

A PLAN OF ACTION



VISION
ZERO
SAFE STREETS FOR WASHINGTON, DC



December 2015

d.

WE ARE
WASHINGTON
DC



GOVERNMENT OF THE
DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

No loss of life is acceptable



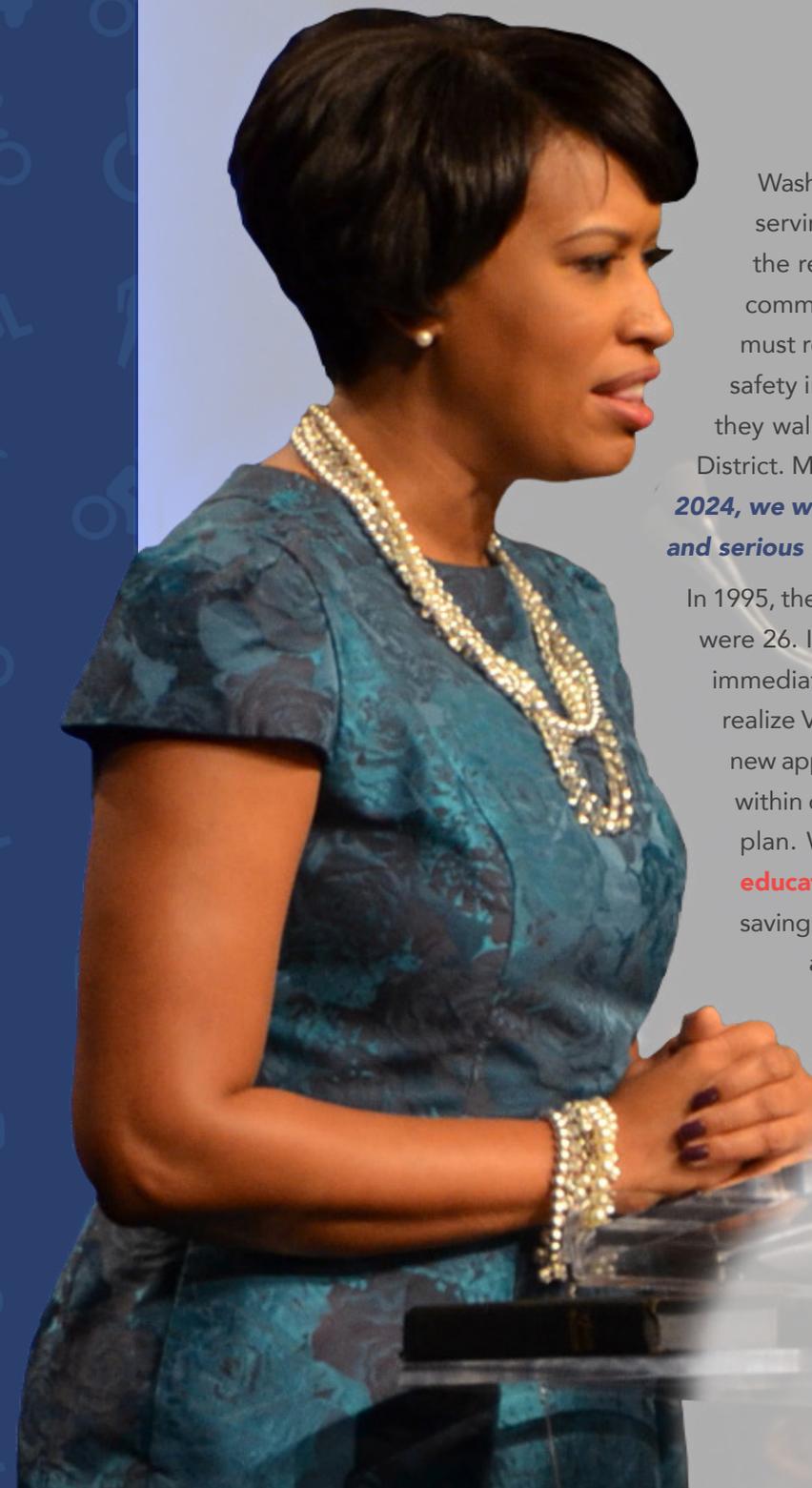
MY PLEDGE

Washington, DC is home to a world-class, multi-modal transportation network serving residents and businesses in all eight wards, workers from around the region, and visitors from around the world. The District of Columbia is committed to the safety and well-being of the public and the streets we travel must reflect that commitment. I have made clear my vision for transportation safety in in the District. We will safeguard the lives of residents and visitors as they walk, wheel, bike, ride transit, drive, park, and take taxis throughout the District. My Vision Zero pledge to residents and visitors alike is this: ***By the year 2024, we will do everything in our power to eliminate transportation fatalities and serious injuries, because no loss of life is acceptable.***

In 1995, the District suffered 62 traffic fatalities. In 2005, we saw 49. Last year, there were 26. In 2015 we set our course for zero. This action plan contains the most immediate and impactful strategies and commitments of District agencies to realize Vision Zero. While we have always prioritized safety, Vision Zero marks a new approach to our transportation challenges, and a renewed sense of urgency within our city. More than 30 District Government agencies contributed to this plan. Working together, these agencies have devised strategies to better **educate** stakeholders and grow a safety culture; more effectively **enforce** life-saving laws; enhance the **design** of our complete streets; and collect, leverage, and share crucial safety **data**. Most importantly, this plan draws upon our greatest asset: you. We have seen the hazardous locations you have identified. We have heard the dangerous behaviors you have described. Now is the time for all of us to take action.

More people are traveling in the District than ever before. We are all in this together: all eight wards; all modes; all ages, abilities, and addresses; and all agencies. No matter how you travel, you will be able to safely navigate our great city. I know we can get there together.


Mayor Muriel Bowser



THE ADMINISTRATION'S CØMMITMENT



We dedicate our staff to pursue and lead the strategies within this Action Plan.

Through Vision Zero, we commit to:

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



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EVERYONE NEEDS

SAFE STREETS

Serious crashes happen everywhere in the District; in every ward, on nearly every street. 45 percent of the residents we surveyed know someone who has been killed or seriously injured in a crash.

Vision Zero aims to protect everyone in the District, regardless of where you live or how you travel.

This Action Plan is the result of the ideas, feedback, and input of numerous transportation safety advocates, community organizations, and our residents. It is our playbook for the first years of Vision Zero.

We specify quantifiable goals and timeframes for implementation. This Action Plan will guide the work of District agencies and partners, as well as encourage stakeholders to hold each other accountable for progress.

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WHAT IS VISION ZERO



The goal of Vision Zero is straight-forward: zero fatalities and serious injuries in our transportation system, because no loss of life is acceptable. Vision Zero was first adopted in Sweden in 1997. Since then, fatal and serious injuries in Sweden have consistently declined, despite a regular increase in people driving, walking, biking, and using transit.

In American cities, Vision Zero is a new philosophy and approach to traffic safety. Under Vision Zero, the design, operation, and support of our transportation network will reflect the fact that humans are not perfect. Travelers inevitably make mistakes resulting in traffic crashes. We do not need to accept that those crashes will inevitably lead to fatalities. Using a holistic set of tools that incorporates the disciplines of engineering, evaluation, law-enforcement, and education, **Vision Zero will eliminate all transportation-related fatalities and serious injuries on our streets by the year 2024.**

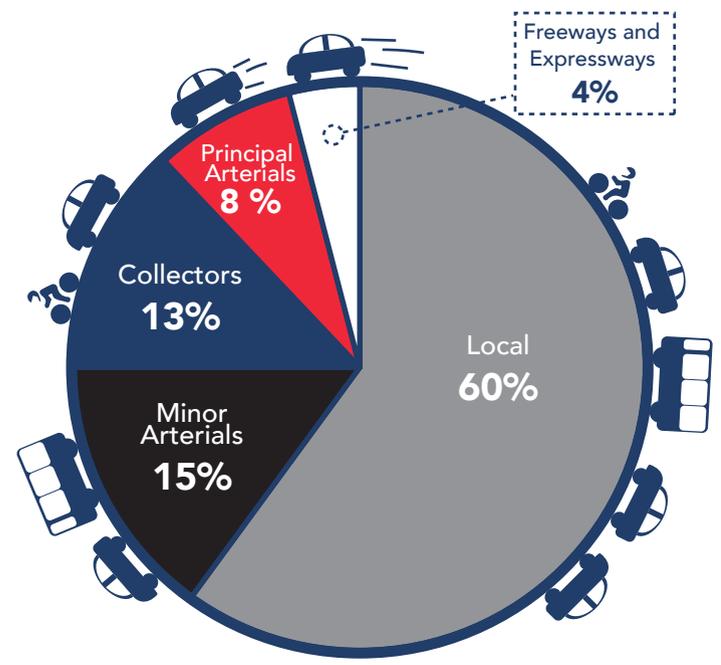


VISION ZERO WHY NOW?

The Vision Zero philosophy requires safe conditions and responsible behavior for all travelers. Safety data indicates that the drivers and occupants of cars, trucks, motorcycles, and other motorized vehicles have been seriously and fatally injured on our streets. The strategies of this Action Plan aim to protect any and all travelers, while prioritizing policies and programs in the locations where they can have the greatest impact.

INFRASTRUCTURE BY THE NUMBERS

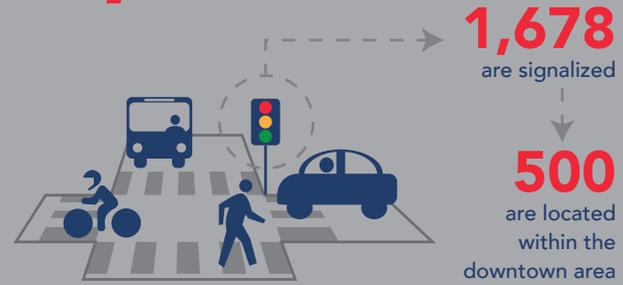
THE DISTRICT HAS
1,153 ROAD MILES



THE DISTRICT
ROADWAY SYSTEM
INCLUDES:



7,700 INTERSECTIONS



Vision Zero touches everyone. Safety data indicates that there are particularly vulnerable users of our transportation system: pedestrians of all ages and abilities (including people with mobility challenges) and people on bicycles. However, drivers and passengers in cars, trucks, motorcycles, busses, and other motor vehicles are killed and seriously injured each year on our streets.

VISION ZERO IS A REGIONAL CHALLENGE

The approximate 660,000 person population of the District nearly doubles during the work day as residents of the region travel toward the Central Business District and other job centers. Virginia and Maryland drivers (combined) are involved in more than 40 percent of all crashes in the District. Moreover, 34 million tourists visited the District in 2012, adding to the daily volume of travelers. Many of the strategies in this plan can and must be coordinated regionally to achieve the vision.

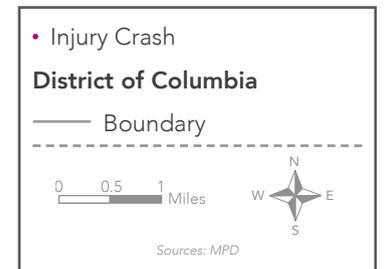
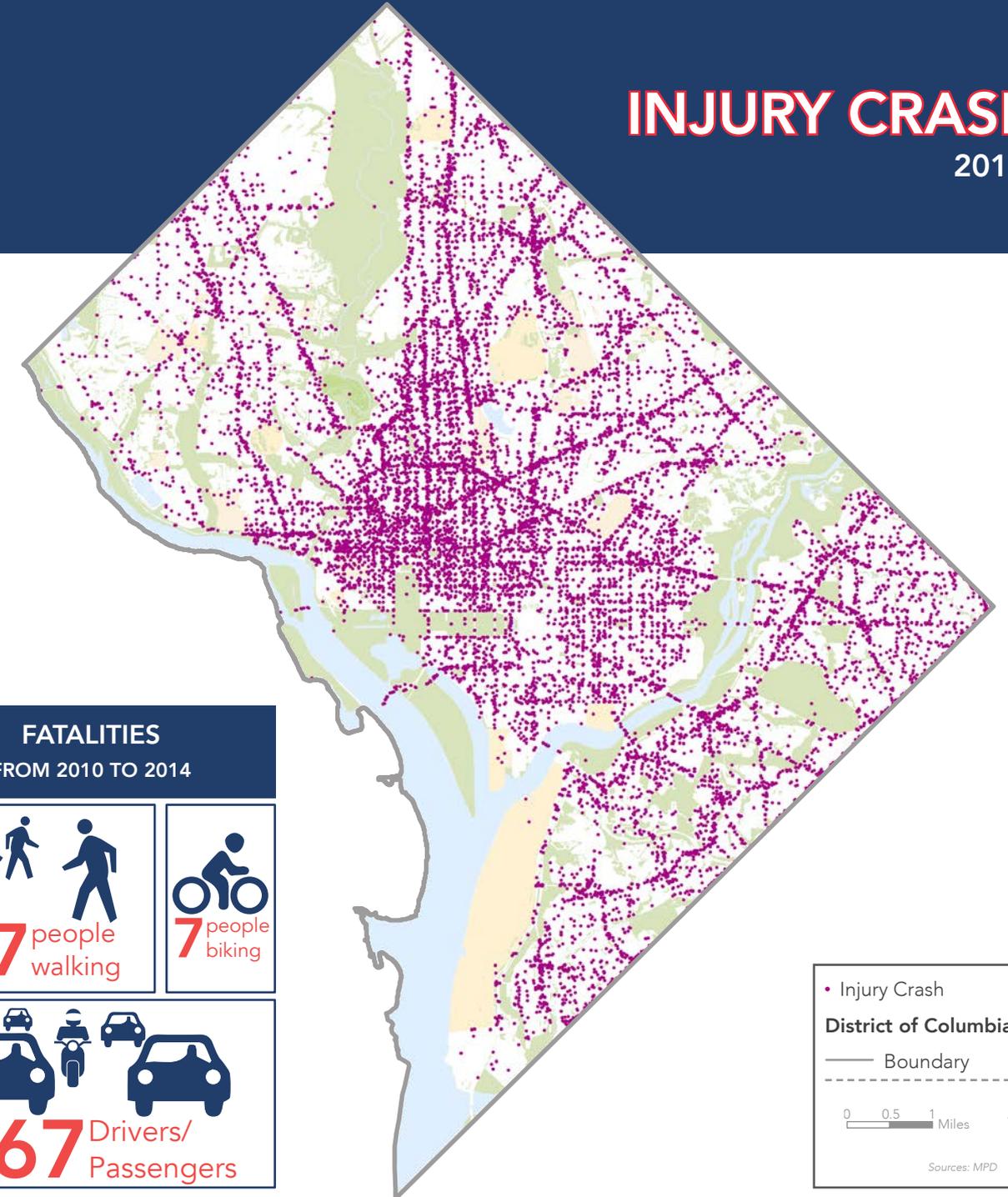
CRASHES BY STATE ISSUED DRIVER'S LICENSE

Jurisdiction	Percentage of Collisions		
	2011	2012	2013
DC	35.6%	40.3%	36.5%
MD	37.3%	34.8%	31.5%
VA	14.1%	14.0%	12.7%
Other	8.9%	8.6%	11.4%
Unknown	4.1%	2.3%	7.9%
Total	100%	100%	100%

Source: District Department of Transportation 2015 Strategic Highway Safety Plan

INJURY CRASHES

2010-2014



ACTION PLAN PROCESS



In February of 2015, Mayor Bowser launched Vision Zero, joining with mayors across the country in response to U.S. Transportation Secretary Anthony Foxx's Mayors' Challenge for Safer People and Safer Streets.

In the following months, District agency workgroups convened to discuss safety strategies, while residents shared their concerns and suggestions regarding specific locations. District officials continue to learn from peer cities and focus on early implementation of safety programs and policies. Advocates provided feedback on preliminary Action Plan strategies. The final strategies in this Action Plan reflect all of these valuable perspectives.





ALL HANDS ON DECK

INTERAGENCY WORKGROUPS

Aided by the District's 2014 Strategic Highway Safety Plan, four interagency workgroups met monthly throughout the spring and summer of 2015 to discuss the most impactful and immediate strategies necessary to meaningfully reduce the frequency and severity of traffic crashes. Those workgroups brainstormed ideas related to **engineering, evaluation and data, enforcement, and education.**

Many of the strategies in this plan will build on existing programs and some have already begun implementation. To achieve Vision Zero, this Action Plan will need to be revisited on a regular basis to ensure the District continues to lead the way on transportation safety.

DATA

The data workgroup focused on methods of collecting, sharing, maintaining, and improving data collection, availability, and use in enforcement, education, and engineering strategies.



ENFORCEMENT

The enforcement workgroup focused on strategies to more effectively enforce traffic laws and regulations.



EDUCATION

The education workgroup identified tools to educate District residents about traffic laws and safe behaviors for travelers of all ages and abilities.



ENGINEERING

The engineering workgroup developed road design techniques and infrastructure to make streets safe for all users.





WHAT WE HEARD

PUBLIC ENGAGEMENT

In developing this Action Plan, we conducted 10 community events at outdoor locations near busy transit hubs and high-pedestrian traffic intersections in all eight wards of the District. Through these events, we reached residents and visitors of diverse backgrounds to hear about safety concerns.

To reach even more people, we developed a crowdsourced Safety Map, which allowed people to geographically identify a hazardous location and describe the problematic behaviors or conditions they experience. Nearly **2,700 people completed surveys at our Vision Zero community events**. Across all eight wards and all age groups, people agreed their top safety concerns are (1) drivers speeding, (2) distracted drivers, and (3)

travelers of all kinds ignoring traffic signals. 16 percent of our participants reported that they have been seriously injured in a traffic crash and 47 percent of those injuries were to people walking or biking. Vision Zero touches us all: 45 percent of our participants know someone who has been killed or seriously injured in a traffic crash. Appendix B contains more detailed results from our survey.

TOP 3 CONCERNS

#1 CONCERN

Distracted Drivers

#2 CONCERN

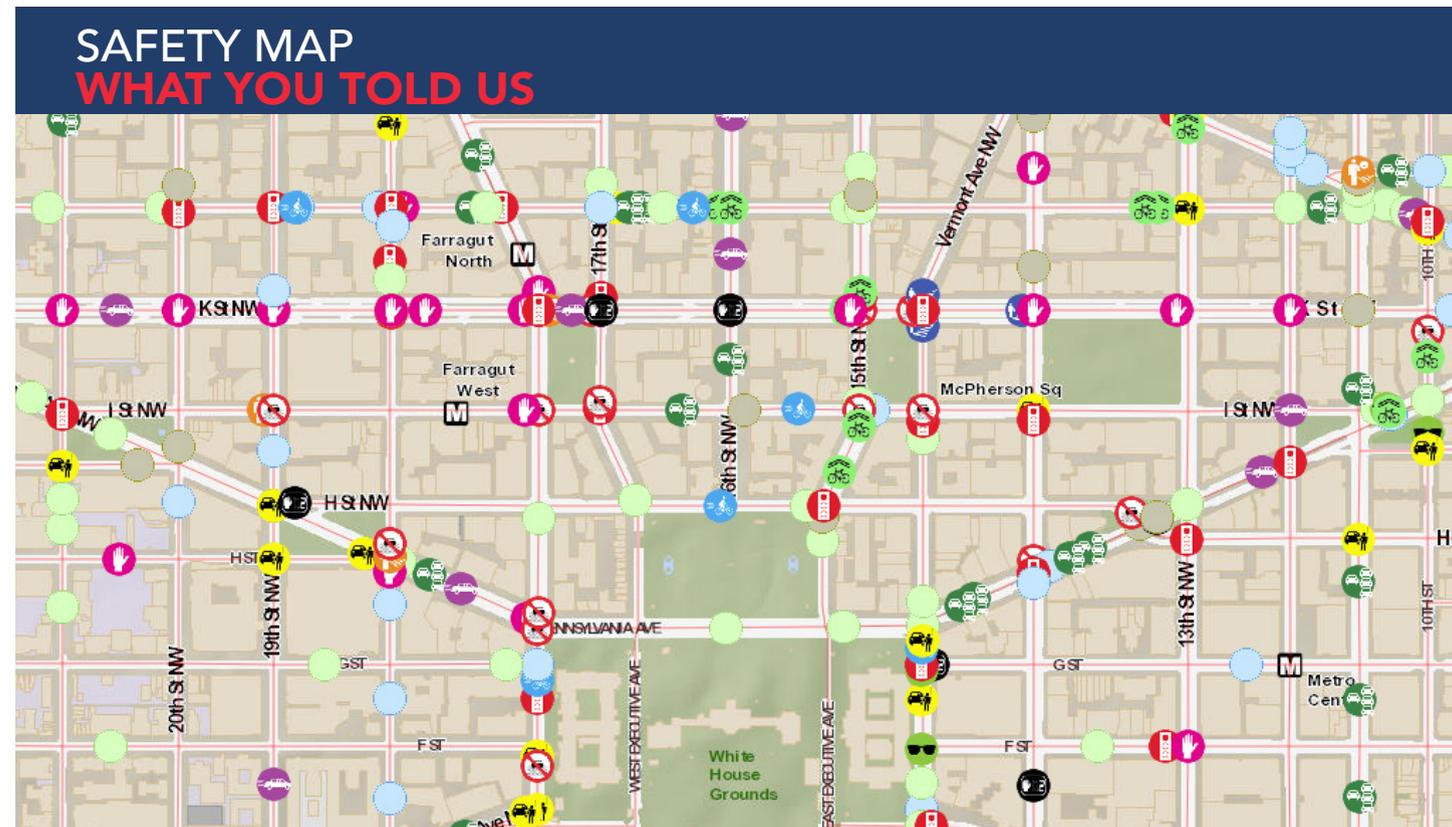
People Ignoring Traffic Signals

#3 CONCERN

SAFETY MAP

Unreported crashes, near hits, and other potentially hazardous conditions are not captured in crash statistics. The Safety Map used user experiences to identify risks that would not otherwise be reflected in crash analysis.

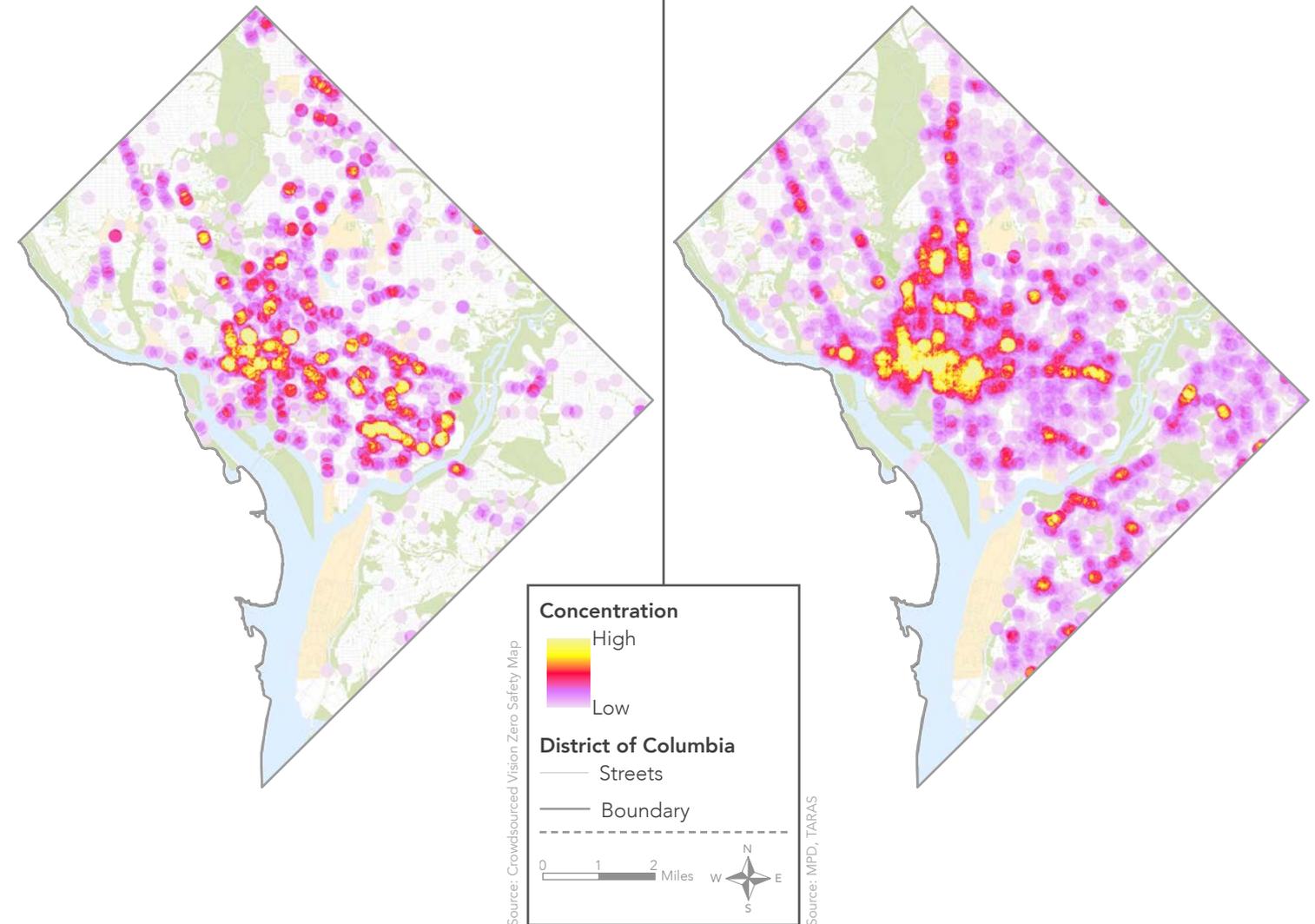
As of November 3, 2015, our online Safety Map captured 2,380+ concerns from people walking, 1,330+ concerns from people biking, and 680+ from people driving. The safety map is also limited. More people identified issues in downtown and the northwest part of the District, even though crash data shows serious safety issues in outer Northeast and Southeast. The safety map provides a useful tool and greater participation can enhance our data over time. The side-by-side maps on the following pages isolate concerns and crashes by mode to compare issues geographically. Going forward, the combination of user experience and aggregated crash data will help provide a more detailed picture of safety.



HAZARDOUS LOCATIONS FOR PEOPLE WALKING

CONCERNS FROM SAFETY MAP 2015

CRASHES REPORTED 2010-2014



HAZARDOUS LOCATIONS FOR PEOPLE BIKING

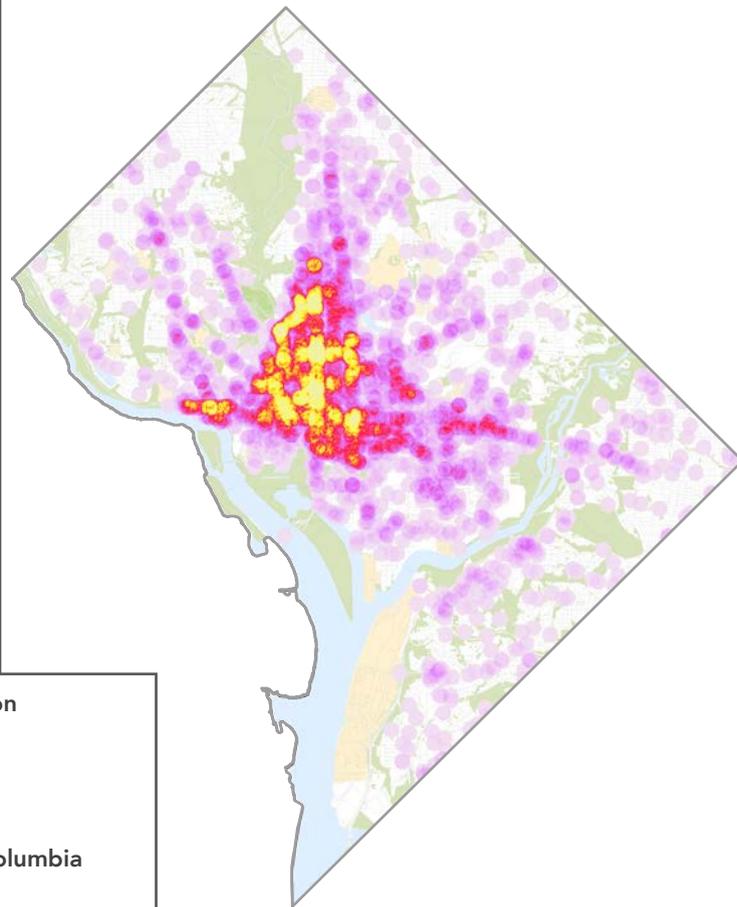
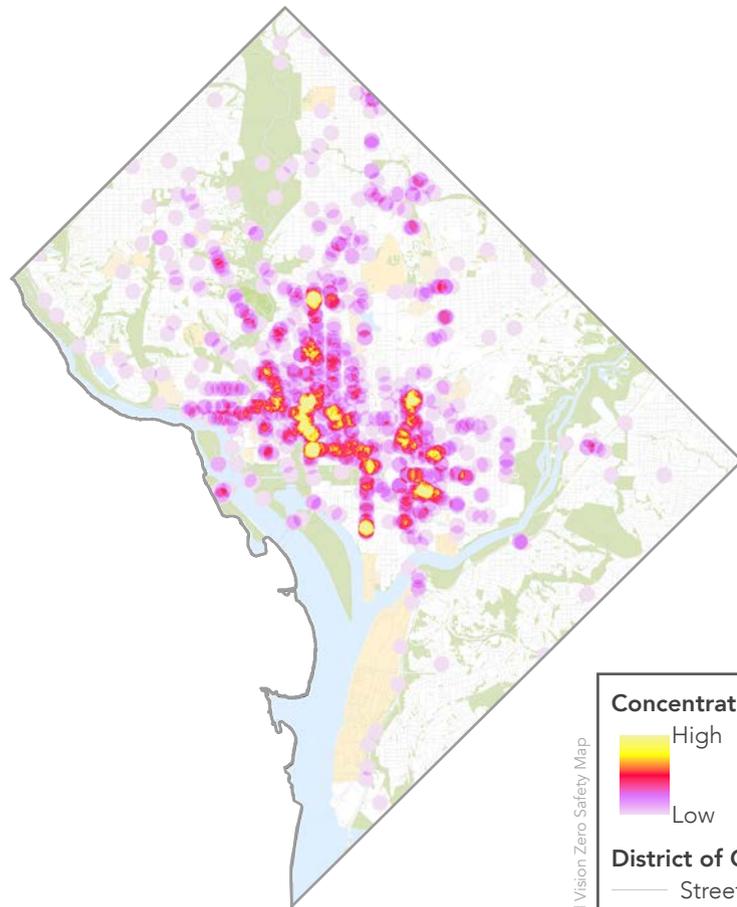
HAZARDOUS LOCATIONS FOR PEOPLE DRIVING

CONCERNS FROM SAFETY MAP 2015

CRASHES REPORTED 2010-2014

CONCERNS FROM SAFETY MAP 2015

CRASHES REPORTED 2010-2014



Source: Crowdsourced Vision Zero Safety Map

Concentration

High

Low

District of Columbia

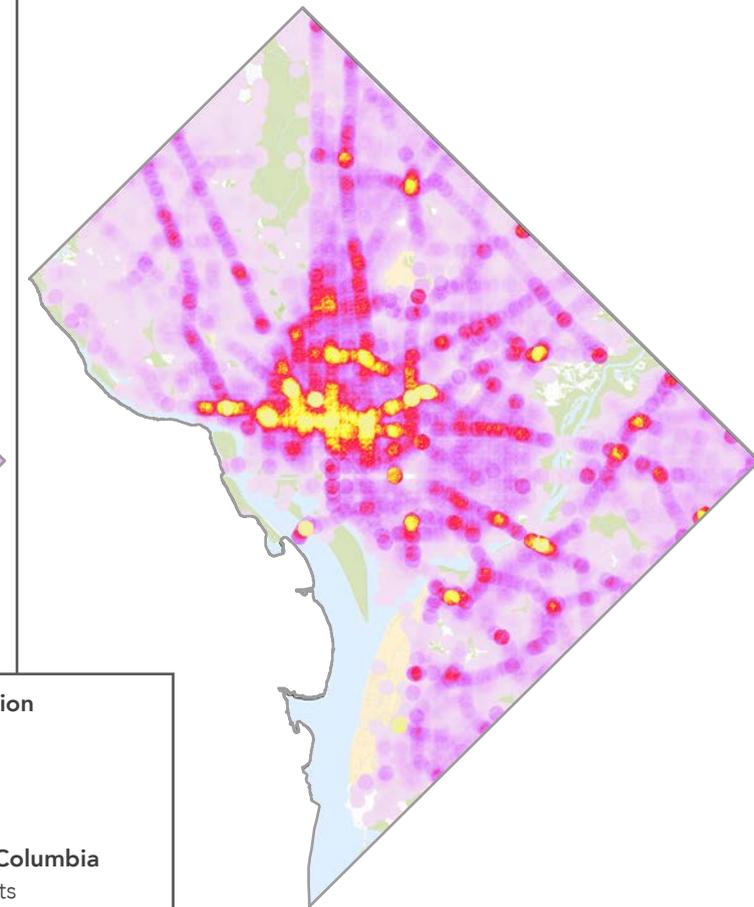
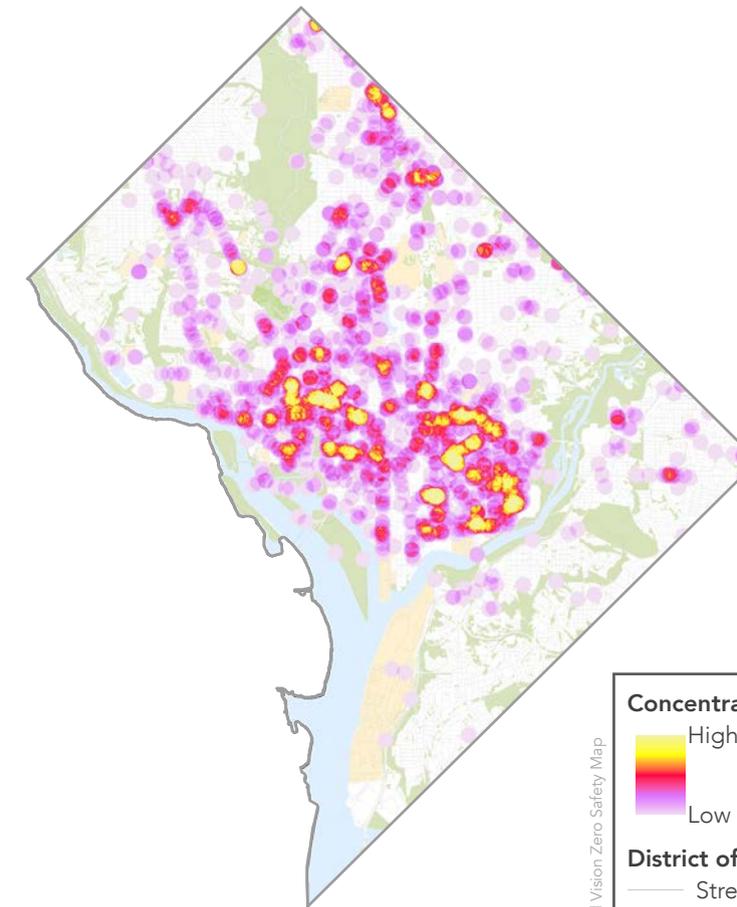
Streets

Boundary

0 1 2 Miles

W N E S

Source: MPD, TARAS



Source: Crowdsourced Vision Zero Safety Map

Concentration

High

Low

District of Columbia

Streets

Boundary

0 1 2 Miles

W N E S

Source: MPD, TARAS



EXPANDED SAFETY DATA ANALYSIS

The planning process also included delving deeper into safety data to explore connections between crashes and other factors. As we take a proactive approach to traffic safety, we will need to improve both the data and our analytical framework to achieve the vision.

DDOT previously studied the impact of photo enforcement and found a reduction of crashes at locations where photo enforcement was deployed. As shown in the following table, total crashes were reduced by over 16 percent and the number of injuries were reduced by over 20 percent from 2012 to 2014. Mapping all crashes against photo enforcement efforts to prevent dangerous driving show how photo enforcement has been deployed in and around crash hot spots. Continuing to base photo enforcement deployment on safety data will continue the progress of recent years.

TYPE	BEFORE	AFTER	CHANGE	%REDUCTION
Total crashes	2,240	1,863	-377	16.8%
Injury crashes	840	673	-168	20.0%
Number of injuries	1,251	996	-255	20.4%

Source: Speed Limit and Safety Nexus Studies for Automated Enforcement Locations in the District of Columbia, 2014

Crashes were reduced at locations where photo enforcement was deployed.

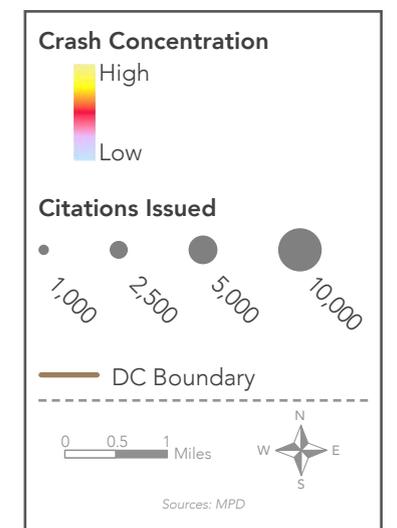
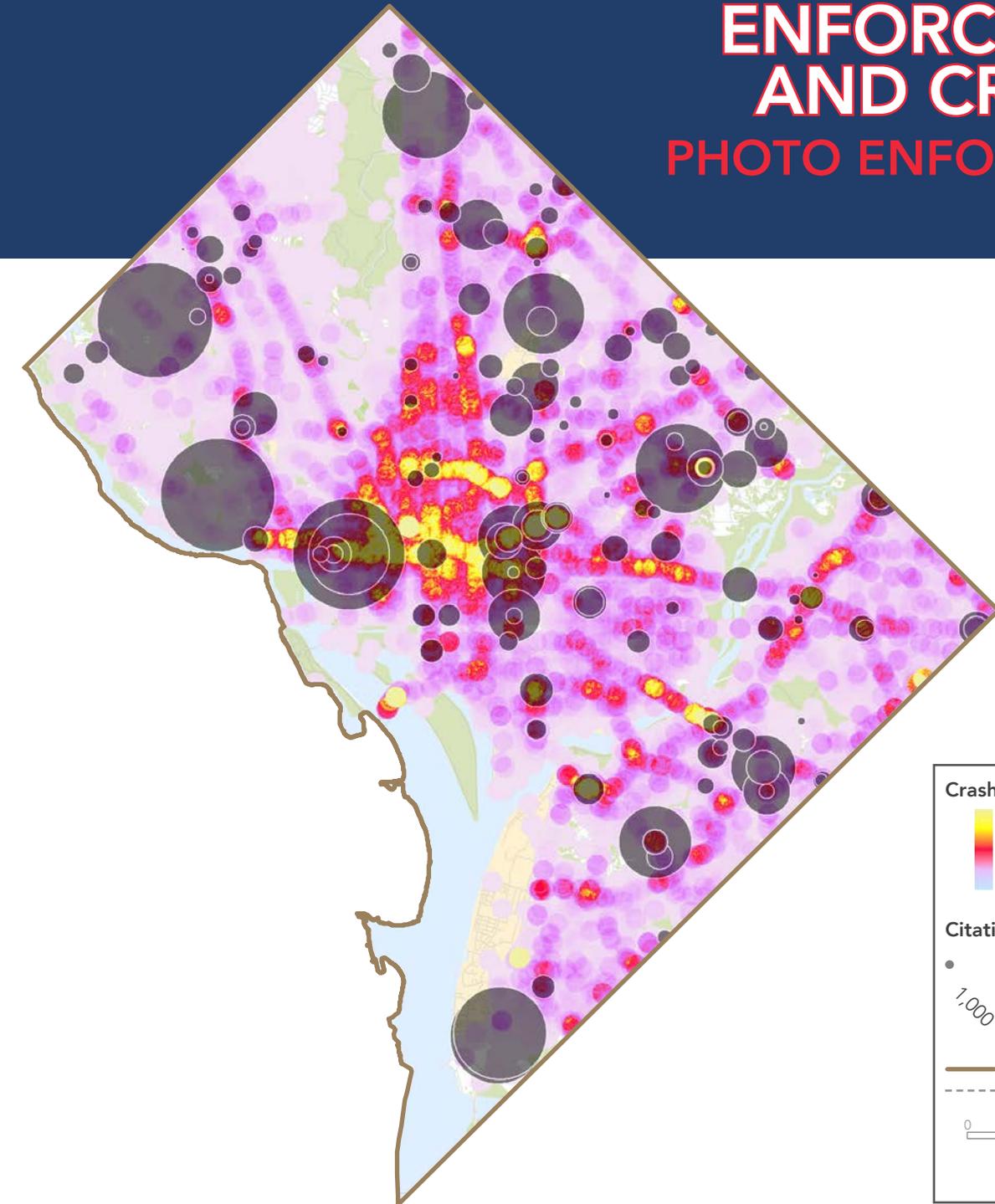
ENFORCEMENT AND CRASHES

PHOTO ENFORCEMENT

2010-2014

20,000 vehicles have 15 or more unpaid tickets in the District. There are almost 230,000 vehicles that are currently "boot-eligible"

Automated traffic enforcement infractions in the District are associated with registered motor vehicles, rather than with licensed drivers. The infractions therefore are legally treated as parking violations, not as moving violations. The Departments of Motor Vehicles (DMVs) for Maryland and Virginia do not participate in data reciprocity for non-moving violations. For this reason, habitual offenders know that so long as they are not apprehended in person, they can refuse to pay fines designed to deter dangerous behavior. These drivers can continue to renew their vehicle registrations despite unpaid safety violations in the District.



SPEED AND CRASHES

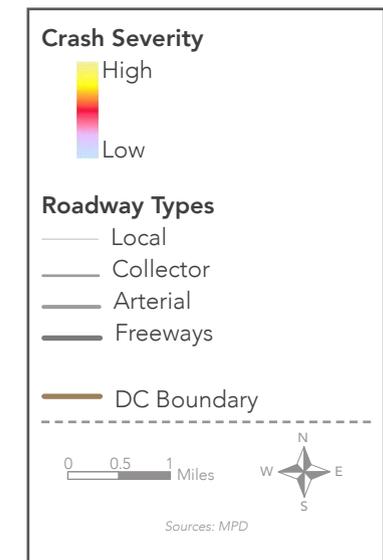
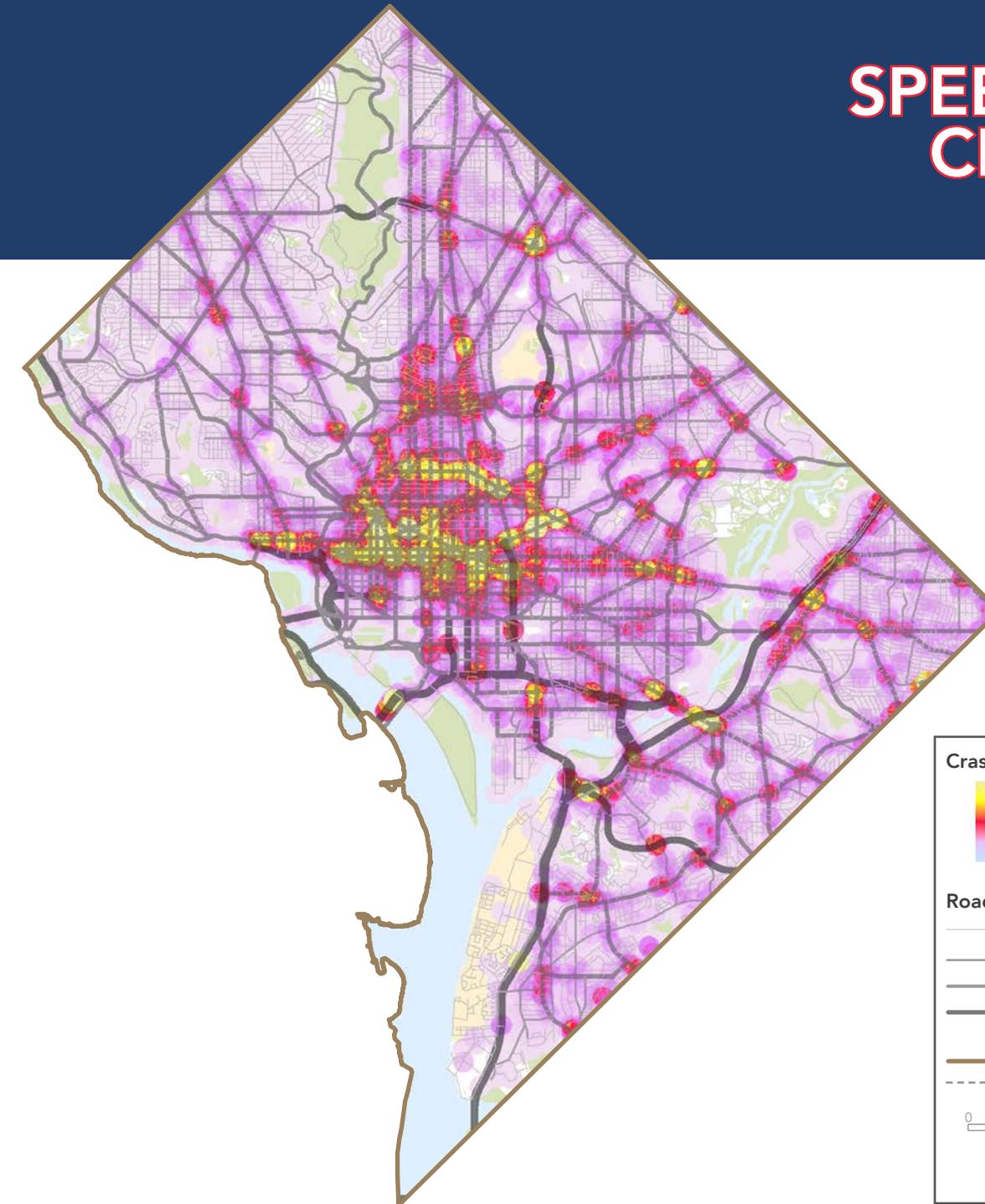
2010-2014

The District's current speed limit is 25 mph unless otherwise posted. However, many corridors have higher speed limits. If a vehicle traveling at approximately 20 mph strikes a pedestrian, the likelihood of the pedestrian surviving is about 94 percent. When the vehicle is traveling approximately 50 mph, the likelihood is 25 percent. Mapping injury crashes against the District's street hierarchy shows that a lot of injuries occur along major streets. This is partly because of exposure—there are more vehicles on bigger streets, meaning more opportunities for crashes—but some also reflects the role of speed in safety.

Between 2010 and 2014, approximately 85 percent of traffic fatalities occurred on arterial streets or freeways and almost 40 percent of total fatalities and 35 percent of bicycle and pedestrian fatalities occurred on streets with speed limits over 25 mph. On arterials with speed limits of 30-35 mph, people walking or biking accounted for 42 percent of fatalities. Slower speed *limits* do not always mean slower speeds; furthermore, between 2010 and 2014 speed was a contributing factor in 50 percent of driver fatalities on 25 mph streets. Reducing speeds on arterials and in neighborhoods will be important in achieving the vision.

SPEED LIMIT	TOTAL FATALITIES	% OF TOTAL	PED/BIKE FATALITIES	% OF TOTAL
25	73	56%	33	66%
30	20	15%	8	16%
35	13	10%	6	12%
40	2	2%	0	0%
45	5	4%	0	0%
50+	11	8%	3	6%
Other/Not Mapped	7	5%	N.A.	N.A.

Source: Metropolitan Police Department (MPD)



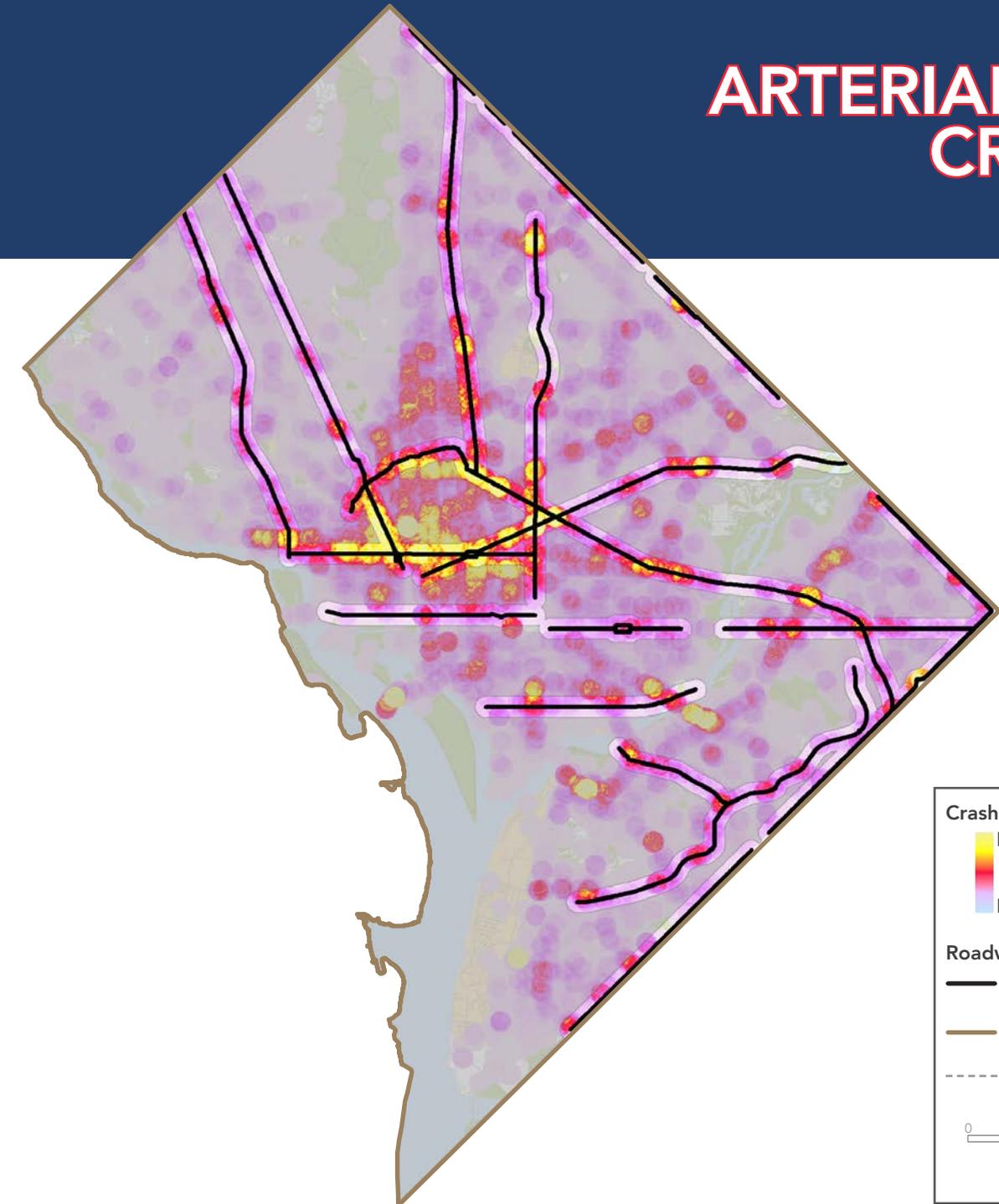
ARTERIALS AND CRASHES

2010-2014

15 arterial corridors with multiple total fatalities accounted for more than half of all pedestrian and bicycle deaths between 2010 and 2014. These corridors provide an opportunity for speed reduction and safety improvements through Vision Zero.

ARTERIAL CORRIDOR	PEDS	BICYCLISTS	DRIVERS	PASSENGERS	MOTORCYCLISTS	TOTAL
Alabama Avenue	2	-	1	-	1	4
Benning Road	2	1	1	-	1	5
Connecticut Avenue	2	-	-	1	1	4
Constitution Avenue	2	-	-	-	1	3
East Capitol Street	3	-	-	-	-	3
Eastern Avenue	2	-	2	-	1	5
Florida Avenue	2	-	-	-	1	3
Georgia Avenue	2	1	-	-	-	3
Good Hope Road	-	-	-	-	2	2
M Street SE/SW	1	-	1	-	-	2
New York Avenue	3	1	1	-	-	5
North Capitol Street	1	-	-	1	-	2
Southern Avenue	1	1	2	1	1	6
Wisconsin Avenue	2	-	-	-	1	3
K Street NW	1	-	1	-	-	2
Total	26	4	9	3	10	52
% Total	51%	57%	26%	20%	63%	40%

Source: Metropolitan Police Department (MPD)

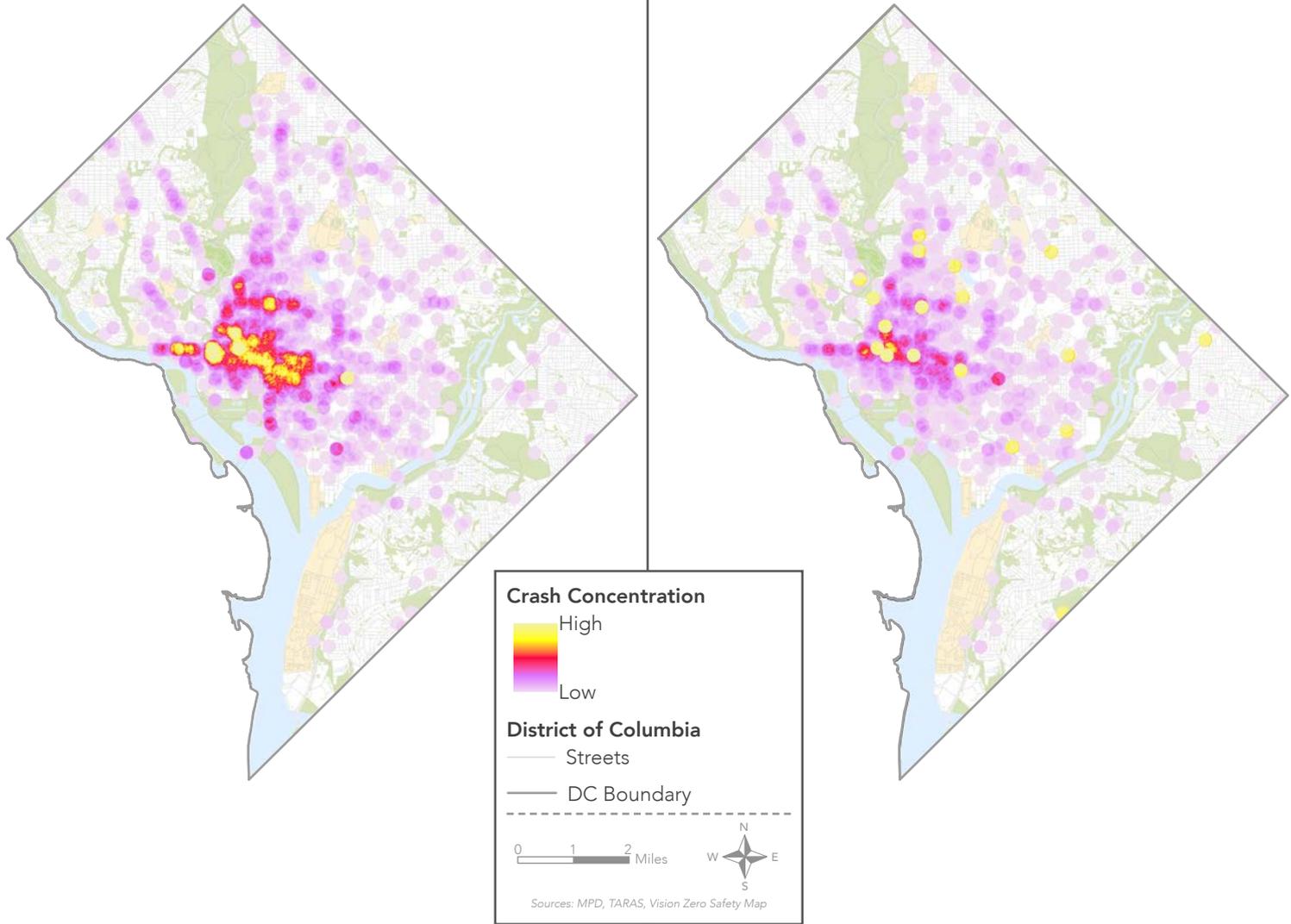


VEHICLES FOR HIRE CRASHES

2010-2014

ALL CRASHES

INJURY CRASHES



Over the past 5 years, nearly 2000 crashes involved taxis, but only 1 was fatal

From 2010 to 2014, there were almost 2,000 crashes involving taxis. 392 resulted in injuries, 18 resulted in disabling injuries, and 1 resulted in a fatality. The growing “vehicle for hire” industry, including taxis, and Transportation Network Companies (TNCs) like Uber and Lyft, must participate in Vision Zero. Improved education programs for taxi drivers, outreach to TNCs, and piloting new technology can eliminate dangerous driving by vehicles for hire.

These issues and trends inform the strategies in this Action Plan, and expanded analysis of crash data will enable District agencies to take proactive steps to improve safety.

TAKING ACTION



HOW TO READ THE ACTION PLAN

The Vision Zero Action Plan is based on the interagency workgroups, public input, local transportation data and crash statistics, and national and international best practices. Workgroups identified the guiding themes for the Vision Zero Action Plan and the goals of District Government.

Vision Zero focuses on the following themes:

- Create Safe Streets (SS)**
- Protect Vulnerable Users (VU)**
- Prevent Dangerous Driving (DD)**
- Be Transparent and Responsive (TR)**

Strategies within each theme assign lead and supporting agencies responsible for the planning and implementation of each program. The plan also calls for partners external to District government to ensure accountability and aid in implementation.

The next pages describe the themes and outline strategies. Appendix C contains more detail on agencies and timelines.



CREATE SAFE STREETS



THEME HIGHLIGHTS

- » Codify a complete streets law and pilot protected intersections
- » Enhance risk analysis and strengthen evaluation
- » Create opportunities for safety through placemaking



Streets should be designed for all users and need to be built to account for inevitable human errors. Safe streets require short- and long-term engineering and capital improvements, as well as data-based analysis, education around safe behavior, and enforcement.

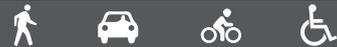
Currently, DDOT follows an internal directive to implement a complete streets policy. Legislation that codifies a complete streets law will ensure this policy is institutionalized and reflected in all phases of all projects. The law should require streets to be designed and operated to enable safe access for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages and abilities. Engineers and planners should consider multi-modal performance measures, in addition to vehicle performance measures, when evaluating the design of the transportation network.

The District can improve its evaluation of projects and roadway improvements. DDOT conducts significant research to identify the location of past crashes, contributing factors, and the characteristics of travelers involved. But more analysis can be done that enables crash prevention by identifying and weighing risk factors to prioritize safety improvements.

The District's Comprehensive Plan and Small Area Plans call for urban design improvements that enhance the public realm, and provide community amenities. Several of these locations overlap with areas of high-crash frequency. Vision Zero will capitalize on these opportunities using both temporary measures and full-scale reconstruction to make neighborhoods safer and more enjoyable.

The strategies on the following pages detail how we will **create safe streets** in the coming years.

CREATE SAFE STREETS STRATEGIES



WORKGROUPS

-  Data
-  Enforcement
-  Education
-  Engineering

SS - 1



Improve methodology to guide street design and countermeasures. Develop a Risk Analysis Model to enhance ability to predict risk using key inputs. Inform priority of future safety improvements using new model and move from analysis of high-crash frequency locations to analysis of risk-factors. Ensure geographic and social equity of investments and schedule of improvements.

SS - 2



Establish an initiative to enhance safety through placemaking. Pilot safety enhancements through placemaking efforts and public art in three locations. Activate and enhance amenities in poorly designed public spaces to maximize safety. Incorporate green infrastructure and low-impact design.

SS - 3



Codify a complete streets law that prioritizes the most vulnerable travelers' safety. Streets must be engineered to self-enforce a safe speed. Rectify street design and future growth projections.

SS - 4



Pilot two "protected intersections" in high priority locations.

SS - 5



Enhance evaluation of safety improvements and require safety performance goals of roadway improvements. Evaluate five locations before/after evaluation.

SS - 6



Complete revisions to the Design & Engineering Manual to integrate leading edge multi-modal street design standards. Design speed limit and posted speed limit must both prevent serious injury.

SS - 7



Increase enforcement and protection for pedestrians and people on bikes in work zones and in parking garages. Educate development/construction stakeholders and develop green building code elements for safe transportation.

SS - 8



Improve coordination among agencies regulating new education facilities. When new public school facilities open or relocate to a new site, ensure appropriate agencies work together to develop a transportation plan for the new school facility.

SS - 9



Improve coordination among agencies regulating construction of new residential, retail, and office developments. Utilize Office of Planning population projections and permitting information.

SS - 10



Evaluate taxi staging areas to avoid conflicts with other travelers and relocate or remove when necessary. Investigate potential for all vehicle-for-hire staging areas (including Transportation Network Companies - such as Uber and Lyft)



PROTECT VULNERABLE USERS



THEME HIGHLIGHTS

- » Expand and upgrade sidewalk and bicycle network
- » Improve quality and transparency of data related to exposure and modal counts, as well as data collection and analysis among nine District agencies that work with traffic records
- » Change culture through large events, education for students and drivers, prevention of street harassment
- » Strengthen commercial vehicle safety with new truck routes, signage, and side guards



Younger and older people, people biking, people walking, and people with disabilities are all more vulnerable to serious traffic injuries and fatalities. Vision Zero strategies reflect different levels of reaction time and agility to allow all people to travel safely.

To prioritize improvements that protect vulnerable users, Vision Zero efforts require more accurate information about the volume of pedestrians and people on bikes in specific locations. When vulnerable users are involved in crashes, nine District agencies produce and analyze data that relate to the crash itself, the roadways, enforcement/adjudication, drivers, vehicles, injury surveillance systems, and the emergency medical system: DDOT, MPD, FEMS, DMV, OCTO, OAG, DCSC, OCME, and DOH. The District will provide and produce more timely, accurate, complete, integrated, uniform, and accessible traffic records data through Vision Zero.

There were 10 large truck-related traffic fatalities that occurred between 2009 and 2013. The District will improve information related to its truck and commercial vehicle routes, enhance signage, and require side underride prevention devices on city- and privately-owned fleet alike. Vulnerable users should not be made more so because of large vehicles on our streets.

The 57 people fatally struck while walking and the seven people fatally struck while biking between 2010 and 2014 represent approximately half of the total¹. To serve people walking, wheeling, and biking, the District's sidewalk and bicycle networks must be properly designed, kept in good condition, and equitably and reliably serve all eight wards. District agencies are committed to accelerating the pace and quality of maintenance and construction of this infrastructure.

The strategies on the following pages detail how we will **protect vulnerable users** in the coming years.

¹A single fatal crash may involve several factors, such as impairment and a large-truck

PROTECT VULNERABLE USERS STRATEGIES



WORKGROUPS

-  Data
-  Enforcement
-  Education
-  Engineering

VU - 1



Fill at least 40 blocks of sidewalk gaps and expand sidewalk maintenance, in order of safety priority. Set and meet annual benchmarks for maintaining sidewalks so that by 2024, all sidewalks are at least in fair condition. Align with CDBG Federal funding where possible.

VU - 2



Enhance citywide data collection to identify sidewalk repairs needed and create safe and accessible sidewalks for all ages and abilities.

VU - 3



Install or upgrade 20 miles of on-street bicycle facilities. Prioritize improvements using injury and crash data. Install five miles (of the 20) of separated/protected bikeways.

VU - 4



Protect people on bikes with enhanced enforcement that focuses on improper U-turns through bicycle facilities, parking in/blocking bike lanes, improperly entering mixing zones, dooring, and failure to observe three-foot passing law. Utilize subject-matter-expert police officers on bicycles. Publicly report citations issued on a regular basis via open data on the Vision Zero website.

VU - 5



Compile and analyze pedestrian, bicycle, and vehicle safety and injury data at all DCPS and DC public charter school locations. Complete improvements at no fewer than three locations per year, beginning FY17.

VU - 6



Specifically track Capital Bikeshare safety data and publish targets and trends on Vision Zero website.

VU - 7



Accelerate the work of the Traffic Records Coordinating Committee and the 2014 Traffic Records Strategic Plan. Establish the Trauma Repository at DOH and work with local hospital trauma units to comply.

VU - 8



Accelerate use of bicycle counting stations to determine the number of bike trips made in the District per year in key locations to better understand exposure rates. Establish pedestrian counting stations to determine the number of pedestrian trips made per year in key locations. Utilize private sector partnerships and smart-phone applications to enable crowdsourcing of data and encourage resident participation. Evaluate impact of new facilities. Make data publicly available on Vision Zero website.

VU - 9



Complete comprehensive sign inventory and analysis with special attention to signage in areas with high concentrations of vulnerable travelers. Specifically evaluate signs prohibiting right turn on red. Continue installation of mile markers on off-street trails, District interstates and freeways.

VU - 10



Install side guards on all large city-owned fleet, and require installation on all vehicles registered in the District over the weight of 10,000 lbs., including Circulator and WMATA buses where appropriate. Pilot installation of crossover mirrors.

VU - 11



Determine bus stop locations with the most hazardous conditions, and upgrade at least ten per year. Ensure upgrades meet accessibility requirements.

VU - 12



Complete first full cohort of universal bicycle training for all DCPS 2nd graders in every traditional public school. Identify opportunities to expand bicycle education in public charter schools.

VU - 13



Deter dangerous parking behavior of commercial and delivery vehicles: parking in bicycle lanes, crosswalks, parking abreast / double parking. Publicly report violations monthly via open data on the Vision Zero website.

VU - 14



Install full truck-route signage in the District to direct larger vehicles. Accelerate truck counting program. Publicize, monitor, and enforce truck routes.

VU - 15



Display the "Road Rules" safety campaign (and future campaigns) at additional District government facilities, at agencies with key captive audiences. Include injury data. Use resident-produced content in future campaign materials and regular safety messages.

VU - 16



Promote "Rules of the Road" quiz focusing on driver interaction with people biking and walking.

VU - 17



Establish a task force to develop policies and practices that thwart street harassment.

VU - 18



Establish baseline data for seat-belt usage for drivers and passengers of public vehicles for hire. Set a future target for minimum of compliance.

VU - 19



Establish public repository on the Vision Zero website for crowd-sourced video of behaviors that are dangerous to pedestrians, people on bikes, transit users, and drivers. Disseminate safety education tools using videos, and inform enforcement and engineering strategies accordingly.

VU - 20



Develop region-wide special events, including "safe streets" events that promote the use and awareness of bicycles, and bicycle education.

VU - 21



Create mandatory traffic safety curriculum for elementary schools to teach and encourage critical traffic safety behaviors.



PREVENT DANGEROUS DRIVING



THEME HIGHLIGHTS

- » Strategically deploy photo enforcement to address safety concerns
- » Implement enhanced boot-tow-release program for habitually dangerous scofflaw drivers
- » Create arterial, neighborhood, and other safe zones
- » Establish harsher penalties and stronger programs to prevent impaired driving
- » Improve the safety of public and private vehicles for hire



Speeding and other forms of aggressive, distracted, and impaired driving are significant components of the safety challenges in the District. Curtailing habitual offenders is essential in making everyone safer. The statistics speak loudly: Between 2009 and 2013, there were 70 aggressive driving-related traffic fatalities, 53 impairment-involved traffic fatalities, and 9 distracted-driving-related traffic fatalities¹.

MPD, with assistance from the District Department of Transportation (DDOT), will strategically deploy photo enforcement to prevent speeding, red light and stop sign running, crosswalk violations, and oversize or overweight vehicle violations. The District currently operates 97 speed cameras, 42 red light cameras, 7 stop sign cameras, and 7 oversize or overweight cameras. Expansion of this program and the infrastructure that supports it will augment a technique proven to reduce dangerous driving.

Speeding was the top concern of people during public engagement events. Creating “safe zones” that reduce traffic speeds on arterials and neighborhood streets will improve safety.

Aggressive and impaired driving endangers everyone. Penalties for those offenses should reflect the severity of the situation and improved programs are needed to prevent unsafe behavior.

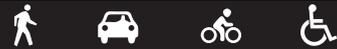
Currently 230,000 vehicles are boot-eligible. 20,000 of those vehicles average 15 unpaid tickets or greater. Vision Zero is committed to effective enforcement of these dangerous driving fines. With an enhanced program at Department of Public Works (DPW) to locate, boot, tow, and release habitual offenders, the District can change this dangerous trend. While costly to initiate, an enhanced boot-tow-release program would yield a significant return on investment and dramatically change dangerous driver behavior.

There were 53 impairment-involved traffic fatalities between 2009 and 2013. Through legislation and rulemaking, Vision Zero will ensure penalties for impaired driving are appropriate, and programs to correct this behavior are effective. This includes making the installation of ignition interlock devices mandatory for more people convicted of Driving Under the Influence (DUI) offenses, permanent revocation of drivers’ licenses for habitual DUI offenders, and more impaired-driving check points.

The strategies on the following pages detail how we will **prevent dangerous driving** in the coming years.

¹A single fatal crash may involve several factors, such as impairment and a large-truck

PREVENT DANGEROUS DRIVING STRATEGIES



WORKGROUPS



Data



Enforcement

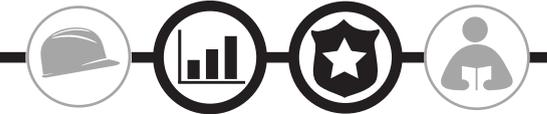


Education



Engineering

DD - 1



Strategically deploy photo enforcement. Provide necessary infrastructure for cameras at 100% of high-priority locations. Target violations: stop sign, speed, red light, oversize, and overweight. Use Vision Zero safety map to identify potential locations. Continue MPD "Step-Out" enforcement and formally report citation data.

DD - 2



Launch enhanced DPW Boot-Tow-Release program to ensure dangerous drivers cannot avoid paying fines for violations. Target habitual offenders with two or more unpaid citations related to safety, e.g. speed, stop sign, crosswalk, red light, gridlock, oversize, or overweight.

DD - 3



Pilot 25 MPH "Arterial Safe Zones" on two major streets. Pilot "Safe Neighborhoods" with 20 MPH traffic calming in two residential neighborhoods. Create 15 MPH "Safe Zones" around schools, parks, and high concentrations of seniors or youth to apply slower speed limits for expanded hours. Support with Automated Traffic Enforcement. Evaluate safety impact.

DD - 4



Improve ignition interlock program for impaired drivers. Fund installation for low-income individuals. Require mandatory installation for second conviction.

DD - 5



Regularly deploy impaired driving check points with Impaired Driving Mobile Processing Unit in high-priority areas on Thursday, Friday, and Saturday nights.

DD - 6



Establish standard protocol with local hospitals for chemical testing of patients suspected of impaired driving, replicate memorandum of understanding with all DC trauma centers.

DD - 7



Reduce distracted driving using regular targeted enforcement and step-out enforcement at high-priority locations. Collect and analyze data on drowsy driving.

DD - 8



On a weekly basis, target illegal loading/unloading and unauthorized vehicles in loading zones, erratic behavior, and dangerous interactions with bicycle facilities by drivers of public vehicles for hire. Focus on commercial corridors, entertainment areas, bike lanes, and areas near hotels. Specifically analyze crashes involving bicycles and vehicles for hire. Explore driver incentives for voluntary participation in vehicle cameras, data-recording devices, passenger facing speedometer pilot programs.

DD - 9



Implement new taxi-driver training and testing modules for vehicular/ pedestrian safety and accident prevention.

DD - 10



Outreach to Transportation Network Companies, carsharing, and taxi companies to join the Vision Zero pledge, commitment to specific driver education, use of window stickers, etc.

DD - 11



Prevent reckless behavior on all-terrain-vehicles (ATVs) and motorized dirt bikes through strategic enforcement and education campaigns. Expand ability to impound illegal ATVs.

DD - 12



Every other year, continue updates to the DMV driver manual and test materials to refresh emphasis on dangerous driving and bicycle and pedestrian safety.

DD - 13



Establish and implement deferred adjudication programs for drivers who endanger vulnerable users.

DD - 14



Ensure safety of OSSE DOT bus fleet and drivers:

- » Create an education campaign, outfitting buses with messages that communicate safe driving, similar to road rules campaign.
- » Develop a year-long safety campaign for bus drivers, parents, schools and communities.
- » Establish a recognition program for drivers who have an excellent safety record.
- » Map staging plans for buses and vehicles during drop off and pick up at all schools.

DD - 15



Establish safety targets and track performance for all city-owned fleet – develop online road safety training and education for all users of DC government fleet, based on DCTC and HSEMA model for training, testing, and remediation.

DD - 16



Establish safety targets and track performance specifically for on-street public transit, e.g. Circulator buses, DC Streetcar, WMATA, and commuter buses.

DD - 17



Utilize and build upon crowdsourced data (e.g. Waze) to make traffic volumes more predictable to reduce driver frustration. Promote special event data, HSEMA data of upcoming events, etc. to communicate likely delays.

DD - 18



Work with major employers to join the Vision Zero pledge. Employers will disseminate safety messages to their employees.

DD - 19



Complete DCMR Title 31 Compliance Audit to address public-vehicle-for-hire driver misconduct that threatens motor vehicle, bicycle, and pedestrian safety. Conduct related education and outreach for all vehicle-for-hire drivers.

DD - 20



Enhance coordination between DPW Drug and Alcohol Testing division and supervisors of CDL employees to develop smaller groups for train the trainer sessions on drug and alcohol policy. Target a 9.5% increase over the FY 2015 number of CDL drivers who complete annual drug and alcohol policy training.

DD - 21



Enhance the Bus Safety Monitoring Program to discourage dangerous driving activities. Randomly observe drivers in the field and at bus terminals. Use a rubric to evaluate performance with input from OSSE DOT Accident Review Board.

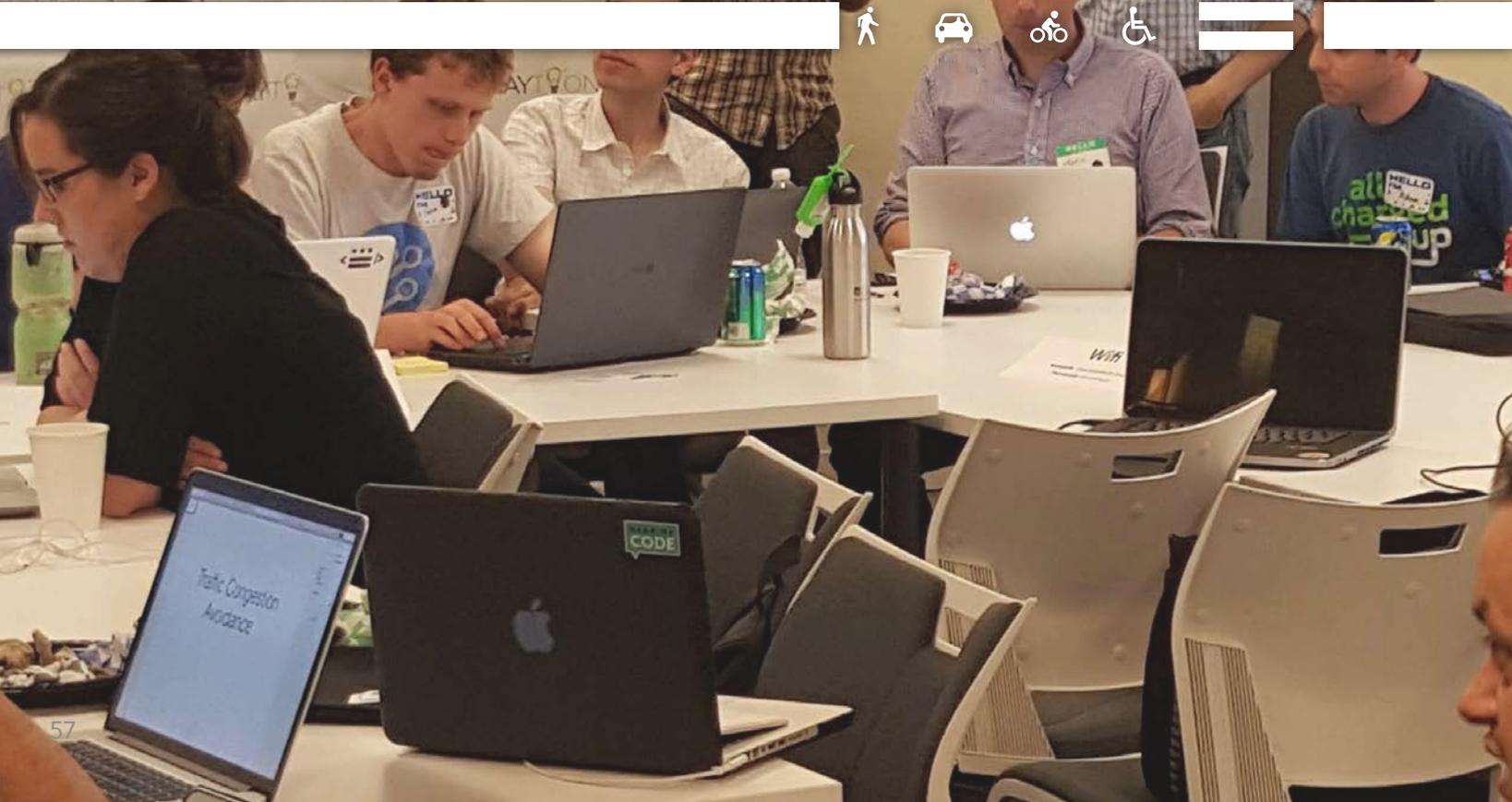
DD - 22



Regularly conduct driver refresher courses, behavior intervention courses, and an annual in-service review. Establish a comprehensive year-round driver training program curriculum based on a needs assessment. Document trainings to include in a library of webcasts. Monitor and analyze trainings for effectiveness.



BE TRANSPARENT & RESPONSIVE



THEME HIGHLIGHTS

- » Publish timely open data and tools for geospatial analysis, report progress publicly
- » Conduct multi-agency safety analysis and rapid response
- » Improve emergency response and patient transport times



Vision Zero requires active participation from people of all ages and abilities using the District's transportation systems. The transportation system needs to be legible and responsive to the needs of all users. Transparent and publicly available data on the transportation system supports good ongoing decision-making by District agencies and users of the transportation system.

The District compiles and publically publishes lengthy transportation safety statistics. However, reports of this data are not well-publicized or easy to access. The format of the data is not useful for analysis by a third party. Existing reports do not include recent data. District agencies must coordinate with multiple entities to report crashes. In addition to MPD officers, the US Secret Service, the US Capitol Police, and the US Park Police respond to crashes. There are 14 hospitals and 4 accredited DC trauma centers in the District that serve as another source of injury and fatality data.

Despite this crowded landscape, Vision Zero commits to improve the District's collection, analysis, and transparency of data for the collective benefit of all stakeholders. Strategies in this theme call for regular geospatial analysis of crash data by mode, enforcement data by violation type, and other factors, all published in a central, easy-to-find location on the Vision Zero website. District agencies will benefit from this analysis, and will use it to guide a multi-agency response team that investigates the nature of fatal crashes and informs and helps prioritize rapid, intermediate, and permanent safety improvements in high-priority locations. The progress of all Vision Zero strategies will be tracked and reported in an annual public progress report.

Response times to traffic crashes are important for providing life saving care. Improving response times and helping first responders travel safely to crashes will save lives.

The strategies on the following pages detail how we will **be transparent and responsive** in the coming years.

BE TRANSPARENT & RESPONSIVE STRATEGIES



WORKGROUPS

-  Data
-  Enforcement
-  Education
-  Engineering

TR - 1



Establish one public location for all crash and safety data on the Vision Zero website. Data will be available in a machine-readable, open format. A data dashboard will display performance of top safety metrics. Incorporate / emulate publicly-sourced data such as "Struck in DC" or the Vision Zero safety map.

TR - 2



Publish geospatial analysis of safety-related citations issued and adjudicated. Hold quarterly safety meetings to refine enforcement strategies based on safety outcomes.

TR - 3



Identify advocate partners that are external to District Government and assign implementation roles for key action plan strategies.

TR - 4



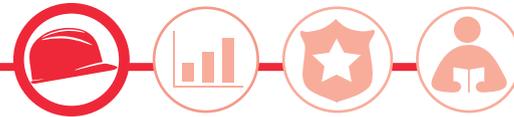
Establish multi-agency response team for crashes involving fatal/disabling injuries, responsible for holistic analysis of contributing factors and recommendation of countermeasures. Team should collaborate with ANC safety liaisons to complete urgent improvements in high-priority locations. Rapid improvements should be evaluated and queued for future capital construction. Demonstrate this approach in at least 10 locations in FY16. (The team will not perform investigations of a legal nature).

TR - 5



Publicly disseminate sidewalk closures due to construction and all approved Traffic Control Plans via an online, GIS-enabled display.

TR - 6



Evaluate DDOT Traffic Calming policy and consider exceptions to 75% threshold for resident requests for traffic calming measures. Traffic calming measures must reflect the local network, and include evaluation of impact.

TR - 7



Improve response times to and from scenes of crashes via quick clearance and move-over laws.

TR - 8



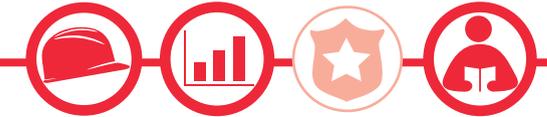
Improve FEMS response via regular review of travel times (dispatch to site, site to hospital, etc.) to ensure travel time consistency, ability to direct EMS units en route. Develop systematic recommendations for engineering and policy changes.

TR - 9



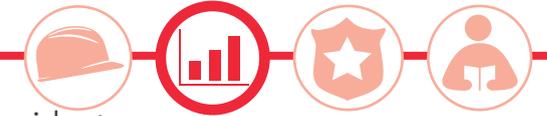
Utilize e-911 to improve emergency response.

TR - 10



Establish a Transportation Safety Liaison within each Advisory Neighborhood Commission.

TR - 11



Hold transportation safety "hackathons" to engage residents.

TR - 12



Annually publish Vision Zero progress report.

TR - 13



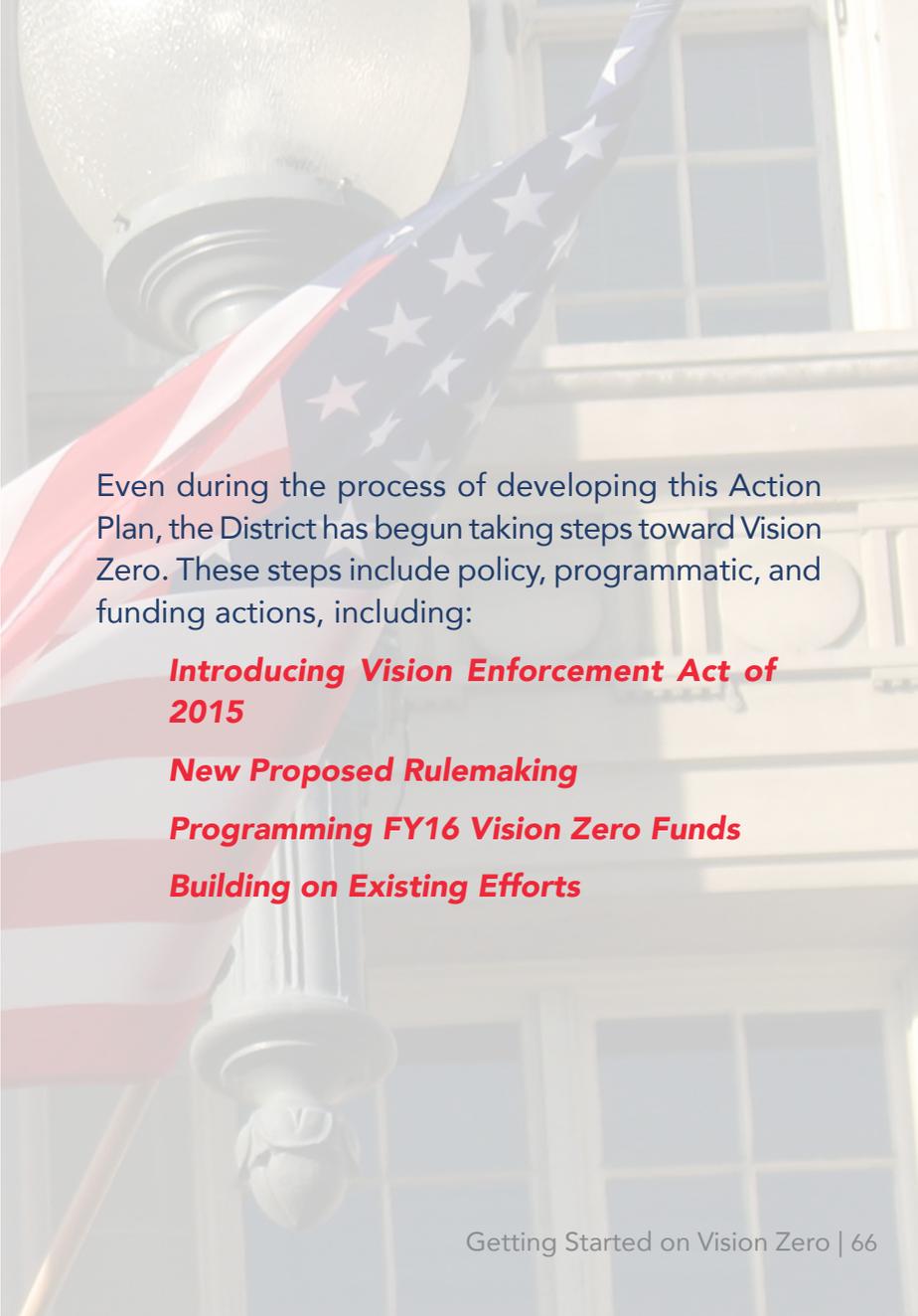
Leverage technology and data to anticipate and foster opportunities to integrate citywide traffic signals with autonomous and connected vehicles.

TR - 14



Study and evaluate potential for autonomous and connected vehicles to improve safety through vehicle-to-vehicle and vehicle-to-infrastructure data transmission to reduce crash frequency and severity.

GETTING STARTED ON VISION ZERO



Even during the process of developing this Action Plan, the District has begun taking steps toward Vision Zero. These steps include policy, programmatic, and funding actions, including:

Introducing Vision Enforcement Act of 2015

New Proposed Rulemaking

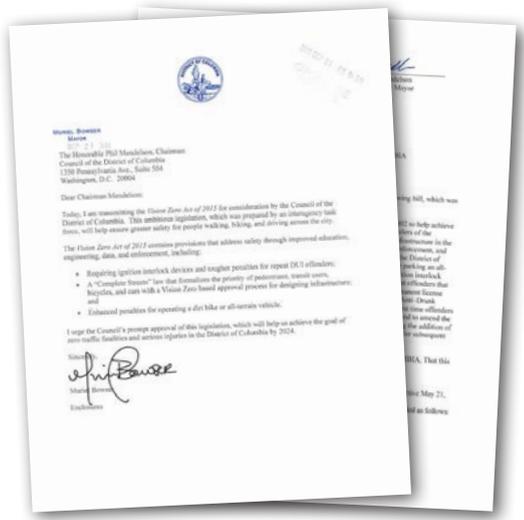
Programming FY16 Vision Zero Funds

Building on Existing Efforts



VISION ZERO ENFORCEMENT ACT OF 2015

The Vision Zero Enforcement Act of 2015, introduced on September 21, 2015, offers legislative changes that will help us achieve the vision. The bill codifies a Complete Streets law, strengthens impaired and distracted driving rules, and addresses the safety concerns caused by On-Street ATVs and Dirt Bikes.



VISION ZERO ENFORCEMENT ACT OF 2015

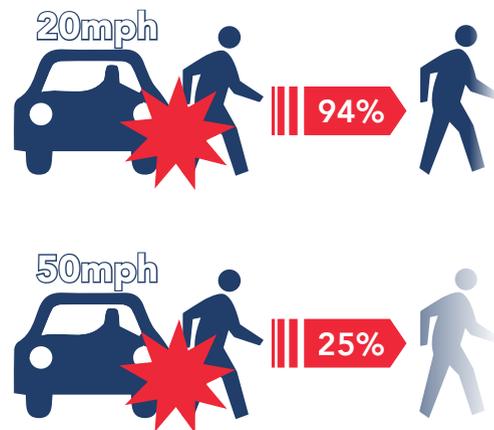
Proposal	Description
Complete Streets	Formalizes Complete Streets as citywide policy, ensures that all phases of all transportation projects take all modes of transportation into account, etc.
Impaired Driving	Makes ignition interlock program mandatory for second DUI conviction, mandatory for first conviction if BAC is 0.16 or above Third DUI conviction results in permanent revocation of driver's license
Distracted Driving	Discourages distracted driving with an increased fine of \$500 and 2 points
On-street ATVs / Dirt Bikes	Allows the Metropolitan Police Department (MPD) to seize ATVs and dirt bikes used in public space. Outlaws the sale, lease, or rental of such vehicles



HIGHLIGHTS OF RULEMAKING

In addition to legislation, achieving Vision Zero requires some administrative actions to improve safety in the rules of the road, enable the creation of safe zones with lower speeds, and increase the fines associated with aggressive driving that imperils vulnerable users.

CHANCE OF SURVIVAL FOR A PEDESTRIAN STRUCK BY A CAR²



² Tefft, B. (2013). Impact Speed and a Pedestrian's Risk of Severe Injury or Death. Accident Analysis and Prevention, 50, 871-878

Drivers who travel 25 mph or faster above the speed limit needlessly endanger everyone on our streets. The proposed \$1,000 fine for this behavior reflects the recklessness such drivers demonstrate. The District's current fine is \$300 – Maryland's fine for the same violation is \$500. Virginia's is \$250 with the potential for a reckless driving charge that can carry a \$2,500 penalty.

VISION ZERO REGULATORY CHANGES

Proposal	Description																																																															
Quick Clearance / Move Over	Drivers involved in a crash that causes no injury and does not immobilize the vehicle must quickly move vehicles out of the travel lane. Drivers must give one lane of space (if possible) between their vehicles and first responders at the scene of a crash, and travel 10 MPH below speed limit																																																															
Yield to Bus	Drivers must yield to a bus entering travel lane																																																															
Safe Zones	Creates 25 MPH Arterials, 20 MPH Neighborhood, 15 MPH Others																																																															
24/7 School Zones	15 MPH applies 24/7 unless otherwise posted																																																															
Increased fines for endangering vulnerable users	Fines in Title 18 of the District of Columbia Municipal Regulations increase as follows:																																																															
	<table border="1"> <thead> <tr> <th>Infraction</th> <th>Vision Zero Fine</th> <th>Current Fine</th> </tr> </thead> <tbody> <tr> <td>Driving 25 MPH above posted speed limit</td> <td>\$1,000</td> <td>\$300</td> </tr> <tr> <td>Ignoring a stop sign</td> <td>\$100</td> <td>\$50</td> </tr> <tr> <td>Speeding in a school zone</td> <td>\$100</td> <td>NA</td> </tr> <tr> <td>Speeding in a safe zone (recreation center, senior center, etc.)</td> <td>\$100</td> <td>NA</td> </tr> <tr> <td>Striking a bicyclist</td> <td>\$500</td> <td>\$50</td> </tr> <tr> <td>Failure to yield to a bus entering traffic</td> <td>\$500</td> <td>NA</td> </tr> <tr> <td>Failure to yield to first responders in route to scene of a crash</td> <td>\$500</td> <td>NA</td> </tr> <tr> <td>Failure to reduce speed when approaching first responders at the scene of a crash</td> <td>\$500</td> <td>NA</td> </tr> <tr> <td>Failure to exercise caution when approaching first responders at the scene of a crash</td> <td>\$500</td> <td>NA</td> </tr> <tr> <td>Failure to clear travel lanes when vehicles in a crash are not immobilized and no injury occurs</td> <td>\$500</td> <td>NA</td> </tr> <tr> <td>Failure to stop during a right turn on red</td> <td>\$200</td> <td>\$50</td> </tr> <tr> <td>Failure to yield to a pedestrian while turning right on red</td> <td>\$200</td> <td>\$50</td> </tr> <tr> <td>Turning right on red despite posted prohibition</td> <td>\$200</td> <td>\$50</td> </tr> <tr> <td>Overtaking a vehicle stopped for a pedestrian at a crosswalk</td> <td>\$500</td> <td>\$250</td> </tr> <tr> <td>Stopping, Standing, or Parking in a bike lane – private vehicle</td> <td>\$200</td> <td>\$65</td> </tr> <tr> <td>Stopping, Standing, or Parking in a bike lane – commercial vehicle</td> <td>\$300</td> <td>\$65</td> </tr> <tr> <td>Driving on a median</td> <td>\$500</td> <td>\$100</td> </tr> <tr> <td>Driving on a sidewalk</td> <td>\$200</td> <td>\$50</td> </tr> <tr> <td>Dooring</td> <td>\$100</td> <td>\$25</td> </tr> <tr> <td>Failure to have or maintain sideguards on an applicable commercial vehicle</td> <td>\$100</td> <td>NA</td> </tr> </tbody> </table>	Infraction	Vision Zero Fine	Current Fine	Driving 25 MPH above posted speed limit	\$1,000	\$300	Ignoring a stop sign	\$100	\$50	Speeding in a school zone	\$100	NA	Speeding in a safe zone (recreation center, senior center, etc.)	\$100	NA	Striking a bicyclist	\$500	\$50	Failure to yield to a bus entering traffic	\$500	NA	Failure to yield to first responders in route to scene of a crash	\$500	NA	Failure to reduce speed when approaching first responders at the scene of a crash	\$500	NA	Failure to exercise caution when approaching first responders at the scene of a crash	\$500	NA	Failure to clear travel lanes when vehicles in a crash are not immobilized and no injury occurs	\$500	NA	Failure to stop during a right turn on red	\$200	\$50	Failure to yield to a pedestrian while turning right on red	\$200	\$50	Turning right on red despite posted prohibition	\$200	\$50	Overtaking a vehicle stopped for a pedestrian at a crosswalk	\$500	\$250	Stopping, Standing, or Parking in a bike lane – private vehicle	\$200	\$65	Stopping, Standing, or Parking in a bike lane – commercial vehicle	\$300	\$65	Driving on a median	\$500	\$100	Driving on a sidewalk	\$200	\$50	Dooring	\$100	\$25	Failure to have or maintain sideguards on an applicable commercial vehicle	\$100	NA
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VISION ZERO FY16 FUND

The District's FY16 budget created a Vision Zero Fund with \$500,000 as an initial down payment. Agencies across District government have identified key funding needs in implementing this Action Plan, and the first year's funding has been allocated according to need and priority.

VISION ZERO FY16 FUND

Lead Agency	Budget	Program	Description
DMHHS	\$61,000	ANC Transportation Safety Liaisons + Art Safety Grants	40 ANC transportation safety and accessibility liaisons, 10 public art safety projects
ODR	\$100,000	Vision Zero Disability Rights Fellow	Position dedicated to safety education, sign inventory, and evaluation of bus stop accessibility and sidewalk conditions
DPW	\$156,000	Side Underride Prevention Devices on DC Fleet	Installation and retrofit of side underride prevention devices on all remaining 6-wheel and 10-wheel dump trucks (78 vehicles)
DCPS	\$103,000	Pop-up Bike Shops for Youth Safety and Education	50 workshops to increasing access to safe bicycles for underserved communities, conducted in conjunction with DCPS bicycle education
DDOT	\$80,000	Truck Safety Public Education Program	Data analysis / education campaign to increase awareness of large and commercial vehicle blind spots for people walking and biking



EXISTING EFFORTS

The District participates in a number of education and outreach efforts using media campaigns, websites, news releases and social media, posters, brochures, videos, variable message boards, and community outreach teams. Bringing agencies together through the Vision Zero initiative has identified ways to better coordinate and leverage these activities.

- Regional education campaigns
- Smooth Operator (aggressive driving)
- Checkpoint Strikeforce (impaired driving)
- Click it or Ticket and Child Passenger Safety (occupant protection)
- Street Smart (multi-modal safety)
- Distracted Driving Month (distracted driving)
- Road Rules Campaign (protecting vulnerable users)
- Multimodal Long-Range Transportation Plan



- Strategic Highway Safety Plan
- Traffic Records Strategic Plan and Traffic Records Coordinating Committee
- School Crossing Guard Program
- Speed Study Data and Map
- Car Safety Seat Program
- Traffic Safety Crash Reports
- Photo Enforcement
- DDOT Traffic Calming Assessments

VISION ZERO AND YOU



Minnesota Ave Station

We all need safe streets. Whether you live, work, or play in the District, you deserve a safe trip to and from your destination. The District's population grows by 79 percent every workday, as commuters from our region travel to work, and visitors come to see the sights. Serious and fatal crashes are a regional problem in the Washington metropolitan area. We need a regional solution. This action plan documents the District of Columbia's commitment to protect our travelers with safe streets. We call on everyone who travels on our streets for their help as we strive to realize Vision Zero.



WHAT'S YOUR COMMITMENT? STAKEHOLDER PLEDGE

As a traveler of the Washington metropolitan region, I pledge to contribute to the collective well-being, health and safety of our community. When traveling in, to, and from Washington, D.C., I will intentionally:

- » Know and abide by all the rules of the road as they apply to walking, biking, and driving;
- » Refrain from aggressive driving, distracted driving, and impaired driving;
- » Protect the most vulnerable travelers by being alert for people walking, wheeling, and biking, and
- » Prioritize the safety of myself and others above all else.



Make sure
you know the
rules of the
road!

TAKE THE ROAD QUIZ

[DMV.DC.GOV/NODE/1118466](https://dmv.dc.gov/node/1118466)





APPENDICES

APPENDIX A

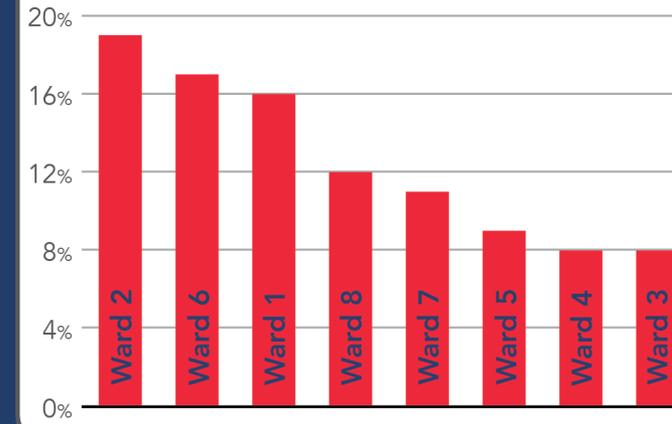
ACRONYMS

ANC	Advisory Neighborhood Commission	DUI	Driving Under the Influence
ATVs	All Terrain Vehicles	EOM	Executive Office of the Mayor
BAC	Blood Alcohol Content	FEMS	Fire and Emergency Medical Services Department
CDBG	Community Development Block Grant	HSEMA	Homeland Security and Emergency Management Agency
CDL	Commercial Drivers License	MPD	Metropolitan Police Department
DCMR	District of Columbia Municipal Regulations	MPH	Miles per Hour
DCOA	District of Columbia Office on Aging	OAG	Office of the Attorney General
DCPS	District of Columbia Public Schools	OCME	Office of the Chief Medical Examiner
DCRA	Department of Consumer and Regulatory Affairs	OCTO	Office of the Chief Technology Officer
DCSC	District of Columbia Superior Court	ODR	Office of Disability Rights
DCTC	District of Columbia Taxicab Commission	OFRA	Office of Federal and Regional Affairs
DDOT	District Department of Transportation	OP	Office of Planning
DGS	Department of General Services	OSSE	Office of the State Superintendent of Education
DMHHS	Deputy Mayor for Health and Human Services	OUC	Office of Unified Communications
DMV	Department of Motor Vehicles	TNC	Transportation Network Companies
DOH	Department of Health	WMATA	Washington Metropolitan Area Transit Authority
DPW	Department of Public Works		

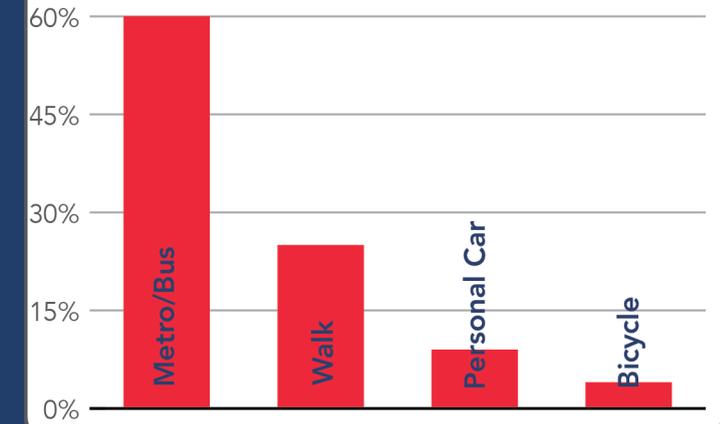
APPENDIX B

AWARENESS EVENT SURVEY RESULTS

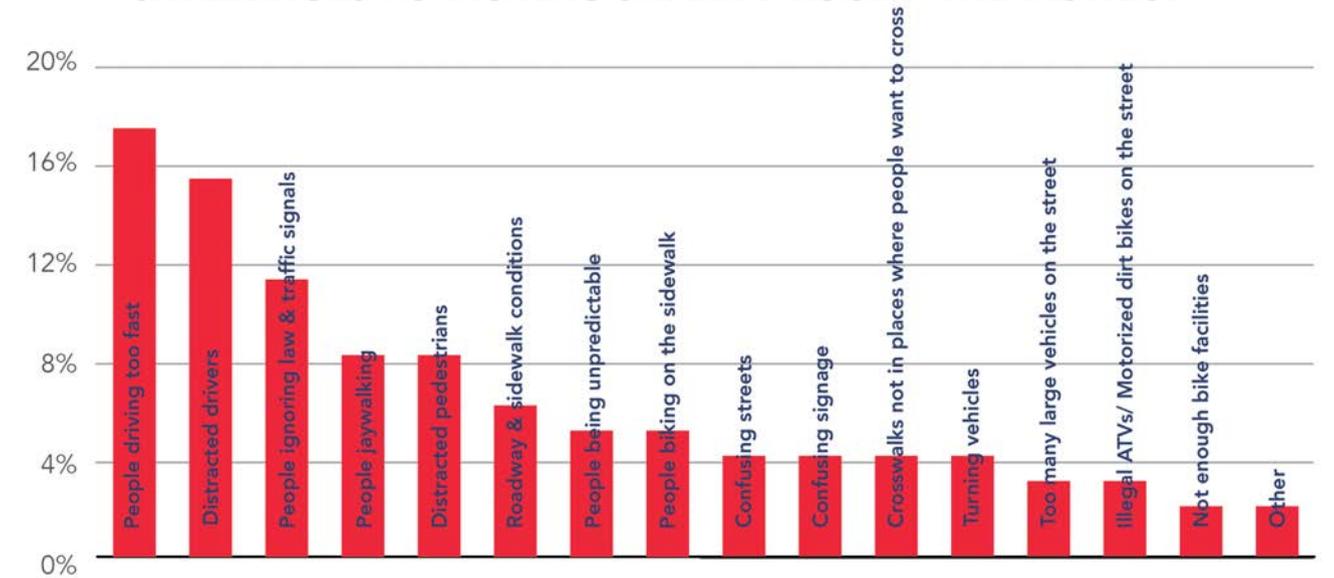
QUESTION 1: AT WHICH LOCATION ARE YOU TAKING THIS SURVEY?



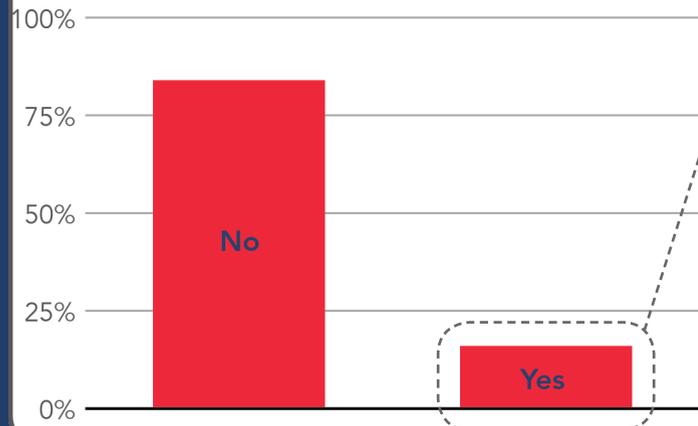
QUESTION 2: HOW DID YOU TRAVEL HERE TODAY?



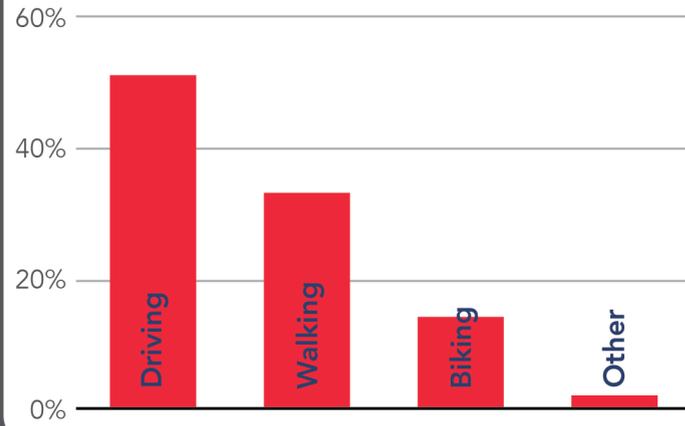
QUESTION 3: WHAT DO YOU THINK ARE THE TOP 3 CHALLENGES TO MOVING SAFELY AROUND THE DISTRICT?



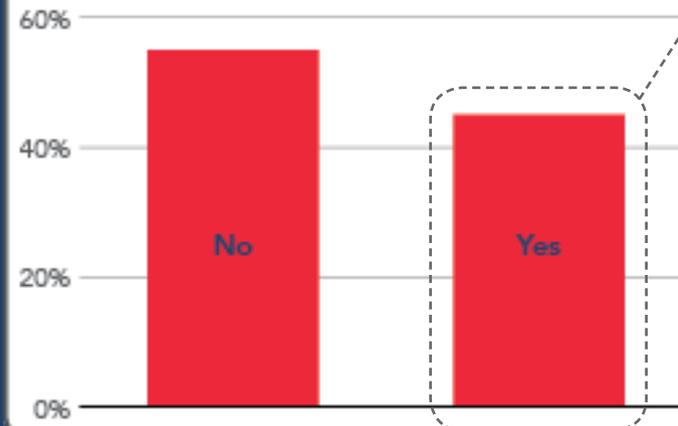
QUESTION 4: HAVE YOU EVER BEEN SERIOUSLY INJURED IN A TRAFFIC CRASH IN DC?



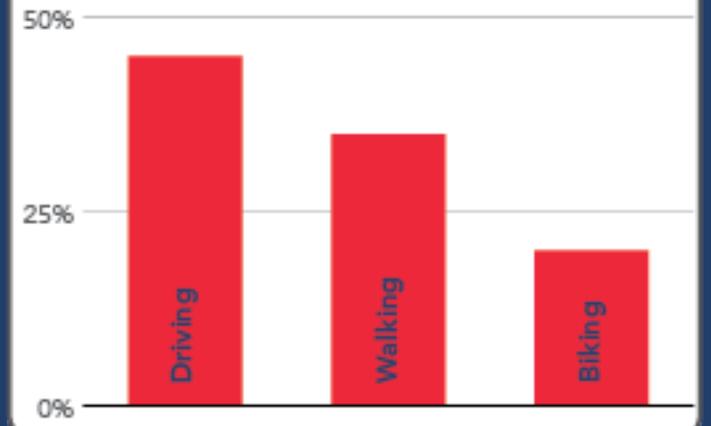
QUESTION 4A: WERE YOU WALKING, BIKING, OR DRIVING?



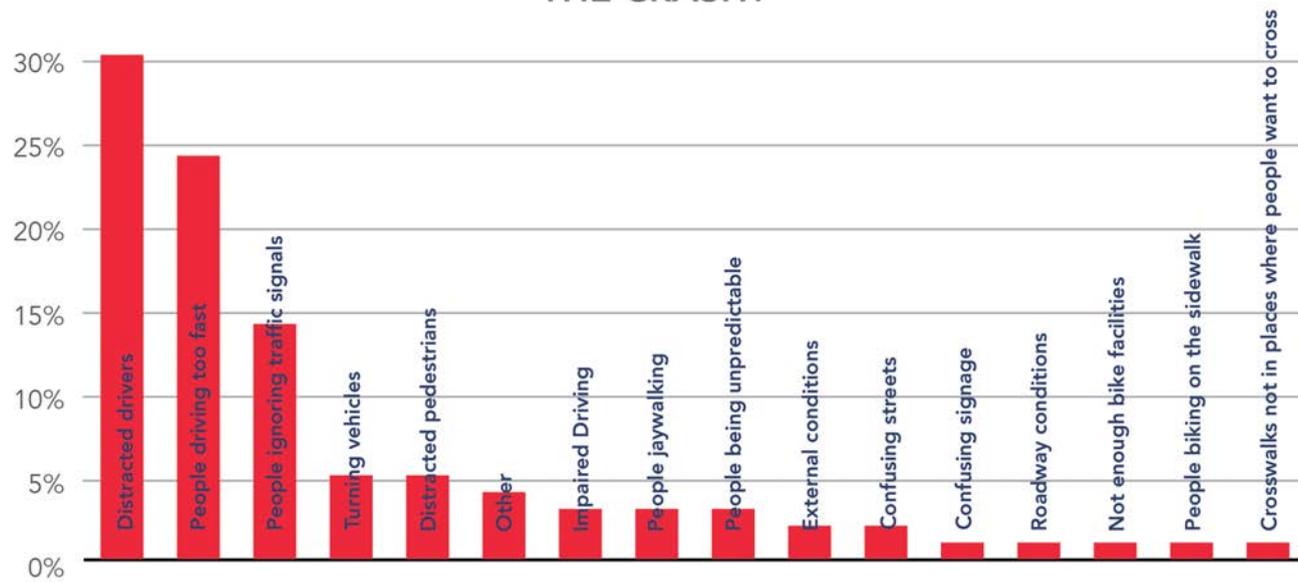
QUESTION 5: DO YOU KNOW SOMEONE WHO HAS BEEN KILLED OR SERIOUSLY INJURED IN A TRAFFIC CRASH IN DC?



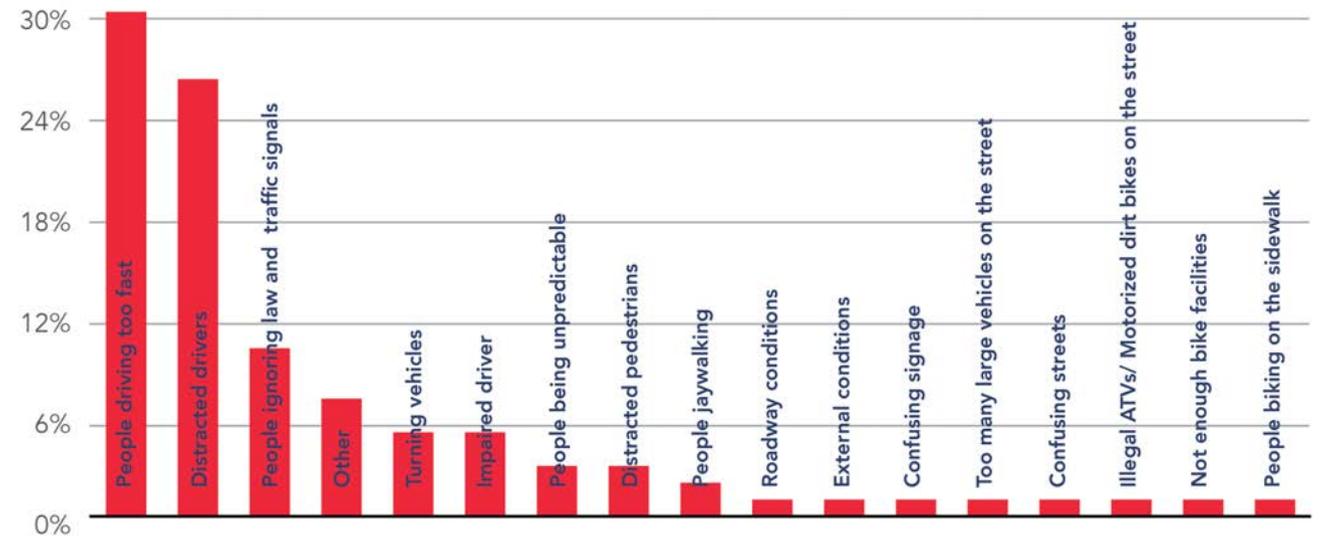
QUESTION 5A: WERE THEY WALKING, BIKING, OR DRIVING?



QUESTION 4B: WHAT PRIMARY FACTOR CONTRIBUTED TO THE CRASH?



QUESTION 5B: WHAT PRIMARY FACTOR CONTRIBUTED TO THE CRASH?



APPENDIX C

COMPLETE STRATEGIES WITH AGENCY RESPONSIBILITIES AND TARGET DATES

STRATEGIES CREATE SAFE STREETS

No.	STRATEGY	LEAD AGENCY (SUPPORTING AGENCIES)	TARGET COMPLETION DATE
SS-1	Improve methodology to guide street design and countermeasures. Develop a Risk Analysis Model to enhance ability to predict risk using key inputs. Inform priority of future safety improvements using new model and move from analysis of high-crash frequency locations to analysis of risk-factors. Ensure geographic and social equity of investments and schedule of improvements..	DDOT (MPD, OCTO, DOH)	October 2016
SS-2	Establish an initiative to enhance safety through placemaking. Pilot safety enhancements through placemaking efforts and public art in three locations. Activate and enhance amenities in poorly designed public spaces to maximize safety. Incorporate green infrastructure and low-impact design.	DDOT, OP (DOEE)	December 2016
SS-3	Codify a complete streets law that prioritizes the most vulnerable travelers' safety. Streets must be engineered to self-enforce a safe speed. Rectify street design and future growth projections.	DDOT (OP)	January 2016
SS-4	Pilot two protected intersections in high priority locations.	DDOT	October 2017
SS-5	Enhance evaluation of safety improvements and establish safety performance goals for roadway improvements. Evaluate five locations for before/after evaluation.	DDOT	October 2016
SS-6	Complete revisions to the Design & Engineering Manual to integrate leading edge multi-modal street design standards. Engineering design speed limit and posted speed limit must both prevent serious injury.	DDOT	December 2015
SS-7	Increase enforcement and protection for pedestrians and people on bikes in work zones and in parking garages. Educate development/construction stakeholders and develop green building code elements for safe transportation.	DCRA, DDOT	December 2016
SS-8	Improve coordination among agencies regulating new education facilities. When new public school facilities open or relocate to a new site, ensure appropriate agencies work together to develop a transportation plan for the new school facility.	DME (DDOT, DGS, DCPS, OSSE, OP, DCRA)	January 2016
SS-9	Improve coordination among agencies regulating construction of new residential, retail, and office developments. Utilize Office of Planning population projections and permitting information.	DME (DDOT, OP, DCRA, DOH)	January 2016
SS-10	Evaluate taxi staging areas to avoid conflicts with other travelers and relocate or remove when necessary. Investigate potential for all vehicle-for-hire staging areas (including Transportation Network Companies – such as Uber and Lyft)	DCTC (DDOT)	December 2015

STRATEGIES PROTECT VULNERABLE USERS

No.	STRATEGY	LEAD AGENCY (SUPPORTING AGENCIES)	TARGET COMPLETION DATE
VU-1	Fill at least 40 blocks of sidewalk gaps and expand sidewalk maintenance, in order of safety priority. Set and meet annual benchmarks for maintaining sidewalks so that by 2024, all sidewalks are at least in fair condition. Align with CDBG Federal funding where possible.	DDOT (DHCD)	October 2017
VU-2	Enhance citywide data collection to identify sidewalk repairs needed and create safe and accessible sidewalks for all ages and abilities.	DCTC (DMHHS, DCOA, OCTO, EOM-MOCR, DOH)	January 2017
VU-3	Install or upgrade 20 miles of on-street bicycle facilities. Prioritize improvements using injury and crash data. Install five miles (of the 20) of separated/protected bikeways.	DDOT	December 2017
VU-4	Protect people on bikes with enhanced enforcement that focuses on improper U-turns through bicycle facilities, parking in/blocking bike lanes, improperly entering mixing zones, dooring, and failure to observe three-foot passing law. Utilize subject-matter-expert police officers on bicycles. Publicly report citations issued on a regular basis via open data on the Vision Zero website.	MPD (DDOT,DPW)	October 2015
VU-5	Compile and analyze pedestrian, bicycle, and vehicle safety and injury data at all DCPS and DC public charter school locations. Complete improvements at no less than three locations per year, beginning FY17.	DDOT (DME, DCPS, OSSE, PCSB, PCS, DOH)	June 2016
VU-6	Specifically track Capital Bikeshare safety data and publish targets and trends on Vision Zero website.	DDOT (MPD)	January 2016
VU-7	Accelerate the work of the Traffic Records Coordinating Committee and the 2014 Traffic Records Strategic Plan. Establish the Trauma Repository at DOH and work with local hospital trauma units to comply.	DDOT (MPD,OAG, DMV, OCME, DOH, FEMS, others)	January 2016
VU-8	Accelerate use of bicycle counting stations to determine the number of bike trips made in the District per year in key locations to better understand exposure rates. Establish pedestrian counting stations to determine the number of pedestrian trips made per year in key locations. Utilize private sector partnerships and smart-phone applications to enable crowdsourcing of data and encourage resident participation. Evaluate impact of new facilities. Make data publicly available on Vision Zero website.	DDOT	July 2017

No.	STRATEGY	LEAD AGENCY (SUPPORTING AGENCIES)	TARGET COMPLETION DATE
VU-9	Complete comprehensive sign inventory and analysis with special attention to signage in areas with high concentrations of vulnerable travelers. Specifically evaluate signs prohibiting right turn on red. Continue installation of mile markers on off-street trails, District interstates and freeways.	DDOT (ODR)	December 2016
VU-10	Install side guards on all large city-owned fleet, and require installation on all vehicles registered in the District over the weight of 10,000 lbs., including Circulator and WMATA buses where appropriate. Pilot installation of crossover mirrors.	DPW/WMATA (DDOT, DMV)	October 2019
VU-11	Determine bus stop locations with the most hazardous conditions, and upgrade at least ten per year. Ensure upgrades meet accessibility requirements.	DDOT (WMATA)	October 2017
VU-12	Complete first full cohort of universal bicycle training for all DCPS 2nd graders in every traditional public school. Identify opportunities to expand bicycle education in public charter schools.	DCPS (DDOT)	June 2016
VU-13	Deter dangerous parking behavior of commercial and delivery vehicles: parking in bicycle lanes, crosswalks, parking abreast / double parking. Publicly report violations monthly via open data on the Vision Zero website.	DPW (DDOT, MPD)	October 2016
VU-14	Install full truck-route signage in the District to direct larger vehicles.	DDOT	September 2016
VU-15	Display the "Road Rules" safety campaign (and future campaigns) at additional District government facilities, at agencies with key captive audiences. Include injury data. Use resident-produced content in future campaign materials and regular safety messages.	DMV (DCTC, OSSE DOT, DDOT, DOH, DPR)	December 2015
VU-16	Promote "Rules of the Road" quiz focusing on driver interaction with people biking and walking.	DMV	November 2015
VU-17	Establish a task force to develop policies and practices that thwart street harassment.	EOM (DOH, MPD)	June 2016
VU-18	Establish baseline data for seat-belt usage for drivers and passengers of public vehicles for hire. Set a future target for minimum of compliance.	DCTC, DDOT (MPD)	June 2016
VU-19	Establish public repository on the Vision Zero website for crowd-sourced video of behaviors that are dangerous to pedestrians, people on bikes, transit users, and drivers. Disseminate safety education tools using videos, and inform enforcement and engineering strategies accordingly.	DDOT	December 2016
VU-20	Develop region-wide special events, including "safe streets" events that promote the use and awareness of bicycles, and bicycle education.	DDOT	October 2016
VU-21	Create mandatory traffic safety curriculum for elementary schools to teach and encourage critical traffic safety behaviors.	DMV (DCPS)	October 2016

STRATEGIES PREVENT DANGEROUS DRIVING

No.	STRATEGY	LEAD AGENCY (SUPPORTING AGENCIES)	TARGET COMPLETION DATE
DD-1	Strategically deploy photo enforcement. Provide necessary infrastructure for cameras at 100% of high-priority locations. Target violations: stop sign, speed, red light, oversize, and overweight. Use Vision Zero safety map to identify potential locations. Continue MPD "Step-Out" enforcement and formally report citation data.	MPD (DDOT)	October 2017
DD-2	Launch enhanced DPW Boot-Tow-Release program. Target habitual offenders with two or more unpaid citations related to safety, e.g. speed, stop sign, crosswalk, red light, gridlock, oversize, or overweight.	DPW	October 2017
DD-3	Pilot 25 MPH "Arterial Safe Zones" on two major streets. Pilot "Safe Neighborhoods" with 20 MPH traffic calming in two residential neighborhoods. Create 15 MPH "Safe Zones" around schools, parks, and high concentrations of seniors or youth to apply slower speed limits for expanded hours. Support with Automated Traffic Enforcement. Evaluate safety impact.	DDOT (MPD)	January 2017
DD-4	Improve ignition interlock program for impaired drivers. Fund installation for low-income individuals. Require mandatory installation for 2nd conviction.	EOM (DMV, OAG)	January 2017
DD-5	Regularly deploy impaired driving check points with Impaired Driving Mobile Processing Unit in high-priority areas on Thursday, Friday, and Saturday nights.	MPD	October 2016
DD-6	Establish standard protocol with local hospitals for chemical testing of patients suspected of impaired driving, replicate memorandum of understanding with all DC trauma centers.	MPD (OAG)	January 2016
DD-7	Reduce distracted driving using regular targeted enforcement and step-out enforcement at high-priority locations. Collect and analyze data on drowsy driving.	MPD (DDOT, DOH)	October 2015
DD-8	On a weekly basis, target illegal loading/unloading and unauthorized vehicles in loading zones, erratic behavior, and dangerous interactions with bicycle facilities by drivers of public vehicles for hire. Focus on commercial corridors, entertainment areas, bike lanes, and areas near hotels. Specifically analyze crashes involving bicycles and vehicles for hire. Explore driver incentives for voluntary participation in vehicle cameras, data-recording devices, passenger facing speedometer pilot programs.	DCTC (MPD, DDOT)	October 2017

No.	STRATEGY	LEAD AGENCY (SUPPORTING AGENCIES)	TARGET COMPLETION DATE
DD-9	Implement new taxi-driver training and testing modules for vehicular/pedestrian safety and accident prevention	DCTC	July 2016
DD-10	Outreach to Transportation Network Companies, carsharing, and taxi companies to join the Vision Zero pledge, commitment to specific driver education, use of window stickers, etc.	DCTC (EOM)	July 2016
DD-11	Prevent reckless behavior on all-terrain-vehicles (ATVs) and motorized dirt bikes through strategic enforcement and education campaigns. Expand ability to impound illegal ATVs.	MPD	October 2015
DD-12	Every other year, continue updates to the DMV driver manual and test materials to refresh emphasis on dangerous driving and bicycle and pedestrian safety.	DMV	April 2017
DD-13	Establish and implement deferred adjudication programs for drivers who endanger vulnerable users.	DMV (DDOT)	October 2017
DD-14	<p>Ensure safety of OSSE DOT and DPR bus fleets and drivers:</p> <ul style="list-style-type: none"> » Create an education campaign, outfitting buses with messages that communicate safe driving, similar to road rules campaign. » Develop a year-long safety campaign for bus drivers, parents, schools and communities » Establish a recognition program for drivers who have an excellent safety record. » Map staging plans for buses and vehicles during drop off and pick up at all schools. 	OSSE DOT, DPR (DDOT)	October 2016
DD-15	Establish safety targets and track performance for all city-owned fleet – develop online road safety training and education for all users of DC government fleet, based on DCTC and HSEMA model for training, testing, and remediation	ORM (DPW, DDOT)	October 2017
DD-16	Establish safety targets and track performance specifically for on-street public transit, e.g. Circulator buses, DC Streetcar, WMATA, and commuter buses.	DDOT	October 2017
DD-17	Utilize and build upon crowdsourced data (e.g. Waze) to make traffic volumes more predictable to reduce driver frustration. Promote special event data, HSEMA data of upcoming events, etc. to communicate likely delays.	DDOT (OCTO, HSEMA)	December 2016

No.	STRATEGY	LEAD AGENCY (SUPPORTING AGENCIES)	TARGET COMPLETION DATE
DD-18	Work with major employers to join the Vision Zero pledge. Employers will disseminate safety messages to their employees.	DDOT (EOM)	January 2017
DD-19	Complete DCMR Title 31 Compliance Audit to address public-vehicle-for-hire driver misconduct that threatens motor vehicle, bicycle, and pedestrian safety. Conduct related education and outreach for all vehicle-for-hire drivers.	DCTC	October 2016
DD-20	Enhance coordination between DPW Drug and Alcohol Testing division and supervisors of CDL employees to develop smaller groups for train the trainer sessions on drug and alcohol policy. Target a 9.5% increase over the FY 2015 number of CDL drivers who complete annual drug and alcohol policy training.	DPW (DDOT)	October 2016
DD-21	Enhance the Bus Safety Monitoring Program to discourage dangerous driving activities. Randomly observe drivers in the field and at bus terminals. Use a rubric to evaluate performance with input from OSSE DOT Accident Review Board.	OSSE DOT	October 2016
DD-22	Regularly conduct driver refresher courses, behavior intervention courses, and an annual in-service review. Establish a comprehensive year-round driver training program curriculum based on a needs assessment. Document trainings to include in a library of webcasts. Monitor and analyze trainings for effectiveness.	OSSE DOT	October 2016

STRATEGIES BE TRANSPARENT & RESPONSIVE

No.	STRATEGY	LEAD AGENCY (SUPPORTING AGENCIES)	TARGET COMPLETION DATE
TR-1	Establish one public location for all crash and safety data on the Vision Zero website. Data will be available in a machine-readable, open format. A data dashboard will display performance of top safety metrics. Incorporate/emulate publicly-sourced data such as "Struck in DC" or the Vision Zero safety map.	DDOT (OCTO)	July 2016
TR-2	Publish geospatial analysis of safety-related citations issued and adjudicated. Hold quarterly safety meetings to refine enforcement strategies based on safety outcomes.	DDOT (DPW, MPD, OUC, DMV, DCTC, DCRA)	January 2016
TR-3	Identify advocate partners that are external to District Government and assign implementation roles for key action plan strategies.	DDOT	January 2016
TR-4	Establish multi-agency response team for crashes involving fatal/disabling injuries, responsible for holistic analysis of contributing factors and recommendation of countermeasures. Team should collaborate with ANC safety liaisons to complete urgent improvements in high-priority locations. Rapid improvements should be evaluated and queued for future capital construction. Demonstrate this approach in at least 10 locations in FY16. (The team will not perform investigations of a legal nature).	DMPS (DDOT, MPD, FEMS, DOH, OCME)	October 2016
TR-5	Publicly disseminate sidewalk closures due to construction and all approved Traffic Control Plans via an online, GIS-enabled display	DDOT (OCTO)	May 2016
TR-6	Evaluate DDOT Traffic Calming policy and consider exceptions to 75% threshold for resident requests for traffic calming measures. Traffic calming measures must reflect the local network, and include evaluation of impact.	DDOT	January 2016
TR-7	Improve response times to and from scenes of crashes via quick clearance and move-over laws.	DDOT (MPD)	January 2016
TR-8	Improve FEMS response via regular review of travel times (dispatch to site, site to hospital, etc.) to ensure travel time consistency, ability to direct EMS units in route. Develop systematic recommendations for engineering and policy changes.	FEMS (OUC, DDOT)	December 2017
TR-9	Utilize e-911 to improve emergency response.	OUC, FEMS	October 2017
TR-10	Establish a Transportation Safety Liaison within each Advisory Neighborhood Commission.	DDOT (ANC Board)	April 2016
TR-11	Hold transportation safety "hackathons" to engage residents.	OCTO (DDOT)	January 2016
TR-12	Annually publish Vision Zero progress report.	DDOT	October 2016
TR-13	Leverage technology and data to anticipate and foster opportunities to integrate citywide traffic signals with autonomous and connected vehicles.	DDOT (DMV)	Ongoing
TR-14	Study and evaluate potential for autonomous and connected vehicles to improve safety through vehicle-to-vehicle and vehicle-to-infrastructure data transmission to reduce crash frequency and severity.	DDOT (DMV)	Ongoing

APPENDIX D

ADDITIONAL DATA

MADD: State Rating of Drunk Driving Efforts						
Rank	State	Interlocks for All First-Time Convicted Drunk Drivers	Sobriety Checkpoints	Administrative License Revocation	Child Endangerment	No Refusal
1	Arizona	√	√	√	√	√
2	Illinois	√	√	√	√	√
3	Kansas	√	√	√	√	√
4	Nebraska	√	√	√	√	√
5	Utah	√	√	√	√	√
6	Arkansas	√	√	√	√	
7	California	--	√	√	√	√
8	Colorado	√	√	√	√	
9	Delaware	--	√	√	√	√
10	Florida	--	√	√	√	√
11	Hawaii	√	√	√	√	
12	Louisiana	√	√		√	√
13	Maine	--	√	√	√	√
14	New York	√	√	√	√	
15	Virginia	--	√	√	√	√
16	Alabama	--	√	√	√	
17	Connecticut	√	√	√	--	--
18	District of Columbia	--	√	√	√	--
19	Georgia	--	√	√	√	--
20	Idaho	--	--	√	√	√
21	Kentucky	--	√	√	√	--
22	Maryland	--	√	√	√	--
23	Massachusetts	--	√	√	√	--

MADD: State Rating of Drunk Driving Efforts						
Rank	State	Interlocks for All First-Time Convicted Drunk Drivers	Sobriety Checkpoints	Administrative License Revocation	Child Endangerment	No Refusal
24	Missouri	--	√	√	--	√
25	Nevada	--	√	√	√	--
26	New Hampshire	--	√	√	√	--
27	New Mexico	√	√	√	--	--
28	North Carolina	--	√	√	√	--
29	North Dakota	--	√	√	√	--
30	Ohio	--	√	√	√	--
31	Oklahoma	--	√	√	√	--
32	Oregon	√		√	√	--
33	South Carolina	--	√	√	√	--
34	Texas	--	--	√	√	√
35	Washington	√	--	√	√	--
36	West Virginia	--	√	√	√	--
37	Wisconsin	--	--	√	√	√
38	Alaska	√	--	√	--	--
39	Indiana	--	√	√	--	--
40	Iowa	--	--	√	√	--
41	Minnesota			√	√	
42	Mississippi	--	√	√	--	--
43	New Jersey	--	√	--	√	--
44	Tennessee	--	√	--	√	--
45	Vermont	--	√	√	--	--
46	Wyoming	--	--	√	√	--

MADD: State Rating of Drunk Driving Efforts						
Rank	State	Interlocks for All First-Time Convicted Drunk Drivers	Sobriety Checkpoints	Administrative License Revocation	Child Endangerment	No Refusal
47	Michigan	--	--	--	√	--
48	Montana	--	--	--	√	--
49	Pennsylvania	--	√	--	--	--
50	Rhode Island	--	--	--	√	--
51	South Dakota	--	√	--	--	--

Source: Mothers Against Drunk Driving, 5th Anniversary Report to the Nation: Campaign to End Drunk Driving

Number, Per Capita Rate and Percentage of Pedestrian Fatalities by State, 2013			
State	Pedestrian Fatalities	Pedestrian Fatalities/ 100,000 Population	Percent Pedestrians/ All Fatalities
California	701	1.83	23
Florida	501	3.56	21
Texas	480	1.81	14
New York	335	1.70	28
Georgia	176	1.76	15
North Carolina	173	1.76	13
Arizona	151	2.28	18
Michigan	148	1.50	16
Pennsylvania	147	1.15	12
New Jersey	129	1.45	24
Illinois	125	.97	13
Maryland	108	1.82	23
South Carolina	100	2.09	13
Louisiana	97	2/10	14
Ohio	85	0.73	9
Tennessee	80	1.23	8
Indiana	77	1.17	10
Virginia	75	0.91	10
Missouri	73	1.21	10
Massachusetts	68	1.02	21
Nevada	65	2.33	25
Alabama	59	1.22	7
Oklahoma	58	1.51	9
Kentucky	55	1.25	9
Mississippi	53	1.77	9
Colorado	50	0.95	10
New Mexico	49	2.35	16

Number, Per Capita Rate and Percentage of Pedestrian Fatalities by State, 2013			
State	Pedestrian Fatalities	Pedestrian Fatalities/ 100,000 Population	Percent Pedestrians/ All Fatalities
Washington	49	0.70	11
Oregon	48	1.22	15
Arkansas	45	1.52	9
Wisconsin	37	0.64	7
Connecticut	36	1.00	13
Minnesota	32	0.59	8
Utah	28	0.97	13
West Virginia	28	1.51	8
Delaware	25	2.70	25
Kansas	25	0.86	7
Montana	24	2.36	10
Hawaii	23	1.64	23
Iowa	20	0.65	6
Idaho	14	0.87	7
Rhode Island	14	1.33	22
Nebraska	12	0.64	6
New Hampshire	12	0.91	9
Maine	11	0.83	8
District of Columbia	9	1.39	45
South Dakota	9	1.07	7
Alaska	6	0.82	12
Vermont	5	0.80	7
Wyoming	4	0.69	6
North Dakota	1	0.14	1
Total	4,735	1.34 (average)	14

Source: Governors Highway Safety Association Pedestrian Traffic Fatalities by State. Preliminary Data, 2014

ACKNOWLEDGEMENTS

Special thanks to the following groups for helping to make Vision Zero possible for the District of Columbia:

DISTRICT AGENCIES

Executive Office of the Mayor
Council of the District of Columbia
Office of the Deputy Mayor for Public Safety and Justice
Office of the Deputy Mayor for Planning and Economic Development
Office of the Deputy Mayor for Education
Office of the Deputy Mayor for Health and Human Services
District Department of Transportation
Advisory Neighborhood Commission Board
DC Fire and Emergency Medical Service Department
DC Homeland Security and Emergency Management Agency
DC Taxicab Commission
Department of Consumer and Regulatory Affairs
Department of General Services
Department of Health
Department of Housing and Community Development
Department of Parks and Recreation
District Department of Energy and the Environment
District Department of Motor Vehicles
District Department of Public Works
District of Columbia Public Schools
Metropolitan Police Department
Office of Aging
Office of Disability Rights
Office of Planning
Office of Risk Management
Office of the Attorney General
Office of the Chief Medical Examiner
Office of the Chief Technology Officer
Office of the State Superintendent of Education
Office of Unified Communications
Washington Metropolitan Area Transit Authority

STAKEHOLDER GROUPS

DC Pedestrian Advisory Council
DC Bicycle Advisory Council
All Walks DC
Black Women Bike
Coalition for Smarter Growth
DC Alliance of Youth Advocates
Kidical Mass DC
League of American Bicyclists
Paralyzed Veterans of America
Safe Routes to School
Streetwise Foundation
Washington Area Bicyclist Association
Downtown Business Improvement District
Southwest Business Improvement District
Adams Morgan Business Improvement District
Capitol Riverfront Business Improvement District

PHOTO CREDIT

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THE GOAL IS SET:
Zero fatalities and serious injuries
by 2024

Thank you for being a partner in Vision Zero. With your help improving the attitudes and behavior of the District's travelers, your input and analysis of safety trends and improvements, and your scrutiny of District government progress toward implementing the strategies outlined in this plan, we will collectively realize a transportation system that is safe for all.

This is our roadmap. Together, we can reach our destination.

