

VISION ZERO FY16 FUND

The District's FY16 budget created a Vision Zero Fund with \$500,000 as an initial down payment. Agencies across the 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

SAFE STREETS FOR WASHINGTON, DC



A PLAN OF ACTION SUMMARY



SERIOUS CRASHES HAPPEN EVERYWHERE IN THE DISTRICT, in every ward, on nearly every street. The goal of Vision Zero is straight forward: zero fatalities or serious injuries on our roads, because no loss of life is acceptable. 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. The Action Plan is the result of ideas, feedback, and input of transportation safety advocates, community organizations, and our residents. It is our playbook for the first years of Vision Zero.

VISION ZERO AIMS TO PROTECT EVERYONE



VISION ZERO AND YOU

We all need safe streets. Whether you live, work, or play in the District, you deserve a safe trip to and from your destination. We call on everyone who travels on our streets for their help as we strive to realize Vision Zero.

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.

Visit www.dcvisionzero.com to take the pledge!



TRAVELERS INEVITABLY MAKE MISTAKES RESULTING IN TRAFFIC CRASHES AND OFTEN IN FATALITIES

FROM 2010 TO 2014

67
PEOPLE IN VEHICLES

57
PEOPLE WALKING

7
PEOPLE BIKING

DIED IN CRASHES

THE POPULATION OF THE DISTRICT NEARLY DOUBLES DURING THE WORK DAY DUE TO COMMUTERS FROM VIRGINIA & MARYLAND

VIRGINIA AND MARYLAND DRIVERS (COMBINED) ARE INVOLVED IN MORE THAN **40%** OF ALL CRASHES IN THE DISTRICT



WE NEED TO WORK REGIONALLY

ACROSS ALL EIGHT WARDS AND ALL AGE GROUPS PEOPLE AGREED THEIR TOP SAFETY CONCERNS ARE:



CONCERN ONE

Distracted Drivers



CONCERN TWO



CONCERN THREE



DCVisionZero.com and DDOT.DC.gov
vision.zero@dc.gov
@DCVisionZero #VZDC

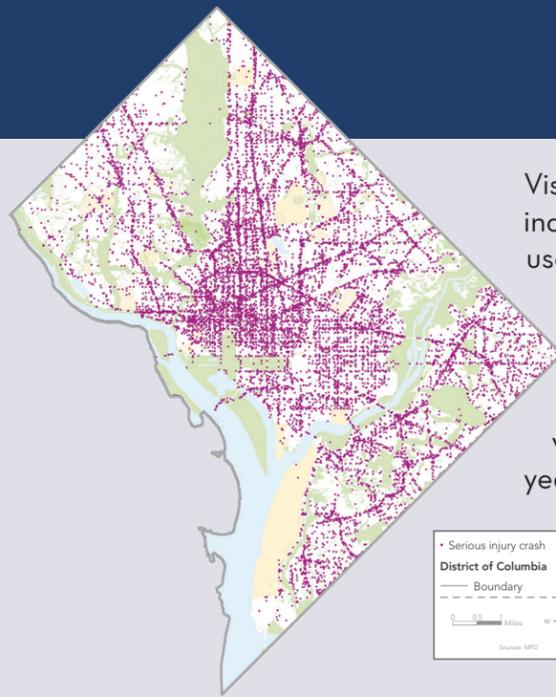


STAY CONNECTED

INJURY CRASHES

2010-2014

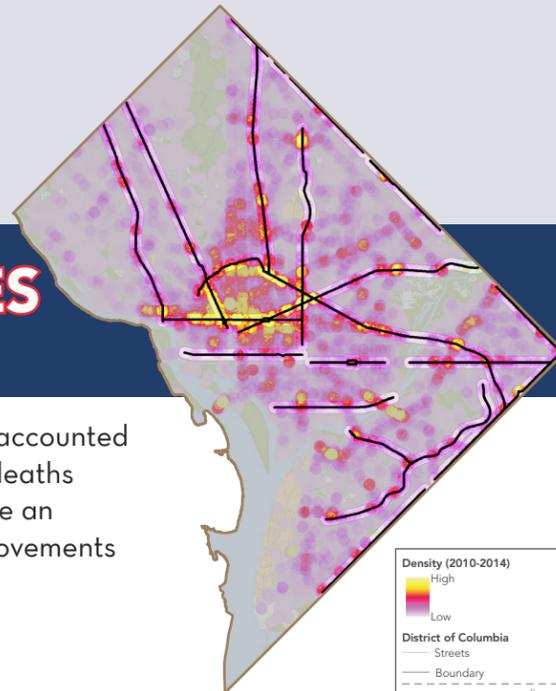
Vision Zero touches everyone. Safety data indicates that there are particularly vulnerable users of our transportation system: pedestrians of all ages and abilities (including people with mobility challenges) and people on bicycles. However, drivers and passengers in cars, trucks, motorcycles, busses,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



ARTERIALS & CRASHES

2010-2014

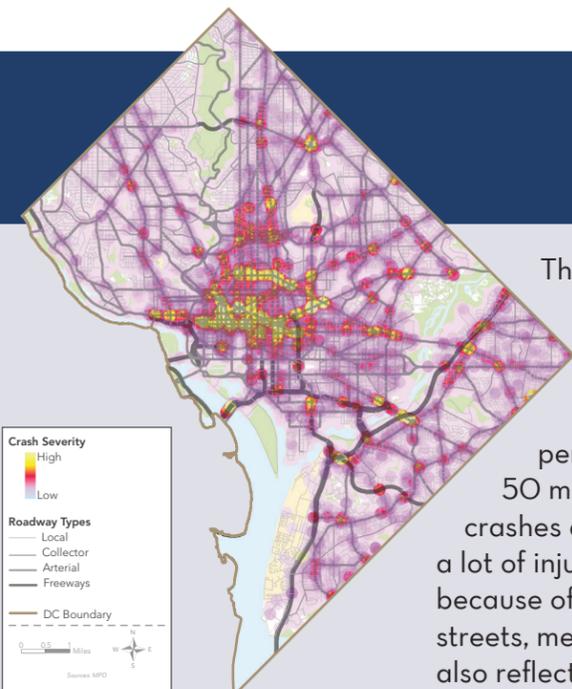
15 arterial corridors with multiple total fatalities accounted for more than half of all pedestrian and bicycle deaths between 2010 and 2014. These corridors provide an opportunity for speed reduction and safety improvements through Vision Zero.



SPEED & 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.



CREATE SAFE STREETS

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. Some of the strategies for Create Safe Streets are:

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

The District's Comprehensive Plan and Small Area Plans call for urban design improvements and green infrastructure 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.

PROTECT VULNERABLE USERS

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. Some of the strategies for Protect Vulnerable Users are:

- 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

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.

PREVENT DANGEROUS DRIVING

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. Some of the strategies for Prevent Dangerous Driving are:

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

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 fatalities. Through legislation and rule making, Vision Zero will ensure that penalties for dangerous driving are appropriate, and programs to correct this behavior are effective.

BE TRANSPARENT AND RESPONSIVE

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. Some of the strategies for Be Transparent and Responsive are:

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

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.