



# **Sam Zimbabwe, Associate Director, DDOT Vision Zero Philadelphia**

**December 3, 2015**

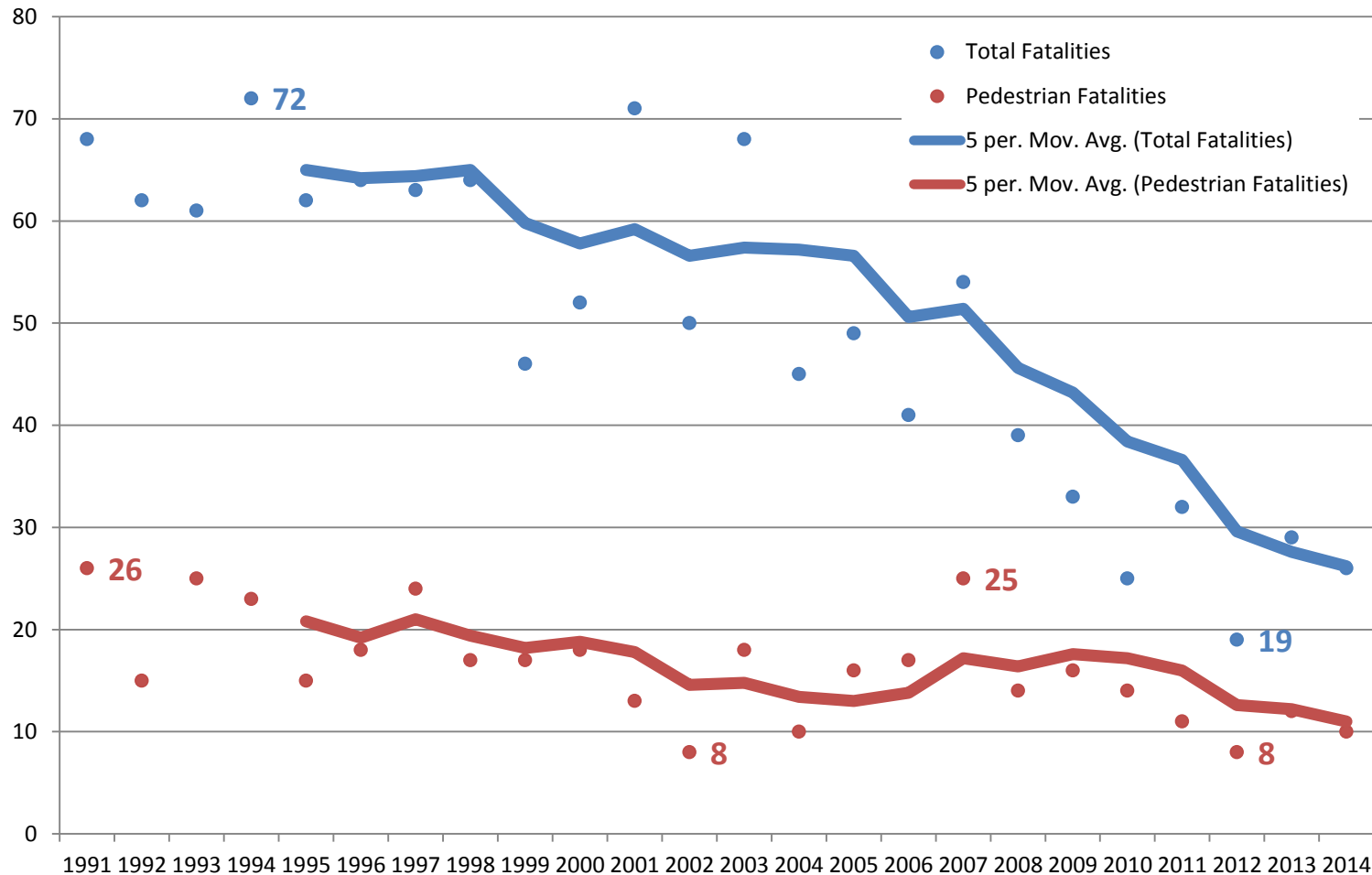


# Vision Zero in DC Context

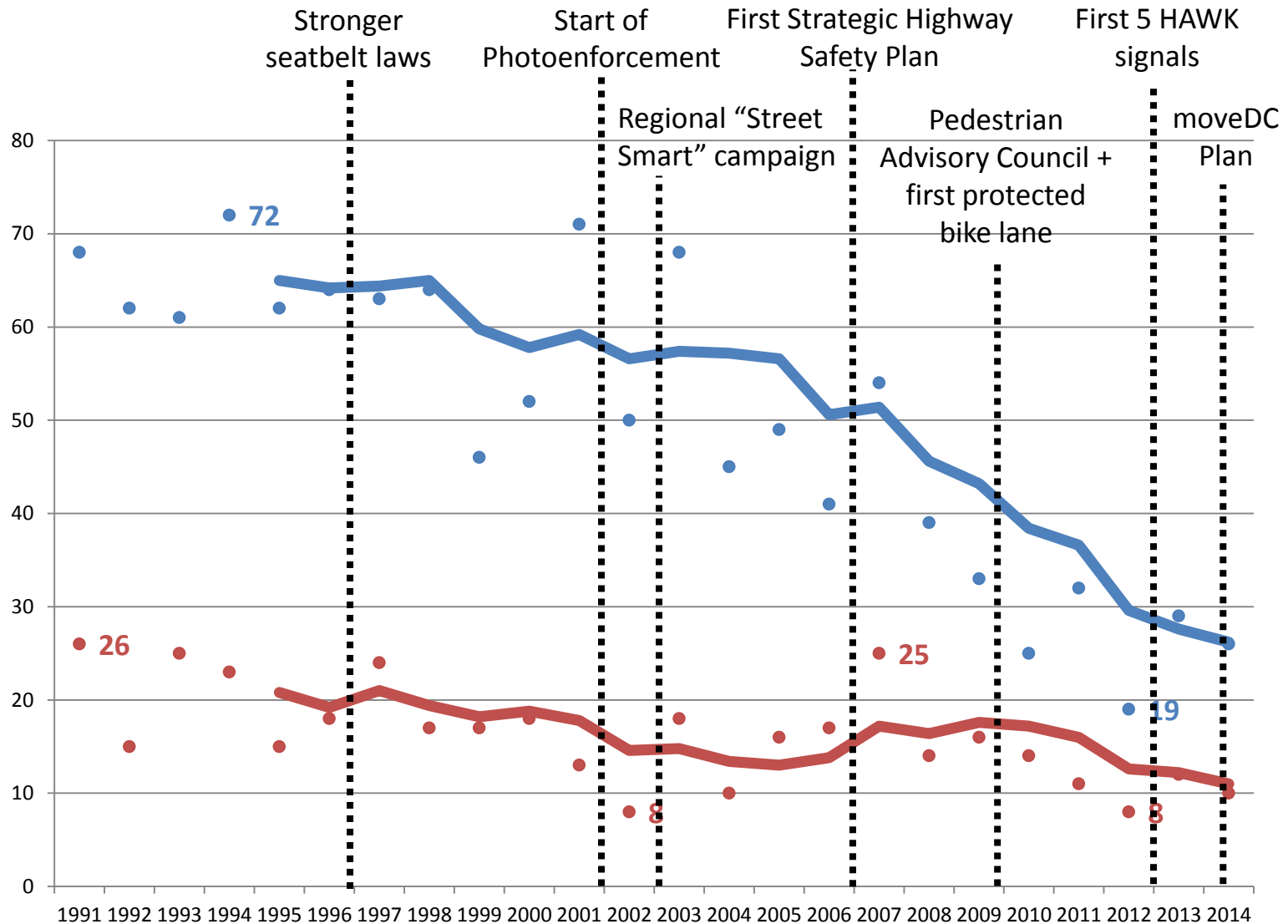
- Everyone is for “safety”
- No crisis around fatalities
- Progress has been steady over 25 years
- Very limited right-of-way to accommodate everyone without any impacts
- DC has strong ability for self-determination (around some things...)
- The region is not the same as the District

# Why Vision Zero Matters

- District has made steady progress in the past 25 years

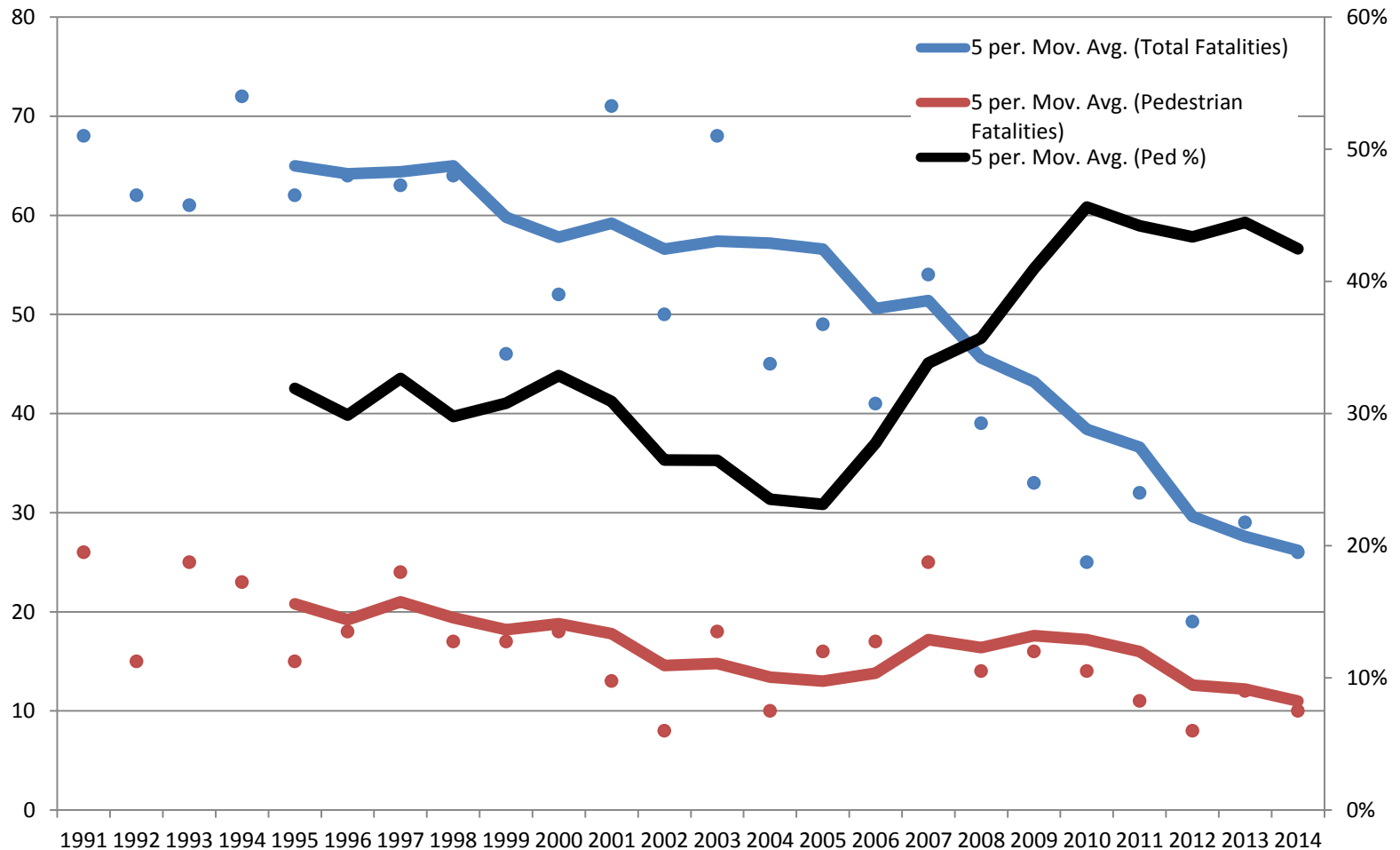


# Why Vision Zero Matters



# Why Vision Zero Matters

- Despite progress, pedestrian fatalities persist





## Mayor Muriel Bowser

*“The goal of Vision Zero is simple: reduce serious injuries and fatalities on our streets to zero by 2024. By adopting a comprehensive approach to transportation safety – from behavior to road design – we will make our city a safer place to live and visit.”*



# All Hands On Deck



DCTC



DOEE



DOH



DME



DMHHS



DMV



DPW



DCPS



DCRA



EOM



FEMS



HSEMA



MPD



OAG



OUC



WMATA



OCME



OCTO



ODR



OP



OSSE

# Action Planning Process





# Public Engagement



- 10 “pop up” events in all 8 wards – nearly 3,000 surveys
- Key themes: Speed, distracted driving, failure to obey traffic laws
- 47% knew someone killed or seriously injured in District

# 4 Themes, 4 Approaches

**Create Safe Streets**

**Protect Vulnerable Users**

**Prevent Dangerous Driving**

**Be Transparent & Responsive**

**Evaluation & Data**

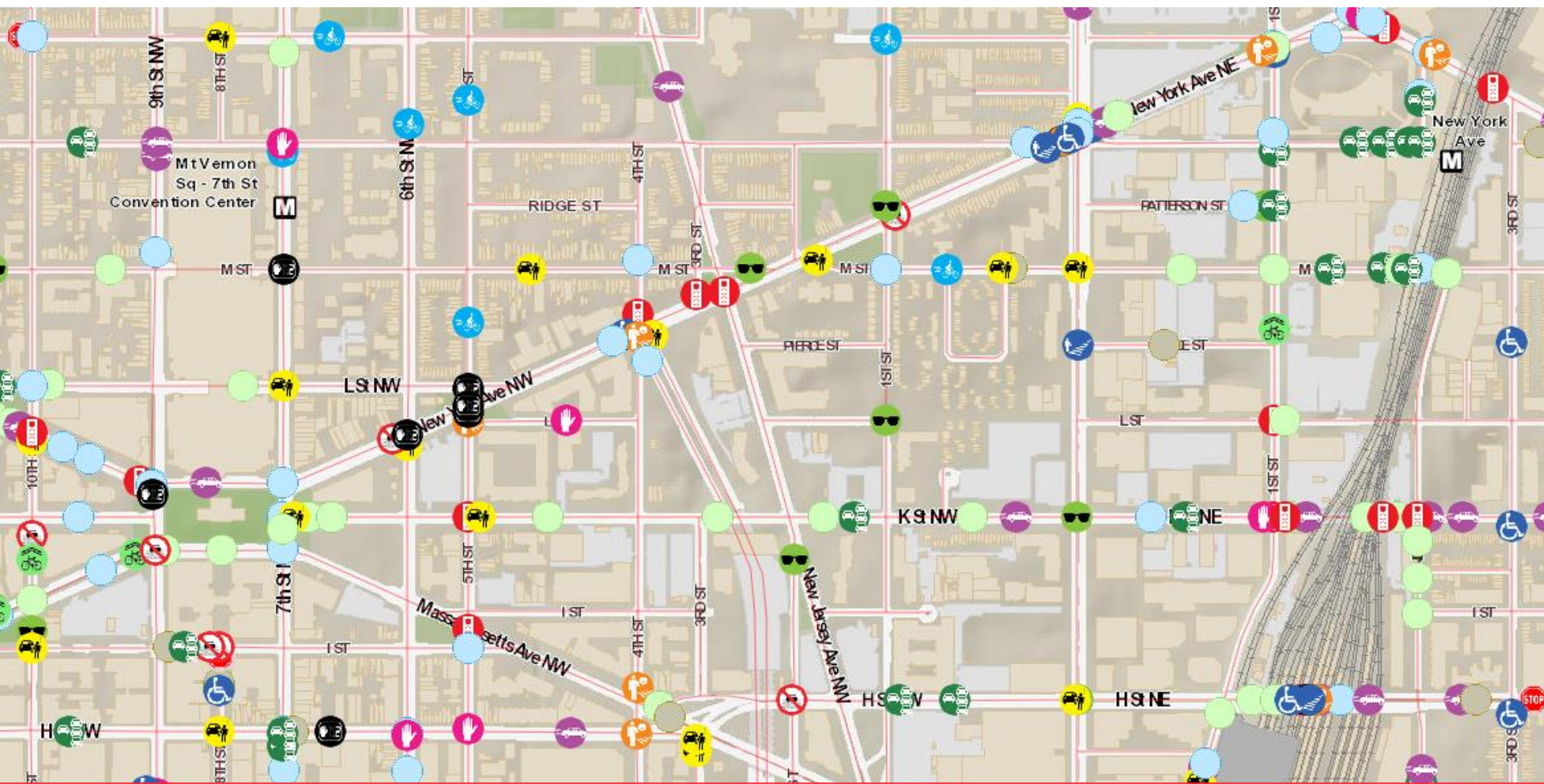
**Enforcement**

**Education**

**Engineering & Infrastructure**



# Evaluation & Data

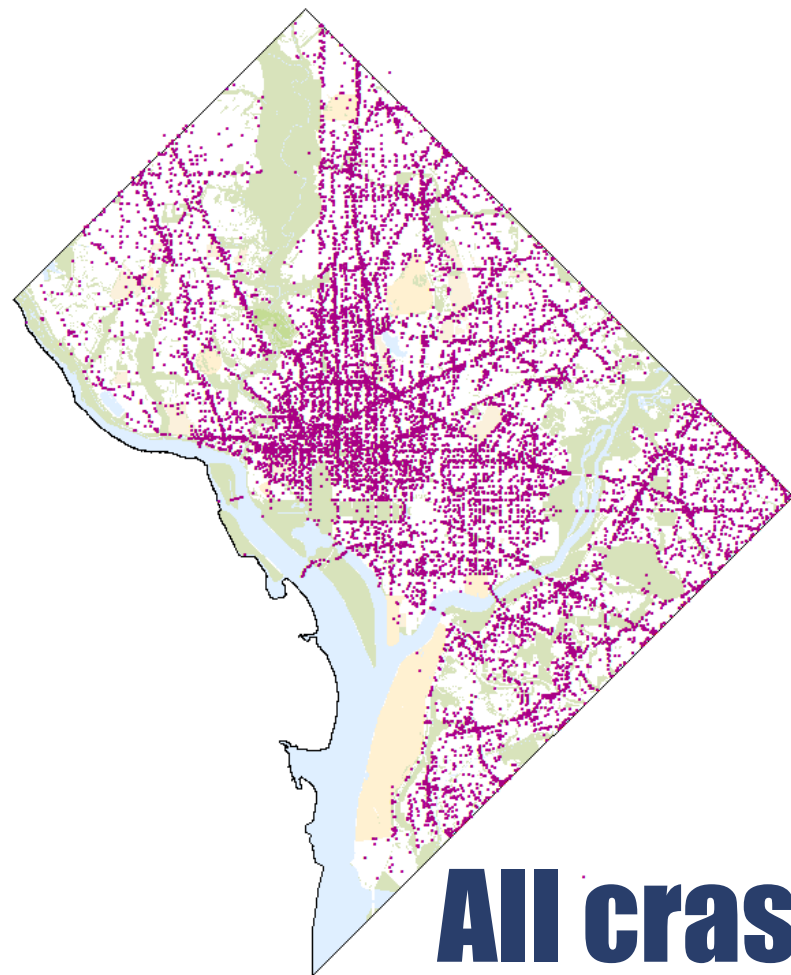


**Better, more open data = stronger evaluation**

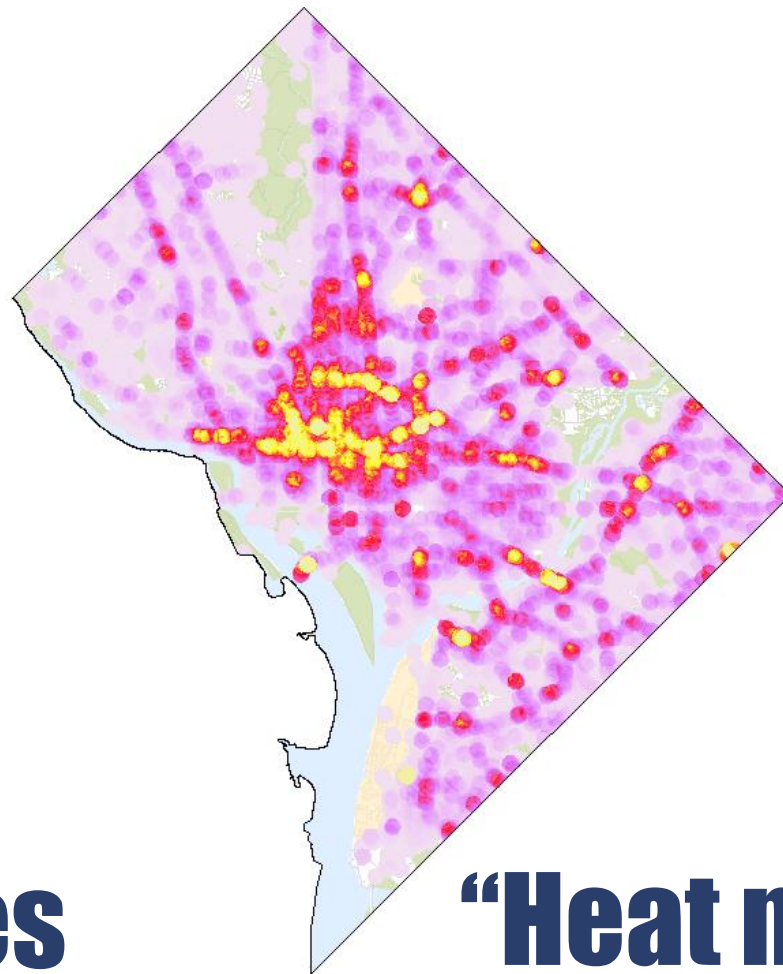
Quantifying exposure and risk for all modes; beyond historical crash data

- Counting people walking and biking
- Augmenting geo-spatial analysis of safety trends

# Evaluation & Data



**All crashes**



**“Heat map”**

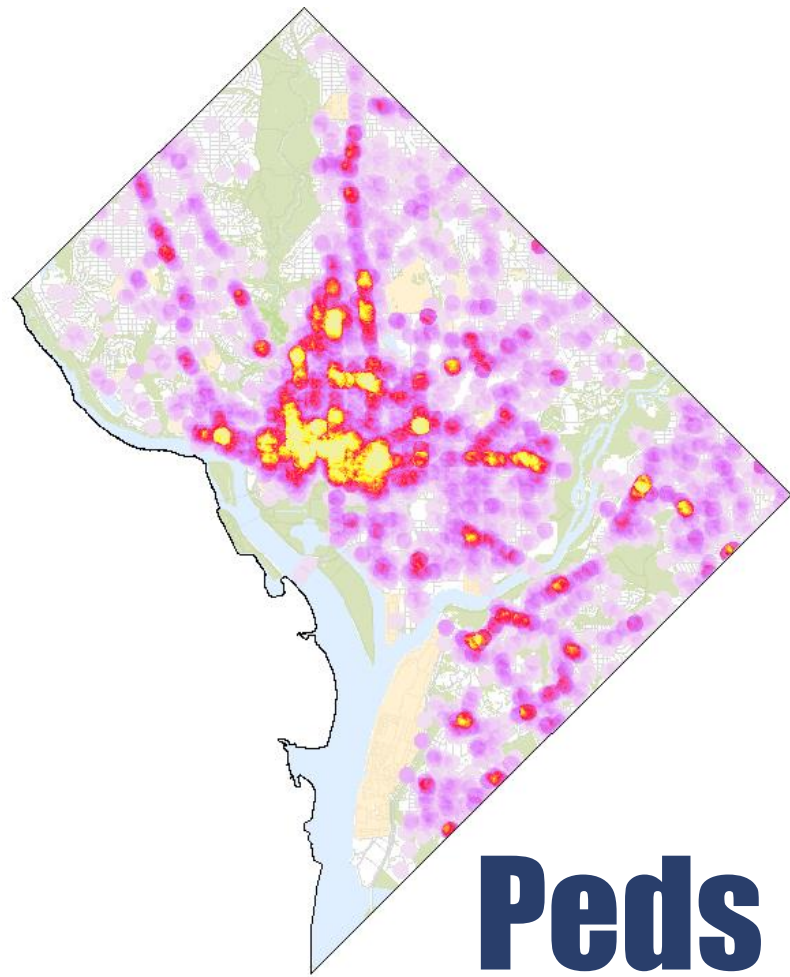
**Better, more open data = stronger evaluation**

Quantifying exposure and risk for all modes; beyond historical crash data

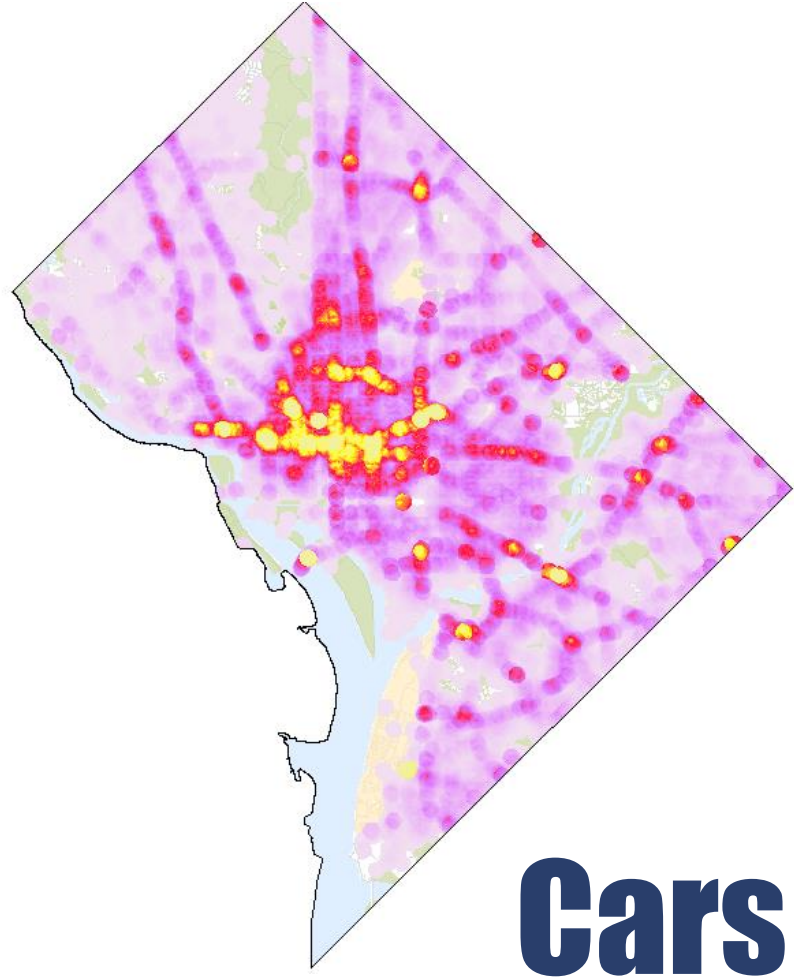
- Counting people walking and biking
- Augmenting geo-spatial analysis of safety trends



# Evaluation & Data



**Peds**



**Cars**

**Better, more open data = stronger evaluation**

Quantifying exposure and risk for all modes; beyond historical crash data

- Counting people walking and biking
- Augmenting geo-spatial analysis of safety trends

# Evaluation & Data

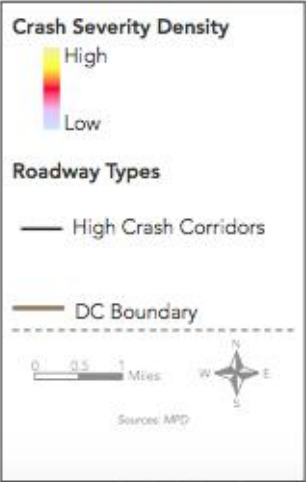
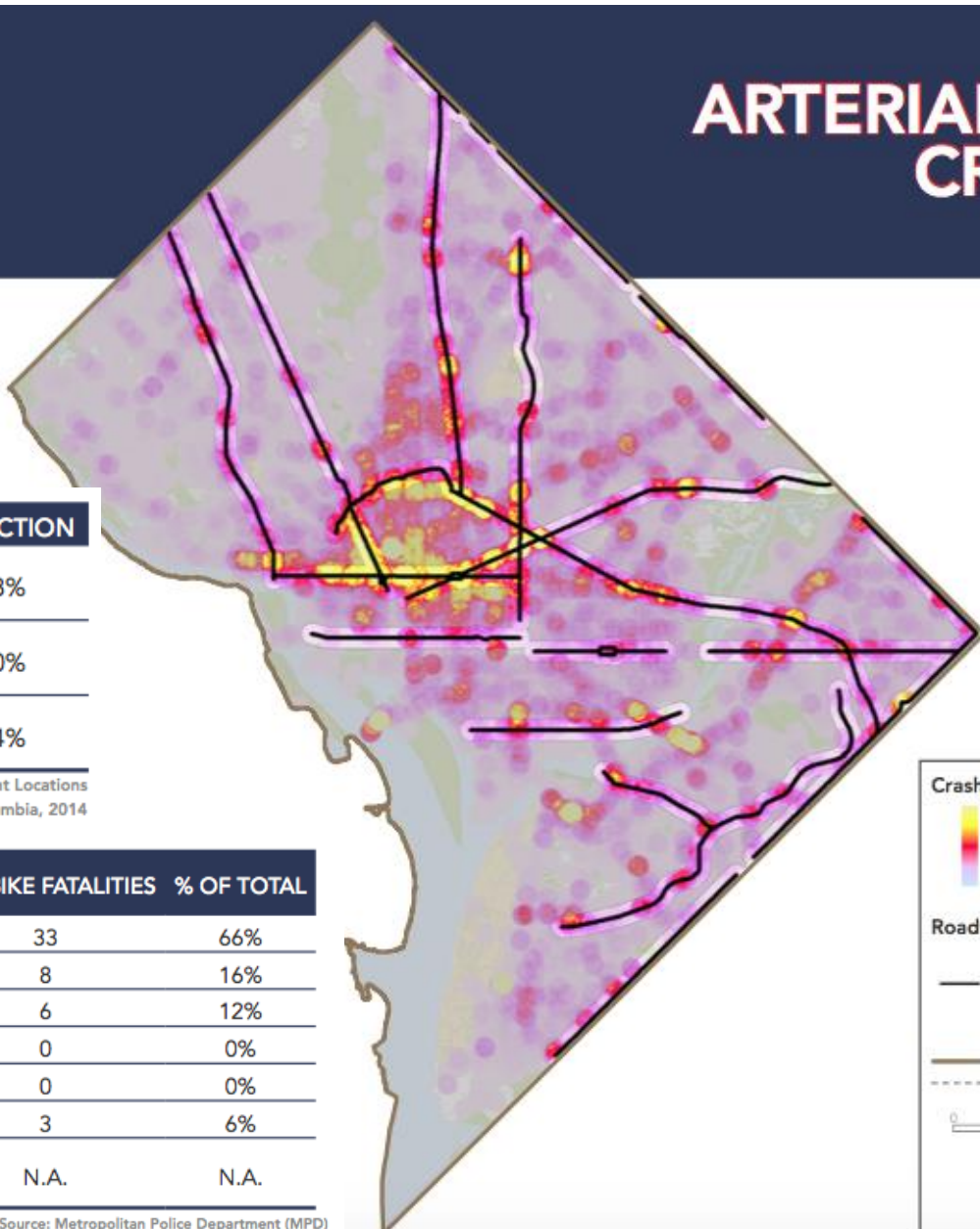
## ARTERIALS AND CRASHES 2010-2014

TYPE	BEFORE	AFTER	CHANGE	%REDUCTION
Total crashes	2,240	1,863	-377	16.8%
Injury crashes	840	673	-168	20.0%
Number of injuries	1,251	996	-255	20.4%

Source: Speed Limit and Safety Nexus Studies for Automated Enforcement Locations in the District of Columbia, 2014

SPEED LIMIT	TOTAL FATALITIES	% OF TOTAL	PED/BIKE FATALITIES	% OF TOTAL
25	73	56%	33	66%
30	20	15%	8	16%
35	13	10%	6	12%
40	2	2%	0	0%
45	5	4%	0	0%
50+	11	8%	3	6%
Other/Not Mapped	7	5%	N.A.	N.A.

Source: Metropolitan Police Department (MPD)





# Opening Data



## DC.gov District of Columbia Open Data

< Vision Zero Safety (Transportation)

 Open In ArcGIS

 Share

Download Dataset ▾

APIs ▾

Details


Table


Charts

CHART DATA


REQUESTTYPE ▾

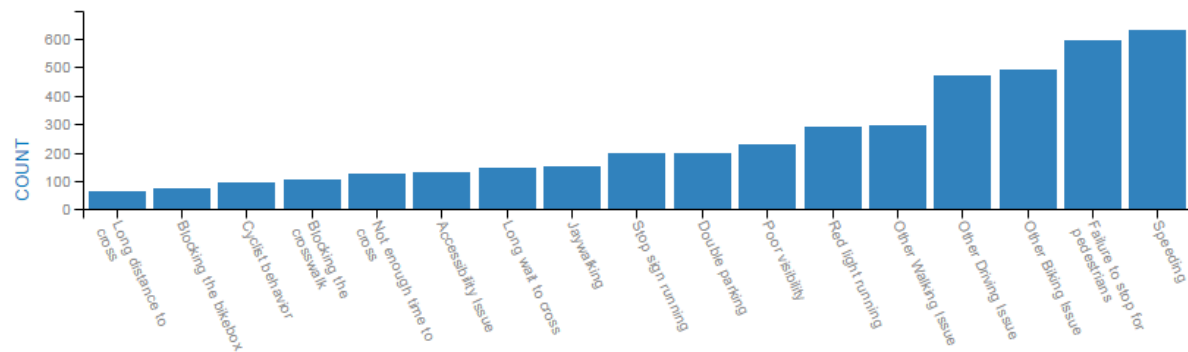
STYLE

 Bar Chart

 Line Chart

 Donut Chart

 Scatter Plot



REQUESTTYPE

Count: 4,293

 Styling

Embed Chart

# 4 Themes, 4 Approaches

**Create Safe Streets**

**Protect Vulnerable Users**

**Prevent Dangerous Driving**

**Be Transparent & Responsive**

**Evaluation & Data**

**Enforcement**

**Education**

**Engineering & Infrastructure**

# Education & Enforcement



## Prevent dangerous driving, create a safety culture

- Reinforce travelers' understanding of the rules of our multi-modal streets
- Expand effective enforcement techniques
- Take advantage of captive audiences



# Engineering & Infrastructure



## Pilot projects and evaluate impact

- Protected Intersections
- New Protected Bikeways
- Arterial and neighborhood slow zones
- Placemaking and other tactical traffic calming measures

Examples:

## Vision Zero Infrastructure

### Bike & Pedestrian

Countermeasures



## Expand treatments that mitigate crashes

- Protected bicycle facilities
- Bicycle-specific traffic signals
- HAWK signals



# Engage Residents



**Publish open data, leverage civic expertise**

DDOT, OCTO, DMPED, others have held “hackathons” to broaden analysis

- Residents can be valuable partners



# What's Next?

- **Action Plan with new programs and commitments**
- Vision Zero Omnibus Legislation and Regulations
- \$500K “Implementation Fund”
- Safety Culture Change

# What's Next?

- Action Plan with new programs and commitments
- **Vision Zero Omnibus Legislation and Regulations**
  - Formal Complete Streets policy
  - Ignition interlock and DUI license revocation
  - Distracted driving penalties
  - Higher speeding fines for 25mph over
  - Enables reduced speeds below 25mph
  - Mandatory side guards
  - Many other provisions
- \$500K “Implementation Fund”
- Safety Culture Change

# What's Next?

- Action Plan with new programs and commitments
- Vision Zero Omnibus Legislation and Regulations
- **\$500K “Implementation Fund”**
  - Sideguard retrofit for all District vehicles
  - Truck and bus education
  - Disability rights/accessibility fellow
  - Pop-up youth bike shops/education
  - Local liaisons and pilot community grants
- Safety Culture Change

# What's Next?

- Action Plan with new programs and commitments
- Vision Zero Omnibus Legislation and Regulations
- \$500K “Implementation Fund”
- **Safety Culture Change**
  - Moving beyond the District to the region
  - Safety vs operations
  - Personalizing safety without exploiting
  - Real data improvements