DISTRICT OF COLUMBIA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2018 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

This Fiscal Year (FY) 2018 annual report to the Federal Highway Administration (FHWA) describes the District of Columbia Department of Transportation (DDOT)'s strategic use of Fixing America's Surface Transportation Act (FAST Act) funding of the District's Highway Safety Improvement Programs (HSIP) for FY 2018, up to July 2017.

The FAST Act requires the development of a Strategic Highway Safety Plan (SHSP), a High Risk Rural Roads Program (HRRRP) and the Railway-Highway Crossings Program (RHGCP). Due to its urban nature the District of Columbia transportation system does not contain any rural roads. All roadways within the District are functionally classified as urban roads. Given this ineligibility of roads for the program, the District has often exercised the Special Rule provision of 23 U.S.C. §148(f)(2), which permits the District to use funding from the HRRRP for safety programs on the roadways. Likewise, in the District of Columbia the majority of railway crossings are grade separated from the highway and the relatively few at grade railway crossings no longer feature active railroad traffic. The District has often requested that funds that are allocated for the RHGCP be made available for HSIP in the District of Columbia.

To obligate Safety funds, among other requirements, the District must have in effect a State highway safety improvement program under which the District develops, implements, and updates a Strategic Highway Safety Plan (SHSP). The SHSP identifies and analyzes highway safety problems and opportunities as described under the program. (23 U.S.C. §148(c)(1)(A)). The SHSP was update in 2014 and revised in 2017.

The District is also required to produce a program of projects or strategies to reduce identified safety problems; evaluate the HSIP plan on a regular basis, and submit an annual transparency report – this document.

The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The District Department of Transportation (DDOT) continues to operate the Traffic Safety Data Center at Howard University, which was established to support DDOT and Metropolitan Police Department (MPD) in developing and sustaining an effective process for providing timely, accurate, complete, uniform and accessible traffic and related transportation data. The Traffic Data Center at Howard University prepares the annual crash report for the District of Columbia, which helps to satisfy federal requirements on reporting traffic crashes, provide a resource for identifying safety trends, aid in the development of countermeasures, and evaluating the results of highway safety programs, projects, and policies. In addition, DDOT has completed the upgrade of TARAS (Traffic Accident Record and Analysis System) to TARAS 2.0. The TARAS 2.0 is software is a user friendly crash data analysis tool that helps DDOT Staff and other stakeholders to access and transfer MPD's crash data. Developed specifically for the District, TARAS 2.0 automatically accesses and processes MPD's crash data and extracts all the pertinent variables fields, while providing the visualization needs.

The HSIP program and its projects stretches across several administration and divisions in DDOT. However, the core program is administered by the Transportation Operations and Safety Division (TOSD) in the Operations Administration (OA) and supported by the Traffic Engineering and Signals Division (TESD) for construction related projects. The following projects were obligated in FY18:

- CW Thermoplastic Pavements Markings
- Traffic Safety Construction- HSIP
- Overhead Freeway Sign Maintenance
- Guiderails and Attenuators Replacement and Upgrade
- Alabama Ave, SE Safety Study
- Traffic Accident Reporting and Analysis System (TARAS)
- Traffic Safety Engineering Support Services
- Traffic Safety Design Program - HSIP

- Traffic Safety Data Center at Howard University
- Canal Road - Preliminary Study

The District of Columbia Department of Transportation (DDOT) is continually making efforts to ensure the application of safety analyses, knowledge and methodologies are used to maximize the effectiveness of HSIP funds. The District of Columbia SHSP seeks to reduce traffic fatalities by 20 percent from 26 (average of 5 years 2008 to 2012, FARS data) to 21 by 2025. The District has made significant strides in achieving these goals. The five-year rolling average has been close to this target for years 2014 through 2016 after low actual fatality numbers in 2012, 2013, and 2014. Over the latest 5 years (2013 to 2017) the District has averaged 25 traffic fatalities, with the actual traffic fatalities under that average for three of the five years. The latest year, 2017, saw a relatively significant number of fatalities (33), which represents a 52% increase over the average of previous five years (21.6). Although 2017 numbers is looking like an outlier year, it is anticipated that fatalities in the District will continue to show fluctuations year after year, but should follow a gradual downward trend over 10 years as reflected in the data.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) established the HSIP as a core Federal-aid program under 23 U.S.C. 148. The specific purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on public roads.

Each year the District Department of Transportation (DDOT) utilizes HSIP funds to identify, study, and improve locations, including intersections and roadway segments, where there is a high concentration, or risk, of crashes that results in deaths or injuries. The HSIP in DC is centrally-managed at DDOT, with HSIP-related safety projects spread across various administration and divisions.

HSIP staff fulfills transportation safety planning requirements by producing listings of high severe crash intersections and highway sections. These locations are mainly identified in the annual crash reports, which involves a thorough network screening for the engineering emphasis areas (such fatalities and serious injuries) in the Strategic Highway Safety Plan (SHSP). This network screening process considers all roadway classifications and is critical for identifying safety problems and trends, as well as for determining the level of success in achieving highway safety goals of the District. Locations are also identified through various citizens and road user requests.

Priority SHSP emphasis area maps, tables and matrices are generated to rank intersection-related crash locations and routes (High-Hazardous Locations). Several methods are used to identify high hazardous locations based on the traffic crash data, exposure and location characteristics. The methods used include crash frequency, crash rate, crash severity, and crash trend (delta change).The District also utilizes a composite crash index, which is a weighted combination of the crash rate, severity and frequency of traffic crashes at a specific location. The District uses this data driven approach with local knowledge to identify and initiate engineering studies of the locations with abnormal crash experience.

Once candidate locations have been identified, programmed, and funds have been allocated, HSIP staff in different administrations monitor the projects from scoping through design, and construction. For example, intersection-related projects are often identified through a core HSIP funded program in the Transportation Operations and Safety Division (TOSD), Operation Administration. The TOSD would conduct the engineering studies to identify appropriate countermeasures. The project would then be handed off to Traffic Engineering and Safety Division (TESD) under the Project Delivery Administration, and this division would see it through implementation.

Where is HSIP staff located within the State DOT?

Other-Various Administration & Divisions

Enter additional comments here to clarify your response for this question or add supporting information.

HSIP staff is located in several administration and divisions in DDOT. However, the core program is administered by the Transportation Operations and Safety Division (TOSD) in the Operations Administration (OA) and supported by the Traffic Engineering and Signals Division (TESD) for some project-related construction activity.

How are HSIP funds allocated in a State?

Central Office via Statewide Competitive Application Process

Enter additional comments here to clarify your response for this question or add supporting information.

HSIP funds are first allocated to core programs (such as annual CW Road Safety Audit and Guardrail and Attenuator programs), and then to other candidate projects on a competitive basis, subject to funding availability.

Describe how local and tribal roads are addressed as part of HSIP.

The District of Columbia does not have a local or Tribal roads program. All roads are considered for HSIP and Safety Improvement projects.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

Traffic Engineering/Safety
Design
Planning
Maintenance
Operations
Other-See additional comments

Enter additional comments here to clarify your response for this question or add supporting information.

The HSIP requires coordination among many groups and multi-disciplinary teams within the District Department of Transportation. They include, Operations Administration (OA), Planning and Sustainability Division (PSD), Transit Delivery Division (TDD), Urban Forestry Division (UFD), Infrastructure Project

Management Division (IPMD), Citywide Program Support Division, Streetlights Operations Branch, Safe Routes to School, and the Vision Zero Team

Describe coordination with internal partners.

The HSIP requires coordination among many groups within DDOT and this is primarily achieved through internal meetings. The Agency holds bi-weekly “SafetyStat” meetings where numerous safety projects and issues are discussed and organized, and updates provided by groups from different divisions. In addition to these meetings, ward-based project meetings are held on a weekly basis to provide updates on design and construction-related projects. Finally, a weekly TranStat meeting is held that includes discussion on our Vision Zero efforts, which is consistent with many of the performance measures included as our HSIP targets.

Identify which external partners are involved with HSIP planning.

Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
Governors Highway Safety Office
Other-Metropolitan Police Department (MPD), National Highway Traffic Safety Administration (NHTSA), Federal Highway Administration (FHWA) DC Division, Washington Metro Area Transit Authority (WMATA), Metropolitan Washington Council Of Governments (MWCOG)/ National Capital Region Transportation Planning Board

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with external partners.

External partners are involved in various planning- and operations-related issues via scheduled meetings to discuss goals, milestones and safety targets. The meetings are arranged by Transportation Safety Manager of the Transportation Operations Administration at DDOT.

Have any program administration practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

No

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

2018 District Of Columbia Highway Safety Improvement Program

No

To upload a copy of the State processes, attach files below.

File Name:

Enter additional comments here to clarify your response for this question or add supporting information.

The District is currently working on SOPs for HSIP projects that would detail and follow HSM procedures in the development of benefit-to-cost (BC) analyses, via crash modification factors, to support the selection of preferred alternative for crash mitigation

Select the programs that are administered under the HSIP.

Median Barrier
Intersection
Safe Corridor
Bicycle Safety
Skid Hazard
Red Light Running Prevention
Low-Cost Spot Improvements
Sign Replacement And Improvement
Local Safety
Pedestrian Safety
Right Angle Crash
Other-Sight distance analysis

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Bicycle Safety

Date of Program Methodology: 10/1/2014

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway

All crashes	Traffic Volume Lane miles	Median width Horizontal curvature Functional classification Roadside features

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-Separate funds are allocated to implement bike safety projects

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-Total Number of Collisions : 1

Program: Intersection

Date of Program Methodology: 10/1/2015

What is the justification for this program? [Check all that apply]

What is the funding approach for this program? [Check one]

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-DDOT Safety Team utilizes the annual reports on Crash statistics and Commercial Motor Vehicles (CMV) in performing safety reviews and analyses for traffic operations and crash data at intersections, corridors and construction work zones

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-Number of injuries : 3
Other-Number of injury collisions : 2
Other-Total number of collisions : 1

Program: Local Safety

Date of Program Methodology: 10/1/2014

What is the justification for this program? [Check all that apply]

What is the funding approach for this program? [Check one]

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-These projects are advanced by "Decision Lens" program utilized by all DDOT Managers

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-Total Number of Collisions : 1

Program: Low-Cost Spot Improvements

Date of Program Methodology: 10/1/2014

What is the justification for this program? [Check all that apply]

What is the funding approach for this program? [Check one]

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-Projects for Design are automatically implemented through Construction. These projects are advanced by "Decision Lens" and internal review of annual Crash statistics report and Commercial Motor Vehicles (CMV) report

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-Total Number of Collisions : 1

Program: Median Barrier

Date of Program Methodology: 10/1/2014

What is the justification for this program? [Check all that apply]

What is the funding approach for this program? [Check one]

What data types were used in the program methodology? [Check all that apply]

Crashes **Exposure** **Roadway**

What project identification methodology was used for this program? [Check all that apply]

Are local roads (non-state owned and operated) included or addressed in this program?

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Pedestrian Safety

Date of Program Methodology: 10/1/2014

What is the justification for this program? [Check all that apply]

What is the funding approach for this program? [Check one]

What data types were used in the program methodology? [Check all that apply]

Crashes **Exposure** **Roadway**

All crashes	Traffic Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-These projects are advanced by "Decision Lens" program utilized by all DDOT Managers

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-Total Number of Collisions : 1

Program: Red Light Running Prevention

Date of Program Methodology: 10/1/2014

What is the justification for this program? [Check all that apply]

What is the funding approach for this program? [Check one]

What data types were used in the program methodology? [Check all that apply]

Crashes	**Exposure**	**Roadway**

All crashes	Traffic Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-Projects for Design are automatically implemented through Construction. These projects are advanced by "Decision Lens" and internal review of annual Crash statistics report and Commercial Motor Vehicles (CMV) report

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-Total Number of Collisions : 1

Program: Right Angle Crash

Date of Program Methodology: 10/1/2014

What is the justification for this program? [Check all that apply]

What is the funding approach for this program? [Check one]

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-These projects are advanced by "Decision Lens" program utilized by all the DDOT Managers

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-Total Number of Collisions : 1

Program: Safe Corridor

Date of Program Methodology: 10/1/2014

What is the justification for this program? [Check all that apply]

What is the funding approach for this program? [Check one]

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-Projects for Design are automatically implemented through Construction. These projects are advanced by "Decision Lens" and internal review of annual Crash statistics report and Commercial Motor Vehicles (CMV) report

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-Total number of collisions : 1

Program: Sign Replacement And Improvement

Date of Program Methodology: 10/1/2014

What is the justification for this program? [Check all that apply]

What is the funding approach for this program? [Check one]

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-These projects are advanced by "Decision Lens" and internal review of annual Crash statistics report and Commercial Motor Vehicles (CMV) report

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-Total Number of Collisions : 1

Program: Skid Hazard

Date of Program Methodology: 10/1/2014

What is the justification for this program? [Check all that apply]

What is the funding approach for this program? [Check one]

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-Skid improvement projects are implemented by "Decision Lens" software program used by all DDOT Managers

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-Total Number of Collisions : 1

Program: Other-Sight distance analysis

Date of Program Methodology: 10/1/2013

What is the justification for this program? [Check all that apply]

What is the funding approach for this program? [Check one]

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-These projects are utilized by "Decision Lens" program utilized by all DDOT Managers

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-Total number of collisions : 1

What percentage of HSIP funds address systemic improvements?

50

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Traffic Control Device Rehabilitation
Install/Improve Pavement Marking and/or Delineation
Upgrade Guard Rails

Enter additional comments here to clarify your response for this question or add supporting information.

What process is used to identify potential countermeasures? [Check all that apply]

Engineering Study
Road Safety Assessment
Crash data analysis
SHSP/Local road safety plan
Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
Other-Design Review, Capital Project Review, Sight Distance Analysis, Roadway Geometry, Accident Analysis

Enter additional comments here to clarify your response for this question or add supporting information.

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

The District has been implementing ITS projects and improving its ITS infrastructure through the use of HSIP funds. These projects include live cctv cameras, dynamic message boards, and other ITS infrastructure improvements. HSIP funds have not been specifically targeted toward other connected vehicle technologies.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

DDOT has formalized the HSM benefit cost methodology as the preferred analysis for the FY 2018 studies. As DDOT HSIP studies aim to identify low-cost, high-impact safety improvements with an short installation timeframe, the benefit cost methodology allows for simple cost comparison for a series of identified improvements.

The predictive method was reviewed for five intersections under the FY 2017 HSIP program. Based on these studies, and considering the level of effort behind the analysis, it was determined that the benefit cost methodology better supports the intended goals of DDOT HSIP studies. Alternatives which require geometric or significant construction support are advanced to other DDOT divisions for conceptual design

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$10,641,160	$10,061,348	94.55%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$900,000	$785,660	87.3%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$11,541,160	$10,847,008	93.99%

Enter additional comments here to clarify your response for this question or add supporting information.

The District programmed just over $11.5M to be expended on highway safety improvement projects in 2018. This includes approximately $1.2M in Highway Rail-Grade Crossing funds. Approximately 94% was obligated at the time of reporting.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

0%

How much funding is obligated to local or tribal safety projects?

0%

Enter additional comments here to clarify your response for this question or add supporting information.

The District of Columbia does not have a local or Tribal roads program. All roads are considered for HSIP and Safety Improvement projects.

How much funding is programmed to non-infrastructure safety projects?

18%

How much funding is obligated to non-infrastructure safety projects?

40%

Enter additional comments here to clarify your response for this question or add supporting information.

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

0%

Enter additional comments here to clarify your response for this question or add supporting information.

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

DDOT has been working with various administrations and divisions to ensure that obligations are done in a timely manner. The agency now holds regular obligation meetings with various internal stakeholders to improve upon the obligation process and provide help to engineers and manager where needed.

Does the State want to elaborate on any other aspects of it’s progress in implementing HSIP projects?

No

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
CW Thermoplastic Pavements Markings	Roadway delineation	Longitudinal pavement markings - remarking		Miles	$1758000	$1953000	HSIP (23 U.S.C. 148)		0		All Roads	Systemic	General Safety for All modes.	
Overhead Freeway Sign Maintenance	Roadway signs and traffic control	Sign sheeting - upgrade or replacement		Signs	$696000	$774000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Interstate	0			Spot		
Fiber Optic Networks Along DC Freeways	Advanced technology and ITS	Advanced technology and ITS - other		Miles	$864000	$960000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other Freeways and Expressways	0					
Guardrails and Impact Attenuators Replacements and Upgrades	Roadside	Barrier- metal			$3824000	$3824000			0			Systemic	Roadway Departure	
Pavement Skid Testing - (Design/CE)	Roadway	Pavement surface - high friction surface			$74000	$83000	HSIP (23 U.S.C. 148)		0			Systemic		
Road Safety Audit Program	Non-infrastructure	Road safety audits			$1350000	$1500000	HSIP (23 U.S.C. 148)		0			Systemic		
Traffic Accident Reporting and Analysis System (TARAS)	Non-infrastructure	Data/traffic records			$200000	$200000	HSIP (23 U.S.C. 148)		0			Systemic	Data	
Traffic Safety Data Center at Howard University	Non-infrastructure	Data/traffic records			$1147000	$1309000	HSIP (23 U.S.C. 148)		0				Data	
Traffic Safety Design-HSIP	Non-infrastructure	Road safety audits			$1485000	$1650000	HSIP (23 U.S.C. 148)		0			Systemic		
Traffic Safety Engineering Support Services (Design)	Non-infrastructure	Transportation safety planning			$786000	$945000	HSIP (23 U.S.C. 148)		0			Systemic		
Traffic Engineering Design - CW (Design)	Intersection geometry				$450000	$500000			0					

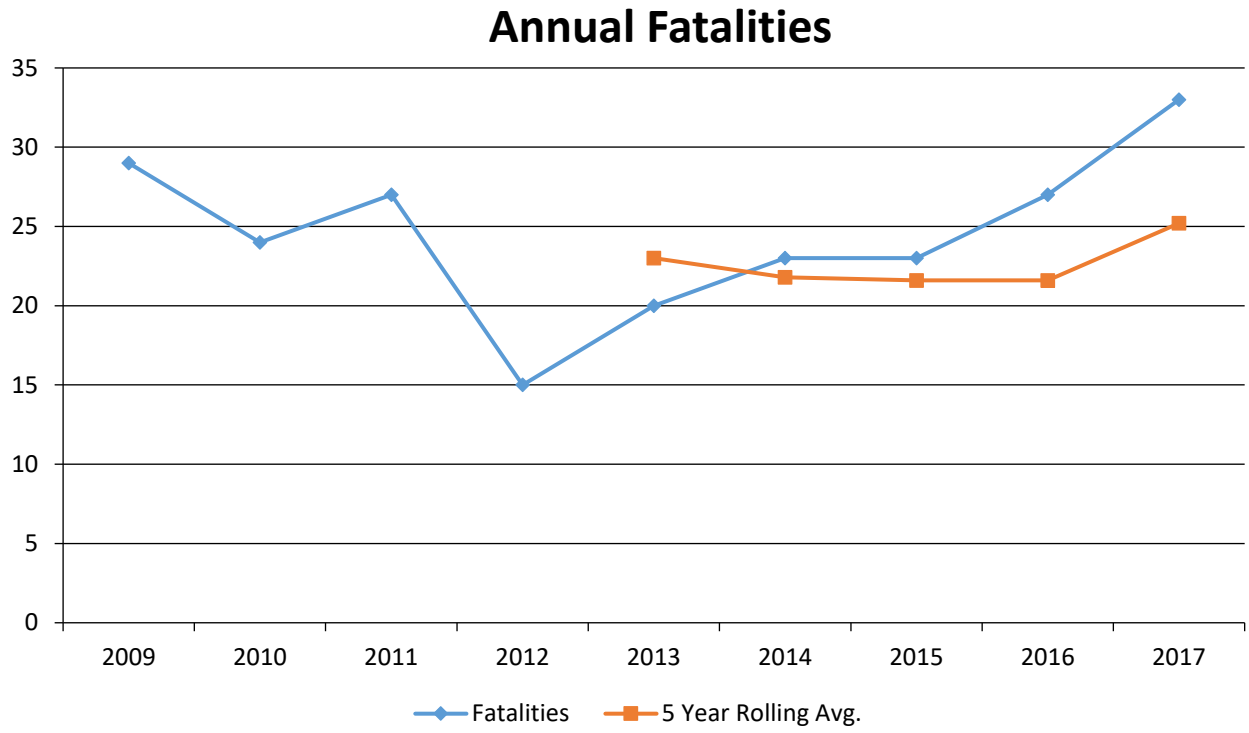
Enter additional comments here to clarify your response for this question or add supporting information.

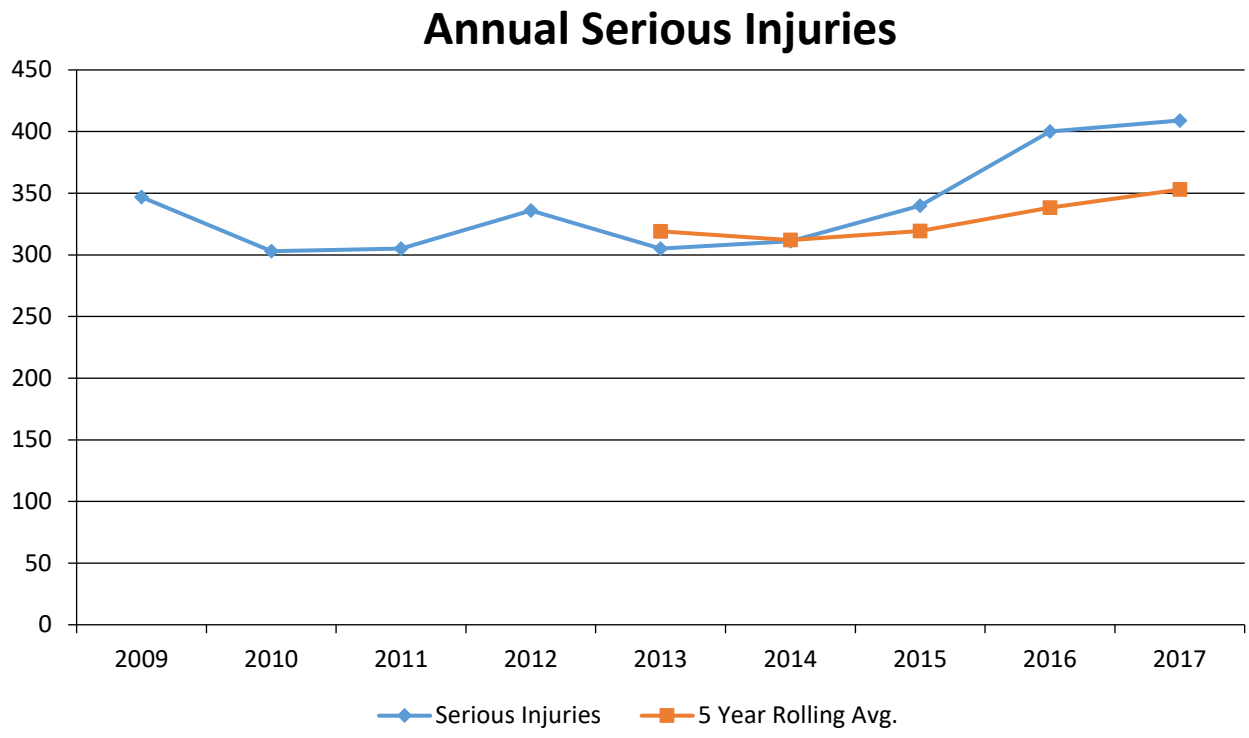
Safety Performance

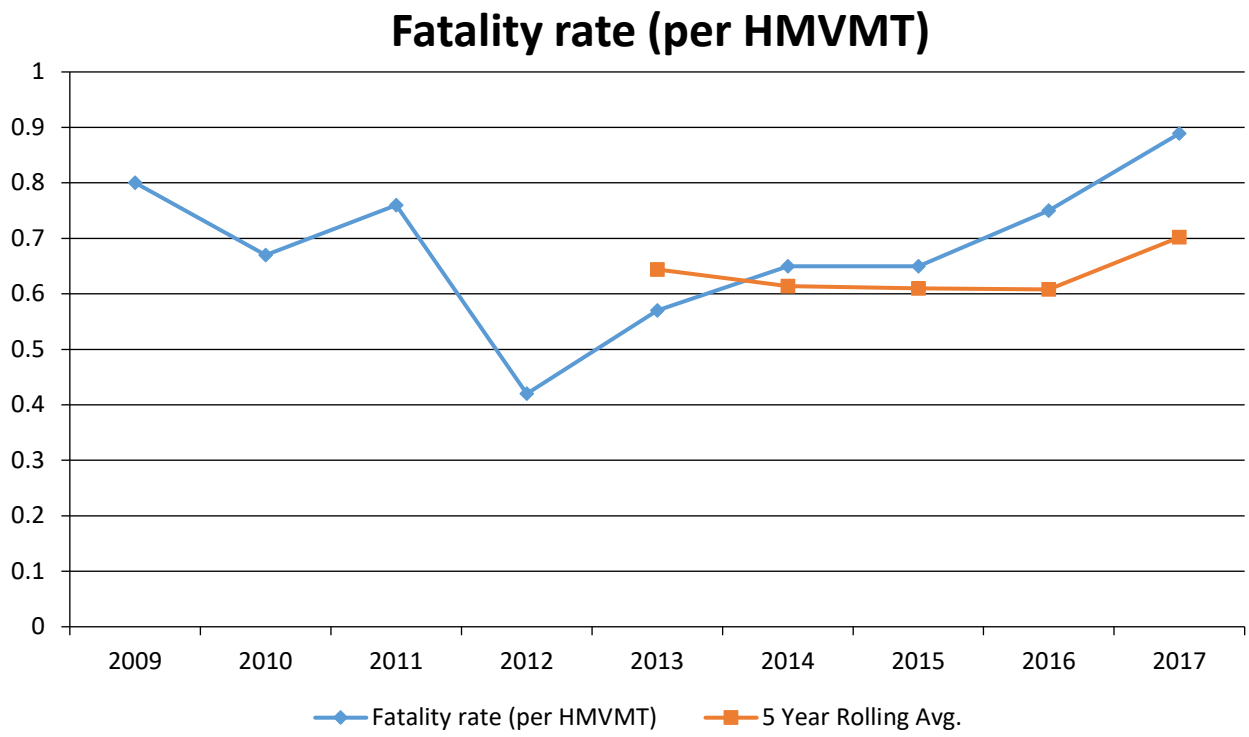
General Highway Safety Trends

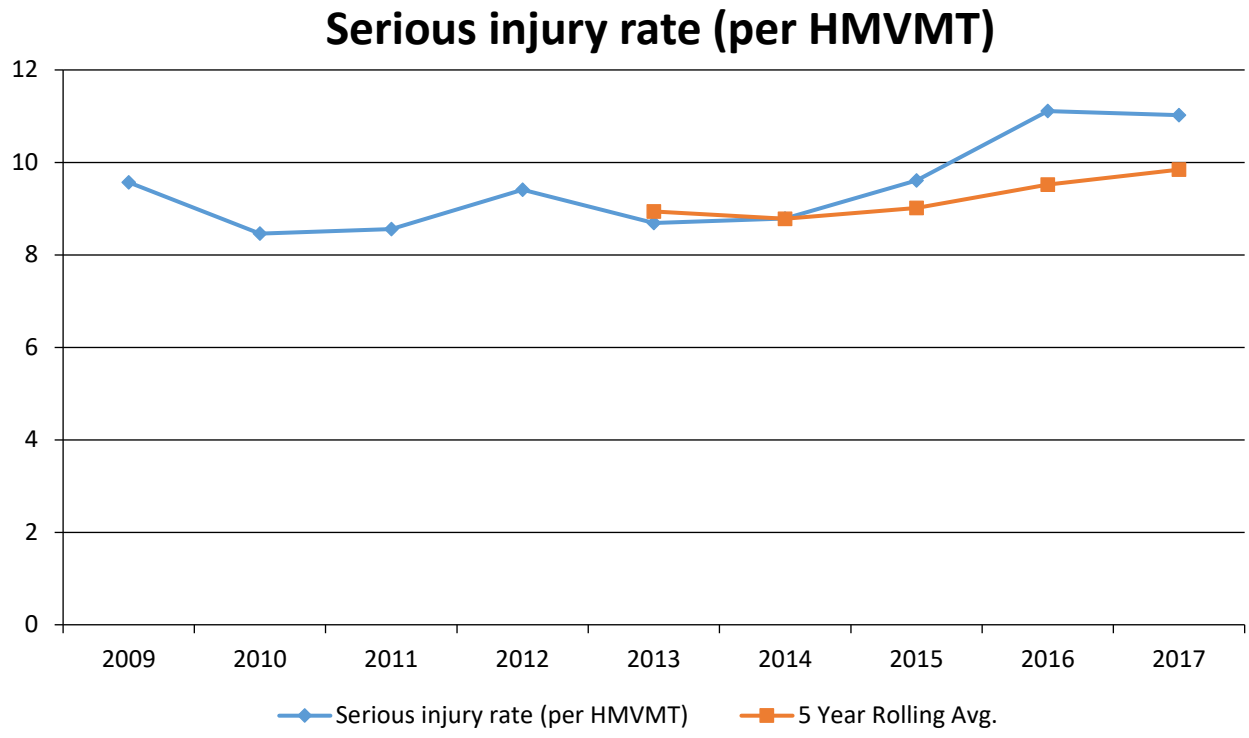
Present data showing the general highway safety trends in the State for the past five years.

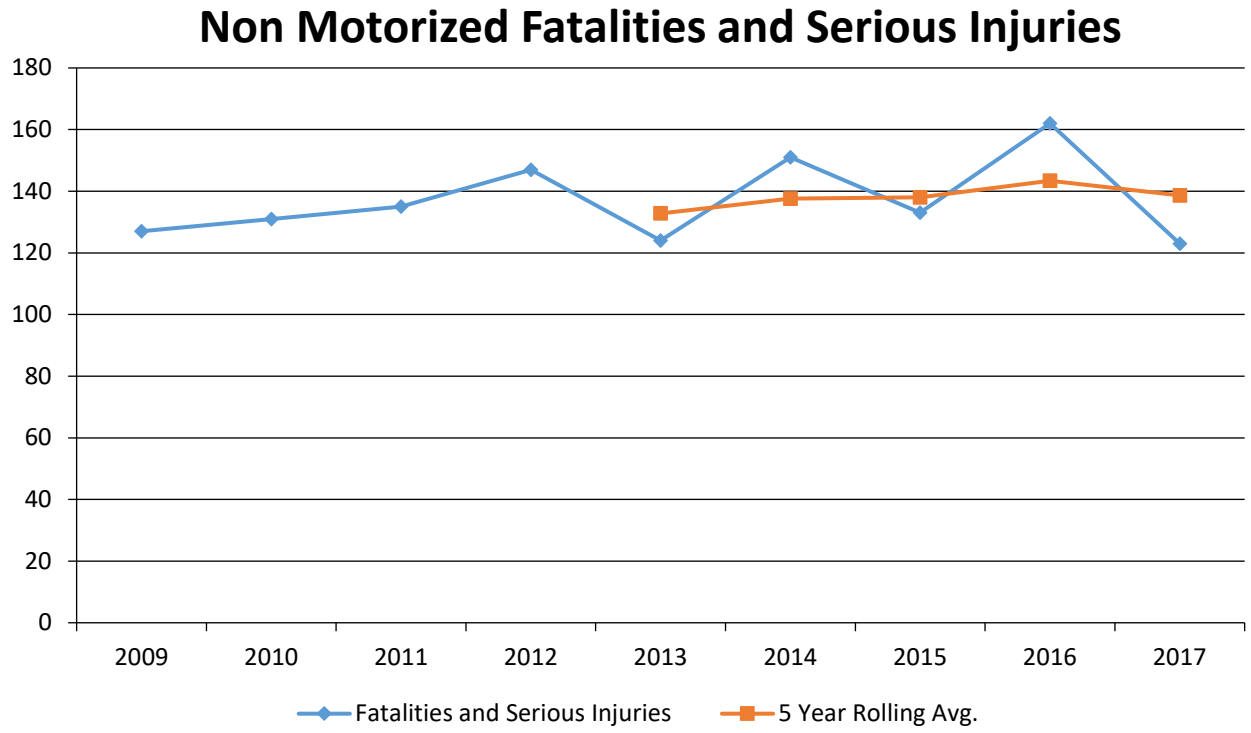
PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	29	24	27	15	20	23	23	27	33
Serious Injuries	347	303	305	336	305	311	340	400	409
Fatality rate (per HMVMT)	0.800	0.670	0.760	0.420	0.570	0.650	0.650	0.750	0.889
Serious injury rate (per HMVMT)	9.570	8.460	8.560	9.410	8.690	8.790	9.610	11.110	11.021
Number non-motorized fatalities	14	15	9	7	10	10	14	10	15
Number of non-motorized serious injuries	113	116	126	140	114	141	119	152	108


Annual Fatalities
35
30
25
20
15
10
5
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
450
400
350
300
250
200
150
100
50
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
12
10
8
6
4
2
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Enter additional comments here to clarify your response for this question or add supporting information.

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

The District Department of Transportation obtains official fatality data through the National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting Systems (FARS). Final fatality numbers are obtained from FARS data for years 2012 through 2016. The preliminary numbers for 2017 FARS data are obtained from the Metropolitan Police Department (MPD). The District's fatality numbers are relatively small and, therefore, uses injury data to get a clearer picture of the District's traffic safety problems.

To the maximum extent possible, present this data by functional classification and ownership.

Year 2017

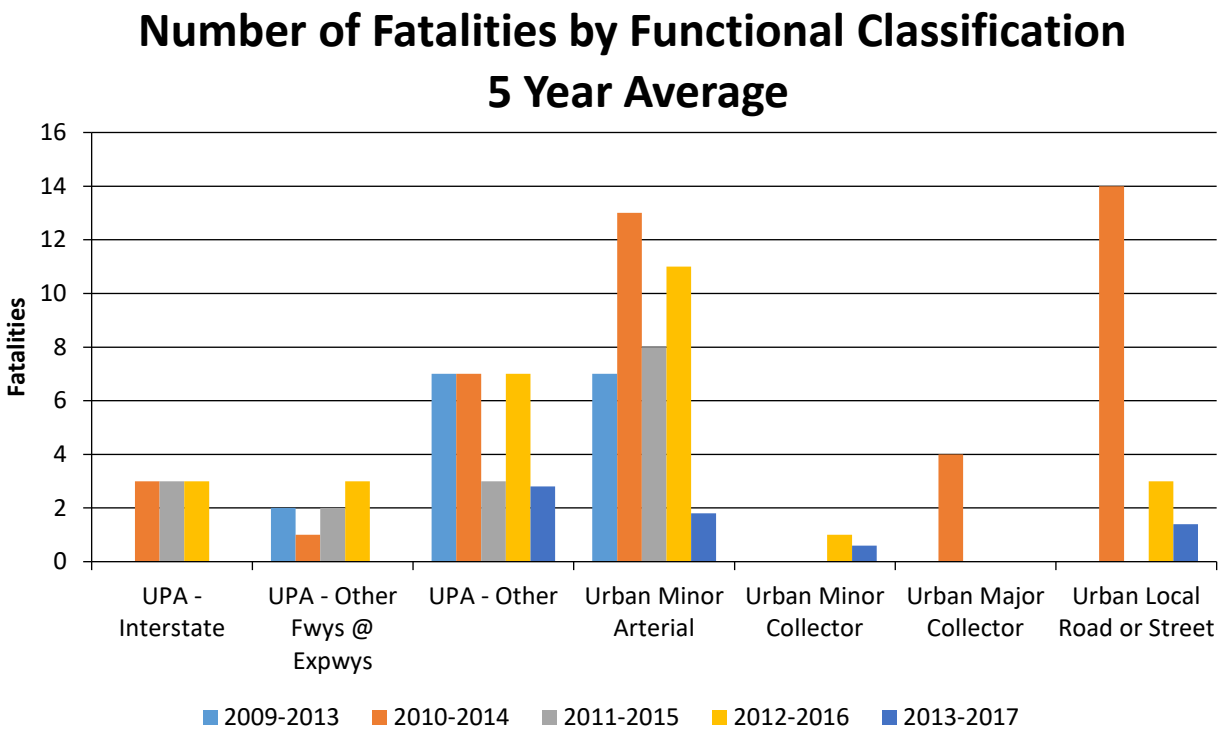
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate				
Rural Principal Arterial (RPA) - Other Freeways and Expressways				

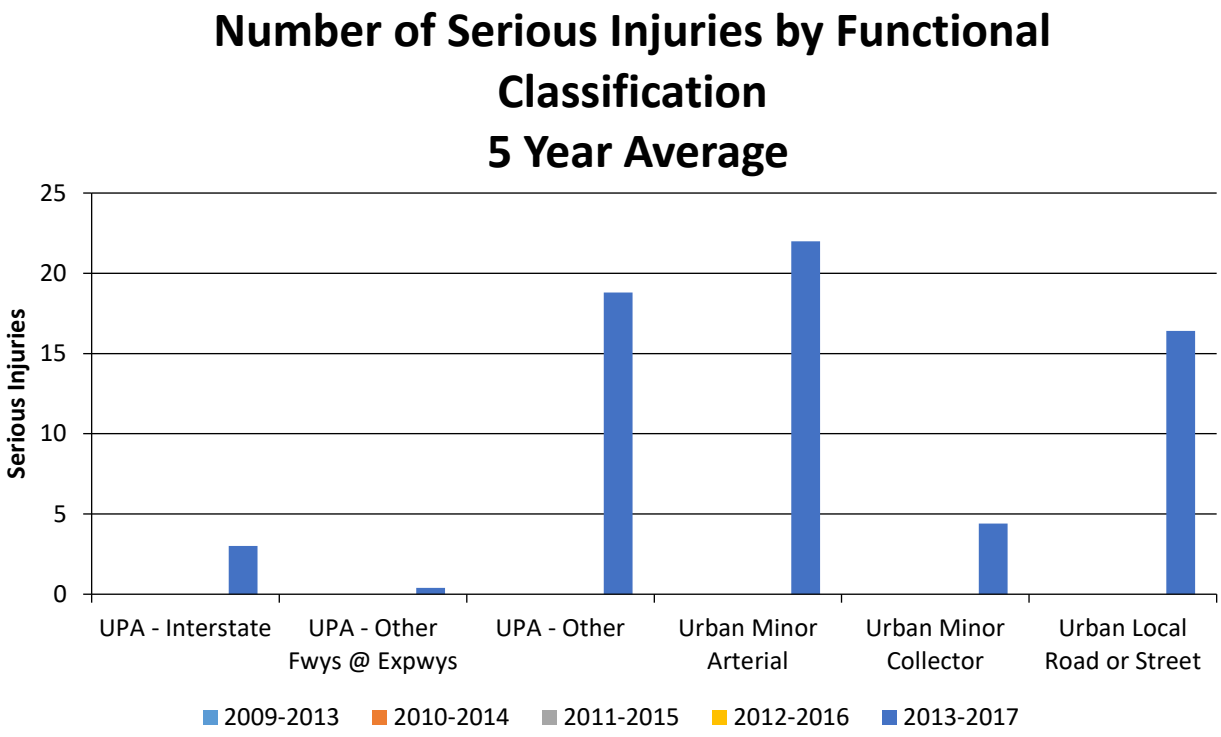
2018 District Of Columbia Highway Safety Improvement Program

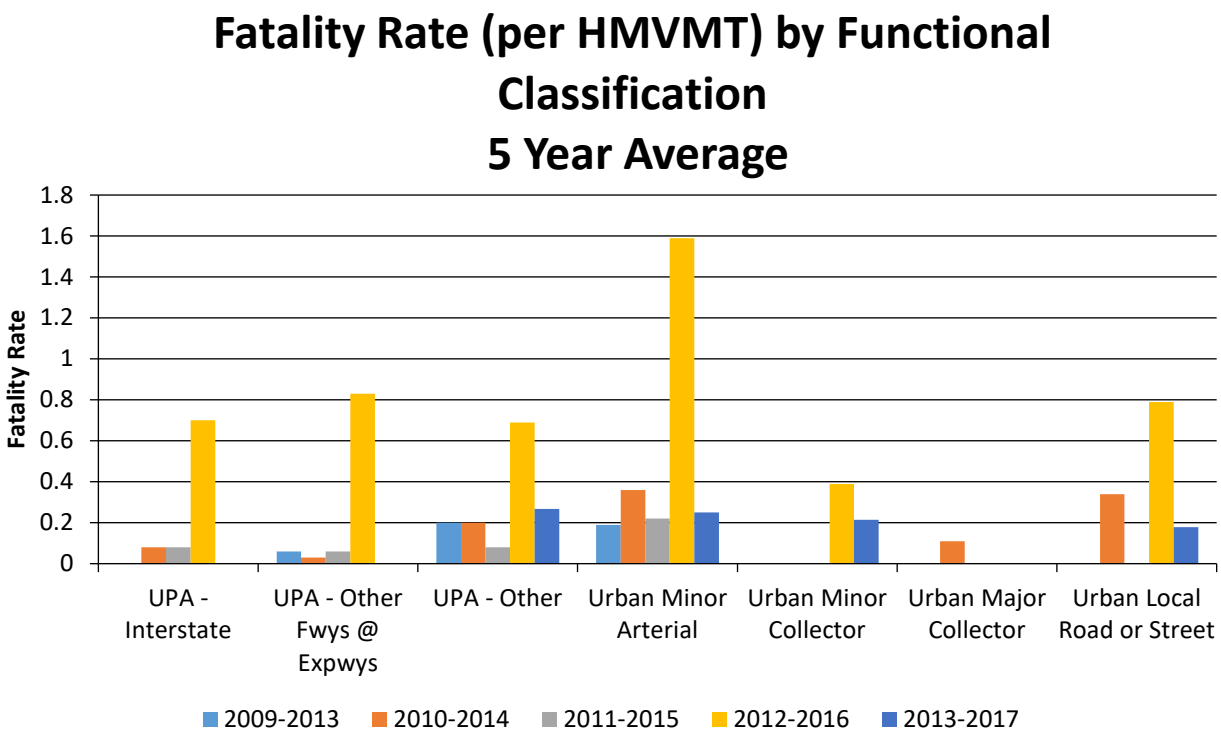
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Other				
Rural Minor Arterial				
Rural Minor Collector				
Rural Major Collector				
Rural Local Road or Street				
Urban Principal Arterial (UPA) - Interstate		3		0.62
Urban Principal Arterial (UPA) - Other Freeways and Expressways		0.4		0.1
Urban Principal Arterial (UPA) - Other	2.8	18.8	0.27	1.8
Urban Minor Arterial	1.8	22	0.25	3.06
Urban Minor Collector	0.6	4.4	0.21	
Urban Major Collector				
Urban Local Road or Street	1.4	16.4	0.18	2.07

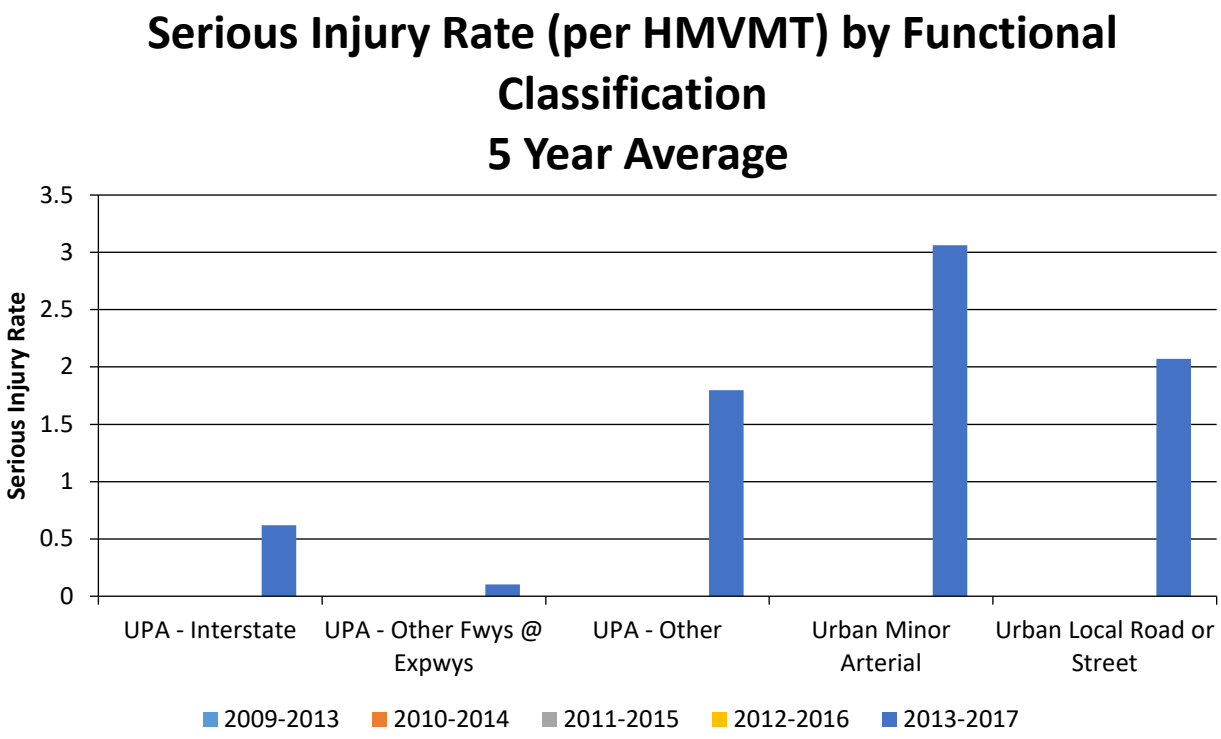
Year 2016

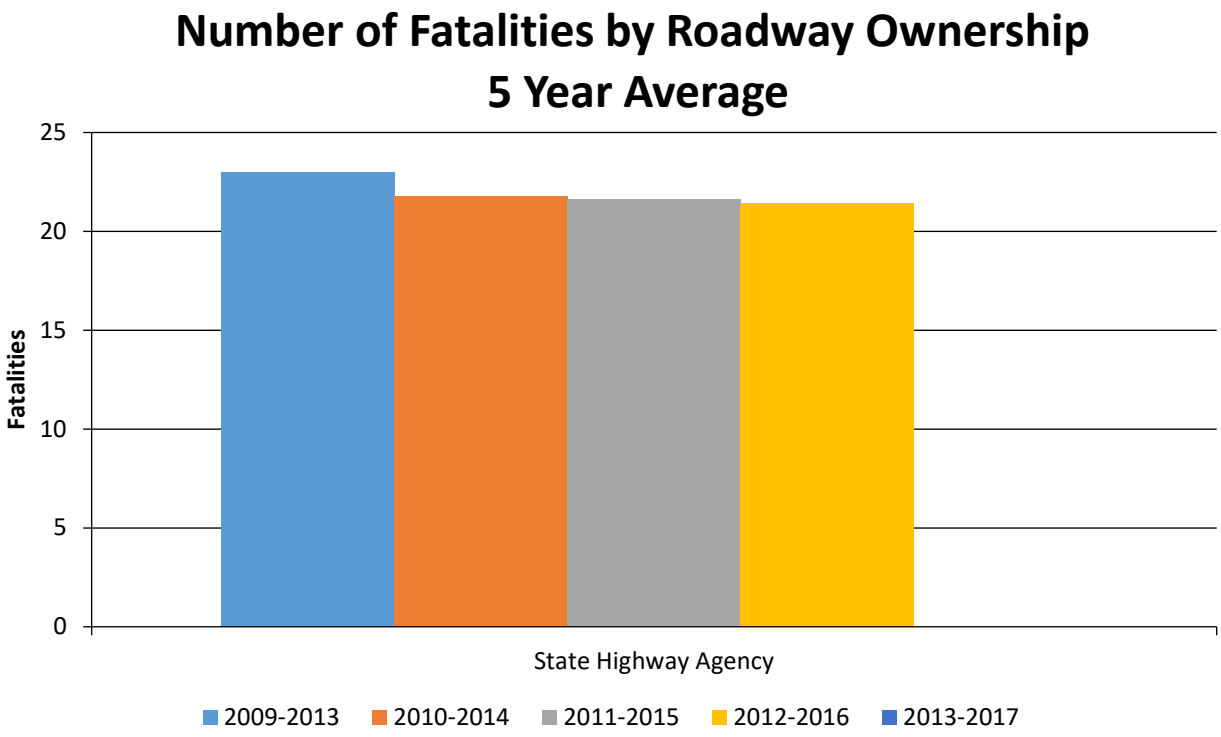
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	21.4	338	0.59	9.36
County Highway Agency				
Town or Township Highway Agency				
City of Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

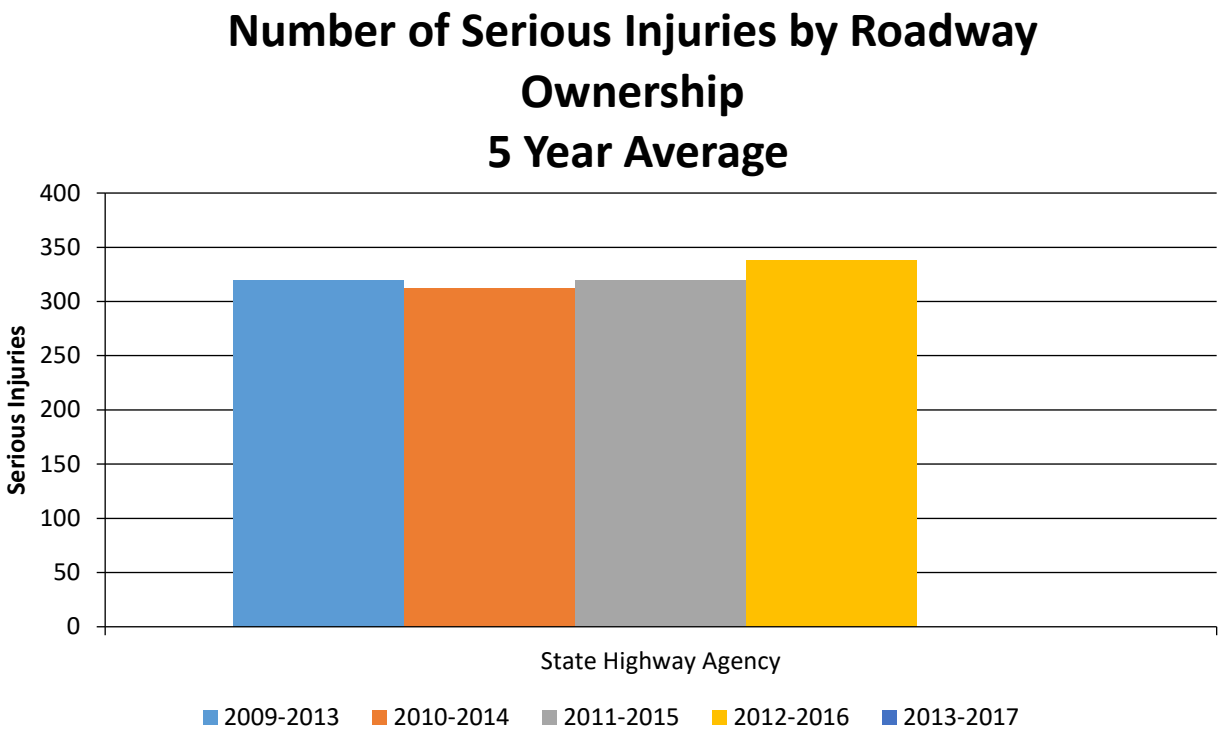

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
16
14
12
10
8
6
4
2
0
UPA - Interstate
UPA - Other Fwys @ Expwys
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

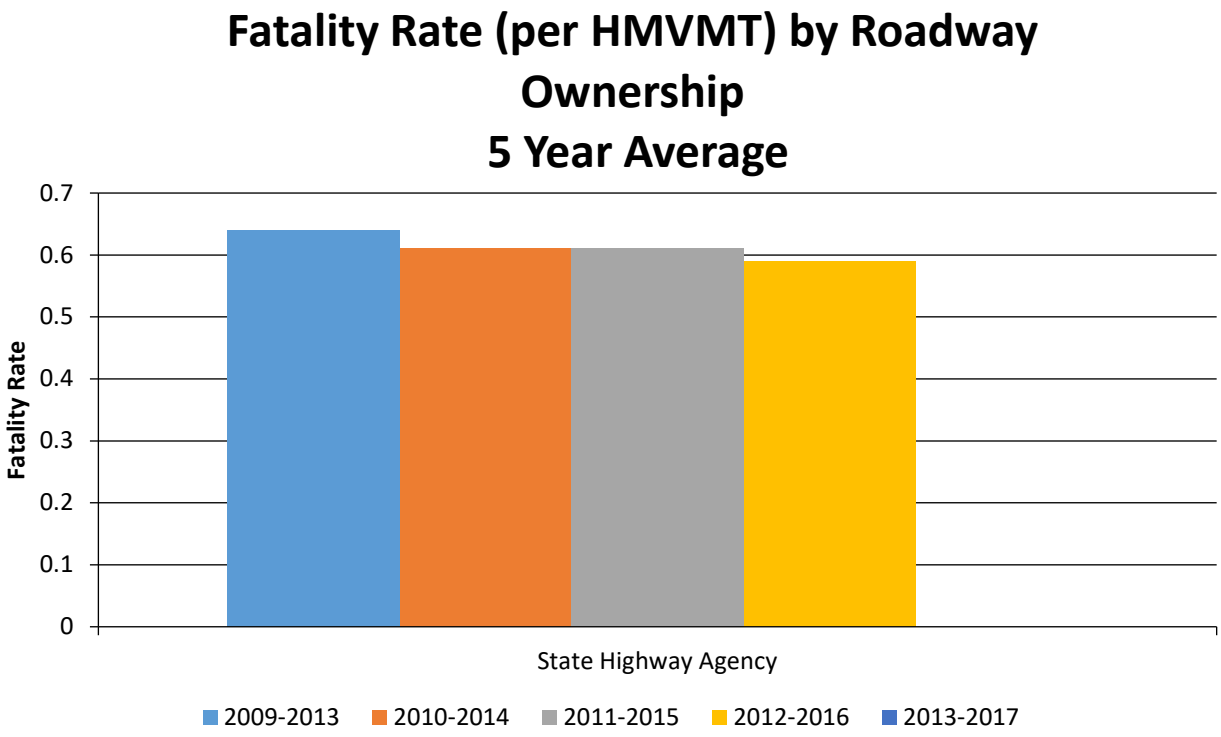

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
25
20
15
10
5
0
UPA - Interstate
UPA - Other Fwys @ Expwys
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

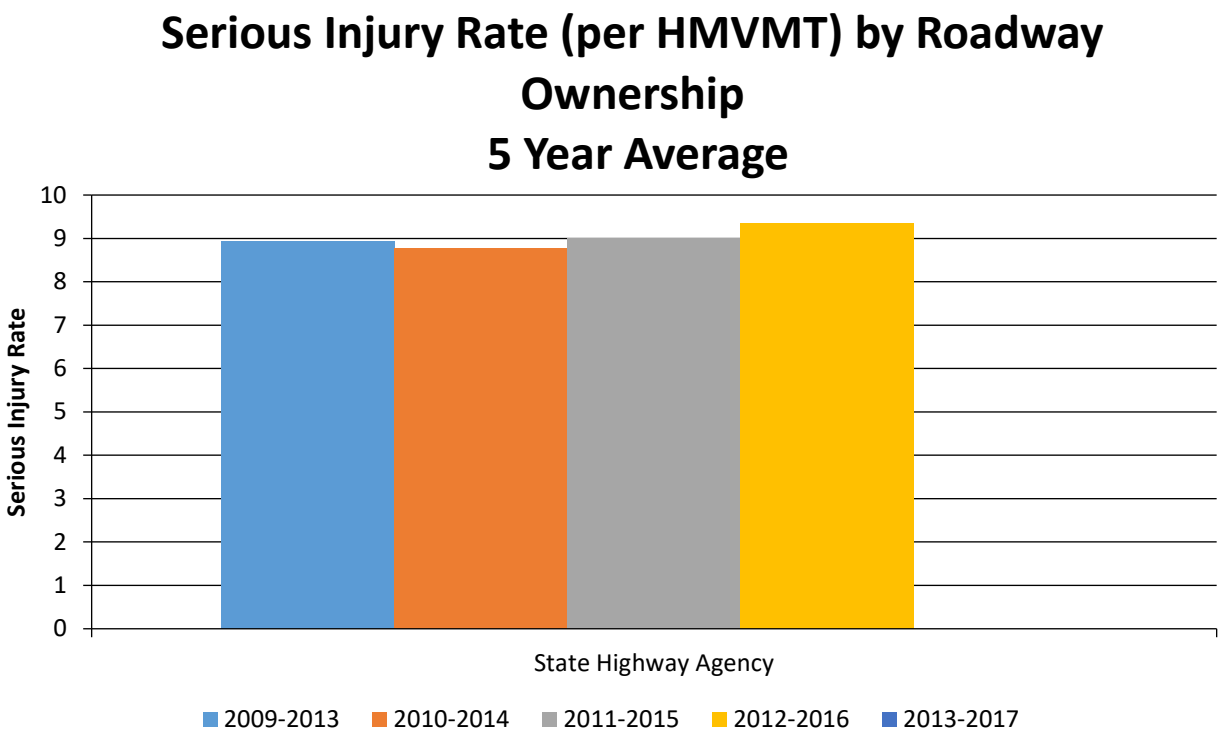

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
UPA - Interstate
UPA - Other Fwys @ Expwys
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
3.5
3
2.5
2
1.5
1
0.5
0
UPA - Interstate
UPA - Other Fwys @ Expwys
UPA - Other
Urban Minor Arterial
Urban Local Road or Street
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Fatalities by Roadway Ownership
5 Year Average
25
20
15
10
5
0
Fatalities
State Highway Agency
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
400
350
300
250
200
150
100
50
0
State Highway Agency
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
Fatality Rate
State Highway Agency
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017



Enter additional comments here to clarify your response for this question or add supporting information.

Current HMVMT is 37.11, however, HMVMT by functional classification was projected from 2016 data

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

No

Safety Performance Targets

Safety Performance Targets

Calendar Year 2019 Targets *

Number of Fatalities	31.0

Describe the basis for established target, including how it supports SHSP goals.

The District of Columbia Strategic Highway Safety Plan (SHSP) Update 2014 (revised 2017) seeks to reduce traffic fatalities by 20 percent from 26 (average of 5 years 2008 to 2012, FARS data) to 21 by 2025. Between 2005 and 2017 the District fatality trend followed the national trend, downward from 48 in 2005 to 15 (lowest) in 2012. The five-year rolling average has been close to the SHSP target for years 2014 through

2016 after a series of relatively low actual fatality numbers in 2012, 2013, and 2014. Over the latest 5 years (2013 to 2017) the District has averaged 25 traffic fatalities, with the actual traffic fatalities under the average for three of the five years. Currently the trend of crash occurrences and resulting traffic fatalities is increasing due to the many factors. The latest year, 2017, saw a relatively significant number of fatalities (33), which represents a 52% increase over the average of previous five years (21.6). This upward trend, although based on a projection of actual traffic fatalities, makes the value in 2019 (39 traffic fatalities) an unreasonably high target. Using the 5 year rolling average trend which to some extend evens out the yearly fluctuation gives a projected value of 31 (actual 31.2) traffic fatalities in 2019.

Number of Serious Injuries 417.0

Describe the basis for established target, including how it supports SHSP goals.

Serious injuries is defined according to MMUCC 4th Edition. Currently the trend of crash occurrences and resulting serious injuries is increasing due to the many issue. In particular, the District implemented a new crash reporting system that captures injury data based on the MMUCC 4th Edition. There is a high probability (based on experiences from other States) that future serious injury numbers resulting from a crash will increase as officers are fully trained leading to more accurate and consistent coding in the field. The upward trend although based on a projection of actual serious injuries, makes the serious injury value in 2019 (488) an unrealistic high target. The 5 year rolling average serious injury rate trend, which to some extent evens out the yearly fluctuation, makes the projected value of 417 serious injuries in 2019 also an unrealistic low target based on current trends. With the increases in population, worker trips, tourist visitations, VMT, non-motorized trips, and other trip making activities in the District, exposure is expected to increase by at least 10 to 15 percent per year as noted previously. In addition, the new electronic reporting system can potentially lead to an increase in serious injury reporting through improved accuracy and consistency. Thus, using an average of both the low and high projections the District believes that a goal of limiting serious injuries to 452 (actual 452.7) persons or a 6.7 percent decrease based on the 2019 actual projection is achievable.

Fatality Rate 0.850

Describe the basis for established target, including how it supports SHSP goals.

The Fatality Rate is defined as the number of traffic fatalities per 100 million vehicle miles traveled. Currently the trend of crash occurrences and resulting traffic fatality rate is increasing due to the many issues. This upward trend, although based on a projection of actual traffic fatalities, makes the value in 2019 (1.05) an unrealistic high target. Using the 5 year rolling average trend which to some extend evens out the yearly fluctuation gives a projected value of 0.85 in 2019. With the increases in population, worker trips, tourist visitations, VMT, non-motorized trips, and other trip making activities in the District, exposure is expected to increase by at least 10 to 15 percent per year as noted previously. However, with the ongoing and planned road safety activities in engineering, enforcement, education and emergency services the District believes that using an average of both the high and low projections to 0.85

persons or a 23.5 percent decrease based on the 2019 actual projection through the implementation of engineering and behavioral strategies is achievable.

Serious Injury Rate 11.477

Describe the basis for established target, including how it supports SHSP goals.

The District of Columbia SHSP seeks to reduce the serious injuries by 20% between 2013 and 2025. In previous years Serious injuries were defined as disabling and non-disabling (as recorded by the MPD). Currently, the District implemented a new crash reporting system that captures injury data based on the MMUCC 4th Edition. The trend of crash occurrences and resulting serious injuries is increasing due to the many issues. There is a high probability (based on experiences from other States) that future serious injury numbers resulting from a crash will increase as officers are fully trained leading to more accurate and consistent coding in the field. The upward trend, although based on actual serious injury rates, makes this projected serious injury rate value in 2019 (13.18) an unrealistic high target. The 5 year rolling average serious injury rate trend which to some extend evens out the yearly fluctuation makes the projected value of 11.47 in 2019 also a reasonable estimate based on current trends. With the increases in population, worker trips, tourist visitations, non-motorized trips, and other trip making activities in the District, exposure is expected to increase by at least 10 to 15 percent per year as noted previously. In addition, the new electronic reporting system can potentially lead to an increase in serious injury reporting through improved accuracy and consistency.

Total Number of Non-Motorized Fatalities and Serious Injuries 125.0

Describe the basis for established target, including how it supports SHSP goals.

Pedestrians and bicyclists are among the District's most vulnerable roadway users and when involved in a crash with a motor vehicle, they suffer more serious injuries than vehicle occupants. Improving pedestrian and bicycle safety is major challenge as they compete with other modes of transportation for limited space. The District is committed to improving the safety of these modes as reflected in the State Highway Safety Plan (SHSP); however, pedestrian and bike crashes are expected to rise in the future as exposure increases. The challenge is to accelerate implementation of the pedestrian safety strategies to reverse this trend and reduce the impact of crashes on these vulnerable users.

Enter additional comments here to clarify your response for this question or add supporting information.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

Meetings and conference calls are coordinated between DDOT teams (including Transportation Operations & Safety Division, Highway Safety Office, and Vision Zero Staff), Metropolitan Police Department, Metropolitan Washington Council of Governments (MWCOG), and Federal Highways Administration (FHWA). The DDOT stakeholders, primarily the Transportation Operations & Safety Division and the Highway Safety Office

2018 District Of Columbia Highway Safety Improvement Program
establishes the methodology and targets for Fatalities, Serious Injuries and Fatality rate per 100 million vehicle-miles travelled; these are identical for the HSP and HSIP for FY2019. The methodologies were also used to establish targets for Serious Injury Rate and Non-motorized fatality and serious injuries. The MWCOG staff normally provides support and feedback throughout the process, as well as providing data for vehicle miles travelled (VMT).

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

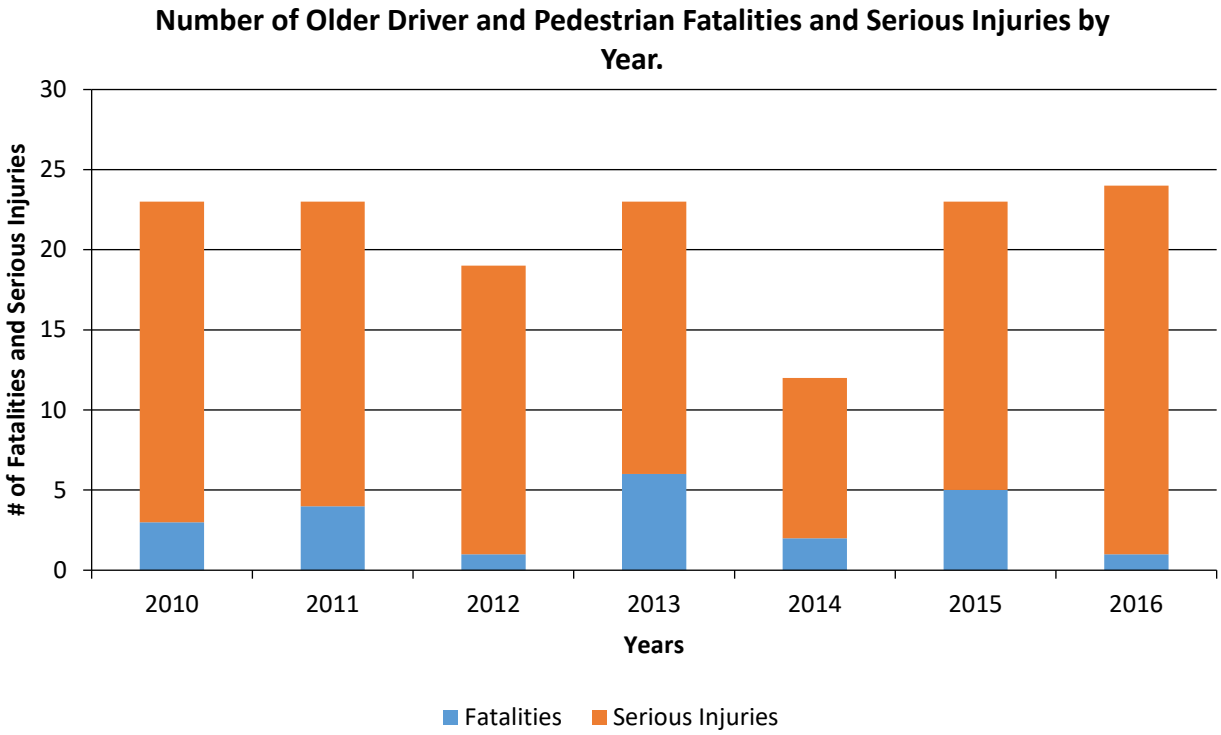
No

Enter additional comments here to clarify your response for this question or add supporting information.

The HRRR Special Rule is triggered if the fatality rate on rural roads increases over the most recent 2-year period for which data are available. Since The District of Columbia does not have rural roadways this does not apply.

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016
Number of Older Driver and Pedestrian Fatalities	3	4	1	6	2	5	1
Number of Older Driver and Pedestrian Serious Injuries	20	19	18	17	10	18	23



Enter additional comments here to clarify your response for this question or add supporting information.

The goal of the District is to become an Age-Friendly City, a community that is inclusive with an accessible urban environment that encourages active and healthy aging. The District's older population is expected to increase proportionately over the next few years. Pedestrian fatalities and serious injuries account for the larger share of the numbers shown in the table.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Change in fatalities and serious injuries
Benefit/Cost Ratio

Enter additional comments here to clarify your response for this question or add supporting information.

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

The District of Columbia Department of Transportation (DDOT) is continually making efforts to ensure the application of safety analysis knowledge and methodologies are used to maximize the effectiveness of HSIP funds. The District of Columbia Strategic Highway Safety Plan Update 2014 (revised 2017) seeks to reduce traffic fatalities by 20 percent from 26 (average of 5 years 2008 to 2012, FARS data) to 21 by 2025. The District has made significant strides in achieving these goals. The five-year rolling average has been close to this target for years 2014 through 2016 after low actual fatality numbers in 2012, 2013, and 2014. Over the latest 5 years (2013 to 2017) the District has averaged 25 traffic fatalities, with the actual traffic fatalities under that average for three of the five years. The latest year, 2017, saw a relatively significant number of fatalities (33), which represents a 52% increase over the average of previous five years (21.6). Although 2017 numbers is looking like an outlier year, it is anticipated that fatalities in the District will continue to show fluctuations year after year, but should follow a gradual downward trend over 10 years as reflected in the data.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

More systemic programs
Policy change
Organizational change
Increased awareness of safety and data-driven process
Increased focus on local road safety

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any significant programmatic changes that have occurred since the last reporting period?

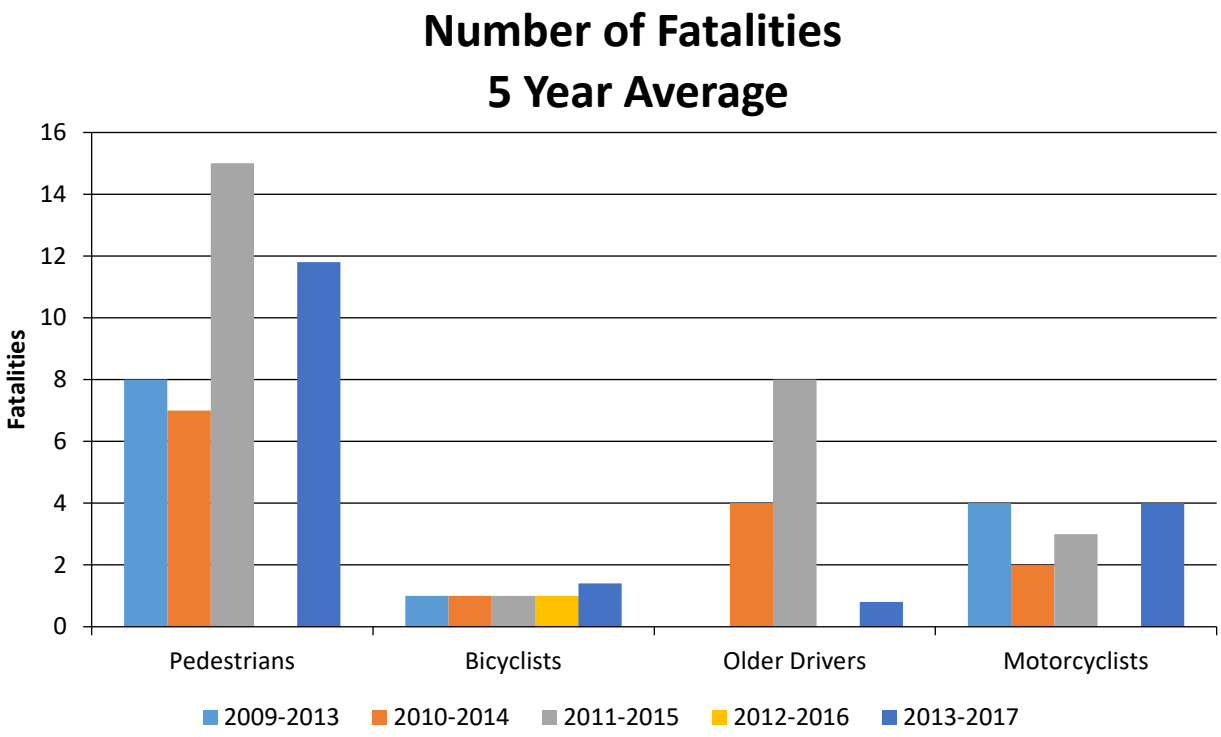
No

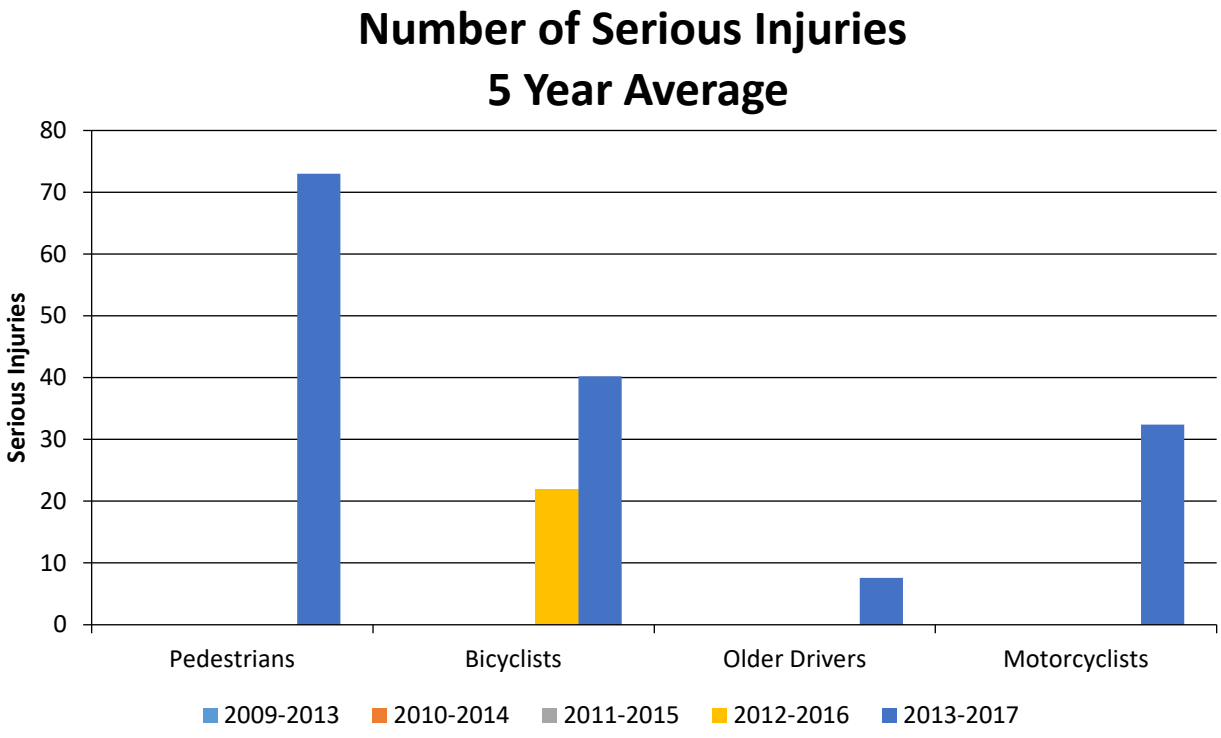
Effectiveness of Groupings or Similar Types of Improvements

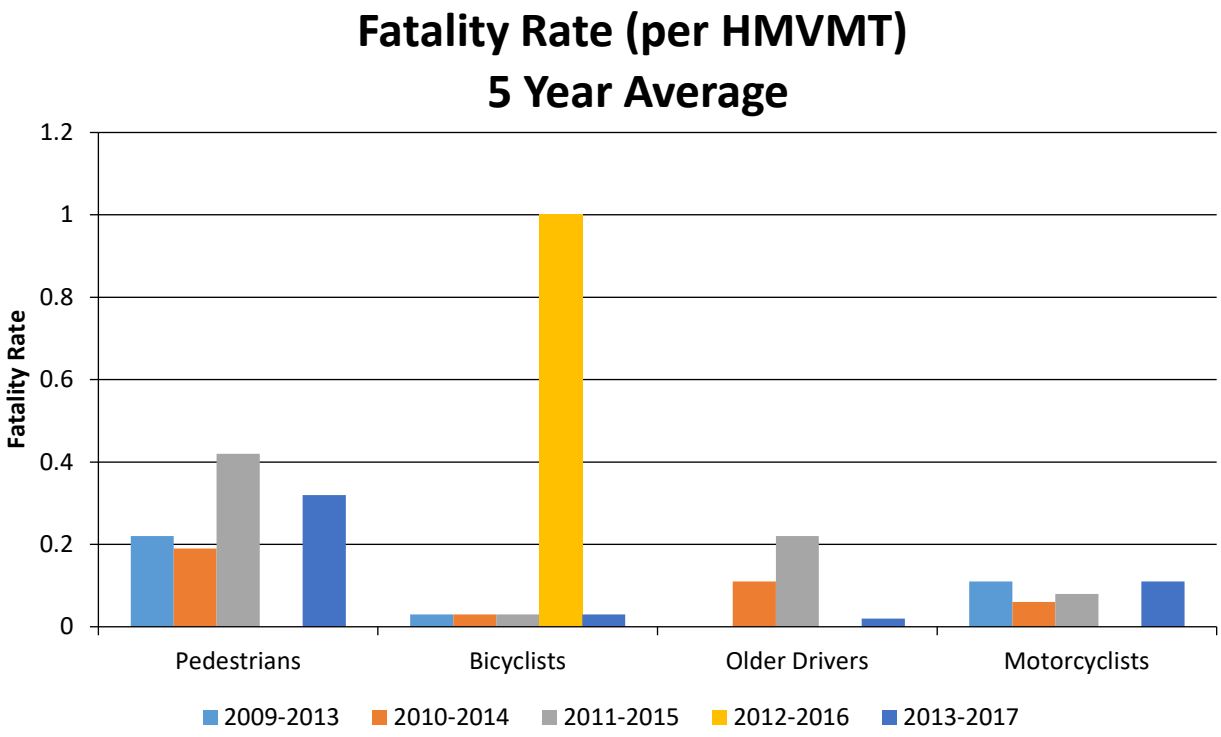
Present and describe trends in SHSP emphasis area performance measures.

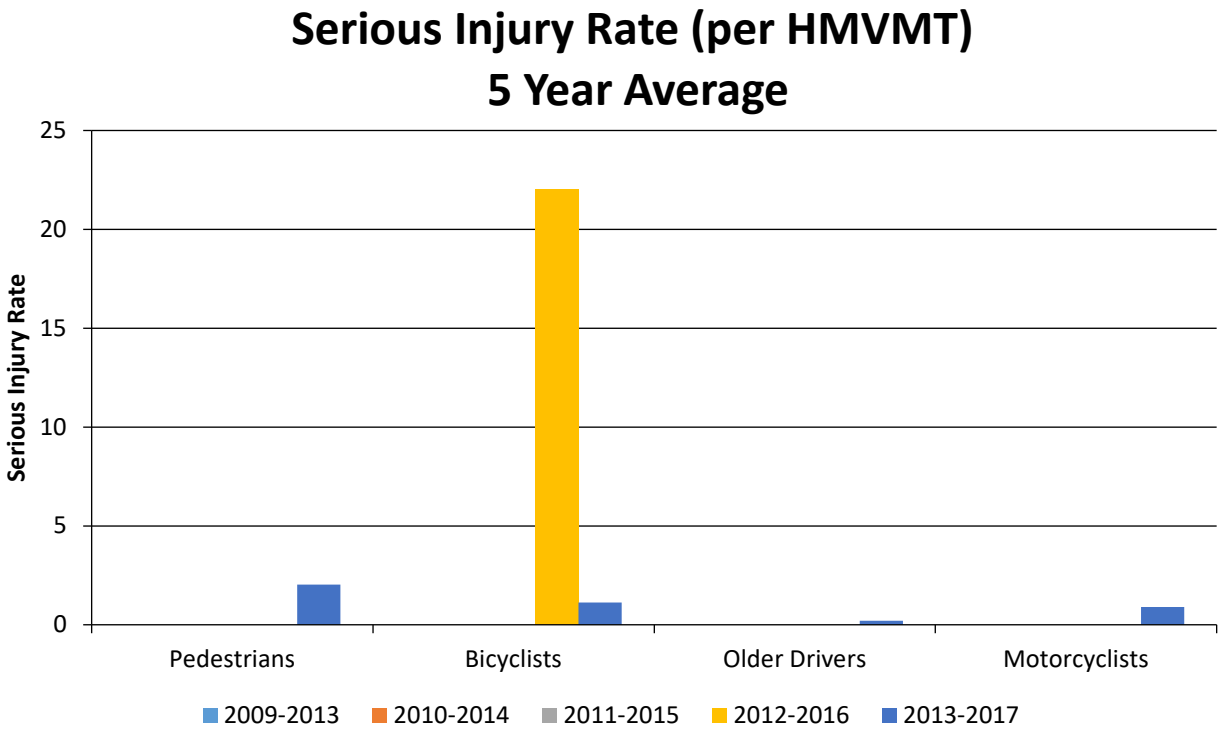
Year 2017

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Pedestrians		11.8	73	0.32	2.03
Bicyclists		1.4	40.2	0.03	1.12
Older Drivers		0.8	7.6	0.02	0.21
Motorcyclists		4	32.4	0.11	0.9


Number of Fatalities
5 Year Average
Fatalities
16
14
12
10
8
6
4
2
0
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries
5 Year Average
Serious Injuries
80
70
60
50
40
30
20
10
0
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017





Enter additional comments here to clarify your response for this question or add supporting information.

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
10th Street at Massachusetts Avenue	Urban Minor Arterial	Roadway signs and traffic control	Roadway signs and traffic control - other	5.00						6.00	1.00	11.00	1.00	

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

10/09/2014

What are the years being covered by the current SHSP?

From: 2014 To: 2019

When does the State anticipate completing it's next SHSP update?

2019

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	100	100					100	100	100	100
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	100		
Begin Point Segment Descriptor (10)	100	100					100	100	100	100
End Point Segment Descriptor (11)	100	100					100	100	100	100
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	100	100								
Access Control (22)	100	100								

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	100		
Average Annual Daily Traffic (79)	100	100					100	100		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			100	100						
Intersection/Junction Geometry (126)			100	100						
Intersection/Junction Traffic Control (131)			100	100						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			100	100						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					0	0				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					100	100				
Roadway Type at End Ramp Terminal (199)					100	100				

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Interchange Type (182)					0	0				
Ramp AADT (191)					100	100				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	**100.00**	**100.00**	**100.00**	**100.00**	**81.82**	**81.82**	**100.00**	**100.00**	**100.00**	**100.00**

*Based on Functional Classification

Enter additional comments here to clarify your response for this question or add supporting information.

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

The District is very close to completing the MIRE fundamental data elements on all public roads. In the coming months, the District's staff will focus much of its resource to complete the the interchanges. We anticipate that these should be completed in the next year.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Serious Injury	Yes	N/A	Yes	N/A	Yes
Crash Report Form Instruction Manual	Serious Injury	Yes	Any injury other than fatal that results in one or more of the following: -Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood -Broken or distorted extremity (arm or leg) -Crush injuries -Suspected skull, chest, or abdominal injury other than bruises or minor lacerations -Significant burns (second and third degree burns over 10% or more of the body) -Unconsciousness when taken from the crash scene -Paralysis	Yes	Apparent Broken Bones Concussion Loss of Teeth Other Major Injury Severe Laceration Unconsciousness	Yes
Crash Database	Serious Injury	Yes	N/A	Yes	N/A	Yes
Crash Database Data Dictionary	Serious Injury	Yes	Any injury other than fatal that results in one or more of the following: -Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood	Yes	Apparent Broken Bones Concussion Loss of Teeth Other Major Injury Severe Laceration Unconsciousness	Yes

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
			-Broken or distorted extremity (arm or leg) -Crush injuries -Suspected skull, chest, or abdominal injury other than bruises or minor lacerations -Significant burns (second and third degree burns over 10% or more of the body) -Unconsciousness when taken from the crash scene -Paralysis			

Enter additional comments here to clarify your response for this question or add supporting information.

Did the State conduct an HSIP program assessment during the reporting period?
No

When does the State plan to complete it's next HSIP program assessment.

2019

Enter additional comments here to clarify your response for this question or add supporting information.

The District of Columbia will complete its HSIP program assessment in 2019 with two main objectives:

- To determine if the HSIP meets all the requirements of the updated HSIP regulations, and
- To benchmark progress at the agency level for HSIP relative to the SHSP and the targets set.

Optional Attachments

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average	means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).
Emphasis area	means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.
Highway safety improvement project	means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
HMVMT	means hundred million vehicle miles traveled.
Non-infrastructure projects	are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.
Older driver special rule	applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.
Performance measure	means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
Programmed funds	mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.
Roadway Functional Classification	means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
Strategic Highway Safety Plan (SHSP)	means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.
Systematic	refers to an approach where an agency deploys countermeasures at all locations across a system.
Systemic safety improvement	means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.
Transfer	means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.