

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**

VISION
Z=ERO

SAFE STREETS FOR WASHINGTON, DC



A photograph of Mayor Muriel Bowser speaking at a podium. She is wearing a teal patterned dress, a multi-strand pearl necklace, and a matching bracelet. Her hands are clasped in front of her. The background is a light blue wall.

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 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



Keith Anderson

Director of the Department of Parks and Recreation (DPR)



Lucinda M. Barbers

Director of the Department of Motor Vehicles (DMV)



David Bishop

Interim Chief Technology Officer of the Office of the Chief Technology Officer (OCTO)



Melinda Bolling

Director of the Department of Consumer and Regulatory Affairs (DCRA)



Gretchen Brumley

Director of the Office of the State Superintendent of Education Department of Transportation (OSSE DOT)



Ernest Chirappah

Chairman of the District of Columbia Taxicab Commission (DCTC)



Chief Gregory M. Dean

Chief of Fire and Emergency Services Department (FEMS)



Kevin Donahue

Deputy City Administrator and Deputy Mayor for Public Safety and Justice



Brenda Donald

Deputy Mayor for Health and Human Services and DC Office of Aging (DCOA)



Holly Donaldson

Director of the Department of Housing and Community Development (DHCD)



Leif Dormsjo

Director of the District Department of Transportation (DDOT)



Chris Geldart

Director of the Homeland Security and Emergency Management Agency (HSEMA) and Interim Director of the Office of Unified Communications (OUC)



Kaya Henderson

Chancellor of District of Columbia Public Schools (DCPS)



Brian Kenner

Deputy Mayor for Planning and Economic Development (DMPED)



Chief Cathy L. Lanier

Chief of Police of the Metropolitan Police Department (MPD)



Roger A. Mitchell, Jr. MD

Chief Medical Examiner, Office of the Chief Medical Examiner



LaQuandra S. Nesbitt, MD

Director of the Department of Health (DOH)



Jennifer C. Niles

Deputy Mayor for Education (DME)



Eric Shaw

Director of the Office of Planning (OP)



Christopher Shorter

Director of the Department of Public Works (DPW)



Alexis P. Taylor, Esq.

Director of the Office of Disability Rights (ODR)



Christopher Weaver

Director of the Department of General Services (DGS)



Tommy Wells

Director of the Department of Energy and Environment (DOEE)

EVERYONE NEEDS

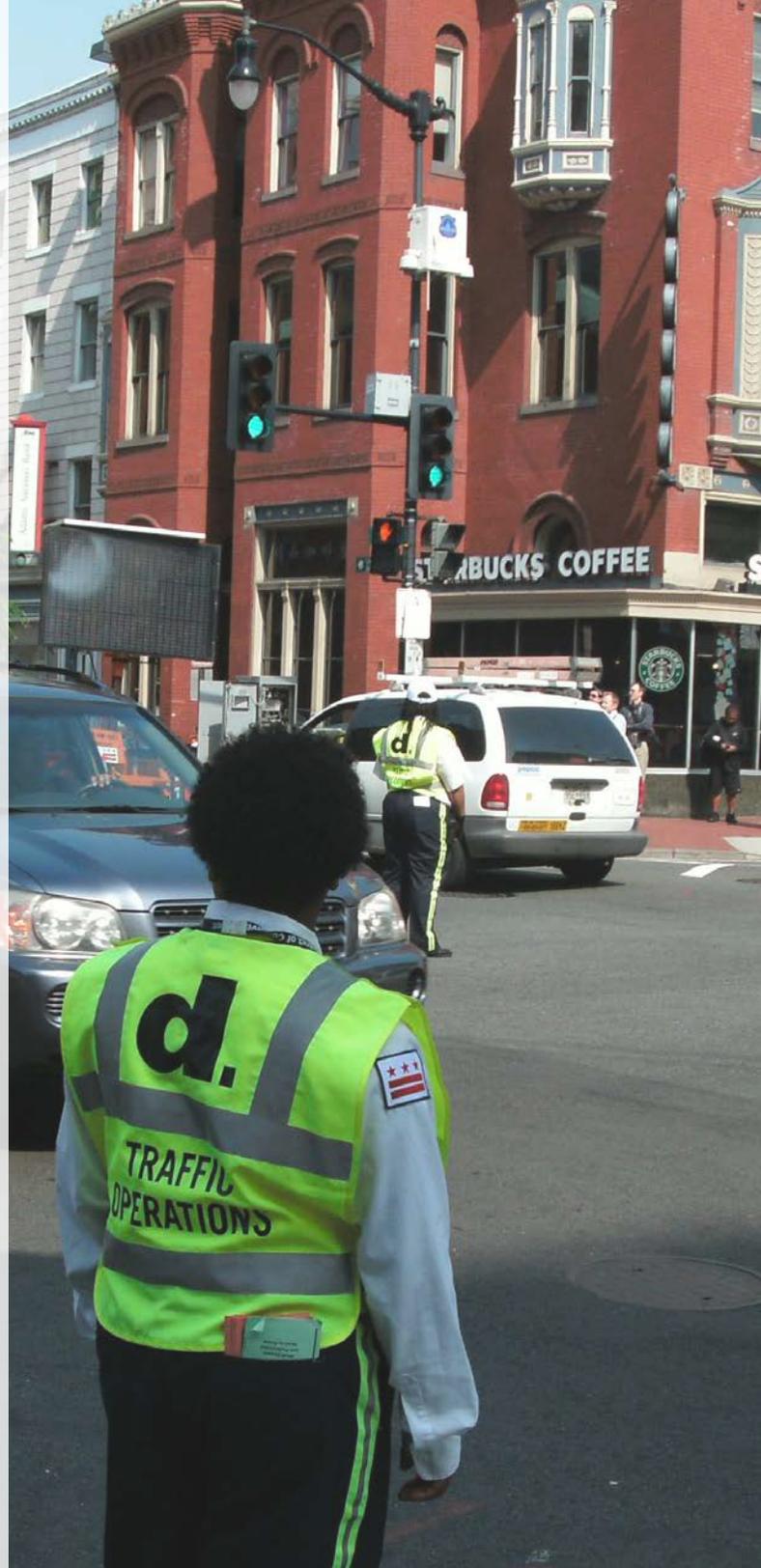
SAFE STREETS

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.



CØNTENTS



WHAT IS VISION ZERO

1

ACTION PLAN PROCESS

7

TAKING ACTION

27

GETTING STARTED ON VISION ZERO

65

VISION ZERO AND YOU

75

APPENDICES

79

WHAT IS VISION Z^{***}RØ





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.***

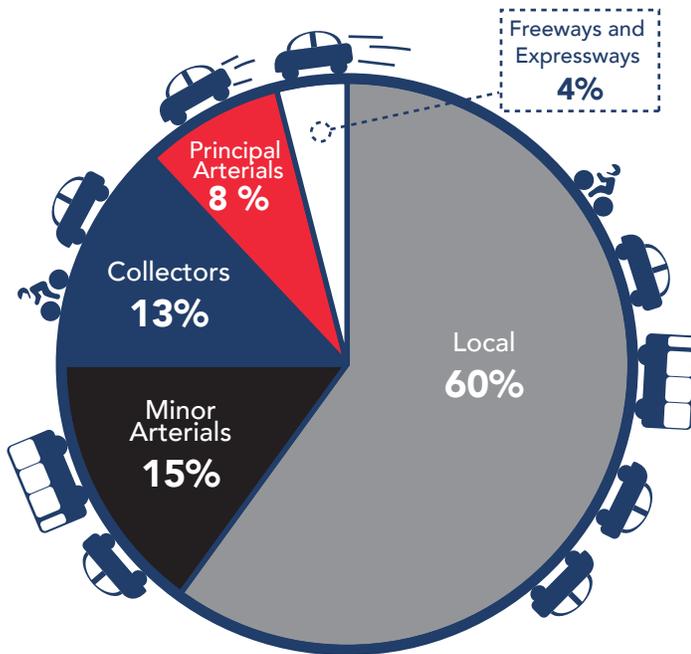


VISION ZERO WHY NOW?

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



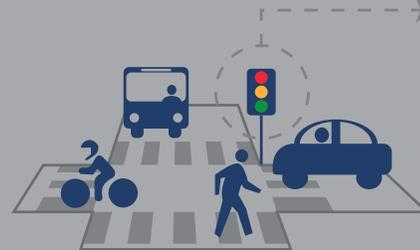
THE DISTRICT
ROADWAY SYSTEM
INCLUDES:



7,700 INTERSECTIONS

1,678
are signaled

500
are located
within the
downtown area



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

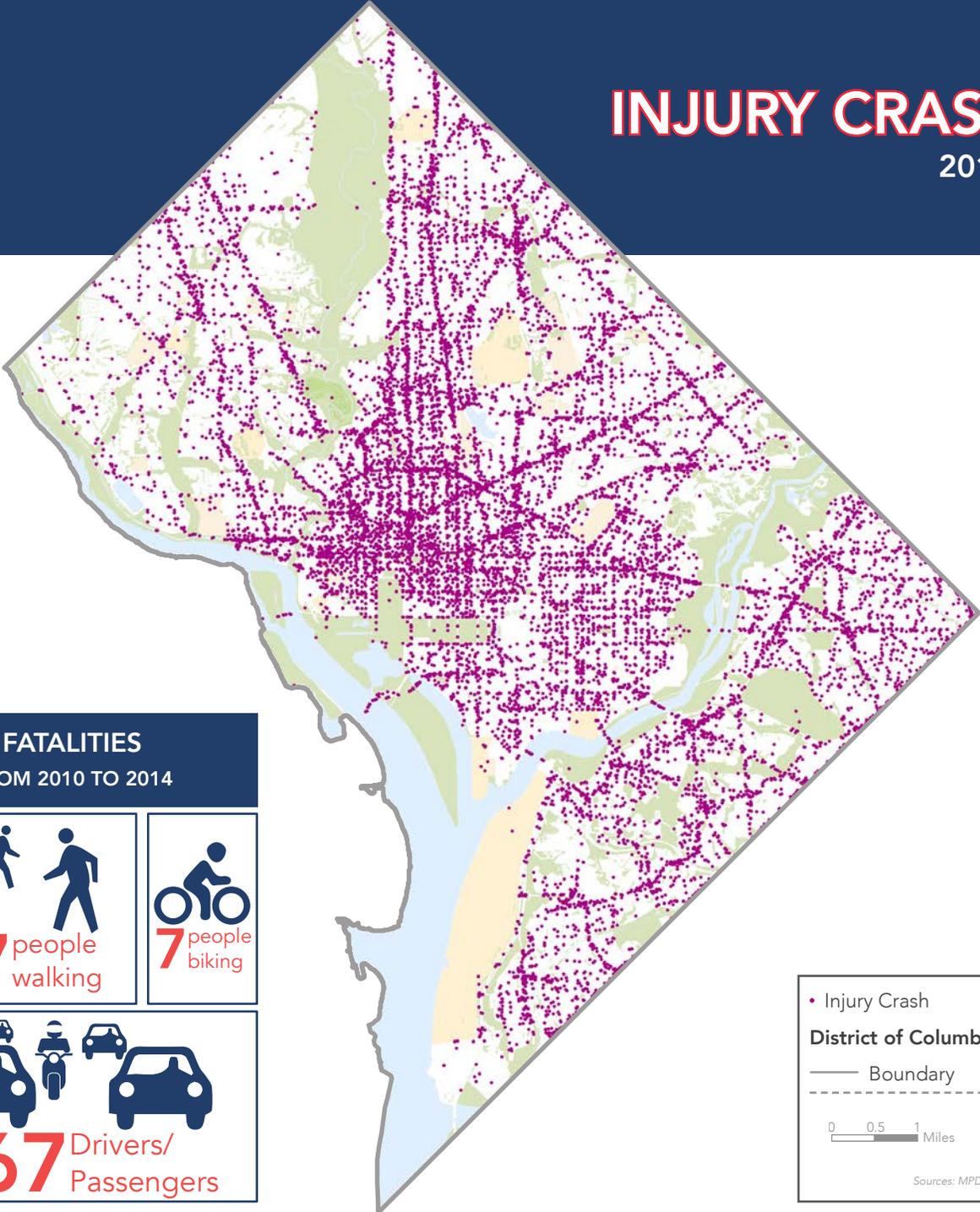
The approximate 660,000 person population of the District nearly doubles during the work day as residents of the region travel toward the Central Business District and other job centers. Virginia and Maryland drivers (combined) are involved in more than 40 percent of all crashes in the District. Moreover, 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



FATALITIES FROM 2010 TO 2014


57 people walking


7 people biking


67 Drivers/
Passengers

• Injury Crash

District of Columbia

— Boundary

0 0.5 1 Miles



Sources: MPD

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.



A group of approximately 15 people are seated around a large, light-colored conference table in a modern office setting. They are engaged in a meeting, with some looking at documents and others at their laptops. The room has large windows in the background, providing a view of a cityscape. The overall atmosphere is professional and collaborative.

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

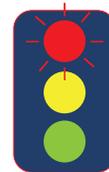


#1 CONCERN

Distracted Drivers



#2 CONCERN



People Ignoring Traffic Signals

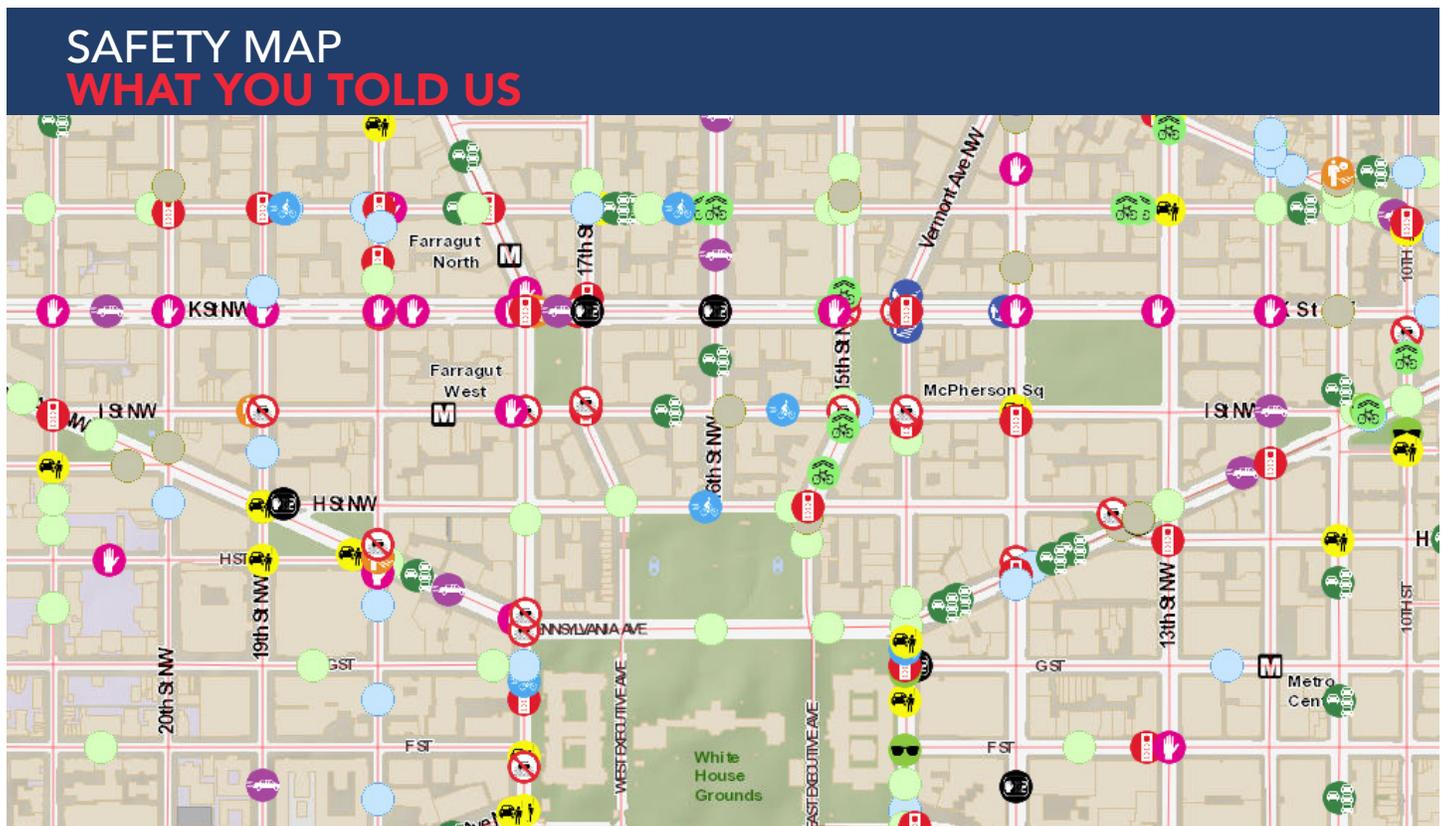


#3 CONCERN

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.

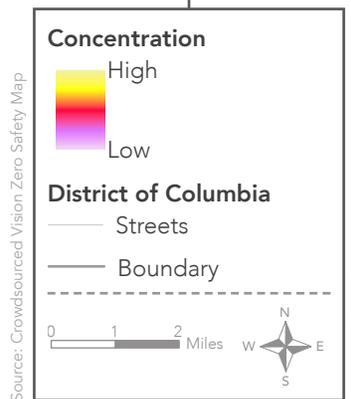
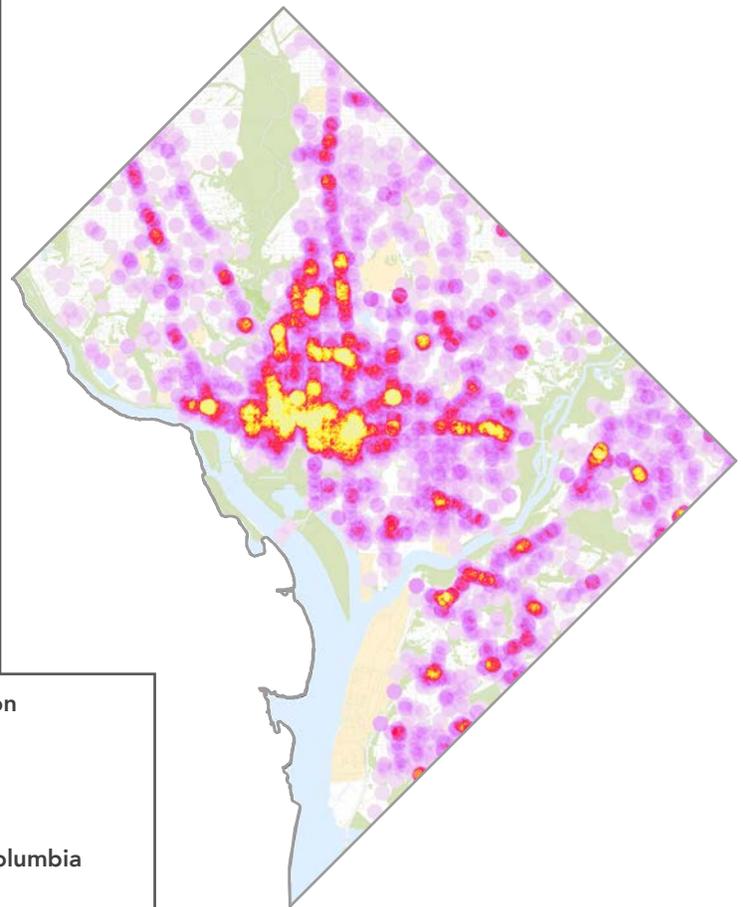
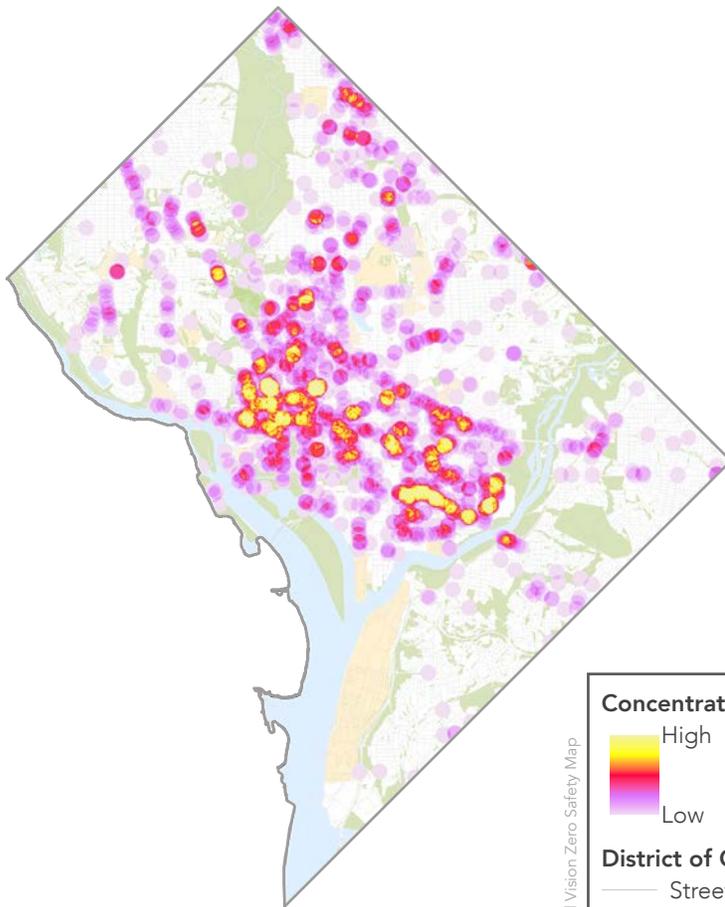
As of November 3, 2015, our online Safety Map captured 2,380+ concerns from people walking, 1,330+ concerns from people biking, and 680+ from people driving. The safety map is also limited. More people identified issues in downtown and the northwest part of the District, even though crash data shows 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

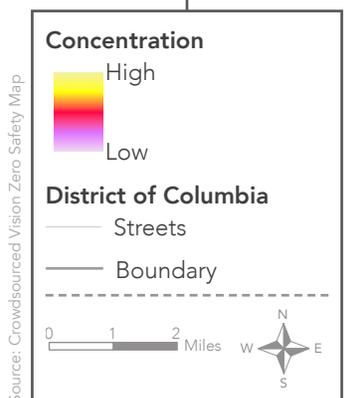
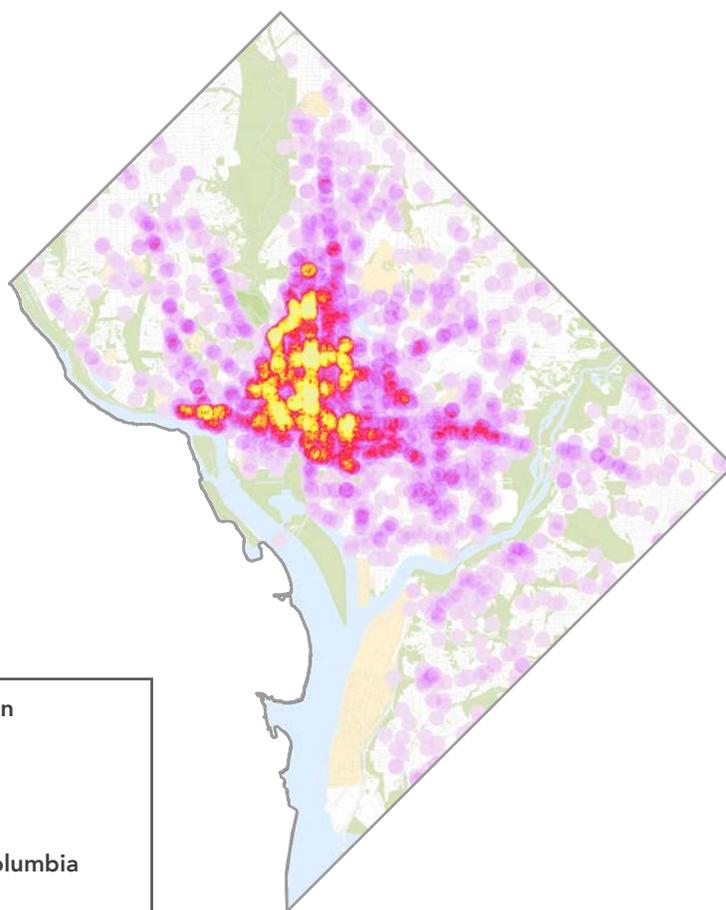
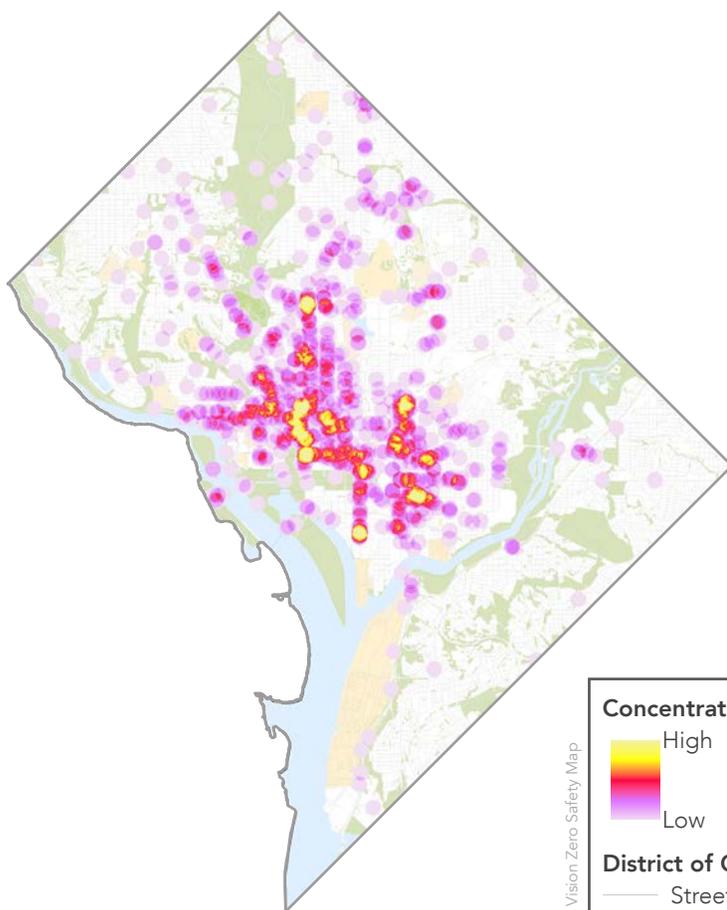
CRASHES REPORTED 2010-2014



HAZARDOUS LOCATIONS FOR PEOPLE BIKING

CONCERNS FROM SAFETY MAP 2015

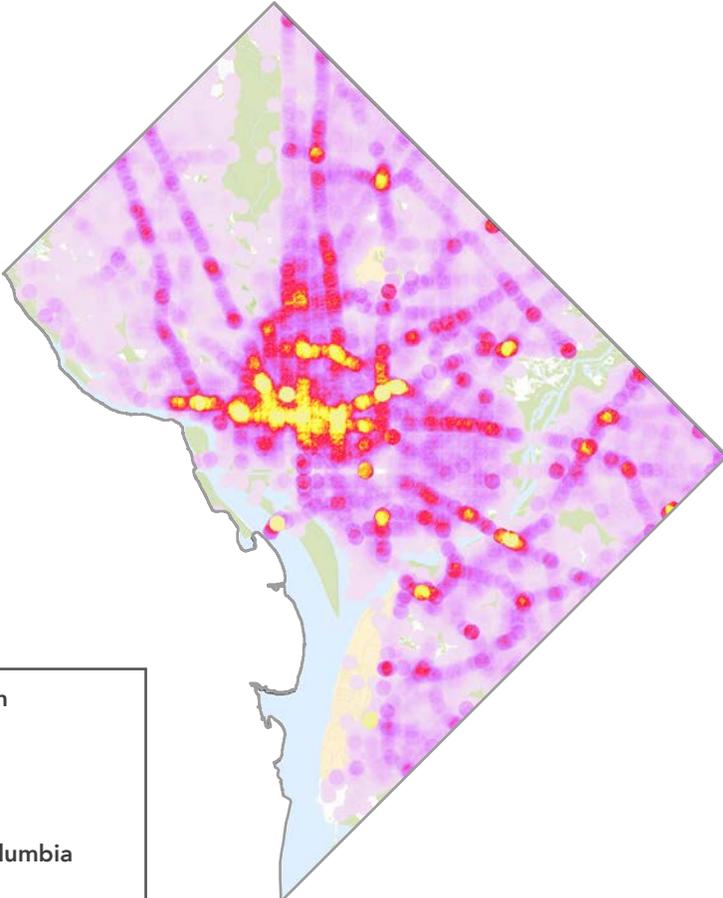
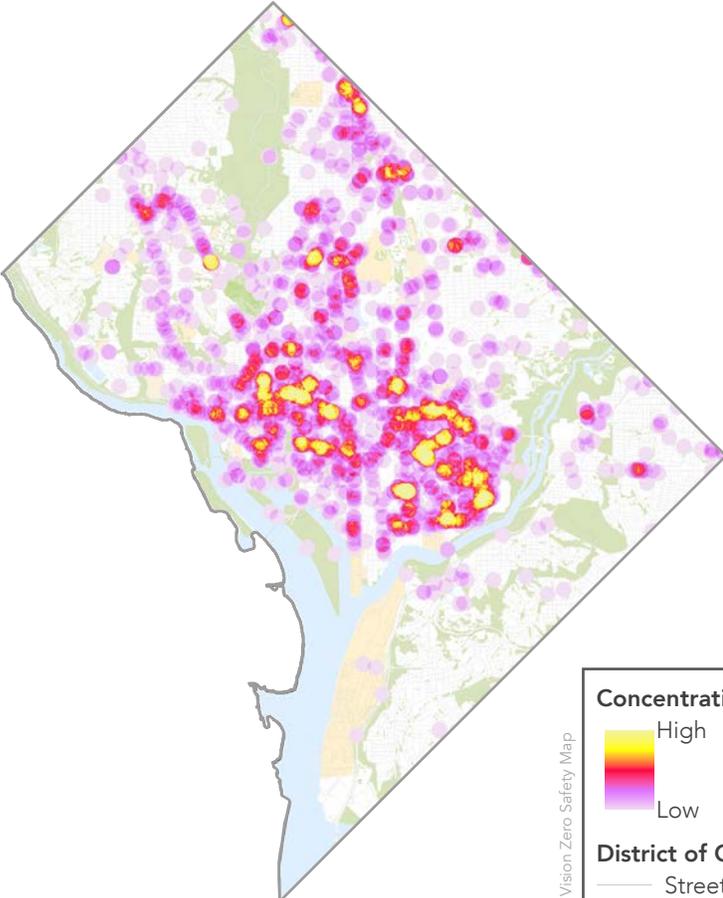
CRASHES REPORTED 2010-2014



HAZARDOUS LOCATIONS FOR PEOPLE DRIVING

CONCERNS FROM SAFETY MAP 2015

CRASHES REPORTED 2010-2014



Concentration

High
Low

District of Columbia

- Streets
- Boundary

0 1 2 Miles

Source: Crowdsourced Vision Zero Safety Map

Source: MPD, TARAS

A photograph of a busy city street, likely in Washington D.C., showing a double-decker bus, several cars, and pedestrians crossing the street. The background features tall buildings and trees.

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.

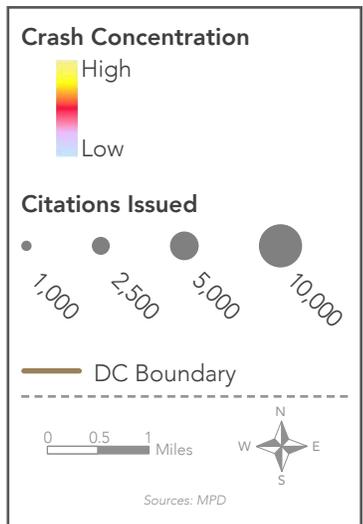
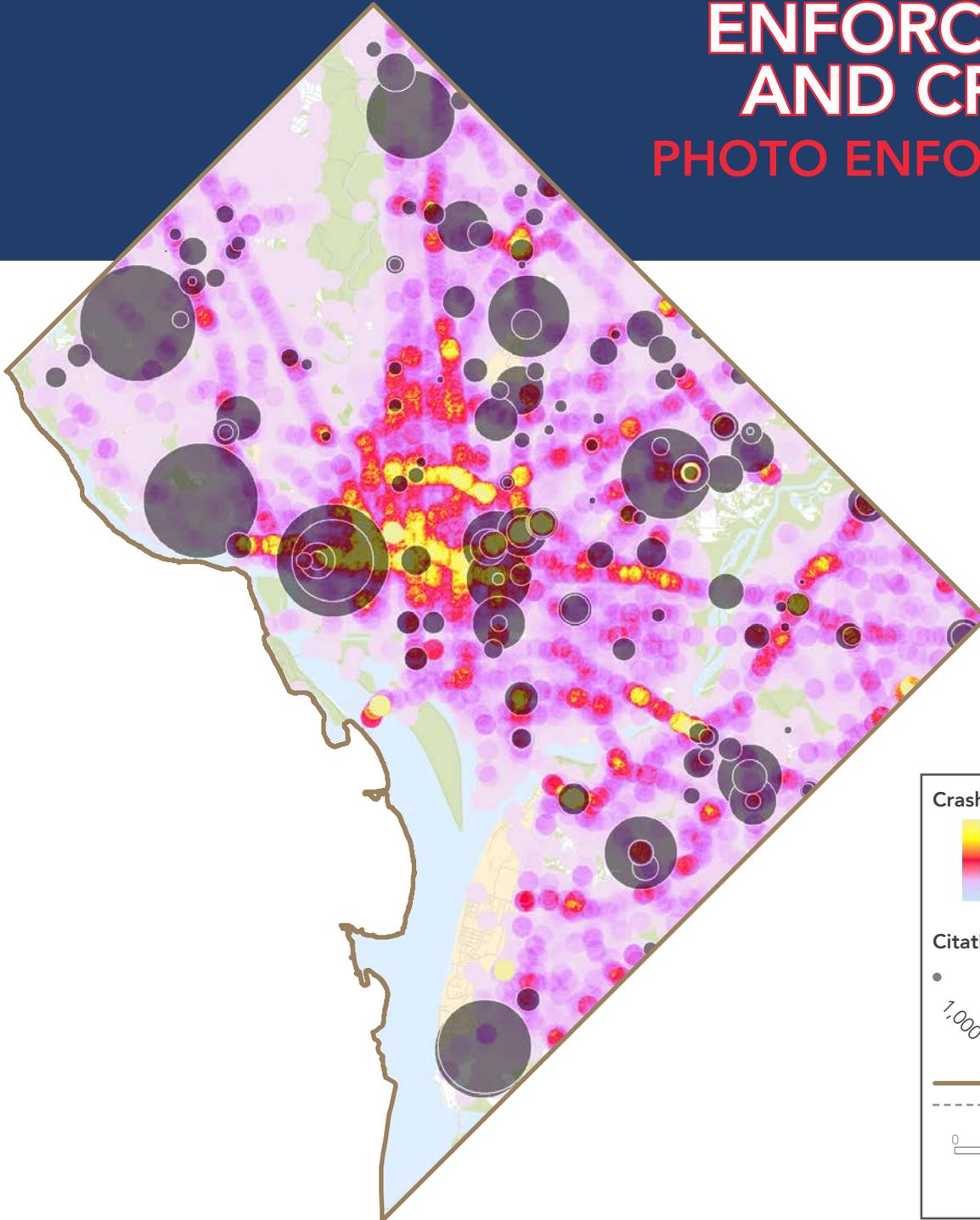
20,000 vehicles have 15 or more unpaid tickets in the District. There are almost 230,000 vehicles that are currently “boot-eligible”

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.

ENFORCEMENT AND CRASHES

PHOTO ENFORCEMENT

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.

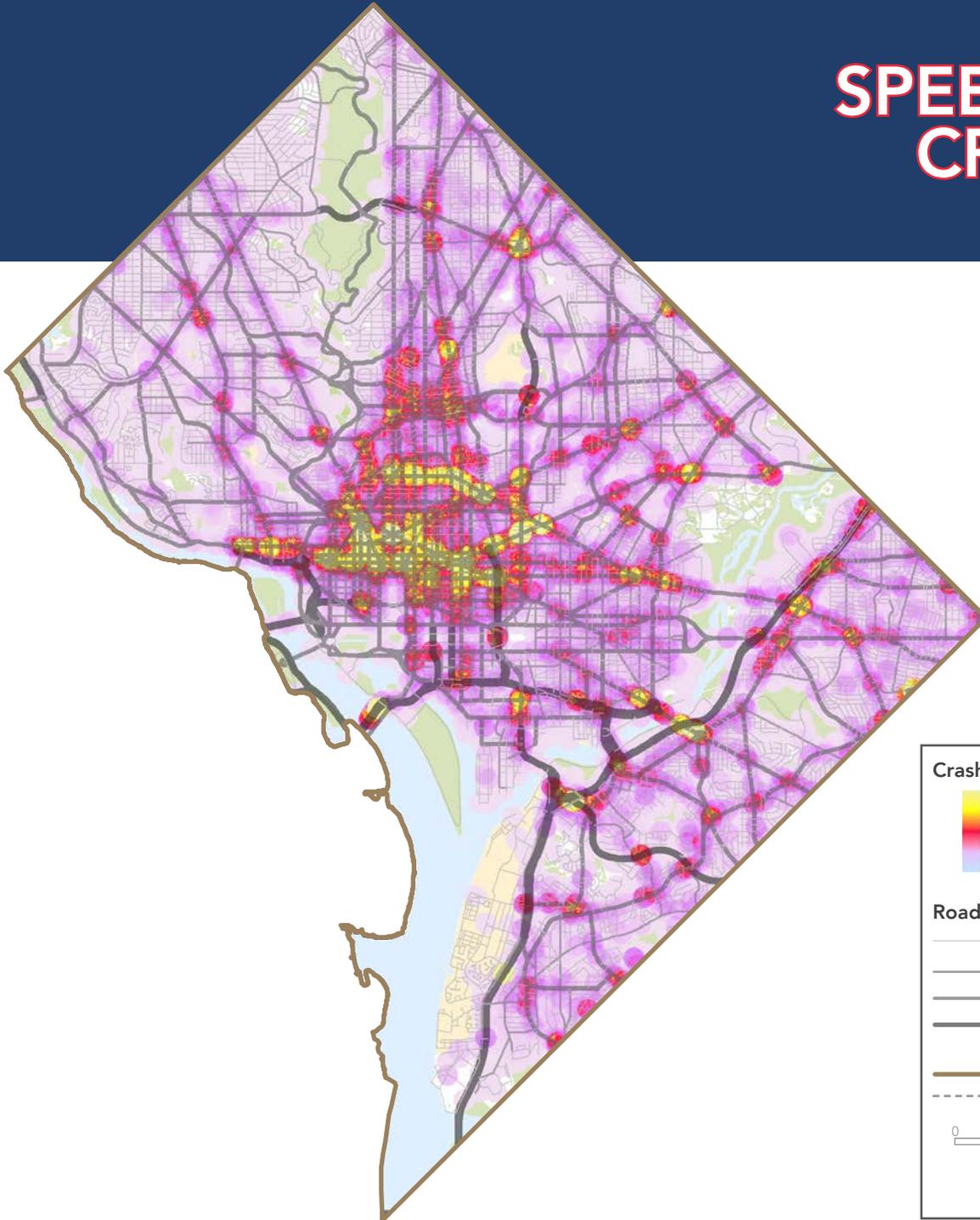
Between 2010 and 2014, approximately 85 percent of traffic fatalities occurred on arterial streets or freeways and almost 40 percent of total fatalities and 35 percent of bicycle and pedestrian fatalities occurred on streets with speed limits over 25 mph. On arterials with speed limits of 30-35 mph, 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.

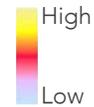
Source: Metropolitan Police Department (MPD)

SPEED AND CRASHES

2010-2014



Crash Severity



Roadway Types

- Local
- Collector
- Arterial
- Freeways

— DC Boundary

0 0.5 1 Miles



Sources: MPD

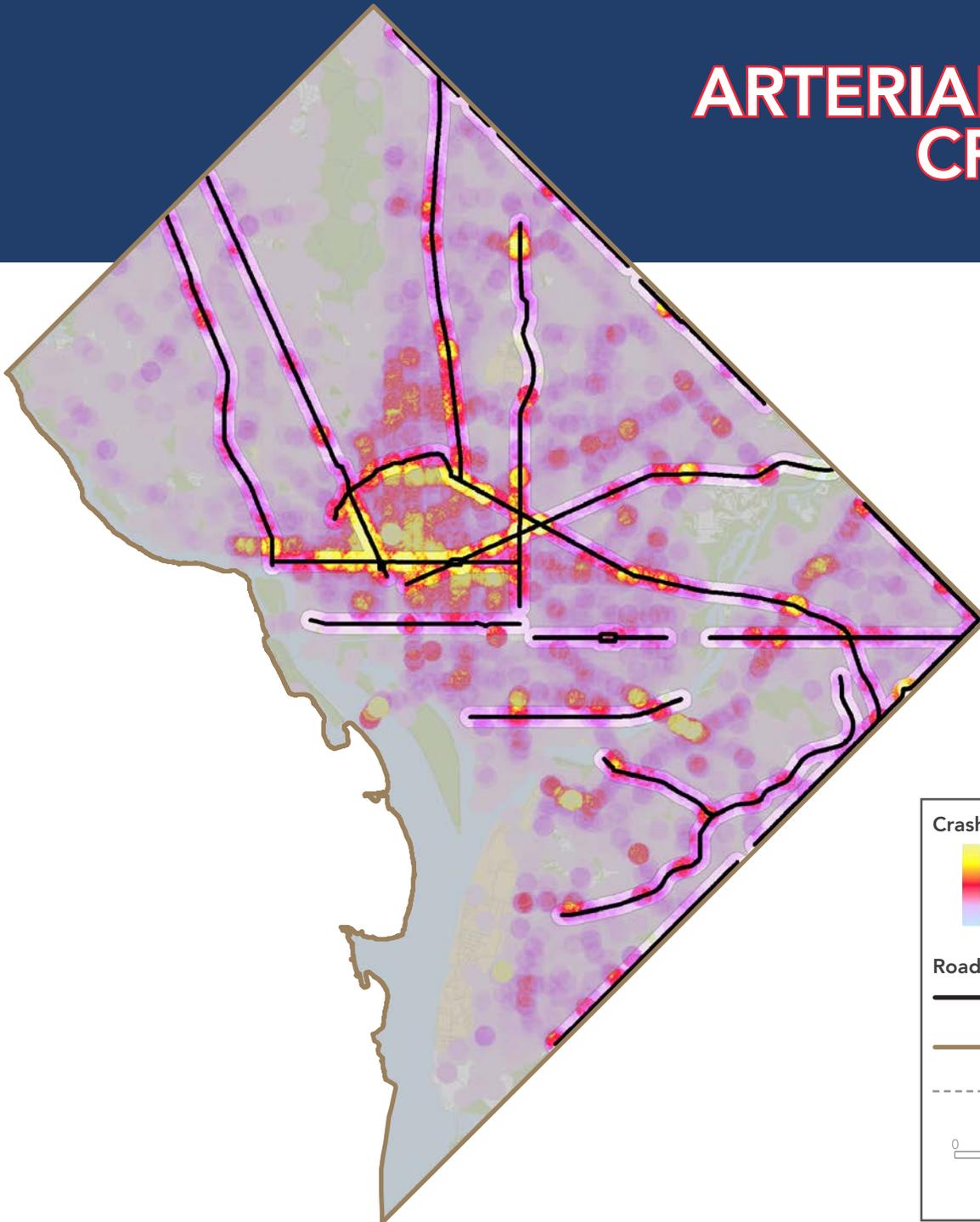
15 arterial corridors with multiple total fatalities accounted for more than half of all pedestrian and bicycle deaths between 2010 and 2014. These corridors provide an opportunity for speed reduction and safety improvements through Vision Zero.

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%

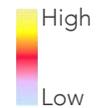
Source: Metropolitan Police Department (MPD)

ARTERIALS AND CRASHES

2010-2014



Crash Severity Density



Roadway Types

- High Crash Corridors
- DC Boundary

0 0.5 1 Miles



Sources: MPD

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

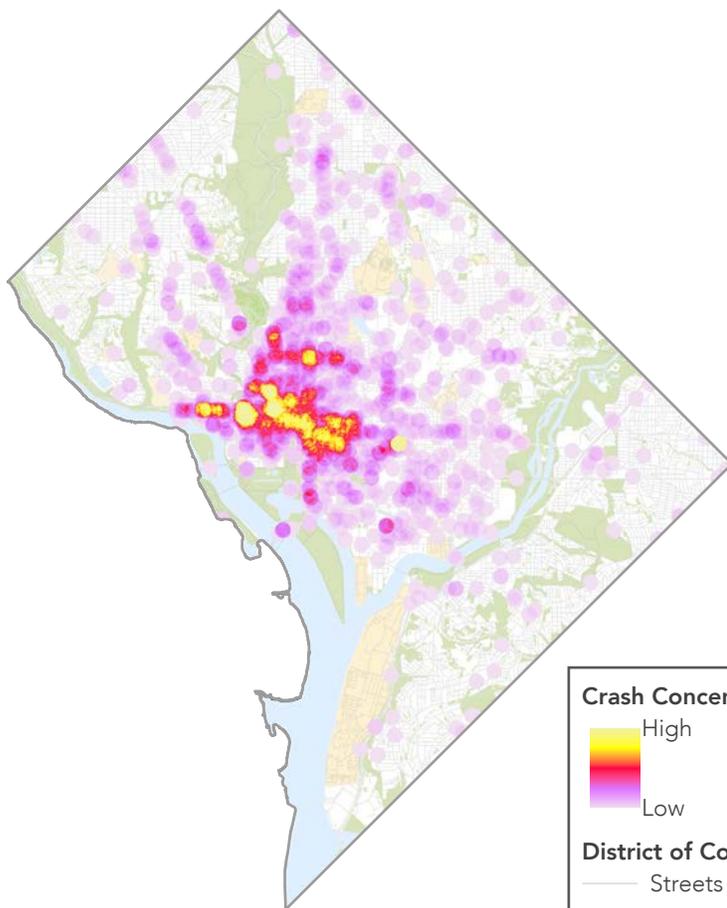
From 2010 to 2014, there were almost 2,000 crashes involving taxis. 392 resulted in injuries, 18 resulted in disabling injuries, and 1 resulted in a fatality. The growing “vehicle for hire” industry, including taxis, and Transportation Network Companies (TNCs) like Uber and Lyft, must participate in 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.

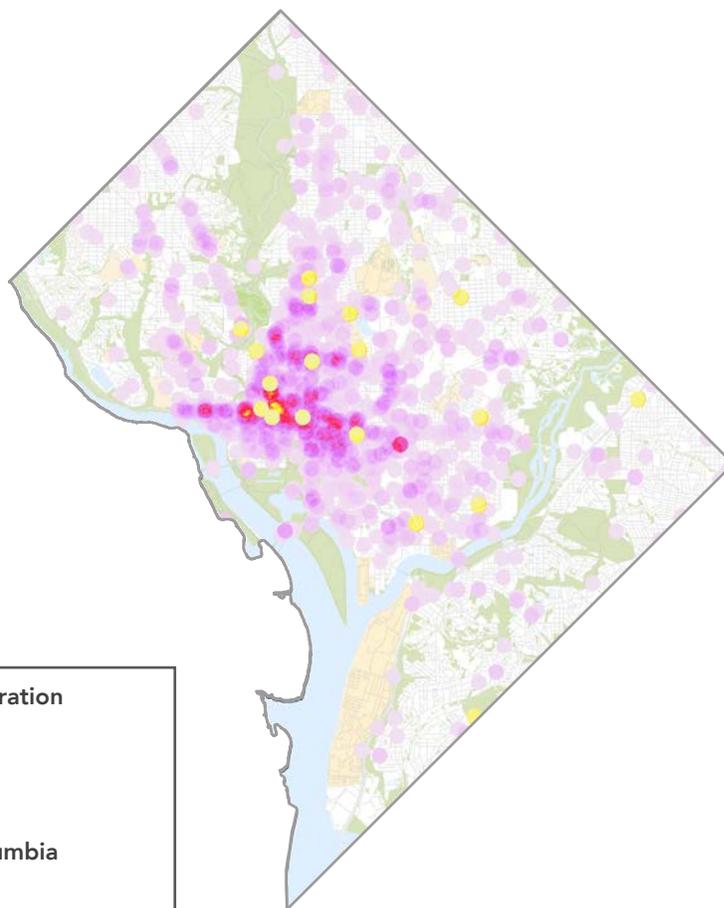
VEHICLES FOR HIRE CRASHES

2010-2014

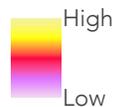
ALL CRASHES



INJURY CRASHES



Crash Concentration



District of Columbia

— Streets

— DC Boundary

0 1 2 Miles



Sources: MPD, TARAS, Vision Zero Safety Map