Transparent Data:
How Public Accountability Builds Support & Produces Better Results

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District Department of Transportation
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photo: @dcfireems

On Average, in 2016,
one traveler died on the
District's streets
every 13 days

VISION
Z★★★RØ
SAFE STREETS FOR WASHINGTON, DC

"*The greatest value from the District's investment in data can only be realized when enterprise datasets are freely shared among District agencies, with federal and regional governments, and with the public to the fullest extent consistent with safety, privacy, and security.*"

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"Shared" means that enterprise datasets shall be:

1. Open by default, meaning their existence will be publicly acknowledged, and further, if enterprise datasets are not shared, an explanation for restricting access will be publicly provided;
2. Published online and made available to all at no cost;
3. Discoverable and accessible;
4. Documented;
5. As complete as can be shared;
6. Timely;
7. Unencumbered by license restrictions; and
8. Available in common, non-proprietary, machine-readable formats that promote analysis and reuse.

2016
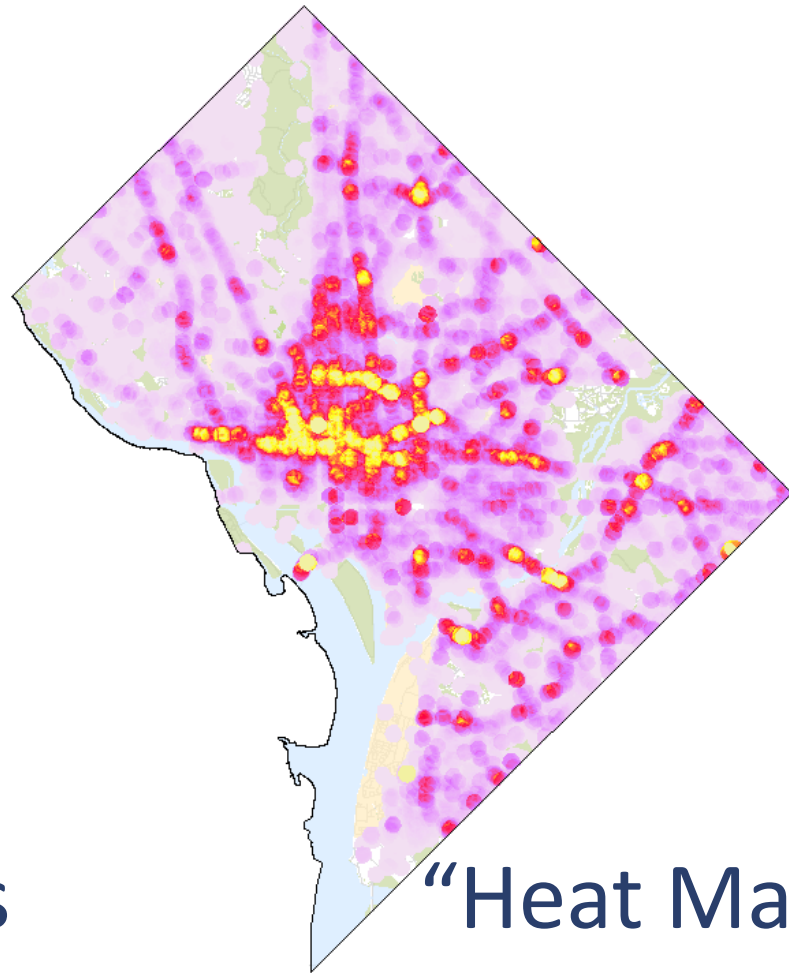
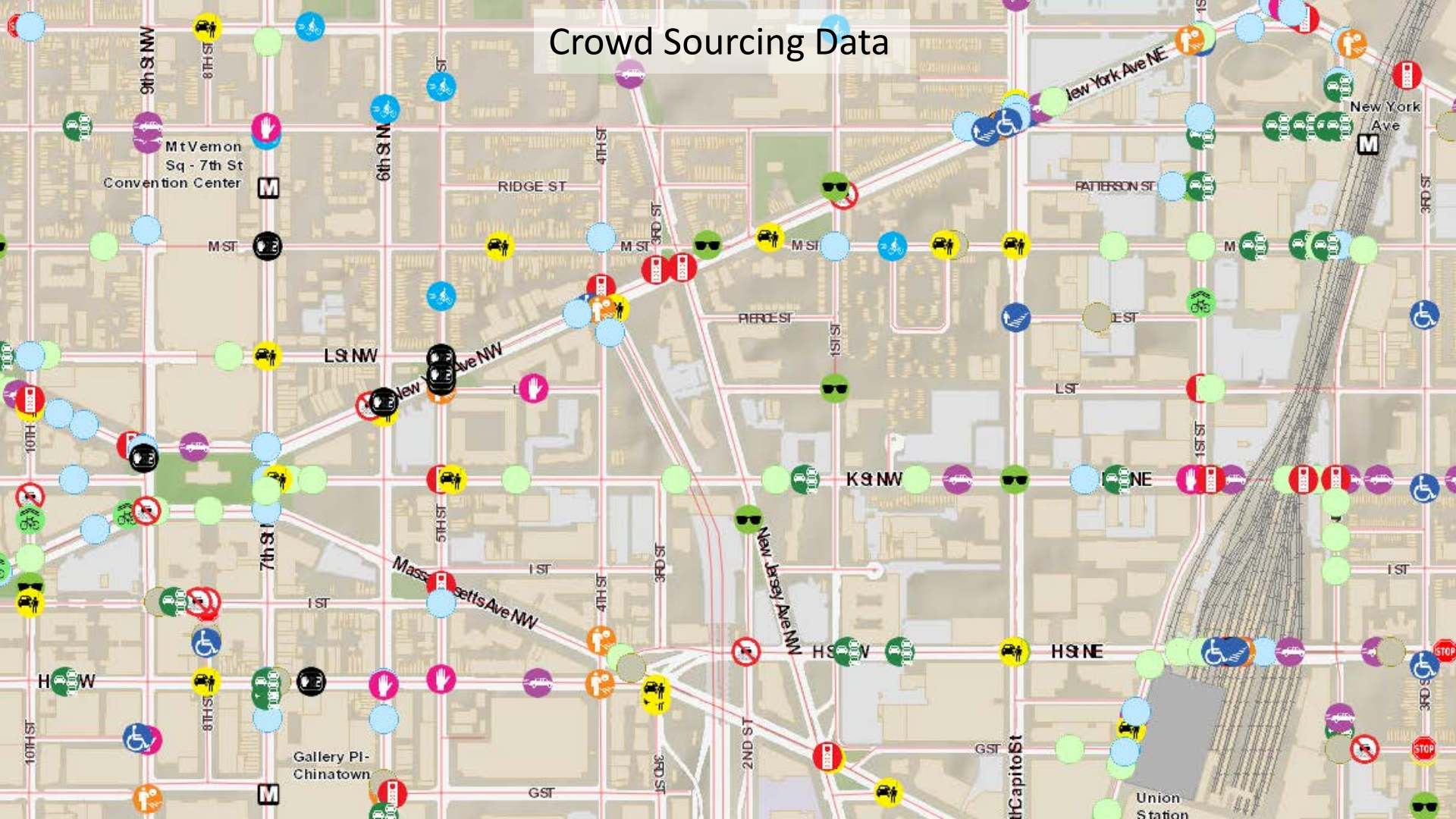Every crash is published in open format and geo-coded within 24 hours
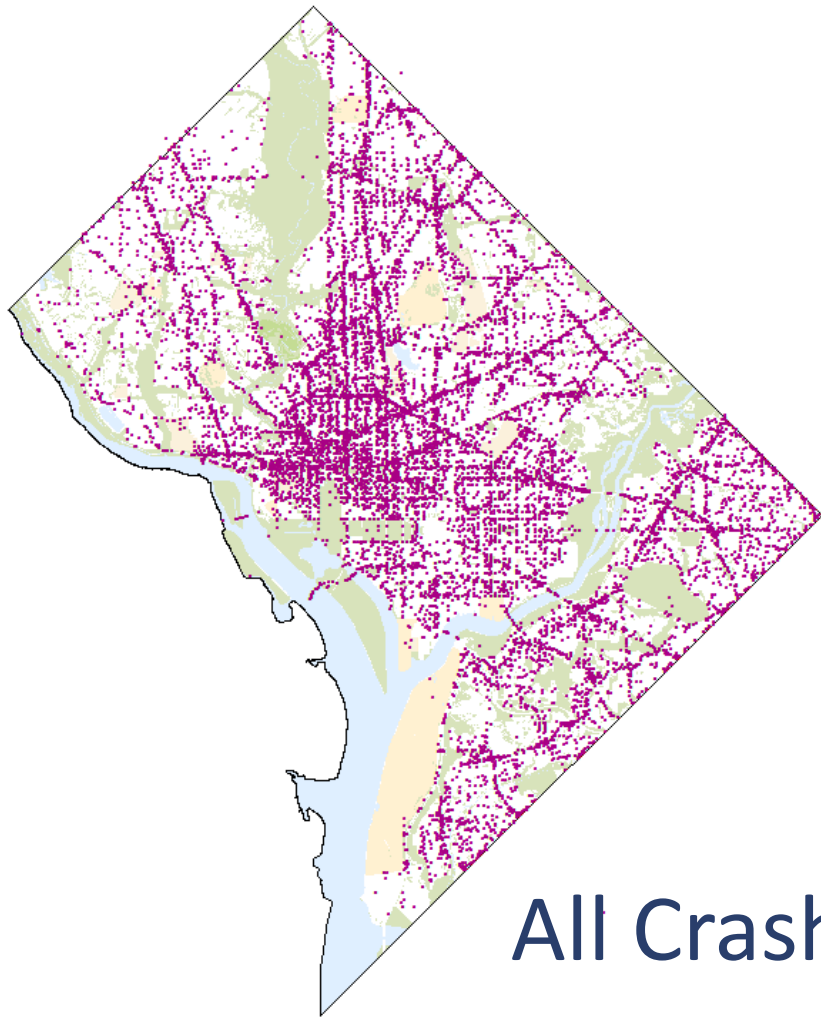
All Crashes

"Heat Map"

Crowd Sourcing Data

Crowd Sourcing Data

District of Columbia Open Data

‹ Vision Zero Safety (Transportation)

Download Dataset ▾   APIs ▾

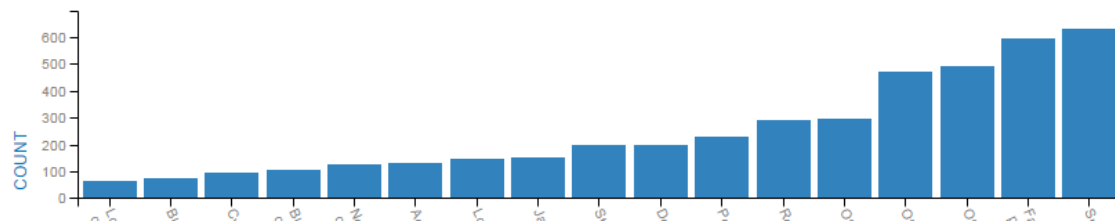Details   Table   **Charts**

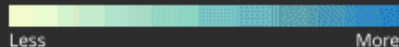## CHART DATA

REQUESTTYPE ▾

STYLE

Crashes in DC

Crash data (2014-2017)
Source: opendata.dc.gov

Zoom out for high level overview, zoom in for more details.

Frequency of crashes

Less   More

View crashes involving:

- ● All modes
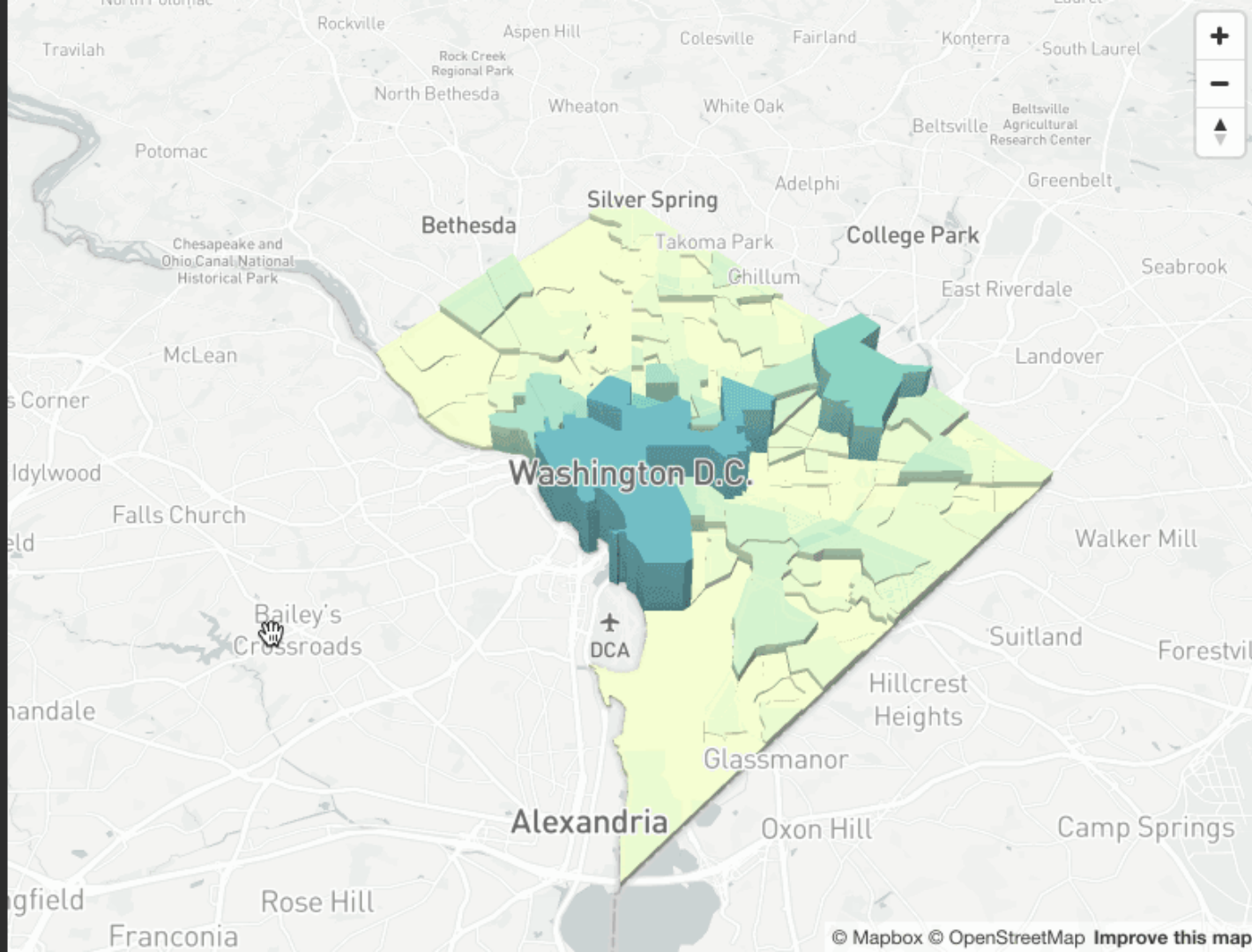- ○ Bicycles
- ○ Pedestrians

Level of detail:

- ● Census tracts
- ○ Census blocks
- ○ Street level (individual)

☐ **Show high-risk intersections**

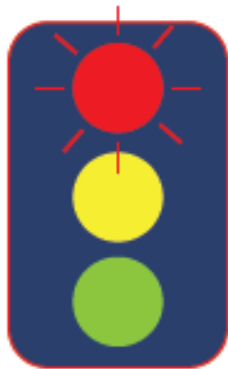Risk for intersections is calculated using a custom collision frequency model with open data sources.
Read more.

© Mapbox © OpenStreetMap **Improve this map**

14 Million Moving and Non-Moving Violation Records Published

79 Speed Cameras   44 Red Light   6 Oversize   8 Stop Sign

WHY NOT PARK IN THE BIKE LANE? YOU PROBABLY WON'T GET A TICKET.

September 8, 2016 | Colin Browne

Why? Because it's easy to get away with it.

The District Government recently released another wave of public information to their open data web portal. Included in the release is data on moving and parking violations. The Open Data DC website allows you manipulate the data in a web interface or on a map.

Bike lane parking enforcement is perfunctory at best:

If you've ever come across a blocked bike lane while riding, you understand instinctively why it's not safe. You're forced to exit the bike lane into a lane of (often) fast moving traffic. It's an abrupt, unexpected transition from a lower stress riding situation to a high stress one. Of the 723,237 parking tickets issued in this 5 month period, only 2,420 were for parking in bike lanes. That's about 3 out of every 1,000 tickets.

That comes to about 16 tickets per day, spread over more than 70 miles of bike lanes, or **one ticket per day for every 4.5 miles of bike lane.**

For some handy context: 4.5 miles is the length of the 14th Street bike lane that extends (with a few notorious gaps) from Thomas Circle to Aspen Street NW at the old Walter Reed Center. Or a complete loop down the lengths of the Q and R Street NW bike lanes.

If you've ridden any portion of those bike lanes recently, you'll understand the scope of the enforcement failure here. In about half an hour, you could ride either stretch just once and encounter a dozen places where the bike lane has been blocked by a delivery truck, a cab or ridesharing vehicle, or just a driver too impatient to find a proper parking space.

Heck, on 17 days so far this year, there were ZERO bike lane parking tickets issued. We find it difficult to believe that there were 17 days without a single car parked in a bike lane.

Access to Data has changed internal culture, priorities

Better evaluation, prioritization