

The Story of Vision Zero in Washington, DC



Metropolitan Washington
Council of Governments

What Does Vision Zero Even Mean?

NO ONE KNOWS WHAT IT MEANS, BUT IT'S PROVOCATIVE

POLITICAL COMMITMENT

The highest-ranking local officials (Mayor, City Council, City Manager) make an official and public commitment to a Vision Zero goal to achieve zero traffic fatalities and severe injuries among all road users (including people walking, biking, using transit, and driving) within a set timeframe. This should include passage of a local policy laying out goals, timeline, stakeholders, and a commitment to community engagement, transparency, & equitable outcomes.



MULTI-DISCIPLINARY LEADERSHIP

An official city Vision Zero Taskforce (or Leadership Committee) is created and charged with leading the planning effort for Vision Zero. The Taskforce should include, at a minimum, high-ranking representatives from the Office of the Mayor, Police, Transportation (or equivalent), and Public Health. Other departments to involve include Planning, Fire, Emergency Services, Public Works, District Attorney, Office of Senior Services, Disability, and the School District.



RK

Vision Zero Commitment

SYSTEMS-BASED APPROACH

City leaders commit to and prioritize a systems-based approach to Vision Zero — focusing on the built environment, systems, and policies that influence behavior — as well as adopting messaging that emphasizes that these traffic losses are preventable.



DATA-DRIVEN

City stakeholders commit to gather, analyze, utilize, and share reliable data to understand traffic safety issues and prioritize resources based on evidence of the greatest needs and impact.

COMMUNITY ENGAGEMENT

Opportunities are created to invite meaningful community engagement, such as select community representation on the Taskforce, broader community input through public meetings or workshops, online surveys, and other feedback opportunities.



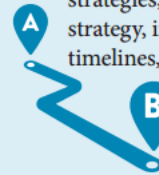
TRANSPARENCY

The city's process is transparent to city stakeholders and the community, including regular updates on the progress on the Action Plan and performance measures, and a yearly report (at minimum) to the local governing board (e.g., City Council).



ACTION PLAN

Vision Zero Action Plan (or Strategy) is created within 1 year of initial commitment and is implemented with clear strategies, owners of each strategy, interim targets, timelines, & performance measures.



EQUITY

City stakeholders commit to both an equitable approach to Vision Zero by establishing inclusive and representative processes, as well as equitable outcomes by ensuring measurable benchmarks to provide safe transportation options for all road users in all parts of the city.



COOPERATION & COLLABORATION

A commitment is made to encourage meaningful cooperation and collaboration among relevant governmental agencies & community stakeholders to establish a framework for multiple stakeholders to set shared goals and focus on coordination and accountability.



~~User Error Individual Decisions~~ Humans Makes
Mistakes, The Transportation System Should
Not

Build a Safe System – A Systemic Approach, not
chasing hot spots

Engineering supported by the other Es

Manage Speed

More Urgency

Name the year, Name 0

More Visibility & Accountability

What's the SHSP? How are we Doing?

More Top-Level Leadership & Political Will

Mayor's Initiative, Strong Interests

Why Vision Zero? Why Now?

6-Year-Old Hit, Killed Crossing Southeast DC Street on His Birthday



Public Mandate?

2,700 People Surveyed
in all Eight Wards

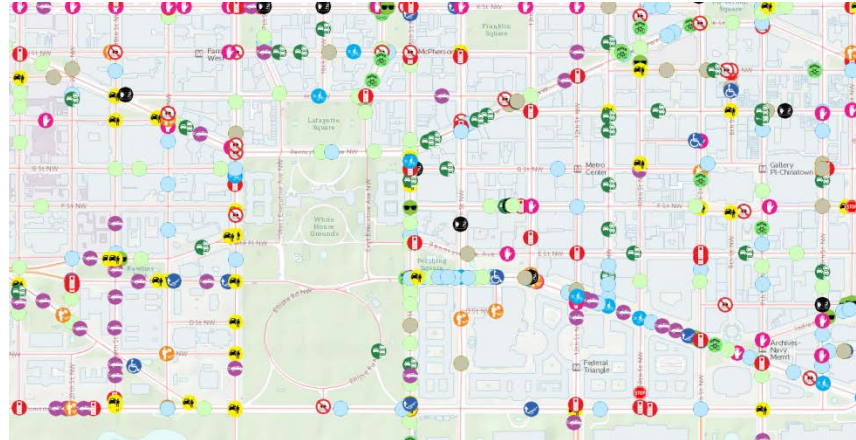


#1 CONCERN

In 2016, out of 28 fatalities
SPEED was a factor in the death of:

- 1 person walking
- 6 people in vehicles
- 4 people on motorcycles

839 **SPEEDING** complaints





VISION ZERO
SAFE STREETS FOR WASHINGTON, DC

VisionZero.ddot.dc.gov/VisionZero

DCVisionZero.com

@DCVisionZero

STAY CONNECTED

DDOT.DC.gov

@DDOTDC

VISION ZERO
SAFE STREETS FOR WASHINGTON, DC

SAFE STREETS FOR WASHINGTON, DC

Public Input Helps Guide / Justify Action Plan



Leadership, 30 Agencies, 10 Advocacy Orgs.

4 Workgroups → 67 Strategies





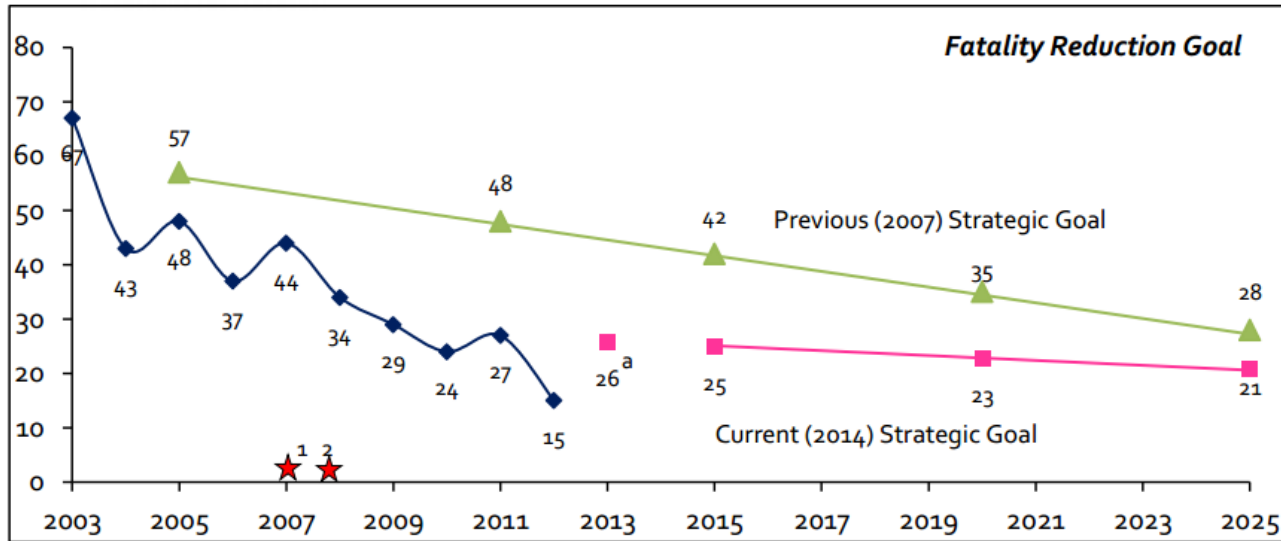
1. Create Safe Streets
2. Protect Vulnerable Users
3. Prevent Dangerous Driving
4. Be Transparent and Responsive

Engineering, Evaluation, Enforcement, Education, Equity, Empathy

District of Columbia
**Strategic Highway
 Safety Plan**

FINAL – September 2014

←← **Toward Zero Deaths**



^a Average of the past five years (2008–2012)

¹★ Rollout of the District first SHSP, 2007

◆ Actual number/rate of traffic related fatalities

²★ Electronic crash reporting implemented

Table 1: Comparison between the District of Columbia and National Crash Data Rates

	District of Columbia (2008–2012 Average, FARS)	National Average (2012)	National Average Urban (2012)
Fatality Rate per 100 Million VMT	0.72	1.13	0.77
Fatality Rate per 100,000 Registered Vehicles	5.28	12.63	

Table 2 shows the goal of the District's SHSP is to reduce the number of fatalities and serious injuries by 20 percent by 2025.

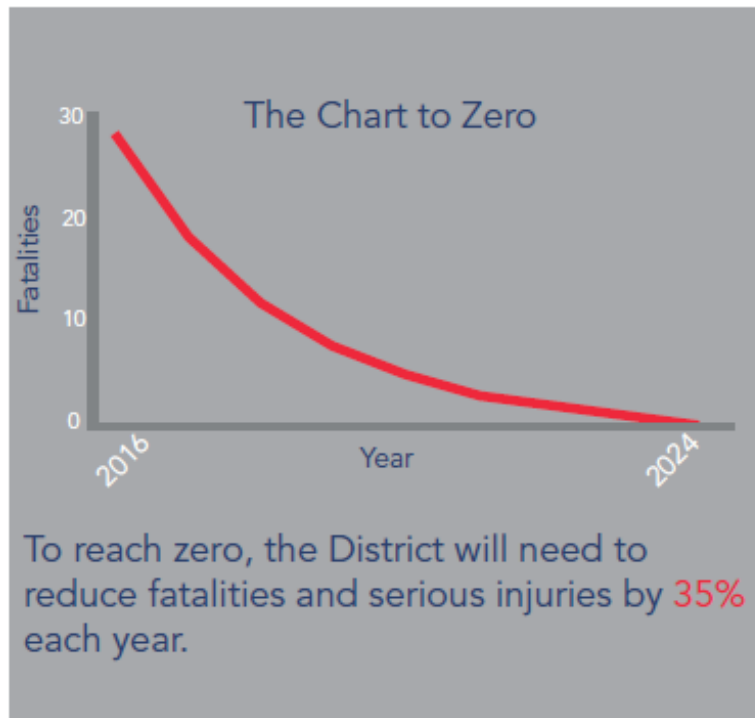
Table 2: The District SHSP Goal

	Target Years		
	2015	2020	2025
Fatalities (FARS ²)	25	23	21
Fatality Rate per 100 Million VMT (FARS ²)	0.68	0.63	0.57
Serious Injuries(MPD ²)	1,663	1,511	1,366
Serious Injuries Rate (MPD ²)	45.87	41.67	37.67

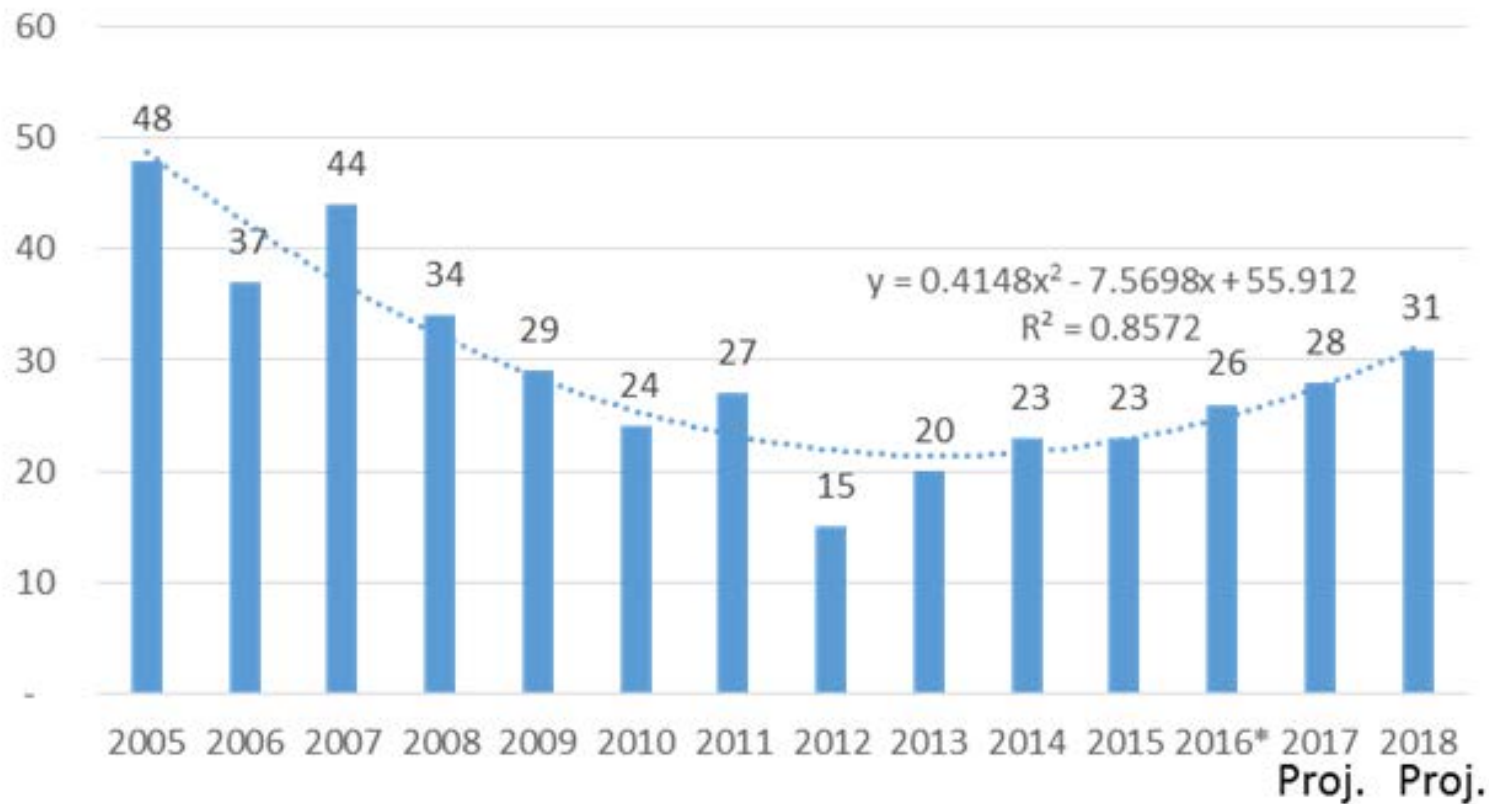
VISION ZERO

WHERE WE ARE NOW

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.



Fatality Trend



A close-up shot of a man in a military uniform, likely a general, with a stern and intense expression. He is looking slightly to the right of the camera. The background is dark and out of focus.

YOU CAN'T HANDLE THE TRUTH!

WAMU, DEC 7, 2016

One Year After Launching Vision Zero, D.C. Sees No Reduction In Traffic Fatalities



Martin Di Caro



4:35



A display of shoes representing pedestrians and bicyclists hit by cars is part of an annual event sponsored by StreetSmart, an initiative to educate motorists and pedestrians.

WAMU/ Martin DiCaro

This is the first in a two-part series on the Vision Zero initiative.

A year after releasing Vision Zero, a [comprehensive plan](#) to eliminate road deaths by 2024, Washington, D.C. officials say they are building momentum in a citywide effort to calm traffic, even though the number of people killed in crashes has remained the same year-on-year.

A Year Into Bowser's Plan To End Traffic Fatalities, There's Much Work To Be Done

BY [CHRISTINA STURDIVANT](#) IN [NEWS](#) ON MAR 31, 2017 4:23 PMPhoto by [erin m](#)

Mayor Muriel Bowser and the D.C. Department of Transportation gave updates today on the administration's goal of eliminating all traffic-related fatalities and injuries by 2024.

Over the past year, more than 25 city agencies have collaborated on Vision Zero, a traffic safety program [announced by Mayor Bowser](#) in December 2015.

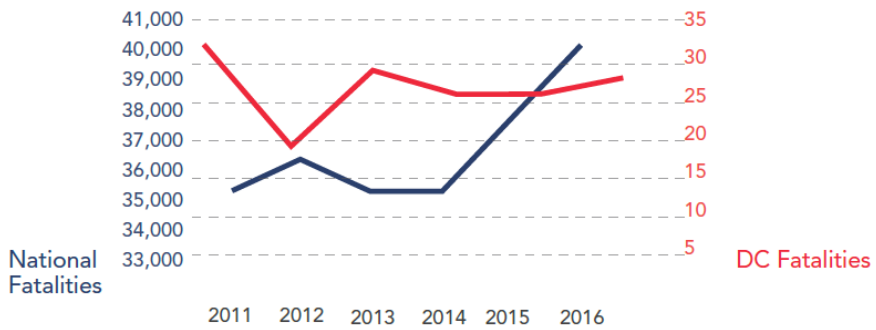
According to a DDOT progress report on Vision Zero released today, nine pedestrians were killed in 2016 in traffic-related incidents, a part of 28 overall traffic fatalities in D.C. last year—that's an

2016 Statistics

FATALITIES



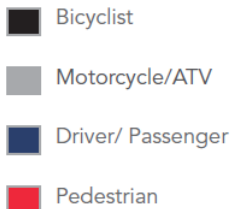
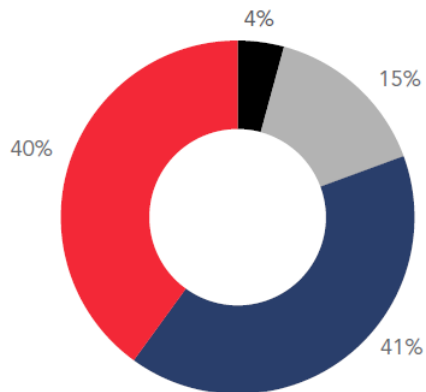
SERIOUS INJURIES



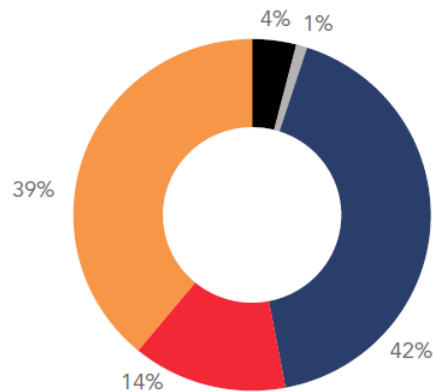
MODE SHARE VS. FATALITIES

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.

Fatalities by Mode 2011- 2016

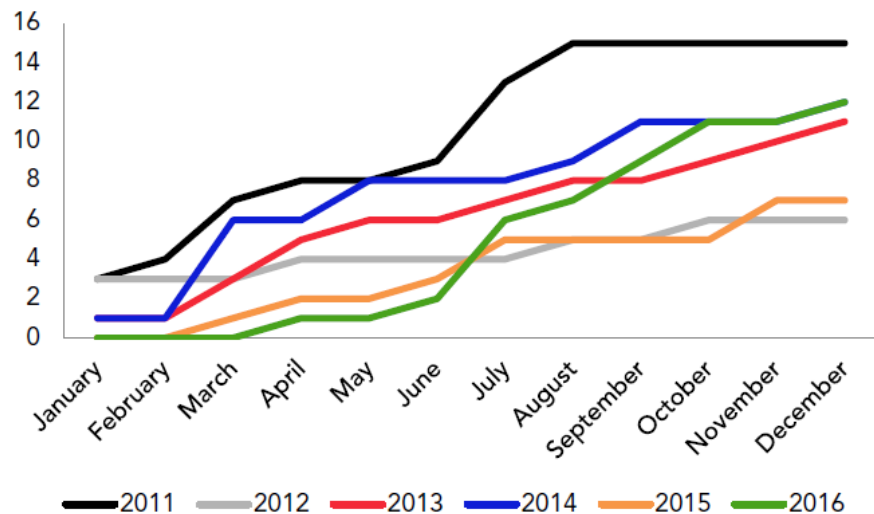


DC Commute Mode Share 2015



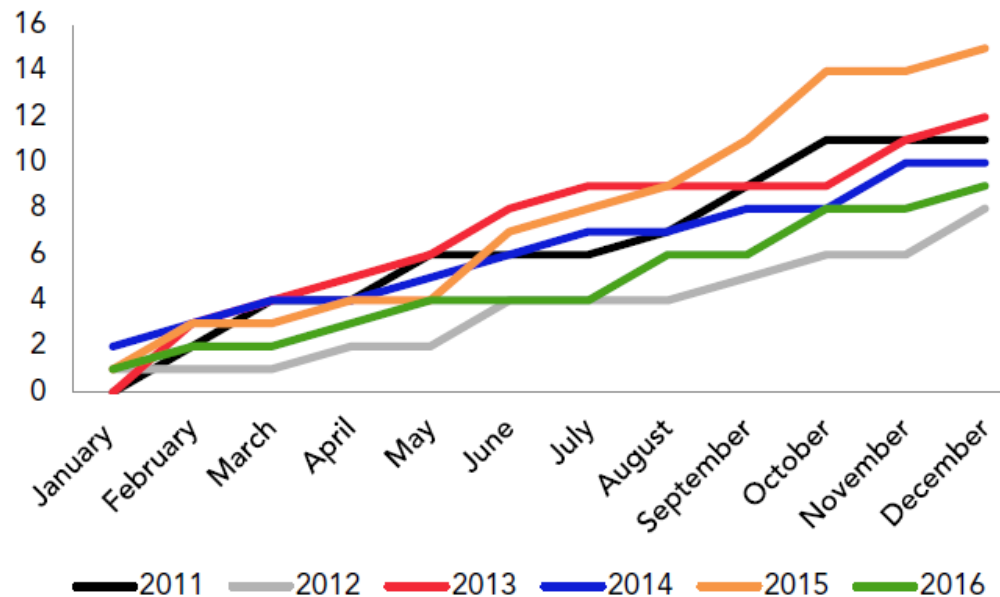
MONTHLY TRENDS DRIVER AND PASSENGER FATALITIES

2011-2016



MONTHLY TRENDS PEOPLE WALKING FATALITIES

2011-2016



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.

Peer Vision Zero City	Population (1,000s)	2015 Fatalities	2016 Fatalities	% Change
Seattle, WA	684	20	21	+5
Boston, MA	667	23	23	-
San Francisco, CA	864	31	24	-23
Washington, DC	672	26	28	+7
Portland, OR	632	37	44	+19
Denver, CO	683	54	60	+11
Austin, TX	932	102	77	-25

STRATEGIES PROTECT VULNERABLE USERS

No.	STRATEGY	LEAD AGENCY (SUPPORTING AGENCIES)	TARGET COMPLETION DATE	STATUS	2016 UPDATE
VU-1	Fill at least 40 blocks of sidewalk gaps and expand sidewalk maintenance and prioritize in order of safety. Set and meet annual benchmarks for maintaining sidewalks so that by 2024, all sidewalks are at least in fair condition. Align with CDBG Federal funding where possible.	DDOT (DHCD)	October 2017	In Progress	DDOT continues to identify and complete gaps in the pedestrian network. DDOT filled 22 blocks (about 300 ft. per block) of sidewalk gaps. In addition, in 2016, DDOT installed seven High-Intensity Activated crosswalk beacons (HAWKs), five Rectangular Rapid Flashing Beacons (RRFBs), and five new traditional traffic signals.
VU-2	Enhance citywide data collection to identify and prioritize sidewalk repairs needed to create safe and accessible sidewalks for all ages and abilities.	DFHV (DMHHS, DCOA, OCTO, EOM-MOCR, DOH)	January 2017	Complete	DDOT and ODR have completed a preliminary assessment of 100% of the District curb ramps. In FY2016, DDOT improved the accessibility of 724 curb ramps, 92,276 linear feet of sidewalk, 83 bus stops, and 88 traffic signals.
VU-3	Install or upgrade 20 miles of on-street bicycle facilities. Prioritize improvements using injury and crash data. Install five miles (of the 20) of separated/protected bikeways.	DDOT	December 2017	In Progress	DDOT continues to plan, design, and install bicycle facilities. In 2016, DDOT installed 6.26 miles of bike lanes, 1.6 of which are buffered or protected. These are road miles, not lane miles. That means a street with miles of bike lanes installed on each side of the street is only counted once for both sides of the street.
VU-4	Protect people on bicycles with enhanced enforcement that focuses on improper U-turns through bicycle facilities, parking in/blocking bike lanes, improperly entering mixing zones, dooring, and failure to observe three-foot passing law. Utilize subject-matter-expert police officers on bicycles. Publicly report citations issued on a regular basis via open data on the Vision Zero website.	MPD (DDOT,DPW)	October 2015	Complete and Ongoing	MPD leads enhanced enforcement efforts to protect people on bicycles. Violations are publicly available in open data format.



New, More Flexible Funding

Mayor Bowser's Proposed FY18 Budget:

- **\$4.5 Million for 45 Traffic Control Officers and 26 School Crossing Guards (164 and 51 total)**

New 'Master' Capital Project: Safety and Mobility

- **\$42 Million over 6 years**
 - **Pedestrian and Bicycle Safety Enhancements**
 - **Vision Zero Infrastructure Improvements**

2016 Fatalities



9 People walking



1 Person bicycling



12 People in cars



6 People on motorcycles/ATVs

2017 YTD



6 People walking



1 Person bicycling



8 People in cars

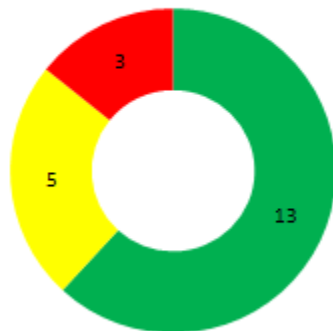


1 People on motorcycles/ATVs

Create Safe Streets

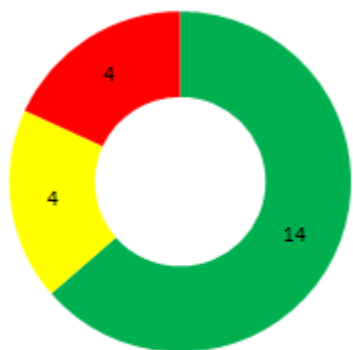


Protect Vulnerable Users



Strategy Status

- Complete
- In-Progress
- FY 17 - FY 18



Prevent Dangerous Driving



Be Transparent & Responsive

DC LAW
STOP FOR 
IN CROSSWALK

\$250 FINE



IT'S THE LAW!

Pick up after your dog.
Fines \$150-\$2,000
Dog waste transmits diseases, attracts rats, kills grass, and pollutes waterways. Use a bag to pick up your dog's waste and then dispose of it in a trash can.

GOVERNMENT OF THE DISTRICT OF COLUMBIA

IT'S THE LAW!
24 DCMR 900.7-900.8

Pick up after your dog.
Fines \$150-\$2,000
Dog waste transmits diseases, attracts rats, kills grass, and pollutes waterways. Use a bag to pick up your dog's waste and then dispose of it in a trash can.

GOVERNMENT OF THE DISTRICT OF COLUMBIA

SPEED LIMIT
20

NEIGHBORHOOD
SLOW ZONE


Lower Speed Limits ≠ Congestion & Delays

Eastern Downtown Protected Bike Lane Study A two-way protected bicycle lane on the east side of 6th St. NW would actually decrease motor vehicle travel times by 2 minutes in the AM, and only add 3 minutes to travel times in the PM.

M Street Cycle Track reduced a travel lane on M Street downtown only added 30 seconds to morning rush-hour driving times.

Sherman Ave. NW Road Diet reduced vehicle speeds by 11 to 31% and decreased injuries by 43% without creating delays for drivers.

Naylor Road SE Traffic Calming reduced speeds by 25%, reduced crashes by 4 %, and still serves up to 14,000 vehicles per day.





AFTER

More Rapid Response



Figure 1. Firth Sterling and Suitland Parkway SE Site Visit







HAPPY PRIDE

SIGN UP 4 SUMMER READING

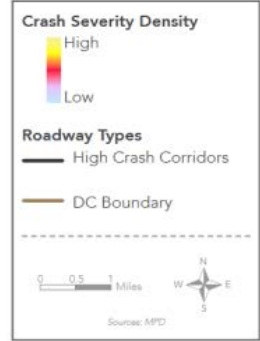
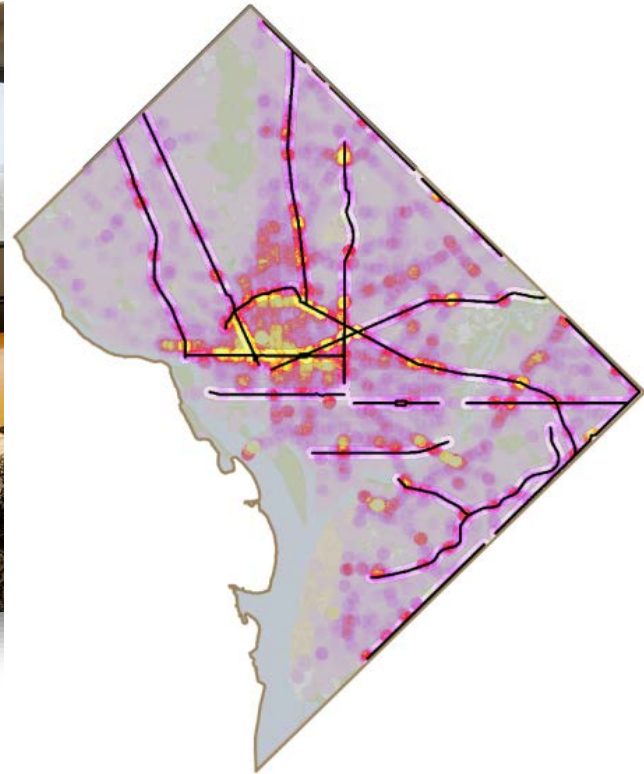
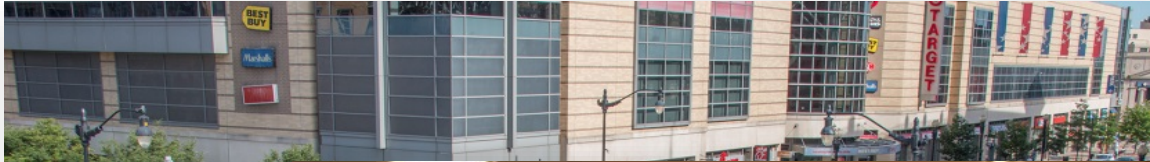
FREE BIKE REPAIR

GEARIN' UP BICYCLES PHOENIX

THE VELOCITY BIKE HOSE CHROME

DT
READ THE REAP

VZ Grants



Road Rules

<https://www.youtube.com/channel/UCojFZLgOJXMiAqalLjOszXA>

Data Dashboard

<https://public.tableau.com/profile/publish/FatalitiesDashboard2011-YTDpublicwithmode/FatalitiesvsModeShare#!/publish-confirm>

Story Map

<http://visionzero.ddotmaps.com/>

2016 Progress Report

https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/Final_2016%20Progress%20Report_V3.pdf

Jonathan M. Rogers

District Department of Transportation

202-741-5960

jonathan.rogers@dc.gov



www.dcvisionzero.com