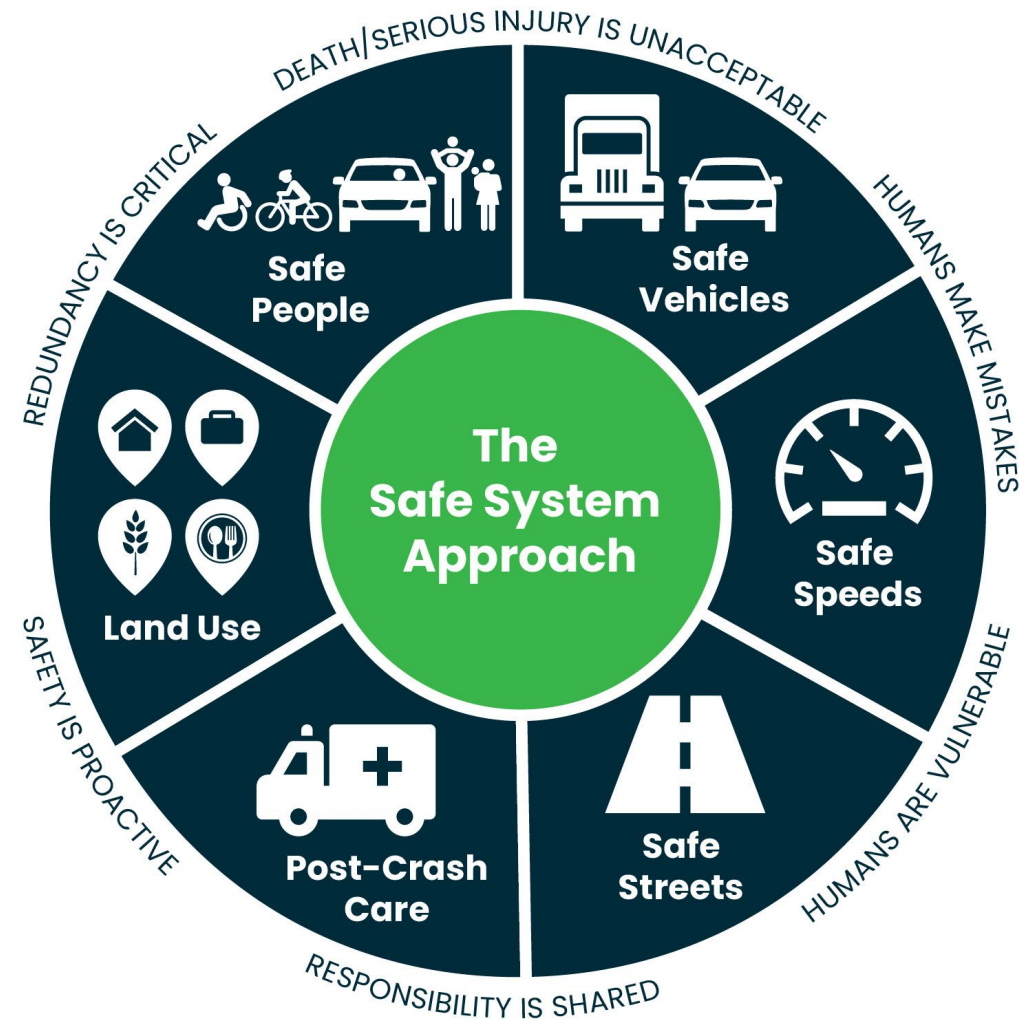


Multimodal Safety Engineering *Annual Safety Program*

Annual Safety Program (Safety Team lead)

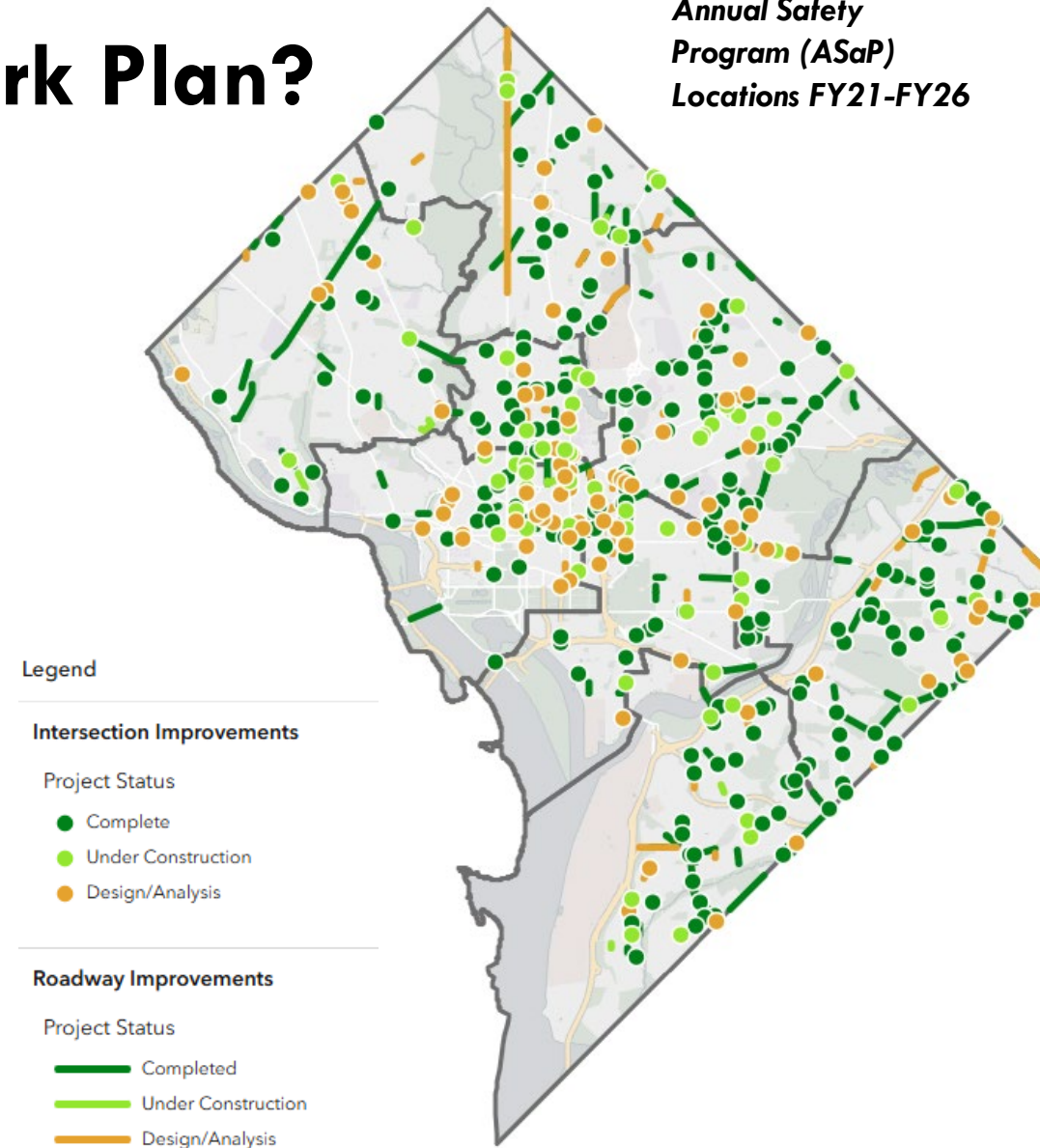
- Every fiscal year, team leads run priority models and review HIN tracker to select project locations that go into the work plan for the Division
- **Locations selected and prioritized based on:**
 - High Injury Network (RSA and Projects)
 - Intersection Priority Model
 - Crash Composite Index
 - Kinetic Energy Factor
 - Vulnerable Road User Model
 - Neighborhood Traffic Calming Requests



What is selected for the Annual Work Plan?

- **2 HIN corridor segments** each year (12-18 months) led by Safety
 - (other HIN projects we are active participants)
- **~ 6 miles of Road Safety Audits** for HIN projects
- **20 Vulnerable Road User Priority** locations
- **10-20 Intersection Safety Improvement** locations
- **20 Resurfacing Safety Improvement** locations
- **30-50 Post Fatal Rapid Response** (all fatal crash locations that have opportunity for targeted and holistic treatment)
- **~800 responsive, prioritized Safety Requests** (200 per quarter)

Annual Safety Program (ASaP) Locations FY21-FY26



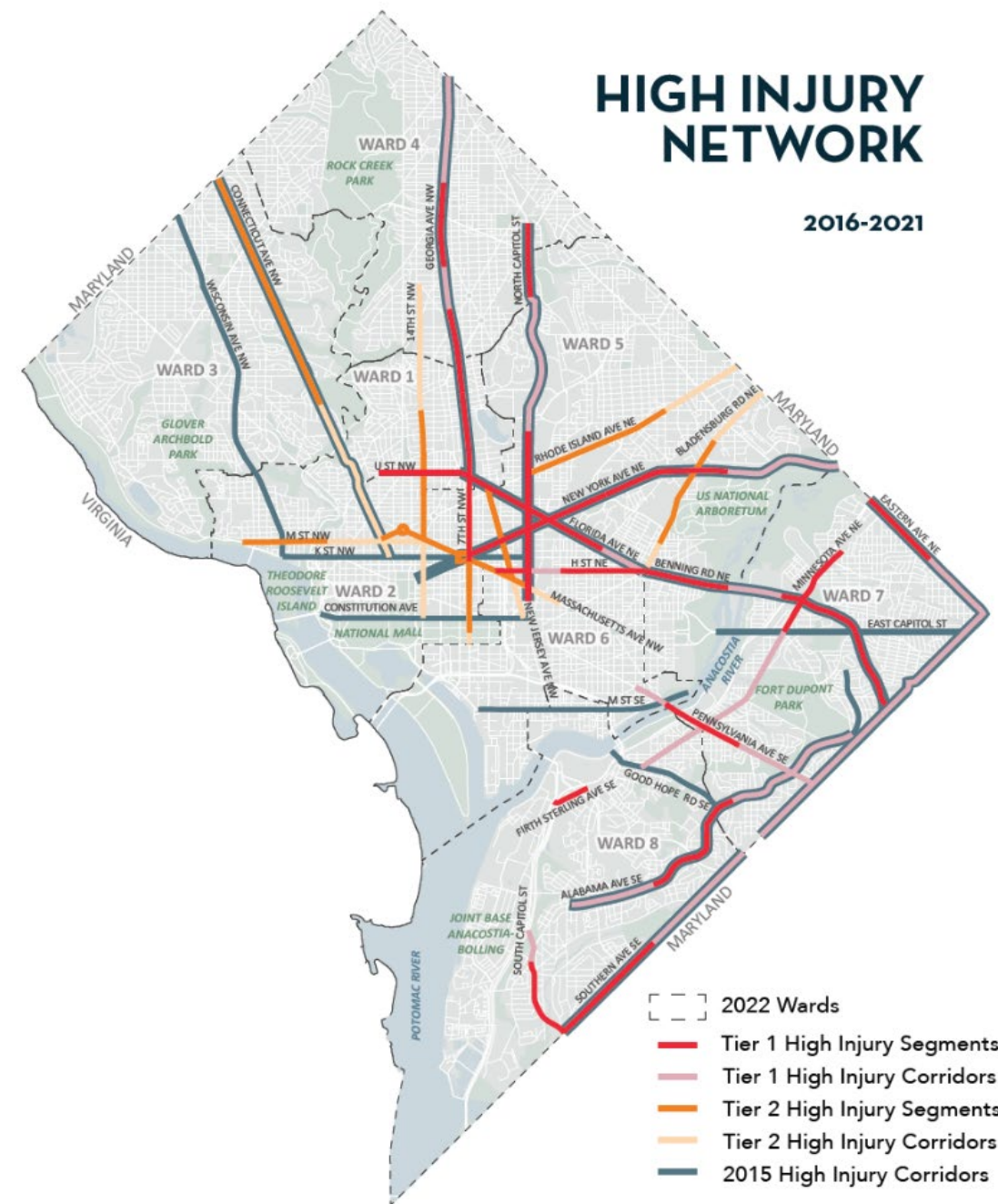
Prioritization Methods

High Injury Network (HIN)

HIGH INJURY NETWORK

2016-2021

- HIN updated every 5 years,
 - Midpoint check in at 2.5 yrs, 2027 for new HIN!
- Tracking activity on segments on the HIN quarterly/annually
- **53% with Active Projects**
- 34% future funded project
- 13% not yet funded



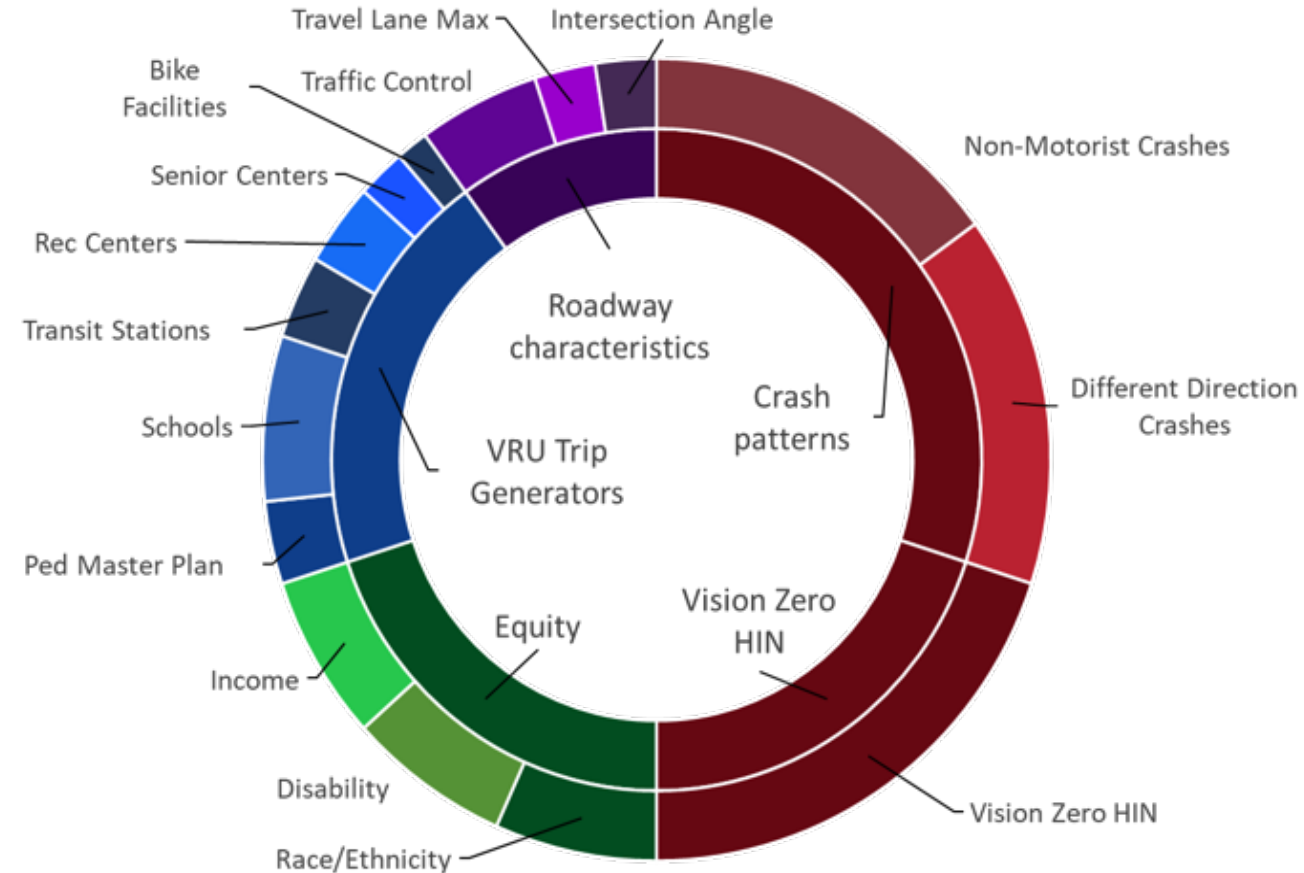
Intersection Priority Model

- **Primary Factors**

- Street Characteristics
- Crash History and Severity
- VRU trip generators
- Equity

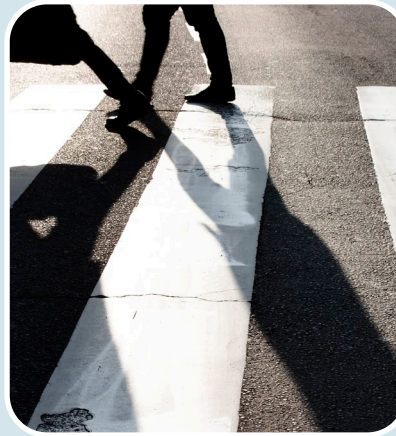
- **Factors are weighted and scored out of 100 then ranked**

- **Top 10- 25 untreated are selected**



Vulnerable Road User (VRU) Priority Model

- Historical VRU crash trend conditions
- Research-backed risk conditions
- Equity



Roadway Characteristics

- Width of Cross Section
- Sidewalk presence
- Speed Limit
- Bike Lane Presence
- AADT

Built Environment Context

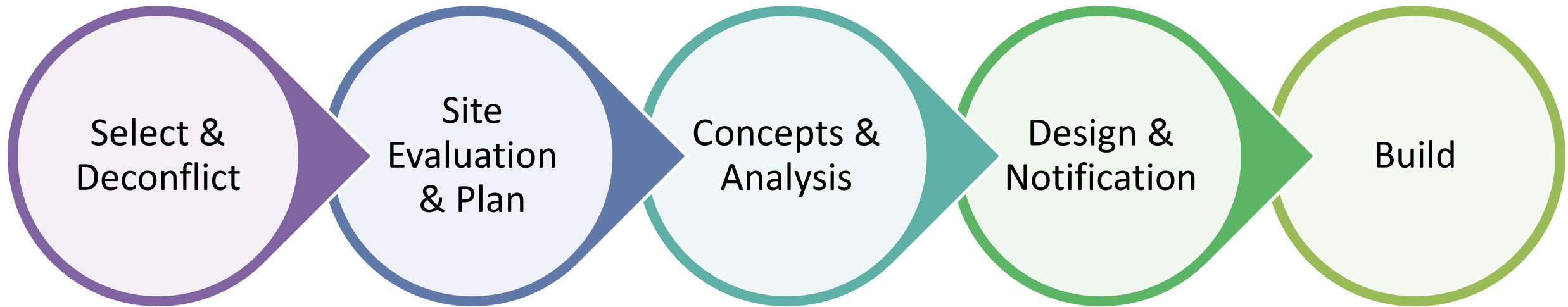
- Bus Stop Presence
- Metro Entrance Presence
- School Presence
- Bars and Nightlife presence

Community Demographics

- Population Density
- Employment Density
- % in Poverty
- % Over 55 in age
- Zero Vehicles %
- Drive Alone Commute

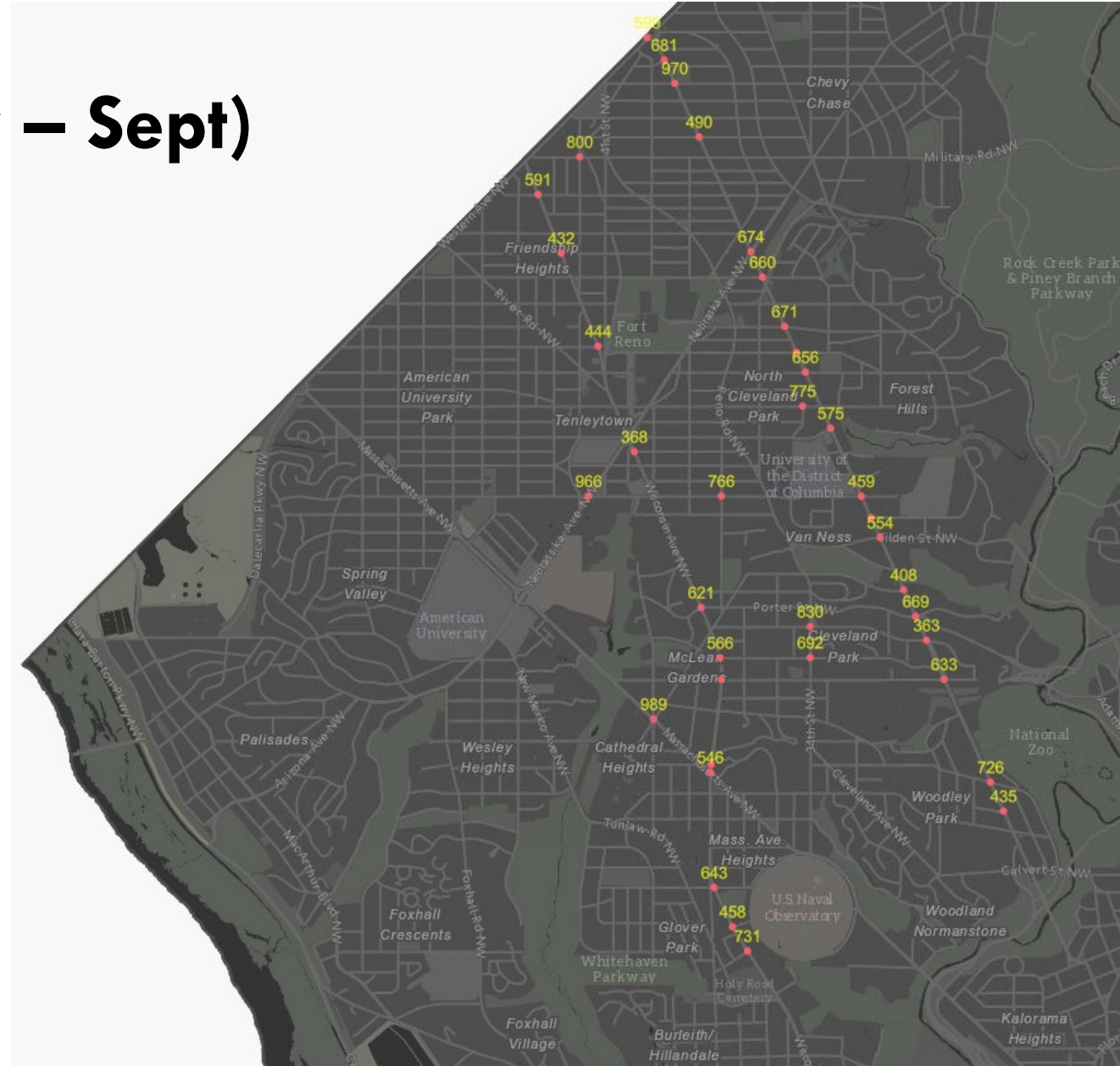
Process

Annual Safety Program Process



Select and Deconflict (July – Sept)

- Run models with updated base level data
- Select top locations that have not yet been treated
- Cursory review for scope needs and appropriate program
- Deconflict locations
- Set final work plan



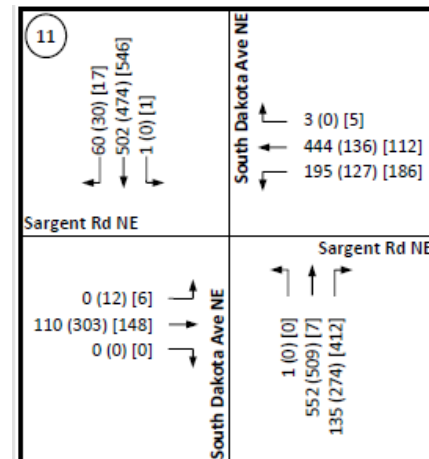
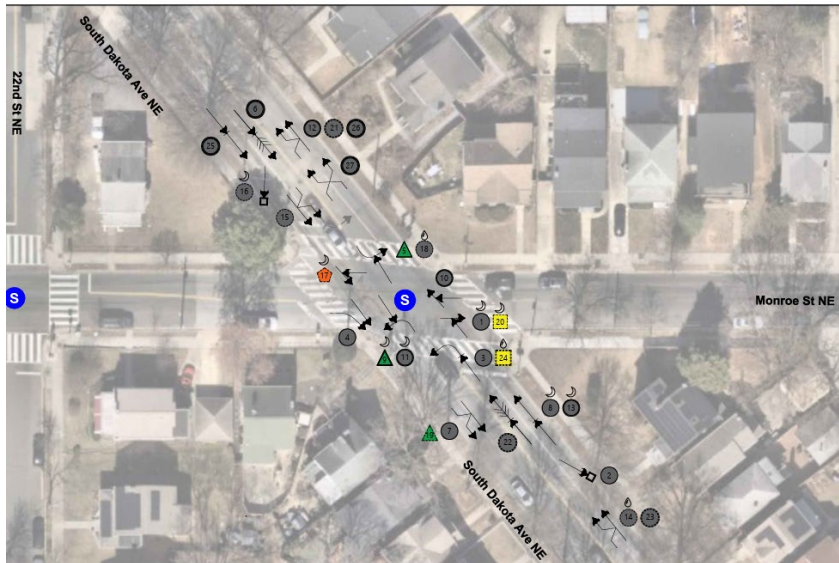
Site Evaluation (Sept - Dec)

- **Desktop Review & Site Visit**

- Missing standard elements
- Context (land use, key pedestrian routes)
- Site visit at peak time of day

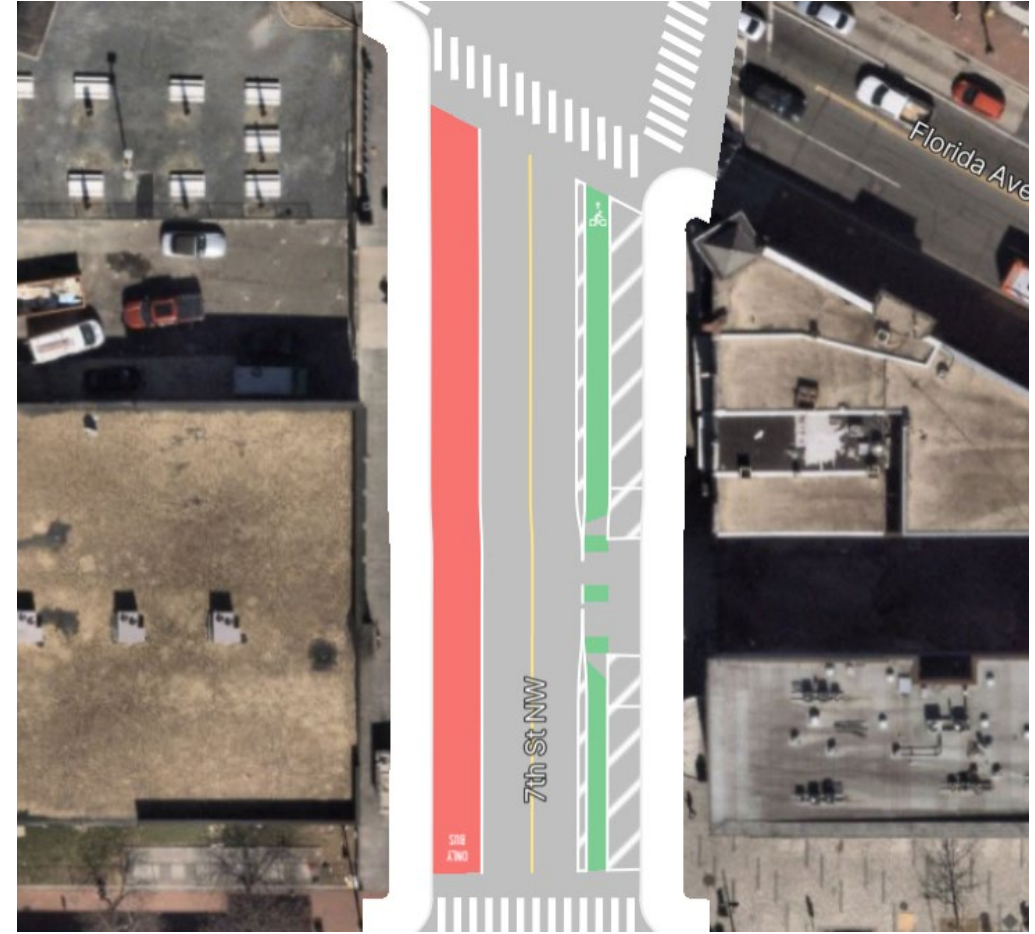
- **Gather/Collect/ Review**

- Crash data
- Traffic data
- TSIs entered
- ANC resolutions
- Any completed or active projects



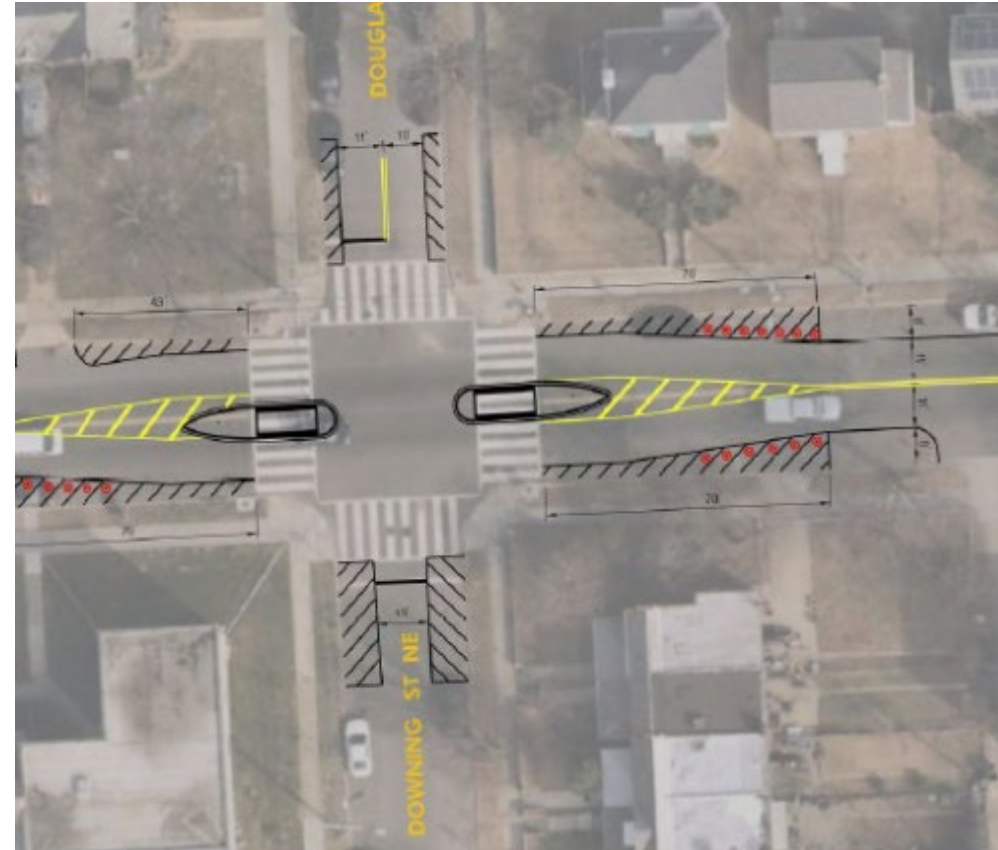
Concepts and Traffic Analysis (Dec-Feb)

- Develop countermeasure recommendations to address safety issues
- Determine concept(s)
- Conduct traffic analysis on each concept as necessary
- Present findings to group/ internal stakeholders for feedback
- Select Final Concept



Design and Notification (Feb - March)

- Begin design/work order creation
 - Review with internal stakeholders
- Issue required NOIs with diagrams
 - Collect comments, and present those collected
 - If changes requested, discuss with group go/no go
- Respond to comments



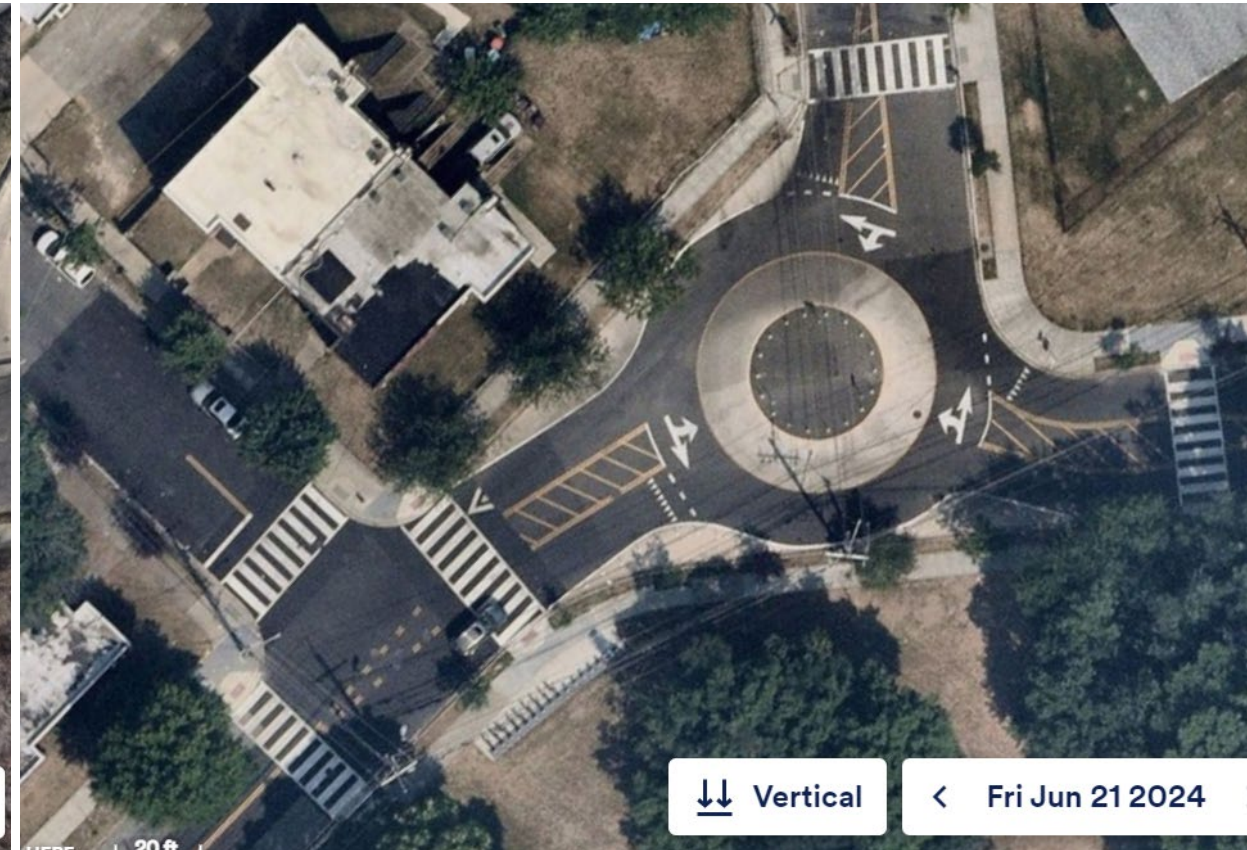
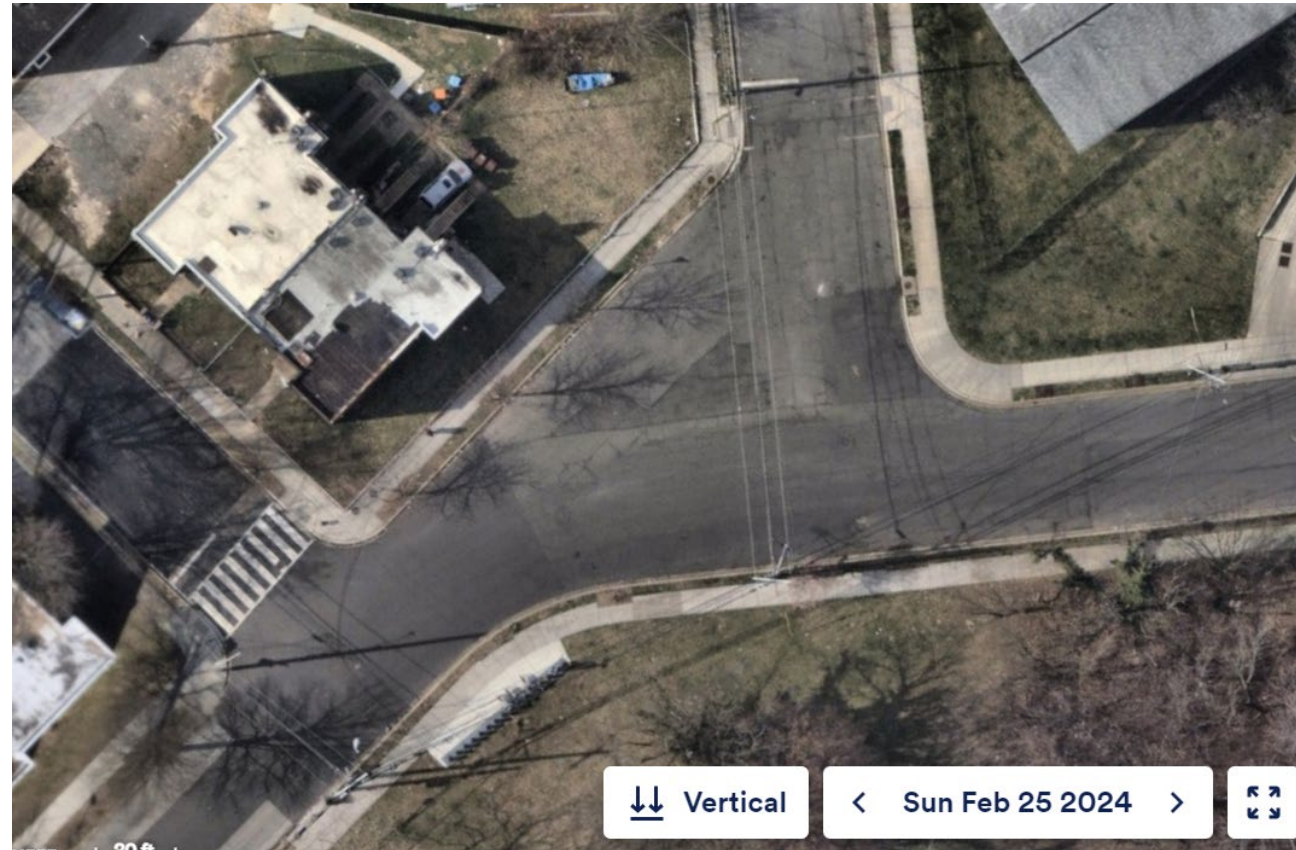
Adjust and Build (March - October)

- Make necessary adjustments to design
 - Issue revised NOIs if needed
- Finalize design and work orders
- Schedule handoff meetings with Construction
- Send design plans/work orders
- Track installation progress

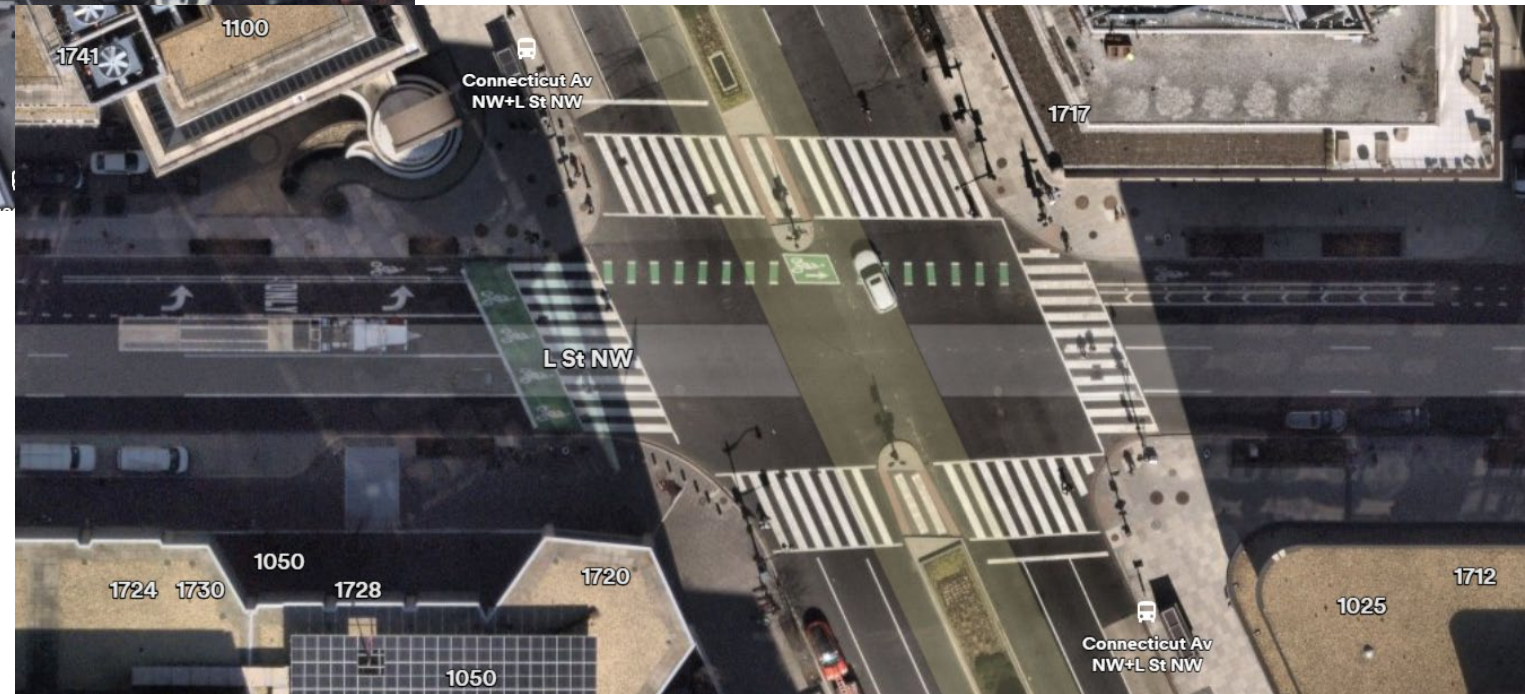


Examples

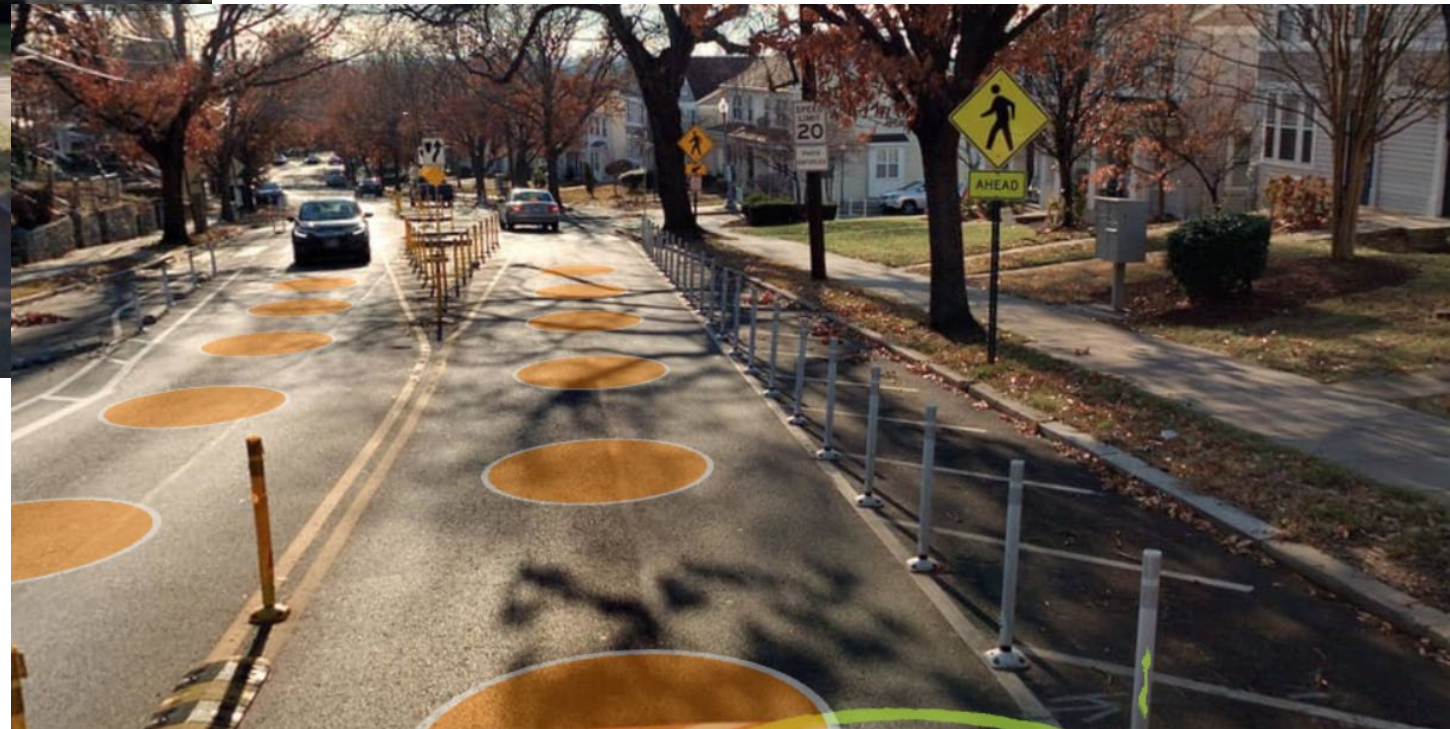
Annual Safety Program



Annual Safety Program



Annual Safety Program



Annual Safety Program



Annual Safety Program



Before



After





District Department of Transportation

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