

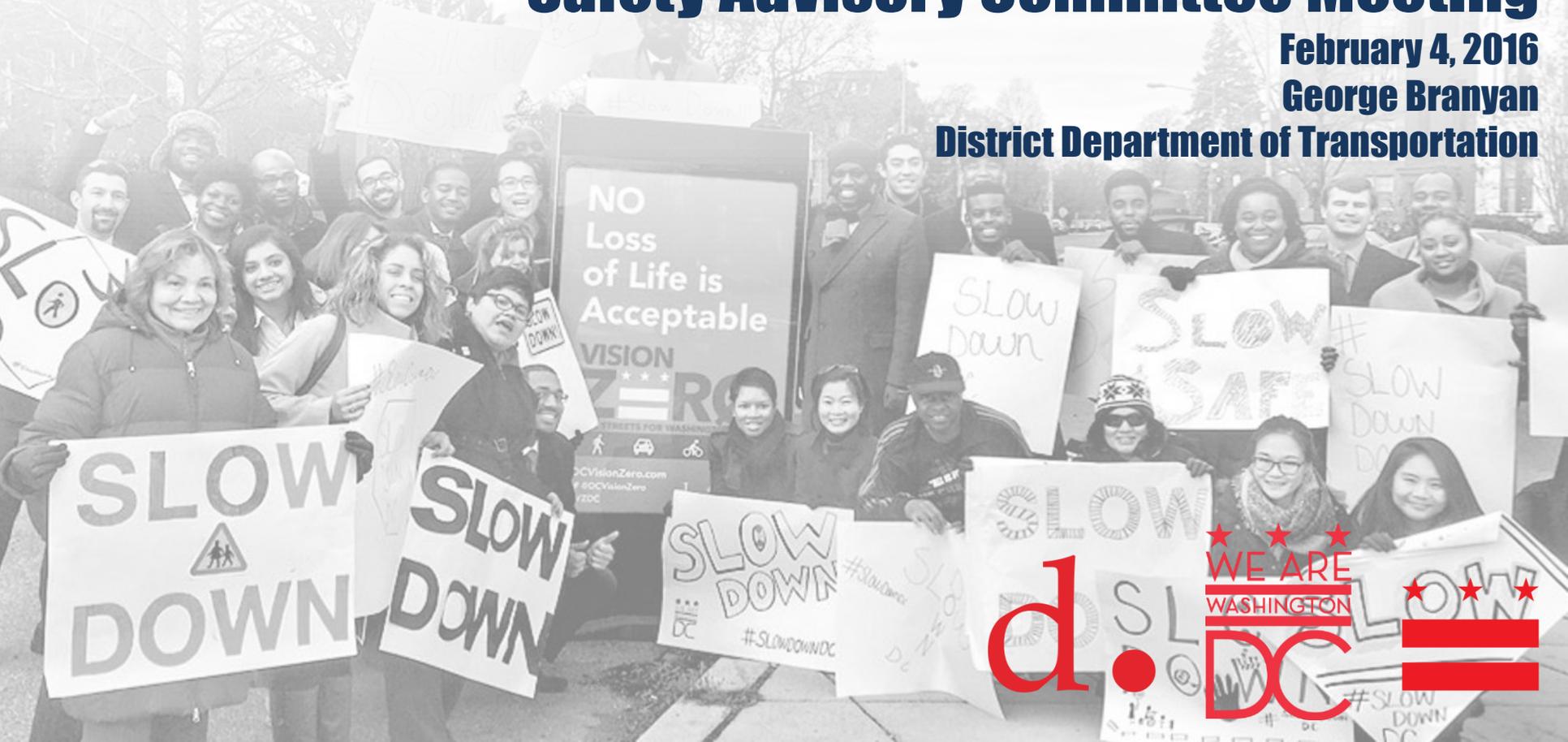


# Montgomery County Pedestrian, Bicycle and Traffic Safety Advisory Committee Meeting

February 4, 2016

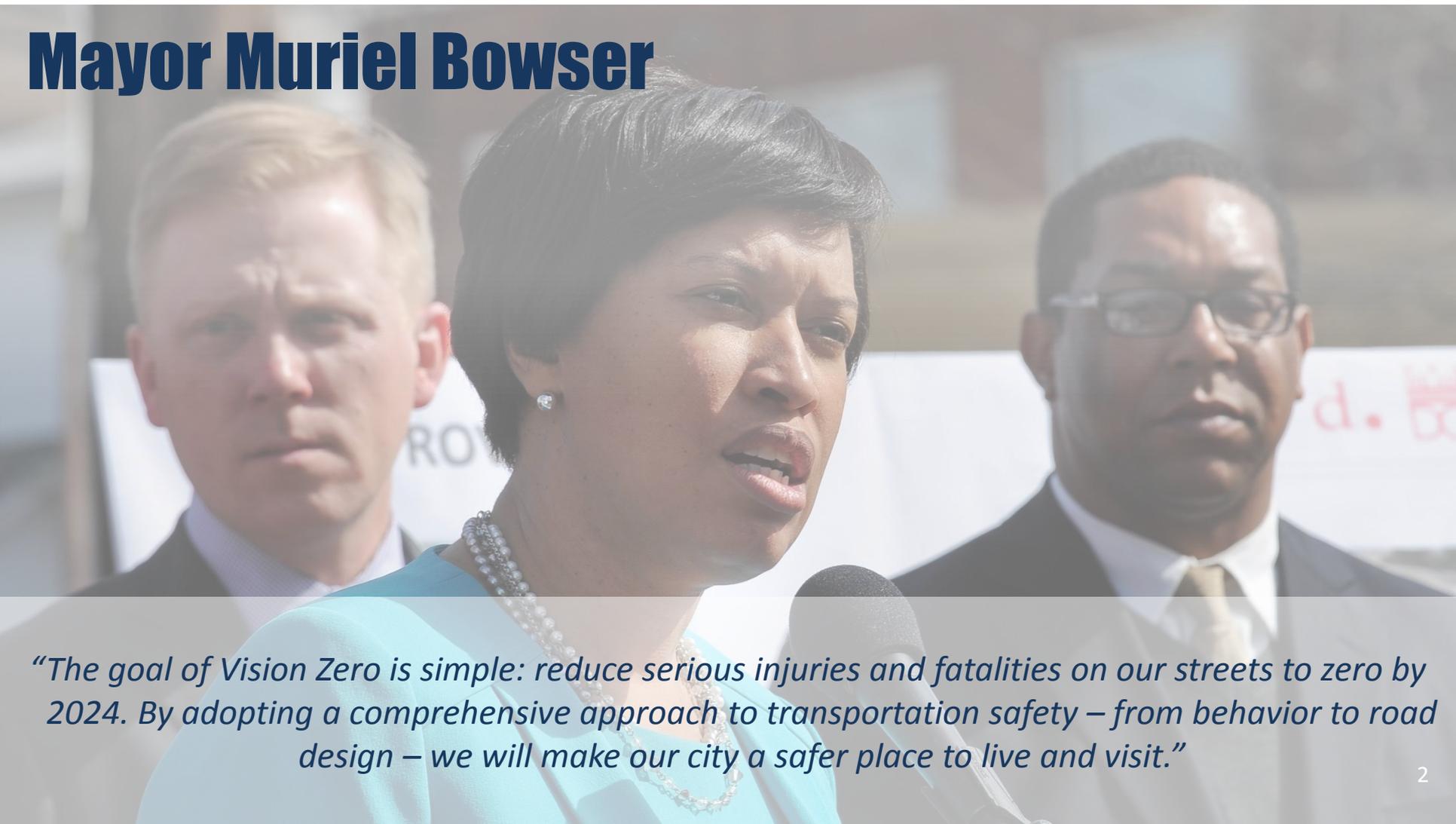
George Branyan

District Department of Transportation





# Mayor Muriel Bowser



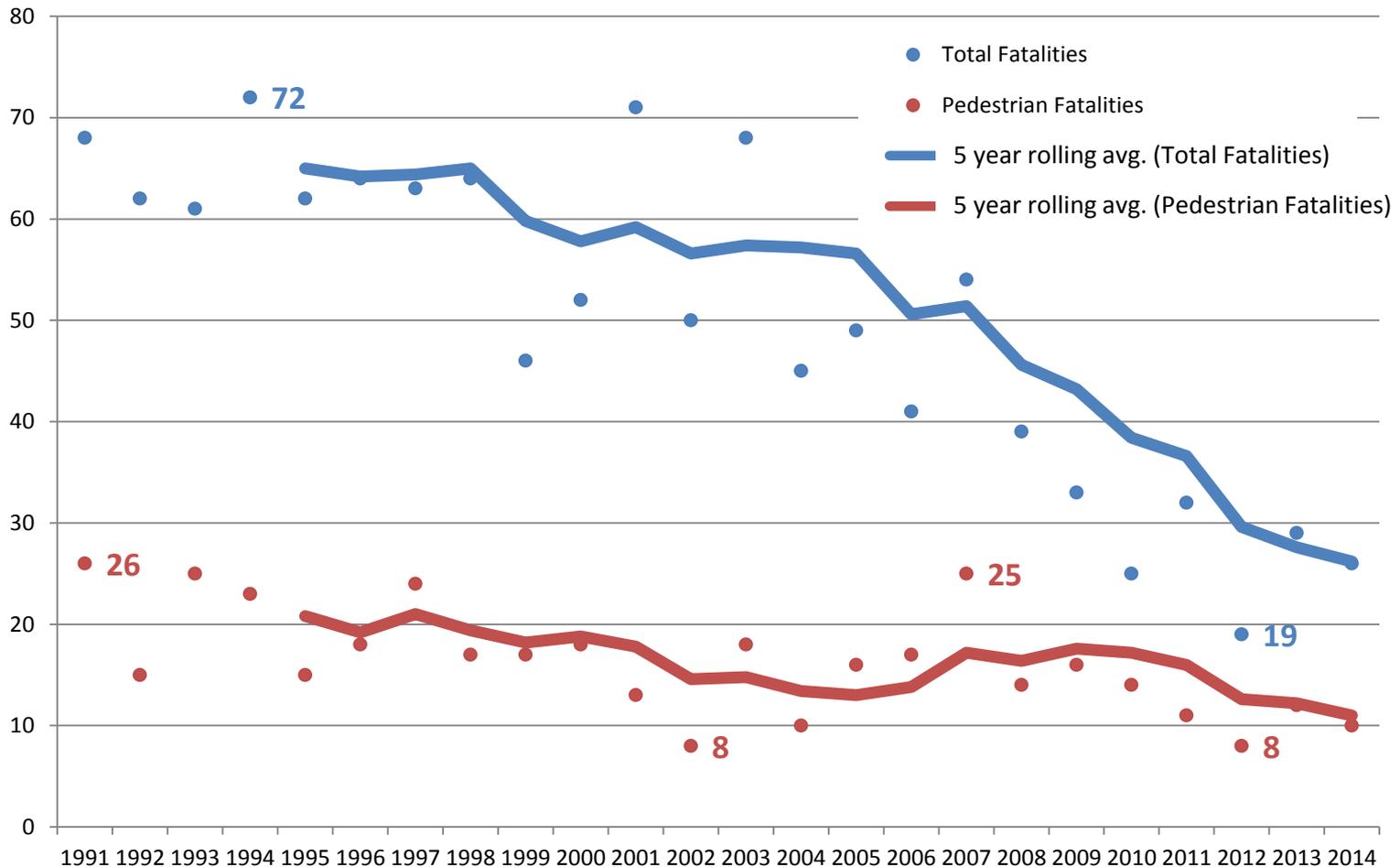
*“The goal of Vision Zero is simple: reduce serious injuries and fatalities on our streets to zero by 2024. By adopting a comprehensive approach to transportation safety – from behavior to road design – we will make our city a safer place to live and visit.”*

# 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

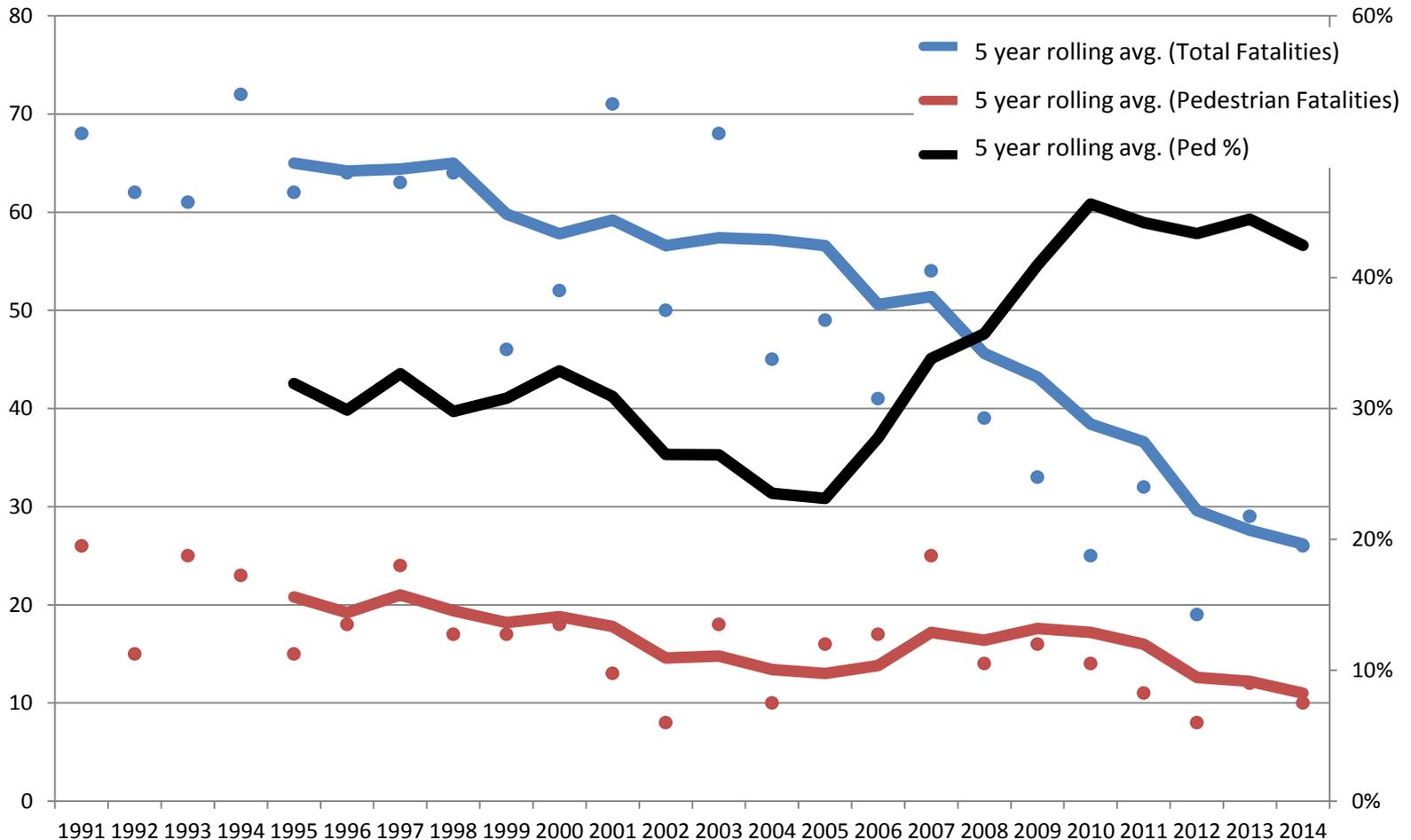
# Why Vision Zero Matters

- District has made steady progress in the past 25 years



# Why Vision Zero Matters

- Despite progress, pedestrian fatalities persist



# VISION ZERO

SAFE STREETS FOR WASHINGTON, DC



Keith Anderson  
*Keith Anderson*  
Director of the Department of Parks and Recreation (DPR)



Lucinda M. Barbers  
*Lucinda M. Barbers*  
Director of the Department of Motor Vehicles (DMV)



David Bishop  
*David Bishop*  
Interim Chief Technology Officer of the Office of the Chief Technology Officer (OCTO)



Melinda Bolting  
*Melinda Bolting*  
Director of the Department of Consumer and Regulatory Affairs (DCRA)



Gretchen Brumley  
*Gretchen Brumley*  
Director of the Office of the State Superintendent of Education Department of Transportation (OSSE DOT)



Ernest Chappan  
*Ernest Chappan*  
Chairman of the District of Columbia Taxicab Commission (DCTC)



Eric Shaw  
*Eric Shaw*  
Director of the Office of Planning (OP)



Christopher Weaver  
*Christopher Weaver*  
Director of the Department of General Services (DGS)



Chief Gregory M. Dean  
*Gregory M. Dean*  
Chief of Fire and Emergency Services Department (FEMS)



Kevin Donahue  
*Kevin Donahue*  
Deputy City Administrator and Deputy Mayor for Public Safety and Justice



Brenda Donald  
*Brenda Donald*  
Deputy Mayor for Health and Human Services and DC Office of Aging (DCAA)



Holly Donaldson  
*Holly Donaldson*  
Director of the Department of Housing and Community Development (DHCD)



Lief Dormsjo  
*Lief Dormsjo*  
Director of the District Department of Transportation (DDOT)



Chris Geldart  
*Chris Geldart*  
Director of the Homeland Security and Emergency Management Agency (HSEMA) and Interim Director of the Office of Unified Communications (OUC)



Christopher Shorter  
*Christopher Shorter*  
Director of the Department of Public Works (DPW)



James Wells  
*James Wells*  
Director of the Department of Energy and Environment (DOEE)



Kaya Henderson  
*Kaya Henderson*  
Chancellor of District of Columbia Public Schools (DCPS)



Brian Kerner  
*Brian Kerner*  
Deputy Mayor for Planning and Economic Development (DMPED)



Chief Cathy L. Lanier  
*Cathy L. Lanier*  
Chief of Police of the Metropolitan Police Department (MPD)



Roger A. Mitchel, Jr., MD  
*Roger A. Mitchel, Jr., MD*  
Chief Medical Examiner, Office of the Chief Medical Examiner



LaQuandra S. Nesbitt, MD  
*LaQuandra S. Nesbitt, MD*  
Director of the Department of Health (DOH)

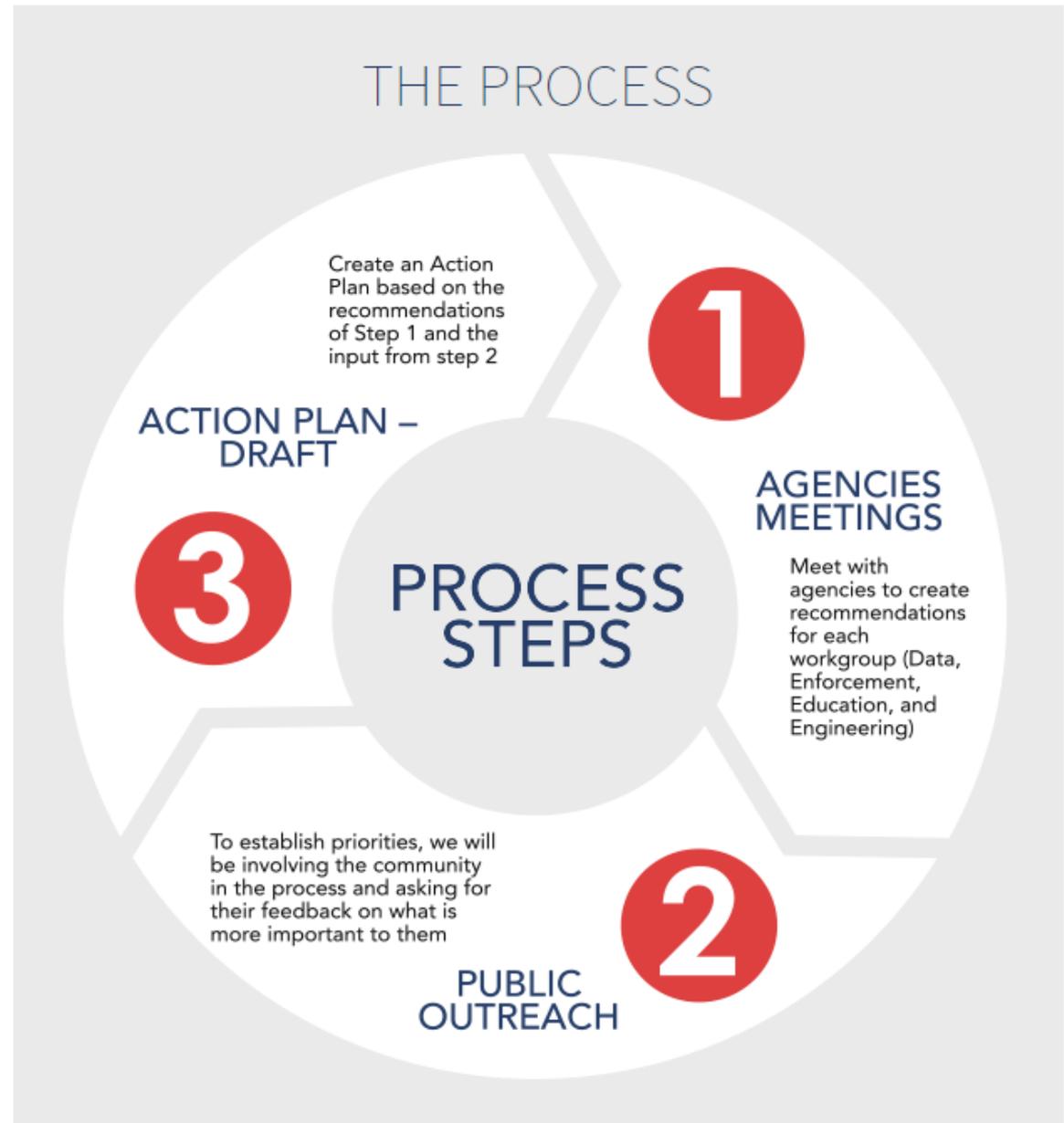


Jennifer C. Niles  
*Jennifer C. Niles*  
Deputy Mayor for Education (DME)



Alexis P. Taylor, Esq.  
*Alexis P. Taylor, Esq.*  
Director of the Office of Disability Rights (ODR)

# 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**

**Engineering & Infrastructure**

**Education**

**Enforcement**

**Evaluation & Data**

# Engineering & Infrastructure



before

after

## 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

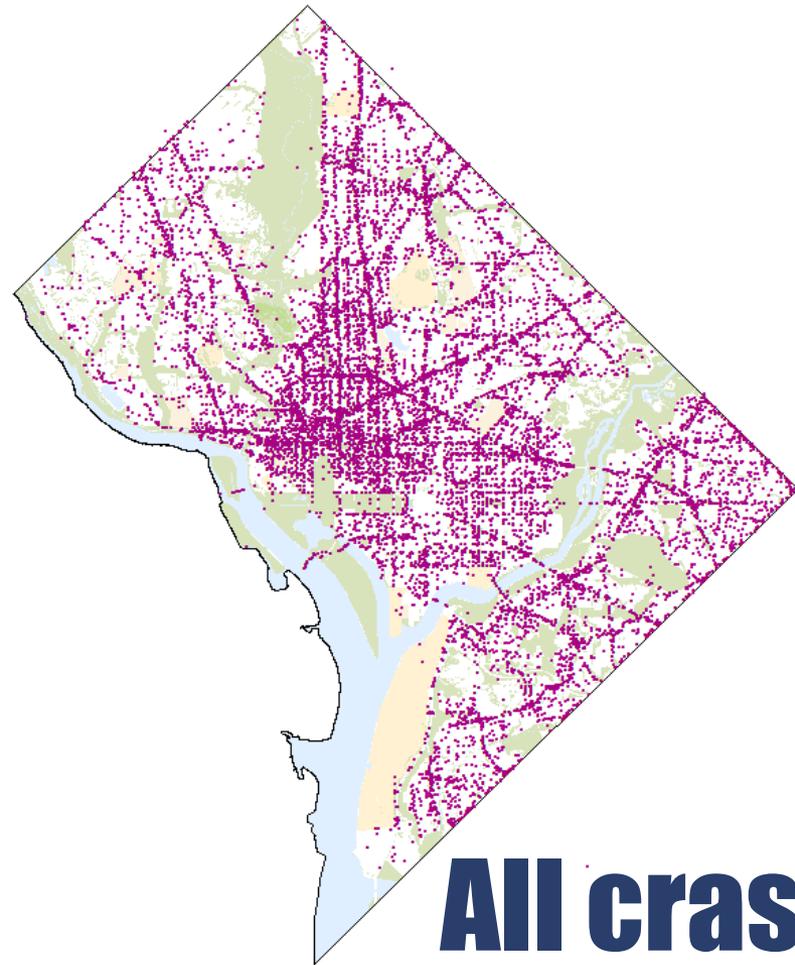
# Education & Enforcement



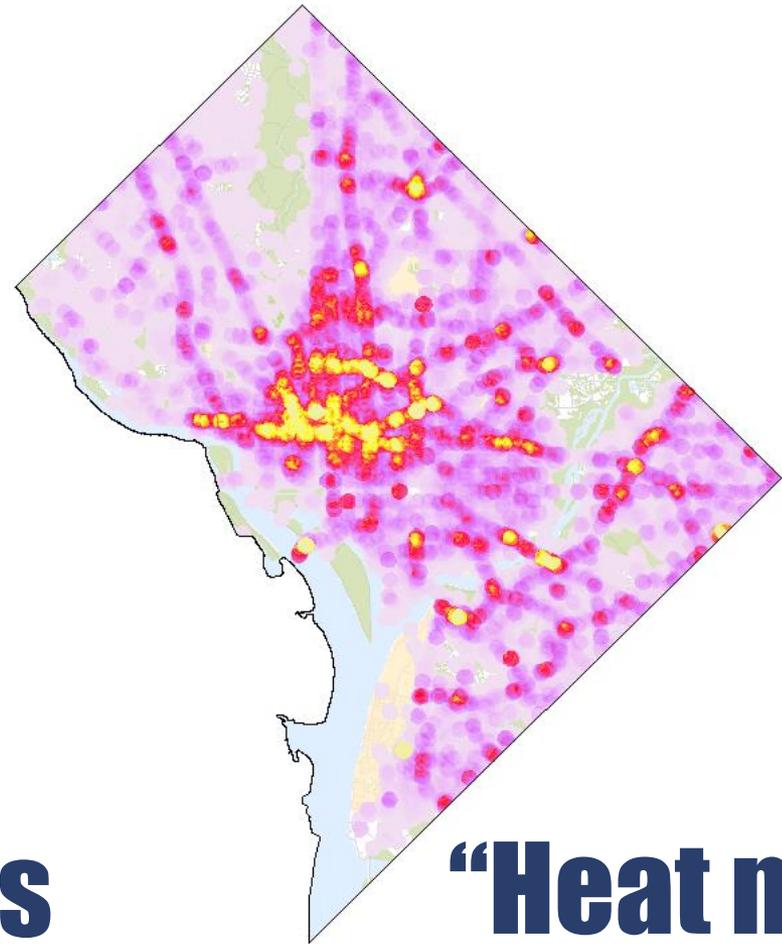
## Prevent dangerous driving, create a safety culture

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

# Evaluation & Data



**All crashes**



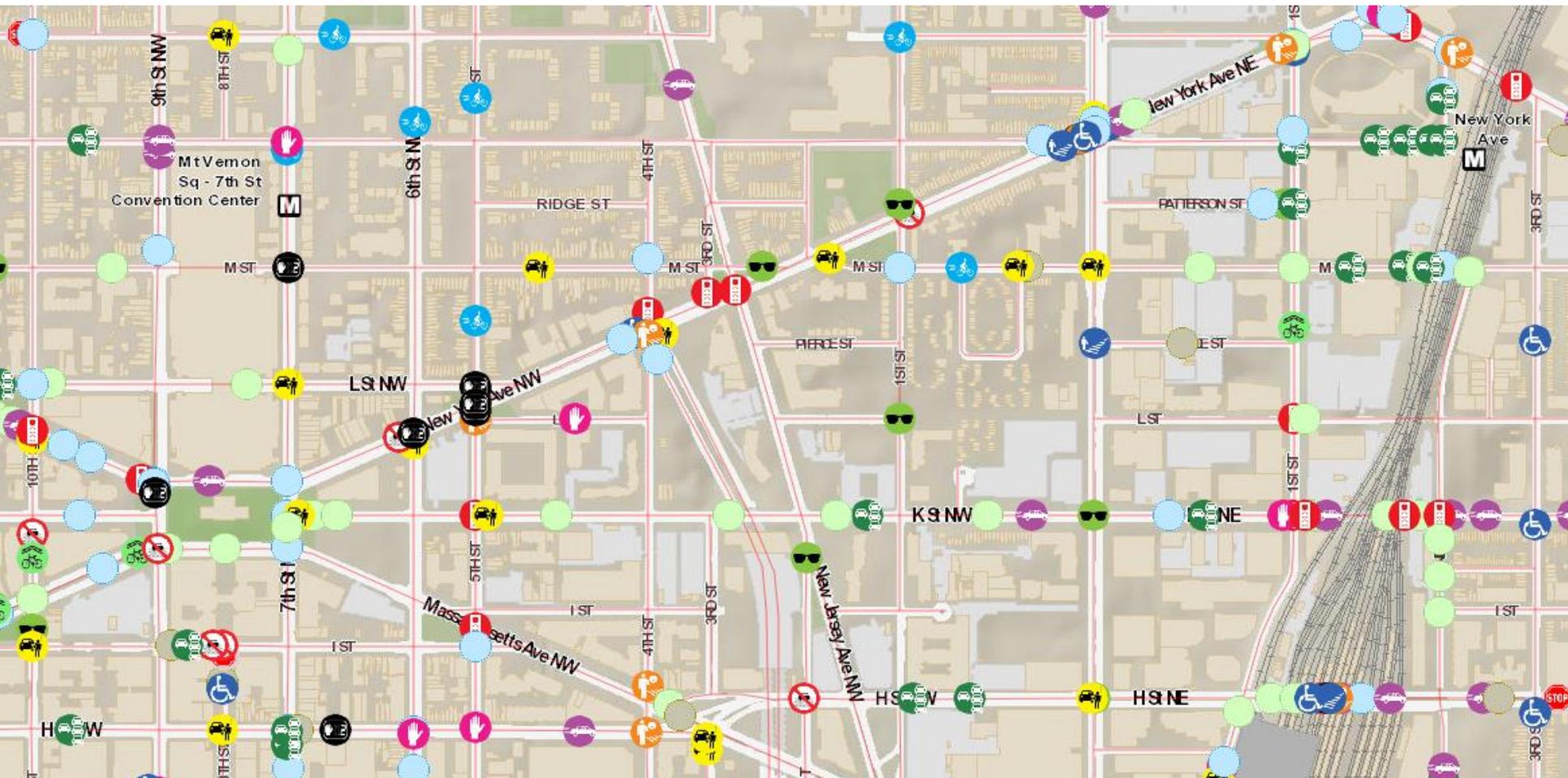
**“Heat map”**

**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



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

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

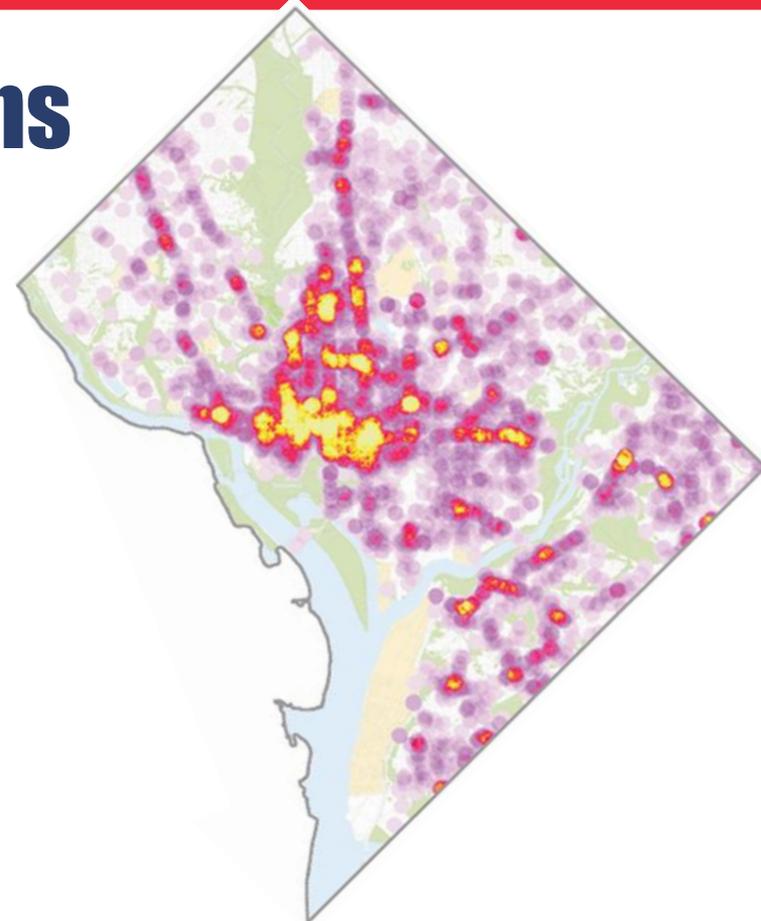
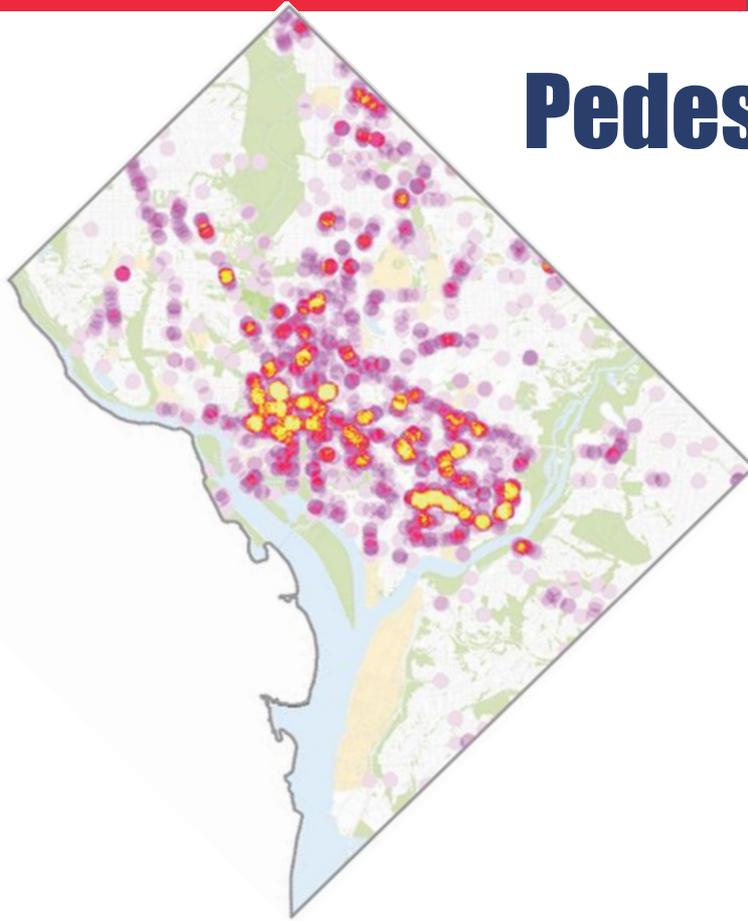
- Counting people walking and biking
- Augmenting geo-spatial analysis of safety trends

# Evaluation & Data

CONCERNS FROM SAFETY MAP 2015

CRASHES REPORTED 2010-2014

## Pedestrians



**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

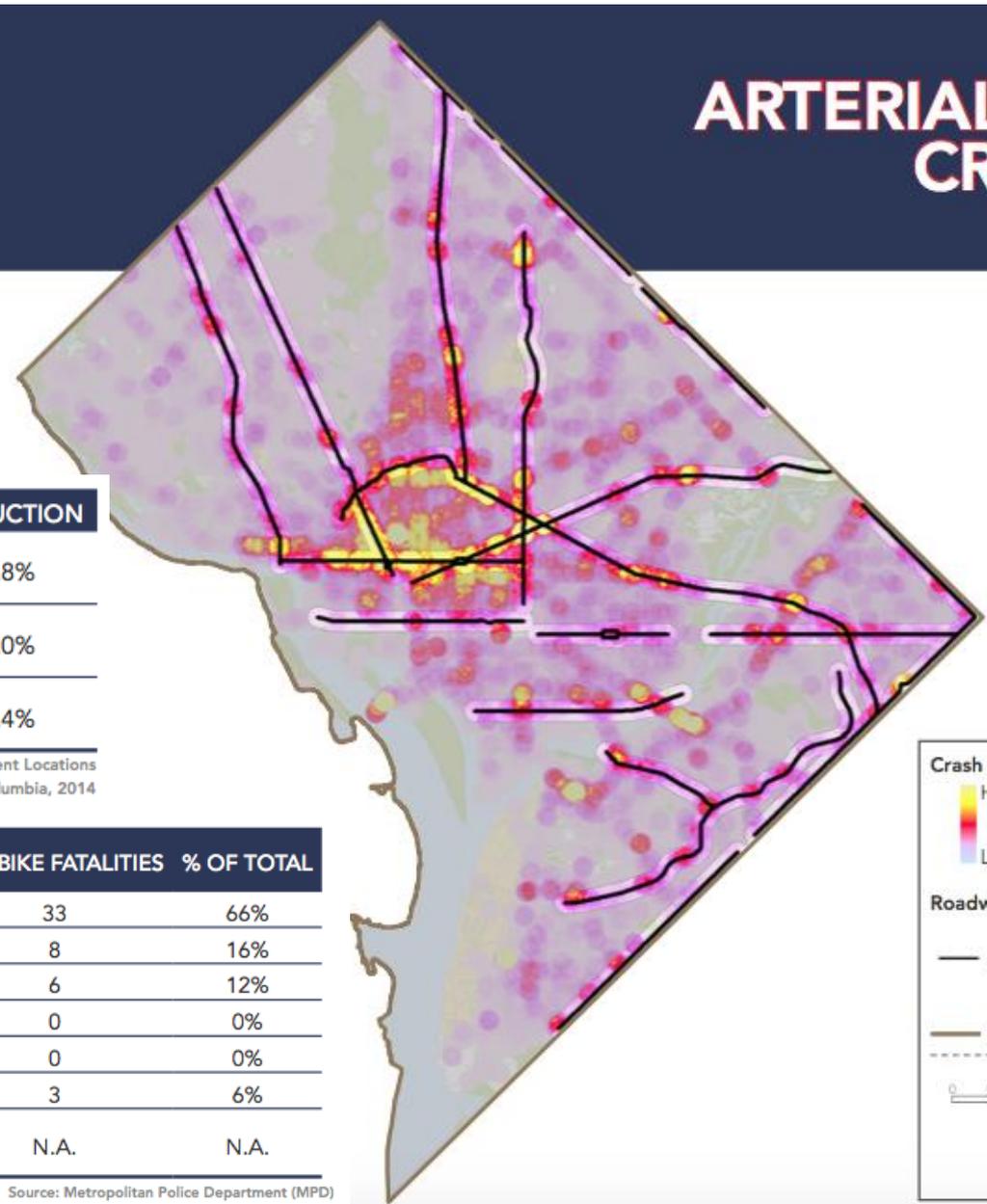
## ARTERIALS AND CRASHES 2010-2014

Speed camera locations:  
Crashes 3 years before and 3 years after installation.

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.



**Crash Severity Density**

High  
Low

**Roadway Types**

High Crash Corridors

DC Boundary

0 0.5 1 Miles

Source: MPD

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

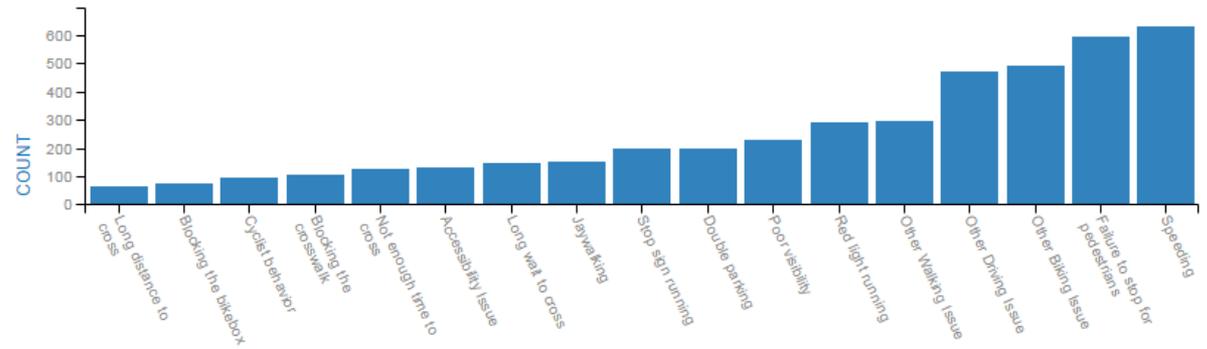
STYLE

Bar Chart

Line Chart

Donut Chart

Scatter Plot



REQUESTTYPE

Count: 4,293

Styling

Embed Chart

# Engage the Nerds



#HackshopDC

## 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**
  - 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”**
  - 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**



# THANK YOU

## STAY CONNECTED WITH VISION ZERO



DCVisionZero.com  
DDOT.DC.gov



Vision.Zero@dc.gov



@DCVisionZero #VZDC

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