UCC/ DDOT DDOT
4. Approve DDOT internal communications on the 800 frequency between DDOT, FEMS and MDP in order to expedite response times to crashes	8	6	Low	Short Term	MPD/ DDOT
5. Develop/Implement an electronic EMS run database	7	4	Low-Medium	Short-Mid Term	FEMS
6. Develop/Implement a <ul style="list-style-type: none"> o ER Registry o Hospital Discharge Registry o Trauma Registry 	7	5	Medium - High	Mid-Long Term	DOH

4.5.2 Occupant Protection

Safety belt use is the most effective countermeasure available to passenger vehicle occupants to prevent fatalities and injuries in highway motor vehicle traffic crashes. In 1997, the District of Columbia enacted primary enforcement safety belt laws. Yet each year at least 25 percent of all persons killed in motor vehicle crashes are not wearing seatbelts or are improperly restrained. The District has made dramatic improvements in safety belt use within the last five years, increasing the rate of use by over 20 percent. Child safety remains a major concern. Recent Safe Kids surveys and actual observations revealed that less than 50 percent of child safety seats are not being used properly.

In the District of Columbia, between 2001 and 2005, there were 74 fatalities in motor vehicle crashes involving occupants not wearing their seat belts.

Performance Measures

Performance Measure #1 - Number of Fatalities Involving No Seat Belt Usage

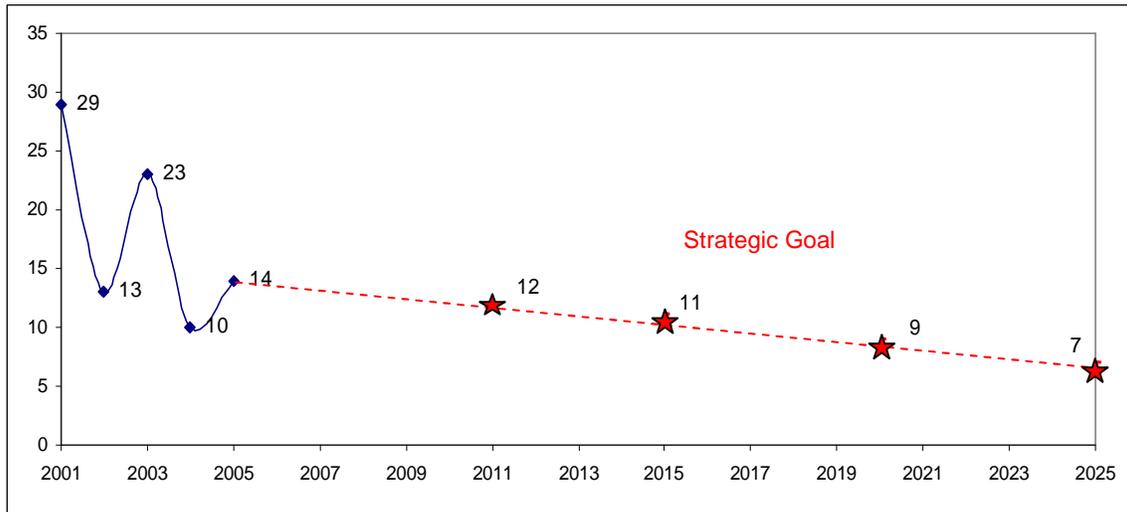


Table 4-16: CEA 5.2 - Strategies to Reduce Collisions Involving Occupant Protection

Strategy	LOI	LOD	Rel. Cost to Implement & Operate	Typ. Timeframe for Implementation	Lead Agency
Enforcement					
1. High-visibility enforcement <ul style="list-style-type: none"> o Intense, highly publicized periods of increased seat belt law enforcement, frequently using checkpoints, saturation patrols, or enforcement zones. o Aggressively enforce the primary use occupant protection component of the GDL. o Aggressively enforce secondary occupant protection law. o Enforce use of child restraints. 	10	5	Low	Short Term	MPD
2. Create and promote official sites for the inspection of child safety car seats, seat belts, and other traffic safety devices. (see Engineering 1) <ul style="list-style-type: none"> o Conduct high-profile child restraint inspection events at multiple community locations. 					DDOT/ FEMS
Education					
1. Target outreach <ul style="list-style-type: none"> o Work with the insurance industry on campaigns to educate consumers on the importance and proper use of safety restraints. o Support/install grass roots movement on traffic safety laws and enforcement. o Educate Graduated Driver License (GDL) recipient and parents about the mandatory safety belt use component of the law. o Educate parents, caregivers, and grandparents about proper selection and installation of child safety seats and booster seats. 	8	5	Low-Medium	Mid Term	DDOT/ MPD/ DMV DDOT DMV DDOT
2. Community outreach - Continue and expand public information and education campaigns to educate the general public about the importance of occupant protection (e.g., Click It or Ticket)	7	5	Low-Medium	Short-Mid Term	DDOT
3. Training <ul style="list-style-type: none"> o Educate law enforcement personnel and other relevant agencies about the primary use occupant protection component of the GDL. 	6	6	Low	Short Term	MPD/ DDOT

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4.	Continue training MPD, DMV, FEMS, and other personnel to check for proper child restraint use in all motorist encounters	8	2	Low	Short Term	DDOT
5.	Educate insurance carriers, car dealers, etc., on the importance of replacing safety restraints after a car crash as well as informing buyers of the proper use of these safety features	5	9	Low	Mid Term	DMV/ MPD
Engineering						
1.	Increase use of changeable message boards and signs advertising/encouraging restraint use	6	4	Low	Short Term	DDOT

5.0 Next Steps

5.1 Implementation

The District of Columbia's Strategic Highway Safety Plan (SHSP) will be implemented through a variety of channels, actions plans, and linking the Plan's strategies and goals with other elements of the transportation-planning process.

District agencies with traffic safety responsibilities will link this document to other transportation and safety-planning guides. The agencies will use the SHSP to guide their decisions. They will include portions of the plan as part of their agency or department process that provides who, what, when, where, why, and how details. Profit and nonprofit agencies alike will be asked to participate as it relates to their role in implementing the SHSP. Other traffic safety partners will also be encouraged to use those portions of the SHSP that apply to them.

Implementation of some strategies contained within the SHSP has already begun at various agencies as gaps were initially identified. It is expected that full implementation will commence in summer 2007. The implementation process will include action plans, mechanisms for tracking progress and outcomes, and methods to measure the Plan's effectiveness.

In a review of the five CEAs, a total of 139 strategies and a further 83 individual action items were identified as possible candidates for short term (12 months) implementations among all District stakeholders as highlighted. This list will be further amplified with the respective agencies as the Implementation process is further developed.

A multitude of funding sources will be used to implement both the infrastructure and behavioral strategies and programs agreed upon in the SHSP, including funding sources associated with FMCSA, NHTSA, FHWA, and local funds. The strategies and projects included in the annual Motor Carrier Safety Assistance Program (MCSAP) Commercial Vehicle Safety Plan (CVSP) (per 49 CFR 350); the Section 402/408; the Highway Safety Improvement Program (HSIP) (per 23 CFR 924); and long-range transportation plans will be considered and appropriately referenced in implementing the District's SHSP.

As the SHSP implementation process evolves and the collaborative efforts of the working group become institutionalized, SHSP recommendations will influence the priorities in the above-mentioned plans. The SHSP is not intended to replace these plans.

Each safety partner involved agrees that the emphasis areas and strategies outlined in the SHSP are the best way they can collectively reduce fatalities and serious injuries. Safety partners will implement the SHSP to the extent of their institutional capabilities. The priorities set forth in the SHSP and detailed in the emphasis area implementation will guide the safety-related activities in individual safety partner agencies.

The DC SHSP Team of

- Department of Transportation
- Office of the Attorney General
- Metropolitan Police Department
- Department of Health
- Department of Motor Vehicles
- Fire and Emergency Management Services
- Washington Metropolitan Area Transit Authority

will lead the charge to implement the Plan and encourage other safety partners to focus their safety activities and programs to support of the emphasis areas, targets, and strategies. Other agencies will be included at the CEA levels.

The Team/s will meet on a regular basis and use local crash data to target and discuss problem locations, integrate safety planning, enhance communication and coordination between agencies, and monitor roadway safety progress. The DDOT Manager for Traffic Safety, Standards and Analysis, Mr. William McGuirk, will coordinate the SHSP implementation. Ms. Carole Lewis, DDOT Chief for the Transportation Safety Division, will continue to oversee the SHSP planning process.

5.2 Evaluation

The District of Columbia Strategic Highway Safety Plan will be updated annually by DDOT with the help of the SHSP team. Major revisions will be undertaken as needed. Each set of traffic safety data, goals, and performance measures will be updated to evaluate progress and determine the effectiveness of the strategies to reduce traffic deaths and injuries. *As improvements to traffic records are realized through the initiatives of Section 408 and other efforts, serious injuries will be included in the CEA assessment.*

Information for each emphasis area will be gathered from the District agencies process. The process documents specific projects and tasks within emphasis areas and related strategies. At the specific project level, the DDOT will gather a record of crash statistics or other safety surrogates before and after implementation of significant projects. Safety partners other than State agencies that receive State or Federal funds will be required to provide evaluations of their individual project, which will then be incorporated into the overall evaluation.

After this information is gathered, the evaluation process will begin to compare crash numbers, rates, injuries, severity observed (when available), and any other safety surrogates before and after implementation of a strategy. Finally, the cost of the safety countermeasures implemented will be compared to the safety benefits (and economic savings) resulting from the countermeasures.

The findings resulting from the evaluation process will be used by the SHSP Team to determine how emphasis areas and strategies will be revised and/or enhanced.

5.3 Conclusions

Significant successes have already realized through the SHSP development process:

1. Networking among agencies – people, projects, and sharing/improving the knowledge base among agencies (e.g., Safety data standards).
2. Increasing agency awareness of their role in the “bigger safety picture.”
3. Agency willingness to “plug” the gaps, as identified by the “Self-Assessment,” and through the SHSP plan.
4. Agency cooperation in sharing resources.
5. Greater use of crash data in determining priorities.

Shared responsibility and partnerships are crucial elements in meeting the fatality/injury reduction goal. Increased communication, coordination, and cooperation between key District, regional and local agencies; safety organizations; and safety advocates must guide the implementation and deployment of the strategies outlined in this plan.

The SHSP process has brought the agencies together; the implementation process must now harvest the collective resources of all to achieve the stated goals. Zero fatalities and injuries are not a goal but a must.

References

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Acronyms

23 USC 148	Highway Safety Improvement Program
23 CFR 924	Highway Safety Improvement Program
49 CFR 350	Commercial Motor Carrier Safety Assistance Program
4Es	Engineering, Education, Enforcement, Emergency Medical Services
AARP	American Association of Retired Persons
AASHTO	American Association of State Highway and Transportation Officials
AUP	Alcohol Use Problem
BAS	Blood Alcohol Concentration
CDC	Center of Disease Control
CDL	Commercial Drivers Licenses
CEA	Critical Emphasis Areas
CFR	Code of Federal Regulations
CVSP	Commercial Vehicle Safety Plan
DCPS	District of Columbia Public Schools
DDOT	District Department of Transportation
DOH	Department of Health
DMV	Department of Motor Vehicles
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
FARS	Fatality Analysis Reporting System
FEMS	Fire and Emergency Medical Services
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FTA	Federal Transit Administration
GDL	Graduated Driver Licensing
HSIP	Highway Safety Improvement Program
MCSAP	Motor Carrier Safety Assistance Program
MPD	Metropolitan Police Department
MUTCD	Manual on Uniform Traffic Control Devices
MWCOG	Metropolitan Washington Council of Governments
NCHRP	National Cooperative Highway Research Program
NHTSA	National Highway Traffic Safety Administration
NRTOR	No Right Turn On Red
OAG	Office of the Attorney General
OCTO	Office of the Chief Technology Officer
PD-10	MPD Crash Reporting Form
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHSP	Strategic Highway Safety Plan
TARAS	Traffic Accident Reporting and Analysis System
TRCC	Traffic Records Coordinating Committee
VMT	Vehicles Miles Traveled
WABA	Washington Area Bicyclist Association
WMATA	Washington Metropolitan Transit Authority

Appendix A - Self-Assessment Survey

Agency Code _{T2}	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions ₂	ASSESSMENT SCALE _{T1}			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 1. Drivers					
1. Instituting Graduated Licensing for Young Drivers					
1A. Implement Graduated Licensing System (GLS) ₂					
4, 6, 10	1. DC has passed comprehensive legislation for a GLS.	OAG			DMV
4, 6, 10	2. Adequate funding has been provided for implementing a comprehensive GLS.	OAG			DMV
6	3. Our agency has fully implemented a model GLS.				DMV
1B. Develop/Implement Competency-Based Training and Assessment Procedure for New Drivers					
2, 4	1. Adequate funding has been provided for developing and implementing improved competency-based training.			NHTSA	
4, 6	2. A program has been initiated to develop improved competency-based training.			DMV	
6	3. Our agency has implemented improved competency-based training and assessment for new drivers.			DMV	
1C. Develop/Implement an Evaluation System for Drivers Moving from Provisional to Regular License Stage					
2, 4	1. Adequate funding has been provided for developing and implementing an evaluation system for provisional drivers.			NHTSA	
6	2. A program is in place for development of an evaluation system for provisional drivers.			DMV	
6	3. An evaluation system for provisional drivers has been implemented.			DMV	
2. Ensuring Drivers are Fully Licensed and Competent					
2A. Increase Effectiveness of License Suspension/Revocation					
2, 6, 7	1. Our agency has conducted research to find more effective ways to keep suspended/revoked drivers off the road.		DMV	MPD	NHTSA
2B. Define/Implement Strategies that More Effectively Keep Suspended/Revoked Drivers Off the Road					
2, 4, 6, 7, 11	1. Our agency has developed or participated in initiatives to keep suspended/revoked drivers off the road.			WMATA, DMV, MPD	NHTSA
6, 7, 11	2. Our agency has implemented a model problem-driver identification program.		MPD	WMATA, DMV	
2C. Develop/Deploy Informal Assessment System to Assess Individual's Ability to Drive Safely					
2, 4, 6, 11	1. Our agency has conducted research to develop a system to evaluate an individual's ability to drive safely.		DMV, NHTSA		WMATA
6, 7, 11	2. Our agency's driver records are linked with those of other States to share driver history records and risk factors.		DMV	WMATA	MPD

District of Columbia Strategic Highway Safety Plan

Agency Code1	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions2	ASSESSMENT SCALE3			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 1. Drivers (continued)					
2D. Develop/Provide Technical Aids for Private Self-Assessment and Improvement of Driver Skills					
2, 3, 4, 6, 11	1. Our agency has developed technical aids to make users aware of driving habits that need to be modified or improved.		DMV, NHTSA	WMATA	FMSCA
3, 4, 6, 11	2. Our agency has implemented technical aids to make users aware of driving habits that need to be modified or improved.		DMV	FMSCA	WMATA, DDOT1
2E. Enhance Competency of Drivers Through an Improved Renewal System					
6	1. Our agency has the necessary legislative authority to implement an improved driver license renewal system.			DMV	
2, 3, 6, 11	2. Our agency has established renewal procedures that will help drivers improve competency and safe driving knowledge.		DMV	WMATA, NHTSA	FMSCA
4, 6, 11	3. Our agency has implemented a public information and education campaign to accompany the renewal process.		WMATA, DMV		
6, 11	4. Our agency has implemented an improved renewal system that improves efficiency and safe driving skills.		DMV	WMATA	
3. Sustaining Proficiency in Older Drivers					
3A. Improve Highway Infrastructure to Safely Accommodate Older Drivers					
1, 5	1. Our agency has promoted/reviewed the FHWA Older Drivers Highway Design Handbook and has an implementation plan.		FHWA, DDOT		
5	2. Our agency has implemented the guidelines in the FHWA <i>Older Drivers Highway Design Handbook</i> .		DDOT		
3B. Implement Comprehensive Approach to Assist Older-Driver Safety					
2, 4, 5, 6	1. Our agency has conducted an assessment of the safety issues associated with older drivers.		DDOT, NHTSA	DMV	
2, 4, 6	2. Our agency has implemented an educational program to sustain safe mobility for older drivers.		NHTSA	DMV	
2, 4, 6	3. Our agency has developed alternative transportation policies that consider the needs of older drivers.		DMV, NHTSA		
5, 8	4. Our agency has developed highway system exit policies that consider the needs and capabilities of older drivers.			FEMS, DDOT	
3C. Access Feasibility of ATIS and AVCS for Sustaining Mobility and Enhancing Proficiency					
1, 2, 4, 5	1. Our agency has reviewed all the major subsystems of ATIS and AVCS and appropriate refinements for older drivers.		FHWA, NHTSA	DDOT	

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Agency Code/T2	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions ²	ASSESSMENT SCALE!			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 1. Drivers (continued)					
4. Curbing Aggressive Driving					
4A. Develop/Implement Comprehensive Programs to Combat Aggressive Driving					
2, 4, 6, 7, 11	1. Our agency has reviewed research and has developed a definition of “aggressive driving” and defined its characteristics.	DMV	WMATA	NHTSA	DDOT1, MPD
4, 4, 6, 7, 9, 11	2. Our agency has implemented a model program of countermeasures to combat aggressive driving.	DMV, OAG	WMATA		DDOT1, MPD
4B. Promote Use of Advanced Technologies to Support Enforcement Efforts					
2, 4, 7,	1. Our agency has a PI&E program to educate the public about new technologies being used to curb aggressive driving.			NHTSA	DDOT1, MPD
4, 7, 11	2. Our agency has implemented ITS-based technology to detect and control aggressive driving.		WMATA, MPD		DDOT1
5. Reducing Impaired Driving					
5A. Advance Stronger Legislation to Reduce Drinking and Driving					
7, 10	1. DC has passed legislation establishing a BAC of 0.08 (<u>insert</u>) percent as prime facie evidence of DUI.	OAG		MPD	DDOT1
7, 10	2. DC has passed legislation establishing a zero-tolerance policy for DUI involvement for drivers under age 21.			MPD	DDOT1, OAG
7, 10	3. DC has passed legislation establishing a GLS with provisions for alcohol involvement.	OAG		MPD	
7, 10	4. DC has passed legislation requiring administrative license revocation for repeat DUI offenders.	OAG		MPD	
7, 10	5. DC has passed legislation establishing incentive funding for programs to reduce drinking and driving.	OAG		MPD	
5B. Develop/Implement Comprehensive Sobriety Checkpoints and Saturation Blitzes					
2, 4, 7	1. Our agency has a PI&E program on use of sobriety checkpoints and saturation blitzes to control DUI offenses.			MPD	DDOT1, NHTSA
4, 7	2. Our agency frequently uses sobriety checkpoints and saturation blitzes to control DUI offenses.			MPD	DDOT1
5C. Reduce Incidence of Drinking and Driving in 21–34 Age Group					
2, 4, 7	1. Our agency has conducted/reviewed research to determine countermeasures for reducing DUIs in 21–34 age groups.			MPD	DDOT1, NHTSA
4, 7	2. Our agency has implemented countermeasures to reduce drinking and driving in 21–34 age groups.			MPD	DDOT1

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Agency CodeT2	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions2	ASSESSMENT SCALET1			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 1. Drivers (continued)					
5D. Create More Effective Ways to Deal With Repeat DUI Offenders2					
2, 4, 6, 7, 9	1. Our agency has conducted/reviewed research to determine effective countermeasures to reduce DUI offenders.	OAG	MPD	DMV	DDOT1, NHTSA
4,6,7, 9	2. Our agency has implemented countermeasures to reduce repeat DUI offenders		DMV, MPD	OAG	DDOT1
5E. Build State Programs that Target Drug-Impaired Driving					
2, 4, 7	1. Our agency has conducted/reviewed research to determine effective countermeasures to reduce drug-impaired driving.		MPD		DDOT1, NHTSA
4, 6, 7, 9	2. Our agency has implemented countermeasures to reduce repeat DUI offenders.		DMV, MPD	DDOT1, OAG	
5F. Develop/Implement a Comprehensive Public Awareness Program					
2, 3, 4, 6, 7	1. Our agency has a comprehensive PI&E program to increase awareness and knowledge of impaired driving issues.	DMV		DDOT1, FMSCA	NHTSA, MPD
6. Keeping Drivers Alert					
6A. Implement a Targeted Program to Reduce Likelihood of Fatigue					
1, 2, 3, 4, 5, 6, 11	1. Our agency has conducted/reviewed research to determine effective countermeasures to reduce likelihood of driver fatigue.	DMV, FHWA, DDOT1		WMATA, DDOT, NHTSA	FMCSA
3, 4, 5, 6, 11	2. Our agency has implemented countermeasures to reduce likelihood of driver fatigue.	DMV, DDOT1		WMATA, DDOT	FMCSA
6B. Retrofit Interstate and Other Roadways Prone to Cause Fatigue with Rumble Strips					
5	1. Our agency has installed shoulder rumble strips on roadways and other facilities prone to cause fatigue.			DDOT	
6C. Reduce Number of Commercial Vehicle Crashes Resulting from Loss of Alertness and Driver Fatigue					
2, 3, 4, 6	1. Our agency has restructured the hours-of-service regulations for commercial/bus drivers to reduce fatigue-related crashes.		DMV		FMCSA
3, 4, 6	2. Our agency has implemented regulations requiring on-board ITS technology to monitor commercial/bus driver performance.	DMV, FMCSA			
5	3. Our agency has investigated the availability of rest areas for commercial drivers and implemented an improvement program.				
3, 4, 7	4. Our agency has increased enforcement to reduce hours-of-service violations.			MPD	FMCSA
6, 7, 9	5. DC provides for effective sanctions against drivers and carriers with repeat hours-of-service violations.	OAG	DMV, MPD		

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Agency CodeT2	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions2	ASSESSMENT SCALE1			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 1. Drivers (continued)					
7. Increasing Driver Safety Awareness					
7A. Initiate, Develop, and Market a National Campaign to Increase Driver Awareness of Dangers and Consequences					
2, 3, 4, 6, 7	1. Our agency has convened a “blue-ribbon panel” to define a PI&E campaign to address unsafe driving behaviors.	DDOT1	FMCSA	MPD	
3, 4, 6, 7	2. Our agency has implemented a PI&E campaign to increase awareness of unsafe driving behaviors and their consequences.			DDOT1, MPD	FMCSA
7B. Create Awareness Efforts to Deal with Less Understood and Emerging Safety Concerns					
2, 3, 4, 6, 11	1. Our agency has a “blue-ribbon panel” to periodically monitor driver behavior and technology to identify significant changes.	DDOT1	WMATA, FMCSA		
2, 3, 4, 6	2. Our agency has a PI&E program to alert the public of changes in driver behavior and technology that affect safety.		FMCSA	DDOT1	
8. Increasing Safety Belt Usage and Improving Air Bag Effectiveness					
8A. Increase Adoption of Standard Safety Belt Laws and Eliminate Gaps in Child Seat Laws					
2	1. Federal legislation has been enacted to provide incentives to states that pass standard safety belt and child restraint laws.				DDOT1, NHTSA
4, 6, 7, 10	2. DC has passed legislation to establish standard safety belt and child restraint laws.			MPD	DDOT1, OAG
8B. Implement Periodic, Intensive, Coordinated Enforcement/PI&E Initiatives2					
2, 4, 6, 7	1. Our agency has a PI&E program to promote increased use of safety belts and child restraints.			MPD	DDOT1, NHTSA
4, 7	2. Our agency has implemented comprehensive and intensive enforcement of safety belt and child restraint laws.			MPD	DDOT1
8C. Improve Effectiveness of Air Bags					
2	1. Our agency has sponsored research on improving effectiveness of air bags through use of ITS technologies.	DDOT1			NHTSA
8D. Create Improved Awareness of Air Bag Safety Effectiveness					
2, 4, 6, 7	1. Our agency has a PI&E program on need for safety belts, head rests, and proper child placement in air bag-equipped vehicles.			DDOT1, MPD	NHTSA

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Agency CodeT2	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions2	ASSESSMENT SCALE1			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 2. Special Users					
9. Making Walking and Street Crossing Safer					
9A. Update Existing and Develop New Warrants/Guides/Standards for Safe Accommodation of Pedestrians					
1, 5, 11	1. Our agency is cooperating with other agencies and associations to develop new warrants/guides/standards for pedestrians.			WMATA, FHWA, DDOT, FMCSA	
5, 11	2. Our agency has implemented new warrants/guides/standards to better accommodate pedestrians.			WMATA, DDOT	
9B. Implement Comprehensive Programs (3Es) to Impact Impaired (Alcohol, Drug, General) Pedestrians					
2, 4, 7	1. Our agency has conducted/reviewed research and developed more effective countermeasures for impaired pedestrians.	MPD			NHTSA
2, 4, 7	2. Our agency has implemented a new PI&E campaign aimed at reducing crashes involving impaired pedestrians.	NHTSA, MPD			
1, 5	3. Our agency has implemented new engineering countermeasures to improve pedestrian facilities.	MPD		FHWA, DDOT, NHTSA	
4, 7	4. Our agency has implemented new enforcement countermeasures to impact impaired pedestrians.	MPD		DDOT	NHTSA
9C. Encourage Agencies to Become Active in Public Outreach and Training on Pedestrian Safety					
2, 4, 6, 7, 11	1. Our agency has developed partnerships with other organizations that promote pedestrian safety.	DMV		WMATA, DDOT, FMCSA, MPD	
2, 4, 6, 7, 11	2. Our agency has provided and promoted information on pedestrian safety to local public and private groups.	DMV		WMATA, FMCSA, MPD	DDOT
9D. Develop Programs to Improve Pedestrian/Bicycle Safety Accommodations for Intersections and at Bus Stops					
1, 5, 11	1. Our agency has conducted/reviewed research on ways to better accommodate pedestrians and bicyclists at these locations.		WMATA	FHWA, DDOT	
1, 5, 11	2. New design and traffic control guidelines have been disseminated to better accommodate pedestrians and bicyclists.			WMATA, FHWA, DDOT	
1, 5, 11	3. Our agency has adopted new design and traffic control guidelines to better accommodate pedestrians and bicyclists.		WMATA	FHWA, DDOT	
9E. Enact New or Modified Legislation and Adopt Policies to Provide Safer Accommodation of Pedestrians					
2, 4, 6, 7, 10	1. Our agency has helped implement a model code and ordinances aimed at improving pedestrian safety.	DMV	OAG	DDOT, MPD	NHTSA
9F. Implement Comprehensive Integrated Pedestrian Safety Programs Targeting Major Pedestrian Crash Concerns					
5, 7, 11	1. Our agency has identified locations where there are major pedestrian safety concerns.			WMATA, MPD	DDOT
1, 2,4,5, 6, 7,11	2. Our agency is involved in a cooperative 3E program with other agencies to address locations with major pedestrian safety problems.	DMV	WMATA	FHWA, MPD	DDOT, NHTSA

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Agency CodeT2	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions2	ASSESSMENT SCALE T1			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 2. Special Users (continued)					
10. Ensuring Safer Bicycle Travel					
10A. Seek Adoption of Policies to Better Accommodate Bicyclists and Encourage DC Legislation to Fund Facilities					
5, 10	1. DC has legislation that allows dedicated funds to be used to provide/improve accommodations for bicycles.	OAG		DDOT	
1, 5	2. Our agency has conducted/reviewed research on best practices and designs for improving bicycle facilities.			FHWA, DDOT	
5	3. Our agency has implemented new best practices and design guidelines for providing/improving bicycle facilities.			DDOT	
10B. Develop/Implement PI&E Program on Bicycle Safety Targeting All Age Groups of Bicyclists and Drivers					
1, 2, 4, 5, 6, 7	1. Our agency has developed/reviewed new educational/training materials for bicyclists, motorists and enforcement personnel.			FHWA, DDOT, NHTSA, MPD	
1, 2, 4, 5, 6, 7	2. Our agency has distributed/promoted new educational/training materials on bicycle safety (including schools).			FHWA, NHTSA, MPD	DDOT
10C. Provide Educational Material to Police/Judiciary on Importance of Bicycle Safety Laws and Enforcement					
2, 4, 7, 9	1. Our agency has developed/distributed educational materials for police and judicial officials on bicycle laws and enforcement.			DDOT, MPD	
2, 4, 7, 9	2. Our agency has reviewed new educational materials on importance of bicycle safety laws and enforcement.			DDOT, MPD	
10D. Increase Bicycle Helmet Usage					
5, 6, 7, 10	1. DC has passed bicycle helmet laws requiring helmet use by all age groups.		DDOT, OAG	MPD	
2, 5, 6, 7	2. Our agency has a PI&E program to promote bicycle helmet use for all age groups.	NHTSA		DDOT, MPD	
Part 3. Vehicles					
11. Improving Motorcycle Safety and Increasing Motorcycle Awareness					
11A. Reduce Number of Alcohol-Related Motorcycle Fatalities					
2, 4, 6, 7	1. Our agency has a PI&E program aimed at reducing alcohol-related motorcycle fatalities.	DDOT1	NHTSA	MPD	
4, 7	2. Our agency has a targeted enforcement program aimed at reducing alcohol-related motorcycle fatalities.	DDOT1		MPD	

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Agency CodeT2	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions2	ASSESSMENT SCALE1			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 3. Vehicles (continued)					
11B. Reduce Motorcycle Fatalities Resulting from Errors by Other Drivers					
2, 4, 6	1. Our agency has a PI&E campaign aimed at increasing awareness of motorcycles by other drivers.		DDOT1	NHTSA	
2, 4, 6	2. Our agency has incorporated share-the-road-with-motorcyclists information in driver training and licensing.				
11C. Increase Application of Comprehensive Motorcycle Rider Education Programs					
2, 4, 6	1. Our agency has expanded an improved education and skills testing program for new motorcyclists.	DMV			
2, 4, 6	2. Our agency has promoted reduced insurance rates for motorcyclists certified by the new education/skills testing program.	DMV	MHTSA		
11D. Increase Highway Design/Operations/Maintenance Practices Considering Motorcycle Operating Requirements					
1, 2, 5, 6, 7	1. Our agency is part of the joint task force of AASHTO, FHWA, NHTSA, and motorcycle groups to improve motorcycle safety.	DMV, FHWA, DDOT	DDOT1		NHTSA, MPD
1, 5	2. Our agency has adopted new highway practices aimed at improving safe motorcycle flow.	FHWA	DDOT	DDOT1	
11E. Increase Helmet Use Through Enactment of Helmet Laws					
2, 4, 6, 7, 10	1. Our agency has promoted/conducted research on barriers to helmet laws, rider objections, and enforceable standards.	OAG	DDOT1	MPD	NHTSA
6, 7, 10	2. DC has passed a motorcycle helmet law applicable to all age groups.		OAG	MPD	DDOT1
12. Making Truck/Bus Travel Safer					
12A. Refocus Commercial/bus Vehicle Programs/Regulations to Achieve Crash Reduction Rather than Enforcement					
3, 4, 6, 7	1. Our agency reviews CVIS data and DC traffic records to identify carriers with disproportionate numbers of crashes.	FMCSA		MPD	DDOT
3, 4, 7	2. Our agency has a targeted enforcement program aimed at carriers with disproportionate numbers of crashes.		DDOT, FMCSA	MPD	
11	3. Our agency reviews crash data and other traffic records to identify routes with disproportionate numbers of bus related crashes.			WMATA, DDOT	
11	4. Our agency has a targeted enforcement program with other agencies aimed at routes with disproportionate numbers of bus related crashes.			WMATA	DDOT
12B. Reduce Commercial/Bus Vehicle Crashes Resulting from Loss of Alertness and Driver Fatigue					
2, 3, 4, 5, 6, 7, 9, 11	1. Our agency is implementing the strategies presented under Emphasis Area 6 (Keeping Drivers Alert) to reduce fatigue-related commercial/bus crashes.	OAG	DDOT	WMATA, FMCSA, MPD	

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Agency CodeT2	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions2	ASSESSMENT SCALET1			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 3. Vehicles (continued)					
12C. Reduce Commercial/Bus Vehicle Crashes Resulting from Driver Errors					
3, 4, 6	1. Our agency has developed/reviewed a public awareness campaign on driver errors involving commercial vehicles.				DDOT1, FMCSA
3, 4, 6, 11	2. Our agency has implemented a public awareness campaign to educate drivers about errors involving commercial/bus vehicles.			WMATA, FMCSA	DDOT1
3, 5, 6, 7, 11	3. Our agency has implemented an accident countermeasures program to reduce crashes involving commercial/bus vehicles.		FMCSA	WMATA, DDOT1, MPD	
12D. Implement Traffic Controls and Address Highway Design Problems to Reduce Most Prevalent Truck Crashes					
1, 2, 3, 5, 7	1. Our agency has conducted/reviewed research to identify alternatives for reducing truck-car conflicts.	FHWA	FMCSA, NHTSA	DDOT, MPD	
4, 5, 6, 7	2. Our agency has identified and evaluated locations with disproportionate numbers of truck crashes.			DDOT, FMCSA, MPD	
5, 7	3. Our agency has implemented countermeasures at locations with disproportionate numbers of truck crashes.		FMCSA	DDOT, MPD	
12E. Enhance Safe Operating Conditions of Trucks and Buses					
3, 6, 7	1. Our agency has analyzed crash data and identified most prevalent vehicle defects in commercial vehicle crashes.	DDOT1, FMCSA		MPD	
3, 6, 7	2. Our agency has revised/updated commercial vehicle inspection policies to address most prevalent defects.			FMCSA, MPD	
2, 3, 6	3. Our agency actively promotes use of new safety technologies in commercial vehicles, including crash avoidance systems.		FMCSA	NHTSA	
13. Increasing Safety Enhancements in Vehicles					
13A. Reduce Crashes and Injuries from Misunderstanding/Misuse of ABS2					
2, 3, 4, 6	1. Our agency has conducted/reviewed research on characteristics and real-world use of ABS.	FMCSA			NHTSA
2, 3, 4, 6	2. Our agency has a PI&E campaign to educate drivers on proper use and characteristics of ABS.	FMCSA	NHTSA		
13B. Reduce Carbon Monoxide Poisoning Through Education and Technology					
2, 3, 4, 6	1. Our agency has conducted/reviewed research on carbon monoxide detection technology for vehicles and parking areas.		FMCSA		
2, 3, 4, 6,	2. Our agency has a PI&E campaign aimed at reducing fatalities caused by carbon monoxide poisoning.	NHTSA	FMCSA		

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Agency CodeT2	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions2	ASSESSMENT SCALE1			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 3. Vehicles (continued)					
13.C Include Motorcycle Needs in ITS Crash-Avoidance and Collision-Warning Research and Implementation2					
1, 2	1. Our agency considers motorcycles in our ITS safety research initiatives.	FHWA, NHTSA			
1, 2, 5, 6	2. Our agency has conducted/reviewed research to include detection of motorcycles in collision warning systems.	FHWA, NHTSA	DDOT		
13D. Improve Compatibility Between Roadside and Vehicle Designs					
1, 2, 5, 6	1. Our agency has conducted/reviewed research on incompatibilities between roadway and vehicle designs.	FHWA, NHTSA		DDOT	
1, 5	2. Our agency has implemented roadway design guidelines that minimize incompatibilities between roadway and vehicle designs.	FHWA		DDOT	
Part 4. Highways					
14. Reducing Vehicle-Train Crashes (as applicable)					
14A. Finalize Development and Deploy Improved Passive Warning Devices					
1, 5	1. Our agency has conducted/reviewed research on improving passive warning devices at highway-rail grade crossings.	FHWA			
1, 5	2. Our agency has updated its MUTCD to incorporate improved passive warning devices at highway-rail grade crossings.		FHWA		
5	3. Our agency has deployed improved passive warning devices at crossings with disproportionate vehicle-train crashes.				
14B. Establish National Guidelines for Highway-Rail Grade Crossings					
1, 5	1. Our agency has conducted/reviewed research on new warrants and design guidelines for grade separations.	FHWA			
5	2. Our agency has implemented new warrants and design guidelines for grade separations.				
14C. Improve Driver Training and Licensing for Approaching and Traversing Highway-Rail Crossings					
2, 4, 6	1. Our agency has developed/reviewed improved driver training modules that address approaching and traversing crossings.	NHTSA			
6	2. Our agency has incorporated new materials on approaching and traversing rail crossings in driver training and licensing.	DMV			
14D. Adopt Advanced Technology for Enforcement and Crash Prevention to Minimize Motorist Violations at Crossings					
1, 2, 4, 5, 6, 7	1. Our agency has conducted/reviewed research on effective countermeasures to minimize motorist violations at crossings.	FHWA, NHTSA		MPD	
5, 6, 7	2. Our agency has implemented countermeasures to minimize motorist violations of traffic controls at highway-rail crossings.			MPD	

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Agency CodeT2	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions2	ASSESSMENT SCALE1			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 4. Highways (continued)					
14E. Implement Findings and Recommendations of USDOT Grade Crossing Safety Report2					
1, 4, 5, 6, 7	1. Our agency has a specific office/individual responsible for monitoring and addressing highway-rail safety issues.		FHWA, MPD		
5, 7	2. Our agency has reviewed the USDOT Grade Crossing Safety Report and identified areas for prompt implementation.		MPD		
15. Keeping Vehicles on the Roadway					
15A. Implement Comprehensive Program to Improve Driver Guidance by Better Pavement Markings and Delineation					
1, 5	1. Our agency has conducted/reviewed research on improved methods of pavement marking and delineation.			FHWA	DDOT
1, 5	2. Our agency has conducted/reviewed research on compatibility of guidance systems with new types of headlights.	FHWA		DDOT	
5	3. Our agency has implemented a comprehensive program to improve pavement markings and delineation.				DDOT
15B. Implement a Targeted Shoulder Rumble Strip Program					
5	1. Our agency has installed shoulder rumble strips on Interstates and other roadways prone to cause fatigue (see 6B).			DDOT	
15C. Improve Design Process to Explicitly Incorporate Safety Considerations and Facilitate Better Design Decisions					
1, 5	1. Our agency has a training program to address new safety design and safety audit processes to improve design decisions.		FHWA, DDOT		
5	2. Our agency has incorporated new safety design and audit processes in our design process, particularly on 3R projects.		DDOT		
15D. Develop Better Guidance to Control Variance in Speed Through Combinations of Techniques					
1, 2, 5, 7	1. Our agency has conducted/reviewed research on effective ways to reduce speed variance.		NHTSA	FHWA, MPD	DDOT
5, 7	2. Our agency has implemented new guidelines for establishing and enforcing safe speed limits to reduce speed variance.			DDOT, MPD	
5	3. Our agency has implemented new guidelines to promote design consistency in roadway characteristics and speeds.				DDOT
15E. Establish Programs to Improve Roadway Maintenance to Enhance Highway Safety					
1, 5	1. Our agency has conducted/reviewed research on maintenance practices that enhance highway safety.	FHWA		DDOT	
5	2. Our agency has adopted improved maintenance practices to enhance highway safety.				DDOT
5	3. Our agency has a training program on best maintenance practices that enhance highway safety.		DDOT		

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		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 4. Highways (continued)					
16. Minimizing the Consequences of Leaving the Road					
16A. Provide Improved Practices for Selection, Installation and Maintenance of Upgraded Roadside Safety Hardware					
1, 5	1. Our agency has conducted/reviewed research to improve selection, installation and maintenance of roadside safety hardware.			FHWA, DDOT	
1, 5	2. Our agency has adopted new guidelines to improve selection, installation and maintenance of roadside safety hardware.			FHWA, DDOT	
1, 5	3. Our agency has conducted training to improve selection, installation, and maintenance of roadside safety hardware.	FHWA	DDOT		
16B. Implement Environmentally Acceptable National Effort to Address Hazardous Trees					
1, 5	1. Our agency has conducted/reviewed research on environmentally acceptable ways to remove hazardous trees.	FHWA			DDOT
5	2. Our agency has a program to remove hazardous trees in environmentally acceptable ways.			DDOT	
16C. Implement National Policy to Reduce Hazard of Roadside Utility Poles					
1, 5	1. Our agency has developed/reviewed a national policy to reduce the hazard of roadside utility poles.	FHWA	DDOT		
5	2. Our agency has developed a program to reduce the hazard of roadside utility poles.			DDOT	
1, 5	3. Our agency has conducted training for highway and utility personnel to reduce the hazard of roadside utility poles.	FHWA	DDOT		
16D. Develop/Implement Guidance to Improve Ditches and Back slopes to Minimize Rollover Potential					
1, 5	1. Our agency has conducted/reviewed research for improving safety at roadside ditches and slopes.	FHWA	DDOT		
5	2. Our agency has a procedure for identifying hazardous locations involving roadside ditches and slopes.			DDOT	
5	3. Our agency has implemented a program to make safety improvements at hazardous roadside ditches and slopes.		DDOT		
16E. Develop/Implement Guidelines for Safe Urban Streetscape Design					
1, 5	1. Our agency has conducted/reviewed research on urban streetscape designs that adversely affect safety.		FHWA		DDOT
1, 5	2. Our agency has developed/adopted guidelines for safer urban streetscape designs.	FHWA			DDOT
1, 5	3. Annual incentive funds have been provided for training on safer urban streetscape designs.	FHWA		DDOT	

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		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 4. Highways (continued)					
17. Improving the Design and Operation of Highway Intersections					
17A. Improve Safety of Intersections Using Automated Methods to Monitor and Enforce Intersection Traffic Control					
		NHTSA	MPD		DDOT
2, 4, 5, 7	1. Our agency has conducted/reviewed research on ITS solutions for monitoring and enforcing intersection traffic controls.				
5, 7	2. Our agency has identified and evaluated locations with disproportionate numbers of red-light violations.			MPD	DDOT
5, 7	3. Our agency has implemented advanced technologies to monitor and enforce traffic controls at targeted intersections.		MPD		DDOT
17B. Improve Intersection Safety Through Upgrading of Signalized Intersection Controls that Smooth Traffic Flow					
1, 5	1. Our agency has developed/adopted guidelines for new traffic control technology to smooth traffic flow.			FHWA	DDOT
5	2. Our agency has upgraded intersection traffic controls to smooth the flow of traffic and improve safety in selected items.				DDOT
17C. Utilize New Technologies to Improve Intersection Safety					
1, 5	1. Our agency has conducted/reviewed research on use of advanced technologies to improve intersection safety.		FHWA	DDOT	
5	2. Our agency has implemented advanced technology to improve intersection safety.			DDOT	
17D. Include More Effective Access Management Policies with a Safety Perspective					
1, 5	1. Our agency has conducted/reviewed research on safety impacts of roadside development and access management.		FHWA, DDOT		
1, 5	2. Our agency has developed/adopted guidelines for addressing safety impacts of highway access management policies.	FHWA	DDOT		
1, 5	3. Our agency has conducted training for engineers, planners and developers on safer access management policies.	FHWA	DDOT		
18. Reducing Head-On and Across-Median Crashes					
18A. Develop/Test Innovative Centerline Treatments to Reduce Head-On Crashes on Two-Lane Highways					
1, 5	1. Our agency has conducted/reviewed research on innovative centerline treatments to reduce head-on crashes.	FHWA	DDOT		
5	2. Our agency has identified locations with disproportionate numbers of head-on crashes.			DDOT	
5	3. Our agency has implemented innovative centerline treatments on targeted roads.		DDOT		

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		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 4. Highways (continued)					
18B. Reduce Across-Median Crashes on Roads with Narrow Medians					
5	1. Our agency has identified locations with disproportionate numbers of across-median crashes.			DDOT	
1, 5	2. Our agency has a program to provide positive protection on roads with disproportionate numbers of across-median crashes.		FHWA, DDOT		
19. Designing Safer Work Zones (A-D refers Road Construction Projects, E refers to Private Contractors)					
19A. Implement Improved Methods to Reduce Number and Duration of Work Activities					
1, 5	1. Our agency has reviewed construction and maintenance practices to find ways to reduce number and duration of work zones.			FHWA, DDOT	
1, 5	2. Our agency has developed guidelines to reduce number and duration of construction and maintenance work zone activities.			FHWA, DDOT	
1, 5	3. Our agency has conducted training on ways to reduce number and duration of work zone activities.	FHWA			DDOT
19B. Adopt Improved Procedures to Ensure More Effective Practices for Managing Work Zone Operations					
1, 5	1. Our agency has revised/reviewed MUTCD and Traffic Control Devices Handbook to improve work zone safety.		FHWA		DDOT
1, 5	2. Our agency has conducted training on revised manuals and handbooks to improve work zone safety.		FHWA		DDOT
19C. Enhance and Extend Training for Planning, Implementation and Maintenance of Work Zones to Maximize Safety					
1, 5	1. Our agency has conducted training for both government and industry on ways to improve work zone safety.		FHWA		DDOT
19D. Enhance Safe Work Zone Driving Through Education and Enforcement Activities					
1, 5, 7	1. Our agency has developed/implemented enforcement guidelines to go with new engineering practices in work zones.	FHWA		DDOT, MPD	
1, 5	2. Our agency has implemented a PI&E campaign to increase driver knowledge and awareness of work zone dangers.	FHWA		DDOT	
19E. Safer work Zones (Private Contractors)					
5	Implement improved methods to reduce number and duration of work activities as well as monitor related activities.			DDOT	
5	Adopt improved procedures (e.g., permitting process) to ensure more effective practices for managing work zone operations.			DDOT	
5	Enhance and extend training for planning, implementation and maintenance of work zones to maximize safety.			DDOT	
5	Enhance safe work zone driving through education and enforcement activities.			DDOT	

District of Columbia Strategic Highway Safety Plan

Agency CodeT2	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions2	ASSESSMENT SCALE1			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 5. Emergency Medical Services					
20. Enhancing Emergency Medical Capabilities to Increase Survivability					
20A. Develop/Implement Model Comprehensive Approach to Ensure Appropriate and Timely Response of EMS					
2, 4, 8	1. Our agency has implemented a voluntary bystander care training program for new, truck and tow-truck drivers.	DDOT1, NHTSA			
2, 4, 8	2. Our agency has implemented EMS dispatch programs for dispatchers to improve responsive time.	DDOT1			FEMS, NHTSA
2, 4, 7, 8	3. Our agency requires first-responder training for all public safety emergency personnel, including police.	DDOT1		MPD	FEMS
8	4. Our agency has optimized staffing patterns for pre-hospital care, including recruitment and retention strategies.				FEMS
20B. Develop/Implement Plan to Increase Education and Involvement of EMS Personnel in Principles of Traffic					
2, 4, 8	1. Our agency includes traffic safety and injury prevention principles in EMS educational core contents.			FEMS	NHTSA
8	2. Our agency has integrated EMS systems into the Safe Communities effort.				FEMS
20C. Develop/Implement Emergency Preparedness Model in Highway Settings					
2, 4, 7, 8	1. Our agency has implemented an emergency preparedness model for selected high-incident highway settings.		MPD	FEMS	
4, 7, 8	2. Our agency has analyzed the effectiveness of the emergency preparedness model for possible expansion to other roadways		MPD	FEMS	
20D. Implement/Enhance Trauma Systems in at Least 25 Other Jurisdictions and/or States					
2, 4, 8	1. Our agency has analyzed trauma systems for adequate performance and protocols for delivery, treatment and transfer.				FEMS, NHTSA
2, 4, 8	2. Our agency has analyzed the adequacy of EMS air and ground transportation systems.				FEMS
20E. Develop/Support Integrated EMS/Public Health/Public Safety Information and Program Activities					
2, 6, 7, 8	1. Our agency has implemented integrated EMS, public health and public safety information systems, and program activities.			MPD	FEMS, NHTSA

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Agency Code ²	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions ²	ASSESSMENT SCALE ¹			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 6. Management					
21. Improving Information and Decision Support Systems					
21A. Improve Quality of Safety Data by Establishing Programs for Quality Assurance, Incentives, and Accountability					
1, 2, 3, 4, 5, 6, 7	1. Our agency has provided guidelines for crash investigation to improve consistency and quality of data collection.	FHWA	DDOT	FMCSA, MPD	NHTSA
1, 2, 3, 4, 5, 6, 7	2. Our agency conducts periodic independent traffic record assessments to ensure quality of safety data.	FMCSA	FHWA	DDOT, MPD	NHTSA
1, 2, 3, 4, 5, 6, 7	3. Our agency promotes communication between data collectors and users to improve understanding of safety data issues and uses.	FHWA, FMCSA	DDOT	MPD	NHTSA
21B. Provide Managers and Users of Highway Safety Information with Resources for Effective Use of Data					
1, 2, 3, 4, 5, 7	1. Our agency has a clearinghouse and showcase for technology on safety data collection, storage, retrieval and analysis.	FMCSA	FHWA, DDOT, MPD		NHTSA
1, 2, 3, 4, 5, 6, 7	2. Our agency has implemented a model HSIS and demonstrated ease-of-access and data visualization techniques.	FHWA, FMCSA	DDOT, MPD		
21C. Establish Means to Coordinate Collection, Management and Use of Highway Safety Information Among All					
1, 2, 3, 4, 5, 6, 7	1. Our agency has promoted development of a statewide, multi-jurisdictional committee representing HSIS managers and users.	FMCSA	FHWA, DDOT, MPD	NHTSA	
1, 2, 3, 4, 5, 6, 7	2. Our agency has developed a guide of best practices for improved collection, management, and use of safety information.	FHWA, FMCSA	DDOT, MPD		NHTSA
21D. Establish Group of Highway Safety Professionals Trained in Analytical Methods for Evaluating Safety Information					
4, 5, 6, 7	1. Our agency has a training program to improve analytical capabilities of safety professionals in use of safety data.		DDOT, MPD		
21E. Establish/Promote Technical Standards for HSIS that are Critical to Operating Effective SMS Programs ²					
1, 2, 3, 4, 5, 6, 7	1. Our agency has established/promoted a multi-jurisdictional Safety Information Standards Committee for improving an HSIS.	FMCSA	FHWA, DDOT, MPD		NHTSA

District of Columbia Strategic Highway Safety Plan

Agency CodeT2	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions2	ASSESSMENT SCALE1			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
Part 6. Management (continued)					
22. Creating More Effective Processes and Safety Management Systems (SMS)					
22A. Communicate Benefits of Existing Successful SMS					
1, 2, 3, 4, 5, 6, 7	1. Our agency has conducted/reviewed research on best practices for improving SMS processes.	FMCSA	FHWA, MPD	DDOT, NHTSA	
1, 2, 3, 4, 5, 6, 7	2. Our agency has conducted executive-level SMS orientation briefings for policy and decision makers.	FHWA, FMCSA	DDOT, MPD	NHTSA	
1, 2, 3, 4, 5, 6, 7	3. Our agency has conducted/attended regional workshops or training sessions on SMS.	FHWA	MPD	DDOT, FMCSA	NHTSA
22B. Implement Pilot Safety Audit Processes					
1, 5	1. Our agency has developed model safety audit guidelines to improve safety considerations in design, construction and maintenance.	FHWA	DDOT		
5	2. Our agency conducts safety audits to improve safety considerations in design, construction, and maintenance.		DDOT		
22C. Promote Coordination, Cooperation and Communication of Safety Initiatives					
1, 2, 3, 4, 5, 6, 7	1. Our agency promotes multi-disciplinary teams to improve coordination, cooperation, and communication of safety initiatives.	FHWA, FMCSA	DDOT, MPD		MHTSA
1, 2, 3, 4, 5, 6, 7	2. Our agency has sponsored/attended a national SMS conference to promote communication of safety initiatives.	FHWA	MPD	DDOT, FMCSA	NHTSA
1, 5	3. Our agency has integrated safety considerations into relevant highway system development activities.	FHWA		DDOT	
22D. Integrate Planning of Highway Safety Programs and HSIS					
1, 2, 3, 4, 5, 6, 7	1. Our agency monitors HSIS and planning of highway safety programs to ensure coordination between the two.	FHWA, FMCSA	MPD	DDOT	NHTSA
1, 2, 3, 4, 5, 6, 7	2. Our agency has prepared a guide to facilitate use of safety data to support decision making.	FMCSA	FHWA, DDOT, MPD	NHTSA	
22E. Establish Ongoing Performance Measurement System to Evaluate Cost-Effectiveness of Safety Investments					
1, 2, 3, 4, 5, 6, 7	1. Our agency has developed/implemented performance measures to evaluate cost-effectiveness of safety investments.	FHWA, FMCSA	DDOT, MPD	NHTSA	
22F. Develop/Ratify Safety Agenda					
1, 2, 4, 5, 6, 7	1. Federal (FHWA, FMSCA, and NHTSA) and local agencies have met, developed, and ratified a local safety agenda.		FHWA, DDOT, FMCSA	MPD	NHTSA
1, 2, 4, 5, 6, 7	2. Our agency has adopted a DC-wide safety agenda, including objectives, programs, effectiveness measures, and assessments.		FHWA, DDOT	MPD	NHTSA
22G. Implement Safe Community-Based Programs to Engage Local Partners in Areas of Highway Safety					
1, 2, 3, 4, 5, 6, 7, 8	1. Our agency promotes Safe Community-based programs to improve safety at the local level, especially in high-crash corridors.	FHWA, FMCSA	FEMS	DDOT, MPD	NHTSA
1, 2, 3, 4, 5, 6, 7, 8	2. Our agency promotes the use of a multi-disciplinary task force for safety problem identification and medical and financial impacts.	FHWA	DDOT	FEMS, FMCSA, MPD	NHTSA

