CAPSTAT

GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Vision Zero

OFFICE OF THE CITY ADMINISTRATOR
BUDGET & PERFORMANCE MANAGEMENT

Participating Agencies

DDOT	FEMS	DMPED
MPD	DFHV	Gov Ops
DPW	OP	DMPSJ
DMV	DOH	DMHHS
OSSE		DME

October 22, 2018

Agenda

1. Overview of Vision Zero
2. Crash and Fatality Data
3. Case Studies: High Crash Intersections & Areas
4. District Responses:
    - Create Safe Streets (SS)
    - Protect Vulnerable Users (VU)
    - Prevent Dangerous Driving (DD)
    - Be Transparent and Responsive (TR)
5. Big Ideas

Overview

Launched in 2015, Vision Zero DC is an all-hands-on-deck approach to eliminate traffic fatalities and serious injuries in Washington DC by 2024 through the use of data, education, enforcement, and engineering.

Vision Zero work is focused on four themes with sub-strategies:

- Create Safe Streets (SS)
- Protect Vulnerable Users (VU)
- Prevent Dangerous Driving (DD)
- Be Transparent and Responsive (TR)

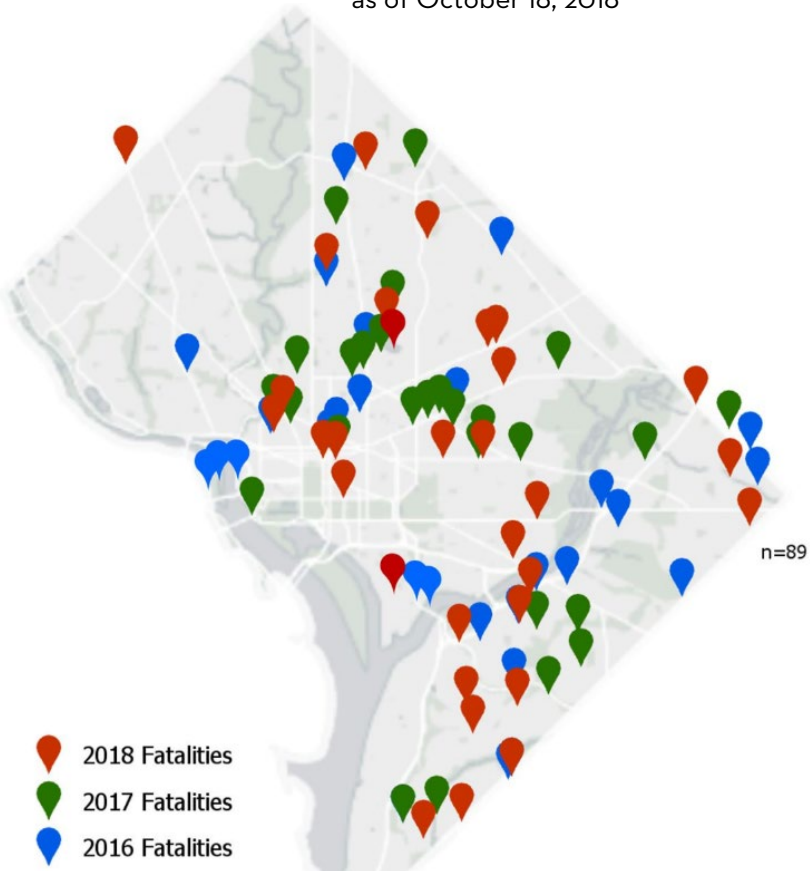
To address these themes, four interagency working groups were created, focused on:

- Data
- Education
- Enforcement
- Engineering

Crashes are most prevalent in the downtown core, but fatalities are spread across the District

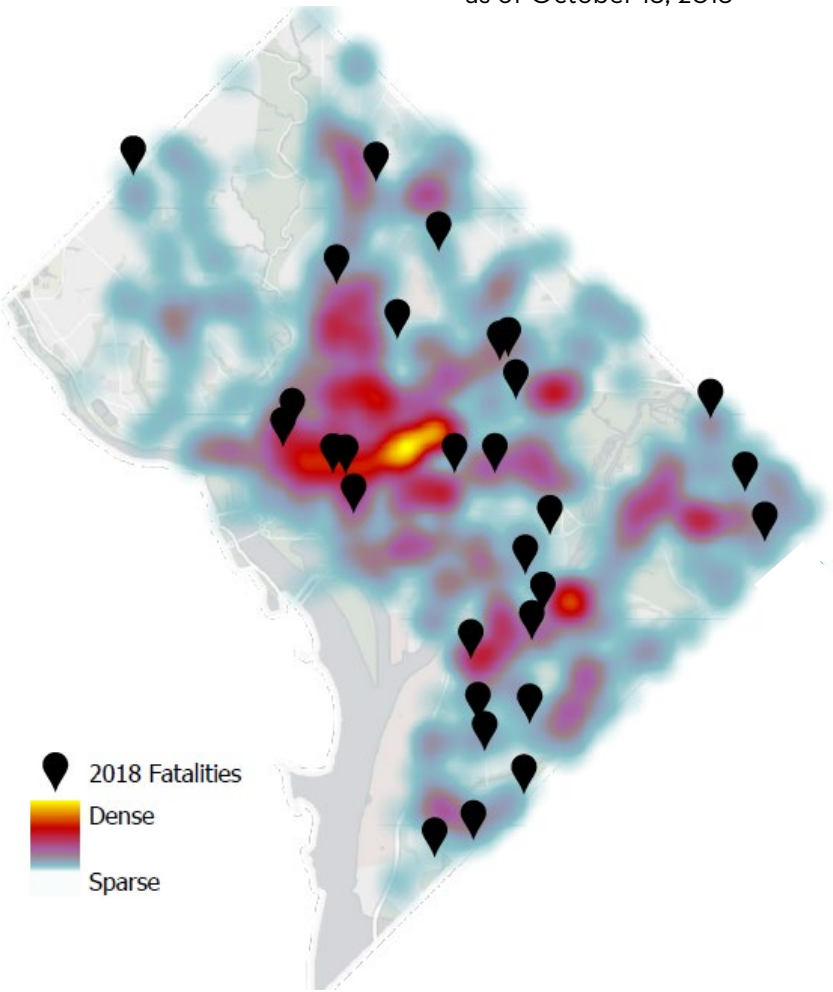
CY2016-2018 Traffic Fatalities

as of October 18, 2018



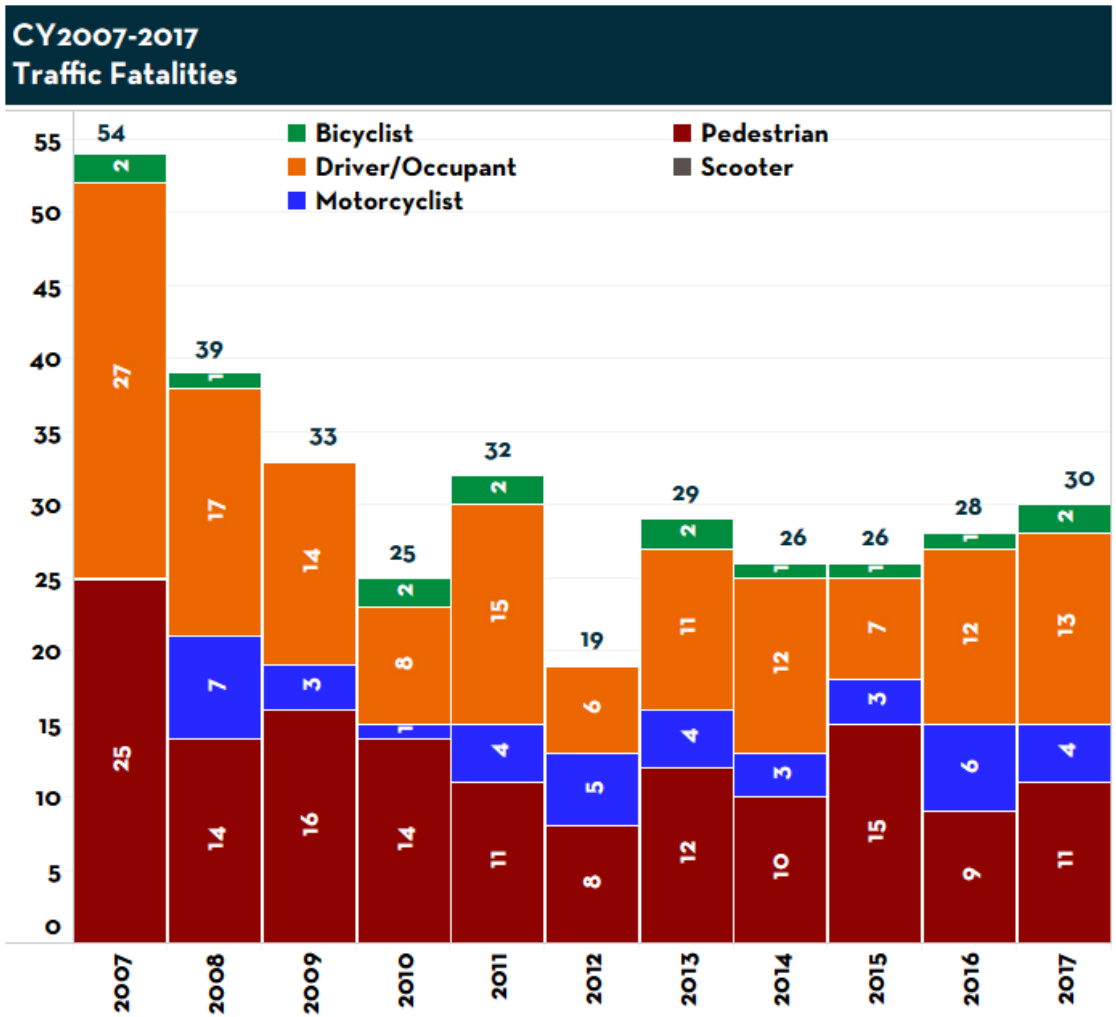
CY2018 Crash Data and Traffic Fatalities

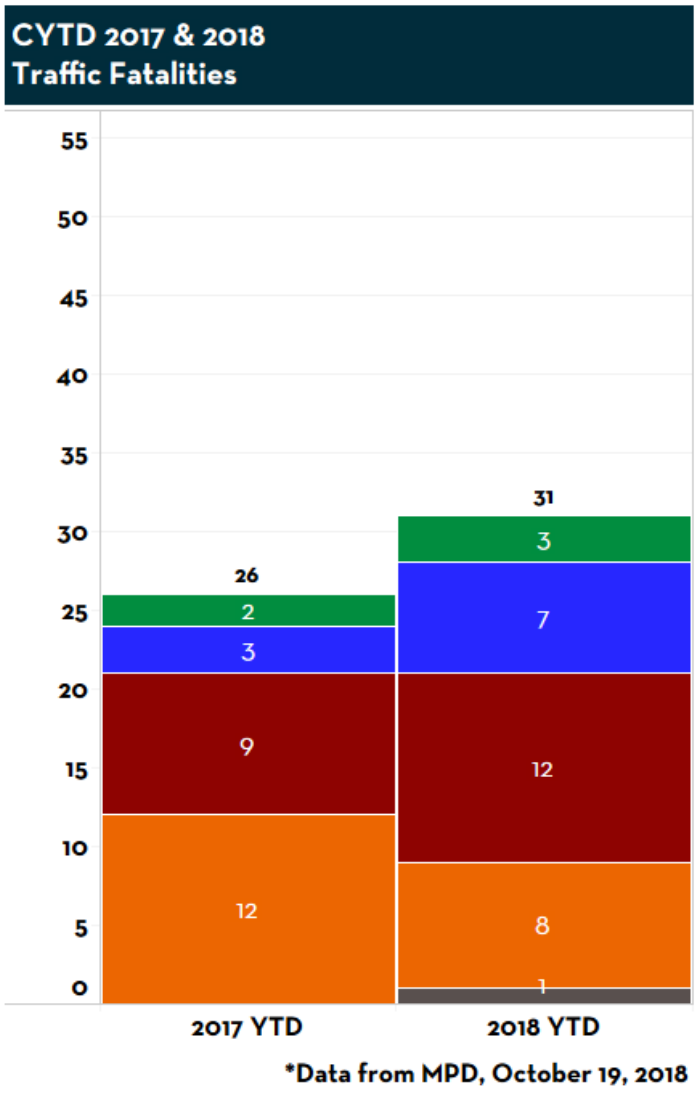
as of October 18, 2018



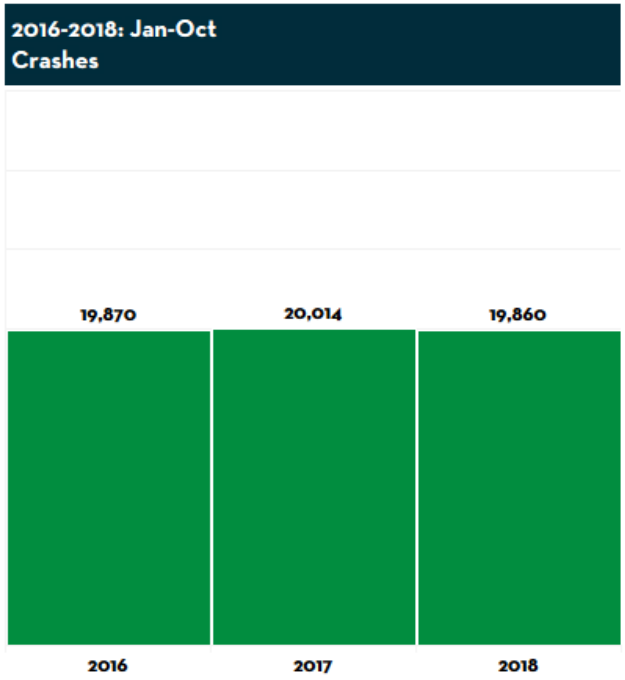
Crash data reflects incidents where MPD submitted a report, including fatalities or m
government owned vehicles, vehicles involved in a crime, a police report is required, or the incident involved a diplomat.

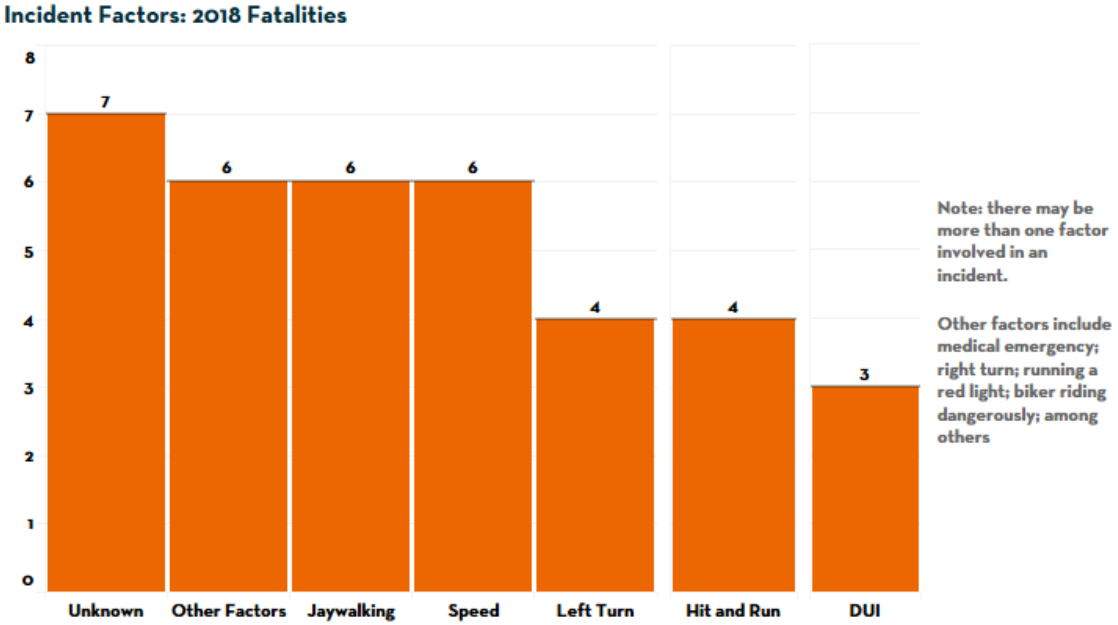
Traffic fatalities have decreased over a 10-year period, but are slightly higher in recent years



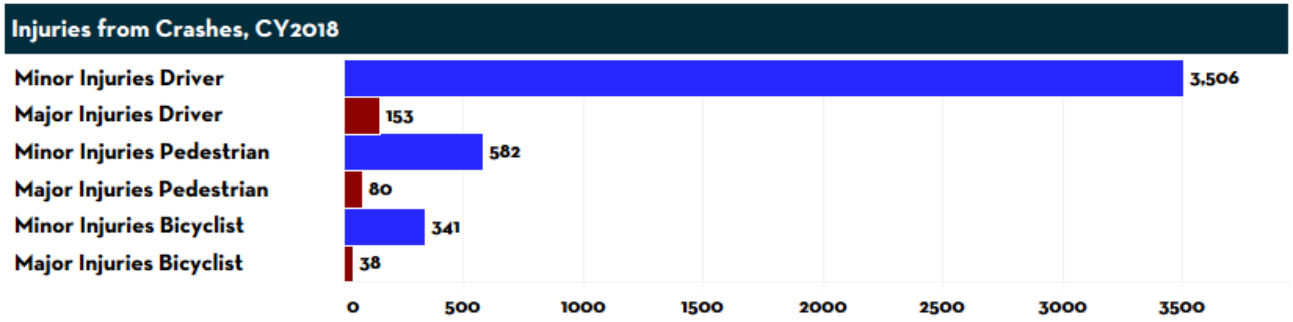


While fatalities have increased, crashes remain at similar levels to previous years





Crash factors trakced by DDOT include speed and drivers/pedestrians/bikers under the influence.



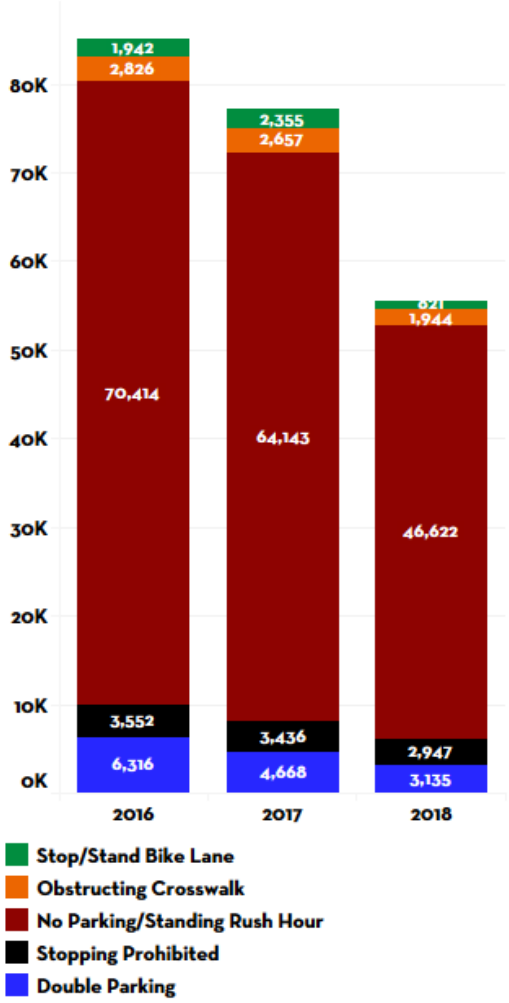
Major injury includes: Possible Internal Injury, Unconsciousness, Apparent Broken Bones, Loss Of Teeth, Concussion, Severe Laceration

Minor injury includes: Abrasions, Minor Cuts, Discomfort, Bleeding, Swelling, Pain, Apparent Minor Injury, Bruises

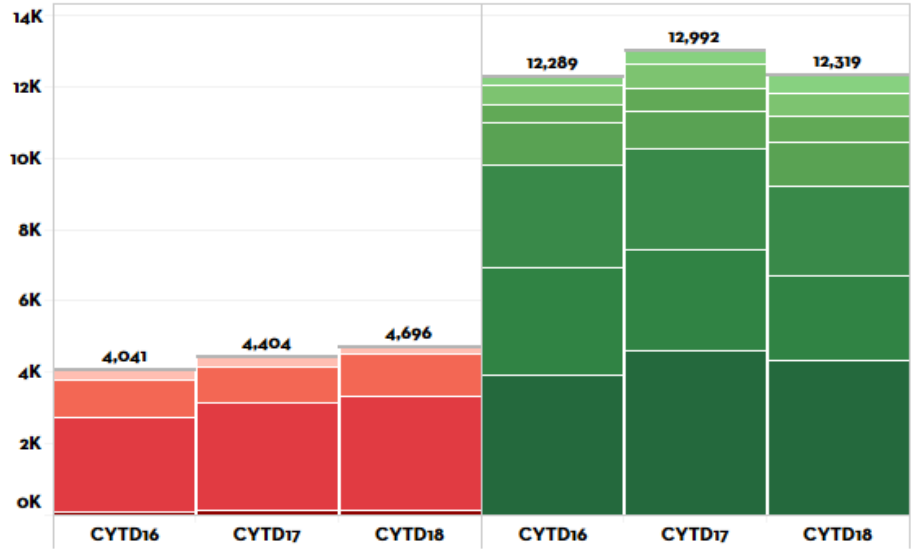
Data from MPD Crash Data. Injuries analyzed by DDOT.
As of October 18, 2018

District's ticketing levels are lower than previous years

DPW Ticketing ,
Jan-Sept, 2016-2018



MPD Driver Violations (Arrests - Red; Tickets - Blue)
CYTD2016, 2017, 2018



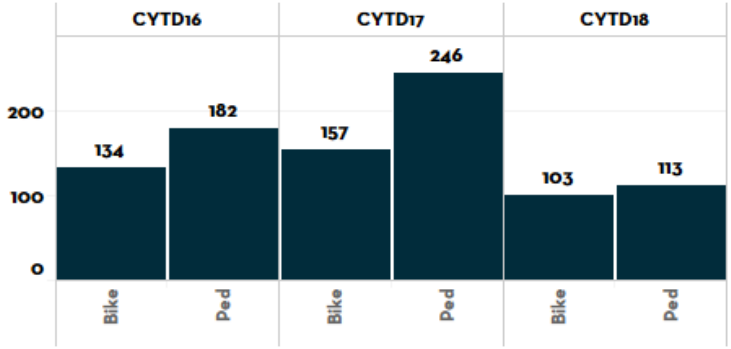
- Hit & Run
- Impaired Driving
- No Permit/Suspension
- Reckless Driving
- Illegal U Turn
- Failure to yield to Ped / Bike
- Stop / stand bike lane
- Speeding
- Seat belt violation
- Distracted driving
- Failure to stop at sign

This is a selection of the 60K NOIs MPD issues each year for moving violations (~48K in CYTD2018).

Pedestrian violations include: pedestrian walking so as to create a hazard, pedestrian walking on red, pedestrian leaving curb in unsafe manner, pedestrian fail to yield to emergency vehicle, and pedestrian obstructing traffic.

Bike/PMD violations include: ride two on a bicycle, disobey traffic device or officer while on a bike, fail to yield right of way, riding so as to create a hazard, riding so as to obstruct traffic, improper equipment, riding on sidewalk in central business district, and riding abreast.

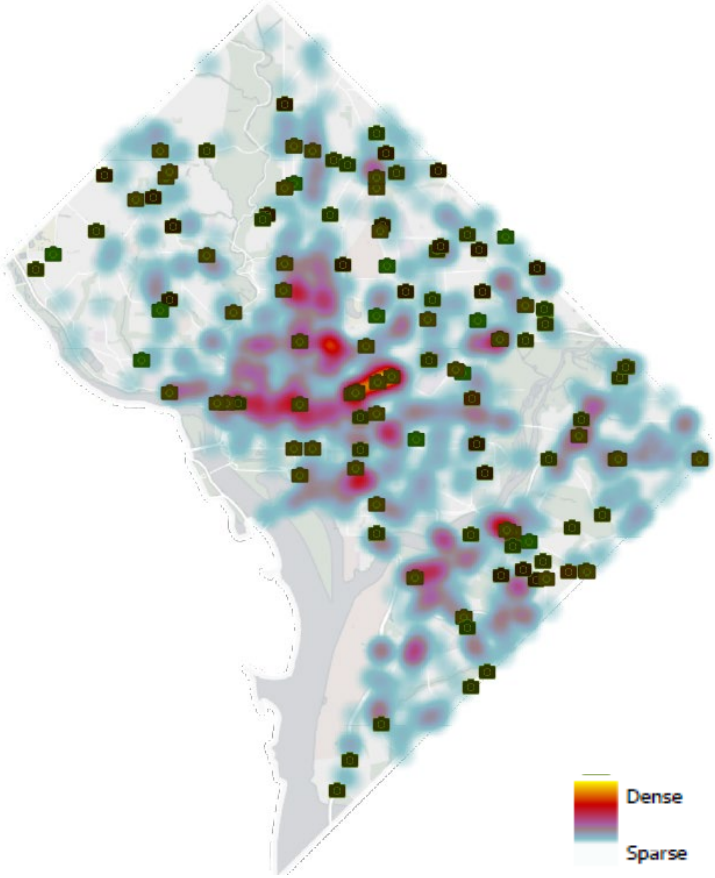
MPD Tickets: Bike/PMD and Pedestrian



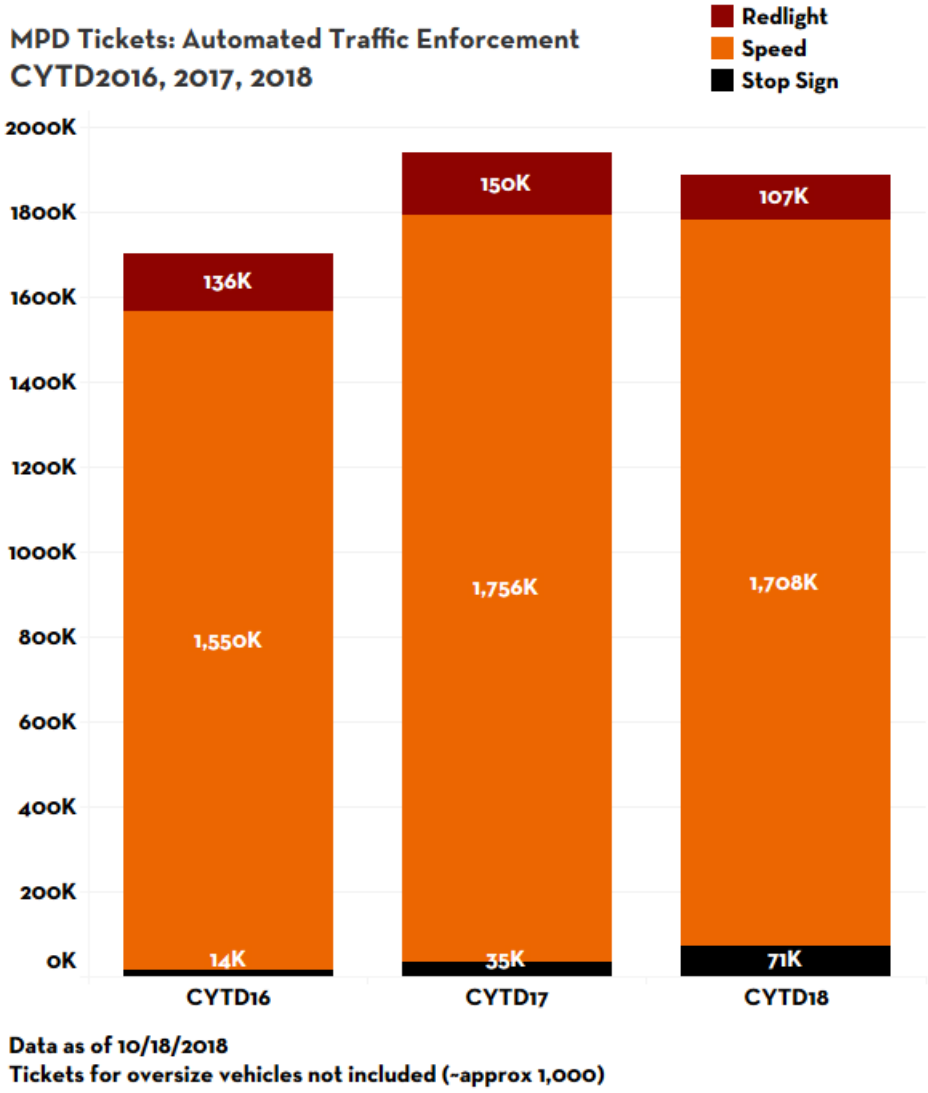
Data as of 10/18/18

Enforcement: Camera Locations and Volume of ATE Tickets

Heat Map of 2018 Vehicle Crashes and Camera Enforcement Locations



Cameras represented include speed cameras, red light cameras, and stop sign cameras



Data as of 10/18/2018
Tickets for oversize vehicles not included (~approx 1,000)

Case Study: 4 High-Crash Corridors

- Constitution Avenue
- Florida Avenue
- Alabama Avenue SE
- Benning Road NE

Constitution Avenue

New Capital Bikeshare Station Planned

New signal planned with NPS

Dual EBRT elimination as part of Vision Zero project. LPI is proposed as part of this effort as well.

New Signal phasing to reduce pedestrian conflicts

New Capital Bikeshare Station Planned

LPI was installed in 2010

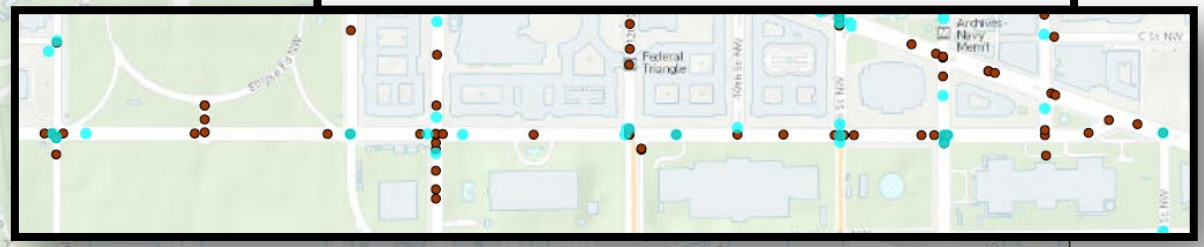
Pedestrian safety upgrades & ADA improvements

Automated traffic enforcement

New Capital Bikeshare Station Planned

Upcoming signal modification project to improve visibility to traffic signals

Crashes around Constitution Ave, CY2016-2018
Red dots indicate car accident; Blue dots indicate pedestrian or biker injury



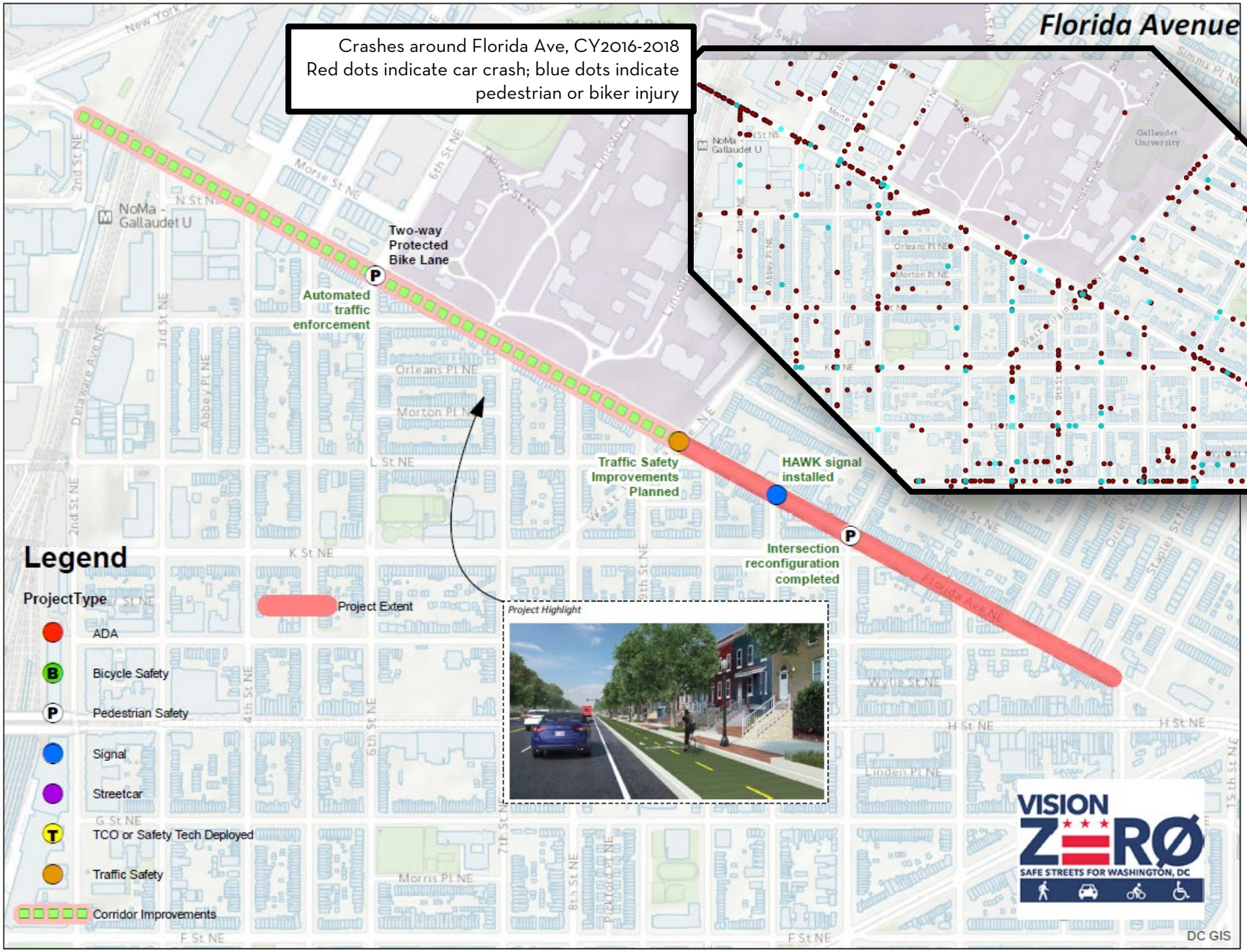
Legend

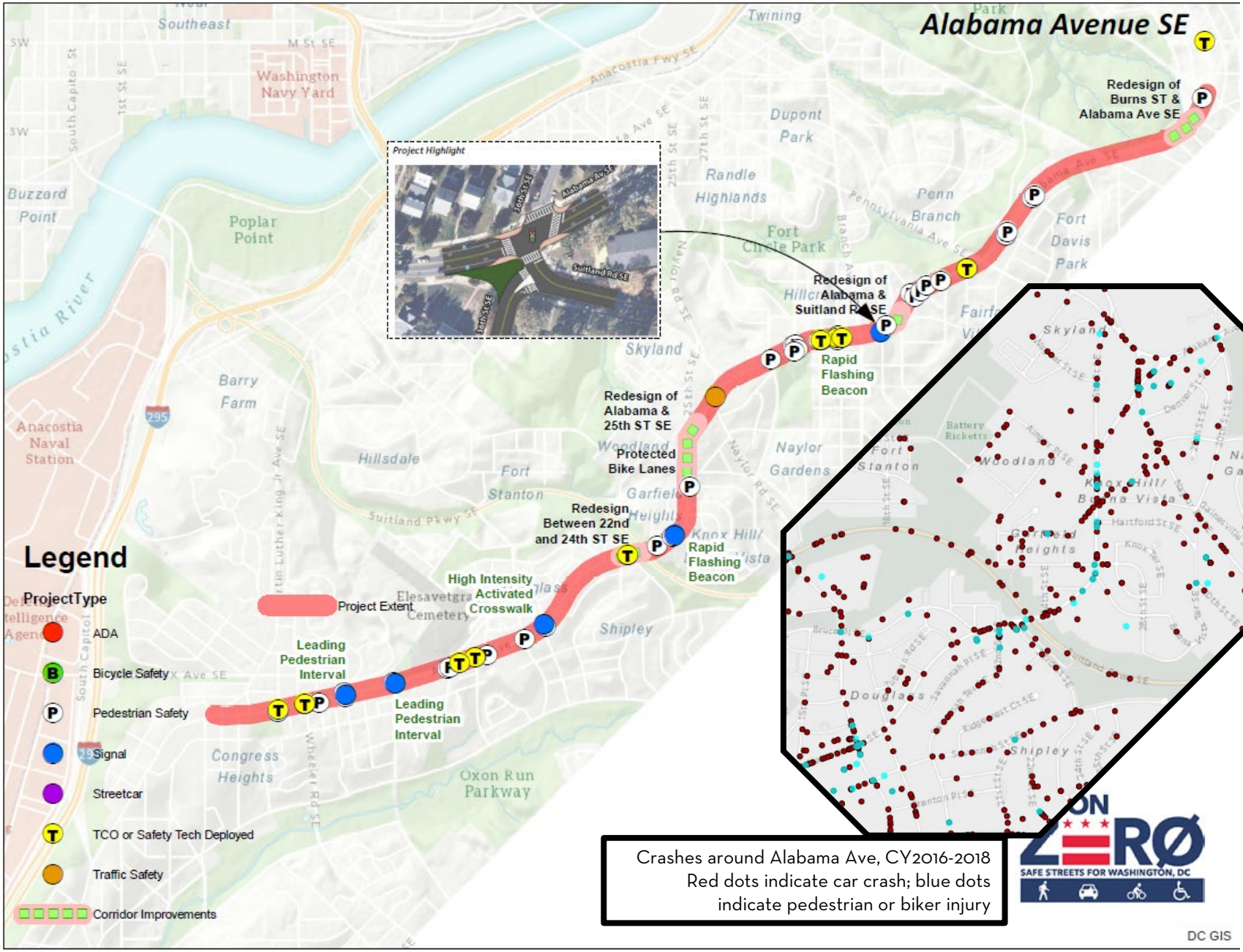
ProjectType

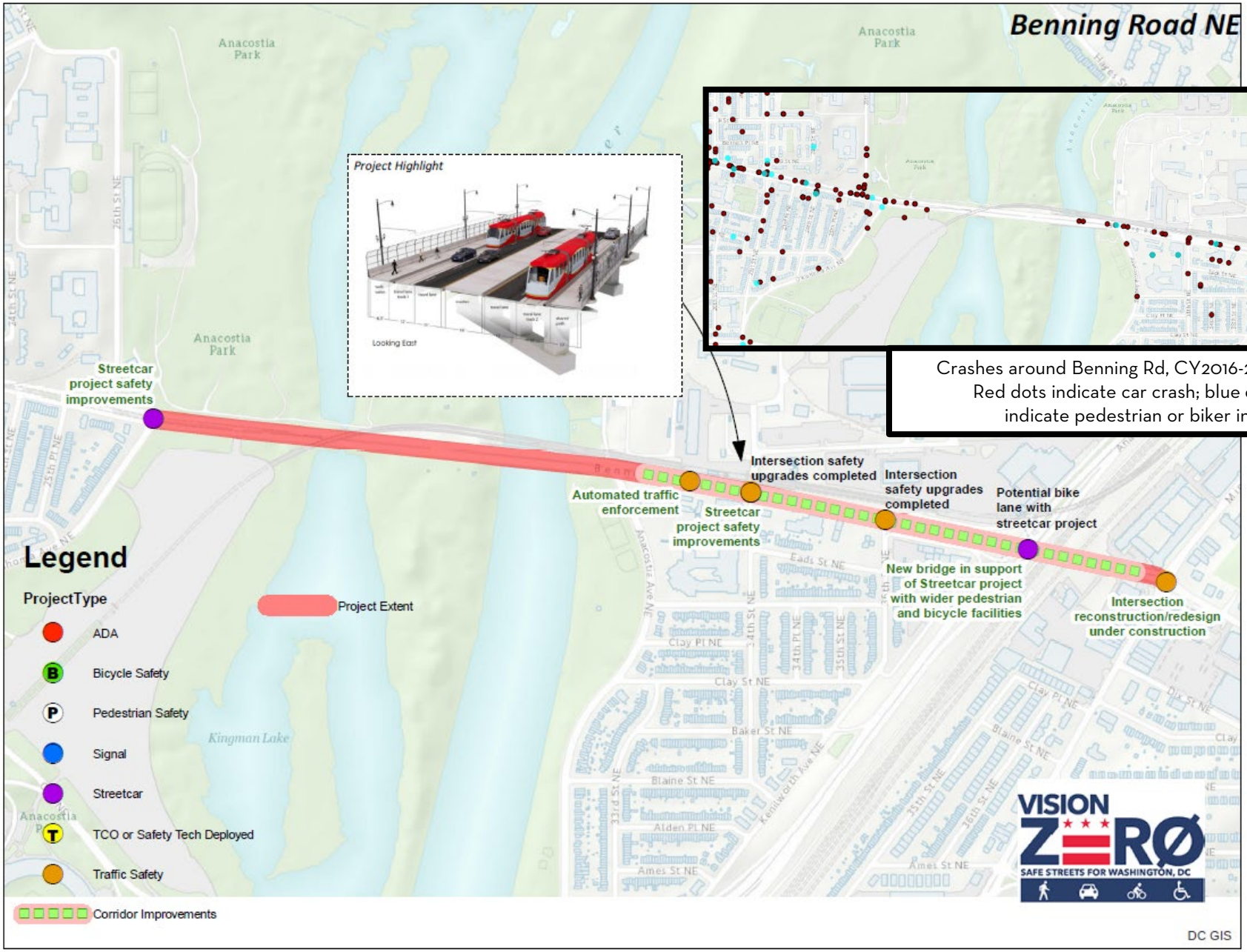
- Project Extent
- ADA
- Bicycle Safety
- Pedestrian Safety
- Signal
- Streetcar
- TCO Deployed
- Traffic Safety
- Corridor Improvements

VISION ZERO
SAFE STREETS FOR WASHINGTON, DC

DC GIS


Florida Avenue
Crashes around Florida Ave, CY2016-2018
Red dots indicate car crash; blue dots indicate pedestrian or biker injury
Two-way Protected Bike Lane
Automated traffic enforcement
Traffic Safety Improvements Planned
HAWK signal installed
Intersection reconfiguration completed
Project Highlight
Legend
ProjectType
Project Extent
ADA
Bicycle Safety
Pedestrian Safety
Signal
Streetcar
TCO or Safety Tech Deployed
Traffic Safety
Corridor Improvements
NoMa - Gallaudet U
VISION ZERO
SAFE STREETS FOR WASHINGTON, DC
DC GIS


Alabama Avenue SE
Redesign of Burns ST & Alabama Ave SE
Project Highlight
Redesign of Alabama & Suitland Rd SE
Rapid Flashing Beacon
Redesign of Alabama & 25th ST SE
Protected Bike Lanes
Redesign Between 22nd and 24th ST SE
Rapid Flashing Beacon
High Intensity Activated Crosswalk
Leading Pedestrian Interval
Leading Pedestrian Interval
Legend
ProjectType
Project Extent
ADA
Bicycle Safety
Pedestrian Safety
Signal
Streetcar
TCO or Safety Tech Deployed
Traffic Safety
Corridor Improvements
Crashes around Alabama Ave, CY2016-2018
Red dots indicate car crash; blue dots indicate pedestrian or biker injury
VISION ZERO
SAFE STREETS FOR WASHINGTON, DC
DC GIS


Benning Road NE
Project Highlight
Looking East
Crashes around Benning Rd, CY2016-2018
Red dots indicate car crash; blue dots indicate pedestrian or biker injury
Streetcar project safety improvements
Automated traffic enforcement
Intersection safety upgrades completed
Streetcar project safety improvements
Intersection safety upgrades completed
Potential bike lane with streetcar project
New bridge in support of Streetcar project with wider pedestrian and bicycle facilities
Intersection reconstruction/redesign under construction
Legend
ProjectType
Project Extent
ADA
Bicycle Safety
Pedestrian Safety
Signal
Streetcar
TCO or Safety Tech Deployed
Traffic Safety
Corridor Improvements
Anacostia Park
Kingman Lake
VISION ZERO
SAFE STREETS FOR WASHINGTON, DC
DC GIS

Immediate Impact Strategies

1. MPD will be conducting a Citywide Traffic Safety Blitz from October 25 through October 28. MPD will conduct enhanced enforcement focusing on excessive speed, impaired driving, blocking the box and bicycle lanes, and commercial vehicle safety
2. DDOT uses flexi-posts for rapid deployment, to do short term projects such as blocking off parking spots, protecting bike lanes, installing curb extensions
3. DDOT adjusts timing of traffic lights in order to improve traffic flow and ensure cars have an opportunity to exit the intersection
4. DDOT adds signage to clarify instructions and conditions
5. In warmer weather months, DDOT can rapidly deploy markings to create and reinforce traffic lanes, bike lanes, turning lanes, etc.
6. DFHV collects and adjudicates complaints against vehicles for hire through a new system for bikers to report incidents
7. DPW deploys parking officers on bikes to provide a bikers view of the issues facing cyclists
8. Review and improve interagency data cooperation and coordination to improve data quality

Long Term Vision Zero Strategies

Theme	Strategies	Complete (& Ongoing)	In Progress
Create Safe Streets (SS)	10	5	5
Includes: • Codify a complete streets law that prioritizes the most vulnerable travelers' safety. Streets must be engineered to self-enforce a safe speed. Rectify street design and future growth projections. (DDOT)		✓	
• Evaluate taxi staging areas to avoid conflicts with other travelers and relocate or remove when necessary. Investigate potential for all vehicle-for-hire staging areas. (DFHV)		✓	
Protect Vulnerable Users (VU)	21	16	5
Includes: • Install or upgrade 20 miles of on-street bicycle facilities. (DDOT)			✓
• Enhanced enforcement that focuses on improper U-turns through bicycle facilities, parking in/blocking bike lanes, improperly entering mixing zones, dooring, and failure to observe three foot passing law. (MPD)		✓	
Prevent Dangerous Driving (DD)	22	14	8
Includes: • Launch enhanced DPW Boot-Tow-Release program. Target habitual offenders with two or more unpaid citations related to safety (DPW)			✓
• Strategically deploy photo enforcement (MPD)			✓
Be Transparent and Responsive (TR)	14	9	5
Includes • Publish geospatial analysis of safety-related citations issued and adjudicated (DDOT)		✓	

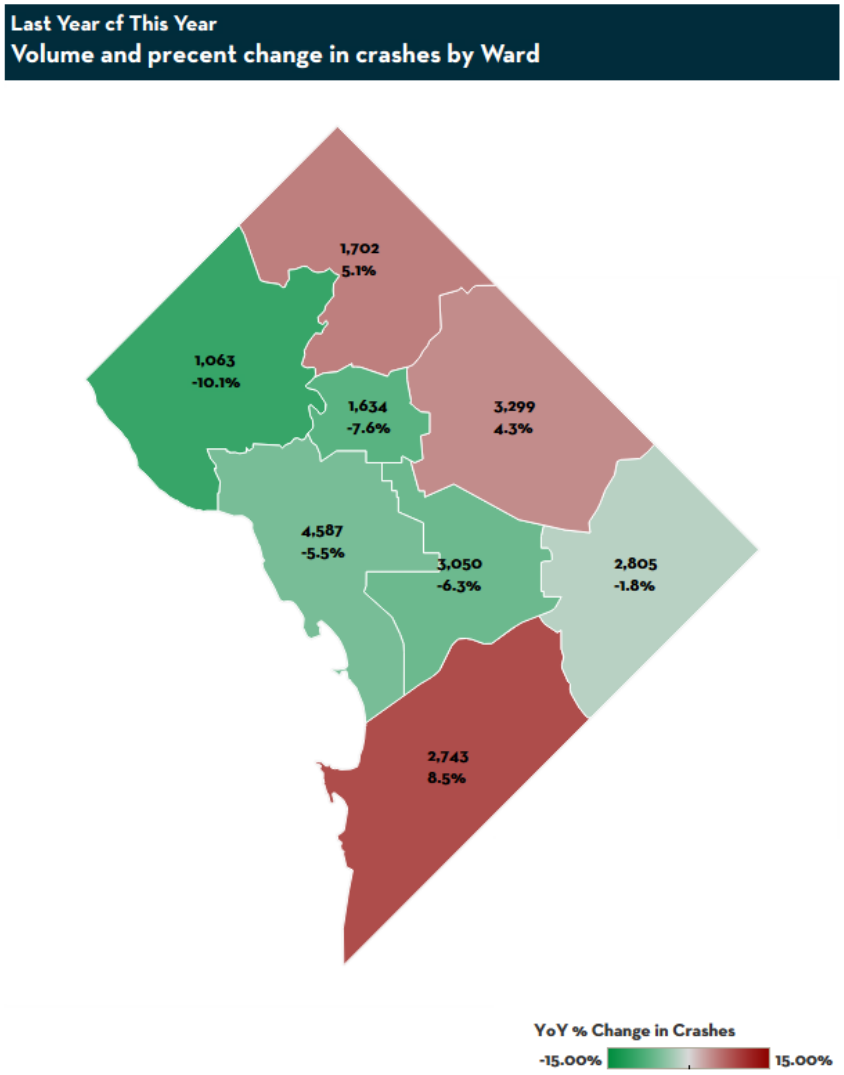
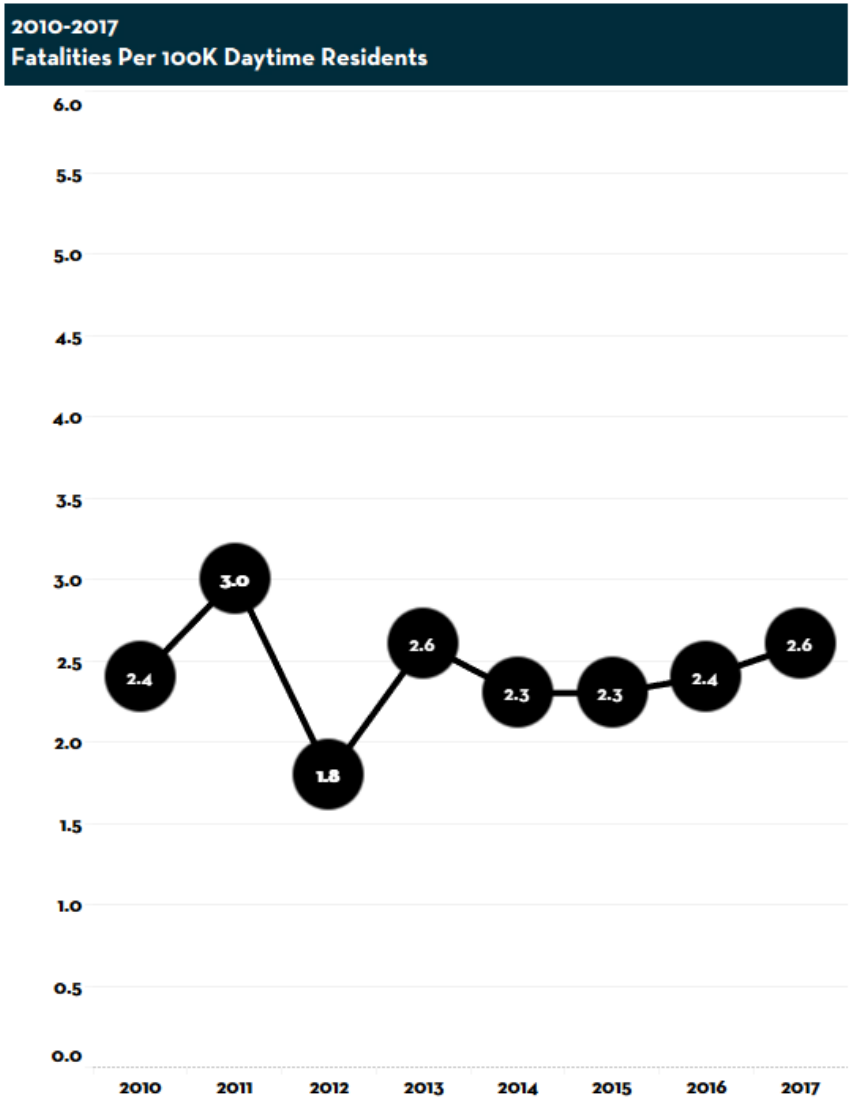
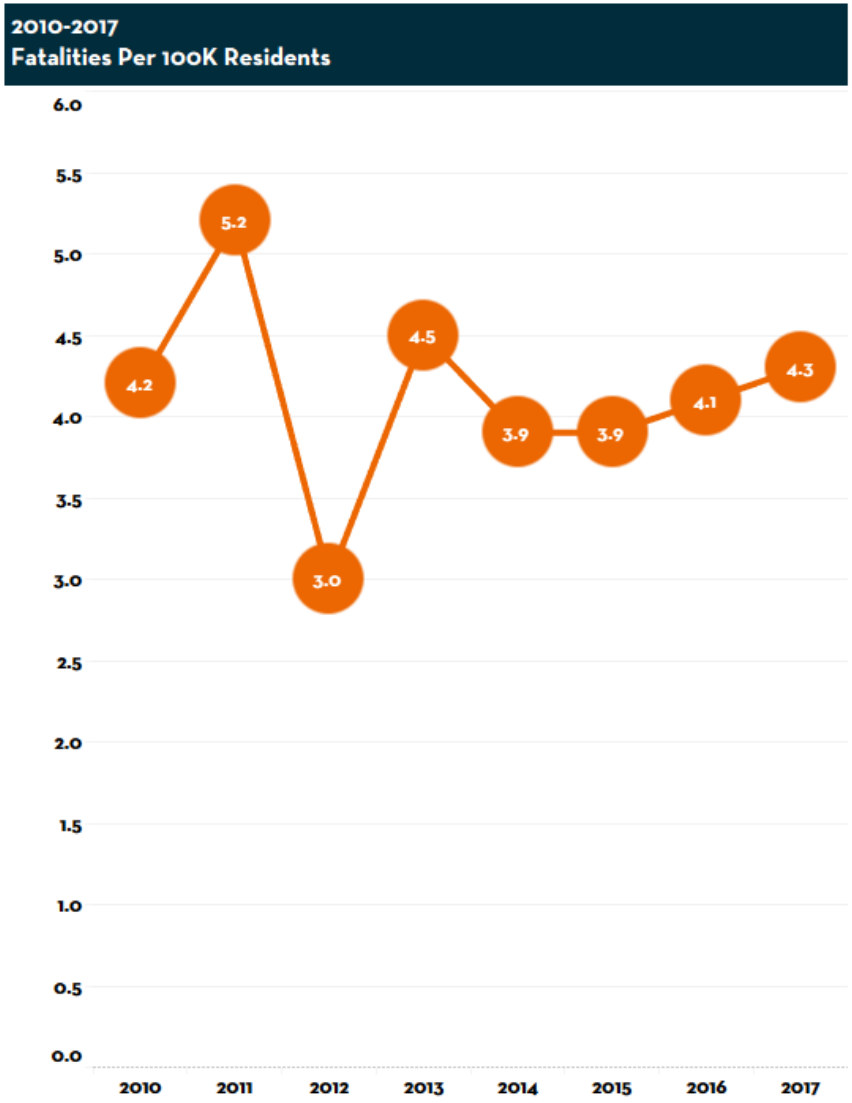
Complete list of strategies, agencies involved and status updates included in appendix.

New Big Ideas

Title	Details
20 MPH "slow zones"	Reduce signed speed limit to 20 on neighborhood streets
Accelerated Bike Lane Network Expansion	Advance projects already in design to construction within 3 years to more than double the protected lane network. Corridors already in planning/design: Eastern Downtown (9th Street NW) 20/21/22 Virginia Ave Penn Ave SE 1st Street SE/Potomac Ave Crosstown (Irving Street) K Street NW (NoMA to MVT) Park Place NW Brentwood Parkway C Street NE Penn Ave NW Warder Street NW Louisiana Avenue
ATE Governance	Announce move of ATE Program to DDOT as of January 1; Cut in half the time it takes to review, process, and mail ATE tickets; Completion of ATE deployment SOP and accelerate deployment toward highest-risk corridors.
Lower ATE Enforcement Threshold	Establish lower threshold for ATE speed enforcement and lower fine threshold.
Systematically address left turns at high conflict locations	Deploy additional treatments such as left turn "hardening" to slow turns and left turn prohibitions at 100 priority locations.
Implement All Way Stops at all "local/local" intersections	Modify traffic controls to provide all ways tops at all "local/local" intersections.
Ban "Right on Red" at priority locations	Develop criteria to identify 100 priority locations in the City (within CBD, school zone and along cycle tracks) where No Right Turn on Red would be implemented. (More targeted than the above NOTR strategies.)
"Open Streets" Events	Partner with non-profit third party entity on "Open Streets" events as a recurring effort, potentially designating one street or identifying neighborhood streets in partnership with local communities.
Establish Pedestrian-Only Zones	Use signals, signage, and barriers to ban motor vehicles from certain streets.
Authorize DPW to mail bike lane citations instead of placing on car windshield	Amend DC Code to allow bike lane citations to be mailed, instead of being placed on the vehicle's windshield, as is current practice. DPW cannot process ticket if car drives off before ticket is issued. If enacted, DPW can mail citations to registered owner of car.
Eliminate Connecticut Ave Reversible Lane	Eliminate Connecticut Avenue Reversible Lane
Accelerated Road Diets	Accelerate implementation of corridor reconfigurations by removing parking to prioritize curb use for other uses.
Expand the Safe Passages program	Currently the Safe Passages program covers 6 zones in the District. Conduct a study on other high need zones, and expand the program accordingly.
Driver retesting and education	Retest drivers for licensing and provide increased education through DMV activities.

Appendix

Crash Volume by Ward



Traffic Fatalities Per 100K People (daytime and residential populations)