

Overview



Launched in 2015, Vision Zero DC is an all-hands-on-deck approach to eliminate traffic fatalities and serious injuries in Washington DC by 2024 through the use of data, education, enforcement, and engineering.

Vision Zero work is focused on four themes with sub-strategies:

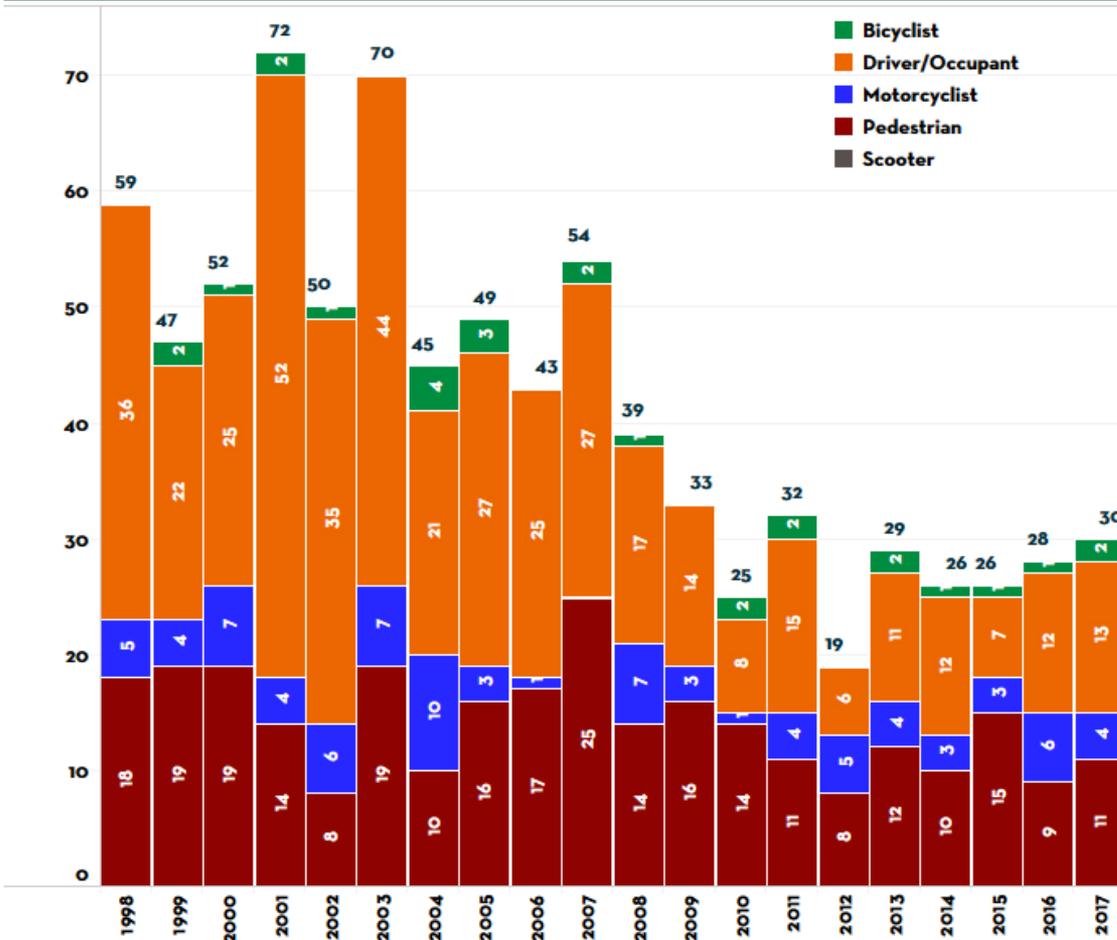
- Create Safe Streets (SS)
- Protect Vulnerable Users (VU)
- Prevent Dangerous Driving (DD)
- Be Transparent and Responsive (TR)

To address these themes, four interagency working groups were created, focused on:

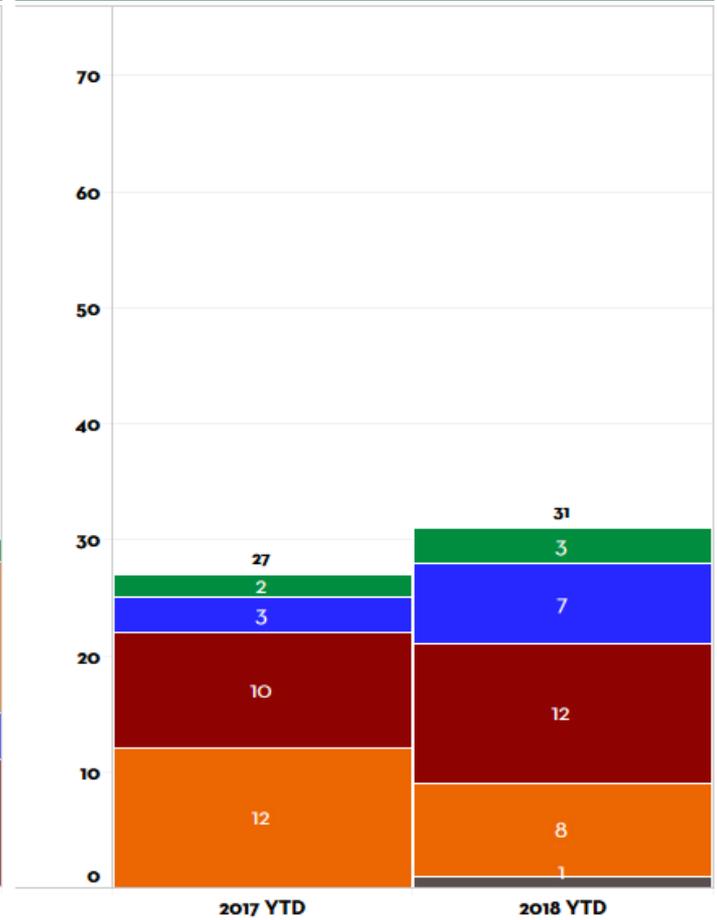
- Data
- Education
- Enforcement
- Engineering

Traffic fatalities have decreased over a 10-year period, but are slightly higher in recent years

CY 1998-2017
Traffic Fatalities



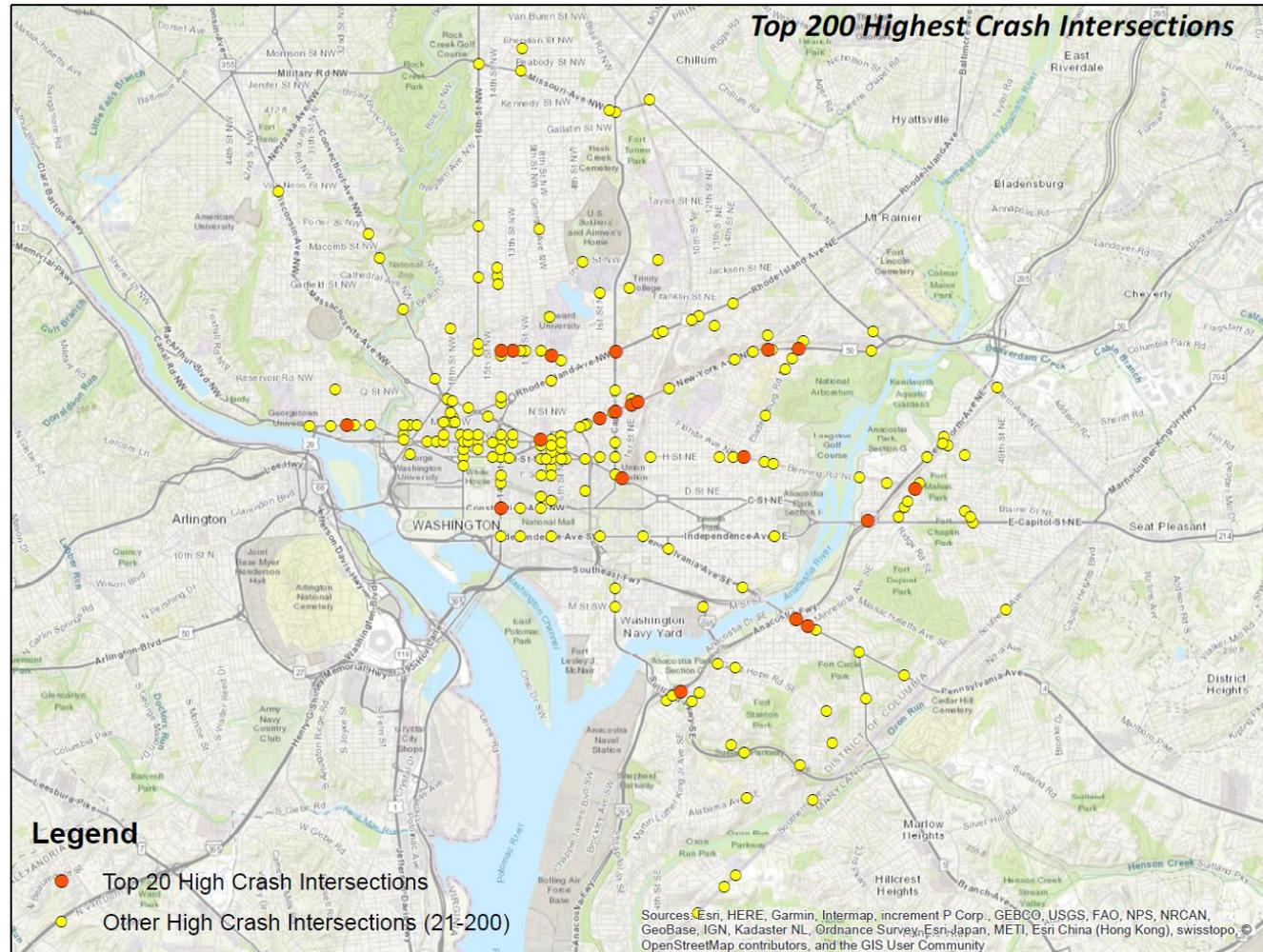
CYTD 2017 & 2018
Traffic Fatalities



*Data from MPD, October 22, 2018

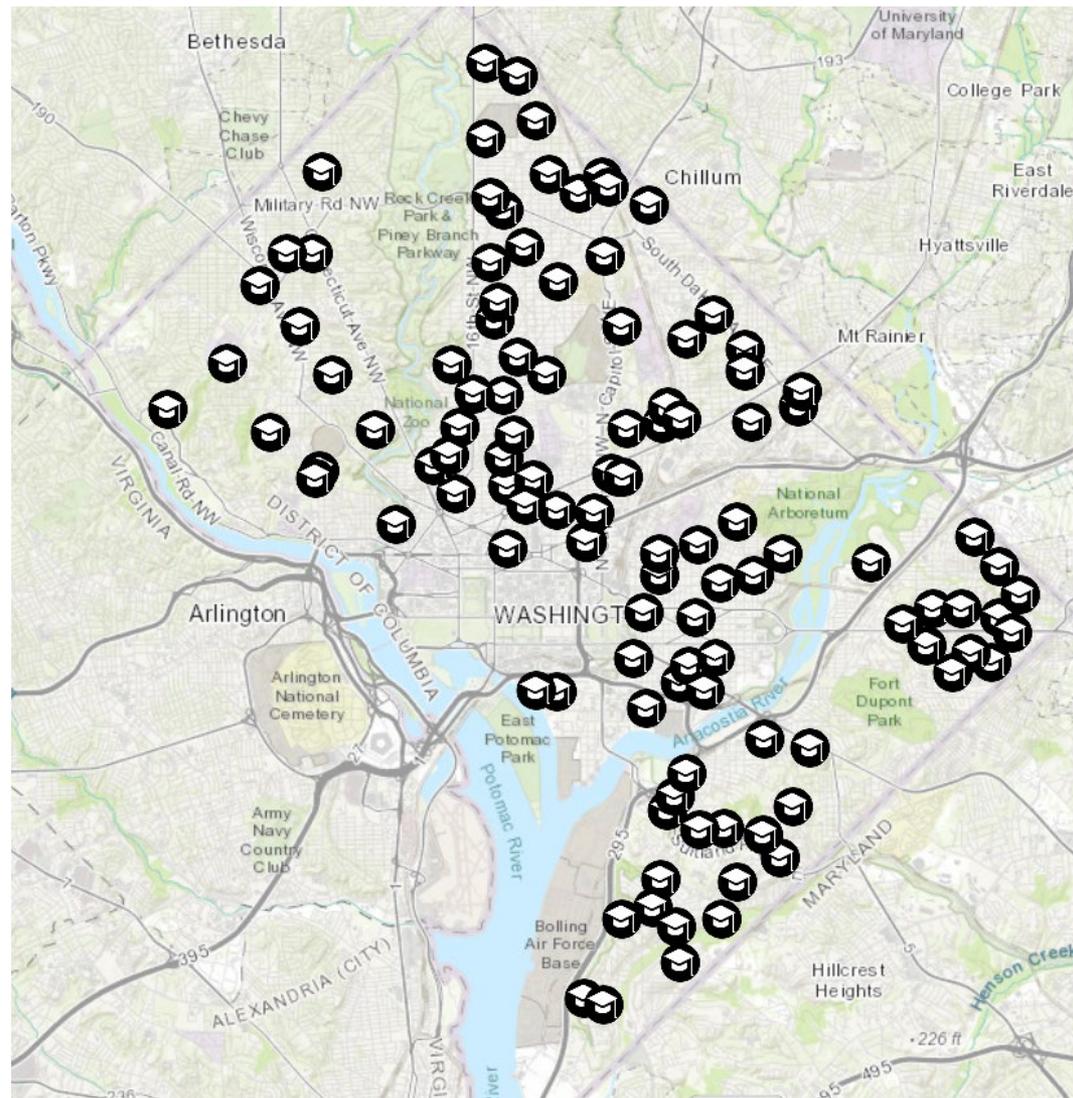
High Crash Intersections

- All high crash intersections have had more than 50 crashes since 2015.
- The highest ranked (New York Ave and Bladensburg Ave) has had nearly 400 crashes since 2015.



Locations of School Crossing Guards

- For school year 2018 - 2019, there are 268 crossing guards in the District.
- Crossing guards are stationed across 140 schools - all elementary schools, and some middle/high schools as requested.



Budget

DDOT incorporates Vision Zero and safety considerations into all projects, enhancements and expenditures.

- FY2019 operating budget is \$142.6M
- FY2019-2024 Capital Improvements Plan is \$1.67B (FY2019: \$424.7M)
 - The FY2019-2024 Capital Budget includes \$42.5M (FY2019: \$10.8M) for **safety and mobility improvements**, such as bicycle and transportation safety, street sign improvements, vision zero improvements, trails.



OFFICE OF THE CITY ADMINISTRATOR

BUDGET

& PERFORMANCE MANAGEMENT



Vision Zero Projects

Project	Description	Status
Completed or Ongoing/In Progress		
Dual-turn conflict removals	Improve 40 intersections with dual turn lanes that pose multiple threat risks	In progress – 15 completed, four more by end of year
K Street/Water Street Protected Bike Lanes	Georgetown connection to Capital Crescent Trail. Cycle track installed this year from 34 th to 30 th Street	Complete
Pedestrian safety signal improvements	Prioritizing leading pedestrian intervals (LPIs) during signal optimization process	Ongoing – Wards 7 and 8 completed by end of 2018
Filling in sidewalk gaps	Eliminate sidewalk gaps through Safe Routes to School program.	Ongoing -- Filled in 123 blocks of missing sidewalks since 2015
Safety techs around schools	268 safety techs deployed to 140 schools	Ongoing
Upcoming		
Ban right on red at priority locations	Identify 100 priority locations (within CBD, school zones and along cycle tracks) for No Right Turn on Red	Full implementation possible within 18 months
Left-turn calming improvements	Left turn “hardening” to slow turns and left turn prohibitions at 100 priority locations	Deployment to begin November 2018
Pick-up/Drop-off Zone expansion	New pick-up/drop-off zones to reduce stopping in bike lanes, double-parking, etc.	5 new zones to be launched by end of 2018
Streetscape Projects	Implement various streetscape projects throughout the District	Various stages
New Protected Bike Lanes	Double the mileage of protected bike lanes from 10 to 20	In design; DDOT investigating acceleration to construction for several projects

Education: Improve driver, biker and pedestrian education and re-education on road sharing and rules of the road. Ensure common understanding of right of way, and provide opportunities to improve biker and pedestrian spaces. Solutions may include:

- **Driver retesting and education:** Incorporate a short quiz into license renewals as a reminder of the road rules.
- **Pilot email campaign with driver safety information:** Develop an email campaign on road rules and road sharing for the approximately 275,000 residents who have shared email addresses with the DMV.
- **Expanding driver education campaigns:** Deploy high profile campaigns targeting factors in fatal car accidents, including speeding and driving under the influence.
- **Expanding biker education campaigns:** Work with local groups to expand and improve biker safety and awareness campaigns.
- **Expanding “Safe Passages”:** Expand the Safe Passages program beyond the current 6 zones, based on need in other areas.
- **“Open Streets” Events:** Partner with non-profit third party entities on “Open Streets” events as a recurring effort, potentially designating one street or identifying neighborhood streets in partnership with local communities.

Engineering: Deploy infrastructure and engineering solutions to improve traffic safety and road sharing and promote legal road rules. Solutions may include:

- **20 MPH “slow zones”:** Reduce signed speed limit to 20 on neighborhood streets.
- **Implementing All Way Stops at all “local/local” intersections:** Modify traffic controls to provide all way stops at all “local/local” intersections.
- **Establishing Pedestrian-Only Zones:** Use signals, signage, and barriers to ban motor vehicles from certain streets.
- **Eliminating Reversible Lane:** Eliminate Connecticut Avenue reversible lane.
- **Accelerating Road Diets:** Accelerate implementation of corridor reconfigurations by removing parking to prioritize curb use for other uses.

Enforcement: Enhance enforcement efforts to ensure drivers, bikers and pedestrians are following the rules of the road . Solutions may include:

- **Restructuring ATE Governance:** Announce move of ATE Program to DDOT as of January 1; reduce time to process ATE tickets; accelerate deployment of additional devices toward highest-risk corridors.
- **Citywide Traffic Safety Blitz:** From October 25 through October 28, MPD will conduct enhanced enforcement focusing on excessive speed, impaired driving, blocking the box and bicycle lanes, and commercial vehicle safety.
- **Launch Boot-Tow-Release program:** DPW will launch ‘boot-tow-release’ program providing drivers access to un-boot their cars once a ticket has been paid. Target habitual offenders with two or more unpaid citations related to safety.
- **Revise ‘serve’ citation legal requirement:** Amend DC Code to allow bike lane citations to be mailed, instead of being placed on the vehicle’s windshield, as is current practice. DPW cannot process ticket if car drives off before ticket is issued. If enacted, DPW can mail citations to registered owner of car.