

District of Columbia SHSP (2013)

Preliminary Information

10/10/14

DDOT - Ms. C. Lewis

KLS Engineering, LLC – L. Boodlal

District of Columbia Strategic Highway Safety Plan

DRAFT - February, 2014



←← Towards Zero
Deaths

District Partners

OUR PARTNERS

District of Columbia Agencies

District Department of Transportation (DDOT)

Office of the Attorney General (OAG)

Metropolitan Police Department (MPD)

District of Columbia Superior Court (DCSC)

District of Columbia Public Schools (DCPS)

Department of Health (DOH)

Department of Motor Vehicles (DMV)

Fire and Emergency Management Services (FEMS)

DC Office on Aging (DCOA)

Office of Chief Medical Examiner (OCME)

Office of the Chief Technology Officer (OCTO)

Federal Agencies

Federal Highway Administration (FHWA)

Federal Motor Carrier Safety Administration (FMCSA)

National Highway Traffic Safety Administration (NHTSA)

US Capitol Police

US National Park Service (NPS)

Court Services and Offenders Supervision Agency

(CSOSA)

Local and Regional Agencies and Organizations

Metropolitan Washington Council of Governments
(MWCOG)

Washington Area Bicyclist Association (WABA)

Washington Metropolitan Area Transit Authority
(WMATA)

Institute of Transportation Engineers (ITE)

MedStar Washington Hospital Center

Children's National Medical Center

George Washington University Hospital

Washington Regional Alcohol Program (WRAP)

Prince George County, MD

Maryland Department of Transportation (MDOT)

Virginia Department of Transportation (VDOT)

Arlington County, VA

Associates for Renewal in Education

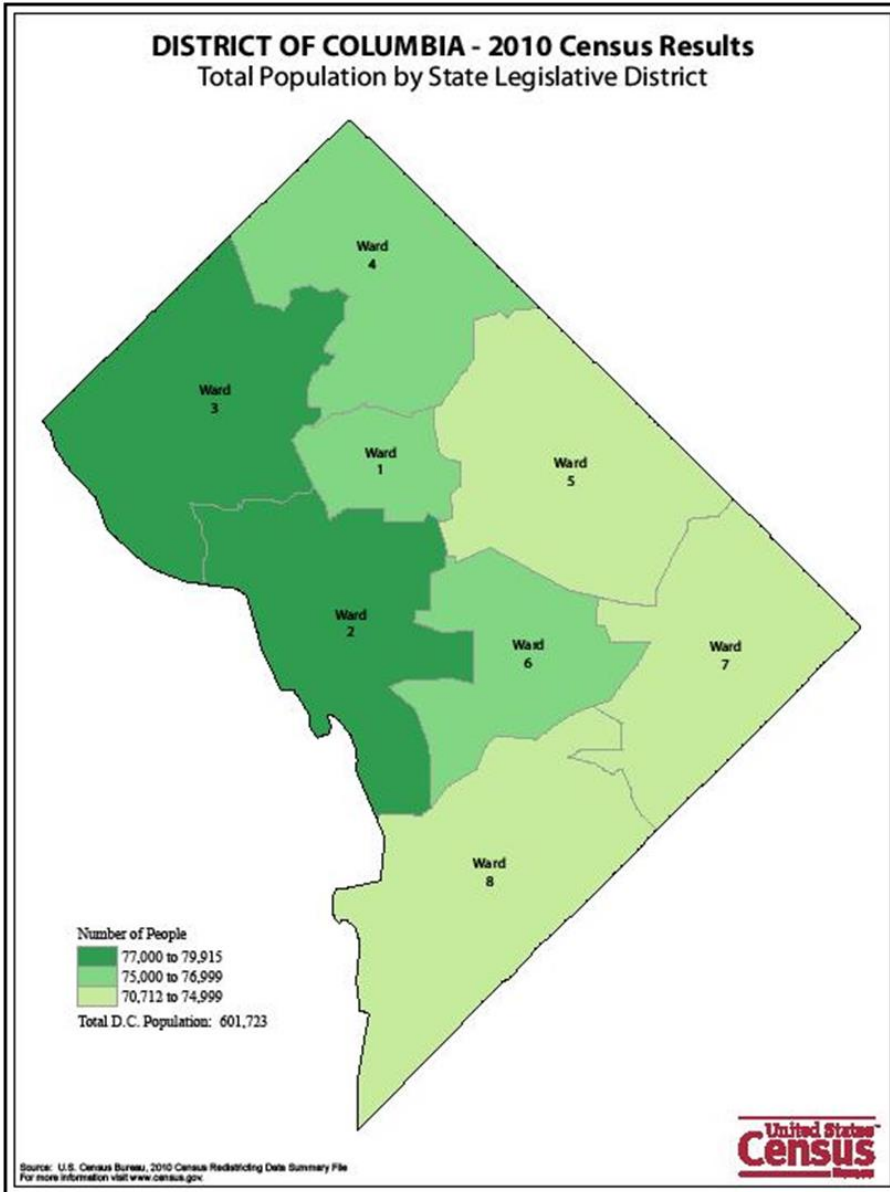
DC Truckers Association

DC Tourism

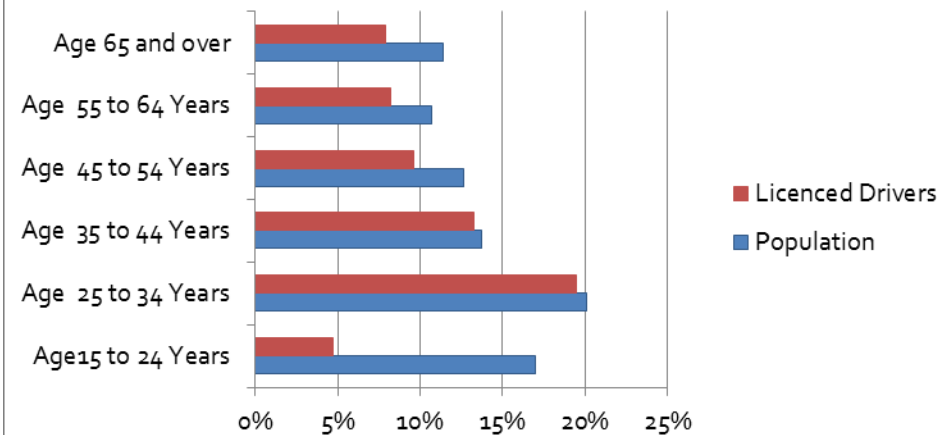
IONA Senior Services

Safe Kids

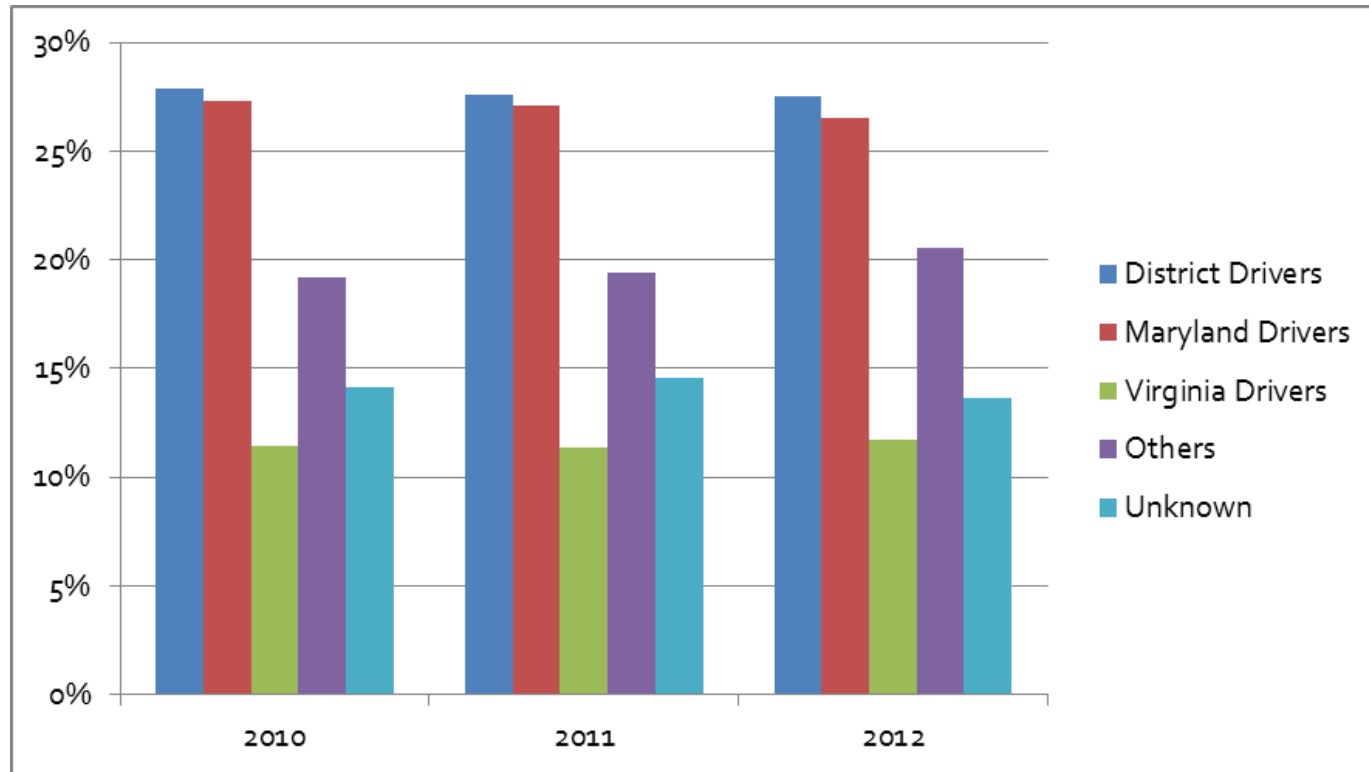
Demographics



District Population who are Licensed Drivers



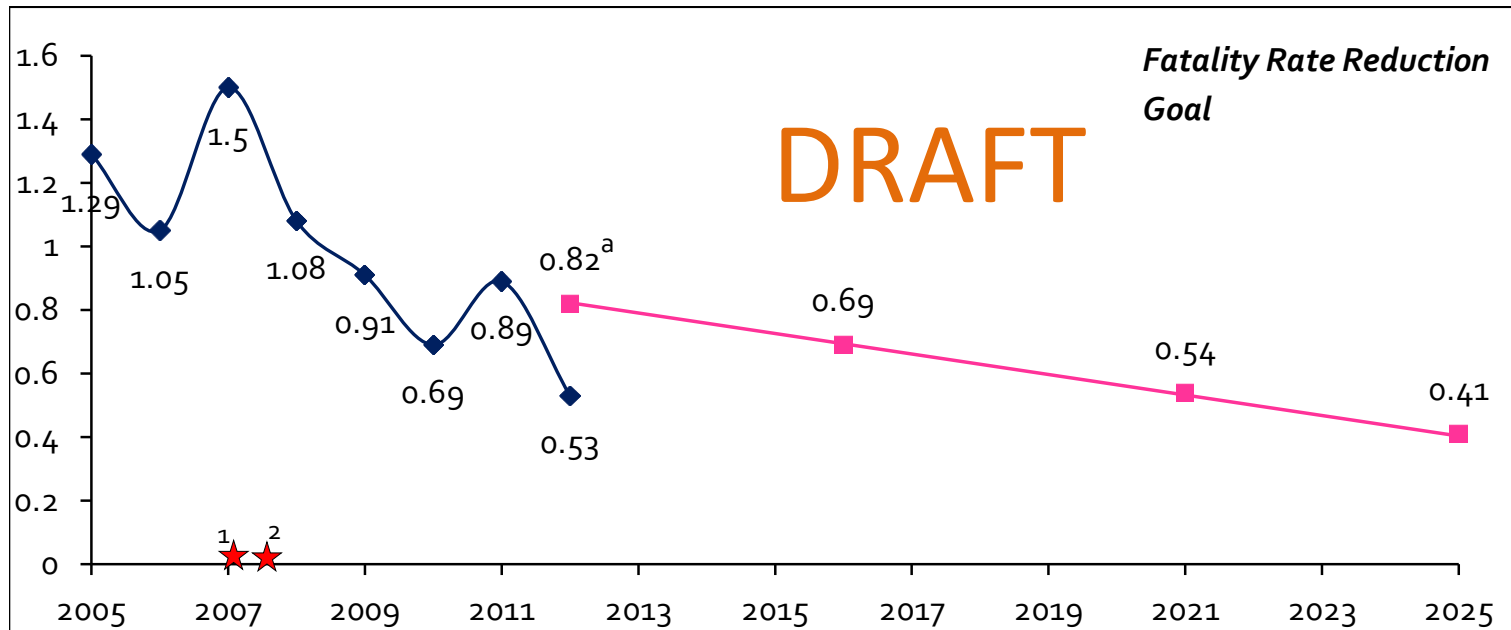
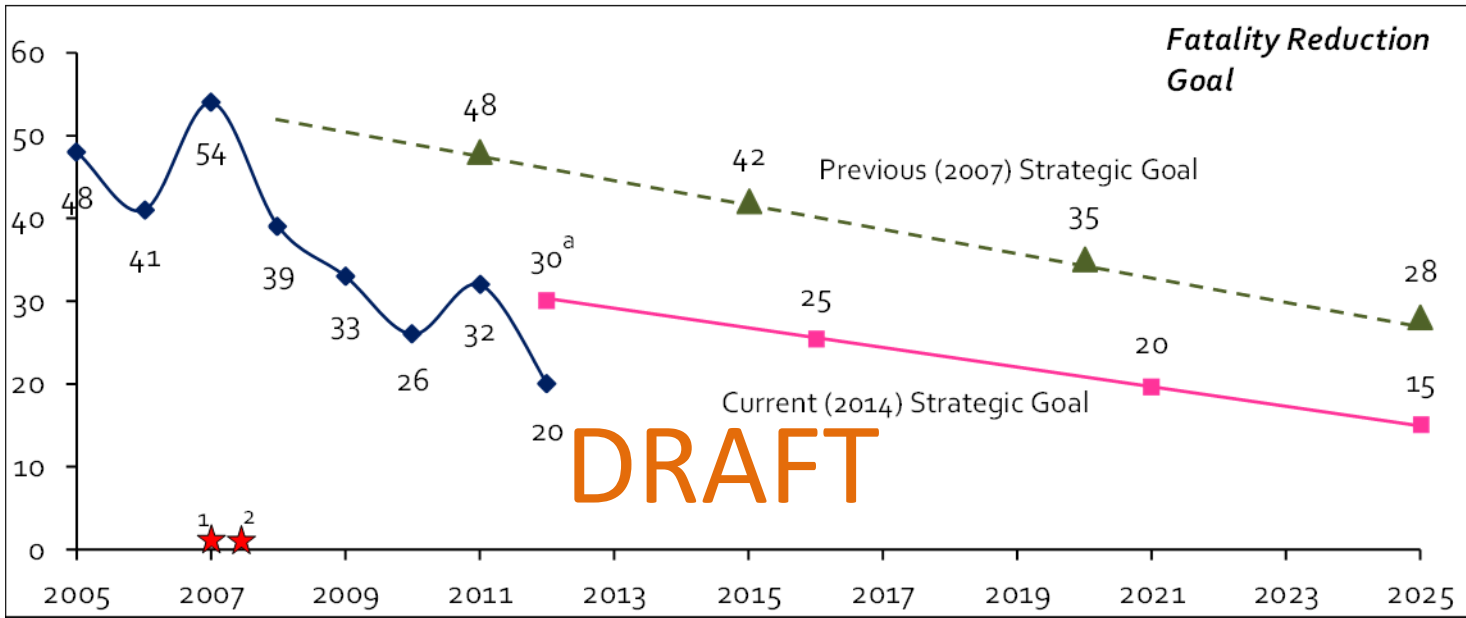
Residence of Drivers Involved in Crashes in the



Solving the District's crash problem is thus a regional issue.

DC Vision

The District of Columbia will achieve a safe and efficient transportation system that has zero traffic-related deaths.



Serious Injuries

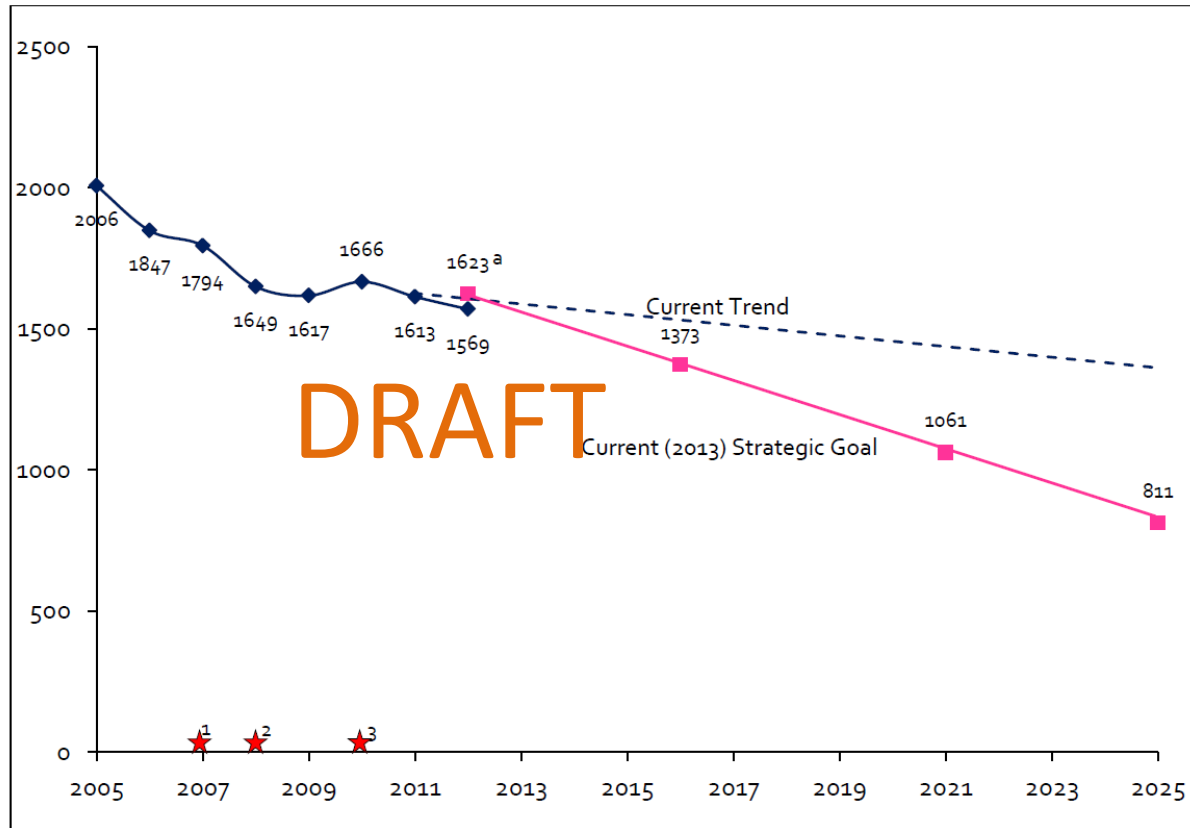


Figure 5: Overall Injury Trends and Goals

^a Average of the past 5 years (2008 to 2012).

- ★¹ Rollout of the District first SHSP, 2007.
- ★² Electronic crash reporting implemented.
- ★³ Full implementation of electronic crash reporting in 2010.
- ◆ Actual number of traffic related serious injuries

Summary of interim Measures

| | Average (2008–2012) | Target Years | | |
|--------------------------------------|------------------------|--------------|-------|------|
| | | 2016 | 2021 | 2025 |
| Fatalities | 30 | 25 | 20 | 15 |
| Fatality Rate per 100 Million VMT | 0.82 | 0.69 | 0.54 | 0.41 |
| Serious Injuries | 1,623 | 1,373 | 1,061 | 811 |

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Critical Emphasis Areas

CEA 1. High-Risk Drivers

Aggressive Driving

Impaired Driving

Driver Competency and Licensing

(Younger Driver and Older Driver)

Distracted Driving

CEA 2. Pedestrian and Bicyclist Safety

Pedestrian Safety

Bicyclist Safety

CEA 3. Engineering/Facilities Infrastructure

Signalized Intersections

Unsignalized Intersection (STOP-controlled only)

Work Zones

CEA 4. Special Vehicles

Large Trucks

Motorcycles

Buses

CEA 5. Special Target Areas

EMS

Occupant Protection

Critical Emphasis Areas