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

[Graph showing decline in total fatalities and pedestrian fatalities from 1991 to 2014]
Why Vision Zero Matters

- Stronger seatbelt laws
- Start of Photoenforcement
- First Strategic Highway Safety Plan
- First 5 HAWK signals

- Regional “Street Smart” campaign
- Pedestrian Advisory Council + first protected bike lane
- moveDC Plan

Graph showing trends from 1991 to 2014 with significant events marked:
- 1991: 72
- 1992: 26
- 1993: 8
- 1994: 25
- 1995: 8
- 1996: 3
- 1997: 19
- 1998: 3
Why Vision Zero Matters

• Despite progress, pedestrian fatalities persist
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.

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
Action Planning Process

THE PROCESS

1. AGENCIES MEETINGS
   Meet with agencies to create recommendations for each workgroup (Data, Enforcement, Education, and Engineering).

2. PUBLIC OUTREACH
   To establish priorities, we will be involving the community in the process and asking for their feedback on what is more important to them.

3. ACTION PLAN – DRAFT
   Create an Action Plan based on the recommendations of Step 1 and the input from step 2.
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

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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**

#### Crash Severity Density
- **Crash Severity Density**
- **Roadway Types**
  - High Crash Corridors
  - DC Boundary

#### Crash Data Summary

<table>
<thead>
<tr>
<th>Type</th>
<th>Before</th>
<th>After</th>
<th>Change</th>
<th>% Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total crashes</td>
<td>2,240</td>
<td>1,863</td>
<td>-377</td>
<td>16.8%</td>
</tr>
<tr>
<td>Injury crashes</td>
<td>840</td>
<td>673</td>
<td>-168</td>
<td>20.0%</td>
</tr>
<tr>
<td>Number of injuries</td>
<td>1,251</td>
<td>996</td>
<td>-255</td>
<td>20.4%</td>
</tr>
</tbody>
</table>

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

#### Speed Limit Summary

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Total Fatalities</th>
<th>% of Total</th>
<th>Ped/Bike Fatalities</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>73</td>
<td>56%</td>
<td>33</td>
<td>66%</td>
</tr>
<tr>
<td>30</td>
<td>20</td>
<td>15%</td>
<td>8</td>
<td>16%</td>
</tr>
<tr>
<td>35</td>
<td>13</td>
<td>10%</td>
<td>6</td>
<td>12%</td>
</tr>
<tr>
<td>40</td>
<td>2</td>
<td>2%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>45</td>
<td>5</td>
<td>4%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>50+</td>
<td>11</td>
<td>9%</td>
<td>3</td>
<td>6%</td>
</tr>
<tr>
<td>Other/Not Mapped</td>
<td>7</td>
<td>5%</td>
<td>N.A.</td>
<td>N.A.</td>
</tr>
</tbody>
</table>

**Source:** Metropolitan Police Department (MPD)
Opening Data

District of Columbia Open Data

Vision Zero Safety (Transportation)

Charts

CHART DATA
REQUESTTYPE

STYLE
Bar Chart
Line Chart
Donut Chart
Scatter Plot

REQUESTTYPE

COUNT

Count: 4,303
4 Themes, 4 Approaches

Create Safe Streets
Protect Vulnerable Users
Prevent Dangerous Driving
Be Transparent & Responsive

Evaluation & Data
Enforcement
Education
Engineering & Infrastructure
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
Expand treatments that mitigate crashes

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

The District’s Vision Zero

• Residents can be valuable partners

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