

# How Safe Are Our Roads?



A Data Report on the Impact of Drunk and Drugged  
Driving on Highway Safety in the Washington, D.C.  
Metropolitan Region

NOVEMBER 2002

**This report is prepared by George Mason University's Center  
for the Advancement of Public Health for the Washington  
Regional Alcohol Program**

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November 2002

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## EXECUTIVE SUMMARY

### OVERALL:

- There appears to be a decline in arrest trends in the Metropolitan Region (see Chart 5-2) and a slow but steady increase in both alcohol- and drug-related fatalities and crashes.
- Loudoun County and Prince William County had the most substantial increases in population and also experienced increases in arrests, total fatalities, percentage of fatalities that were alcohol- and drug-related, and percentage of crashes that were alcohol- and drug-related.
- It appears that attention to and priority of efforts to address drunk- and drugged-driving have been declining over the past several years. At the same time, fatalities and crashes are on the rise.

### POPULATION:

- Ten of the twelve jurisdictions experienced an increase in population from 2000 to 2001.

### FATALITIES:

- Alcohol- and drug-related fatalities increased for the third consecutive year in 2001 bringing alcohol- and drug-related fatalities to their highest level in six years.
- The Washington, D.C. Metropolitan Region reported an 11% increase in the number of alcohol- and drug-related traffic fatalities in 2001.
- Over the past six years, the percentage of traffic fatalities that were alcohol- and drug-related in the Metropolitan Region has been substantially lower than that of the national average.
- The percentages of fatalities that are alcohol- and drug-related have been on the decline in DC and Maryland since 1999, whereas the percentage for Virginia has been on the rise since 1998.
- Virginia trends appear to closely follow those of the nation.

### CRASHES:

- The Metropolitan Region as a whole saw an increase in alcohol- and drug-related crashes for the fourth consecutive year in 2001 bringing alcohol- and drug-related crashes to their highest level in four years.
- During the last year, alcohol- and drug-related crashes increased 15.2% for the Metropolitan Region.
- In 2001, the Metropolitan Region had the lowest percentage of alcohol- and drug-related crashes in six years.

- While the Region as a whole has exhibited a steady increase in total traffic crashes and alcohol- and drug-related crashes in the past five years, the percentage of traffic crashes that were alcohol- and drug-related remained consistently and notably below the national average.

#### INJURIES:

- The Metropolitan Region experienced a nominal decline in the percentage of injuries that were alcohol- and drug-related from 7.1% in 2000 to 6.8%\* in 2001.  
*\*Does not include crashes in Washington, D.C. for comparative/statistical purposes, as such data was unavailable for previous report years.*
- The total number of alcohol- and drug-related injuries in the Metropolitan Region has decreased 6.8%\* since 2000 and 21.7%\* since 1999.  
*\*Does not include crashes in Washington, D.C. for comparative/statistical purposes, as such data was unavailable for previous report years.*
- In 2001, Maryland, Virginia and the Metropolitan Region as a whole experienced the lowest number of alcohol- and drug-related injuries in the past 3 years.

#### ARRESTS:

- The arrest rate for the Washington Metropolitan Region is the lowest it's been in over a decade.
- The Metropolitan Region has experienced an 11.8% decrease in arrests during the past year and a 30% decrease in arrests since 1996.
- The Maryland Sub-Region experienced a 27.5% decrease in drunk- and drugged-driving arrests from 2000 to 2001.

#### INTERVIEWS:

- Scope of impaired driving efforts is limited in most jurisdictions.
- Difficult to find a youth coordinator contact that was not a part of law enforcement.
- Budget restraints and personnel shortages seem to be the driving factors in jurisdictions placing impaired driving efforts on the back burner.

## A NATIONAL PERSPECTIVE

Traffic safety – in all its dimensions – is a national concern, spanning all jurisdictions, regions, and states. Motor vehicle travel is the principal means of transportation in the United States, yet deaths and injuries resulting from traffic crashes are a leading cause of death among Americans and more than 90% of transportation-related fatalities are traffic fatalities. Through concerted efforts at national, state, city, and local levels, there has been much progress in reducing the number of fatalities and serious injuries on the nation's shared roadways.

- In 1991 the fatality rate per 100 million vehicle miles of travel was 1.9. The fatality rate reached a new historic low of 1.5 in 2001.
- In 1991 the injury rate per 100 million vehicle miles of travel was 143. The injury rate fell to 109 per 100 million vehicle miles in 2001.
- The percent safety belt use rate nationwide in 2001 was 73%.
- In 1991 the rate of alcohol involvement in fatal crashes was approximately 49%, with 20,159 reported alcohol-related fatalities. In 2001 the rate of alcohol involvement was approximately 41%, with 17,448 reported alcohol-related fatalities, representing a 13% reduction in alcohol-related fatalities since 1991.

Despite these significant improvements, traffic safety remains a critical issue, and alcohol remains a considerable contributing factor in traffic crashes, traffic fatalities, and traffic injuries.

- In 2000, 17,380 alcohol-related traffic fatalities were reported. In 2001, reported alcohol-related traffic fatalities rose less than 1% to 17,448. This represents an average of one alcohol-related fatality every 30 minutes.
- In 2001 an estimated 275,000 persons were injured in crashes where police reported that alcohol was present, representing an average of one person injured every 2 minutes.
- While 2001 data is not yet available, approximately 1.5 million drivers were arrested for driving under the influence of alcohol or other drugs in 2000, representing an arrest rate of 1 out of every 130 licensed drivers in the United States.
- 2001 estimates from the National Highway Traffic Safety Administration indicate that alcohol was involved in 7% of all crashes and 41% of all fatal crashes.

These numbers from the National Highway Traffic Safety Administration (NHTSA) serve as a referent for the scope and magnitude of the drunk- and drugged-driving problem nationwide, and suggest the compromising role alcohol and drugs play with respect to traffic safety. A closer look at the Washington Metropolitan Region reveals the scope and magnitude of the drunk- and drugged-driving problem locally.

## METHODOLOGY

For the purposes of this report, the Washington Metropolitan Region is defined as including two counties in Maryland (Montgomery County and Prince George's County); the District of Columbia; and nine jurisdictions in Northern Virginia (Arlington, Fairfax, Loudoun and Prince William Counties, and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park).

### DATA SOURCES

Data compiled and analyzed in this report comes from a variety of sources, including both primary and secondary sources. Data sources include local and state police departments, the National Highway Traffic Safety Administration (NHTSA), the United States Census Bureau, and state offices on highway safety and motor vehicles.

In addition to the data collected from each jurisdiction, interviews were completed with various law enforcement personnel in each locality. Attempts were made to contact three individuals in each jurisdiction to gather insights about local impaired driving efforts in addition to perspectives on current obstacles and future efforts to address impaired driving. In each jurisdiction, interviews were attempted with Chiefs of Police, officers responsible for local traffic safety efforts, and individuals who interact with youth on a regular basis. The interviews were conducted to help provide insights into the data each jurisdiction provided.

### DATA ANALYSIS

The findings reported in this document are the product of synthesis of data collected from organizations/agencies across the Washington Metropolitan Region. Data have been totaled for each of the twelve jurisdictions, the three sub-regions within the Washington Metropolitan Region (Maryland, Washington, D.C., and Virginia), and for the region as a whole. When possible, percentages have been calculated for comparison across jurisdictions/sub-regions.

In addition to the statistical information compiled for this report, telephone interviews were scheduled for each jurisdiction. Three individuals from each jurisdiction were identified as contacts for telephone interviews. The three individuals included the Chief of Police or Sheriff, a local expert on impaired driving, and a youth coordinator or someone whose focus is that of youth. Out of a possible 36 interviews, 20 were completed. Of the 20 completed interviews, 6 were with Chiefs of Police and Sheriffs, 9 were with local experts, and 5 were with individuals who were identified as youth experts by local law enforcement personnel (1 County employee and 4 law enforcement officers). The completed interviews covered 10 of the 12 jurisdictions in the region.

Before the interviews were conducted, each respondent was ensured that their answers would remain strictly confidential and that no identifying factors would be included within the report. Once the interviews were completed, answers were tallied and examined for common themes, opinions, and attitudes. The responses to the interview questions were compared across professional roles for the entire region, but no attempt was made to look for inconsistencies between professionals in the same jurisdiction.

Several items or analytical questions remain unaddressed at this time due to limitations in data availability and time constraints. Therefore, the reader may be left with several appropriate and valid questions about some more specific drunk- or drugged-driving behaviors throughout the region. Although it was not possible to address these issues in this report, they are avenues to be pursued in future reports and discussions. This future review will not only help describe the nature and magnitude of the drunk- and drugged-driving problem in the Washington Metropolitan Region, but help direct programmatic and strategic interventions in the future to help reduce the degree of alcohol and drug-related problems on the Washington Metropolitan roadways.

As with any type of data collection, it is important to note that some limitations and potentially confounding factors exist. These must be addressed prior to any discussion of the data as these factors can sometimes limit the comparability of statistics across jurisdictions, or may misrepresent some issues/statistics for reasons beyond the scope of this report.

#### **DATA LIMITATIONS AND CONCERNS**

- There are variations in the collection of data across all jurisdictions included in this report. Each organization/agency has its own system of data collection, coding, and management, and the range and type of data collected is not consistent across all jurisdictions. The data offered and analyzed in this report reflect the most readily available data on alcohol and drugs and traffic safety at this point in time.
- Several jurisdictions and organizations/agencies have experienced or are undergoing changes in the way data collection, coding and management is done. Therefore, in some instances data for jurisdictions may seem aberrant when examined against the same values for prior years. The timeline of this report did not allow for further examination of changes in data that may or may not be due to a change in the data collection process for that jurisdiction.
- Data collection in several jurisdictions may not be entirely representative of the complete data for a particular issue. Some organizations/agencies collect data across jurisdictions to report aggregate data, but their own data collection procedures may be incomplete or lack comprehensive representation of all potential data sources within a jurisdiction (i.e. sheriff's office, university police, county police, park police, state police).
- Data regarding the jurisdiction of driver residence versus jurisdiction of crash or incidence is not included in this report; the data provided represents where the incident occurred. It is possible that impaired driving by a single driver may take place across multiple jurisdictions, but may only be identified in that jurisdiction where a traffic violation or crash occurs.
- Interviews were attempted with three individuals, representing different roles (police chief, DUI specialist, and youth specialist) in each of the twelve local jurisdictions. Several interviews were not completed. One major gap in the interviews was with the youth specialist, an individual for each region that was difficult to identify. Another gap with this interview process was the fact that the planned methodology was to interview a single individual in each of three roles in each of the 12 jurisdictions. During the preparation of this report, one jurisdiction was unable to participate in

the interview process due to the focus of jurisdictional resources on the investigation of sniper shootings in their locality. Out of 36 anticipated interviews, 20 were completed.

Wherever possible, these types of limitations are noted in this report when they are known about a particular data value or source.

## POPULATION CENSUS DATA

Ten of the twelve jurisdictions in the Washington Metropolitan Region experienced increases in population in 2001. Two jurisdictions (District of Columbia and Arlington County) each experienced small decreases in population (0.4% and 1% respectively). The jurisdictions with the most significant increases were Loudoun County (12.6%) and Prince William County (6.4%), both located in the Virginia Sub-Region that experienced a 3% increase in population. These increases prompted the Virginia Sub-Region to have the highest increase in population in the Washington Metropolitan Region.

Population data can be seen in the following table (Table 1).

**Table 1: Total Reported Population by Jurisdiction in the Washington Metropolitan Region, 1999 - 2001**

<b>Jurisdictions</b>	<b>2000</b>	<b>2001</b>	<b>Percentage of Population Increase or Decrease</b>
<b><i>District of Columbia</i></b>	572,059	571,822	0.04% Decrease
Montgomery County	873,341	891,347	2.1% Increase
Prince George's County	801,515	816,791	1.9% Increase
<b><i>Maryland Subtotal</i></b>	<b>1,674,856</b>	<b>1,708,138</b>	<b>2.0% Increase</b>
Arlington County	189,453	187,469	1.0% Decrease
City of Alexandria	128,283	128,773	0.4% Increase
City of Fairfax	21,498	21,674	0.8% Increase
City of Falls Church	10,377	10,612	2.3% Increase
City of Manassas	35,135	35,814	1.9% Increase
City of Manassas Park	10,290	10,589	2.9% Increase
Fairfax County	969,749	985,161	1.6% Increase
Loudoun County	169,599	190,903	12.6% Increase
Prince William County	280,813	298,707	6.4% Increase
<b><i>Virginia Subtotal</i></b>	<b>1,815,197</b>	<b>1,869,702</b>	<b>3.0% Increase</b>
<b>Regional Total</b>	<b>4,062,112</b>	<b>4,149,662</b>	<b>2.2% Increase</b>

# ALCOHOL- AND DRUG-RELATED TRAFFIC FATALITIES

## THE BIG PICTURE

Prior to discussing various rates for total traffic fatalities and alcohol- and drug-related fatalities, it should be noted that an increase in fatalities should not necessarily be attributed to an increase in crashes. While one crash may certainly result in one fatality, a single crash may also result in multiple fatalities. Therefore, when examining total alcohol- and drug-related fatalities, it is important to remember that the total number of fatalities is not necessarily the same as the total number of crashes that resulted in fatalities.

National data from NHTSA reports an increase of less than 1.5% in overall traffic fatalities and a 13% reduction in reported alcohol- and drug-related fatalities in the past 10 years. NHTSA data from 2001, however, represent a nominal increase (0.004%) in reported alcohol- and drug-related fatalities from 2000. The Washington, D.C. Metropolitan Region, on the other hand, reported an increase of greater than 15% in the number of reported traffic fatalities for 2001, and an 11% increase in the number of alcohol- and drug-related traffic fatalities. These numbers place the percentage of all local traffic fatalities that were alcohol- and drug-related at slightly over 28%, the lowest in 5 of the past 6 years (in 1998 the percentage of reported alcohol- and drug-related traffic fatalities was just over 25%, but information available for this report does not indicate to what this drop is attributable or if it was perhaps an aberrant year).

While total traffic fatalities have increased in the past three years in the District of Columbia and the Maryland Sub-Region, each sub-region has seen their most significant increase from 2000 to 2001 (44% and 25.5% respectively). Alcohol- and drug-related fatalities in the District of Columbia and Maryland Sub-Regions have increased since 2000 but at a smaller rate than the increase in total traffic fatalities. Therefore, the percentage of fatalities that are alcohol- and drug-related in the District of Columbia and Maryland Sub-Regions has remained relatively stable in the past year. While the Maryland Sub-Region has seen a steady decline in the percentage of fatalities that are alcohol- and drug-related since 1999, the District of Columbia Sub-Region has seen an increase of 1.4% since 2000. The Virginia Sub-Region, however, seems to follow national trends more closely. While Maryland has seen a decline in the percentage of fatalities that are alcohol- and drug-related, and the District of Columbia has seen an increase only in the last year, Virginia's rates have been on the rise since 1998. The rise in Virginia mirrors the rise in the national rates.

Over the past six years, the percentage of traffic fatalities that were alcohol- and drug-related in the Metropolitan Region was substantially lower than that of the national average (28.2% and 41.4% respectively).

Traffic fatality and alcohol- and drug-related traffic fatality data can be seen in the following tables (Table 2, 2-A, and 2-B) and charts (Charts 2-1, 2-2, and 2-3).

## DISTRICT OF COLUMBIA

Prior to discussing fatality data for the District of Columbia, it is important to note that according to 2001 Census data, the District of Columbia is approximately one-third of the size of the Maryland and Virginia Sub-Regions. It is important to keep this in mind when comparing data from the District of Columbia to that

of Maryland or Virginia. While the District of Columbia's total number of fatalities and alcohol- and drug-related fatalities is significantly smaller than that of Maryland or Virginia, the size of the District of Columbia is also significantly smaller.

Data from the District of Columbia identify a significant increase in the number of reported traffic fatalities from 2000 (up approximately 44% from 50 to 72). In addition, a very large increase in the number of alcohol- and drug-related fatalities is reported, from 9 in 2000 to 14 in 2001, an increase of 55%.

The number of alcohol- and drug-related fatalities, while up significantly from 2000, has remained relatively stable over the past four years. The number of alcohol- and drug-related fatalities in 2000 was the lowest since 1996. The number of alcohol- and drug-related fatalities in 2001 (14) is more consistent with data from previous years (1997-1999). A calculation of the percentage of all traffic fatalities that were alcohol- and drug-related also shows a significant decrease from 1999 to 2001: 19% in 2001 compared with 30% in 1999.

Over the last two years, the percentage of alcohol- and drug-related traffic fatalities in the District of Columbia has been significantly lower than the national average, as well as that of the Metropolitan Region as a whole.

#### **MARYLAND SUB-REGION**

Both counties in the Maryland Sub-Region reported more traffic fatalities and more alcohol- and drug-related fatalities in 2001 than in the previous year, accounting for a 25% increase in traffic fatalities and a 15% increase in alcohol- and drug-related fatalities. However, as illustrated in Table 2-A and Chart 2-1, the percentage of traffic fatalities that were alcohol- and drug-related decreased approximately 2% between 2000 and 2001. The percentage of traffic fatalities that were alcohol- and drug-related remained relatively stable due to the counterbalancing effect of the 8% decrease in Prince George's County compared to the 8% increase in Montgomery County.

Over the last six years, the percentage of alcohol- and drug-related fatalities in the Maryland Sub-Region has been consistently and substantially lower than the national percentage. Since 1998, the percentage of alcohol- and drug-related fatalities for the Maryland Sub-Region has also been consistently lower than the percentage for the Metropolitan Region as a whole.

#### **VIRGINIA SUB-REGION**

The Virginia Sub-Region reported a 7% decrease in the number of traffic fatalities (117 in 2001 from 126 in 2000) while alcohol- and drug-related fatalities remained the same (46 in 2000 and 46 in 2001). Five of the jurisdictions within the Virginia Sub-Region reported increases in total traffic fatalities (the City of Fairfax, the City of Falls Church, the City of Manassas, Loudoun County and Prince William County), only two of which also reported increases in the number of alcohol- and drug-related traffic fatalities (Loudoun County and Prince William County). Prince William County had the highest increase in reported alcohol- and drug-related fatalities (up 77% from 9 in 2000 to 16 in 2001).

These increases are also reflected in the percentage of all reported traffic fatalities that are alcohol- and drug-related. Prince William County and the City of Alexandria reported the greatest increases in the percentage of alcohol- and drug-related traffic fatalities. It should be noted that while the City of

Alexandria's percentage went from 40% to 60%, the actual number of fatalities was very small (2 alcohol- and drug-related fatalities out of 5 total fatalities in 2000 and 3 alcohol- and drug-related fatalities out of 5 total fatalities in 2001). As a whole, the Virginia Sub-Region data reveals an increase between 2000 and 2001, from 37% to 39% of fatalities that were alcohol- and drug-related.

Over the past four years, the Virginia Sub-Region has seen an increase in the percentage of traffic fatalities that were alcohol- and drug-related. Since 1997 the percentage rate for the Virginia Sub-Region has remained substantially lower than the national percentage rate. However, since 1996 the percentage of alcohol- and drug-related traffic fatalities for the Virginia Sub-Region has remained substantially higher than the percentage rate for the Metropolitan Region as a whole.

<b>Table 2: Total Reported Traffic Fatalities and Total Reported Alcohol/Drug-Related Traffic Fatalities by Jurisdiction in the Washington Metropolitan Area, 1996-2001</b>												
<b>Jurisdiction</b>	<b>Total Traffic Fatalities</b>						<b>Alcohol/Drug-Related Fatalities</b>					
	1996	1997	1998	1999	2000	2001	1996	1997	1998	1999	2000	2001
<b><i>District of Columbia</i></b>	<b>65</b>	<b>63</b>	<b>59</b>	<b>46</b>	<b>50</b>	<b>72</b>	<b>8</b>	<b>10</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>14</b>
Montgomery County	49	55	46	49	58	59	7	17	8	12	13	18
Prince George's County	112	85	111	79	91	128	50	29	26	25	27	28
<b><i>Maryland Subtotal</i></b>	<b>161</b>	<b>140</b>	<b>157</b>	<b>128</b>	<b>149</b>	<b>187</b>	<b>57</b>	<b>46</b>	<b>34</b>	<b>37</b>	<b>40</b>	<b>46</b>
Arlington County	10	7	3	8	14	9	3	5	1	2	9	5
City of Alexandria	2	2	3	4	5	5	1	0	2	1	2	3
City of Fairfax	2	1	0	0	0	1	1	0	0	0	0	0
City of Falls Church	2	0	0	0	0	1	1	0	0	0	0	0
City of Manassas	N/A	0	0	1	1	2	N/A	0	0	0	1	0
City of Manassas Park	N/A	0	0	1	0	0	N/A	0	0	0	0	0
Fairfax County	42	59	45	49	70	53	16	17	13	20	23	18
Loudoun County	17	13	21	11	9	15	7	5	7	1	2	4
Prince William County	14	32	19	24	27	31	9	10	5	7	9	16
<b><i>Virginia Subtotal</i></b>	<b>89</b>	<b>114</b>	<b>91</b>	<b>98</b>	<b>126</b>	<b>117</b>	<b>38</b>	<b>37</b>	<b>28</b>	<b>31</b>	<b>46</b>	<b>46</b>
<b>Regional Total</b>	<b>315*</b>	<b>317</b>	<b>307</b>	<b>272</b>	<b>325</b>	<b>376</b>	<b>103</b>	<b>93</b>	<b>78</b>	<b>82</b>	<b>95</b>	<b>106</b>
<b>National Total</b>	<b>41,917</b>	<b>41,967</b>	<b>41,471</b>	<b>41,717</b>	<b>41,821</b>	<b>42,116</b>	<b>17,126</b>	<b>16,189</b>	<b>15,935</b>	<b>15,786</b>	<b>17,380</b>	<b>17,448</b>

Sources: MD Highway Safety Office, State Highway Administration; MD State Police, Central Records Division; VA Department of Motor Vehicles, Transportation Safety Service; and the DC Police Department, Traffic Safety Enforcement Branch.

**Table 2-A: Percentage of All Traffic Fatalities that were Alcohol/Drug Related, by Jurisdiction in the Washington Metropolitan Area**

<b>Jurisdiction</b>	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>
<b><i>District of Columbia</i></b>	12.3	15.9	27.1	30.4	18.0	19.4
Montgomery County	14.3	30.9	17.4	24.5	22.4	30.5
Prince George's County	44.6	34.1	23.4	31.6	29.7	21.9
<b><i>Maryland Subtotal</i></b>	35.4	32.9	21.7	28.9	26.8	24.6
Arlington County	30.0	71.4	33.3	25.0	64.3	55.6
City of Alexandria	50.0	0	66.7	25.0	40.0	60
City of Fairfax	50.0	0	0	0	0	0
City of Falls Church	50.0	0	0	0	0	0
City of Manassas	N/A	0	0	0	100.0	0
City of Manassas Park	N/A	0	0	0	0	0
Fairfax County	38.1	28.8	28.9	40.8	32.9	34
Loudoun County	41.2	38.5	33.3	9.1	22.2	26.7
Prince William County	64.3	31.3	26.3	29.2	33.3	51.6
<b><i>Virginia Subtotal</i></b>	42.7	32.5	30.8	31.6	36.5	39.3
<b>Regional Total</b>	32.7	29.3	25.4	30.1	29.2	28.2
<b>National Total</b>	40.9	38.6	38.4	37.8	41.5	41.4

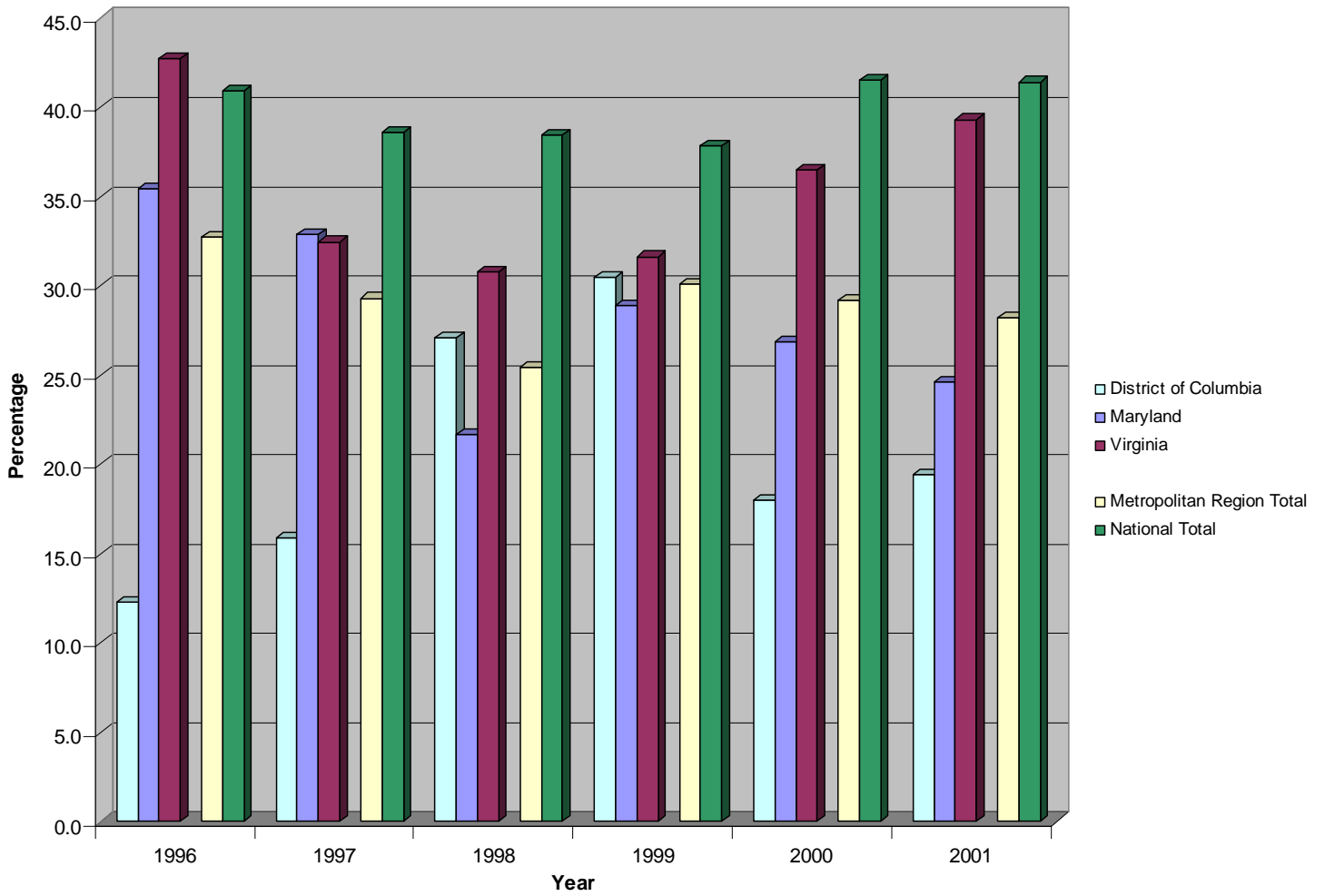
Sources: MD Highway Safety Office, State Highway Administration; MD State Police, Central Records Division; VA Department of Motor Vehicles, Transportation Safety Service; and the DC Metropolitan Police Department, Traffic Safety Enforcement Branch.

**Table 2-B: SNAPSHOT!**  
**Alcohol/Drug-Related Traffic Fatalities in 2001**

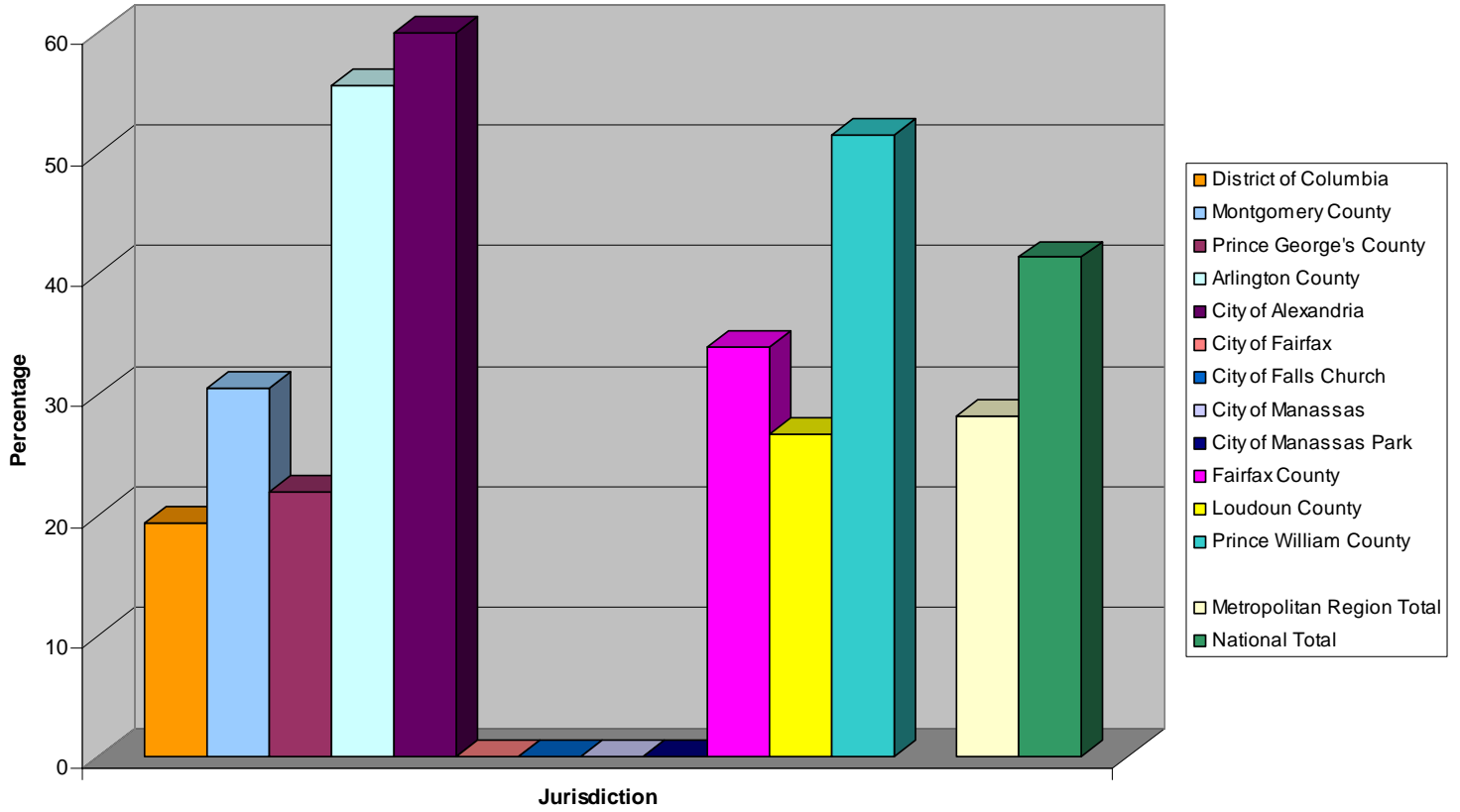
Jurisdiction	Total Reported Traffic Fatalities, 2001	Alcohol/Drug-Related Traffic Fatalities, 2001	Percentage of Year 2001 Traffic Fatalities That Are Alcohol/Drug-Related
<b><i>District of Columbia</i></b>	72	14	19.4
Montgomery County	59	18	30.5
Prince George's County	115	23	21.9
<b><i>Maryland Subtotal</i></b>	174	41	24.6
Arlington County	9	5	55.6
City of Alexandria	5	3	60.0
City of Fairfax	1	0	0
City of Falls Church	1	0	0
City of Manassas	2	0	0.0
City of Manassas Park	0	0	0
Fairfax County	53	18	34.0
Loudoun County	15	4	26.7
Prince William County	23	10	51.6
<b><i>Virginia Subtotal</i></b>	109	40	39.3
<b>Regional Total</b>	283	81	28.2
<b>National Total</b>	42,116	17,448	41.4

Sources: MD Highway Safety Office, State Highway Administration; MD State Police, Central Records Division; VA Department of Motor Vehicles, Transportation Safety Service; and the DC Metropolitan Police Department, Traffic Safety Enforcement Branch.

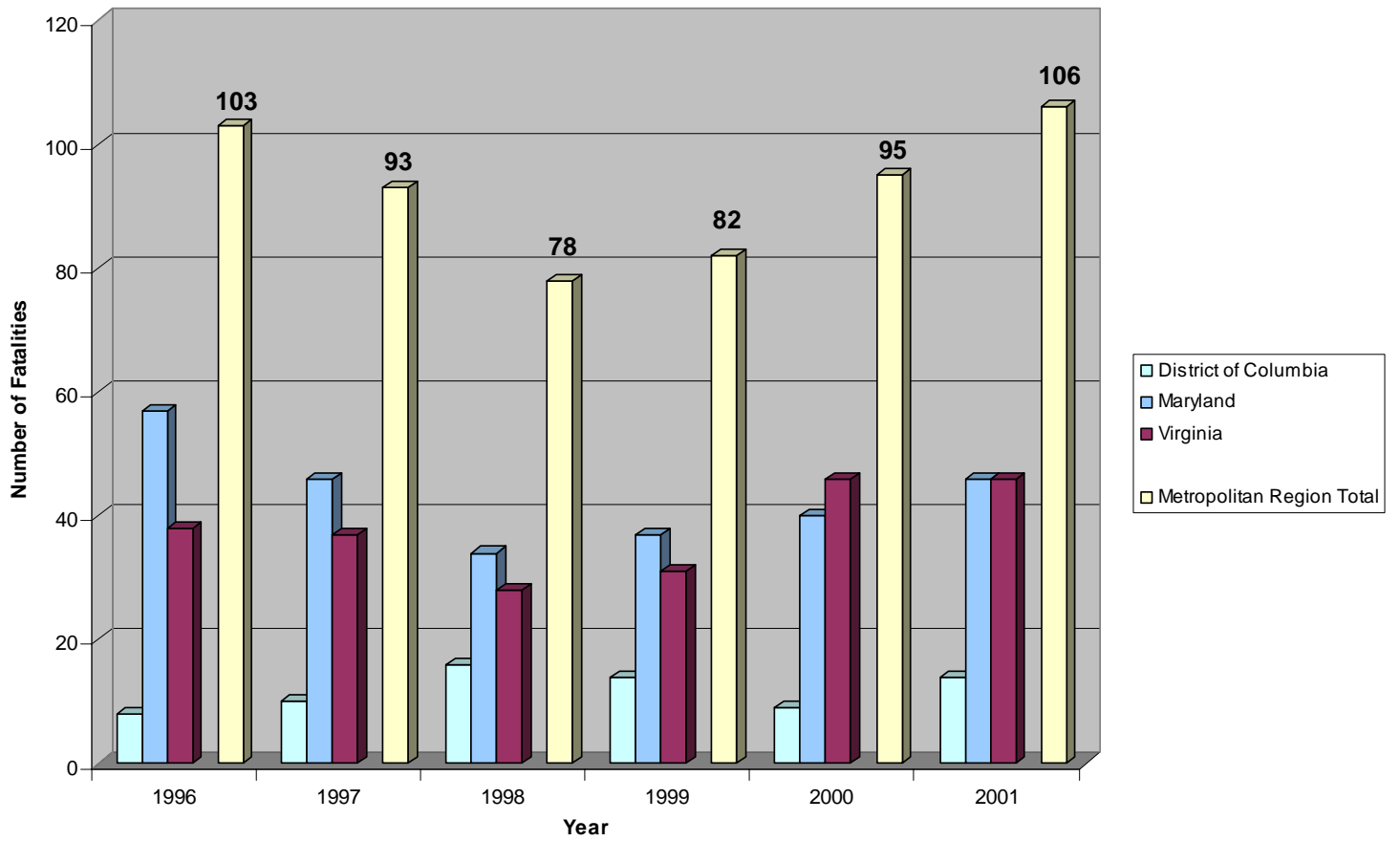
Chart 2-1: Percentage of All Traffic Fatalities that were Alcohol/Drug-Related, by Region



**Chart 2-2: SNAPSHOT!**  
**Percentage of Year 2001 Alcohol/Drug-Related Traffic Fatalities Across the Washington Metropolitan Area**



**Chart 2-3: Number of Alcohol/Drug-Related Traffic Fatalities, by Region**



## ALCOHOL- AND DRUG-RELATED TRAFFIC CRASHES

### THE BIG PICTURE

While it appears that the Region experienced a dramatic increase in total traffic crashes and alcohol-related traffic crashes in 2001, the appearance of an increase is due in part to the addition of data from the District of Columbia. In all but one of the previous years, data from the District of Columbia was not available for inclusion in this report. With the addition of the 2001 total traffic crashes from the District of Columbia (18,261), the total number of crashes for the Region increases from 63,274 to 81,535. Since historical data for total traffic crashes for the District of Columbia was not available in 2000, it would be inappropriate to compare current Regional data with 2000 Regional data.

Alcohol- and drug-related crashes have increased steadily in the Metropolitan Region in the last five years. During the last year, alcohol- and drug-related crashes increased 15.2% for the Metropolitan Region. If alcohol- and drug-related crash data from the District of Columbia Sub-Region is taken out of the total for the Metropolitan Region (in order to make a comparison with 2000 data which did not contain District of Columbia numbers), the Metropolitan Region still saw an 8.3% increase in the number of alcohol- and drug-related crashes.

Until 2001, the number of traffic crashes increased at a slightly higher rate than alcohol- and drug-related crashes, thereby keeping the percentage of traffic crashes that were alcohol- and drug-related relatively stable. However, in 2001, the number of traffic crashes in the Metropolitan Region increased by almost 34% while the number of alcohol- and drug-related crashes increased by 15 percent. This caused the percentage of crashes that were alcohol- and drug-related to drop 1% from 2000 to 2001. It should be noted, however, that 2001 had the lowest percentage of alcohol- and drug-related crashes in six years.

All data for these jurisdictions, Sub-Regions, and the Washington Metropolitan Region can be seen in the following tables (Table 3, Table 3-A, Table 3-B) and charts (Charts 3-1,3-2 and 3-3).

### DISTRICT OF COLUMBIA

Prior to discussing crash data for the District of Columbia, it is important to note that according to 2001 Census data, the District of Columbia is approximately one-third of the size of the Maryland and Virginia Sub-Regions. It is important to keep this in mind when comparing data from the District of Columbia to that of Maryland or Virginia. While the District of Columbia's total number of crashes and alcohol- and drug-related crashes is significantly smaller than that of Maryland or Virginia, the size of the District of Columbia is also significantly smaller.

The District of Columbia reported 18,261 traffic crashes in 2001, 1.6% of which were alcohol- and drug-related. The percentage of alcohol- and drug-related crashes in the District of Columbia is significantly lower than those of the Virginia and Maryland Sub-Regions (1.6%, 6.7%, and 4.5% respectively).

No data were available for the District of Columbia for years prior to 2001; therefore comparisons across years are not possible.

## **MARYLAND SUB-REGION**

The change in reported traffic crashes in the Maryland Sub-Region (comprised of Montgomery and Prince George's counties) was consistent with those seen in the other areas of the Washington Metropolitan Region. The Maryland Sub-Region reported a 5.1% increase in total traffic crashes from 2000 and a 6% increase in alcohol- and drug-related crashes. Although this rise results from increases in reported crashes in both counties, Prince George's County reported only a 4.5% increase while Montgomery County reported a 6.5% increase in total traffic crashes in 2001.

In 2001, there was a significant increase in the percentage of traffic crashes that were alcohol- and drug-related in Prince George's County. The percentage of traffic crashes that were alcohol- and drug-related went from 6.6% in 2000 to 8.1% in 2001.

While Prince George's County experienced a significant increase in the percentage of traffic crashes that were alcohol- and drug-related, Montgomery County experienced a significant decrease from 6.7% in 2000 to 5.1% in 2001. Montgomery County saw an increase of 6.5% in total traffic crashes from 2000 to 2001, however, the jurisdiction experienced an almost 20% decrease in alcohol- and drug-related crashes during the same time period.

The increase in percentage of alcohol- and drug-related crashes for Prince George's County was counterbalanced by Montgomery County's decrease in percentage of alcohol- and drug-related crashes. These shifts contributed to the percentage of crashes that were alcohol- and drug-related for the Maryland Sub-Region as a whole to remain the same, 6.7% in 2000 and 6.7% in 2001.

## **VIRGINIA SUB-REGION**

The Virginia Sub-Region (comprised of the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park and Arlington, Fairfax, Loudoun and Prince William counties) has seen a steady increase in total traffic crashes over the past six years and an increase in alcohol- and drug-related crashes over the past three years.

From 2000 to 2001, the Virginia Sub-Region reported an increase of 5% in traffic crashes and a 10% increase in alcohol- and drug-related crashes. This rise in alcohol- and drug-related crashes can be attributed to an increase of such crashes in 5 of the 9 jurisdictions in the Sub-Region. The five jurisdictions that showed an increase in alcohol- and drug-related crashes included Loudoun County, the city of Fairfax, the city of Manassas, Fairfax County, and Arlington County with 34%, 30%, 22%, 17%, and 4% increases respectively. Only one of the five jurisdictions that reported a rise in alcohol- and drug-related crashes (Arlington County) reported a decrease in total traffic crashes, a decrease of less than 1 percent.

**Table 3: Total Reported Traffic Crashes and Total Reported Alcohol/Drug-Related Traffic Crashes by Jurisdiction in the Washington Metropolitan Area, 1996-2001**

Jurisdiction	Total Traffic Crashes						Alcohol/Drug-Related Crashes					
	1996	1997	1998	1999	2000	2001	1996	1997	1998	1999	2000	2001
<b><i>District of Columbia</i></b>	N/A	16,300	N/A	N/A	N/A	18,261	N/A	N/A	N/A	N/A	N/A	287
Montgomery County	13,548	13,015	12,811	12,779	13,356	14,220	1,131	809	775	926	899	720
Prince George's County	15,695	14,792	14,430	14,226	15,332	16,023	1,449	962	1,003	876	1011	1,305
<b><i>Maryland Subtotal</i></b>	<b>29,243</b>	<b>27,807</b>	<b>27,241</b>	<b>27,005</b>	<b>28,688</b>	<b>30,243</b>	<b>2,580</b>	<b>1,771</b>	<b>1,778</b>	<b>1,802</b>	<b>1,910</b>	<b>2,025</b>
Arlington County	3,492	3,409	3,324	3,378	3,457	3,434	305	281	272	307	339	352
City of Alexandria	2,511	2,517	2,397	2,319	2,282	2,118	161	152	140	127	136	124
City of Fairfax	567	733	756	713	840	953	27	29	50	36	40	52
City of Falls Church	270	291	265	309	316	267	17	12	18	18	21	12
City of Manassas	Unknown	668	733	689	787	902	Unknown	34	44	48	41	50
City of Manassas Park	Unknown	86	88	181	87	124	Unknown	8	15	19	12	12
Fairfax County	15,513	15,453	16,476	17,913	19,082	19,636	994	967	969	1,073	1,057	1,233
Loudoun County	2,003	1,933	2,168	2,685	3,034	3,697	172	137	156	166	166	222
Prince William County	4,643	4,541	4,595	4,895	5,310	5,883	346	358	356	380	430	415
<b><i>Virginia Subtotal</i></b>	<b>28,999</b>	<b>29,631</b>	<b>30,802</b>	<b>33,082</b>	<b>35,195</b>	<b>37,014</b>	<b>2,022</b>	<b>1,978</b>	<b>2,020</b>	<b>2,174</b>	<b>2,242</b>	<b>2,472</b>
<b>Regional Total</b>	<b>58,242</b>	<b>57,438</b>	<b>58,043</b>	<b>60,087</b>	<b>63,883</b>	<b>85,518</b>	<b>4,602</b>	<b>3,749</b>	<b>3,798</b>	<b>3,976</b>	<b>4,152</b>	<b>4,784</b>

Sources: MD Highway Safety Office, State Highway Administration; MD State Police, Central Records Division; VA Department of Motor Vehicles, Transportation Safety Service; and the DC Department of Transportation, Traffic Safety Division.

**Table 3-A: Percentage of All Traffic Crashes that were Alcohol/Drug Related, by Jurisdiction in the Washington Metropolitan Area**

<b>Jurisdiction</b>	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>
<i><b>District of Columbia</b></i>	N/A	N/A	N/A	N/A	N/A	1.6
Montgomery County	8.3	6.2	6.0	7.2	6.7	5.1
Prince George's County	9.2	6.5	7.0	6.2	6.6	8.1
<i><b>Maryland Subtotal</b></i>	8.8	6.4	6.5	6.7	6.7	6.7
Arlington County	8.7	8.2	8.2	9.1	9.8	10.3
City of Alexandria	6.4	6.0	5.8	5.5	6.0	5.9
City of Fairfax	4.8	4.0	6.6	5.0	4.8	5.5
City of Falls Church	6.3	4.1	6.8	5.8	6.6	4.5
City of Manassas	Unknown	5.1	6.0	7.0	5.2	5.5
City of Manassas Park	Unknown	9.3	17.0	10.5	13.8	9.7
Fairfax County	6.4	6.3	5.9	6.0	5.5	6.3
Loudoun County	8.6	7.1	7.2	6.2	5.5	6
Prince William County	7.5	7.9	7.7	7.8	8.1	7.1
<i><b>Virginia Subtotal</b></i>	7.0	6.7	6.6	6.6	6.4	6.7
<b>Regional Total</b>	7.9	6.5	6.5	6.6	6.5	5.6
<b>National Total</b>	7.0	7.0	7.0	7.0	8.0	7.0

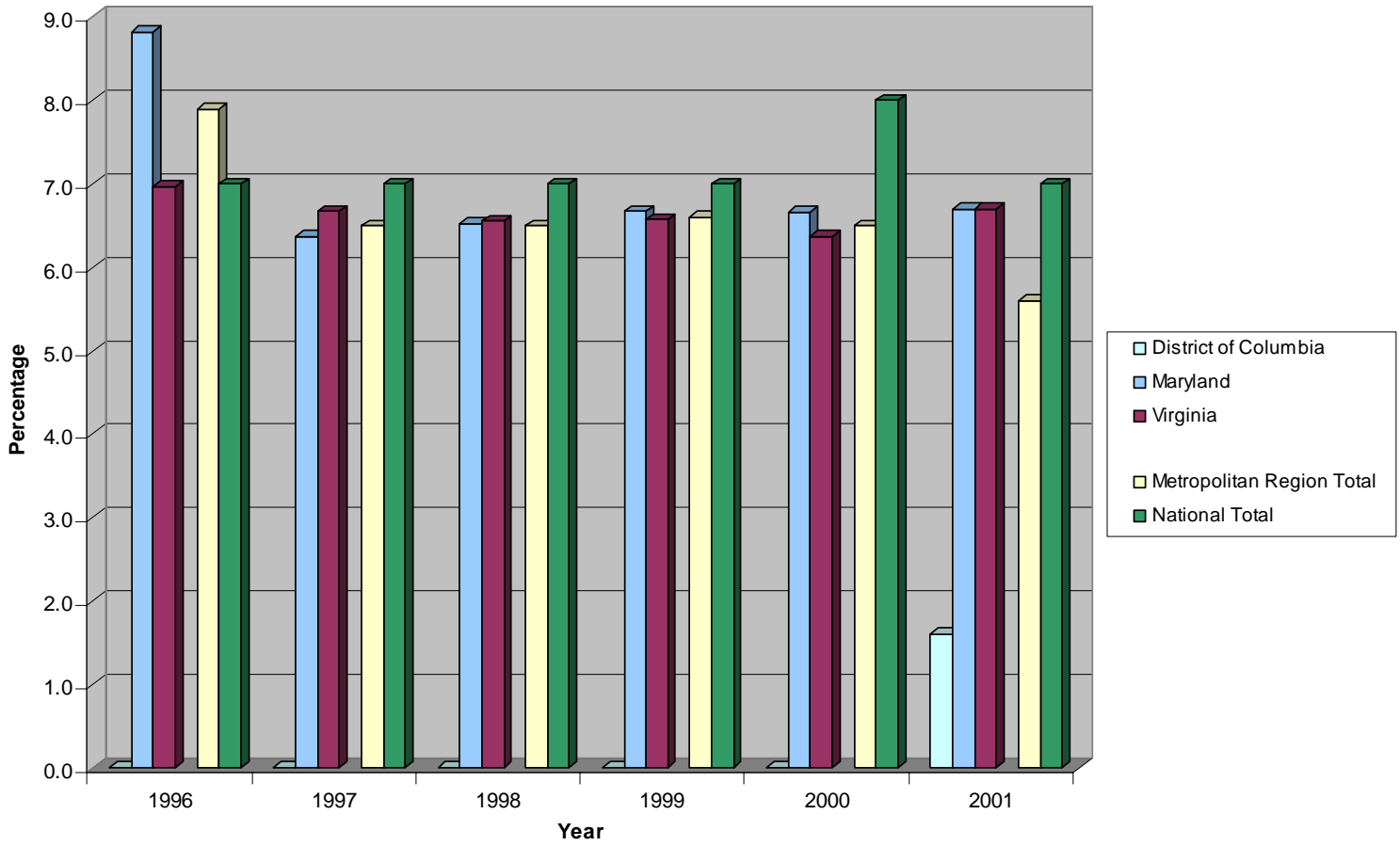
Sources: MD Highway Safety Office, State Highway Administration; MD State Police, Central Records Division; VA Department of Motor Vehicles, Transportation Safety Service; and the DC Department of Transportation, Traffic Safety Division.

**Table 3-B: SNAPSHOT!  
Alcohol/Drug-Related Traffic Crashes in 2001**

Jurisdiction	Total Reported Traffic Crashes, 2001	Alcohol/Drug-Related Traffic Crashes, 2001	Percentage of Year 2001 Traffic Crashes That Are Alcohol/Drug-Related
<b><i>District of Columbia</i></b>	18,261	287	1.6
Montgomery County	14,220	720	5.1
Prince George's County	16,023	1,305	8.1
<b><i>Maryland Subtotal</i></b>	30,243	2,025	6.7
Arlington County	3,434	352	10.3
City of Alexandria	2,118	124	5.9
City of Fairfax	953	52	5.5
City of Falls Church	267	12	4.5
City of Manassas	902	50	5.5
City of Manassas Park	124	12	9.7
Fairfax County	19,636	1,233	6.3
Loudoun County	3,697	222	6.0
Prince William County	5,883	415	7.1
<b><i>Virginia Subtotal</i></b>	37,014	2,472	6.7
<b>Regional Total</b>	85,518	4,784	5.6

Sources: MD Highway Safety Office, State Highway Administration; MD State Police, Central Records Division; VA Department of Motor Vehicles, Transportation Safety Service; and the DC Department of Transportation, Traffic Safety Division.

**Chart 3-1: Percentage of All Traffic Crashes that were Alcohol/Drug-Related, by Region**



**Chart 3-2: SNAPSHOT!**  
**Percentage of Year 2001 Alcohol/Drug-Related Traffic Crashes Across the Washington Metropolitan Area**

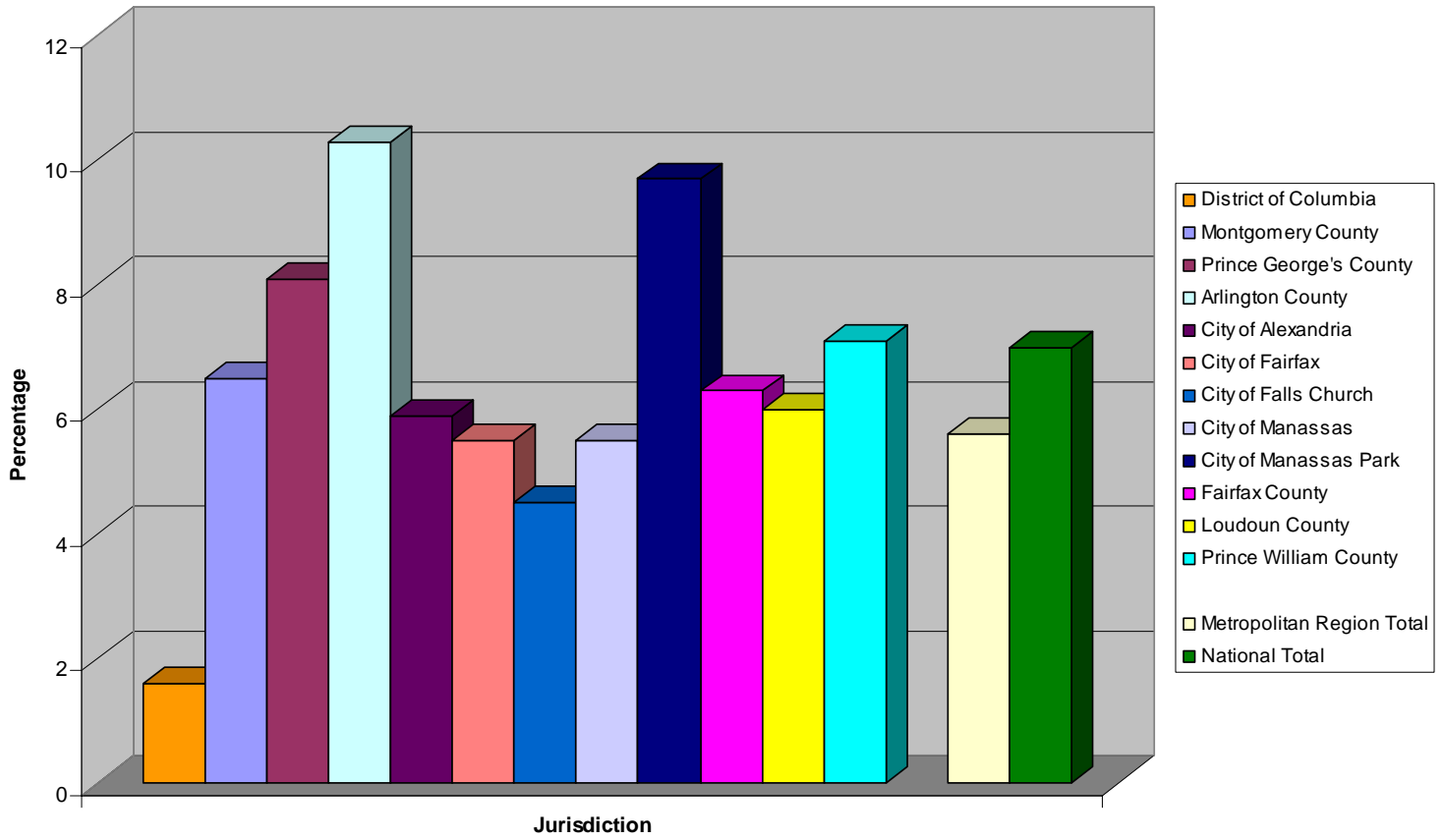
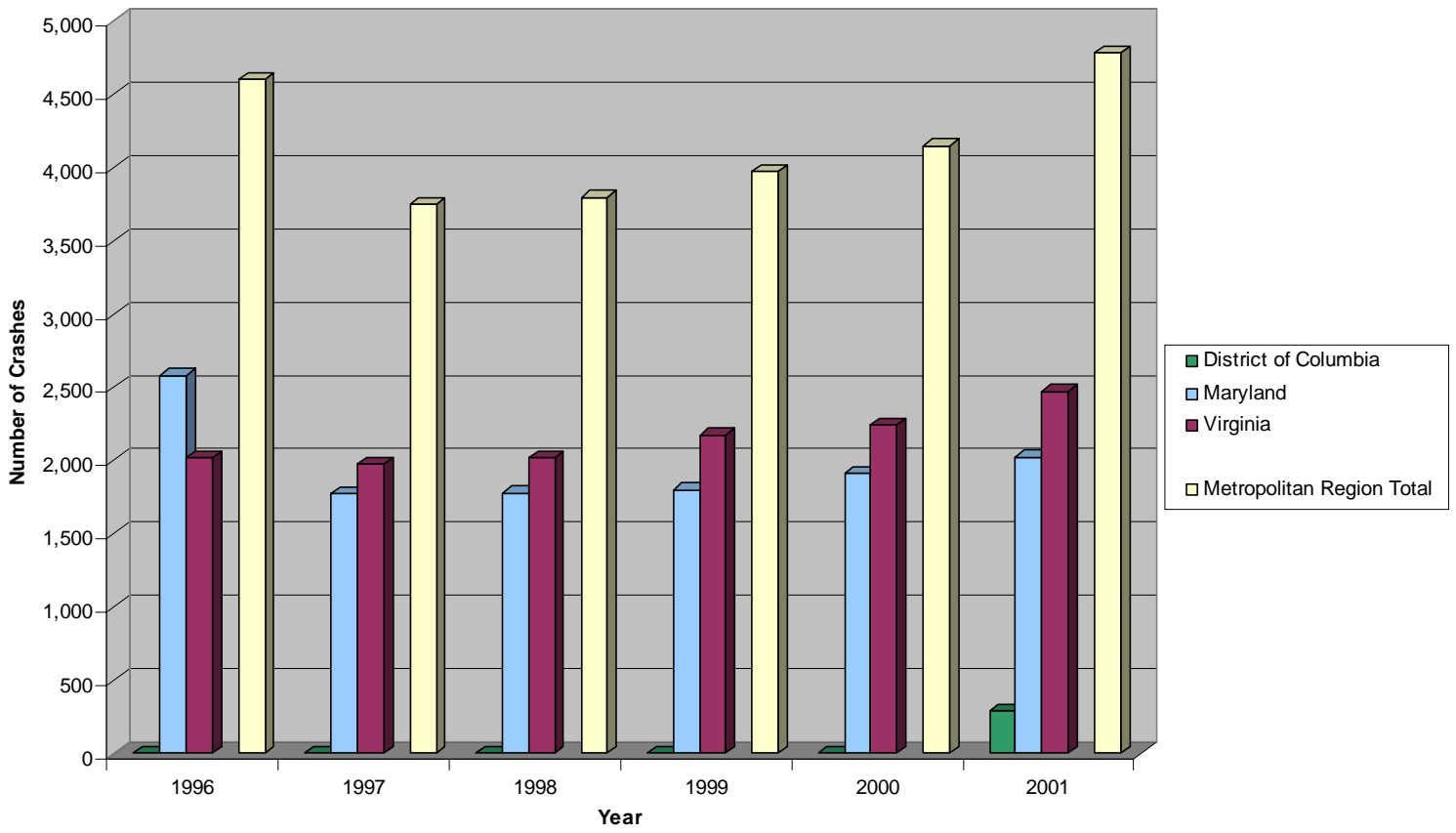


Chart 3-3: Number of Alcohol/Drug-Related Traffic Crashes, by Region



## ALCOHOL- AND DRUG-RELATED TRAFFIC INJURIES

### THE BIG PICTURE

During the last year, alcohol- and drug-related injuries decreased 3.2% for the Metropolitan Region. However, if alcohol- and drug-related injury data from the District of Columbia Sub-Region is taken out of the total for the Metropolitan Region (in order to make a comparison with 2000 data which did not contain District of Columbia numbers), the Metropolitan Region saw a decrease of 6.8% in the number of alcohol- and drug-related injuries.

The Metropolitan Region experienced a substantial decrease in percentage of injuries that were alcohol- and drug-related from 7.1% in 2000 to 5.6% in 2001. The percentage rate for the Metropolitan Region has been on the decline for the past 3 years. It should be noted that the percentage rate (5.6%) for 2001 includes data from the District of Columbia Sub-Region while the percentage rate for 2000 (7.1%) does not. If the total number of alcohol- and drug-related injuries for the District of Columbia were taken out of the total for the Metropolitan Region, the percentage of injuries that were alcohol- and drug-related would be 6.8 percent.

While the Virginia Sub-Region had only a slight increase (up 4.9% from 2000) in alcohol- and drug-related injuries, the Maryland Sub-Region had a significant decrease (down 21.8% from 2000). The large decrease for the Maryland Sub-Region offset the slight increase for the Virginia Sub-Region. The total number of alcohol- and drug-related injuries for the Metropolitan Region as a whole has decreased 3.2% since 2000 and 18.7% since 1999. In 2001, the total number of alcohol- and drug-related injuries for the Metropolitan Region is the lowest it has been in the last 3 years.

The total number of alcohol- and drug-related injuries for the Virginia Sub-Region has remained relatively stable over the last three years. However, the number of alcohol- and drug-related injuries in the Maryland Sub-Region has been on a steady decline for the last three years.

The corresponding data for these Sub-Regions and the Washington Metropolitan Region as a whole can be found in the following tables (Table 4 and Table 4-A) and charts (Chart 4-1, 4-2, and 4-3).

### DISTRICT OF COLUMBIA

Prior to discussing injury data for the District of Columbia, it is important to note that according to 2001 Census data, the District of Columbia is approximately one-third of the size of the Maryland and Virginia Sub-Regions. It is important to keep this in mind when comparing data from the District of Columbia to that of Maryland or Virginia. While the District of Columbia's total number of injuries and alcohol- and drug-related injuries is significantly smaller than that of Maryland or Virginia, the size of the District of Columbia is also significantly smaller.

The District of Columbia reported 9,253 total traffic injuries in 2001, 1% of which (92) were alcohol- and drug-related. The percentage of alcohol- and drug-related injuries in the District of Columbia is significantly lower than that of the Virginia Sub-Region (7.9%) and that of the Maryland Sub-Region (5.5%).

No data were available for the District of Columbia for years prior to 2001; therefore comparisons across years are not possible.

### **MARYLAND SUB-REGION**

While the Maryland Sub-Region experienced a 10.5% decrease in the total number of traffic injuries from 2000 to 2001, it experienced a more significant decrease (21.8%) in alcohol- and drug-related injuries. This decrease in alcohol- and drug-related injuries appears to be due primarily to substantial decreases in alcohol- and drug-related injuries in both counties. In 2001, Montgomery County experienced a 36.9% decrease in alcohol- and drug-related injuries since 2000 and Prince George's County experienced an 11.2% decrease.

The percentage of traffic injuries that were alcohol- and drug-related in 2001 dropped approximately one percentage point for both Montgomery County (5.6% in 2000 to 4.9% in 2001) and Prince George's County (6.9% in 2000 to 5.8% in 2001). This caused the percentage for the Maryland Sub-Region as a whole to decline from 6.3% in 2000 to 5.5% in 2001. In 2001, the percentage rate for the Maryland Sub-Region and the Metropolitan Region as a whole were the lowest in the last 3 years.

### **VIRGINIA SUB-REGION**

The Virginia Sub-Region experienced the smallest changes overall. The Sub-Region experienced an overall decline of approximately 5% in the total number of reported alcohol- and drug-related traffic injuries, as well as an insignificant decrease in the percentage of injuries that were alcohol- and drug-related. Within the Sub-Region, three jurisdictions (Prince William County and the cities of Fairfax and Falls Church) experienced marked decreases in the number of traffic injuries that were alcohol- and drug-related (17%, 70% and 60% respectively), while three jurisdictions (Fairfax County and the cities of Manassas and Manassas Park) showed increases of 16%, 40% and 50% respectively. It needs to be noted that while the cities of Manassas and Manassas Park experienced large increases from 2000 to 2001 in the total number of alcohol- and drug-related traffic injuries (Manassas up 40%, Manassas Park up 50%), the overall number of alcohol- and drug-related injuries still remained very small. The City of Manassas went from 20 alcohol- and drug-related injuries in 2000 to 28 in 2001. The City of Manassas Park went from 4 alcohol- and drug-related injuries in 2000 to 6 in 2001. Both cities comprise 2 of the 3 jurisdictions with the smallest number of alcohol- and drug-related injuries in the entire Washington Metropolitan Region (the City of Falls Church is the third jurisdiction.)

When compared to the Metropolitan Regional percentage of traffic injuries that were alcohol- and drug-related, 2001 marks the second year in a row that the Virginia Sub-Region has surpassed the percentage for the Metropolitan Region as a whole.

**Table 4: Total Reported Traffic Injuries and Total Reported Alcohol/Drug-Related Traffic Injuries  
by Jurisdiction in the Washington Metropolitan Area, 1999 - 2001**

Jurisdiction	Total Traffic Injuries			Alcohol/Drug-Related Injuries			Percentage of Year 2001 Traffic Injuries That Were Alcohol/Drug-Related
	1999	2000	2001	1999	2000	2001	
<b><i>District of Columbia</i></b>	Not Available	Not Available	9,253	Not Available	Not Available	92	1.0
Montgomery County	8,182	8,271	5,981	637	463	292	4.9
Prince George's County	9,261	9,610	10,028	876	660	586	5.8
<b><i>Maryland Subtotal</i></b>	17,443	17,881	16,009	1,513	1,123	878	5.5
Arlington County	1,946	1,894	1,966	160	185	196	10.0
City of Alexandria	1,407	1,309	1,382	93	105	108	7.8
City of Fairfax	332	366	415	14	23	7	1.7
City of Falls Church	146	152	97	10	10	4	4.1
City of Manassas	323	345	439	28	20	28	6.4
City of Manassas Park	80	52	56	11	4	6	10.7
Fairfax County	9,117	9,405	9,865	815	663	770	7.8
Loudoun County	1,347	1,419	1,643	126	112	128	7.8
Prince William County	2,984	3,050	3,316	281	317	263	7.9
<b><i>Virginia Subtotal</i></b>	17,682	17,992	19,179	1,538	1,439	1,510	7.9
<b>Regional Total</b>	35,125	35,873	44,441	3,051	2,562	2,480	5.6
<b>National Total</b>	3,236,000	3,189,000	3,033,000	308,000	310,000	275,000	9.1

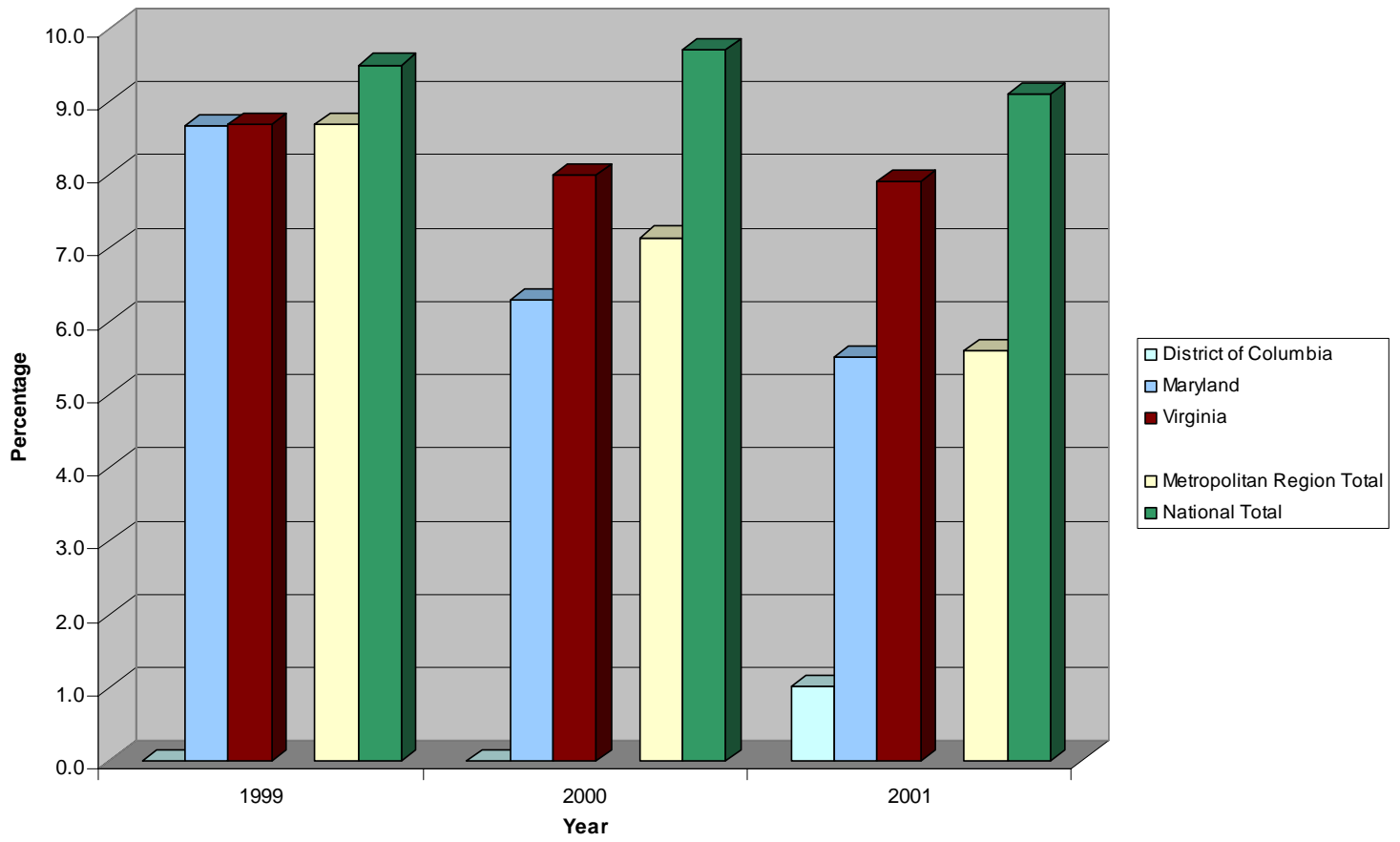
Sources: MD State Highway Administration; MD State Police; VA Department of Motor Vehicles; the DC Department of Transportation; and Maryland and Virginia local law enforcement agencies.

**Table 4-A: Total Reported Traffic Injuries by Jurisdiction in the Washington Metropolitan Area, 1996-2001**

Jurisdiction	Total Reported Traffic Injuries					
	1996	1997	1998	1999	2000	2001
<i>District of Columbia</i>	Not Available	Not Available	Not Available	Not Available	Not Available	9,253
Montgomery County	9,527	8,740	8,148	8,182	8,271	5,981
Prince George's County	12,172	11,113	9,882	9,261	9,610	10,028
<b><i>Maryland Subtotal</i></b>	21,699	19,853	18,030	17,443	17,881	16,009
Arlington County	2,024	1,929	1,955	1,946	1,894	1,966
City of Alexandria	1,371	1,323	1,380	1,407	1,309	1,382
City of Fairfax	280	389	368	332	366	415
City of Falls Church	142	128	112	146	152	97
City of Manassas	Unknown	350	365	323	345	439
City of Manassas Park	Unknown	41	20	80	52	56
Fairfax County	8,261	8,333	8,523	9,117	9,405	9,865
Loudoun County	1,132	1,102	1,129	1,347	1,419	1,643
Prince William County	3,004	2,922	2,840	2,984	3,050	3,316
<b><i>Virginia Subtotal</i></b>	16,214	16,517	16,692	17,682	17,992	19,179
<b>Regional Total</b>	37,913	36,370	34,722	35,125	35,873	44,441
<b>National Total</b>	3,511,000	3,399,000	3,192,000	3,236,000	3,189,000	3,033,000

Sources: MD State Highway Administration; MD State Police; VA Department of Motor Vehicles; DC Department of Transportation; and Maryland and Virginia local law enforcement agencies.

**Chart 4-1: Percentage of All Traffic Injuries that were Alcohol/Drug-Related, by Region**



**Chart 4-2: SNAPSHOT!**  
**Percentage of Year 2001 Alcohol/Drug-Related Traffic Injuries Across the Washington Metropolitan Area**

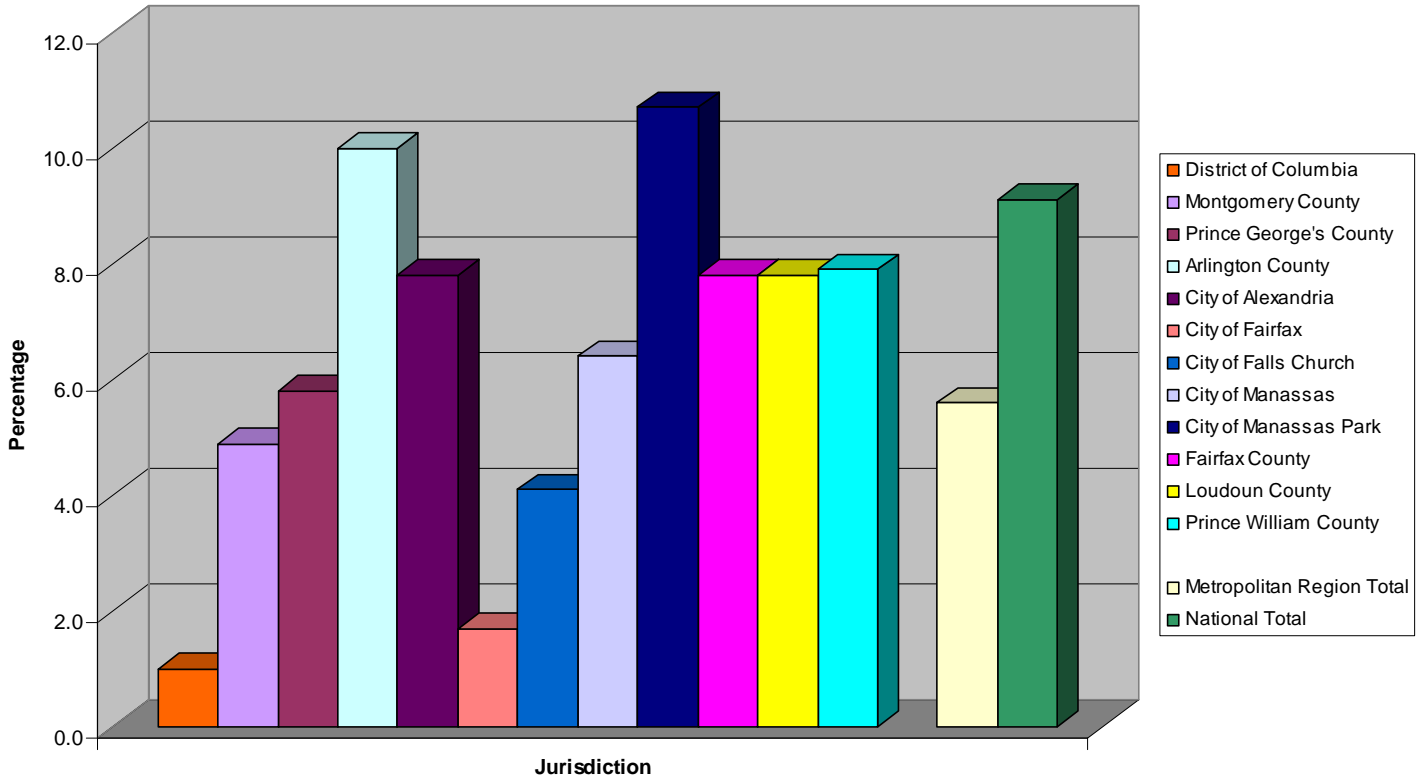
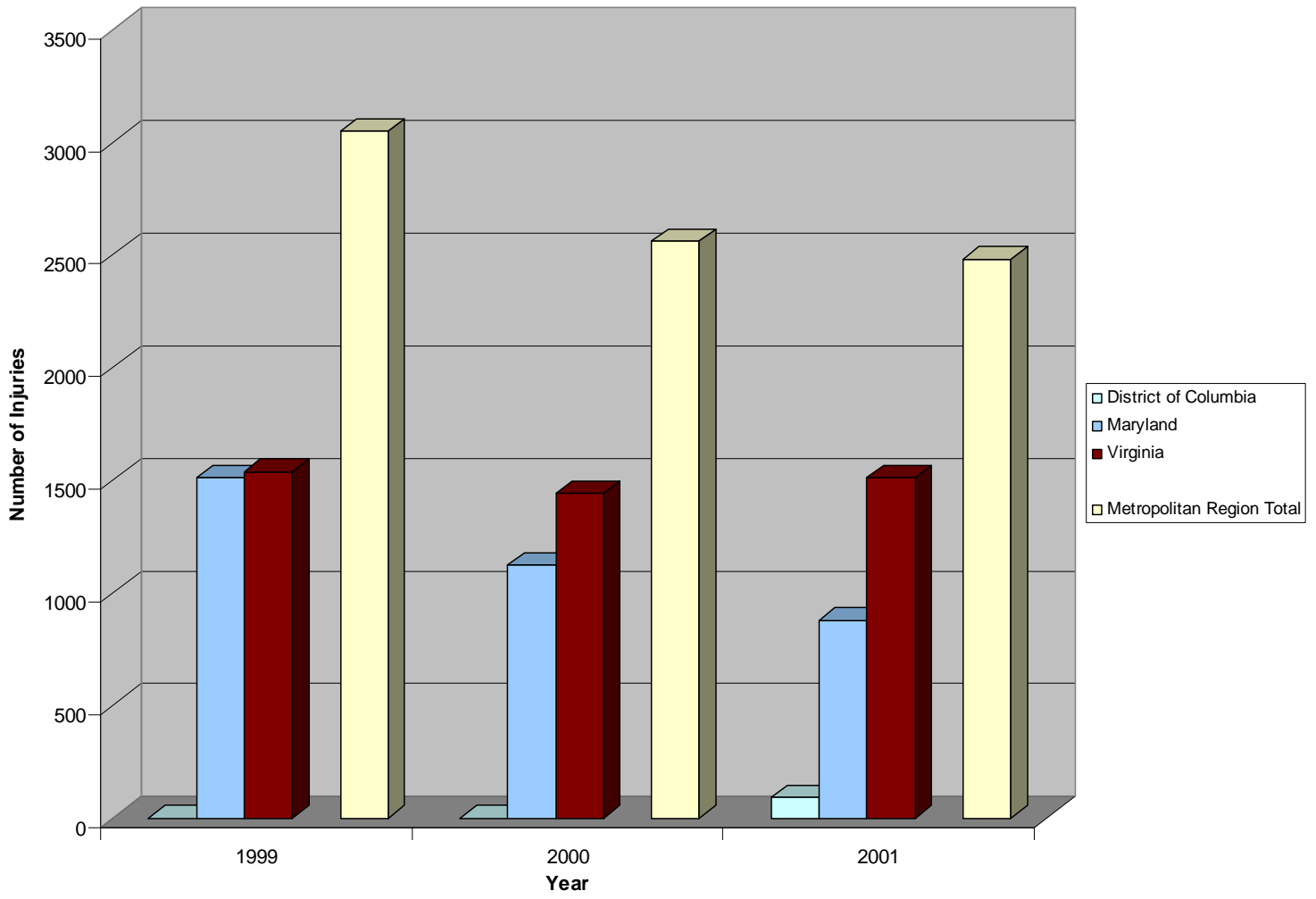


Chart 4-3: Number of Alcohol/Drug-Related Injuries, by Region



## **DRUNK- AND DRUGGED-DRIVING ARRESTS**

### **THE BIG PICTURE**

The change in drunk- and drugged-driving arrests in the Washington, D.C. Metropolitan Region was a notable decline of almost 12%, from 14,440 arrests in 2000 to 12,731 arrests in 2001. This is not only a significant change from the previous year, but also the lowest drunk- and drugged-driving arrest rate in the Region in the past eight years. The number of arrests has decreased 30% since 1996, which had the highest number of arrests (16,216) in the past eight years. The low arrest rate for the Metropolitan Region in 2001 appears to be due in large part to the significant decreases in the arrest rate for the Maryland Sub-Region. The number of drunk- and drugged-driving arrests went from 6,369 in 2000 to 4,619 in 2001, a 27.5% decrease. While some jurisdictions throughout the Metropolitan Region have experienced increases and others have experienced decreases, the Maryland Sub-Region's drunk- and drugged-driving arrests were consistently down across both jurisdictions.

Drunk- and drugged-driving arrest data can be seen in the following tables (Table 5 and Table 5-A) and charts (Charts 5-1, 5-2, 5-3 and 5-4).

### **DISTRICT OF COLUMBIA**

Prior to discussing arrest data for the District of Columbia, it is important to note that according to 2001 Census data, the District of Columbia is approximately one-third of the size of the Maryland and Virginia Sub-Regions. It is important to keep this in mind when comparing data from the District of Columbia to that of Maryland or Virginia. While the District of Columbia's total number of arrests is significantly smaller than that of Maryland or Virginia, the size of the District of Columbia is also significantly smaller.

The District of Columbia has experienced a steady decline in the number of drunk- and drugged-driving arrests from 1994. While the District of Columbia did experience an increase in the number of drunk- and drugged-driving arrests in 2000 it was nominal, a little more than 1 percent. There was, however, a 6% increase in the number of drunk- and drugged-driving arrests in 2001. While there has been an increase in drunk- and drugged-driving arrests since 1999, arrests have dropped 48% in the District since 1994.

A little less than 1.5% of drunk- and drugged-driving arrests in the District of Columbia in 2001 were juveniles under 18 years of age. This rate is comparable to that of the Virginia Sub-Region (1.4%). Data for juvenile arrests in the District of Columbia was not available for previous years thereby making comparisons across years impossible.

### **MARYLAND SUB-REGION**

Drunk- and drugged-driving arrests in the Maryland Sub-Region have illustrated the most variation over the past seven years. Arrest rates peaked in 1996 but reached an all-time low in 2001. Drunk- and drugged-driving arrests in the Maryland Sub-Region declined 27.5% from 2000 to 2001 and have decreased overall (since 1994) by 8.5%. In 2001, drunk- and drugged-driving arrests in the Maryland Sub-Region were at the lowest point in 8 years.

As illustrated in Chart 5-1, the variation in the drunk- and drugged-driving arrest rate in the Maryland Sub-Region appears to mirror the variation in the arrest rate for the Washington Metropolitan Region as a whole. When the Maryland Sub-Region has seen a dramatic rise in the arrest rate, so has the Metropolitan Region. The arrest rate for the Maryland Sub-Region appears to be on the decline since 1999, as does the arrest rate for the Washington Metropolitan Region as a whole.

While each jurisdiction in the Maryland Sub-Region saw a decline in the number of drunk- and drugged-driving arrests, Prince George's County experienced a 38% decrease from 2000 to 2001 while Montgomery County experienced a 23% decrease.

Due to the timeline of this report, arrest data broken down by age was not available for the Maryland Sub-Region, thereby making comparisons across years or Sub-Regions impossible.

### **VIRGINIA SUB-REGION**

As illustrated in Chart 5-1, Virginia's drunk- and drugged-driving arrests have been fairly level over the past eight years. Since 1994, arrest rates for drunk- and drugged driving are down 15% overall, with a significant decline of greater than 10% from 1999 to 2000 and only a 1% decline from 2000 to 2001. These are the lowest drunk- and drugged-driving arrest rates of the past eight years.

Four jurisdictions in the Virginia Sub-Region reported increases in drunk- and drugged-driving arrests in 2001 over 2000. Three of those jurisdictions reported significant increases in drunk- and drugged-driving arrests: Loudoun County increased 34%, the City of Alexandria increased 17%, and the city of Manassas Park increased 16%. One jurisdiction, Prince William County, reported a slight increase of 3.6% increase in drunk- and drugged-driving arrests from 2000 to 2001.

Four of the remaining five jurisdictions reported significant declines in drunk- and drugged-driving arrests. Arlington County reported the most significant decrease in drunk- and drugged-driving arrests with a 23.5% decline from 2000 to 2001. The cities of Manassas, Fairfax, and Falls Church also reported significant declines in drunk- and drugged-driving arrests with declines of 21%, 14%, and 12% respectively. The fifth jurisdiction to report a decrease in drunk- and drugged-driving arrests was Fairfax County that reported a decline of 1%.

Eight of the nine jurisdictions in the Virginia Sub-Region reported that less than 2% of the total arrests for drunk- and drugged-driving in their jurisdiction were juveniles under 18 years of age. The City of Falls Church reported that 2.7% of their total drunk- and drugged-driving arrests were juveniles less than 18 years of age. While the Virginia Sub-Region experienced an increase of 8.8% in juvenile arrests for drunk- and drugged-driving from 2000 to 2001, it experienced a 1.4% decrease in adult arrests.

**Table 5: Total Reported Drunk/Drugged-Driving Arrests by Jurisdiction in the Washington Metropolitan Area, 1994-2001**

<b>Jurisdictions</b>	1994	1995	1996	1997	1998	1999	2000	2001
<b><i>District of Columbia</i></b>	3,784	3,025	2,854	2,714	2,350	1,828	1,850	1,967
Montgomery County	3,006	3,407	4,168	3,847	4,445	4,599	4,436	3,420
Prince George's County	2,040	2,354	4,553	2,400	2,321	2,315	1,933	1,199
<b><i>Maryland Subtotal</i></b>	5,046	5,761	8,721	6,247	6,766	6,914	6,369	4,619
Arlington County	873	890	1,041	1,027	1,037	921	817	625
City of Alexandria	622	528	455	420	394	346	293	343
City of Fairfax	605	414	386	357	325	269	208	179
City of Falls Church	57	66	74	54	53	47	84	74
City of Manassas	N/A	N/A	N/A	214	209	208	349	276
City of Manassas Park	N/A	N/A	N/A	77	46	45	92	107
Fairfax County	3,177	2,714	3,075	3,033	2,754	2,858	2,475	2,451
Loudoun County	512	447	360	272	220	304	386	519
Prince William County	1,410	1,313	1,250	1,461	1,635	1,967	1,517	1,571
<b><i>Virginia Subtotal</i></b>	7,256	6,372	6,641	6,915	6,673	6,965	6,221	6,145
<b>Regional Total</b>	<b>16,086</b>	<b>15,158</b>	<b>18,216</b>	<b>15,876</b>	<b>15,789</b>	<b>15,707</b>	<b>14,440</b>	<b>12,731</b>

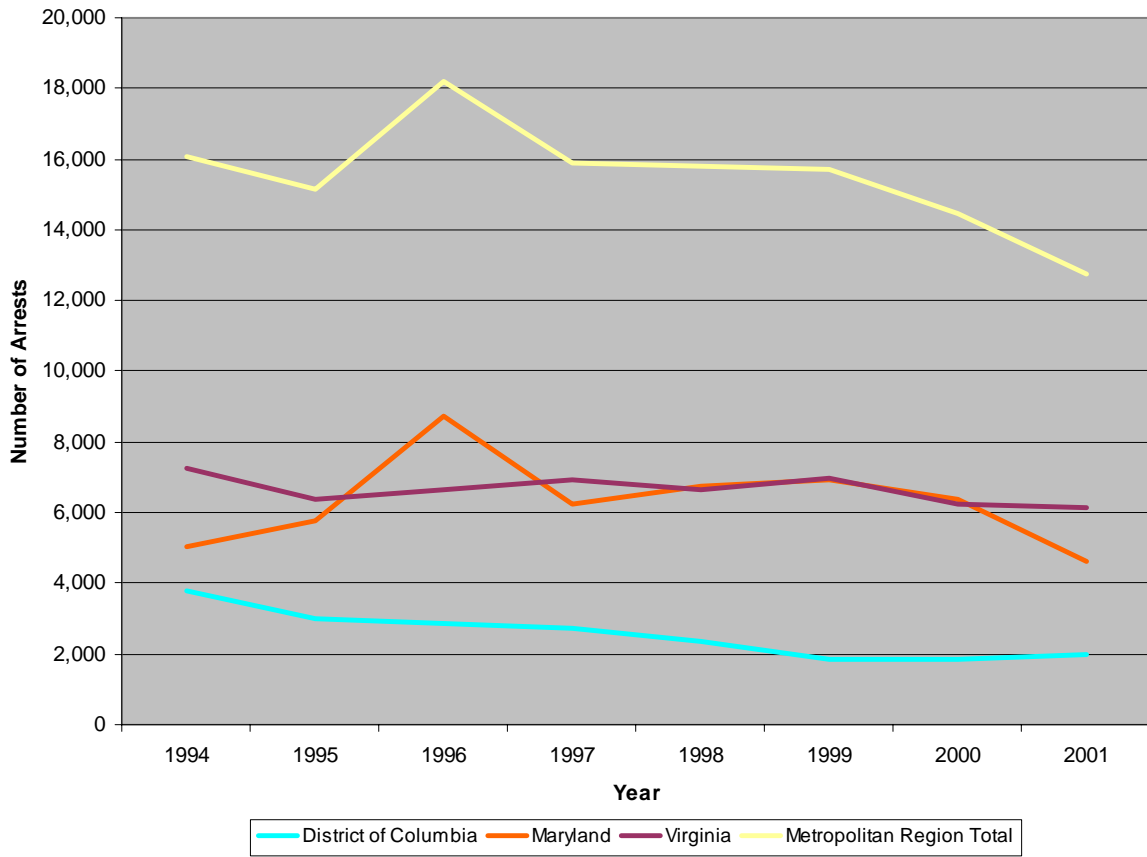
Sources: MD State Highway Association; DC Metropolitan Police Department, Traffic Safety Enforcement Branch; Local Maryland and Virginia law enforcement agencies.

**Table 5-A: Total Reported Drunk/Drugged-Driving Arrests of Juveniles and Adults in the Washington Metropolitan Area, 1999 - 2001**

Jurisdictions	1999			2000			2001		
	Juveniles Under 18 years	Adults Over 18 years	Total	Juveniles Under 18 years	Adults Over 18 years	Total	Juveniles Under 18 years	Adults Over 18 years	Total
<b><i>District of Columbia</i></b>	N/A	N/A	1,828	N/A	1850*	1,850	34	1,933	1,967
Montgomery County	N/A	N/A	4,599	73	4,363	4,436	46	3,374	3,420
Prince George's County	N/A	N/A	2,315	10	1,923	1,933	N/A	N/A	1,199
<b><i>Maryland Subtotal</i></b>	N/A	N/A	6,914	83	6,286	6,369	N/A	N/A	4,619
Arlington County	5	916	921	1	816	817	4	621	625
City of Alexandria	2	344	346	1	292	293	1	342	343
City of Fairfax	2	267	269	2	206	208	1	178	179
City of Falls Church	0	47	47	1	83	84	2	72	74
City of Manassas	2	206	208	1	348	349	3	273	276
City of Manassas Park	1	44	45	1	91	92	3	104	107
Fairfax County	58	2,800	2,858	41	2,434	2,475	32	2,419	2,451
Loudoun County	2	302	304	5	381	386	9	510	519
Prince William County	19	1,948	1,967	26	1,491	1,517	31	1,540	1,571
<b><i>Virginia Subtotal</i></b>	91	6,874	6,965	79	6,142	6,221	86	6,059	6,145
<b>Regional Total</b>	<b>N/A</b>	<b>N/A</b>	<b>15,707</b>	<b>162</b>	<b>14,278</b>	<b>14,440</b>	<b>N/A</b>	<b>N/A</b>	<b>12,731</b>

Sources: MD State Highway Association; DC Metropolitan Police Department, Traffic Safety Enforcement Branch; Local Virginia and Maryland law enforcement agencies.

**Chart 5-1: Drunk/Drugged-Driving Arrest Trends in the Washington Metropolitan Area, 1996-2001**



**Chart 5-2: Drunk/Drugged-Driving Arrest Trends and Alcohol- and Drug-Related Crash Rates in the Washington Metropolitan Area, 1996-2001**

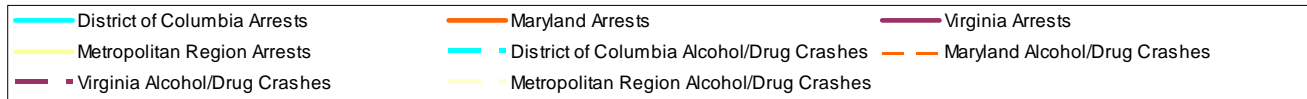
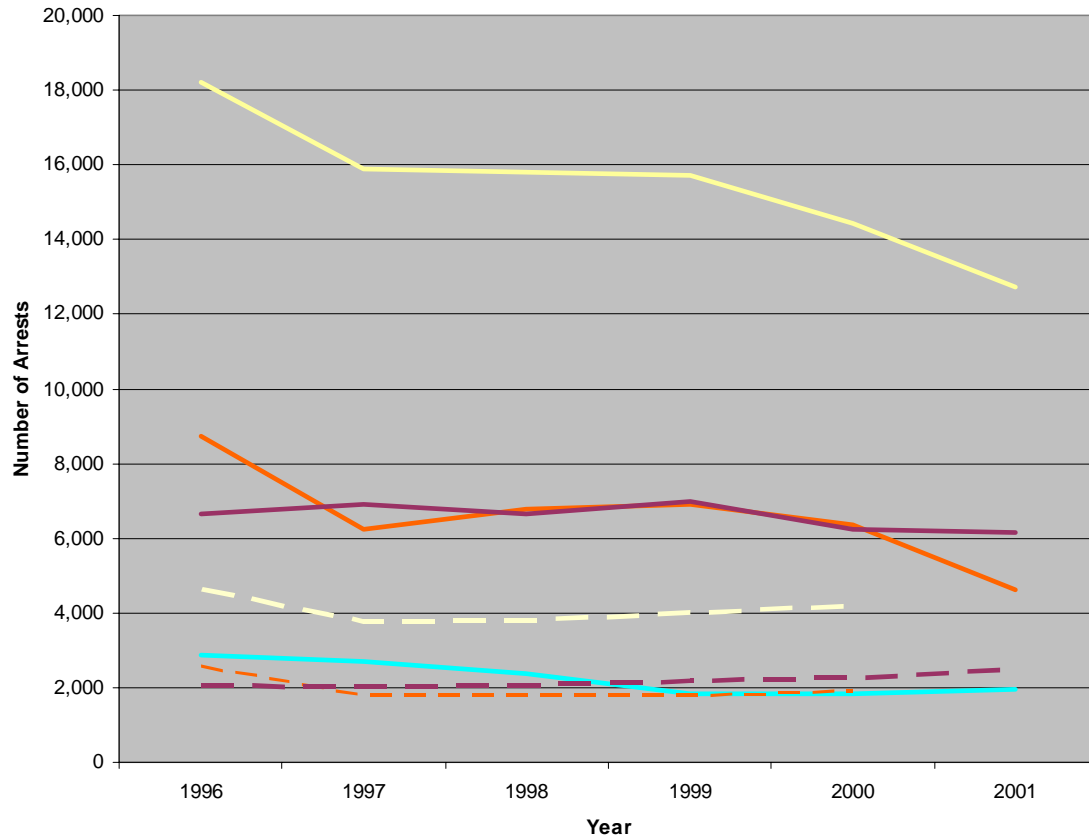
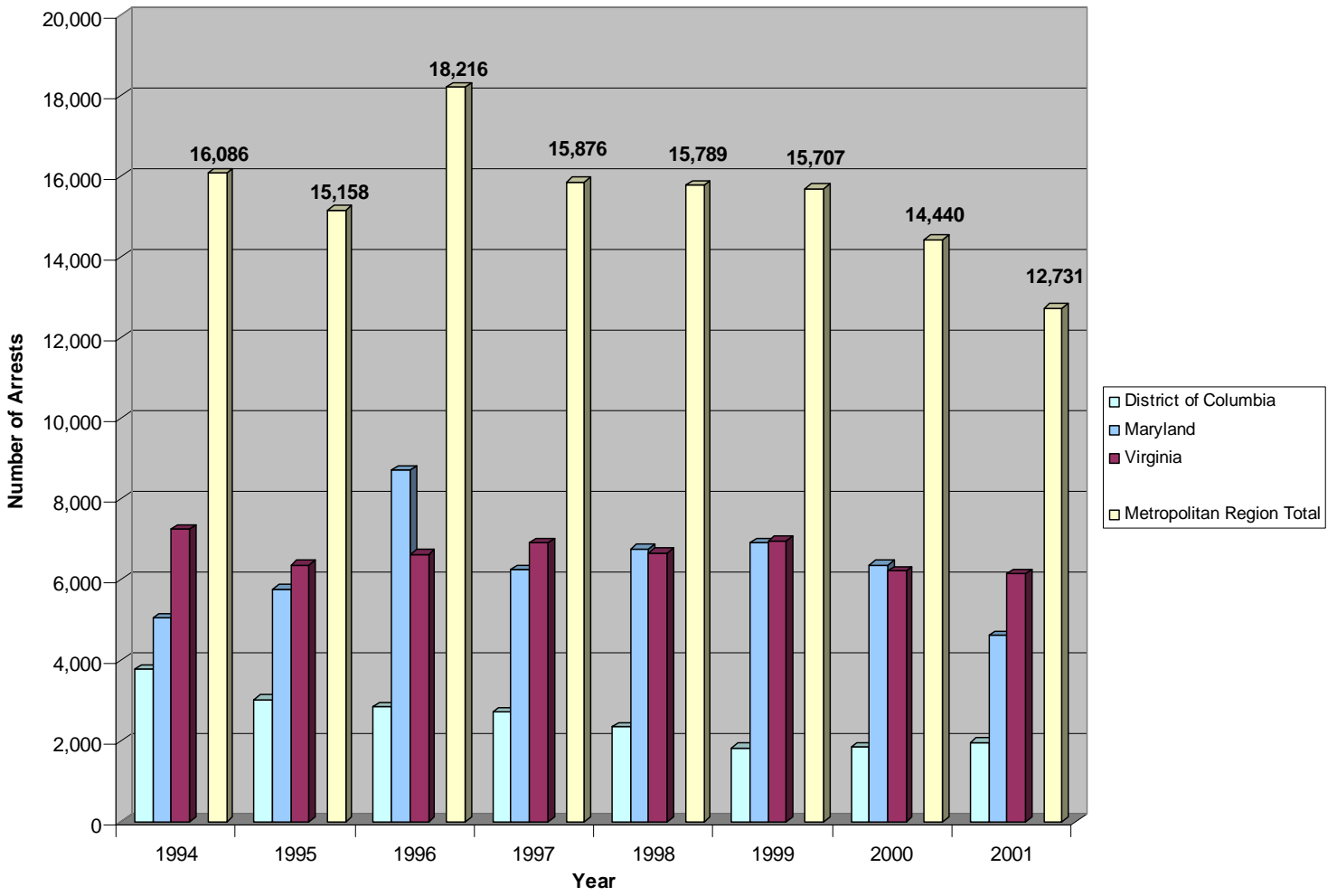
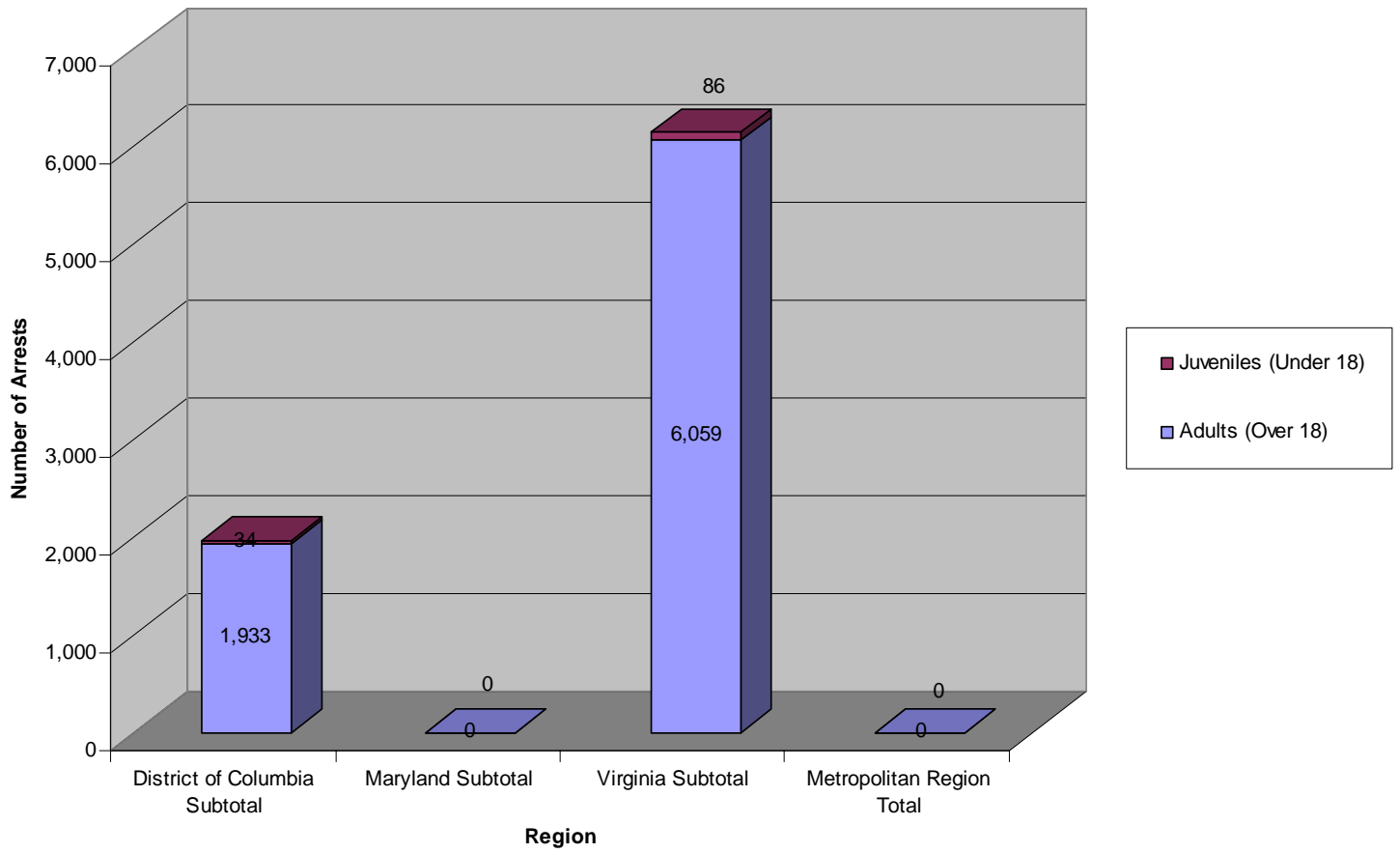


Chart 5-3: Number of Drunk/Drugged-Driving Arrests, by Region



**Chart 5-4: Number of Drunk/Drugged-Driving Arrests by Age, by Region**



An age breakdown of drunk/drugged driving arrests in Maryland and the Metropolitan Region as a whole will be forthcoming.

## ***"HOW SAFE ARE OUR ROADS?" TELEPHONE INTERVIEWS***

### **SUMMARY OF INTERVIEWS**

In order to gain further insights into the data provided by local jurisdictions, a telephone survey was conducted of each jurisdiction. In each of the twelve jurisdictions, three individuals were identified as contacts for telephone interviews. The three individuals included the Chief of Police or Sheriff, a local expert on impaired driving, and a youth coordinator or someone whose focus is that of youth. Interviewing three individuals in each of 12 jurisdictions would result in 36 total interviews.

A total of 20 interviews were completed, representing 56% of the interviews attempted. Of the 20 interviews that were completed, 6 were done with Chiefs of Police and Sheriffs, 9 were done with local experts, and 5 were done with youth coordinators. The completed interviews covered 10 jurisdictions.

In the planning phase of this report, local experts were defined as individuals whose primary focus or expertise lies in the area of impaired driving. After sending out forms to each jurisdiction requesting data as well as the name of an individual to be interviewed as a local expert, each form that was returned contained the name of a police officer as the local expert. In most of the jurisdictions, this officer was also the individual who provided the data and, in most instances, was responsible for traffic safety efforts in their jurisdiction.

While interviewing Chiefs of Police, Sheriffs, and other police personnel the question was asked as to whom should be contacted as the youth coordinator, or someone who deals with youth on a regular basis, for a telephone interview on impaired driving. Of the five individuals interviewed, two were identified as School Resource Officers, two were officers who were designated as having extended contact with youth, and one individual was a contact at the local jurisdiction's Office on Youth.

While the initial planning phase of this project intended for there to be more of a variation in respondents, the contacts provided through various interviews were all law enforcement personnel. While this is not necessarily a concern, it may emphasize more of a law enforcement perspective than was originally planned. This is highlighted because it may represent a certain perspective in the responses; had multiple individuals who work with youth in a particular jurisdiction been interviewed, a different response may (or may not) have been obtained. Also, having multiple respondents for this role and for the local impaired driving specialist role may have been helpful as that process would have provided a broader perspective, rather than a single individual's perspective.

### **OVERALL INSIGHTS**

All jurisdictions interviewed reported having some type of activity in place to address impaired driving in their area; however, most of them cited their inability to do more because of budget and personnel constraints. When reviewing the overall responses regarding the efforts of the interviewed jurisdictions to address drunk and drugged driving, it appeared to be an "all or nothing" approach. Some jurisdictions received grants and reported being able to do significantly more than other jurisdictions that were doing primarily checkpoints and focused patrols. Some jurisdictions cited size of the jurisdiction as the reason they are not able to do more in the area of impaired driving; their jurisdictions are smaller than others and,

therefore, their resources and personnel were more limited. It should be noted that while some jurisdictions were able to do more than others in the area of impaired driving, all jurisdictions expressed a clear desire to do more to address this issue. The “desire to do more” was a consensus among all respondents regardless of their professional role. All of the individuals interviewed had specific ideas of what they would like their jurisdiction to do if they had the appropriate financial and personnel resources.

Below is a list of the six questions asked during the telephone interviews with each question followed by a brief summary of the responses. In some instances, questions asked of the youth coordinators were rephrased to be more appropriate to their professional role. In addition, some of the responses for youth coordinators have been summarized separately from the other respondents to accommodate their unique perspective.

**1. During the past year, what have you implemented to address drunk- and drugged-driving?**

A vast majority of respondents cited focused patrols as one of the initiatives their jurisdiction uses to address impaired driving. The type of focused patrols included DWI patrols, party patrols and saturation patrols. Most jurisdictions that did not cite focused patrols as one of their efforts, stated that focused patrols were not being performed due to the lack of overtime funding available.

Almost half of the respondents cited checkpoints as one of their initiatives to combat impaired driving. As with focused patrols, those jurisdictions that were not performing checkpoints cited a lack of funding as the main reason. One respondent stated that checkpoints are not only too expensive to run, but that there are a number of legal issues with doing checkpoints that make them very complex.

Approximately one-fifth of respondents stated that they have a program for high schools that addresses the issue of impaired driving. Such programs included, but were not limited to, presentations in the Driver Education classes, participation in MADD and SADD efforts, and standard DARE school programs. One respondent cited a program that is currently in middle schools in his jurisdiction, a class that informs middle school students of current laws that affect teenagers and what the consequences are for breaking those laws. In addition to presentations made in local schools, some respondents mentioned presentations made to citizen groups on request.

Several respondents stated that their jurisdictions have good working relationships with the bar and restaurant establishments in their area. One area of enforcement mentioned was that of establishment compliance with current state and federal laws. One jurisdiction stated that they work with the restaurants and establishments in town to identify intoxicated patrons; often the establishment will notify the police of individuals who are intoxicated and the police will intervene prior to the individual getting behind the wheel. Another jurisdiction cited a coordinated effort with local establishments to provide TIPS training and other information on current enforcement issues.

Some respondents stated that their enforcement efforts are publicized various ways throughout their jurisdiction. While some cited inclusion of impaired driving statistics in news articles in local media, others mentioned the publication of checkpoint locations. One respondent mentioned banners placed around town that focus on impaired driving, while another mentioned impaired driving information posted on signs on local buses.

Three of the jurisdictions stated that they would be doing more in the next year to address impaired driving, as they are recipients of new grants. One jurisdiction received a grant targeting underage

possession and consumption, a second jurisdiction received a grant for DUI enforcement during peak times, and a third jurisdiction received a substantial grant that will enable them to vastly expand on their current impaired driving efforts. One part of the expanded efforts for this jurisdiction is the formation of a community partnership that will include law enforcement, schools and social services.

While many jurisdictions are doing a multitude of things to address impaired driving, one jurisdiction will be doing all of those efforts in one night. This jurisdiction stated that one night during the holiday season they are going to implement all of their enforcement efforts on the same night. Those enforcement efforts will include, but are not limited to, a multitude of focused patrols (party patrols, DWI patrols), establishment compliance, and checkpoints.

**Youth:** Some of the initiatives cited by youth coordinators included red ribbon campaigns in the community and area schools, a 3-D poster contest (drinking, drugs, driving), a tree trimming remembrance day, and a drug-free teen panel. One respondent cited lunchtime presentations on impaired driving as one of their jurisdiction's efforts to address impaired driving. For these presentations, a table is set up outside of the cafeteria and Fatal Vision Goggles are present for demonstrations as well as other impaired driving information.

**2. What funded these efforts? How much of this was funded by outside sources?**

Over half of the respondents cited in-house funding as their primary source of funding for impaired driving efforts. Almost one-half of the respondents stated that their jurisdiction was the recipient of state highway grants for impaired driving enforcement and projects. Three respondents stated that their funding comes primarily from their local jurisdiction budgets.

**Youth:** Youth coordinators cited a variety of funding sources for their impaired driving efforts including grant funds, donations from the local Lions Club, community group donations, and in-house funding from schools.

**3. How does your jurisdiction plan its efforts to address impaired driving? Does it have a local task force? If so, please describe how it operates.**

How jurisdictions plan their efforts to address impaired driving also varied across jurisdictions. A large majority of respondents stated that one person or a few high-ranking individuals were the ones to determine what their jurisdiction would be doing to address impaired driving. Two jurisdictions stated that they had a task force in place to determine and oversee all activities related to impaired driving in their area and one jurisdiction stated that they recently created a task force but it is still in the formation stage. While those respondents who did not have a task force in place did not express the desire to form a task force, one respondent stated that he would like to see the formation of a regional task force.

When the three jurisdictions with task forces in place were asked about the operation of their task force, one stated that it was still in the formation stage, another stated that it was a centralized unit comprised of one Sergeant and six officers, and the third stated that the task force is made up of police officers and civilians (members of the Board of Education, etc.) and meets once every two months.

Three jurisdictions provided more specific details of the planning process for their jurisdictions impaired driving efforts. Those jurisdictions stated that the individual or group of individuals responsible for planning impaired driving efforts first examines local data to look for crash statistics and trends, areas

with high citation and arrest rates, and areas with high rates of complaints and/or calls for service. Those locations are then designated as the ones where impaired driving efforts will be focused.

**Youth:** Almost all of the respondents stated that their programs are really just a continuation of what they have already been doing. One respondent stated that the members of the school SADD organization are the ones to determine impaired driving efforts in the school. One respondent stated that a class that is currently being offered in middle schools in the area was the idea of the middle school principal that heard about the class and wanted it implemented in his/her school.

**4. What are your concerns and what, in your opinion, are the obstacles your jurisdiction faces in addressing impaired driving?**

Slightly less than half of all respondents cited budget cuts and personnel shortages as their biggest obstacle in addressing impaired driving in their jurisdiction. In addition to these restraints, many respondents cited the increased workload for police officers as the reason that focused impaired driving efforts often take a back seat to other work. Almost all of the law enforcement respondents stated that their first priority is to respond to service calls from citizens in their areas, however, some jurisdictions stated that after responding to the service calls, it is difficult to find the time to do focused enforcement efforts. Another concern, cited by one respondent, was that the timing of scheduled changes in shifts might be problematic, as it removes officers from the streets during a critical period of time.

While two jurisdictions cited a large growth in their area as an obstacle, one jurisdiction cited its small size as a benefit. One jurisdiction stated that it is a large open area with a lot of traffic from bordering states, thus presenting a unique problem. This respondent stated that it is hard to concentrate efforts in their area when so much of the traffic is traveling through their area from other states. The second jurisdiction cited the rapid growth and increased traffic as a big obstacle in addressing impaired driving in their area. The jurisdiction that cited it's small size as a benefit stated that their area is small with very few establishments, thereby making their jurisdiction's efforts in impaired driving significantly easier.

Two jurisdictions cited citizens as an obstacle in addressing impaired driving. One respondent stated that one of the big problems in addressing impaired driving is citizen complacency. He stated that it is very difficult to get the community to buy into the message about the dangers of drinking and driving. The second respondent cited the lack of knowledge by citizens as to what it means to be "impaired." This respondent stated that so many people drive thinking they are "fine" when, in reality, they are impaired.

**5. Do you have any opinions or perceptions on why there was a(n) increase/decrease in alcohol- and drug-related crashes/fatalities/injuries during the past year?**

The interviews conducted with key informants in local jurisdictions indicated that when asked about the increase or decrease of crashes, fatalities, and/or injuries in their jurisdiction, approximately one-third stated that they did not know why there was an increase or decrease. In some instances, it was apparent that the individual was not aware that there had been a significant shift. Some additional responses when asked about an increase in crashes, fatalities, and/or injuries, included statements that the increase matches the current trend in the Metropolitan Region, and that the growth of a particular area has resulted in increased traffic which may be producing the increase in impaired driving crashes.

When individuals in jurisdictions that experienced a decrease in alcohol- and drug-related crashes, fatalities and/or injuries were asked their opinion on the decrease, more than half of respondents stated their belief that high visibility and a reputation for zero tolerance has helped lower the rate of alcohol- and drug-related crashes, fatalities, and injuries. The jurisdictions that cited high visibility specifically mentioned their effort to publicize statistics of arrests and checkpoints as well as increasing the visibility of their arrests. Many stated that an effort is made to make traffic stops in visible areas of the jurisdiction to clearly communicate a message about their jurisdiction's aggressive attitude towards impaired driving.

When jurisdictions that have experienced an increase in fatalities, crashes, or injuries were asked about the increase, many jurisdictions did not appear to be aware of the increase and a few stated that they would have to examine the data further to see if they could find a reason for the increase. Other individuals cited the rapid growth and increase in motor vehicle traffic as the explanation for the increase in alcohol- and drug-related crashes, fatalities and injuries.

**6. Do you have any suggestions for future impaired driving efforts in your jurisdiction? What would you like to see done?**

When asked what they would like to see done in their jurisdiction to address impaired driving, a vast majority of respondents expressed the desire for more focused enforcement. The types of enforcement varied from targeting underage sales in retail stores to more patrols on the highways. Several respondents expressed the desire to do more enforcement more often to increase the visibility and demonstrate an aggressive stance on impaired driving.

When one respondent was asked about what should be done in the future to address impaired driving, the individual stated that he would like to see the development of a regional task force. He explained further that a regional task force would enable jurisdictions of various sizes and resources to assist each other in their efforts to combat impaired driving. He believed that if a regional task force were developed to oversee a region-wide plan to combat impaired driving, all jurisdictions would benefit.

## DATA SOURCES

All data included in this report has been provided by the following organizations:

District of Columbia Department of Transportation  
*Traffic Safety Division*

Maryland Highway Safety Office  
*State Highway Administration*

Maryland State Police  
*Central Records Division*

Maryland State Police  
*Chemical Test for Alcohol Unit (CTAU)*

Virginia Department of Motor Vehicles  
*Transportation Safety Services*

United States Census Bureau

Local law enforcement agencies in Maryland and Virginia

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