



Metropolitan Washington
Council of Governments



WE ARE WASHINGTON
GOVERNMENT OF THE DISTRICT OF COLUMBIA
DC MURIEL BOWSER, MAYOR



AGENDA

- 1. Overview of DDOT Safety**
- 2. Contributing Factors to Crashes**
- 3. Strategies for Improvement**

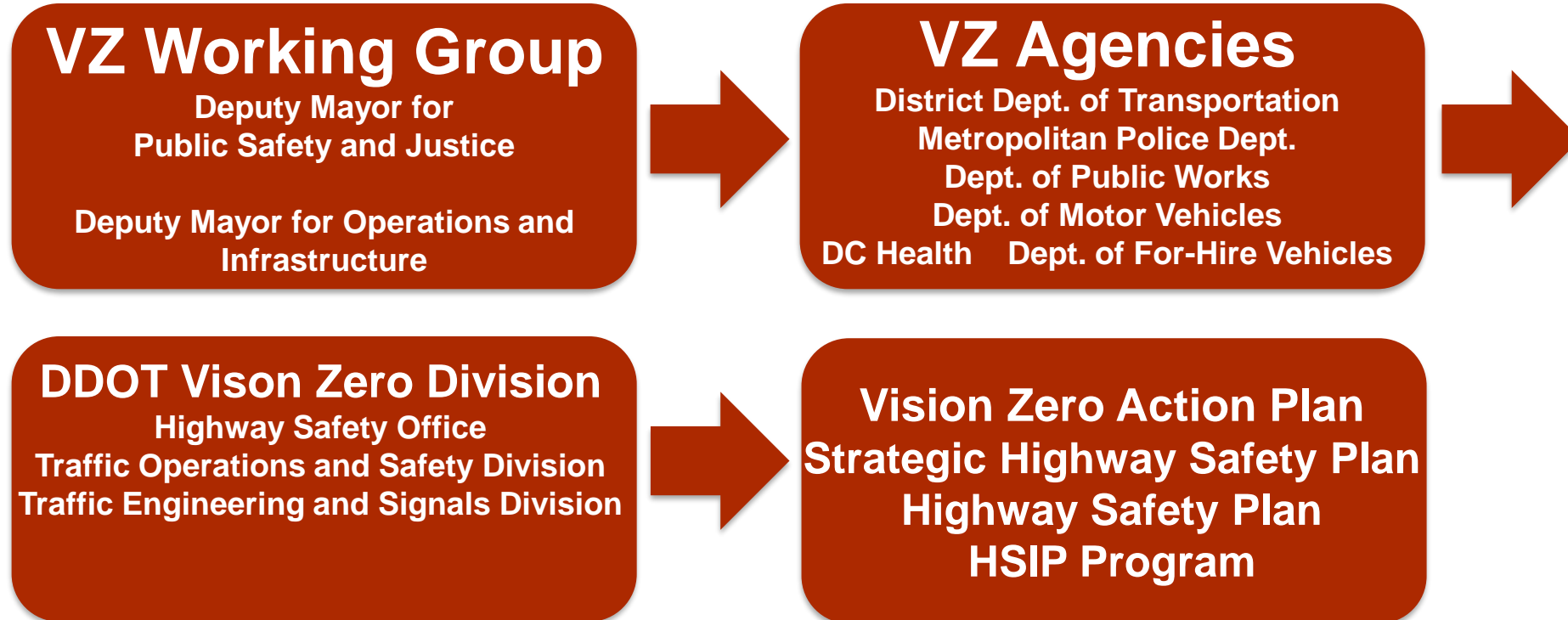
A FAIR SHOT AT VISION ZERO

“When we increase access to safe, reliable and affordable transportation options, we give more Washingtonians a fair shot”

Mayor Muriel Bowser



DC GOVERNMENT SAFETY STRUCTURE



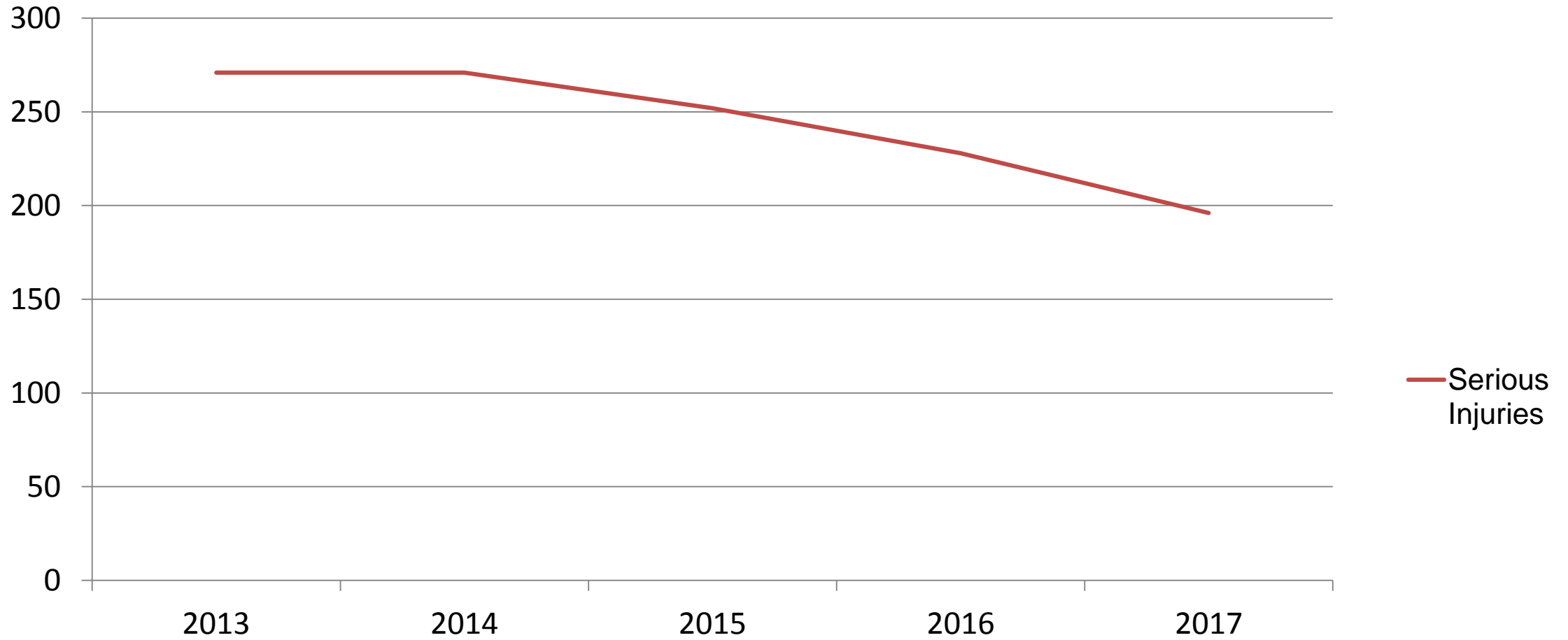
YTD: 2019 – 3 total fatalities – all pedestrian

Annual Traffic Fatalities in DC



Source: Metropolitan Police Department

Annual Serious Traffic Injuries in DC



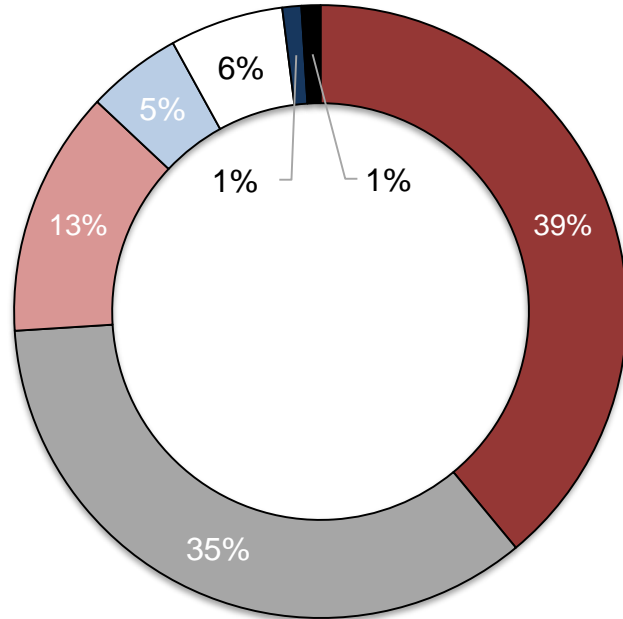
Source: Metropolitan Police Department

DISPARITY IN VULNERABILITY

Who is Involved in DC Fatal Crashes?

How People Get to Work

American Community Survey 2017



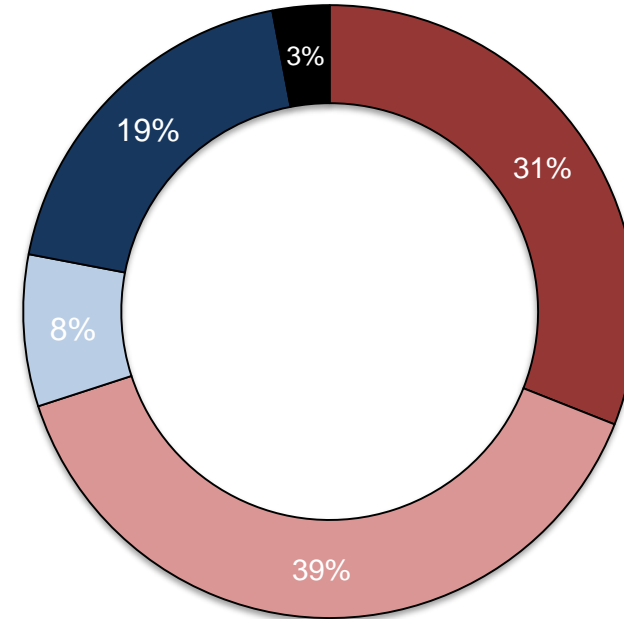
■ Drive/Rideshare
 ■ Public Transit
 ■ Walk
 ■ Bike

□ Work from Home
 ■ Motorcycle*
 ■ PMD*

*Less than 1%

Traffic Fatalities 2018

Metropolitan Police Department 2018



■ Drivers/Passengers
 ■ Public Transit
 ■ Walk
 ■ Bike

□ Work from Home
 ■ Motorcycle
 ■ PMD

CONTRIBUTING FACTORS & EMPHASIS AREAS

Highway Safety Plan

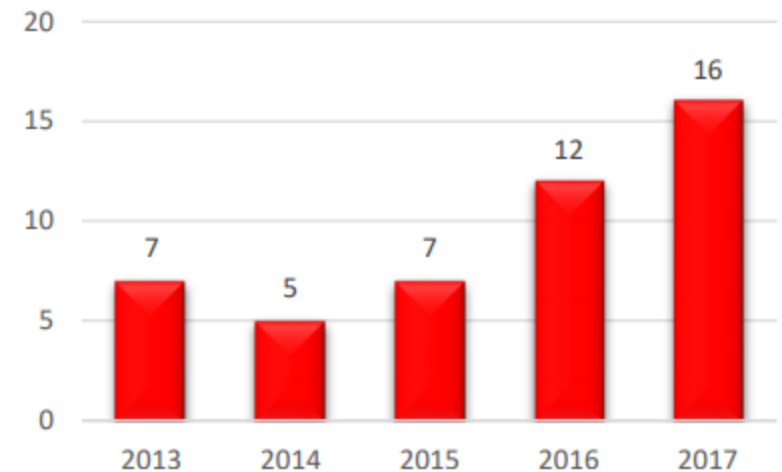
IMPAIRED DRIVING FATALITIES

GOAL: Maintain the number of alcohol-related fatalities to no more than the 5-year average (2011–2015) of 6, or a 33 percent decrease based in 2018 actual projection.

GOAL NOT MET

2017 projected goal was 6 (See Pg. 13, Challenges)

Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.

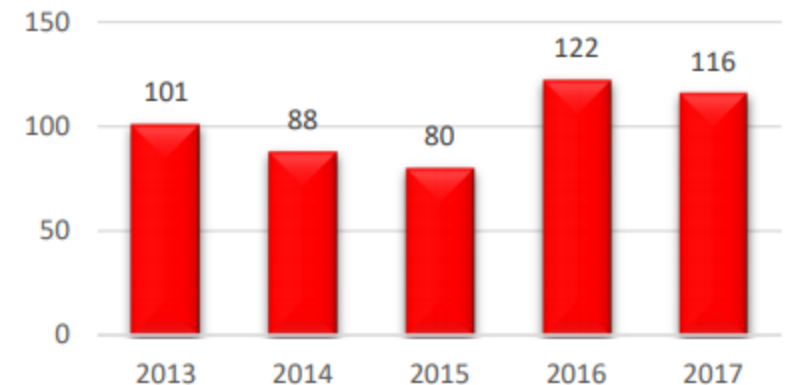


IMPAIRED DRIVING SERIOUS INJURIES

GOAL: Limit expected increase of impaired-related to 38 percent from the 5-year average (2011–2015) of 88 to no more than the 5-year rolling average (2014–2018) of 121, or a 42 percent decrease based on 2018 actual projection.

GOAL NOT MET (Within 9 percent of goal)

2017 projected goal was 106 (See Pg. 13, Challenges)



CONTRIBUTING FACTORS & EMPHASIS AREAS

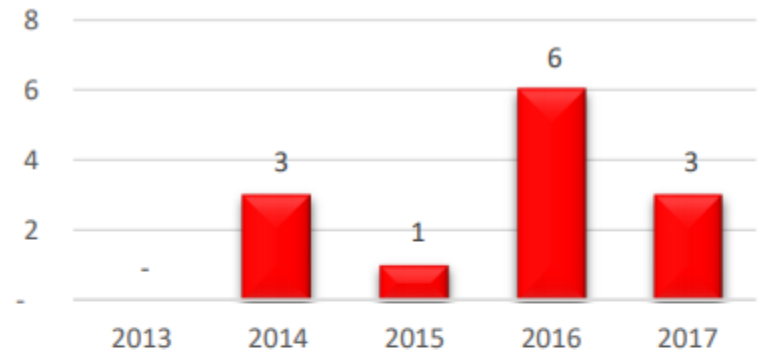
Highway Safety Plan

UNRESTRAINED FATALITIES

GOAL: Decrease number of unrestrained fatalities by 33 percent from the 5-year average (2011–2015) of 3 to no more than the 5-year rolling average (2014–2018) of 2.

GOAL NOT MET

2017 projected goal was 1 (See Pg. 13, Challenges)

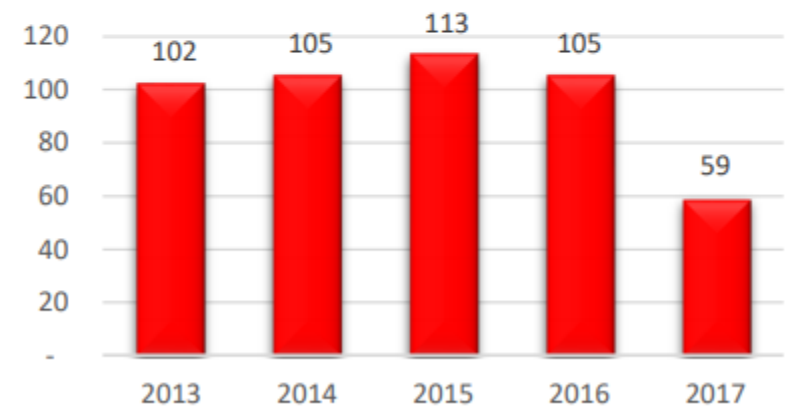


UNRESTRAINED SERIOUS INJURIES

GOAL: Limit expected increase in unrestrained injuries to 18 percent from the 5-year average (2011–2015) of 107 to no more than the 5-year rolling average (2014–2018) of 126, or a 23 percent decrease based on 2018 actual projection.

GOAL MET

2018 projected goal was 116



CONTRIBUTING FACTORS & EMPHASIS AREAS

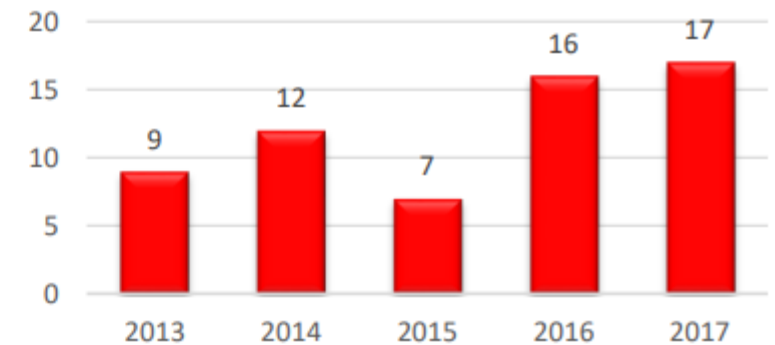
Highway Safety Plan

SPEEDING-RELATED FATALITIES

GOAL: Limit expected increase of speeding-related fatalities to 11 percent from the 5-year average (2011–2015) of 9 to no more than the 5-year rolling average (2014–2018) of 10, or 10 percent decrease based on 2018 actual projection.

GOAL NOT MET

2017 projected goal was 9 (See Pg. 13, Challenges)

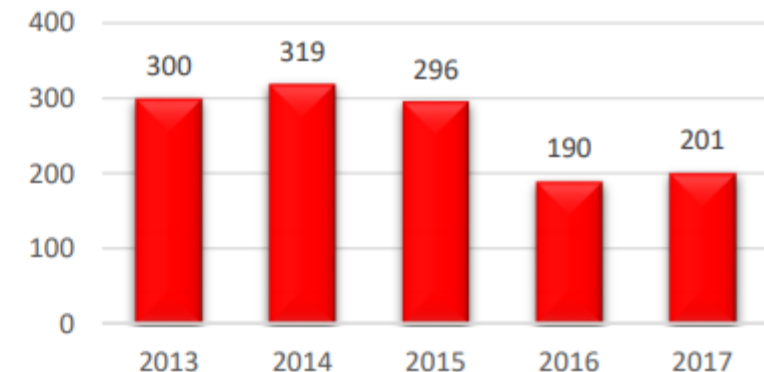


AGGRESSIVE-RELATED INJURIES

GOAL: Reduce the number of aggressive-related injuries by 22 percent from the 5-year average (2011–2015) of 290 to no more than the 5-year rolling average (2014–2018) of 225.

GOAL MET

2017 projected goal was 259



CONTRIBUTING FACTORS & EMPHASIS AREAS

**Highway
Safety Plan**

**Pedestrians
Cyclists
Motorcyclists
Younger Drivers**

MAJOR CRASH REVIEW TASK FORCE

FINDINGS

1. Thirteen (72%) of the crashes reviewed by the Task Force occurred on multi-lane roadways, after sunset. All but one of these crashes occurred between 8:30 pm and 4:00 am, when streets are less likely to have heavy traffic

MAJOR CRASH REVIEW TASK FORCE

FINDINGS

2. Speed was a contributing factor in ten crashes (56%) reviewed by the Task Force and may be underestimated

MAJOR CRASH REVIEW TASK FORCE

FINDINGS

3. Impairment was a contributing factor in nine crashes (50%) reviewed by the Task Force and may be underestimated

MAJOR CRASH REVIEW TASK FORCE

FINDINGS

4. Eight crashes (44%) reviewed by the Task Force involved drivers or motorcyclists traveling without valid licenses or endorsements and/or who had problematic driving histories

MAJOR CRASH REVIEW TASK FORCE

FINDINGS

5. Twelve crashes (67%) reviewed by the Task Force involved at least three of five factors discussed in Findings 1-4: (1) impairment, (2) speed, (3) nighttime driving, (4) streets designed for high speeds, and (5) a driver or motorcyclist driving without a valid license or motorcycle endorsement

MAJOR CRASH REVIEW TASK FORCE

FINDINGS

6. The information available about crashes is limited. This is partly because MPD may not be able to obtain certain evidence and partly because MPD's primary job is to gather evidence to help determine whether or not a crime occurred

MAJOR CRASH REVIEW TASK FORCE

FINDINGS

7. Eight crashes (44%) reviewed by the Task Force involved only one car or motorcycle and resulted in the driver or motorcyclist's death (in one case, also killing two passengers) or critical injury

MAJOR CRASH REVIEW TASK FORCE

FINDINGS

8. Five (28%) of the crashes that were reviewed by the Task Force killed or injured people walking or biking. All of these crashes killed or injured people who were age 50 or older

STRATEGIES FOR IMPROVEMENT

Speed Management / Road Diets

- **Capital Projects and Tactical Urbanism**

Faster, Better Evaluation of What Works

Right Turn on Red Prohibitions



NEWS

Drivers, say goodbye. DC to adopt “No Right on Red”

The District’s Department of Transportation says it will install “No Right Turn on Red” light signs at approximately 100 intersections in 2019.

Author: Stephanie Ramirez

Published: 3:37 PM EST December 26, 2018

Updated: 5:31 PM EST December 26, 2018

Right before the Christmas holiday, DDOT announced it plans to do away with “Right on Red.”

The plan is expected to begin February 2019. The District’s Department of Transportation says it will install No Right Turn on Red light signs at approximately 100 intersections. All signs are expected to be installed by July 2019.



Left Turn Hardening

Neighborhood Slow Zones (20 MPH)

Senior Centers / Rec. Centers
(15 MPH)





New Tactical Urbanism Program



**Tactical
Urbanism**



Leading Pedestrian Intervals (LPIs)

- More than 200
- 13% of all signalized intersections

Pedestrian Scramble

14th St. NW & Irving St. NW



Barnes Dance



DC LAW
STOP FOR
IN CROSSWALKS

UP TO \$250 FINE



92 V5

STOP ID NO
1000417

NEXT BUS
300-437-7000
WMATA.COM

metrobus

DC LAW
STOP FOR
IN CROSSWALKS
UP TO \$250 FINE

DC LAW
STOP FOR
IN CROSSWALKS

UP TO \$250 FINE



DC LAW
STOP FOR
IN CROSSWALKS
UP TO \$250 FINE

Capostia Historic District

Rectangular Rapid Flashing Beacon

HAWK Signal



STOP
ON FLASHING
RED
THEN PROCEED
WHEN CLEAR

CROSSWALK
STOP
ON RED



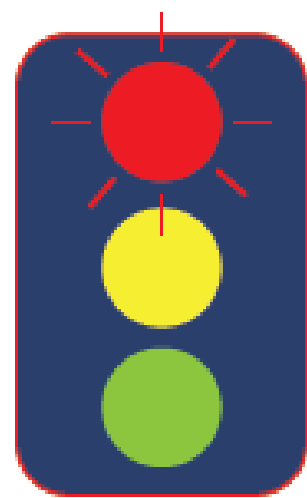
BUNION PARK
Call Today
Get Help
Get Paid

GO
LAW

ATE Moving from MPD to DDOT in FY2020



77 Speed Cameras



47 Red Light



2 Oversize



8 Stop Sign

EDUCATION

Safety, Health and Wellness

- DCPS Biking in the Park, Traffic Safety Curriculum
- Traffic Gardens Pilot





Emily Dalphy

Jonathan M. Rogers

District Department of Transportation
Vision Zero Division

emily.dalphy@dc.gov • jonathan.rogers@dc.gov



www.dcvisionzero.com