



District of Columbia Government
Advisory Neighborhood Commission 6A
Box 75115
Washington, DC 20013



June 15, 2021

The Honorable Phil Mendelson
Chair, Council of the District of Columbia
John A. Wilson Building
1350 Pennsylvania Avenue, N.W., Suite 504
Washington, D.C. 20004

Re: ANC6A Support for Full Funding of the Vision Zero Act

Dear Chairman Mendelson,

At a regularly scheduled and properly noticed meeting¹ on June 10, 2021, our Commission voted 7-0-0 (with 5 Commissioners required for a quorum) to urge the Council to fully fund the Vision Zero Enhancement Omnibus Amendment Act of 2020 in the Fiscal Year 2022 Budget. Currently, Vision Zero legislation remains unfunded and largely unimplemented. The District has failed to make progress towards the Act's goal of achieving zero traffic fatalities and serious injuries by 2024. In fact, traffic crashes, fatalities, and serious injuries are surging in the District. This public health emergency requires that Council take action and fund the Vision Zero legislation. Though this legislation was adopted in response to tragedies, funding it is a unique opportunity to create a more equitable and accessible transportation system.

In 2015, Mayor Muriel Bowser committed the District to a Vision Zero Pledge to eliminate transportation fatalities and serious injuries by 2024 through the implementation of strategies related to data, education, engineering, and enforcement.² Despite the Mayor's commitment, traffic fatalities are not decreasing and have actually increased in four of the five years since Vision Zero was adopted. Already this year, 17 people have been killed by drivers on District roadways, putting 2021 on track for the highest number of traffic deaths since 2007.³ The actions taken by DDOT and other District agencies to address traffic safety are insufficient to move us closer to the goal Vision Zero. As the District charts an equitable recovery from the COVID-19 pandemic, the Council must also address the concurrent public health crisis caused by traffic violence and make significant investments to achieve Vision Zero.

Traffic safety consistently ranks as a top priority for the constituents we serve. Our ANC has assisted residents in submitting dozens of Traffic Safety Assessments (TSAs) to DDOT requesting all-way stops, speed humps, and other traffic calming measures at intersections and on blocks we know to be dangerous. DDOT's responses to these requests are frustratingly slow, limited in scope, and seldom go far enough to meaningfully address the underlying safety problems. Furthermore, TSAs cannot address the intractable safety problems created by arterial roads that are dangerous by design.

¹ ANC 6A meetings are advertised electronically on, anc-6a@googlegroups.com, and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag.

² https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/VZActionPlan_forWebsite_FINAL-UPDATED_Part1.pdf

³ <https://www.dcvisionzero.com/maps-data>.

Over half of traffic fatalities occur on just 35 arterial streets.⁴ The crash data is unequivocal and ANC6A understands this because we and our neighbors witness it every day. In the last four years ANC6A has experienced six deadly crashes, more than any other Commission in Ward 6, including fatalities on H Street NE, C Street NE, and Florida Avenue NE. DDOT has the responsibility to end these preventable tragedies by acting with urgency to fix our streets and prioritize the safety of people over the convenience of drivers.

In response to persistent failure to make progress on Vision Zero, the DC Council passed the Vision Zero Enhancement Omnibus Amendment Act of 2020, which includes sweeping provisions that will:

- Accelerate the deployment of sidewalks, high-visibility crosswalks, protected bike lanes, and transit priority lanes;
- Require that DDOT and private developers incorporate safe and accessible facilities for pedestrians, bicyclists, and transit riders whenever a capital improvement or major street repair is undertaken;
- Prohibit right turns on red at intersections located within 400 feet of a playground, school, recreation center, library, Metrorail station, or at intersections with a bike lane running through it;
- Reduce the default speed limit to 20 mph on local and neighborhood streets; and
- Require new residential and commercial development to include planned space for freight and passenger loading and unloading to eliminate the need to double park or park in a curbside bike lane.

The majority of the Vision Zero Act remains unfunded in the District budget and therefore unimplemented. The Fiscal Impact Statement for the Vision Zero Act anticipates that full implementation will require \$41.7 million in the first Fiscal Year and \$171.5 million over the next five Fiscal Years.⁵ On May 27, 2021 the Mayor presented her proposal for the Fiscal Year 2022 Budget, but the proposed budget falls short of fully funding the Vision Zero Act.⁶

ANC 6A urges the Council to fund the full implementation of the Vision Zero Act in the Fiscal Year 2022 Budget. We also commit to redouble our efforts to improve traffic safety in our neighborhoods and to hold DDOT accountable for the full and complete implementation of the Vision Zero Act because no life lost to traffic violence is acceptable.

Thank you for giving great weight to the comments and considerations of ANC6A. Should you wish to discuss this letter with the Commission, please contact me at 6A04@anc.dc.gov.

On Behalf of the Commission,



Amber Gove
Chair, Advisory Neighborhood Commission 6A

CC: Councilmember Mary Cheh
Councilmember Charles Allen

⁴ <https://www.mwcog.org/file.aspx?&A=Jh0IkrmD%2fw3OG3v5OeRvd6ZLMUDoi48fTZt%2bAAGb9Kk%3d>

⁵ https://lms.dccouncil.us/downloads/LIMS/42522/Other/B23-0288-FIS_Vision_Zero_Enhancement_Omnibus_Amendment_Act_of_2020.pdf

⁶ <https://mayor.dc.gov/release/mayor-bowser-presents-fair-shot-budget-proposal>