



Metropolitan Washington
Council of Governments



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



Item 9

Transportation Planning Board
April 17, 2019

AGENDA

- 1. Overview of DDOT Safety**
- 2. DDOT Budget Summary**
- 3. Contributing Factors to Crashes**
- 4. 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

Vision Zero Working Group

- Deputy Mayor for Public Safety and Justice
- Deputy Mayor for Operations and Infrastructure

Vision Zero Agencies

- District Department of Transportation
- Metropolitan Police Department
- Department of Public Works
- Department of Motor Vehicles
- Department of For-Hire Vehicles
- DC Health

DDOT Divisions

- Vision Zero Division
- Highway Safety Office
- Traffic Operations and Safety Division
- Traffic Engineering and Signals Division
- Planning and Sustainability Division

DDOT Plans

- Vision Zero Action Plan
- Strategic Highway Safety Plan
- Highway Safety Plan
- Highway Safety Improvement Program

OTHER DDOT SAFETY PROGRAMS

Highway Safety Improvement Program (HSIP)

- Intersection analyses based on Highway Safety Manual procedures

Traffic Safety Assessment (TSA) Program

- Traffic calming assessments and safety assessments at intersections based on resident concerns

Traffic Signal Construction

- Design and construction of traffic signals, PHBs, and RRFBs
- Construction of minor capital improvement projects

Corridor Safety Studies

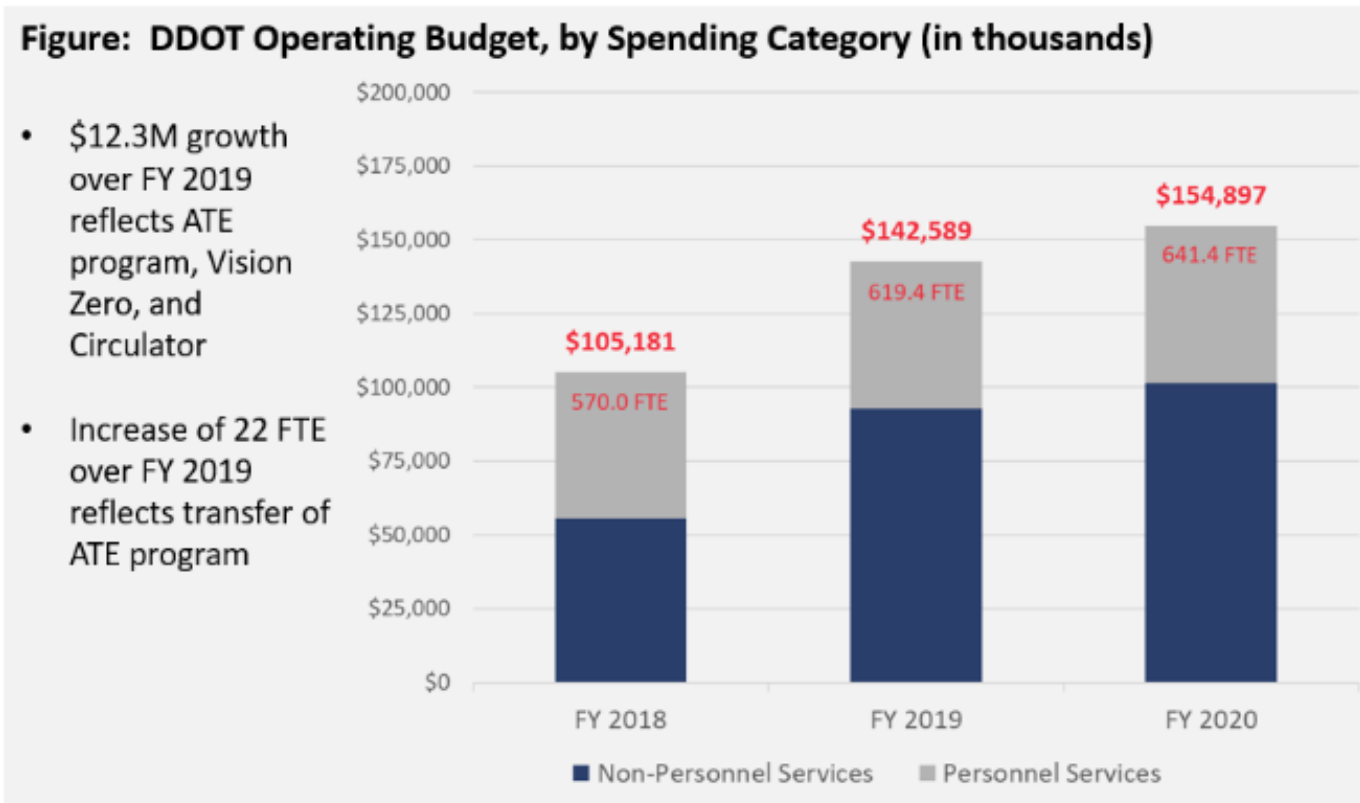
- Road diets, feasibility analysis of bus and bike lanes

Livability Program

- Assessment of public space to increase safety and access for all users

DDOT BUDGET SUMMARY

Mayor's Proposed FY 2020 Operating Budget

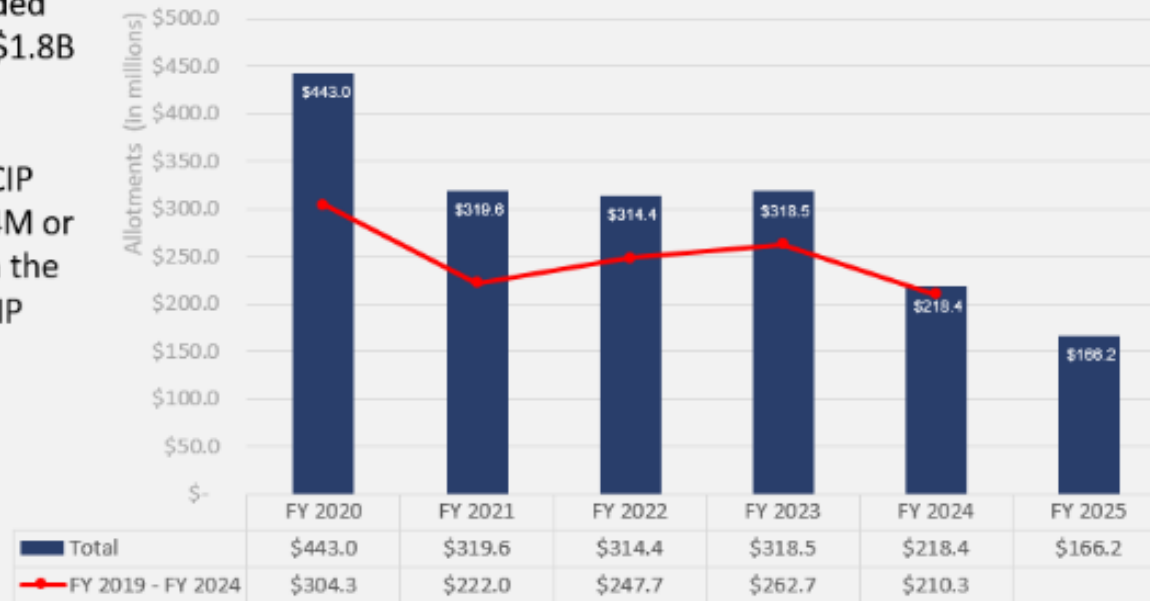


DDOT BUDGET SUMMARY

Mayor's Proposed FY 2020 Capital Budget Overview

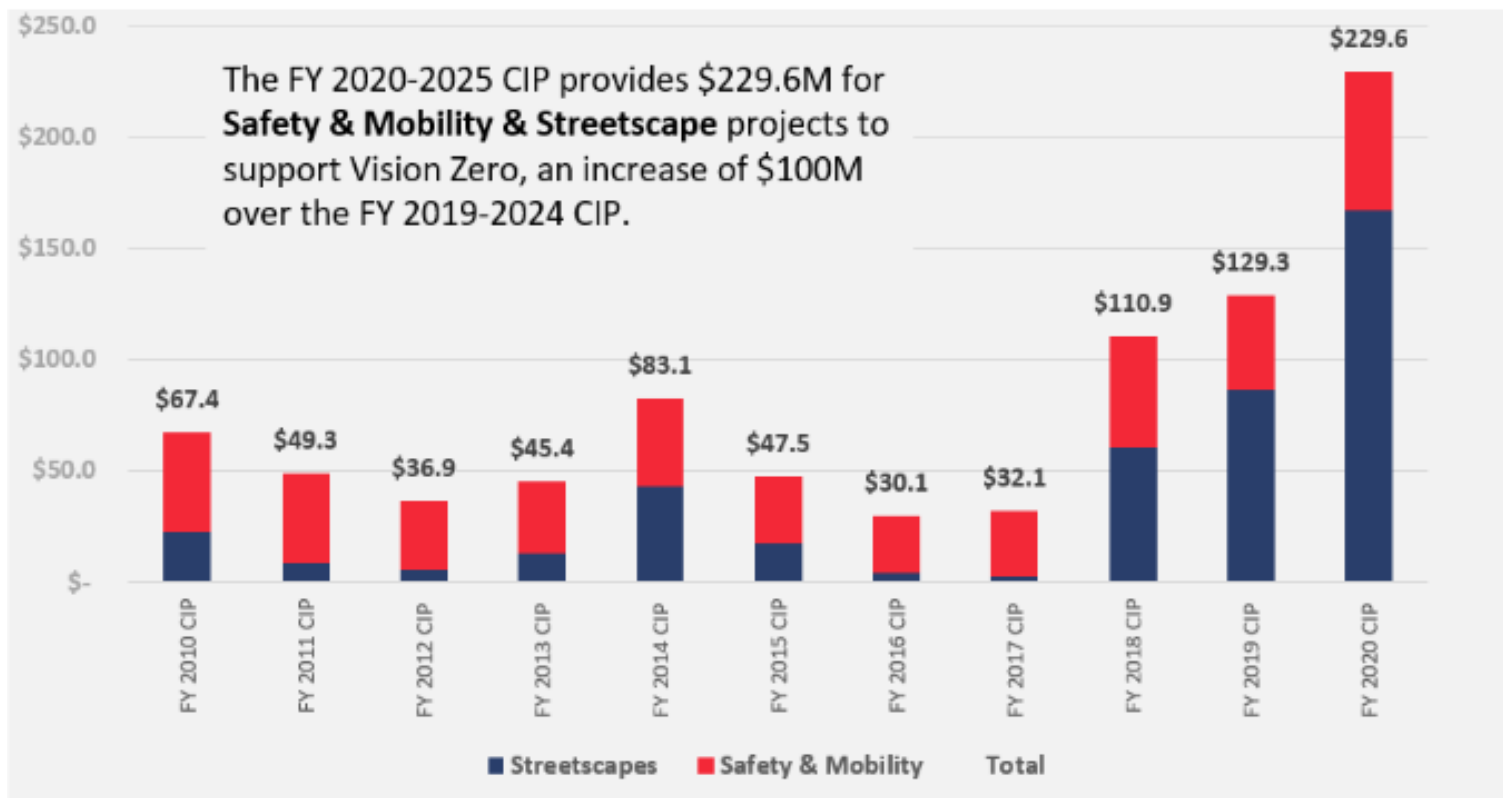
Figure: DDOT Capital Budget (in millions)

- \$443.0M provided in FY 2020 and \$1.8B over 6-year CIP
- FY 2020-2025 CIP provides \$108.4M or 6.5% more than the FY 2019-2024 CIP



DDOT BUDGET SUMMARY

Mayor's Proposed FY 2020 Investment in Safety Infrastructure



DDOT BUDGET SUMMARY

Mayor's Proposed FY 2020 Safety/Vision Zero Capital Overview

FY 2018 Accomplishments	FY 2019 Progress	FY 2020 CIP Delivers
<ul style="list-style-type: none"> Expanded bicycle infrastructure by 5.05 miles Completed 3 miles of trails Completed 49 projects related to intersection safety improvements Installed leading pedestrian intervals at 26 locations 	<ul style="list-style-type: none"> Expand bicycle infrastructure by 8.55 miles Complete 5.7 miles of trail improvements/expansion Complete 75 intersection improvement projects to increase pedestrian and vehicular traffic safety Install leading pedestrian intervals at 89 locations 	<ul style="list-style-type: none"> \$62.7M is provided in the 6-year CIP for safety and vision zero projects Continue rehabilitation and expansion of safety infrastructure for all modes of transportation



Oxon Run Trail



Virginia Avenue Cycle Track/Trail



Sherman Ave & Kansas Ave NW

DDOT BUDGET SUMMARY

Mayor's Proposed Streetscape Overview

FY 2020-2025 CIP Delivers:

- Master Project provides \$166.9M in local funds and leverages federal funds for projects currently in the design and project development stage
- Enables DDOT to advance projects as they are ready for construction
- Funding for these projects will be balanced with other projected FHWA formula funding obligations
- Considerations for prioritization include:
 - Increasing safety for all for modes of transportation
 - Increasing mobility of multiple modes of transportation
 - Improving stormwater and flood mitigation



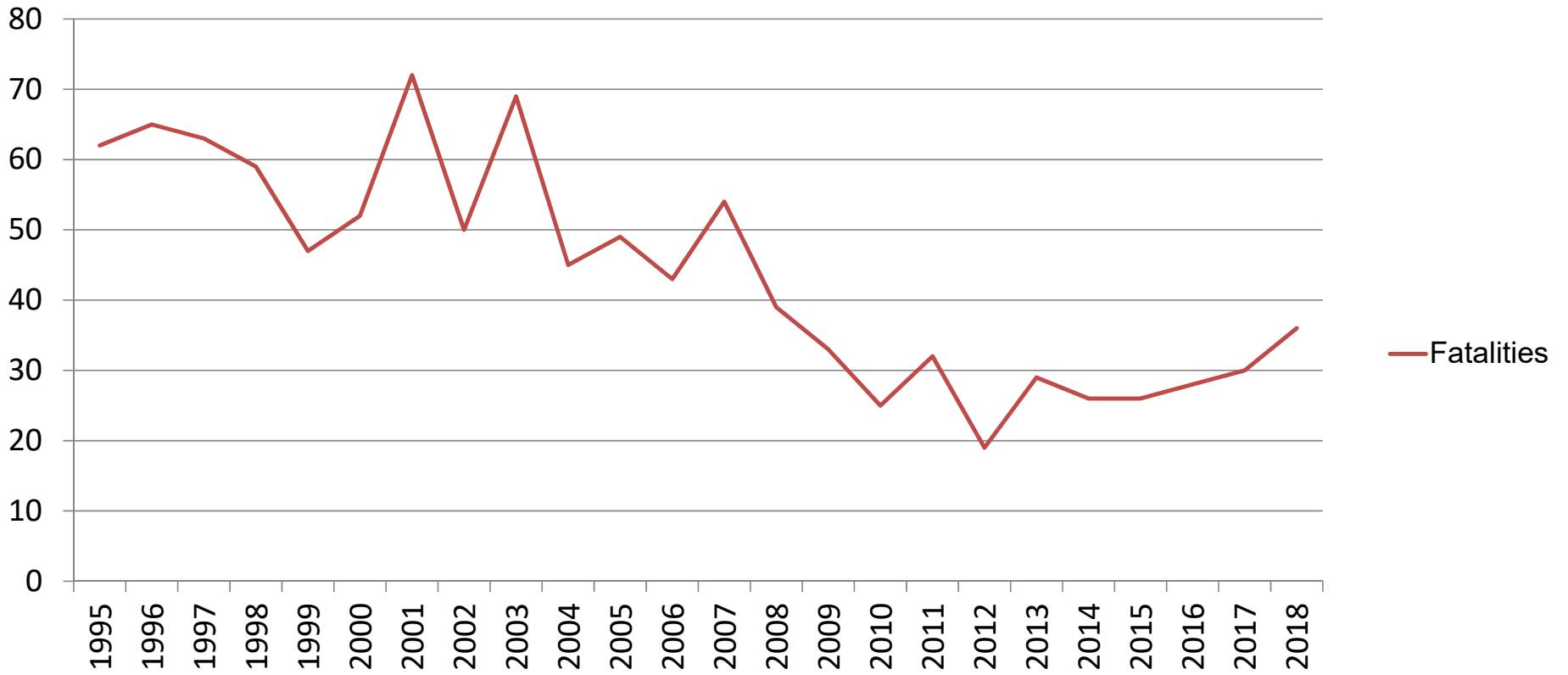
Maryland Avenue NE



Cleveland Park Streetscapes

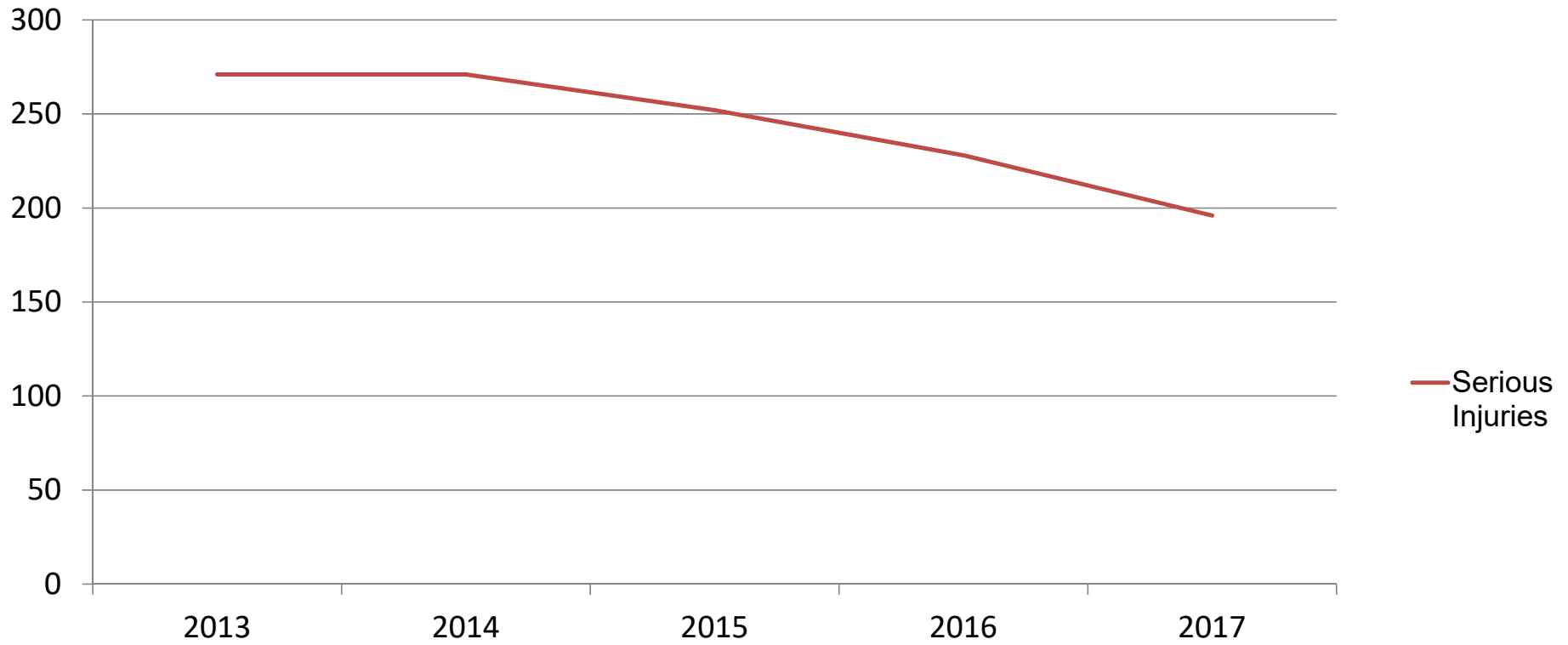
YTD: 2019 – 5 total fatalities – 3 pedestrian and 2 drivers

Annual Traffic Fatalities in DC



Source: Metropolitan Police Department

Annual Serious Traffic Injuries in DC



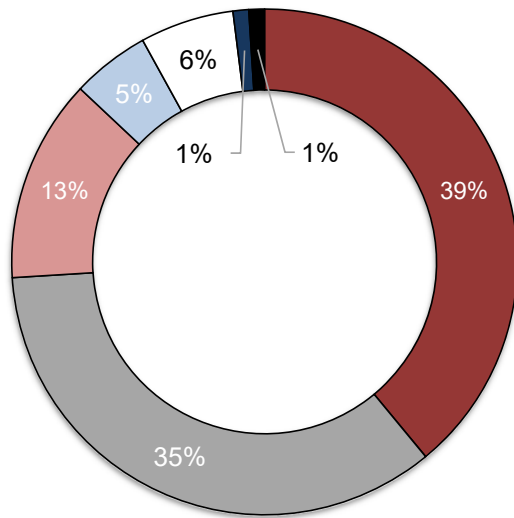
Source: Metropolitan Police Department

DISPARITY IN VULNERABILITY

Who is Involved in DC Fatal Crashes?

How People Get to Work

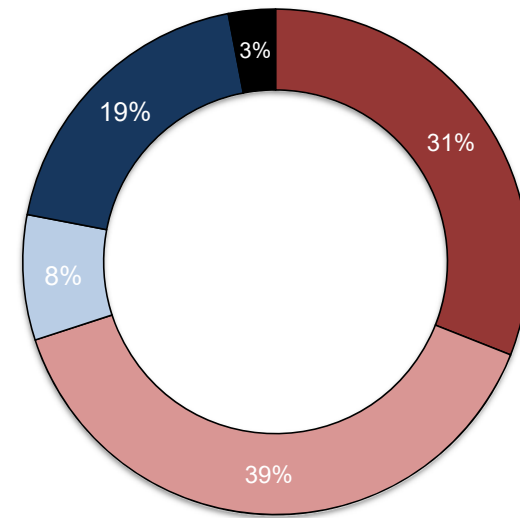
American Community Survey 2017



- 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

Vision Zero Action Plan

Create Safe Streets

Protect Vulnerable Users

Prevent Dangerous Driving

Be Transparent & Responsive

Highway Safety Plan

Impaired Driving

Unrestrained

Speeding

Aggressive Driving

MAJOR CRASH REVIEW TASK FORCE

FINDINGS

- 1. Thirteen (72%) of the crashes reviewed occurred on multi-lane roadways, after sunset when streets are less likely to have heavy traffic.**
- 2. Speed was a contributing factor in ten crashes (56%) and may be underestimated.**
- 3. Impairment was a contributing factor in nine crashes (50%) and may be underestimated**
- 4. Eight crashes (44%) involved drivers or motorcyclists traveling without valid licenses or endorsements and/or who had problematic driving histories.**
- 5. Twelve crashes (67%) reviewed by the Task Force involved at least three of the 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.**
7. **Eight crashes (44%) reviewed 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.**
8. **Five (28%) of the crashes that were reviewed involved persons killed or injured while walking or biking. All of those persons who were killed or injured were age 50 or older.**

STRATEGIES FOR IMPROVEMENT

Speed Management / Road Diets

- Acceleration of Capital Projects
- Tactical Urbanism strategies

Faster, Better Evaluation of What Works

Education and Enforcement

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)

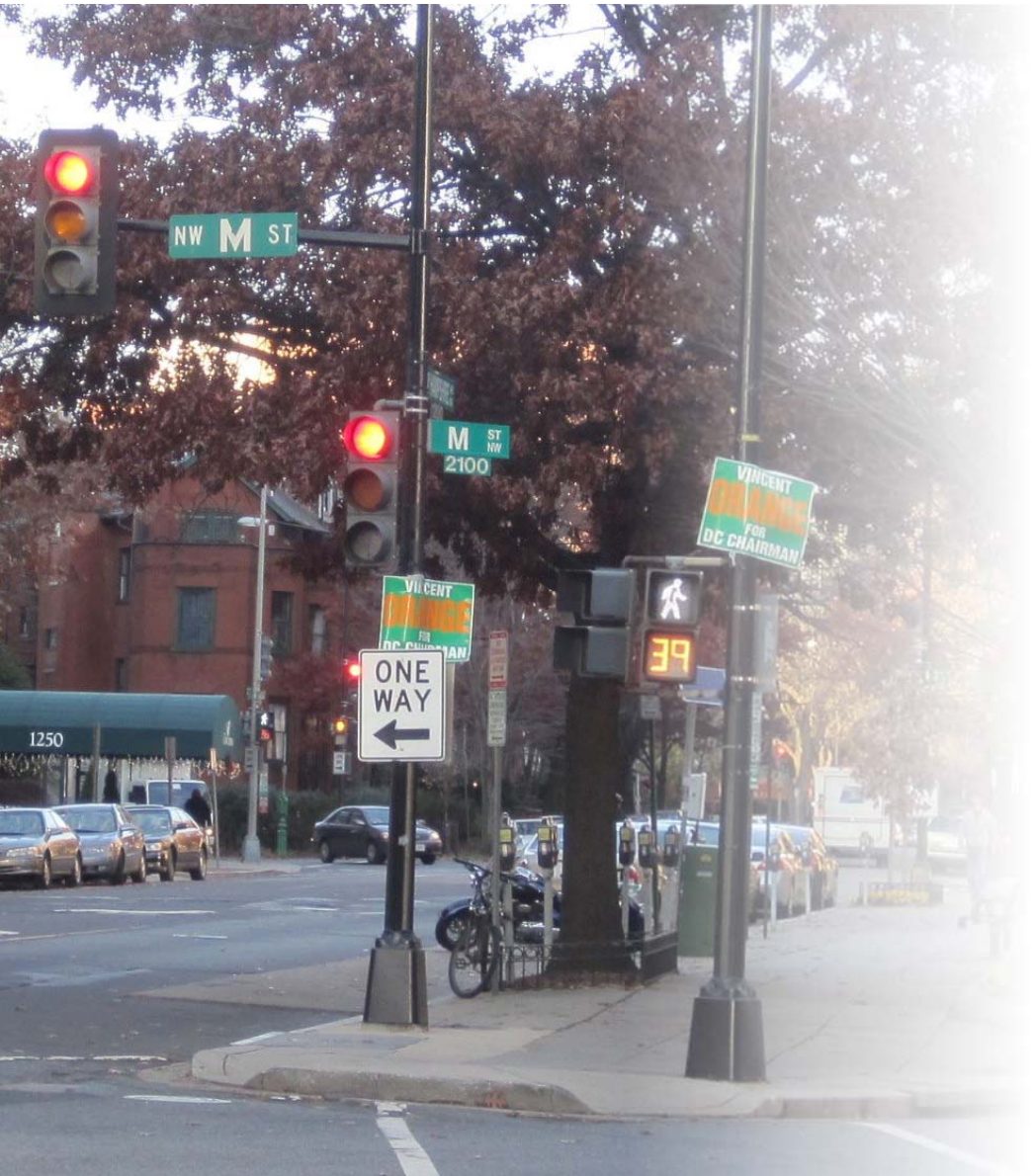




New Tactical Urbanism Program



Tactical Urbanism



Leading Pedestrian Intervals (LPIs)

- More than 200
- 13% of all signalized intersections

Pedestrian Scramble

14th St. NW & Irving St. NW



Barnes Dance



Rectangular Rapid Flashing Beacon

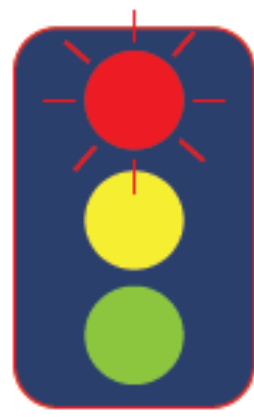


Pedestrian Hybrid Beacon

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





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