A PLAN OF ACTION
No loss of life is acceptable
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.
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
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.
WHAT IS VISION ZERØ
The goal of Vision Zero is straightforward: 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.
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.
**THE DISTRICT HAS 1,153 ROAD MILES**

- **Local** 60%
- **Minor Arterials** 15%
- **Collectors** 13%
- **Principal Arterials** 8%
- Freeways and Expressways 4%

**THE DISTRICT ROADWAY SYSTEM INCLUDES:**

- **245 Bridges in the District**

**INFRASTRUCTURE BY THE NUMBERS**

- **7,700 Intersections**
  - 1,678 are signalized
  - 500 are located within the downtown area

What is Vision Zero | 4
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.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Percentage of Collisions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2011</td>
</tr>
<tr>
<td>DC</td>
<td>35.6%</td>
</tr>
<tr>
<td>MD</td>
<td>37.3%</td>
</tr>
<tr>
<td>VA</td>
<td>14.1%</td>
</tr>
<tr>
<td>Other</td>
<td>8.9%</td>
</tr>
<tr>
<td>Unknown</td>
<td>4.1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: District Department of Transportation 2015 Strategic Highway Safety Plan
INJURY CRASHES
2010-2014

Sources: MPD

What is Vision Zero | 6
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.
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.
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

Concentration

High

Low

District of Columbia

Streets

Boundary

Source: Crowdsourced Vision Zero Safety Map

Source: MPD, TARAS
HAZARDOUS LOCATIONS FOR PEOPLE BIKING

CONCERNS FROM SAFETY MAP 2015

CRASHES REPORTED 2010-2014

Source: Crowdsourced Vision Zero Safety Map
Source: MPD, TARAS
HAZARDOUS LOCATIONS FOR PEOPLE DRIVING

CONCERNS FROM SAFETY MAP 2015

CRASHES REPORTED 2010-2014

Source: Crowdsourced Vision Zero Safety Map
Source: MPD, TARAS

Concentration
High
Low

District of Columbia
Streets
Boundary

0 1 2 Miles

Action Plan Process | 16
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.

<table>
<thead>
<tr>
<th>TYPE</th>
<th>BEFORE</th>
<th>AFTER</th>
<th>CHANGE</th>
<th>%REDUCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total crashes</td>
<td>2,240</td>
<td>1,863</td>
<td>-377</td>
<td>16.8%</td>
</tr>
<tr>
<td>Injury crashes</td>
<td>840</td>
<td>673</td>
<td>-168</td>
<td>20.0%</td>
</tr>
<tr>
<td>Number of injuries</td>
<td>1,251</td>
<td>996</td>
<td>-255</td>
<td>20.4%</td>
</tr>
</tbody>
</table>

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.
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.

20,000 vehicles have 15 or more unpaid tickets in the District. There are almost 230,000 vehicles that are currently “boot-eligible”
ENFORCEMENT AND CRASHES
PHOTO ENFORCEMENT
2010-2014

Crash Concentration
High
Low

Citations Issued

1,000 2,500 5,000 10,000

Sources: MPD
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.

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

Source: Metropolitan Police Department (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.

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

Source: Metropolitan Police Department (MPD)
ARTERIALS AND CRASHES 2010-2014

Crash Severity Density
- High
- Low

Roadway Types
- High Crash Corridors
- DC Boundary

Sources: MPD
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
High
Low

District of Columbia
Streets
DC Boundary

Sources: MPD, TARAS, Vision Zero Safety Map