Everyone Needs Safe Streets

A YEAR OF PROGRESS

Despite adding more than 1,000 residents every month, 2016 was the safest year for people walking in the District since 2012, and our second safest year on record. Our focus on improving safety for high-risk users is working. After a year of Vision Zero, we have more valuable traffic safety data than ever before. We have stakeholders working for safe streets that we never thought to include until now.

We are engineering, educating, and enforcing our way to safer streets throughout all eight wards of the District. Still, our total number of annual traffic fatalities rose in 2016. Twenty-eight people were killed in traffic incidents in 2016. After the first year of a 10-year initiative, there is still work to do. The improvements we are making now, on the street and within our government, are laying the foundation for the safe streets of tomorrow. No matter the challenges, we remain committed to our goal: by 2024, we will have done everything in our power to eliminate transportation fatalities and serious injuries. No loss of life is acceptable.

Vision Zero is not just my goal in this city and in this region. We are all a part of this movement. We all play a role in curing this threat to public health. We need your help to realize Vision Zero. Hold us accountable for implementing the strategies in this plan. Hold yourself accountable by taking the Vision Zero pledge. In Year 2, we will continue to advance the actions in our plan, analyze our progress, and set new priorities.

Mayor Muriel Bowser
THIS ADMINISTRATION’S
COMMITTMENT

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
VISION ZERO
PLEDGE

As a traveler of the Washington, D.C. 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;
- Prioritize people above punctuality by planning ahead; and
- Protect the most vulnerable travelers by behaving appropriately in an urban, multi-modal environment.

Take the Pledge!
Everyone needs safe streets, and no loss of life is acceptable. During Year 1 of Vision Zero in 2016, the District saw a steep decline in pedestrian fatalities, a group of travelers which represents some of our most vulnerable people. Unfortunately, motorcycle fatalities increased, driver/passenger fatalities increased, and bicyclist fatalities remained constant. In Year 2 of Vision Zero, the District is continuing the implementation of strategies to create safe streets, protect vulnerable users, prevent dangerous driving, and enhance transparency and responsiveness.

Every statistic and number in this report represents a human life lost or harmed. While we focus on the numbers that are critical to the engineering, education, and evaluation of our safety efforts, it is important to remember the forgotten “E”, empathy. Mobility and movement are the goals of any transportation system, but they cannot come at the cost of life and safety.

Nationally, traffic fatalities have increased sharply. In the U.S., 35,092 people died in traffic crashes in 2015 (a 7.2% increase in deaths from 2014), which ended a five-decade trend of declining fatalities. The number of traffic fatalities in 2016 totaled 40,200 (a 6% increase in deaths from 2015). The national totals rival those of well-known public health epidemics, such as deaths from AIDS/HIV, suicide, and diabetes. Eliminating traffic fatalities and serious injuries is a public health and social equity imperative, and our public and private stakeholders are all responsible for ensuring that when a person makes a mistake on our streets, the outcome is never fatal. Severe crashes are preventable and we can all take steps to reduce the number and severity of traffic crashes.
After one year of Vision Zero, my Administration continues to improve safety for pedestrians. In 2016, the District saw a 40 percent reduction in pedestrian fatalities; however, the city’s total traffic fatalities increased from 26 to 28 and injuries increased from 12,122 to 12,430. This increase is unacceptable, and all the more reason to follow our plan to work toward preventing severe crashes and injuries on our roadways until we reach zero. These efforts have positively affected safety for people walking. We are looking at methods to manage vehicle speeds as a way to help address the hazards to people in vehicles, as high rates of speeds have been key factors in those fatalities over the past year.

Overall, traffic fatalities in the District slightly increased from 2015 to 2016, from 26 to 28. Injuries increased from 12,122 to 12,430. Not every traffic crash can be prevented, but the Vision Zero goal is to reduce the severity of crashes to prevent harm. As more people walk, walk to and from transit, ride bikes, and drive, the potential for a crash (or the level of exposure) also increases.

From 2014 to 2015, the daily average vehicle miles traveled in the District increased from 9,664,625 to 9,745,733; a 0.84 percent increase. From 2010 to 2015, on average, the number of active vehicle registrations in the District has increased by about half a percent each year (over 300,000 vehicles in 2016). The Census (American Community Survey 2015) estimates that 12.9 percent of DC residents regularly walked to work compared to 12.4 percent in 2014. The trend holds for popular bicycle routes in the District. On the 15th Street NW protected bike lane, people took 519,662 total trips in 2016, compared to 498,425 trips in 2015; an increase of 4.3 percent. On the eastbound I St SW bike lane, people took 76,788 total trips in 2016, compared to 65,424 trips in 2015; an increase of 17.4 percent. Trips on the Metropolitan Branch trail increased about one percent in 2015 from 2016.

In recent years, people have traveled more, which typically contributes to a higher total number of crashes.
In recent years, traffic fatalities throughout the nation have been increasing in frequency. At the national level, traffic fatalities increased nearly eight percent in 2015 over the prior year – the largest increase in 50 years, and saw another six percent increase. Since 2011, the District has cut fatalities by 13 percent while the national fatalities have increased by 14 percent in the first half of 2016. Achieving Vision Zero will require actions at all levels of government and coordination throughout the metropolitan Washington region.
Traffic fatalities reflect how people get around the city. While commute mode share only tells some of the story, motor vehicles and motorcycle fatalities are slightly higher than the share of District residents regularly using these modes. This data helps to understand opportunities to target education.

**CRASH CHARACTERISTICS**

Particularly dangerous behaviors were involved in fatal crashes in 2016. Many are the same behaviors residents identified as top safety concerns in surveys.

- **SPEED** was a factor in the deaths of 1 person walking, 6 people in vehicles, and 4 Motorcycle/ATV users.
- **1 Person in a vehicle was killed as a result of a RED LIGHT VIOLATION.**
- **6 fatalities involved IMPAIRED DRIVERS.**
- **1 person who died while bicycling was NOT WEARING A HELMET.**
- **3 people walking, 2 people in vehicles, and 1 person biking were killed in HIT AND RUN crashes.**
- **4 people walking were killed while CROSSING SUDDENLY without the right-of-way.**
- **1 driver fatality involved a driver who was NOT WEARING A SEATBELT.**
- **2 people died in vehicles while FLEEING POLICE.**
October 2, 3:05 AM  
A pedestrian crossing at mid-block was fatally struck by a passing driver.

February 22, 7:00 PM  
A pedestrian was fatally struck by a vehicle.

August 19, 2:44 AM  
A pedestrian was fatally struck in a hit and run crash.

July 9, 10:40 PM  
A driver and passenger died in a car crash on Rock Creek Parkway.

April 8, 1:28 AM  
A pedestrian was fatally struck by a vehicle while walking suddenly into the street.

May 15, 10:42 AM  
A driver was fatally injured in a vehicular crash on I-295.

December 23, 11:00 PM  
A pedestrian was fatally struck by a passing vehicle being pursued by police.

August 15, 4:40 AM  
A motorcyclist was fatally injured in a crash on the Theodore Roosevelt Bridge.

August 18, 2:20 AM  
A pedestrian was fatally struck by a passing vehicle.

September 6, 2:27 AM  
A motorcyclist was fatally injured while trying to pass another vehicle.

May 7, 9:58 PM  
A motorcyclist was fatally injured in a crash.

September 15, 6:59 PM  
A motorcyclist was fatally injured in a crash while traveling at a high rate of speed.

October 12, 10:08 PM  
A driver was fatally injured after failing to stop at a red light and crashing into a Metrobus.

October 23, 5:15 AM  
A driver was fatally injured in a crash involving high rates of speed.

October 26, 12:14 AM  
A pedestrian was fatally struck by a vehicle.

October 29, 3:19 PM  
A driver was fatally struck by a speeding driver.

April 5, 11:51 AM  
A speeding driver was fatally injured in a crash.

November 25, 3:57 PM  
A driver was fatally injured while striking a left turning vehicle.

March 25, 1:50 AM  
A "hit-and-run" driver fatally struck a person riding a bike along Minnesota Avenue.

June 23, 1:10 AM  
A driver was fatally struck by a speeding vehicle.

September 27, 1:50 AM  
A driver was fatally injured in a crash along Alabama Avenue.

August 10, 2:35 PM  
A driver was fatally injured after rear ending a Metrobus on Naylor Road.

July 2, 8:46 AM  
A driver was fatally injured while traveling at a high rate of speed on Georgia Avenue.
At the heart of Vision Zero is the acknowledgement that humans will always make mistakes, and so our transportation system must allow for errors in judgment. The consequences of such errors should not be fatal. To achieve Vision Zero, everyone should ask the question “How could these tragedies be prevented?” The answers lie in a combination of engineering, education, enforcement, data, and the agencies engaged in the Vision Zero Initiative approach. Each crash is an opportunity to identify holistic strategies. In 2017, a major crash review team will begin convening agency staff and members of Advisory Committees to review each major crash.

MONTHLY TRENDS

An analysis of data from years past shows the monthly trend in fatalities by mode throughout the calendar year. For drivers and passengers of motor vehicles, 2016 began with very few fatalities, but there was a sharp increase in the summer months. The year finished as one of the deadliest for motorists. Pedestrian fatalities increased consistently throughout the year, but ended the year as one of the safest in our sample, and was significantly reduced from 2015. Motorcycle fatalities in 2016 reached a six-year high. One person riding a bicycle died in 2016, a statistic that has remained constant since 2014.
SERIOUS INJURIES

Serious injuries happen throughout the District. Because the total number of serious injuries is much higher than fatalities, this data can reveal more reliable trends and correlations. The District is using this data to inform a predictive model that can help agencies prioritize locations in the most urgent need of safety enhancements.
With the help of residents and stakeholders, we are successfully implementing the strategies in our Action Plan. While many of our strategies seek to build agency capacity, or strengthen coordination among partners, this incremental work must be completed as the foundation for more high-profile improvements to our transportation system.

The safety culture within District Government has grown dramatically during the first year of Vision Zero. Agencies are embracing new roles in traffic safety and are tracking our progress toward zero. Data is more accessible throughout District Government and among the public, and evaluation of our safety improvements is getting more sophisticated. These changes are translating to more effective street design, education, enforcement and a safer system overall.
2016 EFFORTS

In 2016, we moved from the Vision Zero Action Plan to year one of implementation. In order to implement the Action Plan, some high-level policy, legislation, and regulations required updating. Mayor Bowser and Councilmembers were aligned in their legislative efforts for traffic safety throughout the year. Several new safety laws have now taken effect, and new regulations are nearing completion. These overarching policies will support the work on the ground as we build a safe system.

2016 Highlights of Legislation and Rulemaking

- Pedestrian and Bicycle Safety Technical Amendment Act of 2016
- The Bicycle Awareness Motor Vehicle License Plate Amendment Act of 2016
- Enactment of Bicycle and Pedestrian Safety Amendment Act of 2016

2016 Highlights

January 2016
- Public Oversight Roundtable on the District Department of Transportation’s Proposed Vision Zero Regulations

February 2016
- DDOT/DOTG published 110,000 geocoded crash records and 14 million moving and non-moving violation records in open data format

March 2016
- DDOT wins Vision Zero Award at WABA Bicyclists’ Choice Awards

June 2016
- 2016 High-Crash Intersection site visits to 5 locations

January 2016
- DC chosen as one of three Vision Zero Network Focus Cities

March 2016
- Vision Zero Hackathon

May 2016
- DDOT and MPD meet with NTSB on speeding countermeasures

June 2016
- DC Bike Ride raises funds for regional Vision Zero efforts

July 2016
- Mayor signs Bicycle and Pedestrian Safety Act

August 2016
- 2016 High-Crash Intersection site visits to 3 additional locations

October 2016
- Mayor signs Motor Vehicle Collision Recovery Act of 2015

September 2016
- DDOT receives US DOT Mayors’ Challenge Award for Overall Progress and Improved Laws

October 2016
- Safety Improvements at 15th and W Street NW and extension of 15th Street cycle track substantially complete

November 2016
- FY17 Vision Zero grants awarded (see next page)
FY 16 GRANTS

Each fiscal year, the Vision Zero program uses $500,000 from the photo enforcement program to pilot innovative safety programs with agencies seeking to expand their role in transportation safety. In FY16, five grants were awarded to DC government agencies.

<table>
<thead>
<tr>
<th>Recipient</th>
<th>Grant Amount</th>
<th>Program Use</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>DDOT</td>
<td>$80,000</td>
<td>Data analysis and education campaign to increase awareness of large commercial vehicle blind spots for people walking and biking</td>
<td>In Progress</td>
</tr>
<tr>
<td>ODR</td>
<td>$100,000</td>
<td>Accessibility fellows dedicated to safety education, sign inventory, and evaluation of bus stop accessibility and sidewalk conditions</td>
<td>Complete</td>
</tr>
<tr>
<td>DPW</td>
<td>$156,000</td>
<td>Installation and retrofit of side underride prevention devices on 6-wheel and 10-wheel dump trucks (78 vehicles)</td>
<td>In Progress</td>
</tr>
<tr>
<td>DCCAH</td>
<td>$41,000</td>
<td>Public art installation to highlight and discourage street harassment</td>
<td>Complete</td>
</tr>
<tr>
<td>DMHHS</td>
<td>$20,000</td>
<td>ANC safety liaison tool kit and training-pedestrian safety, Age Friendly DC</td>
<td>In Progress</td>
</tr>
</tbody>
</table>

FY 17 GRANTS

<table>
<thead>
<tr>
<th>Recipient</th>
<th>Grant Amount</th>
<th>Program Use</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>DC Villages/ Capitol Hill Village</td>
<td>$160,000</td>
<td>DC Villages will reduce the number of seniors driving through an expanded volunteer ride program and increased use of ridesharing; improve senior driving education; and enhance pedestrian safety and navigation.</td>
<td>In Progress</td>
</tr>
<tr>
<td>Gearin’ Up Bicycles</td>
<td>$80,000</td>
<td>Gearin’ Up Bicycles will organize teams of trained youth and adult bicycle mechanics to provide education, repairs, safety checks, and free safety equipment in coordination with the District of Columbia Public Schools Biking in the Park program.</td>
<td>In Progress</td>
</tr>
<tr>
<td>The George Washington University Hospital</td>
<td>$169,000</td>
<td>The George Washington University Hospital will replicate a proven protocol to increase collection of blood evidence used to adjudicate impaired drivers throughout all District of Columbia trauma centers.</td>
<td>In Progress</td>
</tr>
<tr>
<td>District of Columbia Department of For Hire Vehicles</td>
<td>$61,000</td>
<td>DFHV will provide preventive enforcement for vehicles for hire, in coordination with DDOT traffic control. DFHV will prevent dangerous driving with compliance checkpoints and focused enforcement in areas with high concentrations of vulnerable travelers.</td>
<td>In Progress</td>
</tr>
<tr>
<td>District of Columbia Office of Risk Management</td>
<td>$130,000</td>
<td>ORM will implement a District-wide driver safety program including online training and behind-the-wheel training for high-risk drivers.</td>
<td>In Progress</td>
</tr>
</tbody>
</table>
LEARNING WITH OTHERS

Washington, D.C. was selected by the Vision Zero Network as one of 10 focus cities to work collaboratively with peer cities to develop and share best practices to create a successful American prototype of Vision Zero and to serve as models for other communities. The Vision Zero Network facilitates cooperation among the Focus Cities, including peer-to-peer exchange of ideas and strategies, sharing data, and regular communication to not only advance the cities’ individual efforts but also to advance the state of the practice of traffic safety in cities across the nation.

PEER CITIES COMPARISON

Comparing traffic fatalities across cities is not an exact science. While each of the cities in our sample is a Vision Zero city relatively close to the District’s size in population, future analysis will include vehicle miles traveled per capita, or the number of roadway miles under each city’s jurisdiction. Still, a basic comparison provides context for the District’s progress.

<table>
<thead>
<tr>
<th>Peer Vision Zero City</th>
<th>Population (1,000)</th>
<th>2015 Fatalities</th>
<th>2016 Fatalities</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seattle, WA</td>
<td>684</td>
<td>20</td>
<td>21</td>
<td>+5</td>
</tr>
<tr>
<td>Boston, MA</td>
<td>667</td>
<td>23</td>
<td>23</td>
<td>-</td>
</tr>
<tr>
<td>San Francisco, CA</td>
<td>864</td>
<td>31</td>
<td>24</td>
<td>-23</td>
</tr>
<tr>
<td>Washington, DC</td>
<td>672</td>
<td>26</td>
<td>28</td>
<td>+7</td>
</tr>
<tr>
<td>Portland, OR</td>
<td>632</td>
<td>37</td>
<td>44</td>
<td>+19</td>
</tr>
<tr>
<td>Denver, CO</td>
<td>683</td>
<td>54</td>
<td>60</td>
<td>+11</td>
</tr>
<tr>
<td>Austin, TX</td>
<td>932</td>
<td>102</td>
<td>77</td>
<td>-25</td>
</tr>
</tbody>
</table>
Vision Zero is impossible without safe street design. The District Department of Transportation, with support from partner agencies, is accelerating delivery of major capital projects, while also striving to introduce rapid, low-cost treatments that can improve safety in the immediate term. The Vision Zero initiative has supplied planners and engineers with better, more valuable data to help detect and identify hazardous conditions and prioritize the locations of safety improvements. The District is bringing all of its knowledge together to prevent injuries before they happen, including demographic projections, vehicle-for-hire origin and destination data, school facilities information, transportation planning statistics and multimodal trip data, building permit applications, motor vehicle violation data, public health information, and emergency response and patient transport trends. All of these indicators are helping to determine where, when and how we design complete streets to function safely for all users.

2016 HIGHLIGHTS

**PEDESTRIAN NETWORK**

Accessibility improvements include installation of 724 curb ramps, 92,276 linear feet of sidewalk, 83 bus stops, and 88 traffic signals

- **22 blocks** (about 300 ft. per block) of sidewalk gaps have been filled
- **5 rectangular rapid flashing beacons**

**ROADWAY NETWORK**

Convened stakeholders to evaluate 8 high crash intersections and continued improvements at 5 2015 site visit locations

**BICYCLE NETWORK**

Completed 4-mile extension of the Anacostia Riverwalk Trail, which connects a nearly 70-mile network of bicycle and pedestrian trails between the District and Maryland

- **Installed 5 new traffic signals**
- **Installed 6.26 miles of new bike lanes**, of which **1.6 miles** are protected
EDUCATION

As much as the Vision Zero approach seeks to minimize the effect of individual decisions, personal responsibility will always play a role in traffic safety. To expect responsible decisions, we must be sure that the users of the transportation system possess accurate knowledge of the rules of the road, and that they internalize the consequences of ignoring those rules. The District has continued traditional safety campaigns, including the regional Street Smart program, as well as national campaigns like Click it or Ticket, Smooth Operator, and Checkpoint Strikeforce. The DC Road Rules campaign is reaching new audiences and is displayed in DMV waiting rooms throughout the District. Under Vision Zero, the District has embraced open streets events such as the DC Bike Ride, to encourage people to experience our streets at a human scale, and gain new perspectives on how our many modes of transportation must interact safely.

The Biking in Park Program teaches students bike riding and bike safety skills. This included approximately 4,000 students at 78 elementary schools.

The regional Street Smart Campaign led by MWCOG, brings together transportation agencies and law enforcement from around the region to educate all users and conduct targeted enforcement. DC hosted the fall campaign kickoff at the site of two pedestrian fatalities in 2015 where a new HAWK signal was subsequently installed.

One of the 2016 Vision Zero grants was awarded to the DC Commission Arts and Humanities to install public art combating street harassment. Street harassment can force pedestrians into harm’s way if they are not safe on the sidewalk.

The Office of the State Superintendent of Education, Division of Student Transportation (OSSE DOT) uses a recognition program to celebrate exemplary school bus drivers and attendants. Nominations for the recognition program are collected from schools, parents and students through an online survey.
ENFORCEMENT

The District is committed to changing dangerous behavior. When people ignore the rules that keep our streets safe. Our Metropolitan Police Department, Department of Public Works, Department of For-Hire Vehicles and others are focusing on the violations that are most likely to cause injuries. With a keen eye toward equitable, fair enforcement throughout all eight wards of the District, we want every District resident and visitor to travel safely, regardless of where you live, work, sleep, or go to school.

One program led by the Metropolitan Police Department with support from the District Department of Transportation that is critical to Vision Zero’s success is our Automated Traffic Enforcement (ATE) program, also known as photo enforcement. Through ongoing evaluation of the program, District agencies have identified significant safety benefits in locations where speed and red-light cameras are deployed. In 2016, DDOT performed before-and-after crash analyses at 48 locations equipped with red-light cameras and 118 locations equipped with speed cameras. Crash data collected up to three years before the installation was compared to crash data up to three years after the installation at all of the study locations, with a focus on the crash frequency, crash severity, type of crashes and violations. Locations with speed cameras experienced an 80% reduction in fatalities (10 before, 2 after). Locations with red-light cameras experienced a 71% reduction in disabling injuries (31 before, 9 after).

<table>
<thead>
<tr>
<th>Location Type</th>
<th>Total Crashes</th>
<th>Total Fatalities</th>
<th>Total Injuries</th>
<th>Disabling Injuries</th>
<th>Injury Crashes</th>
<th>Right Angle Crashes</th>
<th>Left Turn Crashes</th>
<th>Rear End Crashes</th>
<th>Head on Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Red Light Camera Locations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Before</td>
<td>941</td>
<td>1</td>
<td>494</td>
<td>31</td>
<td>425</td>
<td>204</td>
<td>130</td>
<td>125</td>
<td>207</td>
</tr>
<tr>
<td>After</td>
<td>698</td>
<td>0</td>
<td>489</td>
<td>9</td>
<td>297</td>
<td>151</td>
<td>88</td>
<td>206</td>
<td>149</td>
</tr>
<tr>
<td>% Reduction</td>
<td>26%</td>
<td>100%</td>
<td>30%</td>
<td>71%</td>
<td>31%</td>
<td>26%</td>
<td>32%</td>
<td>9%</td>
<td>28%</td>
</tr>
<tr>
<td><strong>Speed Camera Locations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Before</td>
<td>3,442</td>
<td>10</td>
<td>1,862</td>
<td>79</td>
<td>1,228</td>
<td>400</td>
<td>297</td>
<td>1,036</td>
<td>100</td>
</tr>
<tr>
<td>After</td>
<td>2,888</td>
<td>2</td>
<td>1,467</td>
<td>47</td>
<td>99</td>
<td>265</td>
<td>230</td>
<td>889</td>
<td>92</td>
</tr>
<tr>
<td>% Reduction</td>
<td>16%</td>
<td>80%</td>
<td>21%</td>
<td>41%</td>
<td>19%</td>
<td>34%</td>
<td>23%</td>
<td>14%</td>
<td>8%</td>
</tr>
</tbody>
</table>
Before embarking upon Vision Zero, few District Government staff had access to traffic safety data. For most people, safety was an abstract, unspoken goal of their roles in the transportation system. After a year of Vision Zero implementation, analysts at the Department of Health, officers at the Metropolitan Police Department, and planners at the Department of Parks and Recreation can cite the number of fatalities on District streets. Safety has become a goal that is at the forefront of our work. Crashes are quantified, mapped, and studied. Anyone inside and outside of District Government can help analyze our injury trends.

Everyone now has access to more than five years of crash data, moving and non-moving violation data, and numerous layers of street segment and roadway information data, all geo-coded and downloadable in an open format. The Vision Zero initiative will publish regular updates to crash data, violation data, public space permitting data, safety requests, and high-priority crash locations. The District is forming a Major Crash Review Task Force, with MPD, DDOT, the Office of Planning, and citizen advisory councils to review crashes handled by MPD's Major Crash Unit and to make recommendations to the Mayor and City Council to improve statutes, regulations, policies and infrastructure that will reduce the number of severe and fatal crashes.
MPD and DDOT are streamlining the request process for safety improvements and the evaluation of safety countermeasures. Instead of operating redundant programs to implement and evaluate traffic calming measures (such as speed humps or curb extensions) and enforcement tools (such as speed or red-light cameras), the agencies are consolidating the processes. In addition to providing one simple location for residents to identify hazardous conditions or behaviors, MPD and DDOT are developing new warrants to standardize the use of countermeasures, and new Measures of Effectiveness to evaluate the safety benefit of countermeasures.

A NEW RISK-ANALYSIS MODEL

DDOT is in the early stages of developing a risk-analysis model that will help the District prioritize safety improvements. Using historical data, DDOT has identified the streets and locations that are performing poorly. However, reacting to last year’s crashes is an imperfect approach to preventing crashes tomorrow. This new multivariate statistical model will use inputs such as physical characteristics like roadway geometry, the number of and width of travel lanes, crossing distances, posted speed limit, signalization of intersections, etc. or behavioral data such as multi-modal travel volumes, vehicle speeds, or violation data. DDOT is in the process of scoping the project and publishing a call for researchers to work on designing this innovative approach to safety improvements.
The Vision Zero Action Plan includes 67 strategies to transform the trajectory of our traffic safety trends. By the year 2024, the District will reach zero fatalities and serious injuries by implementing the strategies in this plan. Our first Action Plan addresses the first years in a ten-year initiative. Strategies will continue to evolve as we data and evaluation guide us to new priorities. The progress and status of each of the plan’s current strategies is listed on the following pages.

<table>
<thead>
<tr>
<th>NO.</th>
<th>STRATEGY</th>
<th>LEAD AGENCY (SUPPORTING AGENCIES)</th>
<th>TARGET COMPLETION DATE</th>
<th>STATUS</th>
<th>2016 UPDATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SS-1</td>
<td>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.</td>
<td>DDOT (MFD, OCTO, DOH)</td>
<td>December 2017*</td>
<td>In Progress</td>
<td>DDOT is in the early stages of developing a risk analysis model that will help the District prioritize its safety improvements. DDOT is now soliciting the project and publishing a call to researchers to work on the project. The target completion date was revised due to this project shifting from an internal project to a full research project. This project is now part of the FY17 research funding program and funding has been allocated.</td>
</tr>
<tr>
<td>SS-2</td>
<td>Establish an initiative to enhance safety through planning, design, implementation, and public outreach activities. Evaluate and enhance countermeasures identified in several neighborhood safety projects to maximize safety. Incorporate green infrastructure and low-impact design.</td>
<td>DDOT, OP (DDCE)</td>
<td>August 2017*</td>
<td>In Progress</td>
<td>7th and H St. NW Chinatown Crosswalk Art is complete. Site 3 at North Capitol and Lincoln Rd. NW and a third site will be complete in the summer 2017. This timeline was updated because some projects have taken longer than anticipated to be implemented.</td>
</tr>
<tr>
<td>SS-3</td>
<td>Codify a complete streets law that prioritizes the most vulnerable travelers’ safety. Streets must be engineered to self-safely a safe speed, efficiently street design and future growth projections.</td>
<td>DDOT (OP)</td>
<td>January 2016</td>
<td>Complete</td>
<td>This strategy is complete and on-compliance with the Complete Streets provision of the Bicycle and Pedestrian Safety Amendment Act of 2016.</td>
</tr>
<tr>
<td>SS-4</td>
<td>Pilot two protected intersections in high priority locations.</td>
<td>DDOT</td>
<td>October 2017</td>
<td>In Progress</td>
<td>Final site selection and design work are in progress.</td>
</tr>
<tr>
<td>SS-5</td>
<td>Enhance evaluation of safety improvements and establish safety performance goals for roadway improvements.</td>
<td>DDOT</td>
<td>September 2017*</td>
<td>In Progress</td>
<td>DDOT is coordinating performance measures with the newly established FHWA’s Safety Performance Management Measures regulation (23 CFR Part 690) that requires States and MPOs to coordinate when establishing targets and safety performance measures to support the Highway Safety Improvement Program. DDOT will be conducting a workshop with FHWA in April of 2017.</td>
</tr>
<tr>
<td>SS-6</td>
<td>Complete revisions to the Design &amp; Engineering Manual to integrate leading edge multi-modal street design standards. Engineering design speed limit and posted speed limit must both prevent serious injury.</td>
<td>DDOT</td>
<td>December 2017</td>
<td>Complete and Ongoing</td>
<td>The revised Design and Engineering Manual is complete and will be published in early 2017.</td>
</tr>
</tbody>
</table>
Increase enforcement and protection for pedestrians and people on bikes in work zones and adjacent parking lanes. Encourage development/construction stakeholders and develop green building code elements for safe transportation. Encourage development/construction stakeholders and consider a rulemaking requiring safe pedestrian walkways and bicycle routes in parking garages and lots.

DCRA has worked with the Construction Codes Coordinating Board (CCCB) to explore ways to alert drivers walking in garages to watch out for pedestrians crossing in front of the garage doors or to alert pedestrians and bicyclists to watch out for car exiting, such as noting signage and/or speed bumps at the entrance to parking garages and lots that interact with public sidewalks. The CCCB is considering methods of adding these measures.

This deadline was updated because the regulatory code change process is still in progress.

DDOT has improved work zone safety by providing developers new bicycle Traffic Control Plan guidance, including updated electronic resource two-way "cycletrack", protected bike lanes, and traditional bike lanes. DDOT modified traffic control plan guidance for contraflow bike lanes and shared bike lanes. Each plan has a typical example for near-side, mid-block, and far-side closures for cycletracks and contraflow lanes, and illustrates interaction with adjacent parking lanes. Typical traffic control plans were also updated for sidewalk closures when bicycle lanes are present.

DDOT continues to identify and complete gaps in the pedestrian network. DDOT installed 213 block (approximately 70 miles) of sidewalk gaps. In addition, in 2016, DDOT installed seven high-intensity activated crosswalk beacons (HAWKs), five rectangular rapid flashing beacons (RRB), and five new traditional traffic signals.

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<table>
<thead>
<tr>
<th>No.</th>
<th>STRATEGY</th>
<th>LEAD AGENCY (SUPPORTING AGENCIES)</th>
<th>TARGET COMPLETION DATE</th>
<th>STATUS</th>
<th>2016 UPDATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>VU-1</td>
<td>Develop a plan for new permissive truck signage</td>
<td>VU-12</td>
<td>In-Progress</td>
<td>July 2017</td>
<td>In 2016, DDOT joined other regional automated truck counter operation to make their data public and encourage regional automated truck counter dashboard website operated by Arlington County, VA. Five automated truck counters were installed in 2016, and are undergoing testing to ensure data reliability and accuracy. When complete, data from these additional five counters will be made available on the regional truck counter website. DDOT plans to install at least two additional truck lane counters, and two additional truck lanes, in 2017.</td>
</tr>
<tr>
<td>VU-2</td>
<td>Develop region-wide special events, including “safe streets” events that promote the use and awareness of bicycles, and bicycle education</td>
<td>VU-13</td>
<td>Complete and Ongoing</td>
<td></td>
<td>Display the “Road Rules” safety campaign (and future campaigns) at agencies with key captive audiences. Include injury data. Use resident-produced content in future campaign materials and regular safety messages.</td>
</tr>
<tr>
<td>VU-3</td>
<td>Complete comprehensive sign inventory and analysis with special attention to signage in areas with high concentrations of vulnerable travelers. Specifically with special attention to signage in areas with high rates of pedestrian strikes.</td>
<td>VU-14 Develop a plan for new permissive truck signage</td>
<td>In-Progress</td>
<td></td>
<td>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 cross-over mirrors is set for July 17, 2017 to deter dangerous parking behavior. DPW is accessing crash and violation data to prioritize enforcement accordingly.</td>
</tr>
<tr>
<td>VU-4</td>
<td>Display the “Road Rules” safety campaign (and future campaigns) at agencies with key captive audiences. Include injury data. Use resident-produced content in future campaign materials and regular safety messages.</td>
<td>VU-15 Promote “Rules of the Road” quiz focusing on driver interaction with people biking and walking</td>
<td>In-Progress</td>
<td></td>
<td>Promote the “Road Rules” quiz focusing on driver interaction with people biking and walking. DMV has circulated a quiz via its e-mail list and other electronic communications. The Task Force to End Street Harassment Establishment Act of 2016 was introduced to the Committee of the Whole.</td>
</tr>
<tr>
<td>VU-5</td>
<td>Complete first full cohort of universal bicycle training in all DCPS 2nd graders in every traditional public school. Identify opportunities to expand bicycle education in public charter schools.</td>
<td>VU-16 Promote “Rules of the Road” quiz focusing on driver interaction with people biking and walking</td>
<td></td>
<td></td>
<td>Accelerate use of bicycle counting stations to determine the number of bicycle trips made in the District per year in key locations to better understand exposure rates. Establish pedestrian counts 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.</td>
</tr>
<tr>
<td>VU-6</td>
<td>Complete the first annual DC Bike Ride helped more than 8,000 people experience the District’s streets from behind the handlebars of a bicycle. Experience the District’s streets from behind the handlebars of a bicycle.</td>
<td>VU-17 Promote “Rules of the Road” quiz focusing on driver interaction with people biking and walking</td>
<td></td>
<td></td>
<td>Develop a plan for new permissive truck signage placement for 30 priority corridors. DDOT has secured a contractor to develop and review the Sign Location Plans. This deadline was updated to reflect the policy requirements. DDOT has secured a contractor to develop and review the Sign Location Plans. This deadline was updated to reflect the policy requirements. DDOT has secured a contractor to develop and review the Sign Location Plans. This deadline was updated to reflect the policy requirements.</td>
</tr>
<tr>
<td>VU-7</td>
<td>DPW is displaying the “Road Rules” safety campaign in waiting rooms, and DDOT’s Highway Safety Office has continued critical education campaigns, including the regional Street Smart campaign. Click it or Ticket, Checkpoint Enforcements (impaired driving), Smooth Operator (aggressive driving), and Distracted Driving. A Vision Zero-youtube channel invites you to collect resident-produced content.</td>
<td>VU-18 Complete and Ongoing</td>
<td></td>
<td></td>
<td>Complete and Ongoing</td>
</tr>
<tr>
<td>VU-8</td>
<td>Complete first full cohort of universal bicycle training in all DCPS 2nd graders in every traditional public school. Identify opportunities to expand bicycle education in public charter schools.</td>
<td>VU-19 Establish a task force to develop policies and practices that thwart street harassment.</td>
<td></td>
<td></td>
<td>Complete and ongoing</td>
</tr>
<tr>
<td>VU-9</td>
<td>Determine bus stop locations with the most hazardous conditions, and upgrade at least ten per year. Ensure upgrades meet accessibility requirements.</td>
<td>VU-20 Display the “Road Rules” safety campaign in waiting rooms, and DDOT’s Highway Safety Office has continued critical education campaigns, including the regional Street Smart campaign. Click it or Ticket, Checkpoint Enforcements (impaired driving), Smooth Operator (aggressive driving), and Distracted Driving. A Vision Zero-youtube channel invites you to collect resident-produced content.</td>
<td></td>
<td></td>
<td>Complete and Ongoing</td>
</tr>
<tr>
<td>VU-10</td>
<td>Accelerate use of bicycle counting stations to determine the number of bicycle trips made in the District per year in key locations to better understand exposure rates. Establish pedestrian counts 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.</td>
<td>VU-21 Create mandatory traffic safety curriculum for elementary schools to teach and encourage critical traffic safety behaviors.</td>
<td></td>
<td></td>
<td>Complete and Ongoing</td>
</tr>
<tr>
<td>VU-11</td>
<td>Complete the first annual DC Bike Ride helped more than 8,000 people experience the District’s streets from behind the handlebars of a bicycle. Experience the District’s streets from behind the handlebars of a bicycle.</td>
<td>VU-22 Develop a plan for new permissive truck signage placement for 30 priority corridors. DDOT has secured a contractor to develop and review the Sign Location Plans.</td>
<td></td>
<td></td>
<td>Complete and Ongoing</td>
</tr>
<tr>
<td>VU-12</td>
<td>Complete the first annual DC Bike Ride helped more than 8,000 people experience the District’s streets from behind the handlebars of a bicycle. Experience the District’s streets from behind the handlebars of a bicycle.</td>
<td>VU-23 Complete the first annual DC Bike Ride helped more than 8,000 people experience the District’s streets from behind the handlebars of a bicycle. Experience the District’s streets from behind the handlebars of a bicycle.</td>
<td></td>
<td></td>
<td>Complete and Ongoing</td>
</tr>
<tr>
<td>VU-13</td>
<td>DPW is displaying the “Road Rules” safety campaign in waiting rooms, and DDOT’s Highway Safety Office has continued critical education campaigns, including the regional Street Smart campaign. Click it or Ticket, Checkpoint Enforcements (impaired driving), Smooth Operator (aggressive driving), and Distracted Driving. A Vision Zero-youtube channel invites you to collect resident-produced content.</td>
<td>VU-24 Complete and Ongoing</td>
<td></td>
<td></td>
<td>Complete and Ongoing</td>
</tr>
<tr>
<td>VU-14</td>
<td>DPW is displaying the “Road Rules” safety campaign in waiting rooms, and DDOT’s Highway Safety Office has continued critical education campaigns, including the regional Street Smart campaign. Click it or Ticket, Checkpoint Enforcements (impaired driving), Smooth Operator (aggressive driving), and Distracted Driving. A Vision Zero-youtube channel invites you to collect resident-produced content.</td>
<td>VU-25 Complete and Ongoing</td>
<td></td>
<td></td>
<td>Complete and Ongoing</td>
</tr>
</tbody>
</table>

41 | Action Plan Progress | 42 | Action Plan Progress
### Action Plan Progress

<table>
<thead>
<tr>
<th>No.</th>
<th>STRATEGY</th>
<th>LEAD AGENCY</th>
<th>SUPPORTING AGENCIES</th>
<th>TARGET COMPLETION DATE</th>
<th>STATUS</th>
<th>2016 UPDATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>D-1</td>
<td>Improve ignition interlock program for impaired drivers.</td>
<td>DD-5</td>
<td></td>
<td>October 2017</td>
<td>Complete and Ongoing</td>
<td></td>
</tr>
<tr>
<td>D-2</td>
<td>Launch enhanced DPW Boat-Tow-Release program. Target habitual offenders with two or more unpaid citations related to safety, e.g., speed, stop sign, crosswalk, red light, traffic lights, jaywalking, or overweight.</td>
<td>DPW</td>
<td></td>
<td>October 2017</td>
<td>In-Progress</td>
<td></td>
</tr>
<tr>
<td>D-3</td>
<td>Pilot 25 MPH &quot;Pedestrian Safe Zones&quot; on two major streets. Pilot &quot;Safe Neighborhoods&quot; with 20 MPH traffic calming zones around schools, parks, and areas with high concentrations of seniors or youth to apply slower speed limits for expanded hours. Support with Automated Traffic Enforcement to improve safety.</td>
<td>DDOT (DDOT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D-4</td>
<td>Improve Ignition Interlock program for impaired drivers.</td>
<td>MPD</td>
<td></td>
<td>January 2017</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td>D-5</td>
<td>Establish standard protocol with local hospitals for clinical testing of patients suspected of impaired driving, replicate memorandum of understanding with all DC trauma centers.</td>
<td>MPD</td>
<td></td>
<td>October 2016</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td>D-6</td>
<td>Reduce distracted driving using regular targeted enforcement and stop-and-go enforcement at high priority locations. Collect and analyze data on distracted driving.</td>
<td>MPD</td>
<td></td>
<td>September 2017</td>
<td>In-Progress</td>
<td></td>
</tr>
</tbody>
</table>

### BD-5

- **STRATEGY**: On a weekly basis, target illegal/red-light/running and unauthorized vehicles in leading zones, erratic behavior, and dangerous interactions with bicycle facilities by drivers of public vehicles-for-hire.
- **SUPPORTING AGENCIES**: Focus on commercial corridors, entertainment areas, bike lanes, and areas near hotels.

**NO. STRATEGY**

- **BD-5 Implement new driver training and testing modules for vehicle/air/ pedestrian safety and accident prevention.**

**LEAD AGENCY**

- **DMV**

**TARGET COMPLETION DATE**

- **July 2016**

**STATUS**

- **Complete and Ongoing**

**2016 UPDATE**

- DMV has conducted driver training and re-training using an online driver training portal and coursework, and Town Halls conducted on May 11, 2016 and September 30, 2016, respectively.

### BD-6

- **STRATEGY**: Implement enhanced enforcement of dangerous behaviors by drivers of public vehicles-for-hire.
- **SUPPORTING AGENCIES**: Explore driver incentives for voluntary participation in vehicle cameras, data-recording devices, passenger facemask program implementation.

**NO. STRATEGY**

- **BD-6 Implement new driver training and testing modules for vehicle/air/ pedestrian safety and accident prevention.**

**LEAD AGENCY**

- **DMV**

**TARGET COMPLETION DATE**

- **July 2016**

**STATUS**

- **Complete and Ongoing**

**2016 UPDATE**

- DMV was recently awarded a FY17 Vision Zero grant to continue enforcement of dangerous behaviors by drivers of public vehicles-for-hire.
<table>
<thead>
<tr>
<th>No.</th>
<th>Strategy</th>
<th>Lead Agency (Supporting Agencies)</th>
<th>Target Completion Date</th>
<th>Status</th>
<th>2016 Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>DD-14</td>
<td>Ensure safety of OSSE-DDOT and DFRR as bus fleets and drivers.</td>
<td>OSSE-DDOT, DFRR, GSA</td>
<td>October 2016</td>
<td>Complete and Ongoing</td>
<td></td>
</tr>
<tr>
<td>DD-15</td>
<td>Develop a year-long safety campaign for bus drivers, parents, schools and communities.</td>
<td>DDOT (EOM)</td>
<td>October 2017</td>
<td>In Progress</td>
<td>Oregon received a FY17 Vision Zero grant to implement this strategy.</td>
</tr>
<tr>
<td>DD-16</td>
<td>Establish a recognition program for drivers who have an excellent safety record.</td>
<td>DDOT (EOM)</td>
<td>October 2016</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td>DD-17</td>
<td>Map staging plans for buses and vehicles during drop off and pick up at all schools.</td>
<td>DDOT (CDDT), DDOT (DDCM), DC Streetcar, WMATA, and commuter buses.</td>
<td>October 2017</td>
<td>Complete</td>
<td>Mapped staging plans for bus and vehicles pick up / drop off are being developed for all schools, which highlight “Safety Walk Zones” leading to the front of the school buildings. Zones are delineated with traffic cones.</td>
</tr>
<tr>
<td>DD-18</td>
<td>Establish safety targets and track performance for all city-owned lines – develop online road safety training and education for all users of GO government fleet, based on SCDOT and HSMA model for training, testing, and remediation.</td>
<td>DDOT, WMATA</td>
<td>October 2017</td>
<td>In Progress</td>
<td>DDOT received a FY17 Vision Zero grant to implement this strategy.</td>
</tr>
<tr>
<td>DD-19</td>
<td>Create an education campaign, outreach buses with messages that communicate safe driving, similar to road rules campaign.</td>
<td>DDOT, DNR, DDOT</td>
<td>October 2017</td>
<td>In Progress</td>
<td>DDOT reaches more than 2,000 employers through goDCgo, the Transportation Demand Management program, and has included messaging that communicates safe driving, similar to road rules campaign.</td>
</tr>
<tr>
<td>DD-20</td>
<td>Develop a year-long safety campaign for bus drivers, parents, schools and communities.</td>
<td>DDOT (SUPPORTING AGENCIES)</td>
<td>October 2016</td>
<td>Complete</td>
<td>DDOT has enhanced enforcement with an emphasis on driver misconduct and illegal driving maneuvers, focusing on cross walk violations, bicycle lane violations, and overall pedestrian safety. DDOT Vehicle Inspection Officers issued 294 notices of violations to vehicle-for-hire drivers during FY 2017 (T 803-Taxi Unlawful Acts/Illegal Driving Maneuvers), and 212 Notices of Violations from the beginning of FY 2017 through February 2, 2017.</td>
</tr>
<tr>
<td>DD-21</td>
<td>Establish a recognition program for drivers who have an excellent safety record.</td>
<td>DDOT (SUPPORTING AGENCIES)</td>
<td>October 2016</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td>DD-22</td>
<td>Map staging plans for buses and vehicles during drop off and pick up at all schools.</td>
<td>DDOT (SUPPORTING AGENCIES)</td>
<td>October 2017</td>
<td>In Progress</td>
<td>DDOT continues to implement this strategy and set new performance goals.</td>
</tr>
</tbody>
</table>

**Performance with respect to DD-15:**

- DFHV October 2016 Complete
- OSSE DOT October 2017* In Progress

This program will be delivered in FY 2018 after it is approved by the Office of Labor Relations.

**Performance with respect to DD-16:**

- OSSE DOT October 2016 Complete
- OSSE DOT October 2017* In Progress

The summer training program for bus drivers and attendants reached 63% of bus drivers and attended to, including training in right response and behavior intervention. 78% of drivers and attendants received training in parent engagement and proper documentation.
Establish multi-agency response team for crashes involving federal/ district agencies, responsible for holistic analysis of contributing factors and recommendation of countermeasures. Team should collaborate with ABC safety liaisons to complete urgent investigations of a legal nature.

Demonstrate this approach in at least 10 locations in FY16. (The team will not perform investigations of a legal nature.)

Implement traffic calming guidelines for alleys (allowing for and managing parking, traffic calming devices...). Effective geofencing and data exchange between the two systems will be necessary to enhance analysis of safety violations.

DDOT, DDOT (SUPPORTING AGENCY), MPD, FEMS (LEAD AGENCY) May 2016 Complete and Ongoing

On-going evaluation of impact.
While drafting our Action Plan, we sought the input from local transportation advocates. What we heard was that our partners wanted to play a role in implementing Action Plan strategies, as well as advocating for improvement. As such, the advocates listed here have all pledged to “adopt” the strategies in this plan. Each organization will closely follow progress on the strategies they selected and will help where possible to accelerate their progress.

IT’S NOT TOO LATE TO ADOPT A STRATEGY!
Contact: vision.zero@dc.gov
APPENDIX
ACRONYMS

ANC  Advisory Neighborhood Commission
ATVs  All Terrain Vehicles
BAC  Blood Alcohol Content
CDBG  Community Development Block Grant
CDL  Commercial Drivers License
DCMR  District of Columbia Municipal Regulations
DCOA  District of Columbia Office on Aging
DCPS  District of Columbia Public Schools
DCSC  District of Columbia Superior Court
DDOT  District Department of Transportation
DFHV  Department of For-Hire Vehicles
DGS  Department of General Services
DHCD  Director of Housing and Community Development
DME  Deputy Mayor for Education
DMHHS  Deputy Mayor for Health and Human Services
DMV  Department of Motor Vehicles
DOEE  Department of Energy and Environment
DOH  Department of Health
DPR  Department of Parks and Recreation
DPW  Department of Public Works
DUI  Driving Under the Influence

EOM  Executive Office of the Mayor
FEMS  Fire and Emergency Medical Services Department
FOD  Field Operations Division, DDOT
HAWK  High-Intensity Activated Crosswalk
HSEMA  Homeland Security and Emergency Management Agency
MOCRS  Mayor’s Office of Community Relations and Services
MPD  Metropolitan Police Department
MPH  Miles per Hour
OAG  Office of the Attorney General
OCME  Office of the Chief Medical Examiner
OCTO  Office of the Chief Technology Officer
ODR  Office of Disability Rights
OFRA  Office of Federal and Regional Affairs
OP  Office of Planning
ORM  Office of Risk Management
OSSE  Office of the State Superintendent of Education
OUC  Office of Unified Communications
PCS  Public Charter Schools
PCSB  Public Charter School Board
TNC  Transportation Network Companies
WMATA  Washington Metropolitan Area Transit Authority
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
DC Fire and Emergency Medical Services Department
DC Homeland Security and Emergency Management Agency
Department of Consumer and Regulatory Affairs
Department of For Hire Vehicles
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 Advisory Neighborhood Commissions
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
Capital Riverfront Business Improvement District

STAY CONNECTED WITH VISION ZERO
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Vision.Zero@dc.gov
@DCvisionZero #VZDC

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Fax: (202) 671-0650
TTY: (202) 673-6813

PHOTO CREDIT
Cover (Top row, left to right) Victoria Packereng, Jea Rood. (Middle row, left to right) Nwosiminthlouw, Jea Rood. (Page 3) Nwosiminthlouw. Page 23-24 Beyond DC.
Unless otherwise noted photos are property of the District of Columbia.
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.