VISION 2022 ZERO UPDATE









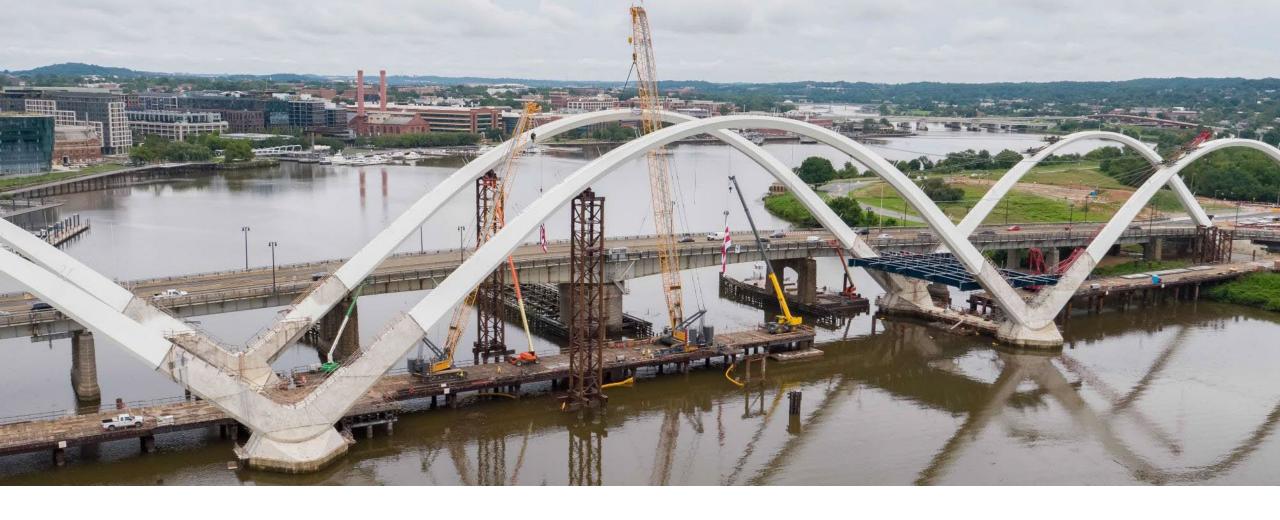




Agenda

- Goals and Progress
 - Our Goals
 - Measuring our Progress
- A Focused Strategy
 - Centering Equity
 - Focus on a Safe System
 - Safe Streets
 - Safe People
 - Safe Speeds
 - Safe Vehicles
 - Post-Crash Care
- Acting on this plan

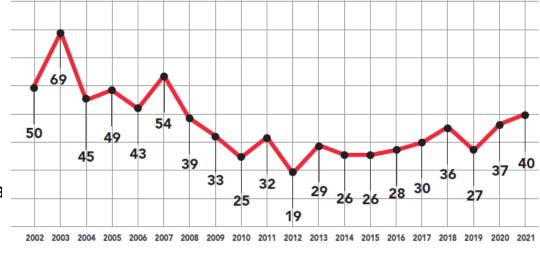




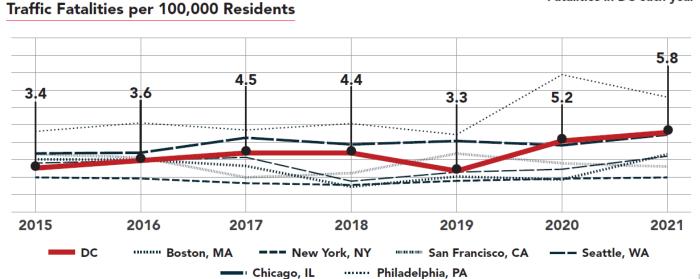
Our Goals and Progress

Our Goals and Progress – Goal of Zero

- District of Columbia saw a significant decline in traffic fatalities over the past 20 years.
- Our progress has fallen short of our goal to achieve zero deaths by 2024, as originally planned in 2015.
- Understanding where we are in the context of other, simila
 Vision Zero cities helps us better measure our progress
 towards zero



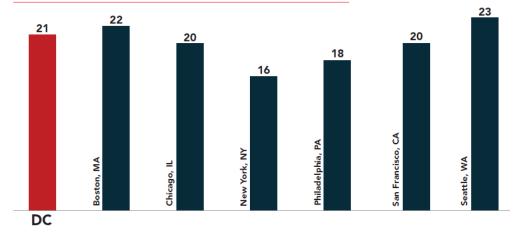
Fatalities in DC each year



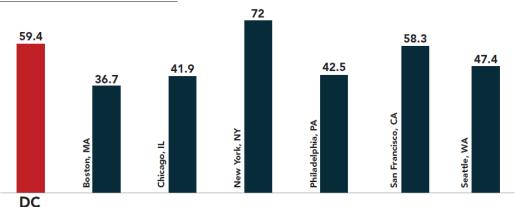
Risk Factors for Crash Patterns

- To fully understand crash patterns and systemic forces, it is critical to use peer-reviewed research to better understand the many risk factors that lead to higher rates of injuries and fatalities:
 - Transportation Systems and Policies (Vehicle Miles Traveled (VMT) per capita, commute mode share, street network density, street types and design)
 - Land Use and Zoning (Parcel and block size, building setbacks, land uses, development patterns, etc.)
 - Demographic Data (Income levels and Poverty, race and ethnicity, Unhoused populations)

Vehicle Miles Traveled per 100,000 Residents



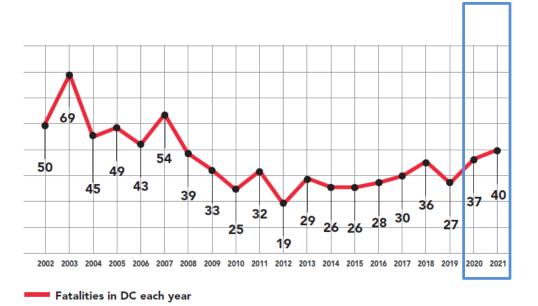




Crashes During the COVID-19 Pandemic

COVID-19 Pandemic

- During the nearly three years of the COVID-19 public health emergency:
 - Reported traffic injuries decreased sharply, by about 30% overall
 - Pedestrians and cyclist reported injuries
 decreased even more: by 44% (pedestrians) and
 51% (cyclists).
 - Fatalities increased from 27 people in 2019, to 37 people in 2020, and 40 people in 2021
 - This overall pattern of fewer but more severe crashes likely relates to overall increased speeds with decreased traffic volumes.
 - Over 40% of fatalities during the pandemic were hit-and-run or a driver striking a fixed object



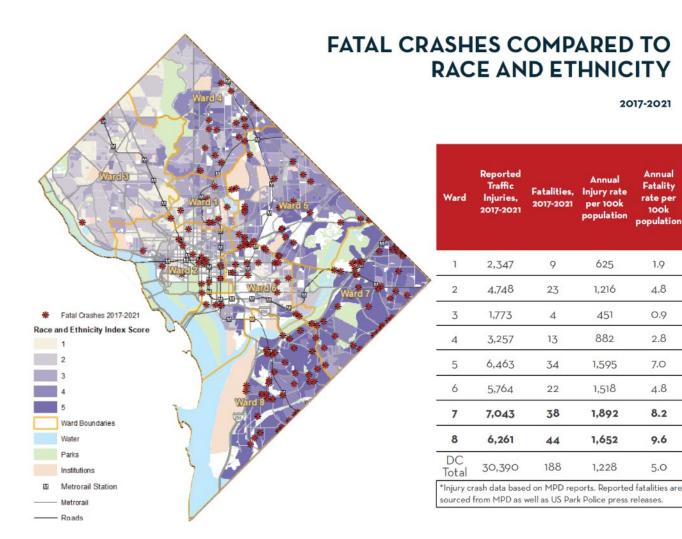


A Focused Strategy

- Centering Equity
- Embracing a Safe Systems Approach

Centering Equity

- Research on nationwide crash data shows that the following groups are more likely to be killed or injured in crashes:
 - Black, Indigenous, and people of color
 - Low-income
 - Populations experiencing poverty and houselessness
- Centering Equity in this plan means prioritizing transportation investments to rectify past disinvestment



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Focus on a Safe System

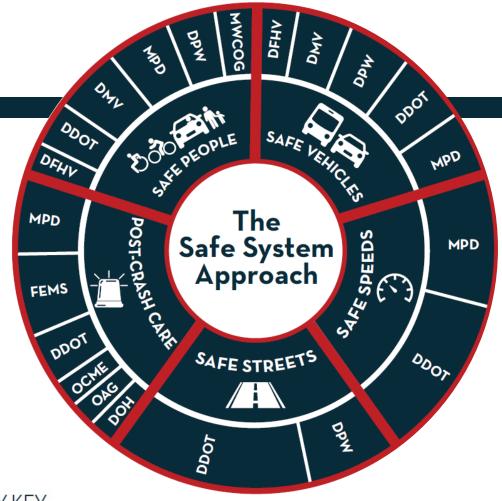
The Safe System Approach is one that considers the multilayered, interconnected nature of the transportation system and its parts, which contributes to traffic safety.

The focus areas are:

- Safe Streets
- Safe Speeds
- Safe People
- Safe Vehicles
- Post-Crash Care

One agency within the District cannot achieve a safe system on its own.

Instead, coordination, cooperation, resources, and focus from other agencies and neighboring jurisdictions are necessary for success.



AGENCY KEY

DDOT: District Department of Transportation **DPW:** Department of Public Works **DMV:** Department of Motor Vehicles

OCME: Office of the Chief Medical Examiner

MWCOG: Metropolitan Washington

Council of Governments

MPD: Metropolitan Police Department

FEMS: Fire and Emergency Medical Services

DFHV: Department of For-Hire Vehicles

OAG: Office of the Attorney General

DOH: Department of Health



System-wide Indicators

Indicator	Target
Fatalities and Serious Injuries	Decrease to Eliminate
Vehicle Miles Traveled per Capita	Decrease
Street Network Density per square mile	Expected Increase with Development
Mode Split for people walking, wheeling, biking, scooting, and using transit	Increase to 75%
Population Density	Expected Increase
Poverty Rate	Decrease
Unhoused Residents	Decrease





- Street design influences behavior and the need for enforcement and deter dangerous driving behaviors
- The District is authorized to design roads that combat these actions by:
 - Making operating at safe speeds intuitive
 - Reducing exposure to crash risks
 - Reducing conflicts between street users
- Because of vulnerability, the safety of people walking, wheeling or using mobility assistive devices will be the top priority, followed by those biking or scooting, in transit vehicles, and in passenger vehicles.
- The District identifies priority corridors and intersections through a data-driven process that focuses on injury and fatal crashes to establish a High Injury Network and High Injury Intersections

Safe Streets

Safety Commitments

- Transit priority program
- Bicycle Master Plan
- Safe Routes to Schools
- Annual Safety Program (ASaP)
- State of Good Repair Projects
- Safe Accommodations
- FY23 Budget 15/15
 Vision Zero funding

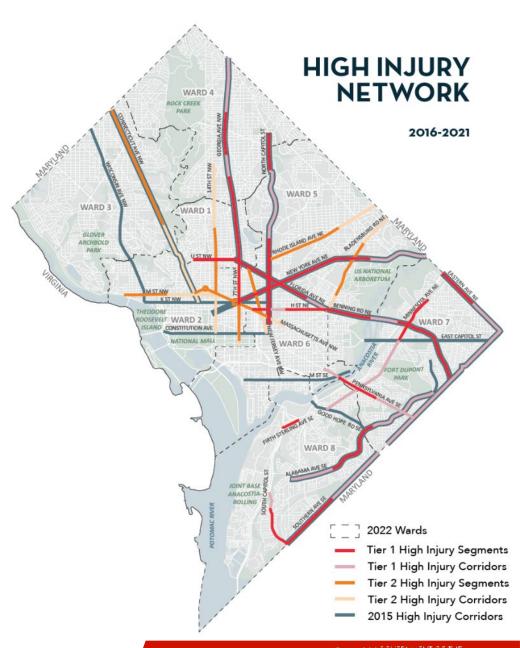
Performance Indicators

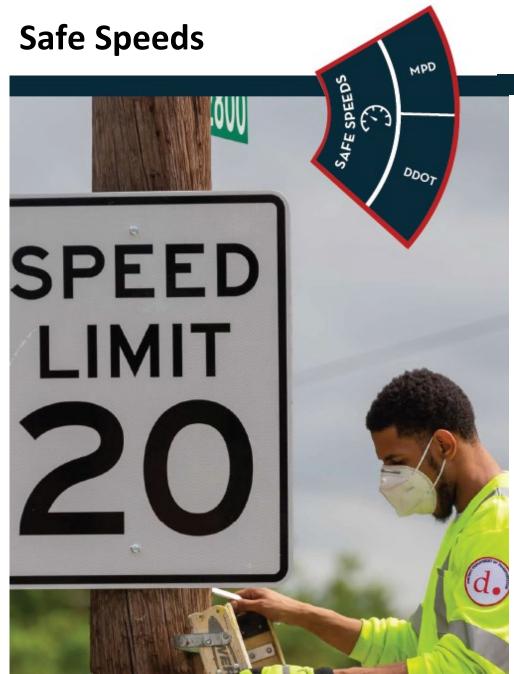
System-wide Metrics

- Fatalities and Serious Injuries
- Fatalities and Serious Injuries on the HIN
- Fatality Rate for Vulnerable Street Users
- Bicycle Lane Miles
- Transit Lane Miles
- Vehicle Miles Traveled

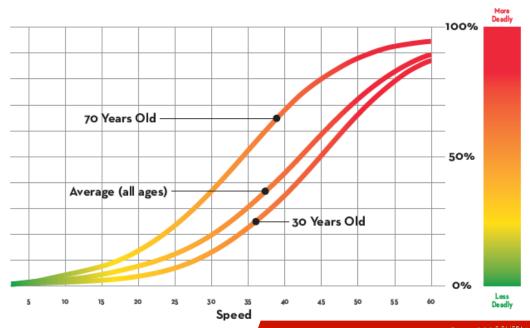
Project-Based Evaluations

- Fatalities and Serious Injuries
- Vehicle Speeds
- Multimodal Volumes
- Safer Crossings
- Exposure Metrics
- Conflict Points





- The speed at which a vehicle strikes a person, another vehicle, or an object is a strong determinant in the severity of the outcomes for all people involved. Therefore, moving people slowly is moving them safely.
- Vision Zero recognizes the limitations on the human body's ability
 to recover from injury and aims to design the transportation
 system to reduce the kinetic energy in crashes.



Safe Speeds

Safety Commitments

- Self-Enforcing Streets (Design Speed = Posted Speed)
- StreetSafe System (ATE)
- Lower, Context-Sensitive **Speed Limits**
- In-person Enforcement

Performance Indicators

- Miles of streets that are redesigned for safety, % of the HIN funded for planning, design, and construction
- Number of Cameras of each kind, % of time used on HIN
- Number of blocks with speed limits assessed, # or % reduced
- Number of citations for speeding, % of citations on the HIN, % of funded overtime used for critical safety enforcement





- The focus for safer people is **education and outreach**, **enforcement**, **and legislative rules** to ensure all street users are traveling safely.
- Expectations and responsibility must be appropriately set depending on the protection, size, and power of the way someone chooses to get around. The heavier and more powerful the vehicle, the greater the driver or user's capacity for harm.
- Education efforts should center youth and seniors as they are overrepresented in injury and fatal crash data.
- Drivers of larger and commercial vehicles need special training and outreach to ensure they are aware of the responsibilities especially as it comes to interactions with vulnerable street users and vulnerable populations

Safe People

Safety Commitments

Education and Outreach

- Highway Safety Campaigns
- Bicycle Education
- Driver Education
- Incentives for For-Hire Vehicle Drivers

Enforcement

- Traffic Control Officers
- Safe Routes to Schools Deployment
- Impaired Driving Enforcement
- Dangerous Driver Adjudication
- Enforce High-Risk Parking
- Enforce For-Hire Vehicles

Performance Indicators

Education and Outreach

- Number of impressions, Crash data
- Residents enrolled in education courses
- Classes funded and held
- License points
- Scores on safety quizzes

Enforcement

- Staffing levels for parking enforcement
- Increases in Traffic Control Officers and areas of high risk like schools and on the HIN
- Percent of safety-critical citations adjudicated
- Number of ignition interlocks issued





- The size, weight, and design of vehicles are often a predictor of the severity or survivability of a crash
- The goal of the Safe Vehicles is to expand the availability of safe vehicle designs that prevent crashes from occurring as well as minimize the impacts at the time of a crash on both occupants of the vehicle and those outside of the vehicle.
- When compared to cars, drivers of larger vehicles (Pick-up trucks, Vans, and SUVs) are 2-3 times more likely to injure and kill people walking and 8 times more likely to kill a child walking.
- **Vehicle standards that cities can best control are fleets, registration, regulation and enforcement** of certain aspects of private vehicles, and to **work with federal partners** to support safer vehicle designs and industry standards.

Safe Vehicles

Safety Commitments

- Citywide Fleet Safety
- Private Vehicle Safety
- Safety-critical enforcement

Performance Indicators

- Number of Fleet Vehicles meeting updated NCAP standards
- Number of District vehicle registrations and inspections, % current on safety inspections
- Traffic citations for critical safety inspections or non-compliance to vehicle safety standards



Post- Crash Care



- The goals of Post-Crash Care is to enhance the survivability for those involved, while creating a safe work environment for those first responders, and collecting accurate and descriptive crash data
- Therefore, Post-Crash care is focused on:
 - Rapid, life-saving medical care for those involved
 - Traffic incident management to secure the site
 - Forensic and criminal investigation
 - Collection of crash data records

Post-Crash Care

Safety Commitments

- Efficient and effective Response times
- Traffic incident management standards (TIMS)
- Effective Emergency Medical Services
- Post-Critical Crash Interventions
- Crash Data Collection and Quality Assurance/Quality Control

Performance Indicators

- Track and decrease response times to crash sites and from site to hospital
- Accuracy of dispatch to crash site
- Staff trained on TIMS
- Site clearance times
- % of first responders trained on CPR, EMS, and other life-saving treatments
- Number of crash sites with safety countermeasures or spot treatments
- Number of crash record issues identified, % resolved



Acting On This Plan

- Every day, every year, every decision, and every project will reflect our goal of zero deaths and serious injuries.
- The road ahead requires bold efforts, difficult
 decisions, and trade-offs on big-picture policy decisions
 down to individual detailed project decisions.
- As your government, we have a large share of the responsibility to do everything we can to prevent deaths and severe injuries.
- All District agencies must refocus efforts and resources to act in the areas of highest injury, highest risk, and highest need as a top priority.
- The choices we make today affect our individual and collective futures. We're striving to make our future safer for everyone.





District Department of Transportation

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