

## Vision Zero Overview

Goal: zero transportation fatalities and serious injuries by the year 2024<sup>1</sup>

Implementation date: February of 2015

Mission Plan:

- Create safe streets
- Protect vulnerable users
- Prevent dangerous driving
- Be transparent and responsive

Cities involved in Vision Zero:

Bellevue, WA	<b>Portland, OR</b>	Boulder, CO
<b>Seattle, WA</b>	Eugene, OR	<b>Denver, CO</b>
Sacramento, CA	Watsonville, CA	San Luis Obispo, CA
<b>San Francisco, CA</b>	Monterey, CA	Los Angeles, CA
Fremont, CA	Santa Barbara, CA	La Mesa, CA
San Jose, CA	San Diego, CA	Tempe, AZ
Anchorage, AK	Minneapolis, MN	Chicago, IL
Austin, TX	San Antonio, TX	Laredo, TX
Columbia, OH	Durham, NC	<b>Charlotte, NC</b>
Macon, GA	Orlando, FL	Hillsborough County, FL
West Palm Beach, FL	Fort Lauderdale, FL	<b>Washington, D.C.</b>
<b>Boston, MA</b>	Cambridge, MA	Somerville, MA
Bethlehem, PA	Harrisburg, PA	Philadelphia, PA
Jersey City, NJ	New York City, NY	Montgomery County, MA
Alexandria, VA	Richmond, PA	

Note: Bolded cities represent locations with similar populations if we decide to do a cross-city implementation analysis <sup>2</sup>

Work Group Resolutions:

- *Data*: methods of collecting, sharing, maintain, and improving data collection, availability, and use in enforcement, education, and engineering strategies
- *Enforcement*: strategies to more effectively enforce traffic laws and regulations
- *Education*: identified tools to educate District residents about traffic laws and safe behaviors for travelers of all ages and abilities
- *Engineering*: road design techniques and infrastructure to make streets safe for all users

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<sup>1</sup> <https://ddot.dc.gov/page/vision-zero-action-plan>

<sup>2</sup> <https://visionzeronetwork.org/resources/vision-zero-cities/>

### Top Safety Concerns Identified:

- Drivers speeding
- Distracted drivers
- Travelers ignoring traffic signals

### Area 1 – Create Safe Streets – Strategies

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.
2. Establish an initiative to enhance safety through place-making. Pilot safety enhancements through place-making 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.
3. Codify a complete street 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.
4. Pilot two "protected intersections" in high priority locations.
5. Enhance evaluation of safety improvements and require safety performance goals of roadway improvements. Evaluate five locations before/after evaluation.
6. Complete revisions to the Design and Engineering Manual to integrate leading edge multi-modal street design standards. **Design speed limit and posted speed limit must both prevent serious injury.**
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.
8. Improve coordination among agencies regulating new education facilities. When 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.
9. Improve coordination among agencies regulating construction of new residential, retail, and office developments. Utilize Office of Planning population projections and permitting information.
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).

### Area 2 – Protect Vulnerable Users – Strategies

1. Fill at least 40 blocks of sidewalk gaps and **expand sidewalk maintenance**, in order of safety priority. 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.
2. **Enhance citywide data collection to identify sidewalk repairs needed** and create safe accessible sidewalks for all ages and abilities.
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.
4. Protect people on bikes with enhanced enforcement that focuses on improper U-turns through bicycle facilities, parking in/blocking lanes, improperly entering mixing zones, dooring, and failure to observe three-foot passing law. Utilize subject-matter-expert police officers on bicycles. **Publically report citations** issued on a regular basis via open data on the Vision Zero website.

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 fewer than three locations per year, beginning FY17.
6. Specifically **track Capital Bikeshare safety data** and publish targets and trends on Vision Zero website.
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.
8. Accelerate use of bicycle counting stations to determine the number of bike 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.
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 freeway.
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.
11. Determine bus stop locations with the most hazardous conditions, and upgrade at least ten per year. Ensure upgrades meet accessibility requirements.
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.
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.
14. Install full truck-route signage in the District to direct larger vehicles. Accelerate truck counting program. Publicize, monitor, and enforce truck routes.
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.
16. Promote “Rules of the Road” quiz focusing on driver interaction with people biking and walking.
17. Establish a task force to develop policies and practices that thwart street harassment.
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.
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.
20. Develop region-wide special events, including “safe streets” events that promote the use and awareness of bicycles, and bicycle education.
21. Create mandatory traffic safety curriculum for elementary schools to teach and encourage critical traffic safety behaviors.

### Area 3 – Prevent Dangerous Driving – Strategies

1. Strategically deploy **photo enforcement**. Provide necessary infrastructure for cameras at 100% of high-priority locations. Target violations: stop sign, speed, red light, oversize, and overweight.

Use Vision Zero safety map to identify potential locations. Continue MPD “Step-Out” enforcement and formally report citation data.

2. Launch enhanced DPW Boot-Tow-Release program to ensure dangerous drivers cannot avoid paying fines for violations. Target habitual offenders with two or more unpaid citations related to safety, e.g. speed, stop sign, crosswalk, red light, gridlock, oversize, or overweight.
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 high concentrations of seniors or youth to apply slower speed limits for expanded hours. Support with Automated Traffic Enforcement. Evaluate safety impact.
4. Improve ignition interlock program for impaired drivers. Fund installation for low-income individuals. Require mandatory installation for second conviction.
5. Regularly deploy impaired driving check points with Impaired Driving Mobile Processing Unit in high-priority areas on Thursday, Friday, and Saturday nights.
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.
7. Reduce distracted driving using regular targeted enforcement and step-out enforcement at high-priority locations. Collect and analyze data on drowsy driving.
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.
9. Implement new taxi-driver training and testing modules for vehicular/ pedestrian safety and accident prevention.
10. Outreach to Transportation Network Companies, car-sharing, and taxi companies to join the Vision Zero pledge, commitment to specific driver education, use of window stickers, etc.
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.
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.
13. Establish and implement deferred adjudication programs for drivers who endanger vulnerable users.
14. Ensure safety of OSSE DOT bus fleet and drivers:
  - a. Create an education campaign, outfitting buses with messages that communicate safe driving, similar to road rules campaign.
  - b. Develop a year-long safety campaign for bus drivers, parents, schools, and communities.
  - c. Establish a recognition program for drivers who have an excellent safety record.
  - d. Map staging plans for buses and vehicles during drop off and pick up at all schools.
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.
16. Establish safety targets and track performance specifically for on-street public transit, e.g. Circulator buses, DC Streetcar, WMATA, and commuter buses.
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.
18. Work with major employers to join the Vision Zero pledge. Employers will disseminate safety messages to their employees.
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.

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.
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.
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.

#### Area 4 – Be Transparent & Responsive – Strategies

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**.
2. Publish **geospatial analysis of safety-related citations** issued and adjudicated. Hold quarterly safety meetings to refine enforcement strategies based on safety outcomes.
3. Identify advocate partners that are external to District Government and assign implementation roles for key action plan strategies.
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).
5. Publically disseminate sidewalk closures due to construction and all approved Traffic Control Plans via an online, GIS-enabled display.
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.
7. **Improve response times to and from scenes of crashes** via quick clearance and move-over laws.
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 en-route. Develop systematic recommendations for engineering and policy changes.
9. Utilize e-911 to improve emergency response.
10. Establish a Transportation Safety Liaison within each Advisory Neighborhood Commission.
11. Hold transportation safety “hackathons” to engage residents.
12. Annually publish a **Vision Zero progress report**.
13. Leverage **technology and data to anticipate and foster opportunities to integrate citywide traffic signals with autonomous and connected vehicles**.
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.

Note: strategies outlined in green denote data driven policies for us to investigate and attempt to

locate related data sets via DC government websites or Open Data DC

The Vision Zero Enforcement Act of 2015 offers the legislative background behind the Vision Zero mission

- Introduced on September 21, 2015
- The bill codified things such as distracted driving rules and addressed safety concerns
- Research into for more specific outlines than the general mission

Vision Zero Enforcement Act of 2015 Proposals

- *Complete Streets*: Formalizes Complete Streets as citywide policy, ensures that all phases of all transportation projects take all modes of transportation into account, etc.
- *Impaired Driving*: Makes ignition interlock program mandatory for second DUI conviction, mandatory for first conviction if BAC is 0.16 or above. Third DUI conviction results in permanent revocation of driver's license.
- *Distracted Driving*: Discourages distracted driving with an increased fine of \$500 and 2 points.
- *On-Street ATVs/Dirt Bikes*: Allows the MPD to seize ATVs and dirt bikes used in public space. Outlaws the sale, lease, and rental of such vehicles.

Vision Zero Regulatory Changes/Infraction Fine Increases

- Driving 25 MPH above posted speed limit
- Ignoring a stop sign
- Speeding in a school zone
- Speeding in a safe zone (recreation center, senior center, etc.)
- Striking a bicyclist
- Failure to yield to a bus entering traffic.
- Etc.

Note that the Vision Zero Action Plan includes Target Implementation Dates for Strategies