

2016 PROGRESS REPORT



VISION
Z=RO
SAFE STREETS FOR WASHINGTON, DC



March 2017



★ ★ ★
WE ARE
WASHINGTON
DC



GOVERNMENT OF THE
DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

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

A handwritten signature in black ink, appearing to read "Muriel Bowser".

THIS ADMINISTRATION'S COMMITMENT

We dedicate our staff to pursue and lead the strategies within this Action Plan.

Through Vision Zero, we commit to:

- » Create Safe Streets
- » Protect Vulnerable Users
- » Prevent Dangerous Driving
- » Be Transparent and Responsive



Keith Anderson
Director of the Department of Parks and Recreation (DPR)



Lucinda M. Barbers
Director of the Department of Motor Vehicles (DMV)



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



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



Ernest Chappelow
Director of the Department of For Hire Vehicles (DFHV)



HyeSook Chung
Deputy Mayor for Health and Human Services (DMHHS)



Chief Gregory M. Dean
Chief of Fire and Emergency Medical Services Department (FEMS)



Kevin Donahue
Deputy City Administrator and Deputy Mayor for Public Safety and Justice



Brenda Donald
DC Office of Aging (DCOA)



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



Jeff Dornajo
Director of the District Department of Transportation (DDOT)



Chris Geldart
Director of the Homeland Security and Emergency Management Agency (HSEMA)



Emily G...
Director of the Department of General Services (DGS)



Terina Holmes
Director of the Office of Unified Communications (OUC)



Brian Kenner
Deputy Mayor for Planning and Economic Development (DMPED)



Chief Peter Newsham
Acting Chief of Police of the Metropolitan Police Department (MPD)



Roger A. Machowski, MD
Chief Medical Examiner, Office of the Chief Medical Examiner



LaQuandra S. Nesbitt, MD
Director of the Department of Health (DOH)



Jennifer E. Niles
Deputy Mayor for Education (DME)



Eric Shaw
Director of the Office of Planning (OP)



Christopher Stogler
Director of the Department of Public Works (DPW)



Alexis P... Esq.
Director of the Office of Disability Rights (ODR)



Archana Vemulapalli
Chief Technology Officer of the Office of the Chief Technology Officer (OCTO)



William Wells
Director of the Department of Energy and Environment (DOEE)



Antwan W...
Chancellor of District of Columbia Public Schools (DCPS)

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!

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OVERVIEW



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.



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.

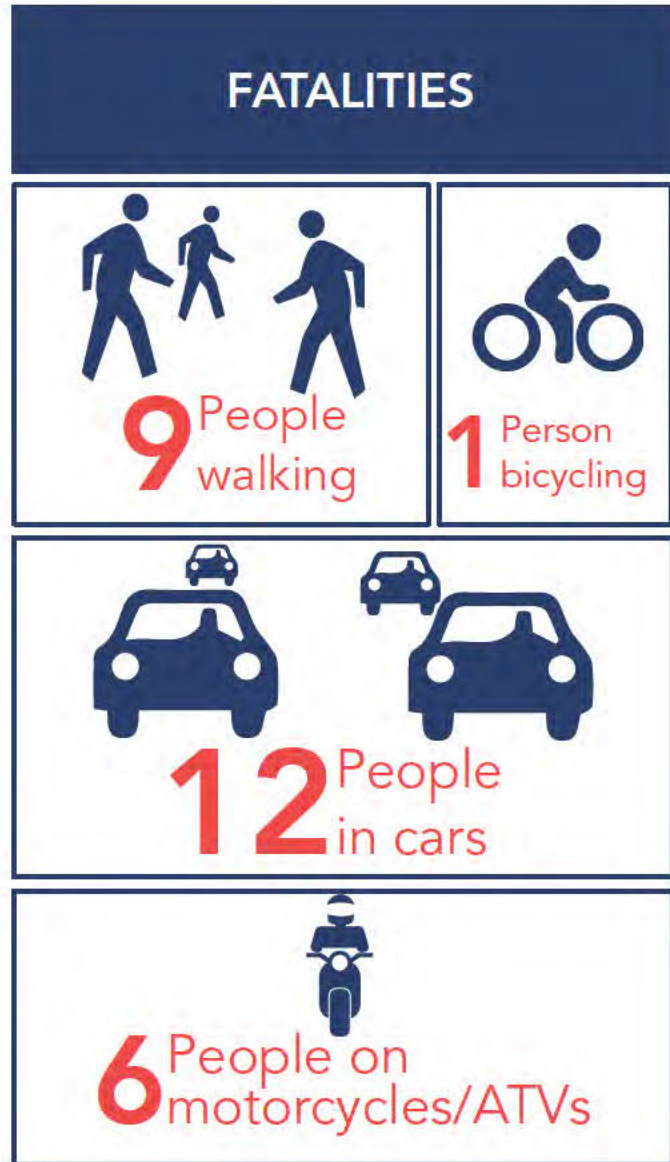


In recent years, people have traveled more, which typically contributes to a higher total number of crashes.

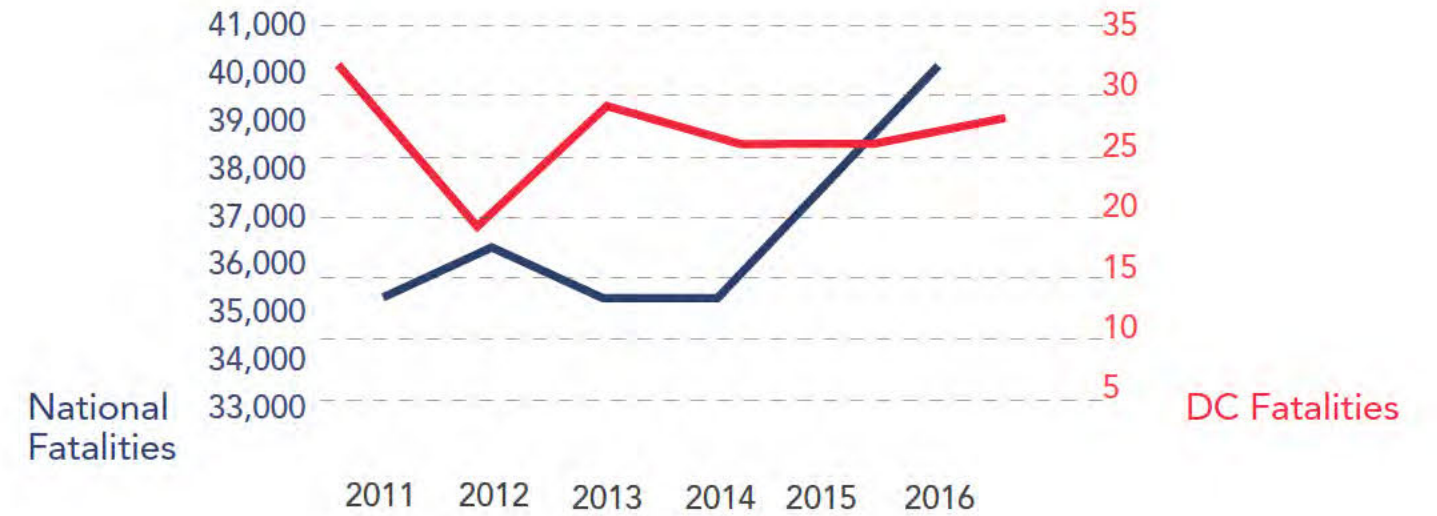
Overall, traffic fatalities in the District slightly increased from 2015 to 2016, from 26 to 28. Injuries increased from 12,122 to 12,430. Not every traffic crash can be prevented, but the Vision Zero goal is to reduce the severity of crashes to prevent harm. As more people walk, walk to and from transit, 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.

SAFETY IN 2016



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.

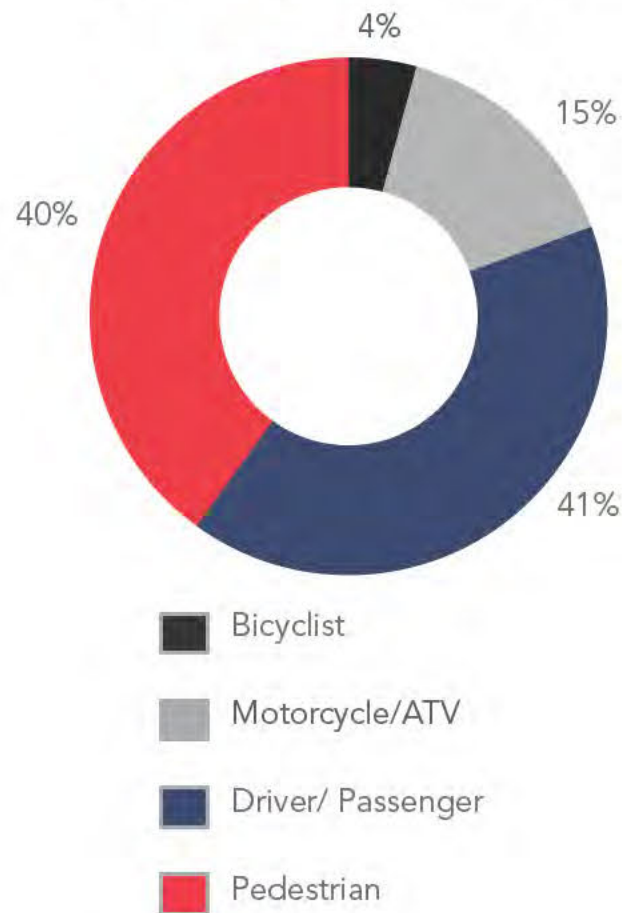


| Year | % Change, DC | % Change, National |
|-----------|--------------|--------------------|
| 2011 | - | - |
| 2012 | -41 | 3 |
| 2013 | 53 | -3 |
| 2014 | -10 | 0 |
| 2015 | 0 | 7 |
| 2016 | 8 | 6 |
| 2011-2016 | -13 | 14 |

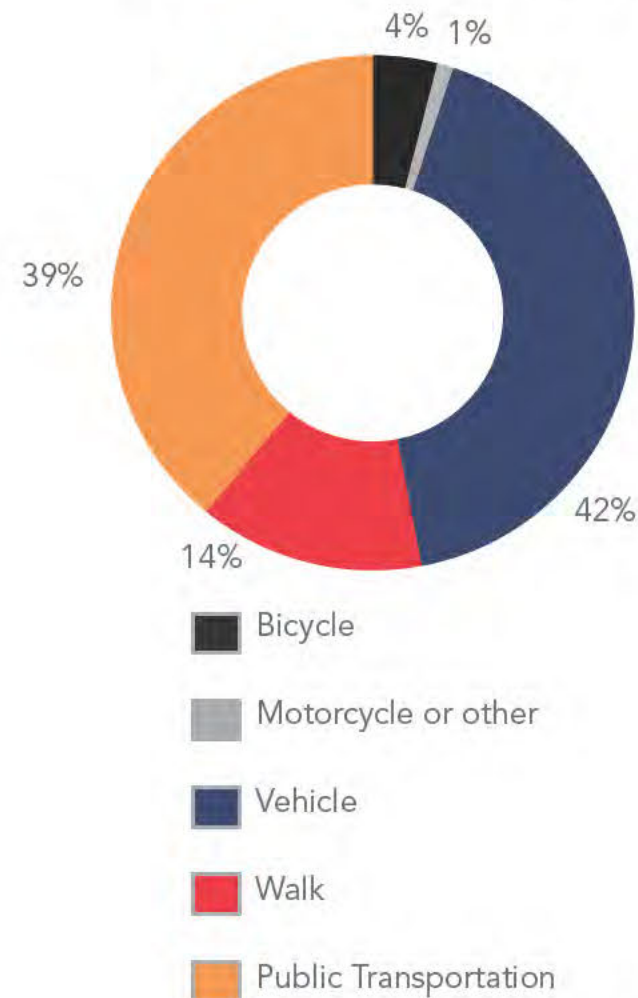
MODE SHARE VS. FATALITIES

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



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

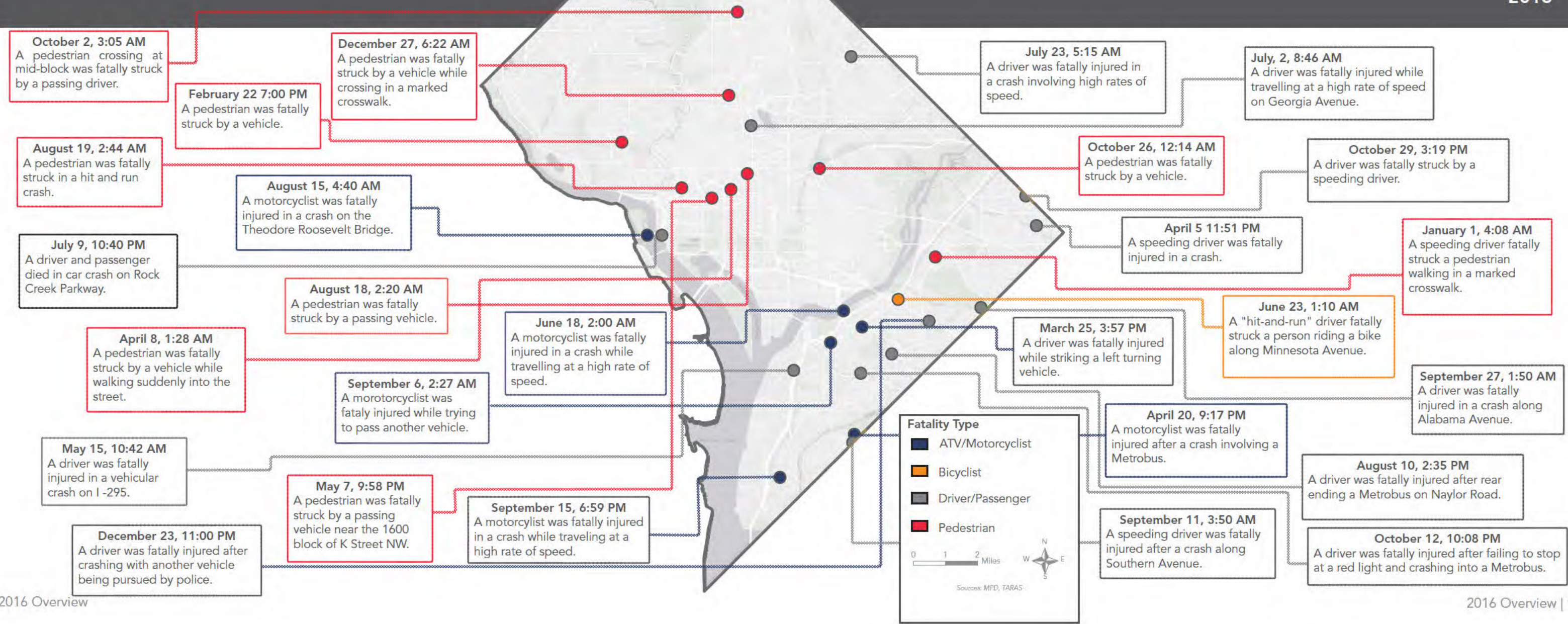
4 people walking were killed while **CROSSING SUDDENLY** without the right-of-way

1 driver fatality involved a driver who was **NOT WEARING A SEATBELT**

2 people died in vehicles while **FLEEING POLICE**

FATALITIES

2016



Travelers made
mistakes and they
paid for them with
their lives

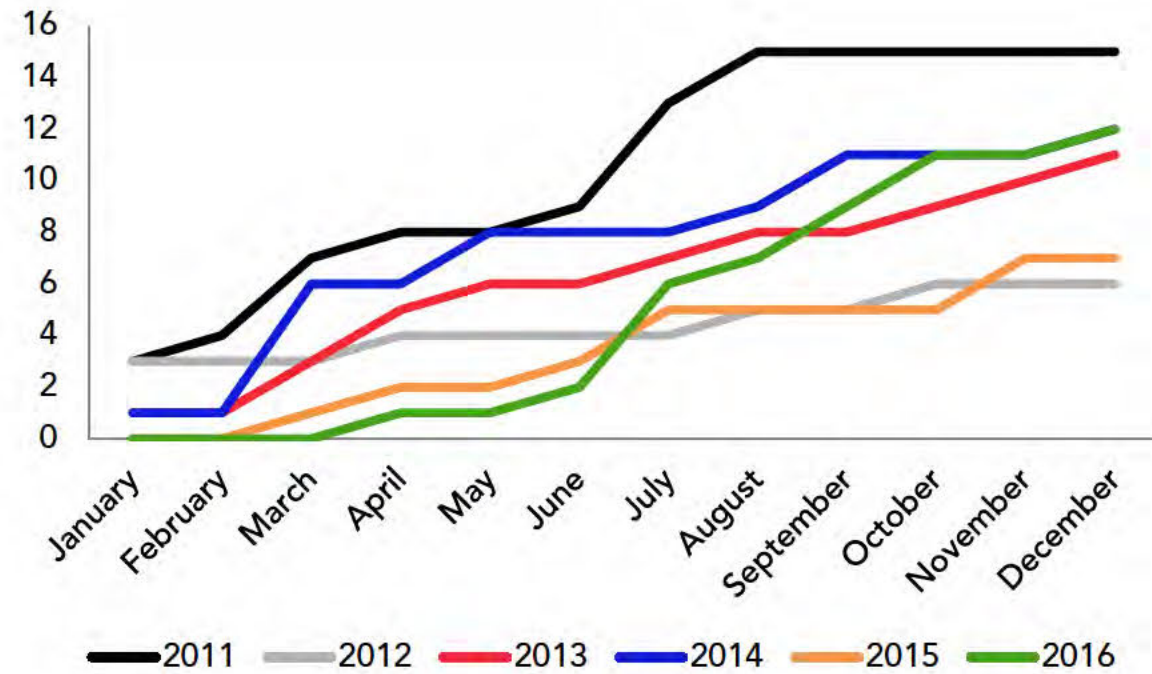
At the heart of Vision Zero is the acknowledgement that humans will always make mistakes, and so our transportation system must allow for errors in judgment. The consequences of such errors should not be fatal. To achieve Vision Zero, everyone should ask the question “How could these tragedies be prevented?” 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.

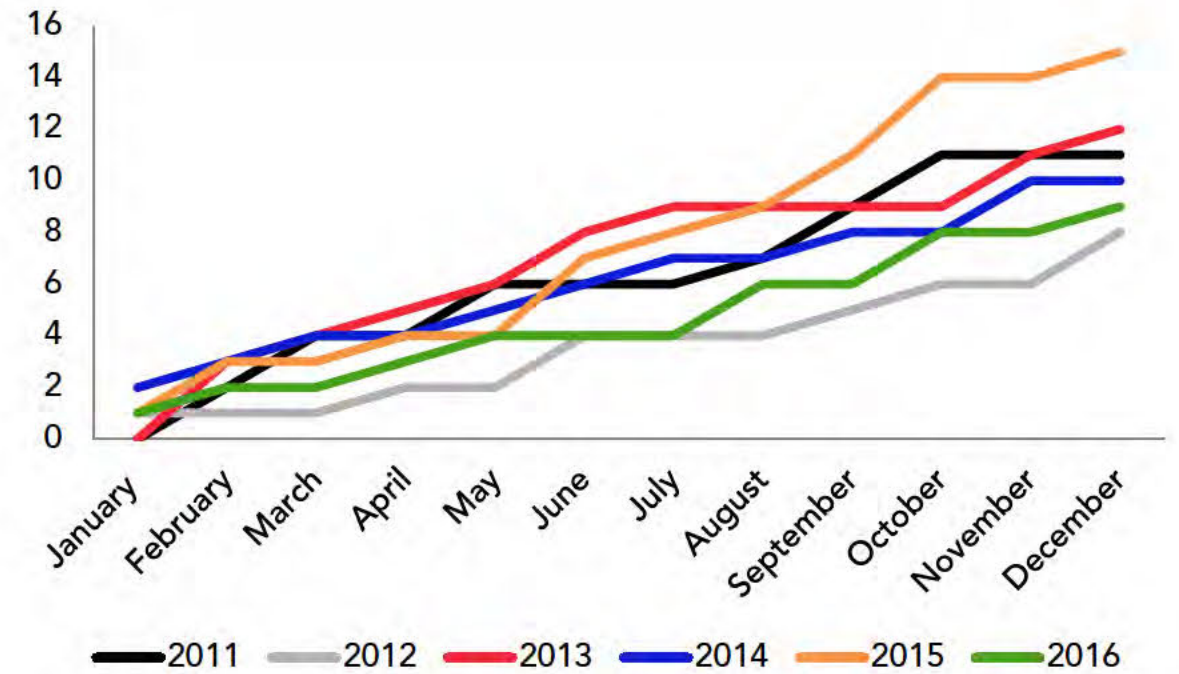
MONTHLY TRENDS DRIVER AND PASSENGER FATALITIES

2011-2016



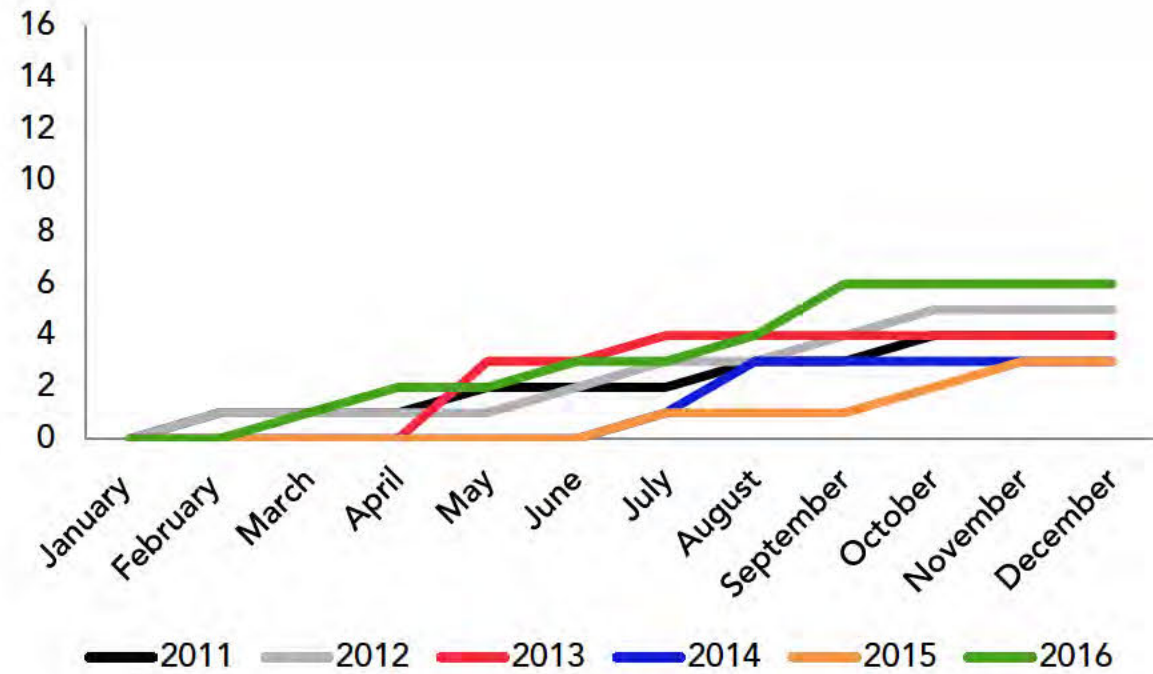
MONTHLY TRENDS PEOPLE WALKING FATALITIES

2011-2016



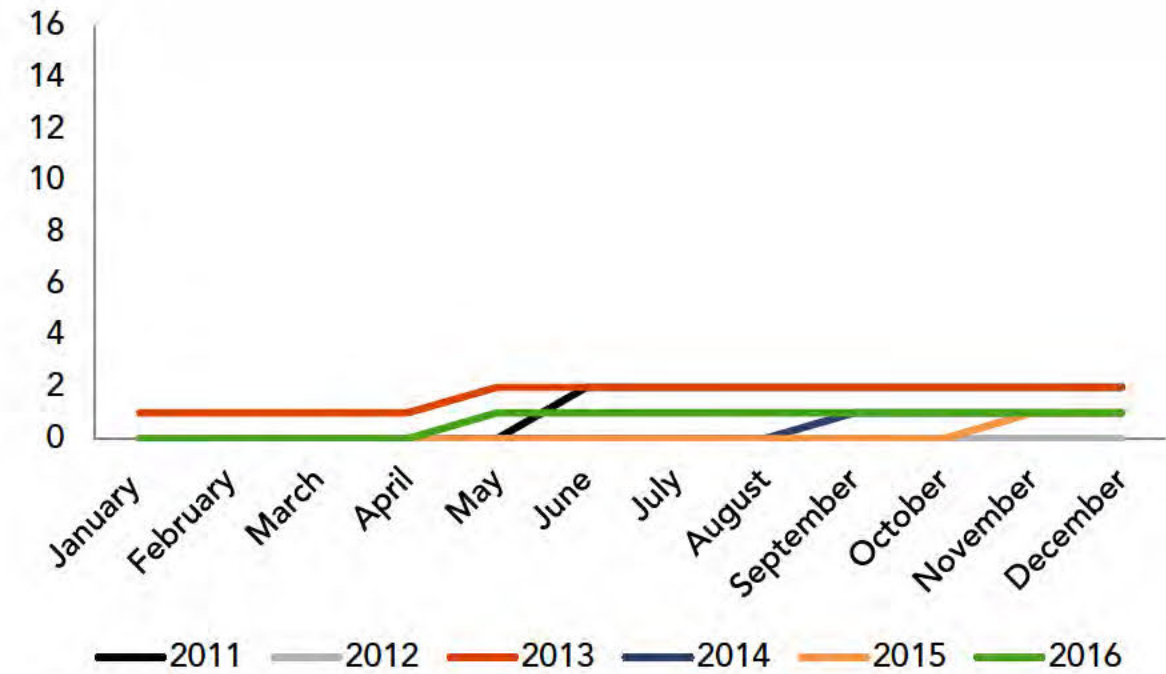
MONTHLY TRENDS MOTORCYCLIST / ATV FATALITIES

2011-2016



MONTHLY TRENDS PEOPLE BICYCLING FATALITIES

2011-2016

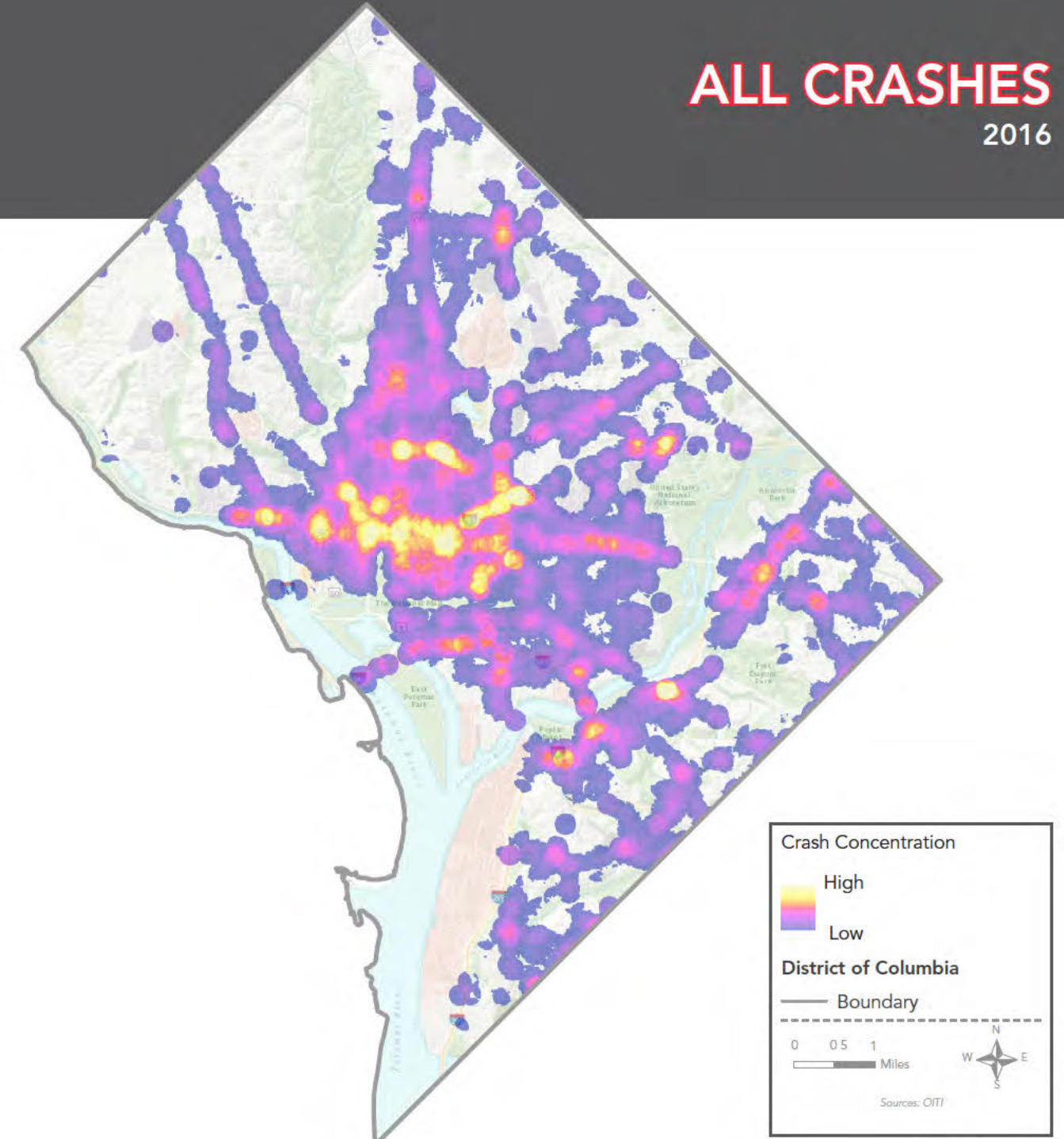


ALL CRASHES

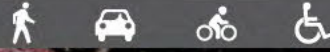
2016

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.



ACTION PLAN PROGRESS



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
 - » The Motor Vehicle Collision Recovery Act of 2015
 - » Enactment of Bicycle and Pedestrian Safety Amendment Act of 2016

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

February 2016
DDOT/OCTO 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 ten 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

WABA's Cyclist Choice Award

Motor Vehicle Collision Recovery Act 2015

Vision Zero Hackathon

Site Visit - Firth Sterling and Suitland Parkway, SE

DC Bike Ride

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.

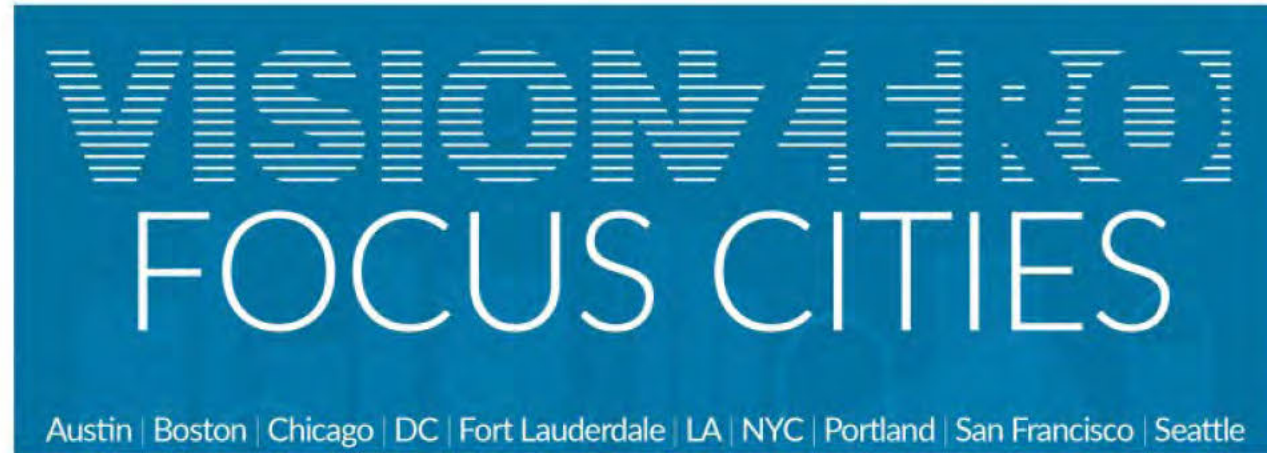
| Recipient | Grant Amount | Program Use | Status |
|-----------|--------------|---|-------------|
| DDOT | \$80,000 | Data analysis and education campaign to increase awareness of large commercial vehicle blind spots for people walking and biking | In Progress |
| ODR | \$100,000 | Accessibility fellows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

FY 17 GRANTS

| Recipient | Grant Amount | Program Use | Status |
|--|--------------|--|-------------|
| DC Villages/ Capitol Hill Village | \$160,000 | 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. | In Progress |
| Gearin' Up Bicycles | \$80,000 | 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. | In Progress |
| The George Washington University Hospital | \$169,000 | 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. | In Progress |
| District of Columbia Department of For Hire Vehicles | \$61,000 | DFHV will provide preventive enforcement for vehicles for hire, in coordination with DDOT traffic control. DFHV will prevent dangerous driving with compliance check points and focused enforcement in areas with high concentrations of vulnerable travelers. | In Progress |
| District of Columbia Office of Risk Management | \$130,000 | ORM will implement a District-wide driver safety program including online training and behind-the-wheel training for high-risk drivers. | In Progress |

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.

| 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 |



2016 HIGHLIGHTS

PEDESTRIAN NETWORK

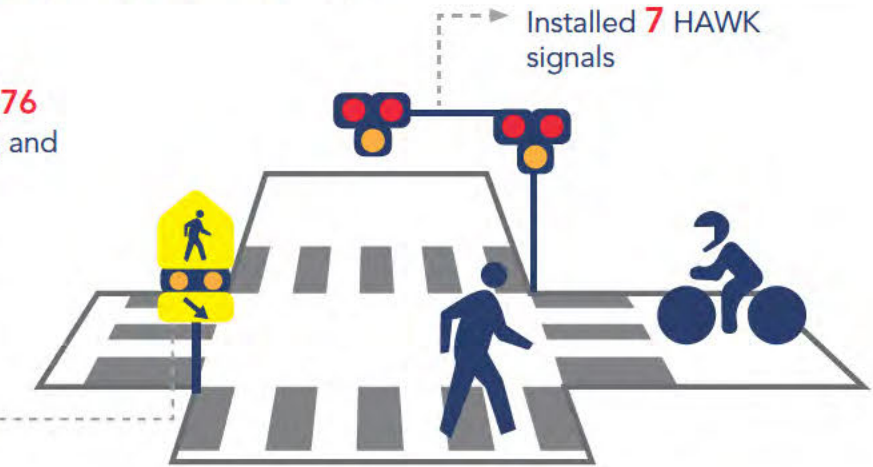


Accessibility improvements include installation of **724** curb ramps, **92,276** linear feet of sidewalk, **83** bus stops, and **88** traffic signals



22 blocks (about 300 ft. per block) of sidewalk gaps have been filled

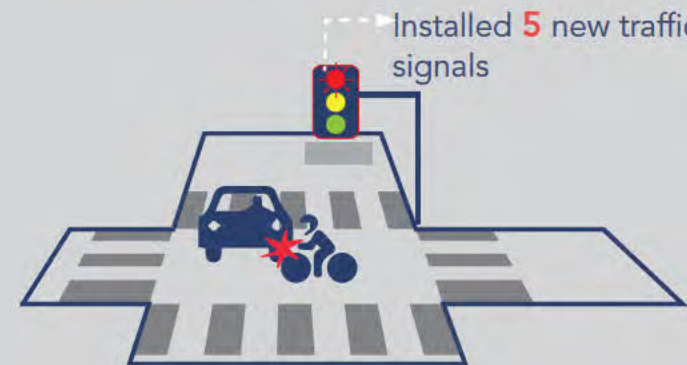
5 rectangular rapid flashing beacons



Installed **7** HAWK signals

ROADWAY NETWORK

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



Installed **5** new traffic signals

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 **6.26** miles of new bike lanes, of which **1.6** miles are protected.



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.



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 harrasment. Street harrasment 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).

| | Total Crashes | Total Fatalities | Total Injuries | Disabling Injuries | Injury Crashes | Right Angle Crashes | Left Turn Crashes | Rear End Crashes | Head on Crashes |
|-----------------------------------|---------------|------------------|----------------|--------------------|----------------|---------------------|-------------------|------------------|-----------------|
| Red Light Camera Locations | | | | | | | | | |
| Before | 941 | 1 | 694 | 31 | 425 | 204 | 130 | 229 | 207 |
| After | 698 | 0 | 489 | 9 | 297 | 151 | 88 | 208 | 149 |
| % Reduction | 26% | 100% | 30% | 71% | 31% | 26% | 32% | 9% | 28% |
| Speed Camera Locations | | | | | | | | | |
| Before | 3,442 | 10 | 1,862 | 79 | 1,228 | 400 | 297 | 1,036 | 100 |
| After | 2,888 | 2 | 1,467 | 47 | 996 | 265 | 230 | 889 | 92 |
| % Reduction | 16% | 80% | 21% | 41% | 19% | 34% | 23% | 14% | 8% |

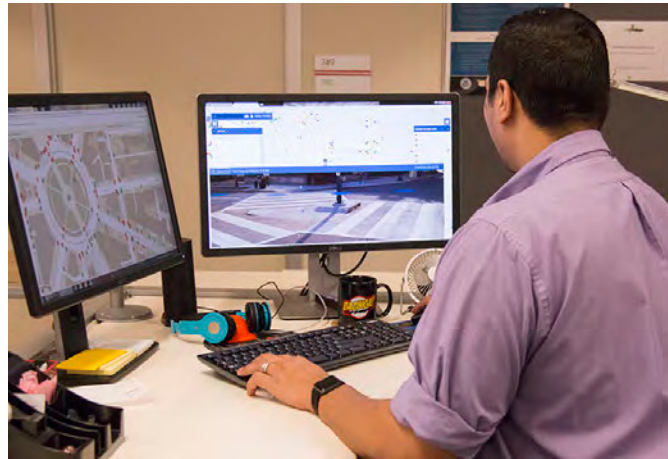


DATA

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, moving violation, and roadway information

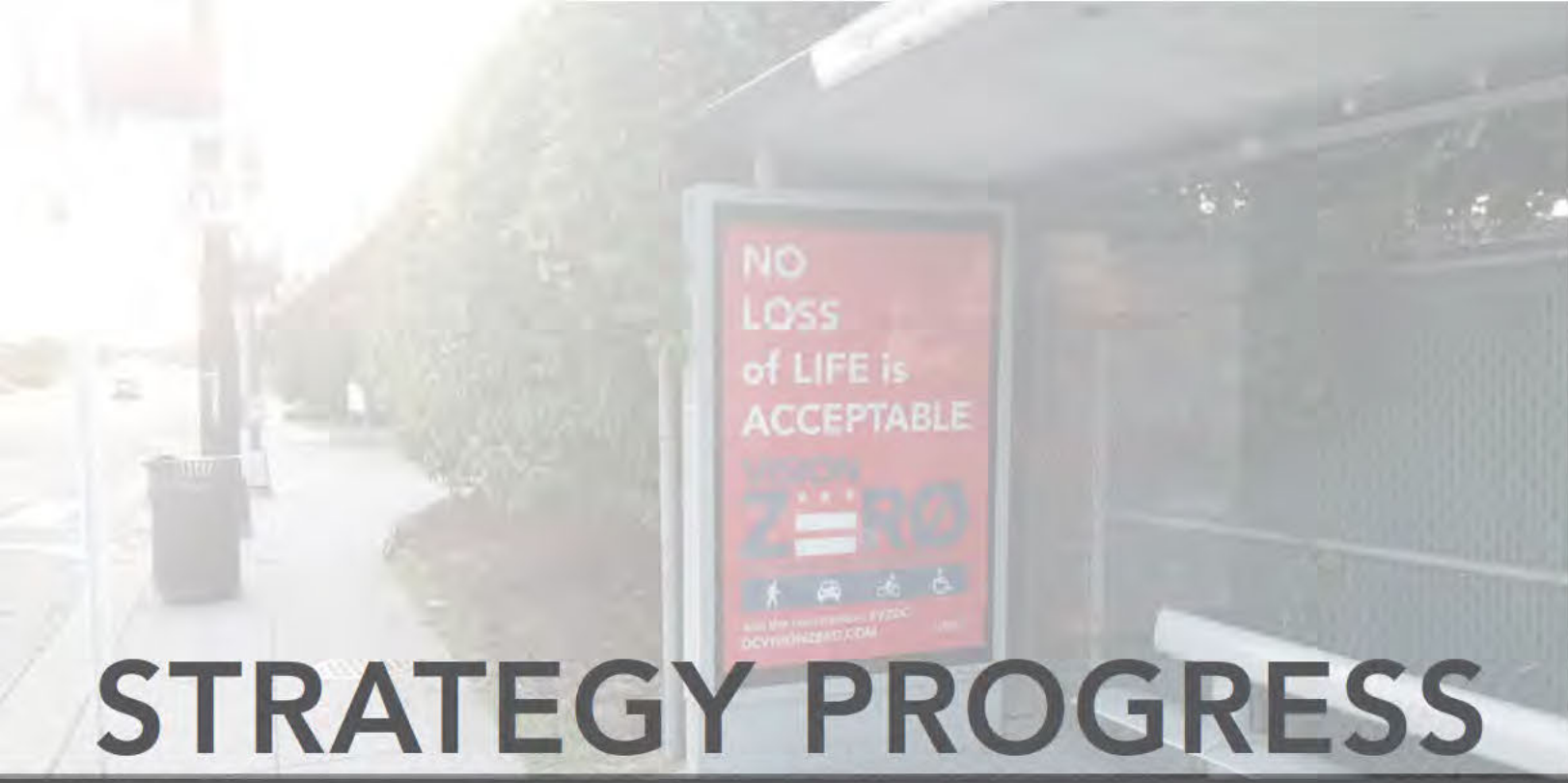
Everyone now has access to more than five years of crash data, moving and non-moving violation data, and numerous layers of street segment and roadway information data, all geo-coded and downloadable in an open format. The Vision Zero initiative will publish regular updates to crash data, violation data, 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.



STRATEGY PROGRESS

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 our 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.

STRATEGIES CREATE SAFE STREETS

| NO. | STRATEGY | LEAD AGENCY (SUPPORTING AGENCIES) | TARGET COMPLETION DATE | STATUS | 2016 UPDATE |
|------|---|-----------------------------------|------------------------|----------------------|---|
| SS-1 | 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. | DDOT (MPD, OCTO, DOH) | December 2017* | In Progress | DDOT is in the early stages of developing a risk-analysis model that will help the District prioritize its safety improvements. DDOT is now scoping 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 intern project to a full research project. This project is now part of the FY17 research funding program and funding has been allocated. |
| SS-2 | Establish an initiative to enhance safety through placemaking. Pilot safety enhancements through placemaking efforts and public art in three locations. Activate and enhance amenities in poorly designed public spaces to maximize safety. Incorporate green infrastructure and low-impact design. | DDOT, OP (DOEE) | August 2017* | In Progress | 7th and H St. NW Chinatown Crosswalk Art is complete. Site 2 at North Capitol and Lincoln Rd. NE and a third site will be complete in the Summer 2017. This deadline was updated because some projects have taken longer than anticipated to be implemented. |
| SS-3 | Codify a complete streets law that prioritizes the most vulnerable travelers' safety. Streets must be engineered to self-enforce a safe speed. Rectify street design and future growth projections. | DDOT (OP) | January 2016 | Complete | This strategy is complete and in compliance with the Complete Streets provision of the Bicycle and Pedestrian Safety Amendment Act of 2016. |
| SS-4 | Pilot two protected intersections in high priority locations. | DDOT | October 2017 | In Progress | Final site selection and design work are in progress |
| SS-5 | Enhance evaluation of safety improvements and establish safety performance goals for roadway improvements. Evaluate five locations for before/after evaluation. | DDOT | September 2017* | In Progress | DDOT is coordinating performance measures with the newly established FHWA's Safety Performance Management Measures regulation (23 CFR Part 490) 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. |
| SS-6 | Complete revisions to the Design & Engineering Manual to integrate leading edge multi-modal street design standards. Engineering design speed limit and posted speed limit must both prevent serious injury. | DDOT | December 2015 | Complete and Ongoing | The revised Design and Engineering Manual is complete and will be published in early 2017. |

STRATEGIES PROTECT VULNERABLE USERS

| NO. | STRATEGY | LEAD AGENCY (SUPPORTING AGENCIES) | TARGET COMPLETION DATE | STATUS | 2016 UPDATE |
|-------|--|---------------------------------------|------------------------|----------------------|---|
| SS-7 | Increase enforcement and protection for pedestrians and people on bikes in work zones and in parking garages. Educate development/construction stakeholders and develop green building code elements for safe transportation. Educate development/construction stakeholders and consider a rulemaking requiring safe pedestrian walkways and bicycle routes in parking garages and lots. | DCRA, DDOT | September 2017* | In Progress | <p>DCRA has worked with the Construction Codes Coordinating Board (CCCB) to explore ways to alert drivers exiting garages to watch out for pedestrians crossing in front of the garage exits or to alert pedestrians and bicyclists to watch out for cars exiting, such as requiring signage and/or speed bumps at the entrance to parking garages and lots that interact with public sidewalks. The CCCB is considering methods of codifying these measures.</p> <p>This deadline was updated because the regulatory code change process is still in progress.</p> <p>DDOT has improved work zone safety by providing developers with new bicycle Traffic Control Plan guidance, including updated electronic resources two-way “cycletracks”, 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.</p> |
| SS-8 | Improve coordination among agencies regulating new education facilities. When new public school facilities open or relocate to a new site, ensure appropriate agencies work together to develop a transportation plan for the new school facility. | DME (DDOT, DGS, DCPS, OSSE, OP, DCRA) | January 2016 | Complete and Ongoing | The Office of the DME accesses traffic safety data to monitor safety near traditional and charter public schools, and coordinates with the DDOT Safe Routes to School program. In 2016, DDOT completed 16 Safe Routes to School infrastructure projects, totaling \$1.4 Million. |
| SS-9 | Improve coordination among agencies regulating construction of new residential, retail, and office developments. Utilize Office of Planning population projections and permitting information. | DMPED (DDOT, OP, DCRA) | January 2016 | Complete and Ongoing | DMPED oversees coordination of OP, DDOT, and DCRA operations to proactively plan safe residential, retail, and office development. |
| SS-10 | Evaluate taxi staging areas to avoid conflicts with other travelers and relocate or remove when necessary. Investigate potential for all vehicle-for-hire staging areas (including Transportation Network Companies – such as Uber and Lyft) | DFHV (DDOT) | December 2015 | Complete | Formal curbside areas reserved for all vehicles for hire staging, pick-up, and drop-off were studied and are not recommended. |

| 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. |
| VU-5 | Compile and analyze pedestrian, bicycle, and vehicle safety and injury data at all DCPS and DC public charter school locations. Complete improvements at no less than three locations per year, beginning FY17. | DDOT (DME, DCPS, OSSE, PCSB, PCS, DOH) | March 2017* | Complete and Ongoing | DDOT’s Safe Routes to School program utilizes safety data at school locations. In 2016, DDOT completed safety improvements at more than 30 public school locations. Three high-priority locations improved in 2016 include Two Rivers Public Charter School (Ward 5), Much Elementary School (Ward 3), and Ketcham Elementary (Ward 8). |
| VU-6 | Specifically track Capital Bikeshare safety data and publish targets and trends on Vision Zero website. | DDOT (MPD) | January 2016 | Complete and Ongoing | To date there has never been a fatal crash involving a Capital Bikeshare rider. In the District, Capital Bikeshare averages two crashes per month. |
| VU-7 | Accelerate the work of the Traffic Records Coordinating Committee and the 2014 Traffic Records Strategic Plan. Establish the Trauma Repository at DOH and work with local hospital trauma units to comply. | DDOT (MPD,OAG, DMV, OCME, DOH, FEMS, others) | January 2016 | Complete and Ongoing | The TRCC meets quarterly. Through Traffic Records Coordinating Committee, the Department of Health has established the Trauma Repository, which uses hospital data to document all injury crashes and fatalities. This provides a valuable comparison to MPD data. |

| No. | STRATEGY | LEAD AGENCY (SUPPORTING AGENCIES) | TARGET COMPLETION DATE | STATUS | 2016 UPDATE |
|-------|--|-----------------------------------|------------------------|----------------------|---|
| VU-8 | 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 counting stations 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. | DDOT | July 2017 | In Progress | In 2016, DDOT joined other regional automated bicycle counter operators in making their data publicly available on a regional bicycle counter dashboard website operated by Arlington County, VA. Five automated bicycle 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 bicycle counter website. DDOT plans to install at least two additional bicycle lane counters, and two additional trail counters, in 2017. |
| VU-9 | Complete comprehensive sign inventory and analysis with special attention to signage in areas with high concentrations of vulnerable travelers. Specifically evaluate signs prohibiting right turn on red. Continue installation of mile markers on off-street trails, District interstates and freeways. | DDOT (ODR) | September 2017* | Complete and Ongoing | The sign inventory is now complete. Next steps involve linking this inventory to DDOT daily business process (at FOD sign shop) for continual maintenance of this inventory. Faster, remote evaluation of specific signage in areas with vulnerable users is now possible. Installation of mile markers on the Metropolitan Branch Trail is complete. Scoping of mile marker signage for other trails, interstates, and freeways is ongoing and involves coordination with Federal partners. This deadline was updated because additional planning is required. |
| VU-10 | 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 crossover mirrors. | DPW/WMATA (DDOT, DMV) | July 2017* | In Progress | 24 trucks still require installation of side-guards. A legislated deadline to pilot cross-over mirrors is set for July 17, 2017 |
| VU-11 | Determine bus stop locations with the most hazardous conditions, and upgrade at least ten per year. Ensure upgrades meet accessibility requirements. | DDOT (WMATA) | October 2017 | In Progress | In Fiscal Year 2016, DDOT completed improvements at 83 bus stops, specifically for accessibility compliance. |
| VU-12 | Complete first full cohort of universal bicycle training for all DCPS 2nd graders in every traditional public school. Identify opportunities to expand bicycle education in public charter schools. | DCPS (DDOT) | June 2016 | Complete and Ongoing | 4,100 DCPS students completed the first cohort of "Biking in the Park." |
| VU-13 | Deter dangerous parking behavior of commercial and delivery vehicles: parking in bicycle lanes, crosswalks, parking abreast / double parking. Publicly report violations monthly via open data on the Vision Zero website. | DPW (DDOT, MPD) | October 2016 | Complete and Ongoing | DPW is accessing crash and violation data to prioritize enforcement to deter dangerous parking behavior. |
| VU-14 | Develop a plan for new permissive truck signage placement for 10 priority corridors. | DDOT | April 2017* | In Progress | DDOT has secured a contractor to develop and review the Sign Location Plans. This deadline was updated to reflect the policy change toward permissive signage instead of restrictive signage. |

| No. | STRATEGY | LEAD AGENCY (SUPPORTING AGENCIES) | TARGET COMPLETION DATE | STATUS | 2016 UPDATE |
|-------|---|--------------------------------------|------------------------|----------------------|---|
| VU-15 | Display the "Road Rules" safety campaign (and future campaigns) at additional District government facilities, at agencies with key captive audiences. Include injury data. Use resident-produced content in future campaign materials and regular safety messages. | DMV (DFHV, OSSE DOT, DDOT, DOH, DPR) | December 2015 | Complete and Ongoing | DMV 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 Strikeforce (impaired driving), Smooth Operator (aggressive driving), and Distracted Driving. A Vision Zero youtube channel exists to collect resident-produced content. |
| VU-16 | Promote "Rules of the Road" quiz focusing on driver interaction with people biking and walking. | DMV | November 2015 | Complete and Ongoing | DMV has circulated a quiz via its e-mail list and other electronic communications. |
| VU-17 | Establish a task force to develop policies and practices that thwart street harassment. | EOM/ DC COUNCIL (DOH, MPD) | June 2016 | In Progress | The Task Force to End Street Harassment Establishment Act of 2016 was introduced in March of 2016. On February 21, 2017, The Street Harassment Prevention Act of 2017 was introduced to the Committee of the Whole. |
| VU-18 | Establish baseline data for seat-belt usage for drivers and passengers of public vehicles for hire. Set a future target for minimum of compliance. | DFHV, DDOT (MPD) | June 2016 | Complete and Ongoing | DFHV has conducted driver training and re-training, used an online driver training portal, and conducted Town Hall events to increase seatbelt usage during required hours for operators of vehicles for hire. |
| VU-19 | Establish public repository on the Vision Zero website for crowd-sourced video of behaviors that are dangerous to pedestrians, people on bikes, transit users, and drivers. Disseminate safety education tools using videos, and inform enforcement and engineering strategies accordingly. | DDOT | December 2016 | Complete and Ongoing | A DC Vision Zero youtube channel will store crowdsourced video as it is submitted. DDOT will continue to encourage user-generated content. |
| VU-20 | Develop region-wide special events, including "safe streets" events that promote the use and awareness of bicycles, and bicycle education. | DDOT | October 2016 | Complete and Ongoing | The first annual DC Bike Ride helped more than 8,000 people experience the District's streets from behind the handlebars of a bicycle. |
| VU-21 | Create mandatory traffic safety curriculum for elementary schools to teach and encourage critical traffic safety behaviors. | DMV (DCPS) | October 2017* | In Progress | DCPS is expanding the Biking in the Park curriculum to include pedestrian safety education. This deadline was updated to comply with the Requirements of the Bicycle and Pedestrian Safety Amendment Act of 2016. |

STRATEGIES PREVENT DANGEROUS DRIVING

| No. | STRATEGY | LEAD AGENCY (SUPPORTING AGENCIES) | TARGET COMPLETION DATE | STATUS | 2016 UPDATE |
|------|--|-----------------------------------|------------------------|----------------------|---|
| DD-1 | Strategically deploy photo enforcement. Provide necessary infrastructure for cameras at 100% of high-priority locations. Target violations: stop sign, speed, and red light. Use Vision Zero safety map to identify potential locations. Continue MPD "Step-Out" enforcement and formally report citation data.* | MPD (DDOT) | October 2017 | Complete and Ongoing | 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. Meanwhile, DDOT has conducted a review of crash/injury reduction at photo enforcement locations to better evaluate and optimize the deployment of cameras. DDOT performed before-and-after crash analyses at 48 locations equipped with red-light cameras and 118 locations equipped with speed cameras. |
| DD-2 | Launch enhanced DPW Boot-Tow-Release program. Target habitual offenders with two or more unpaid citations related to safety, e.g. speed, stop sign, crosswalk, red light, gridlock, oversize, or overweight. | DPW | October 2017 | In Progress | DPW is accessing internal capacity to implement this program. |
| DD-3 | Pilot 25 MPH "Arterial Safe Zones" on two major streets. Pilot "Safe Neighborhoods" with 20 MPH traffic calming in two residential neighborhoods. Create 15 MPH "Safe Zones" around schools, parks, and ones with high concentrations of seniors or youth to apply slower speed limits for expanded hours. Support with Automated Traffic Enforcement. Evaluate safety impact. | DDOT (MPD) | December 2017* | In Progress | Awaiting final publication of Vision Zero rulemaking. Bicycle and Pedestrian Priority Areas required by the Bicycle and Pedestrian Safety Amendment Act of 2016 will also be implemented, designed, and evaluated. This deadline was updated because the rulemaking public hearing process is still in progress. A 2nd proposed rulemaking was published on January 20, 2017. |
| DD-4 | Improve ignition interlock program for impaired drivers. Require mandatory installation for 1 st conviction. | EOM (DMV, OAG) | January 2017 | Complete | The Bicycle and Pedestrian Safety Amendment Act of 2016 includes this provision. |
| DD-5 | Regularly deploy impaired driving check points with Impaired Driving Mobile Processing Unit in high-priority areas on Thursday, Friday, and Saturday nights. | MPD | October 2016 | Complete and Ongoing | Impaired driving check-points occur on a regular basis, twice per week, every week, rotating between Thursday, Friday, and Saturday nights in accordance with crowd sizes. |
| DD-6 | Establish standard protocol with local hospitals for chemical testing of patients suspected of impaired driving, replicate memorandum of understanding with all DC trauma centers. | MPD (OAG) | September 2017* | In Progress | The George Washington University Hospital will replicate its protocol at local trauma centers. This deadline was updated because grant funding was necessary to implement the program. GWU Hospital was recently awarded a FY17 Vision Zero grant. |
| DD-7 | Reduce distracted driving using regular targeted enforcement and step-out enforcement at high-priority locations. Collect and analyze data on drowsy driving. | MPD (DDOT, DOH) | October 2015 | Complete and Ongoing | In 2016, MPD performed crosswalk enforcement at 12 locations issuing 297 citations for infractions such as failure to yield to pedestrians in a crosswalk, distracted driving, and crossing without the right-of-way. |

| No. | STRATEGY | LEAD AGENCY (SUPPORTING AGENCIES) | TARGET COMPLETION DATE | STATUS | 2016 UPDATE |
|-------|---|-----------------------------------|------------------------|----------------------|--|
| DD-8 | On a weekly basis, target illegal loading/unloading and unauthorized vehicles in loading zones, erratic behavior, and dangerous interactions with bicycle facilities by drivers of public vehicles-for-hire. Focus on commercial corridors, entertainment areas, bike lanes, and areas near hotels. Specifically analyze crashes involving bicycles and vehicles for hire. Explore driver incentives for voluntary participation in vehicle cameras, data-recording devices, passenger facing speedometer pilot programs. | DFHV (MPD, DDOT) | October 2017 | Complete and Ongoing | DFHV was recently awarded a FY17 Vision Zero grant to continue enhanced enforcement of dangerous behaviors by drivers of public vehicles-for-hire. |
| DD-9 | Implement new taxi-driver training and testing modules for vehicular/ pedestrian safety and accident prevention. | DFHV | July 2016 | Complete and Ongoing | DFHV has conducted driver training and re-training using an online driver training portal and coursework, and Town Halls conducted on May 23, 2016 and September 29, 2016, respectively. |
| DD-10 | Outreach to Transportation Network Companies, carsharing, and taxi companies to join the Vision Zero pledge, commitment to specific driver education, use of window stickers and other safety messaging. | DFHV (EOM) | July 2016 | Complete and Ongoing | DFHV requires TNCs to complete annual vehicle safety inspections, employ a zero tolerance policy for driving under the influence of alcohol or illegal drugs, and to disqualify drivers whose background checks reveal acts of aggravated reckless driving, driving under the influence of alcohol, and or leaving the scene of a crash. |
| DD-11 | Prevent reckless behavior on all-terrain-vehicles (ATVs) and motorized dirt bikes through strategic enforcement and education campaigns. Expand ability to impound illegal ATVs. | MPD | October 2015 | Complete and Ongoing | MPD has implemented a public education campaign consisting of electronic billboards and flyers in hot spots, including Metrobus stops. MPD utilized videos and photo images of actual violations, which has better enabled MPD to track offenders. MPD is also working with regional partners, including neighboring police departments to pursue offenders. |
| DD-12 | Every other year, continue updates to the DMV driver manual and test materials to refresh emphasis on dangerous driving and bicycle and pedestrian safety. | DMV | April 2017 | Complete and Ongoing | DMV has updated its driver manual and test materials and will continue to update on this schedule. |
| DD-13 | Establish and implement deferred adjudication programs for drivers who endanger vulnerable users. | DMV (DDOT) | July 2017* | In Progress | Consistent with Bicycle and Pedestrian Safety Amendment Act of 2016 provisions, DMV will provide a report and recommendations regarding implementation of remediation and deferred disposition programs for moving and non-moving violations by the new deadline. |

| No. | STRATEGY | LEAD AGENCY (SUPPORTING AGENCIES) | TARGET COMPLETION DATE | STATUS | 2016 UPDATE |
|-------|---|-----------------------------------|------------------------|----------------------|---|
| DD-14 | <p>Ensure safety of OSSE DOT and DPR bus fleets and drivers:</p> <ul style="list-style-type: none"> » Create an education campaign, outfitting buses with messages that communicate safe driving, similar to road rules campaign. » Develop a year-long safety campaign for bus drivers, parents, schools and communities » Establish a recognition program for drivers who have an excellent safety record. » Map staging plans for buses and vehicles during drop off and pick up at all schools. | OSSE DOT, DPR (DDOT) | October 2016 | Complete and Ongoing | Development of an education campaign is ongoing, and new physical materials for display on school buses are being developed. Direct education efforts with drivers is complete and ongoing, focusing on distracted driving and weather safety. A year-long safety campaign is in development, which will include partnership with specific schools. A recognition program for drivers is complete and ongoing. Drivers of the Month receive special recognition, and drivers of the year receive a Director's Award from each of the four bus terminals. 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. |
| DD-15 | Establish safety targets and track performance for all city-owned fleet – develop online road safety training and education for all users of DC government fleet, based on DCTC and HSEMA model for training, testing, and remediation | ORM (DPW, DDOT) | October 2017 | In Progress | ORM received a FY17 Vision Zero grant to implement this strategy. |
| DD-16 | Establish safety targets and track performance specifically for on-street public transit, e.g. Circulator buses, DC Streetcar, WMATA, and commuter buses. | DDOT | October 2017 | In Progress | DC Streetcar tracks incidents and injuries on a monthly basis, including the location and description of the incident, the severity of any resulting injuries, and the staff involved. DC Circulator is tracking the customer injury rate (injuries per 1 million passenger trips) and employee injury rate (injuries per 200,000 hours worked). WMATA uses the FTA's National Transit Database (NTD) injury definition for customer injury reporting purposes. (Any customer immediately transported away from the scene for medical attention). MetroBus injuries include both collision-related and non-collision related injuries. System-wide, WMATA has a CY 2016 target for customer injuries of 1.75 injuries per million passenger trips. |
| DD-17 | Utilize and build upon crowdsourced data (e.g. Waze) to make traffic volumes more predictable to reduce driver frustration. Promote special event data, HSEMA data of upcoming events, etc. to communicate likely delays. | DDOT (OCTO, HSEMA) | December 2016 | Complete and Ongoing | Waze data is currently captured, archived and converted to GIS every 10 minutes. Incident and congestion data are published publically. |
| DD-18 | Work with major employers to join the Vision Zero pledge. Employers will disseminate safety messages to their employees. | DDOT (EOM) | January 2017 | In Progress | DDOT reaches more than 2,000 employers through goDCgo, the Transportation Demand Management program, and has included information about Vision Zero in newsletters. |

| No. | STRATEGY | LEAD AGENCY (SUPPORTING AGENCIES) | TARGET COMPLETION DATE | STATUS | 2016 UPDATE |
|-------|---|-----------------------------------|------------------------|----------------------|--|
| DD-19 | Complete DCMR Title 31 Compliance Audit to address public-vehicle-for-hire driver misconduct that threatens motor vehicle, bicycle, and pedestrian safety. Conduct related education and outreach for all vehicle-for-hire drivers. | DFHV | October 2016 | Complete | DFHV 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. DFHV Vehicle Inspection Officers issued 294 Notices of Infractions to vehicle-for-hire drivers during FY 2016 (T-803-Taxi Unlawful Acts/ Illegal Driving Maneuvers.), and 212 Notices of Infractions from the beginning of FY 2017 through February 2, 2017. |
| DD-20 | Enhance coordination between DPW Drug and Alcohol Testing division and supervisors of CDL employees to develop smaller groups for train the trainer sessions on drug and alcohol policy. Target a 9.5% increase over the FY 2015 number of CDL drivers who complete annual drug and alcohol policy training. | DPW (DDOT) | October 2016 | Complete and Ongoing | DPW continues to implement this strategy and set new performance goals. |
| DD-21 | Enhance the Bus Safety Monitoring Program to discourage dangerous driving activities. Randomly observe drivers in the field and at bus terminals. Use a rubric to evaluate performance with input from OSSE DOT Accident Review Board. | OSSE DOT | October 2017* | In Progress | This program will be delivered in FY 2018 after it is approved by the Office of Labor Relations. |
| DD-22 | Regularly conduct driver refresher courses, behavior intervention courses, and an annual in-service review. Establish a comprehensive year-round driver training program curriculum based on a needs assessment. Document trainings to include in a library of webcasts. Monitor and analyze trainings for effectiveness. | OSSE DOT | October 2016 | Complete and Ongoing | The summer training program for bus drivers and attendants reached 63% of bus drivers and attendants, including training in right-response and behavior intervention. 78% of drivers and attendants received training in parent engagement and proper documentation. |

STRATEGIES BE TRANSPARENT & RESPONSIVE

| NO. | STRATEGY | LEAD AGENCY (SUPPORTING AGENCIES) | TARGET COMPLETION DATE | STATUS | 2016 UPDATE |
|------|---|---------------------------------------|------------------------|----------------------|--|
| TR-1 | Establish one public location for all crash and safety data on the Vision Zero website. Data will be available in a machine-readable, open format. A data dashboard will display performance of top safety metrics. Incorporate/emulate publicly-sourced data such as “Struck in DC” or the Vision Zero safety map. | DDOT (OCTO) | July 2016 | Complete and Ongoing | Safety data is publicly available in open format at the District’s open data portal. It is also available, along with regular reporting required by the Bicycle and Pedestrian Safety Amendment Act of 2016, on the Vision Zero website. |
| TR-2 | Publish geospatial analysis of safety-related citations issued and adjudicated. Hold quarterly safety meetings to refine enforcement strategies based on safety outcomes. | DDOT (DPW, MPD, OUC, DMV, DFHV, DCRA) | January 2016 | Complete and Ongoing | Agencies continue to share analysis of safety violations, in formats such as GIS story maps. Interagency parking enforcement meetings are held monthly to enhance the effectiveness of enforcement strategies. |
| TR-3 | Identify advocate partners that are external to District Government and assign implementation roles for key Action Plan strategies. | DDOT | December 2016* | Complete | The following local advocacy groups have adopted Vision Zero strategies to monitor and assist in implementation where possible: Coalition for Smarter Growth, Street Wise Foundation, All Walks DC, Collective Action for Safe Spaces, Black Women Bike, Washington Area Bicyclist Association, Safe Routes To School National Partnership – Greater Washington, D.C., Kidical Mass DC, AAA Mid-Atlantic. |
| TR-4 | Establish multi-agency response team for crashes involving fatal/disabling injuries, responsible for holistic analysis of contributing factors and recommendation of countermeasures. Team should collaborate with ANC safety liaisons to complete urgent improvements in high-priority locations. Rapid improvements should be evaluated and queued for future capital construction. Demonstrate this approach in at least 10 locations in FY16. (The team will not perform investigations of a legal nature). | DMPS (DDOT, MPD, FEMS, DOH, OCME) | April 2017* | In Progress | MPD has not yet received a declination to prosecute related to a major crash, or any issuance of judgment in a related criminal proceeding. Consistent with the Bicycle and Pedestrian Safety Amendment Act of 2016, MPD and partner agencies will convene a Major Crash Review Task Force to fulfill this strategy. |
| TR-5 | Publicly disseminate sidewalk closures due to construction and all approved Traffic Control Plans via an online, GIS-enabled display. | DDOT (OCTO) | May 2016 | Complete and Ongoing | Information regarding sidewalk closures and traffic control plans is available through TOPS, DDOT’s online permitting system. All permits can be viewed in a GIS map. All approved Traffic Control Plans for Construction Staging Area permits can also be viewed online through TOPS. |
| TR-6 | Evaluate DDOT Traffic Calming policy and consider exceptions to 75% threshold for resident requests for traffic calming measures. Traffic calming measures must reflect the local network, and include evaluation of impact. | DDOT | September 2017* | Complete and Ongoing | DDOT revision and review of traffic calming guidelines has been ongoing. Draft traffic calming guidelines for alleys are complete and are being reviewed.Exception to 75% threshold was considered, but as traffic calming devices require geometric changes to roadway, it is important that DDOT has residents’ consensus concerning the problem. DDOT and MPD are drafting a new Safety Request Standard Operating Procedure that will standardize warrants and measures of effectiveness for traffic calming and photo enforcement programs. This procedure will align with the DDOT livability study process. |

| NO. | STRATEGY | LEAD AGENCY (SUPPORTING AGENCIES) | TARGET COMPLETION DATE | STATUS | 2016 UPDATE |
|-------|---|-----------------------------------|------------------------|----------------------|---|
| TR-7 | Improve response times to and from scenes of crashes via quick clearance and move-over laws. | DDOT (MPD) | May 2017* | In Progress | Awaiting final publication of Vision Zero rulemaking. This deadline was updated because the rulemaking public hearing process is still in progress. A 2nd proposed rulemaking was published on January 20, 2017. |
| TR-8 | Improve FEMS response via regular review of travel times (dispatch to site, site to hospital, etc.) to ensure travel time consistency, ability to direct EMS units in route. Develop systematic recommendations for engineering and policy changes. | FEMS (OUC, DDOT) | December 2017 | In Progress | FEMS response times are regularly tracked. Average response times have shown clear improvement from 2016 through 2017. A new OUC Computer Aided Dispatch system routes units based on the estimated amount of travel time from the incident, instead of the distance in miles. |
| TR-9 | Utilize e-911 to improve emergency response. | OUC, FEMS | October 2017 | In Progress | OUC has improved response times using E911. Specifically, the “quick send” function was implemented, which identifies high priority calls that require more immediate dispatch. OUC is actively engaged in wireless location data analytics to measure the accuracy of location information transmitted by wireless carrier. OUC is also upgrading its telephone system in anticipation of receiving better wireless location data from the carriers. |
| TR-10 | Establish a Transportation Safety Liaison within each Advisory Neighborhood Commission. | DDOT | September 2017* | In Progress | The Deputy Mayor for Health and Human Services office was awarded a Vision Zero grant to develop training resources for ANCs to implement this strategy. This deadline was updated because the District has not yet solicited a consultant to help develop materials. |
| TR-11 | Hold transportation safety “hackathons” to engage residents. | OCTO (DDOT) | January 2016 | Complete and Ongoing | For the first Vision Zero hackathon, DDOT and OCTO published 110,000 geocoded crash records and 14 million moving and non-moving violation records in open data format. OCTO continues to publish updated crash and violation data. District agencies regularly participate in meet-ups and hackathons with civic coders, programmers, and hackers, including recurring events such as Walk Hack Night, Bike Hack Night, and CaBi Hack Night. |
| TR-12 | Annually publish Vision Zero progress report. | DDOT | February 2017 | Complete and Ongoing | The year-1 progress report has been published. This deadline was updated because the calendar year reporting cycle is more appropriate for public reporting. |
| TR-13 | Leverage technology and data to anticipate and foster opportunities to integrate citywide traffic signals with autonomous and connected vehicles. | DDOT (DMV) | Ongoing | Ongoing | DDOT continues to develop its vehicle-to-infrastructure capabilities, specifically with regard to traffic signalization. DDOT’s Signal Phasing & Timing (SPaT) data portal is operational. DDOT is finalizing standard operating procedures before providing data to partners. |
| TR-14 | Study and evaluate potential for autonomous and connected vehicles to improve safety through vehicle-to-vehicle and vehicle-to-infrastructure data transmission to reduce crash frequency and severity. | DDOT (DMV) | Ongoing | Ongoing | DDOT continues to monitor advancements in this field, for multiple modes of transportation. |

* Target date changed from previous year



ADVOCATE SUPPORT

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 | EOM | Executive Office of the Mayor |
| ATVs | All Terrain Vehicles | FEMS | Fire and Emergency Medical Services Department |
| BAC | Blood Alcohol Content | FOD | Field Operations Division, DDOT |
| CDBG | Community Development Block Grant | HAWK | High-Intensity Activated Crosswalk |
| CDL | Commercial Drivers License | HSEMA | Homeland Security and Emergency Management Agency |
| DCMR | District of Columbia Municipal Regulations | MOCRS | Mayor's Office of Community Relations and Services |
| DCOA | District of Columbia Office on Aging | MPD | Metropolitan Police Department |
| DCPS | District of Columbia Public Schools | MPH | Miles per Hour |
| DCRA | Department of Consumer and Regulatory Affairs | OAG | Office of the Attorney General |
| DCSC | District of Columbia Superior Court | OCME | Office of the Chief Medical Examiner |
| DDOT | District Department of Transportation | OCTO | Office of the Chief Technology Officer |
| DFHV | Department of For-Hire Vehicles | ODR | Office of Disability Rights |
| DGS | Department of General Services | OFRA | Office of Federal and Regional Affairs |
| DHCD | Director of Housing and Community Development | OP | Office of Planning |
| DME | Deputy Mayor for Education | ORM | Office of Risk Management |
| DMHHS | Deputy Mayor for Health and Human Services | OSSE | Office of the State Superintendent of Education |
| DMV | Department of Motor Vehicles | OSSE DOT | Office of the State Superintendent of Education Division of Student Transportation |
| DOEE | Department of Energy and Environment | OUC | Office of Unified Communications |
| DOH | Department of Health | PCS | Public Charter Schools |
| DPR | Department of Parks and Recreation | PCSB | Public Charter School Board |
| DPW | Department of Public Works | TNC | Transportation Network Companies |
| DUI | Driving Under the Influence | 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
Capitol Riverfront Business Improvement District

PHOTO CREDIT

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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.

