Sam Zimbabwe, Associate Director, DDOT
Washington, DC Section ITE Dinner Meeting

November 5, 2015
Why Vision Zero Matters

• 1.25 Million people killed in traffic crashes worldwide

Fatality rate (per 100,000)
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• 1.25 Million people killed in traffic crashes worldwide

Fatality rate (per 100,000)

- USA (11.4)
- Dominican Republic (41.7)
- Sweden (3.0)
- Australia (6.1)
Why Vision Zero Matters

- We have made progress, but still over 30K/year

US Traffic Fatalities
## Why Vision Zero Matters

### 10 Leading Causes of Injury Deaths by Age Group Highlighting Unintentional Injury Deaths, United States – 2013

<table>
<thead>
<tr>
<th>Age Groups</th>
<th>Rank</th>
<th>&lt;1</th>
<th>1-4</th>
<th>5-9</th>
<th>10-14</th>
<th>15-24</th>
<th>25-34</th>
<th>35-44</th>
<th>45-54</th>
<th>55-64</th>
<th>65+</th>
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<td>1 Unintentional Suffocation 979</td>
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<td>161</td>
<td>65</td>
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<td>2 Homicide Unspecified 139</td>
<td>2</td>
<td>137</td>
<td>32</td>
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<td>3 Homicide Other Spec., classifiable 74</td>
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<td>137</td>
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<td>4 Unintentional MV Traffic 55</td>
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<td>10 Unintentional Fire/Burn 17</td>
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*Not elsewhere classifiable

Data Source: National Center for Health Statistics (NCHS), National Vital Statistics System.
Produced by: National Center for Injury Prevention and Control, CDC using WISQARS™.
How We’ve Gotten Here
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The goal of Vision Zero is simple: reduce serious injuries and fatalities on our streets to zero by 2024. By adopting a comprehensive approach to transportation safety – from behavior to road design – we will make our city a safer place to live and visit.

Mayor Muriel Bowser

“The goal of Vision Zero is simple: reduce serious injuries and fatalities on our streets to zero by 2024. By adopting a comprehensive approach to transportation safety – from behavior to road design – we will make our city a safer place to live and visit.”
Zero Deaths by 2024

- 10-year timeline for goal: Zero Deaths / Zero Serious Injuries for all modes of transportation in the District of Columbia

DC Traffic Fatalities
All Hands On Deck
Public Engagement

DDOT conducted 10 public engagement events in all 8 wards – nearly 3,000 surveys were completed

- Eight & H Streets, NE (Ward 6)
- Cleveland Park Metro Station (Ward 3)
- 14th & Irving Streets, NW (Ward 1)
- Takoma Metro Station (Ward 4)
- Anacostia Metro Station (Ward 8)
- M Street & Wisconsin Ave. NW (Ward 2)
- Seventh & H Streets, NW (Ward 2)
- Rhode Island Ave. Metro (Ward 5)
- Minnesota Ave. Metro (Ward 7)
- Eastern Market Metro (Ward 6)
4 Themes, 4 Approaches

- Create Safe Streets
- Protect Vulnerable Users
- Prevent Dangerous Driving
- Be Transparent & Responsive

- Education
- Enforcement
- Evaluation & Data
- Engineering & Infrastructure
Evaluation & Data

Better, more open data = stronger evaluation

Quantifying exposure and risk for all modes; beyond historical crash data
- Counting people walking and biking
- Augmenting geo-spatial analysis of safety trends

All crashes

“Heat map”
Evaluation & Data

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Quantifying exposure and risk for all modes; beyond historical crash data

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- Counting people walking and biking
- Augmenting geo-spatial analysis of safety trends
Opening Data

Vision Zero Safety (Transportation)

Charts

Chart Data
- RequestType

Style
- Bar Chart
- Line Chart
- Donut Chart
- Scatter Plot

RequestType

Count: 4,203
Engage Residents

The District’s Vision Zero

Publish open data, leverage civic expertise
DDOT, OCTO, DMPED, others have held “hackathons” to broaden analysis
- Residents can be valuable partners
Prevent dangerous driving, create a safety culture

- Reinforce travelers’ understanding of the rules of our multi-modal streets
- Expand effective enforcement techniques
- Take advantage of captive audiences
Engineering & Infrastructure

Pilot projects and evaluate impact

• Protected Intersections
• New Protected Bikeways
• Arterial and neighborhood slow zones
• Placemaking and other tactical traffic calming measures
moveDC – Our Vision

The District of Columbia will have a world class transportation system serving the people who live, work, and visit the city. The transportation system will make the city more livable, sustainable, prosperous, and attractive. It will offer everyone in the District exceptional travel choices. As the transportation system evolves over time, the District will:

- Be more competitive and attractive locally, regionally, nationally, and internationally
- Have safer and more vibrant streets and neighborhoods
- Have cleaner air, streams, and rivers, and be more responsive to climate change
- Accommodate the travel needs of all residents, workers, and visitors—regardless of age or ability
“Complete Networks” Framework

• Every non-local street must:
  (functional classification of collector or higher)
  – Prioritize pedestrians;
  – Accommodate vehicles and local deliveries; AND
  – Ideally, support

• One of:
  – PROTECTED bicycle facilities (cycle track or side path)
  – DEDICATED high-capacity transit lane(s)
  – DESIGNATED freight route

• OR several modes in simpler accommodation
### Mobility Index

#### moveDC Plan

<table>
<thead>
<tr>
<th>Mobility Index</th>
<th>% of 2040 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Mobility</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td>9%</td>
</tr>
<tr>
<td></td>
<td>42%</td>
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<tr>
<td></td>
<td>26%</td>
</tr>
<tr>
<td>High Mobility</td>
<td>21%</td>
</tr>
</tbody>
</table>

#### Legend

- Red: Low Mobility
- Orange: Average Mobility
- Yellow: High Mobility
- Green: Blended Approach

- Metrorail Line
- School
- Hospital
Expand treatments that mitigate crashes

- Protected bicycle facilities
- Bicycle-specific traffic signals
- HAWK signals
What’s Next?

• Finalize and release action plan
• Vision Zero Omnibus Legislation and legislation
• New policies and programs
delivers