

Vision Zero Annual Report

Department of Environmental
Services (DES)

Transportation Engineering &
Operations (TE&O)

April 2023



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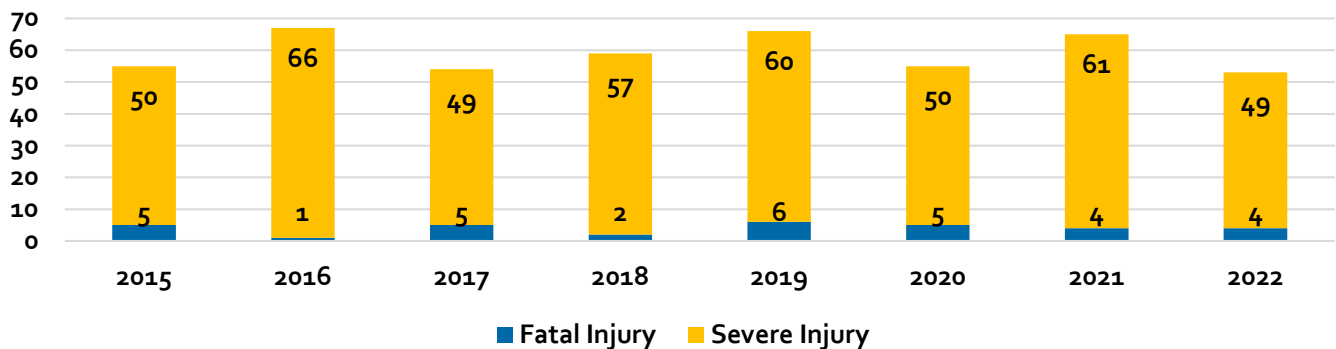
Executive Summary

Program Performance Measures

Each year, we track how many crashes occur in Arlington County, to better understand our progress. In 2022, there were four (4) fatal crashes and 49 severe crashes in Arlington.

- All four (4) fatal crashes occurred at intersections.
- There were two (2) fatal crashes involving a pedestrian and none involving a person on a bicycle.
- The percentage of severe and fatal crashes occurring on the High-Injury Network (HIN) is less than previous years.
- Despite the total number of crashes being about 18% lower than last year, the number of severe and fatal crashes has remained fairly consistent.

Total Severe and Fatal Crash History



2022 Progress Summary

Over the past year, we – the Arlington County Vision Zero Team and staff from other County departments – collaborated with community stakeholders to work toward Vision Zero and make progress on the 90+ action items set forth in the [Vision Zero Action Plan](#). The bullet points and graphic below are a sample of progress made in 2022.

Data & Evaluation Action Items

- **A2: Supporting Data: Community-Reporting Tracking:** We made community request tracking publicly available. To check the status of investigations related to community-reported issues, visit the [Service Request / Report a Problem Page](#) and scroll down to “Data Transparency” to view our [Data Dashboard for Service Requests](#) or [Open Data service request results](#).
- **A2: Supporting Data – Spatial Inventories of Key Transportation Assets:** We expanded the streets inventory to include arterial streets. Now there is a full inventory of all transportation assets in the County database and asset tracking system, which will assist in our future systemic safety and planning efforts.
- **A3: Annual Crash Analysis – 2022 Hot Spots Program:** We have been collaborating with a multidisciplinary team to assess and prioritize the 69 hot spots identified in the [2022 Hot Spot Analysis](#). There are 38 new hot spots, which we are prioritizing for initial review and problem-solving.

- **A3: Annual Crash Analysis – High-Injury Network Audits & Improvements:** We completed preliminary [safety audits](#) for three (3) [high-injury network \(HIN\)](#) corridors: (1) S Four Mile Run Drive (Columbia Pike to S. Walter Reed Drive), (2) N. Carlin Springs Road (N. Glebe Road to N. Edison Street), and (3) S. Glebe Road (24th Street S. to Route 1/Richmond Hwy).
- **A3: Annual Crash Analysis – High-Injury Network Update:** The [Action Plan](#) proposed that we update the [HIN](#) every three (3) years. Now that data from 2020-2022 is available, we updated the HIN to include data from 2018-2022 (five years of data rather than three), and we updated the methodology to consider injury levels, roadway types, and sliding scale density analysis and produce an enhanced analysis of our HIN roadways.
- **A3: Annual Crash Analysis – Systemic Crash Analysis Publication & Implementation:** From 2021-2022, we worked with an expert consultant team to support a comprehensive systemic analysis that reviews roadway characteristics, multimodal infrastructure, crash factors, land uses, and equity indicators to identify key combinations of risk factors. We then looked for areas within Arlington that exhibited these same combinations of risk factors, which helps us predict potential risk areas for preventative treatment. The results of this systemic analysis are [posted](#) on the Vision Zero website.
- **A4: Equity Analysis – Equity Analysis Results & Implementation Plan:** We completed the [Transportation Safety Equity Analysis](#) to review crashes and other community data to identify and understand inequities in access to safe transportation throughout Arlington. The findings from the analysis led us towards a set of 10 action items to ensure that we implement community responses, education, and infrastructure in a way that proactively prioritizes safety needs in Equity Emphasis Areas.
- **A5: Critical Crash Reviews:** In 2022, we reviewed 50 crashes, implemented safety improvements at seven (7) locations, are in the process of implementing engineering improvements at five (5) locations, and are actively assessing potential engineering improvements at another 12 locations.
- **A8: Before & After Studies:** The [Action Plan](#) states that we will review the efficacy of transportation safety mitigation measures (equipment or policies) by assessing conditions before and after implementation, which will inform future policies and implementation of such mitigation measures. In 2022, we assessed previous hot spot locations where improvements were implemented, as well as safety pilot projects, and created [a new page on the Vision Zero website](#) to share the results of these and upcoming before/after studies.



HIN Audit

Process & Organization Action Items:

- **B2: Plan / Project Review – Integrate Safety Evaluation as Part of Site Plan Process:** We developed a methodology for incorporating transportation safety reviews into the Multimodal Transportation Analysis (MMTA) required for site plan development. We collaborated with developer teams to pilot an initial transportation safety analysis framework on two (2) recent projects: (1) the 1616 Fort Myer Drive site project and (2) the 701 N Glebe Road site project. From these, we developed lessons learned and have tentatively scoped the safety analysis into four (4) upcoming MMTA submittals.
- **B3: Safety Project Prioritization & Implementation – Quick-Build Projects:** We completed 11 [quick-build safety projects](#) in 2022.

- **B3: Safety Project Prioritization & Implementation – Safety-Driven Capital Projects:** We completed seven (7) [safety-driven capital projects](#) in 2022.
- **B3: Safety Project Prioritization & Implementation – Capital Project Programming:** We initiated a process for moving safety-driven construction projects into the Capital Project program and we programmed four (4) safety-driven capital projects in 2022.
- **B5: Speed Management – Review of Roads with Posted Speeds 30MPH+:** We studied six (6) corridors with speed limits of 30mph or above, identified the need for speed limit reductions on these segments, and submitted each corridor to the County Board for approval (in [Sept](#) & [Oct](#) 2022) to reduce the speed limit to 25 mph. With these reductions, there are now no County-owned streets with posted speed limits over 30 mph.
- **B5: Speed Management – School Slow Zone Evaluations & Planning:** We collected data and community feedback on the initial 13 demonstration school zones/school zone retrofits in May 2022. [Data and feedback](#) indicated that many people felt safer walking, biking, and driving because of the new school slow zones. We are using lessons learned from the demonstrations as we expand the school slow zones and school zone retrofits to all schools in the County.
- **B7: Multimodal Safety Toolbox – Publication of First Generation Toolbox:** The [Toolbox](#) is a public document that explains the how, why, when, and where of placing engineering safety tools on our streets. We addressed comments on the Toolbox from the community engagement in early 2022 and presented the revised draft to the Transportation & Planning Commissions in Summer 2022. The first generation of the Toolbox is available [on the Tools & Guidelines page](#).
- **B7: Multimodal Safety Toolbox – Pilot Projects:** We completed five (5) [pilot safety projects](#) from 2022.
- **B8: Data-Driven/Equitable Enforcement:** In early 2022, the County Board [reviewed](#) and [adopted](#) an ordinance allowing the use of automated speed enforcement (speed cameras) in school zones and work zones—areas currently authorized through the Virginia State Code. Throughout 2022, we collaborated to identify next steps to secure a vendor for Arlington’s automated enforcement and specify parameters for the program.
- **B10: Maintenance of Traffic (MOT) Design & Active Construction:** In 2022, we updated the [online request for service tool](#) by adding a section to report issues with MOTs (alternative routes/temporary conditions during construction), which helps us track work zone compliance at active construction sites. To date, members of the community have submitted 237 MOT requests, which we addressed and closed in an average of 16 workdays (excluding weekends/holidays).



Slow school zone



MOT signage

Engagement Action Items:

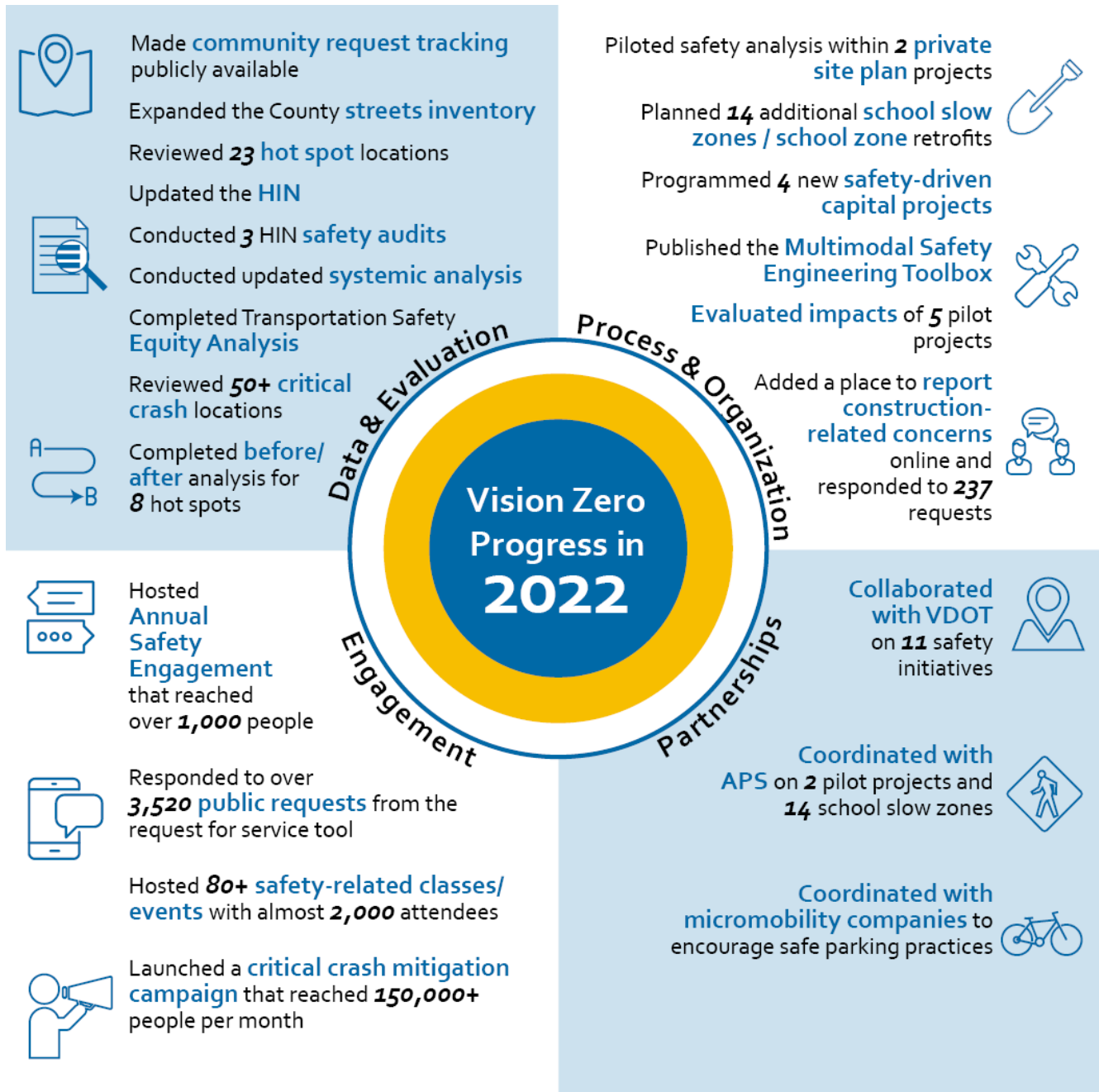
- **C2: Accessible Feedback Channels – Ensure Timely Response to Reports:** In 2022, we received 3,523 public requests related to safety or maintenance that were reported using [the online request for service portal](#). The average time for us to respond to a service request was 25 workdays (excluding weekends/holidays) or 34 calendar days.
- **C4: Community Knowledge Building – Education and Support Programs:** In 2022, we and our partners hosted over 80 classes and events that attracted almost 2,000 attendees.
- **C4: Community Knowledge Building – Critical Crash Mitigation (CCM) Communications Campaign:** We planned and executed a county-wide [Critical Crash Mitigation \(CCM\) communications campaign](#) aimed at changing human behaviors that can often lead to critical crashes. We ran the campaign from May 2022 through December 2022. Monthly targeted actions were Speeding, Driving Under the Influence, Pedestrian Awareness, Awareness while Turning Left, and Bicycle Awareness. Collectively, these efforts had an estimated reach of anywhere from 100,000 to 150,000 views per month. Learn more about the Critical Crash Campaign [here](#).

Partnerships Action Items:

- **D2: Virginia Department of Transportation – Collaboration:** About 20% of roadway centerline miles in Arlington are owned and operated by the Virginia Department of Transportation (VDOT). This mileage includes major interstates (I-66 / I-395) and a few major arterial roads (Arlington Boulevard/Route 50, Langston Boulevard/Route 29, and Glebe Road). Anytime we work on a VDOT-owned road, we must coordinate plans and permits before taking action. We host safety-focused meetings with VDOT on an ad-hoc basis, and we met twice in 2022 (February and October) to discuss ongoing safety initiatives, with 11 planned and completed in 2022.
- **D5: Stakeholders – Arlington Public Schools:** Arlington Public Schools (APS) has been an integral partner in promoting safe transportation practices, infrastructure, and engagement through our Vision Zero program. In 2022, APS supported two (2) pilot safety projects, Peachjar information sharing, development of preliminary speed camera placement guidelines for school zones, and coordination of plans for 14 new school slow zones to be implemented in early 2023.
- **D5: Stakeholders – External Stakeholder Initiatives:** Vision Zero [External Stakeholders Group](#) (ESG) members and the organizations they represent are involved in many initiatives to help improve transportation safety. Almost all ESG organizations have been sharing information about transportation safety and the Vision Zero program through their established channels. In 2022, six (6) ESG organizations participated in 17 types of outreach efforts.
- **D6: Service Providers – Collaboration:** [Arlington County Commuter Services \(ACCS\)](#) has started working with e-bike and shared micro-mobility service providers to promote safe riding on e-bikes and scooters through events like the National Walking Day event that had 50 attendees and the Electric Ride Experience event at the Arlington County Fair that had 300+ attendees. ACCS also installed 70 micro-mobility corrals.



Micromobility Corral



Resulting Infrastructure Improvements

- ✓ Progressed improvements for **17 hot spot locations**
- ✓ Implemented **7** and initiated **5** improvements at critical crash locations
- ✓ Completed **11** quick-build projects and **7** safety-driven projects
- ✓ Installed **13** school slow zone demonstration projects
- ✓ Reduced speed limits on **6** corridors so that no County-owned streets have posted speed limits over 30 mph
- ✓ Added **40+** Leading Pedestrian Intervals on High-Injury Network corridors
- ✓ Installed **3.86** miles of new or enhanced bike facilities
- ✓ Installed **70** micro-mobility corrals

Introduction

Vision Zero in Arlington County

Vision Zero is an internationally recognized strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. In May 2021, the Arlington County Board adopted a [five-year Vision Zero Action Plan](#) to work toward our goal of zero serious injuries or fatalities on our transportation system by 2030. The Action Plan identifies key safety target areas, actions that improve safety in each target area, and measures for tracking our progress towards eliminating severe and fatal transportation injuries in Arlington County by 2030.



Pedestrian crossing the street

Reporting Cycle: Now by Calendar Year

Starting with this 2022 Annual Report, we adjusted our reporting cycle so that we publish the Vision Zero Annual Report in the spring and cover progress from the preceding calendar year. This will align both the release of the Vision Zero Annual Report and Open House with the Annual Safety Feedback Engagement Effort. We will share all feedback collected in the spring, along with progress updates, in the Vision Zero Mid-year Report in the fall.

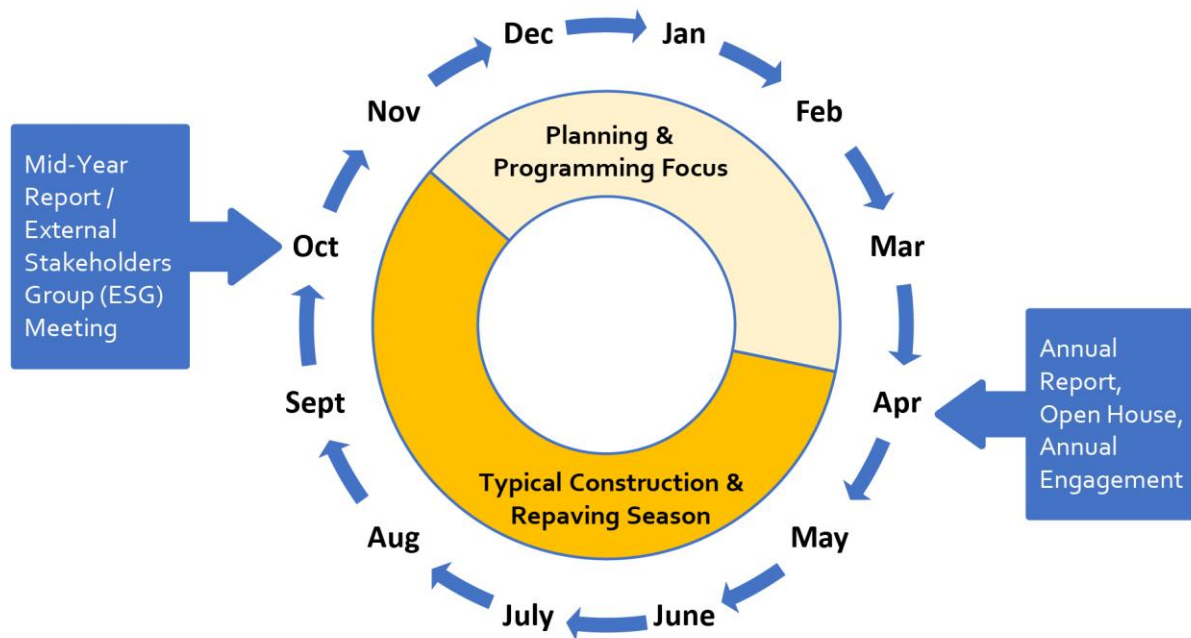
Updated Program Timeline

The [Action Plan](#) outlined the following strategy to implement, document, and track progress on each action item:

- We will implement action items, review their outcomes, and identify next steps in an iterative and collaborative process over the five-year plan. We acknowledge that actions described in the plan may change over the five-year period, so we will provide updates on the project website and through email updates, which you can sign up for on the Vision Zero website.
- We will release an Annual Report and host a public meeting every year to distribute results and collect feedback on our progress. This document is the second Annual Report.
- We will host mid-year check-ins with the External Stakeholders Group (ESG) to gather additional insights and input on the progress of the program.

The timeline on the next page illustrates the updated typical yearly cycle for implementation of, and reporting on, Arlington's Vision Zero program.

Typical Timeline for Arlington's Vision Zero Program



Year-Round Activities:

- ✓ Crash, HIN, and Hot Spot Analysis
- ✓ Community Reports Responses
- ✓ Collaboration and Communication

Multi-Year Activities:

- ✓ HIN Update (every three years)
- ✓ Hot Spot Analysis (every 2 years)
- ✓ Action Plan Update (2025)

Report Content

This Annual Report covers the following progress updates for Arlington's Vision Zero program:

- Program Performance: Tracking Vision Zero performance measures over time
- Before / After Analyses Results: Assessing how safety projects are making a difference
- Tool Deployment: Tracking how we are applying tools from our Toolbox
- Updated High-Injury Network (HIN): Showcasing the newly updated HIN and methodology
- Transportation Safety Equity Analysis Results: Highlighting our findings and next steps
- 2022 Progress Maps: Plotting the locations of new or upcoming safety improvements
- 2022 Progress Highlights: Summarizing what we worked on in 2022
- Upcoming in 2023: Providing a sneak peek at what to expect in 2023

Completed & Upcoming Activities

Progress Highlights in the Vision Zero Program (Jan – Dec 2022)

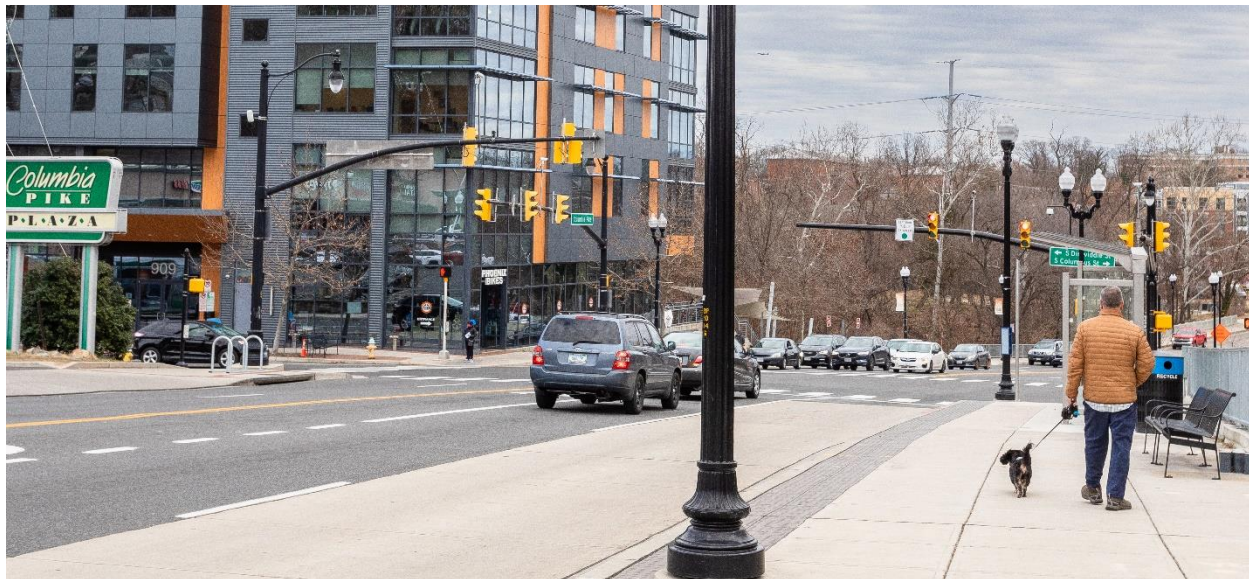
- Made community request tracking [publicly available](#).
- Expanded the County streets inventory database to include arterial streets, which will enable further systemic safety analysis.
- Reviewed 23 [hot spot locations](#) and progressed improvements for 17 hot spot locations.
- Updated the [HIN](#) using 2018-2022 crash data.
- Conducted three (3) [HIN safety audits](#) and programmed projects identified during the audit.
- Published an updated [systemic analysis](#).
- Completed and published recommendations of the [Transportation Safety Equity Analysis](#).
- Reviewed 50+ critical crash locations.
- Implemented seven (7) and initiated five (5) improvements at critical crash locations.
- Completed [before/after analysis](#) for eight (8) hot spots and three (3) pilot projects.
- Piloted crash/safety analysis as part of two (2) private site plan projects.
- Completed 11 [quick-build projects](#) and 7 [safety-driven projects](#).
- Programmed four (4) [safety-driven capital projects](#).
- Reduced the speed limit on six (6) corridors so that no County-owned streets have posted speed limits over 30 mph. Also reduced speed limit on one (1) Virginia Department of Transportation (VDOT) corridor.
- Reviewed efficacy of 13 [school slow zone demonstration projects](#).
- Planned 14 [new school slow zones / school zone retrofits](#).
- Published the [Multimodal Safety Engineering Toolbox](#).
- Evaluated impacts of five (5) [safety pilot projects](#) and identified next steps.
- Added 40+ Leading Pedestrian Intervals on High-Injury Network corridors.
- Installed 3.86 miles of new or enhanced bike facilities.
- Added an option to report Maintenance of Traffic (MOT) concerns in the [request for service portal](#).
- Responded to 237 MOT requests, which were addressed in an average of 16 workdays.
- Hosted Annual Safety Engagement (including pop-ups and focus groups).
- Responded to 3,523 public requests from the [request for service portal](#).
- Hosted 80+ safety-related classes/events with almost 2,000 attendees.
- Launched a [critical crash mitigation campaign](#) that reached 150,000+ people per month.
- Collaborated with VDOT on 11 safety initiatives.
- Coordinated with Arlington Public Schools (APS) on two (2) pilot projects and 14 school slow zones.
- Installed 70 [micro-mobility corrals](#) to encourage safe parking practices.



Safety pilot project engagement notice

Upcoming Efforts in the Vision Zero Program in 2023

- Continue review of the 38 new [hot spot locations](#).
- Analyze and identify next round of [crash hot spots](#).
- Update/expedite format for [HIN audits](#).
- Begin implementing the [systemic analysis](#) recommendations in equity emphasis areas.
- Begin implementing action items from the [Transportation Safety Equity Analysis](#).
- Publish 2022 results of the [Annual Safety Feedback Engagement](#), including pop-ups and focus groups.
- Conduct [before/after studies](#) of tools implemented from the [Toolbox](#), [pilot projects](#), [school slow zone demonstrations](#), and completed [quick-build projects](#) or [hot spot](#) improvements.
- Complete upcoming [quick-build projects](#) (estimated 10-15 locations per year).
- Continue construction of 13 [safety-driven capital projects](#).
- Conduct speed studies on 17 corridors with current posted speed limits of 30 mph or above.
- Implement 14 new [school slow zones/school zone retrofits](#).
- Begin assessing the remainder of [school zone retrofits](#).
- Install [red light cameras](#) at six (6) new intersections.
- Continue collaboration and planning to implement [speed cameras](#).
- Finalize guidance for Arlington's speed camera program.
- Implement new [pilot safety projects](#).
- Continue ongoing communications and education efforts.
- Continue collaboration with VDOT, stakeholders, and service providers.



Columbia Pike & Dinwiddie Street/Columbus Street

Program Performance

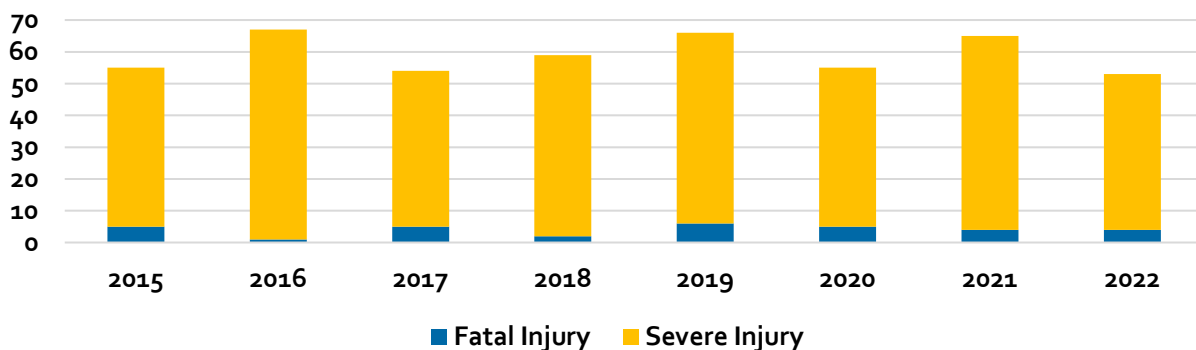
As defined in the [Vision Zero Action Plan](#), performance metrics for the Vision Zero program are a set of measurements that will help us assess progress towards achieving zero serious injuries and fatalities on the transportation system and also track our progress on addressing our key target areas for improvement. We measure program performance closely to focus resources on the most critical areas.

Performance Measures

The following tables and charts provide a summary of the Vision Zero performance measures set forth in the [Action Plan](#). These include **crash data from January 1, 2022 to December 31, 2022** (the latest dataset available from the Department of Motor Vehicles (DMV)/Virginia Department of Transportation (VDOT) database). For comprehensive crash data by location, type and trends since 2013, users can visit the interactive [Vision Zero Crash Dashboard](#).

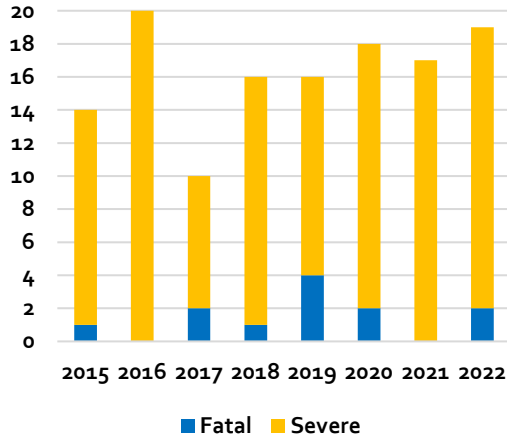
Crashes	Fatal	Severe Injury	Visible Injury	Non-visible/ Possible Injury	Property Damage Only	Total
TOTAL	4	49	452	55	1,491	2,051
At Intersections	3	22	233	27	612	897
Involving a Pedestrian	2	17	67	10	0	96
Involving a Bicycle	0	4	32	0	4	40
Alcohol-related	3	9	44	4	134	194
Speed-related	1	17	97	12	424	551
Distracted-related	1	11	85	10	248	355
In a Work Zone	0	1	9	1	21	32
Crashes on the High-Injury Network (HIN)	0	33	277	36	886	1,232
Crashes in Equity Emphasis Areas	2	24	200	31	643	900

Total Severe and Fatal Crash History

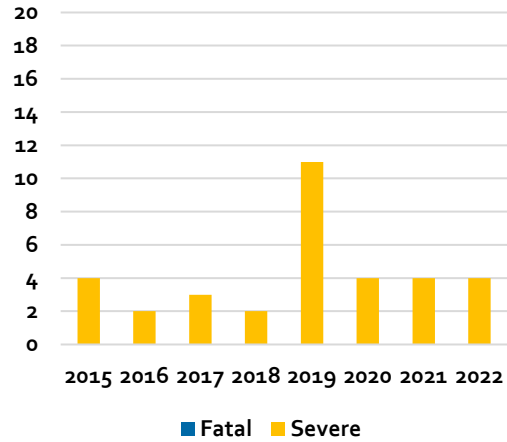


Crash Data for Pedestrians and Bicyclists

Pedestrian Severe & Fatal Crashes

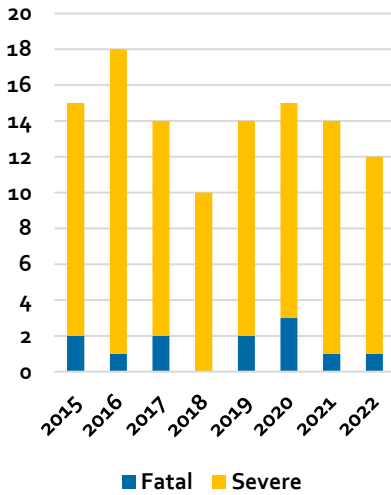


Bicycle Severe & Fatal Crashes

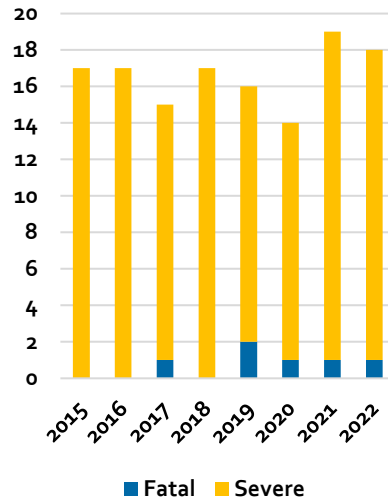


Crash Data by Crash Factors

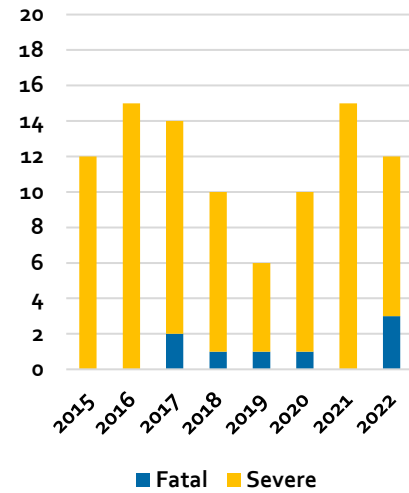
Distraction Related Severe & Fatal Crashes



Speed Related Severe & Fatal Crashes

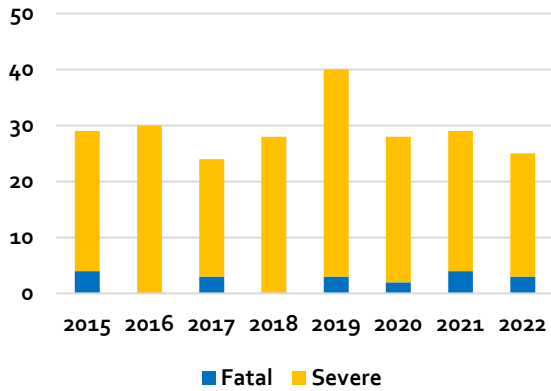


Alcohol Severe & Fatal Crashes

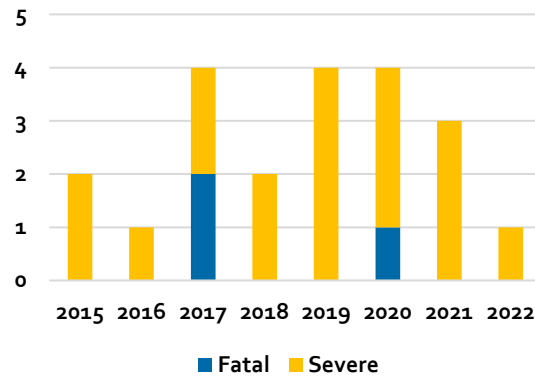


Crash Data by Crash Location

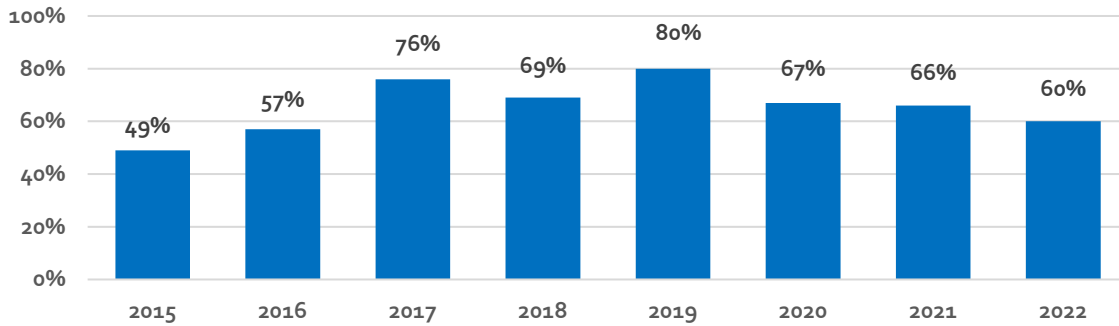
Intersection Severe & Fatal Crashes



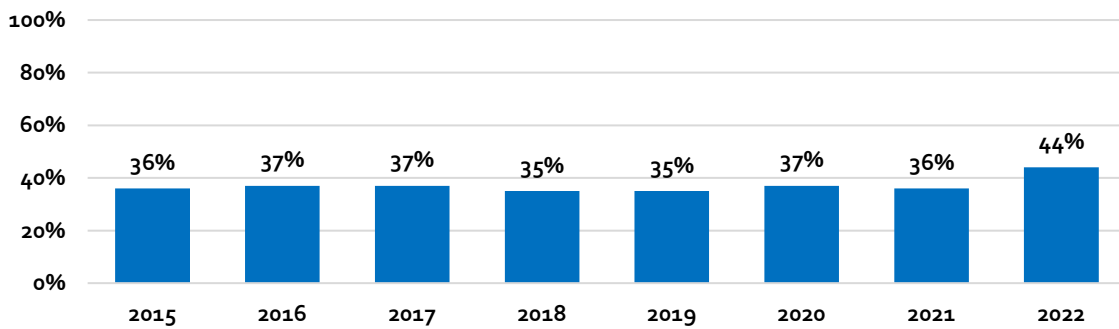
Work Zone Related Severe & Fatal Crashes



% of Severe & Fatal Crashes on the HIN



% of All Crashes within Equity Emphasis Areas



Before / After Analyses Results

Safety Projects Are Showing Encouraging Results

We are using a variety of strategies and tools to improve safety at locations identified through our crash hot spot program, High-Injury Network (HIN) safety audits, community reporting channels, and repaving or maintenance opportunities. We reviewed several locations where improvements have been in place for at least two (2) years and are pleased to report that we are seeing some initial positive results.

On average, there were 4.2 crashes per year **before** the safety projects were completed at hot spot locations and 1.7 crashes per year in the years **after** implementation – ***an average crash reduction of 56%***

We are Using a Range of Tools to Address Problem Areas



Tactical projects - quick interventions. (Pictured: curb extension via paint and bollards at Yorktown Blvd. & N. George Mason Dr.)



New signage. (Pictured: new signage at Richmond Hwy. & N. Marshall Dr.)



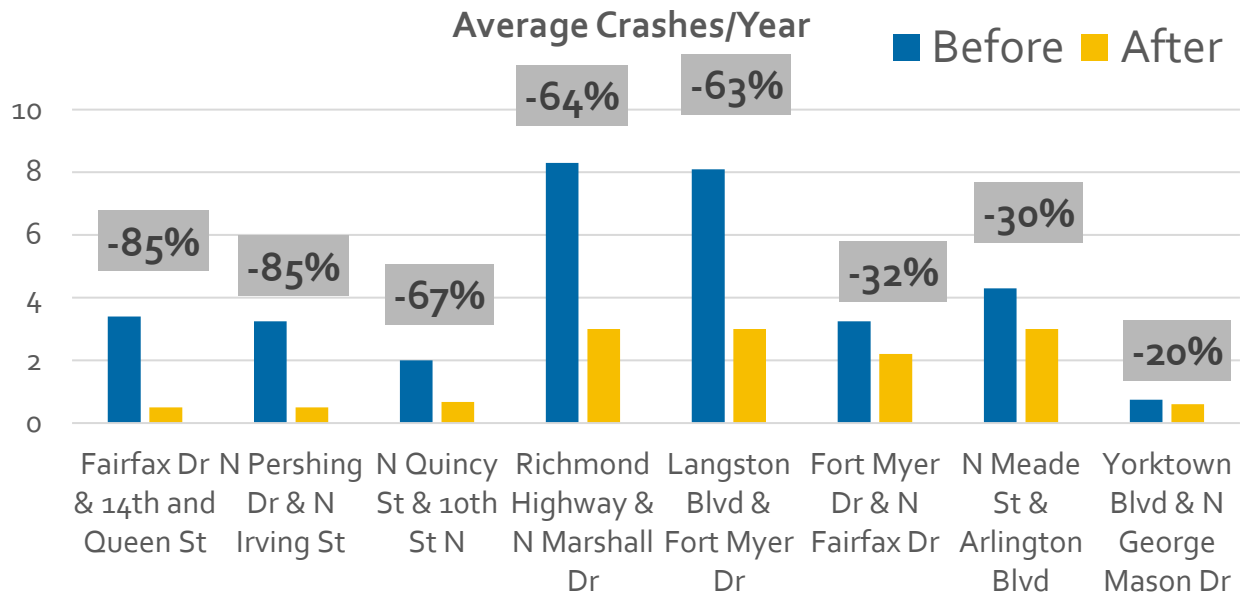
Construction projects. (Pictured: intersection of Fairfax Dr., 14th St. and Queen St., where the County installed sidewalks and improved ramps)



Pilot projects - short term projects with associated analysis of results. (Pictured: lane closure at Fort Myer Dr & EB Langston Blvd)

Crash Results – Before and After Interventions

All projects we reviewed are showing crash reductions.



Pilot Project Results

Pilot projects are also showing improvements. For example:



Patrick Henry Dr & 18th St N School Crossing Improvements

- The data shows a noticeable overall improvement in the yield rates post-improvement with the collective yield rate increasing from 73% (March 2022) to 78% (April 2022).



Military Road & Nelly Custis Drive Temporary Roundabout

- Speeds on southbound Military Rd & westbound Nelly Custis approaching the intersection went from 34-35MPH before the pilot to 19-26MPH during the pilot.
- Vehicle yield rates are also improved for both pedestrians and other vehicles.

These first two (2) years of implementing the Vision Zero Action Plan are just the beginning. We will continue to assess and reflect on results to get a better understanding of which strategies and tools and projects have the best success rates or improving transportation safety.

Tool Deployment Tracking

The [Multimodal Safety Engineering Toolbox](#) is a living document and communication tool for staff, the public, developers and other transportation partners to illustrate various transportation safety tools and how each tool can be applied and monitored. The [Vision Zero Action Plan](#) specifies that we will report on the deployment each tool listed in the Toolbox as part of this annual report. See below for tallies (where applicable) for each tool: one (1) tally of the tool countywide (built anytime) and one (1) tally of the tool as deployed during this reporting cycle (2022). Tracking the deployment of these safety tools helps us to reflect on the types and frequency of tools deployed—and to identify areas for improvement in the future.

Summary Table of Total Tool Counts & Tools Deployed in Vision Zero 2022

Note: Some tallies are unavailable because those features are difficult to retroactively inventory.

Tool	Total in County (including 2022 Additions)	Total Deployed in 2022
Refuge Islands	N/A	5 Tactical Refuge Islands 4 Built Out Refuge Islands
Protected Intersections	2 Partial Intersections (½ Intersection: Wilson & Pierce; ¼ Tactical: Wilson & Quinn)	0 Built (1 Planned – 15 th & Eads)
Hardened Centerlines and Turn Wedges	Measure Not Available	Measure Not Available
Pedestrian Hybrid Beacons (PHBs)	6 PHBs	0 PHBs
Rectangular Rapid Flashing Beacons (RRFBs)	36 Locations	5 Locations
Leading Pedestrian Intervals (LPIs)	77 Intersections	31 Intersections
Signal Phasing Modifications	N/A	6 Signal Modifications for Safety
No Right Turn on Red Restrictions	194 Approaches	47 Approaches
Parking Restrictions at Crossings/ Daylighting	Measure Not Available	Measure Not Available
Travel Lane Signs + Markings	Measure Not Available	Measure Not Available
Crossing Signs + Markings	Measure Not Available	Measure Not Available
Stop Sign Control	3,319 Stop Signs	39 Stop Signs
Traffic Signal Backplates	16 Intersections	0 Intersections (<i>Procuring new contractor</i>)
Traffic Signals	294 Signalized Intersections	0 New Signals 9 Rebuilt/Upgraded Signals
Red Light Cameras	9 Intersections	0 Intersections (6 Planned)
Conventional Bike Lane	30.69 Centerline Miles	0.69 Centerline Miles
Contraflow Bike Lane	0.07 Centerline Miles	0.0 Centerline Miles
Buffered Bike Lanes	8.32 Centerline Miles	1.52 Centerline Miles
Separated Bicycle Facilities	6.55 Centerline Miles	1.64 Centerline Miles
Multi-Use Trails/Pathways	52.3 Centerline Miles	New: 0.1 centerline miles Repaved: 3.21 centerline miles
Sidewalks	Measure Not Available	Measure Not Available

Tool	Total in County (including 2022 Additions)	Total Deployed in 2022
Bike Boxes / Two-Stage Turn Boxes	23 Bike or Turn Boxes	4 Bike or Turn Boxes
Curb Ramps	Measure Not Available	Measure Not Available
Green Markings	131 Locations	16 Locations
Transit Priority Lanes	0.63 centerline miles	0 Added 2 New Segments Planned
Transit Stops	1,004 Bus Stops	1 New Bus Stops 17 Improved Bus Stops (Americans with Disability Act (ADA)) 24 Improved Stop Amenities
Floating Bus Stops/Bus Islands	1 Island	0 Islands
Bus Queue Jump Signals / Transit Signal Priority (TSP)	0 Signals	0 Signals (TSP planned for Langston Boulevard & Columbia Pike)
Slow Zones	13 School Slow Zones	13 School Slow Zones 14 Planned School Slow Zones
Speed Humps & Similar Raised Areas	279 Raised Areas	2 Raised Crossings 1 Speed Hump
Speed Cameras	0 Locations	0 Locations (Ordinance Approved)
Speed Feedback Indicator Signs (SFISs)	29 Locations	1 Location
Speed-Related Signage or Pavement Markings	11 Corridors with \$200 Fines 1,759 Speed Sign Locations 34 Speed Limit Markings	0 Corridors with \$200 Fines 78 Speed Sign Locations 31 Speed Limit Markings
Speed Limit Reduction and Policies	N/A	7 Speed Limits Lowered
Chicanes	1 Street Segment	0 Street Segments (2 Planned)
Traffic Circles	34 Traffic Circles	0 Traffic Circles
Modern Roundabouts	1 Permanent 1 Temporary	0 Added (2 Planned)
Curb Extensions & Modifications	N/A	11 Tactical Curb Extensions 27 Built Curb Extensions
Roadway Reconfigurations	N/A	2 Installed (Wilson Boulevard, S Clark St)
Lighting	7,115 County Lights 11,720 Dominion Lights	13 New County Lights 460 Replaced/Upgraded Lights <i>Dominion Lights Not Tracked</i>

Updated High-Injury Network

Arlington's [Vision Zero High-Injury Network \(HIN\)](#) identifies streets within the county that have a relatively high number of serious injury and fatal crashes. The Vision Zero approach is focused on reducing our most severe crashes first and foremost, and the HIN allows us to focus analysis and resources on these corridors. For example, we conduct walking safety audits on HIN corridors to identify/address immediate safety needs. We also prioritize quick-build and capital projects on HIN corridors, as well as pop-up engagement activities and education campaigns on these corridors.

When we created the first iteration of Arlington's [HIN](#) in 2020, we used data from 2017-2019 and utilized a simple crash density calculation to identify areas where crashes are concentrated. In the [Vision Zero Action Plan](#), we made a commitment to update the HIN every three (3) years. Now that data from 2020-2022 is available, we updated the HIN to include data from 2018-2022 (five years of data rather than the original three to include a broader sample). We also updated the HIN identification methodology to consider injury levels, roadway types, and sliding scale density analysis.

We used the following methodology for the 2023 HIN update:

- Utilized the most recent five-year dataset from the Virginia Department of Transportation (VDOT) covering all crashes reported to State or County police from January 2018 through December 2022 that resulted in an injury or over \$1,500 in property damage.
- Filtered the crash data to only include crashes that resulted in a visible, severe or fatal injury.
- Filtered the roadway segments to include only streets within Arlington County that are owned/maintained by Arlington County or VDOT.
- Applied a sliding scale-based methodology covering 1-mile windows segments of all roadways in the county to assess and rank crashes per segment throughout the County.
- Weighted each crash by severity (fatal injury crashes with the highest weight and visible injury crashes with the lowest).
- Normalized the roadways by functional classification (lower class/volume roadways—like neighborhood streets—received a higher weight to capture potentially disproportionate crash rates per volume of vehicles).
- Applied a buffer to identify crashes that took place at an intersection and link them to the adjacent segments to count intersection crashes for each intersecting corridor.
- Opted not to separate out the HIN by tier or mode, but rather stick to one (1) unified HIN that can be applied uniformly for audit selection, project prioritization, and planning purposes.

The resulting updated HIN network covers 52% of all fatal, severe, or injury crashes in Arlington and 6.8% of all roadways.

It is similar to the previous HIN in that it captures the following roadways:

- 10th St N (Washington Blvd to Arlington Blvd)
- Clarendon Blvd (Washington Blvd to N Oak St)
- Columbia Pike (County Line to S Joyce St)
- Fairfax Dr (N Vermont St to Wilson Blvd/10th St N)
- Langston Blvd (N Veitch St to N Lynn St)
- N Glebe Rd (Arlington Blvd to Columbia Pike)
- S Glebe Rd (S Meade St to Route 1)

- S Hayes St (Army Navy Dr to 15th St S)
- Washington Blvd (N Vernon St to N Wayne St)
- Wilson Blvd (N Randolph St to N Highland St)

However, the new methodology and data identified the following new corridors that were not in the previous HIN:

- 2nd St S (S Glebe Rd to S Fillmore St)
- Army Navy Dr (20th St S to S Eads St)
- Clarendon Blvd (N Oak St to N Nash St)
- Henderson Rd (Arlington Blvd to N Glebe Rd)
- Langston Blvd (County Line to John Marshall Dr)
- N Glebe Rd (N Woodrow St to 14th St N)
- S Glebe Rd (Route 1 to Potomac Ave)
- N Lynn St (N Meade St to Key Bridge)
- N Monroe St (Washington Blvd to 3rd St N)
- N Quincy St (15th St N to Wilson Blvd)
- S Courthouse Rd (S Walter Reed to 12th St S)
- S Fern St (S Rotary Rd to 24th St S)
- S George Mason Dr (County Line to 6th St S)
- S Hayes St (15th St S to S Fern St)
- S Manchester (County Line to Arlington Blvd)
- S Walter Reed Dr (County Line to 6th St S)
- Wilson Blvd (N Highland St to N Arlington Ridge Rd)

Roadways that were in the previous HIN that are no longer captured include:

- Columbia Pike (S Joyce St to N Rotary Road/The Pentagon))
- Fairfax Dr (N Glebe Rd to N Vermont St)
- Fairfax Dr (14th St N to N Lynn St)
- Langston Blvd (Custis Trail Bridge to N Veitch St)
- S Glebe Rd (24th St S to S Meade St)
- S Walter Reed Dr (6th St S to S Four Mile Run Dr)
- Washington Blvd (N Kirkwood Rd to N Vernon St and N Wayne St to DC Line)
- Wilson Blvd (N Glebe Rd to N Randolph St)
- I-395 (County Line to County Line)
- N Carlin Springs Rd (N Edison St to N Glebe Rd)
- Arlington Blvd (County Line to County Line)
- Four Mile Run (Columbia Pike to Shirlington Rd)
- I-66 (County Line to County Line)

The updated HIN is shown on the following map and more information about the HIN development and review process is available on [the website](#).

High Injury Network

- County-Controlled Road Segment —
- VDOT-Controlled Road Segment —
- High Injury Network 2021 —



Road Segments Included in the High Injury Network

- 10th St N (Washington Blvd to Arlington Blvd)
- 2nd St S (S Oakland St to S Fillmore St)
- Army Navy Dr (20th St S to S Eads St)
- Clarendon Blvd (Washington Blvd to N Nash St)
- Columbia Pike (County Line to S Joyce St)
- Fairfax Dr (N Vermont to Wilson Blvd)
- Henderson Rd (Arlington Blvd to N Glebe Rd)
- Langston Blvd (County Line to John Marshall Dr)
- Langston Blvd (N Veitch St to N Lynn St)
- N Glebe Rd (20th St N to Arlington Blvd)
- N Lynn St (N Meade Street to Key Bridge)
- N Monroe (Washington Blvd to 3rd St N)
- N Quincy St (15th St N to N Glebe Rd)
- S Courthouse Rd (S Walter Reed to 12th St S)
- S Fern St (S Rotary Rd to 24th St S)
- S George Mason Dr (County Line to 6th St S)
- S Glebe Rd (S Meade St to Potomac Ave)
- S Hayes St (Army Navy Dr to S Fern St)
- S Manchester (County Line to Arlington Blvd)
- S Walter Reed Dr (County Line to 6th St S)
- Washington Blvd (N Vernon St to N Wayne St)
- Wilson Blvd (N Randolph St to N Arlington Ridge Rd)



The HIN was developed using Fatal, Severe, and Visible Injury Crashes from 2018 - 2022.
DES - TE&O | GISMC
Arlington, VA

Transportation Safety Equity Analysis

Overview

One of the six (6) goals of Arlington’s [Vision Zero](#) program is, “to prioritize transportation safety investments equitably in the most vulnerable communities.” While developing the [Vision Zero Action Plan](#), we compared equity indicators to crash data to determine if/how imbalances in social opportunity relate to transportation safety. Findings showed a rough relationship between crashes and block groups with more racial diversity and lower income levels. To learn more, the Action Plan prescribed *Action Item A4: Equity Analysis: to identify the inequitable impacts of transportation on safety in Arlington County communities and integrate this work with countywide efforts in furtherance of the [County’s Equity Resolution](#).*

Process and Findings

Through the [Vision Zero Transportation Safety Equity Analysis](#), we sought to identify inequitable impacts of transportation on safety in our communities. We drew key findings by analyzing data and reviewing literature related to the four (4) areas shown in the Action Items list that follows. Our interdisciplinary internal project steering team further reviewed and contributed feedback throughout the process.

As a starting point, we defined Equity Emphasis Areas to focus on Census Block Groups within the county that are lower income and more diverse. In addition, many of these areas have historically experienced inequitable transportation safety outcomes. To maintain consistency with other County equity initiatives within, our Equity Emphasis Areas were identified as part of [Arlington Transit’s Title VI](#) Requirements and Guidelines for Federal Transit Administration Recipients. Title VI identified Block Groups with a Black, Indigenous, or people of color (BIPOC) population of 38.5% or more. Title VI also identified Block Groups where 17.5% or more of households have a median income of \$50,000 or less. We refined the income threshold to 50% or more of households in a Block Group with a median income of \$50,000 or less to effectively prioritize neighborhoods with lower incomes. We then looked at crashes in Equity Emphasis Areas and found that, from 2017-2022, they experienced almost twice as many crashes per square mile than the county as a whole.

Key Areas & Action Items

Based on the findings, we analyzed four (4) key areas to develop equity-focused action items, accompanied by a robust literature review to better understand how local issues compared to or could be validated by national or peer trends.

- **Systemic Safety Assessment in Equity Emphasis Areas:** We analyzed the intersection of crash factors with socioeconomic, roadway, and built environment variables to identify crash trends and at-risk locations in Equity Emphasis Areas. The systemic analysis combined crash and roadway data to identify high-risk roadway factors that correlate with certain crash types. Understanding how the existence or absence of certain factors influences crashes helps us make proactive safety improvements, particularly in Equity Emphasis Areas.
- **Driver Origin Analysis:** We assessed the ZIP codes of people involved in crashes in Arlington to identify origin patterns and determine how local and regional trips impact crashes, particularly in Equity Emphasis Areas. We explored data at the ZIP code level because this information was readily available in the police crash report dataset. We also explored crash origins since knowing where people involved in crashes are coming from helps us better direct resources to prevent crashes.

- **Community Reports Analysis:** We examined locations of community-reported safety concerns to determine if Equity Emphasis Areas had proportional representation in comparison to the county as a whole. We use community request data when making decisions about roadway changes as well as the timing and prioritization of those changes, so it's important that requests accurately reflect the demographic makeup of the county.
- **Hospital Data:** We analyzed transportation-related injury records by demographic characteristics to assess imbalances in crash hospitalizations by race in comparison to countywide Census data. Crash reports do not include race or ethnicity data, which makes it difficult to understand the races or ethnicities of people involved in crashes. Analyzing crash-related injuries treated at Virginia Hospital Center's trauma center attempts to fill this research gap.

Based on the research findings from the analyses and research, we developed the following 10 equity action items that elevate Equity Emphasis Areas for safety analysis, project prioritization, public engagement, education, and proactive safety improvements. We also defined tracking metrics for each action item and will continue to assess our progress toward reducing disproportionalities in safety. We will report our progress toward these actions and use outcomes to inform the Arlington County Vision Action Plan update in 2025.

Action Item	Metrics	
1	Update and quality check Equity Emphasis Areas as new data becomes available	Periodic check-ins with Arlington Transit on updates to Title VI area definition, which are used as a basis for the Equity Emphasis Areas
2	Prioritize safety analysis and safety improvement projects in Equity Emphasis Areas	Percent of projects completed in Equity Emphasis Areas; Percent of community requests for projects in Equity Emphasis Areas
3	Improve safety at intersections throughout Equity Emphasis Areas	Percent of projects completed in Equity Emphasis Areas; Percent of community requests for projects in Equity Emphasis Areas
4	Deploy engineering tools to reduce driver speeds in Equity Emphasis Areas	Percent of projects completed in Equity Emphasis Areas; reduction in driver speeds in Equity Emphasis Areas
5	Enhance pedestrian infrastructure throughout Equity Emphasis Areas	Percent of projects completed in Equity Emphasis Areas; Percent of community requests for projects in Equity Emphasis Areas
6	Host public safety campaign and build relationships in Equity Emphasis Areas.	Estimated reach of campaigns in Equity Emphasis Areas; reduction in serious or fatal crashes in Equity Emphasis Areas
7	Evaluate recent safety improvements on corridors in Equity Emphasis Areas.	Reduction in speeds and serious or fatal crashes as determined through before/after study
8	Promote consistent safety messaging, infrastructure, and policies with regional partners	Regular check-ins with regional Vision Zero partners
9	Focus traffic safety and Vision Zero outreach in Equity Emphasis Areas	Percent of outreach events held in Equity Emphasis Areas
10	Apply an Equitable Engagement Checklist to Vision Zero and other transportation outreach	Increase in engagement by historically underrepresented groups

2022 Progress Maps

The [Vision Zero Action Plan](#) outlined activities to be implemented by County staff or partners to work toward Vision Zero. Representatives from the County's departments meet bi-monthly, and at these meetings, we discuss and share progress on implementing these actions and any hurdles or hinderances to progress. The section includes maps and descriptions of our action item progress during 2022.

Maps

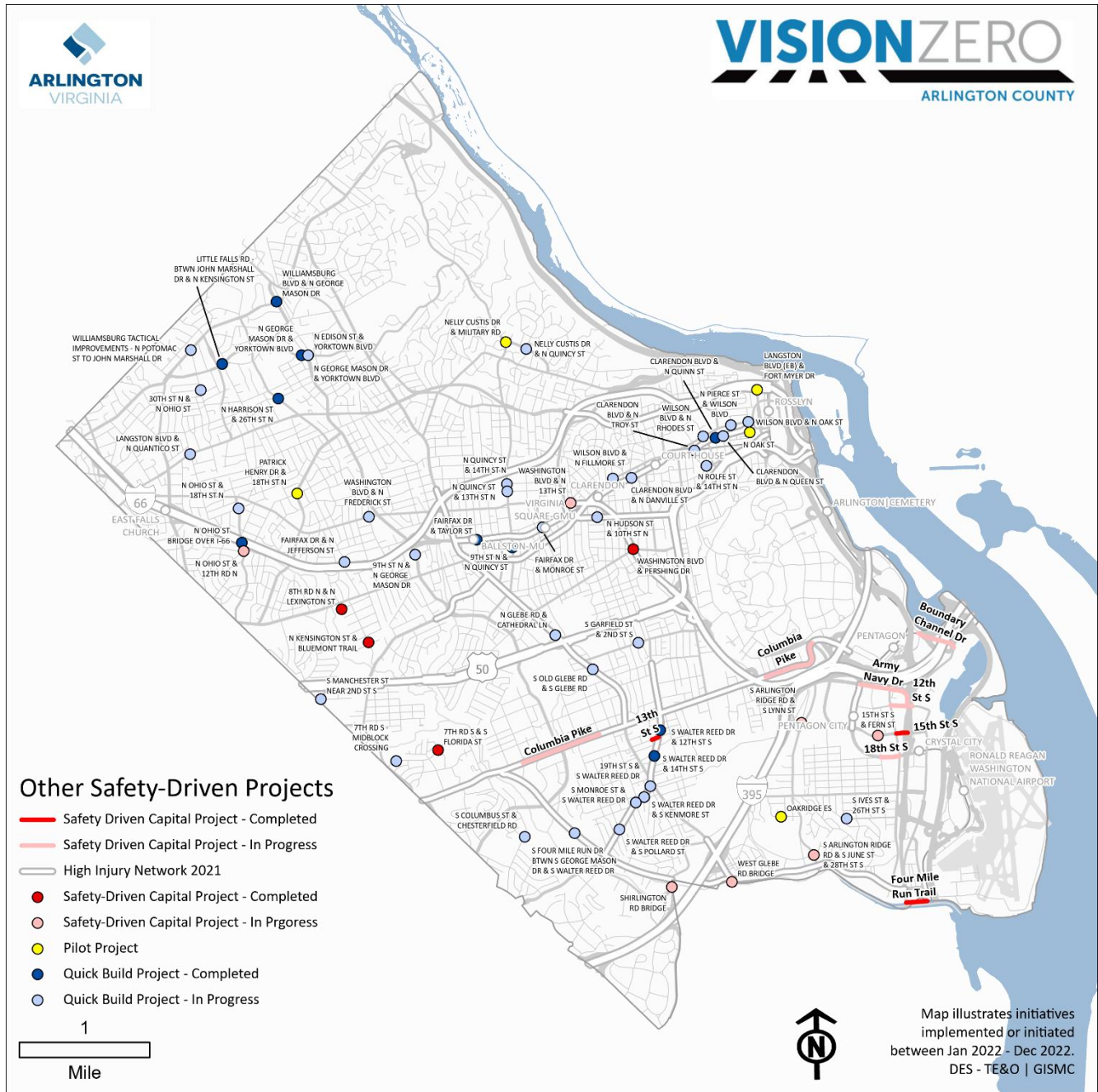
Hot Spot, Critical Crash, & High-Injury Network Improvements

This map illustrates our programmatic work related to the Hot Spots program, High-Injury Network (HIN) corridor reviews and adjustments, and follow up actions from quarterly critical (fatal or serious injury) crash debriefs.



Other Safety-Driven Projects

This map illustrates our safety pilot projects (both spot and corridor locations), safety-related projects (small-scale, lower-budget improvements), and capital projects identified to address a safety need or needs.

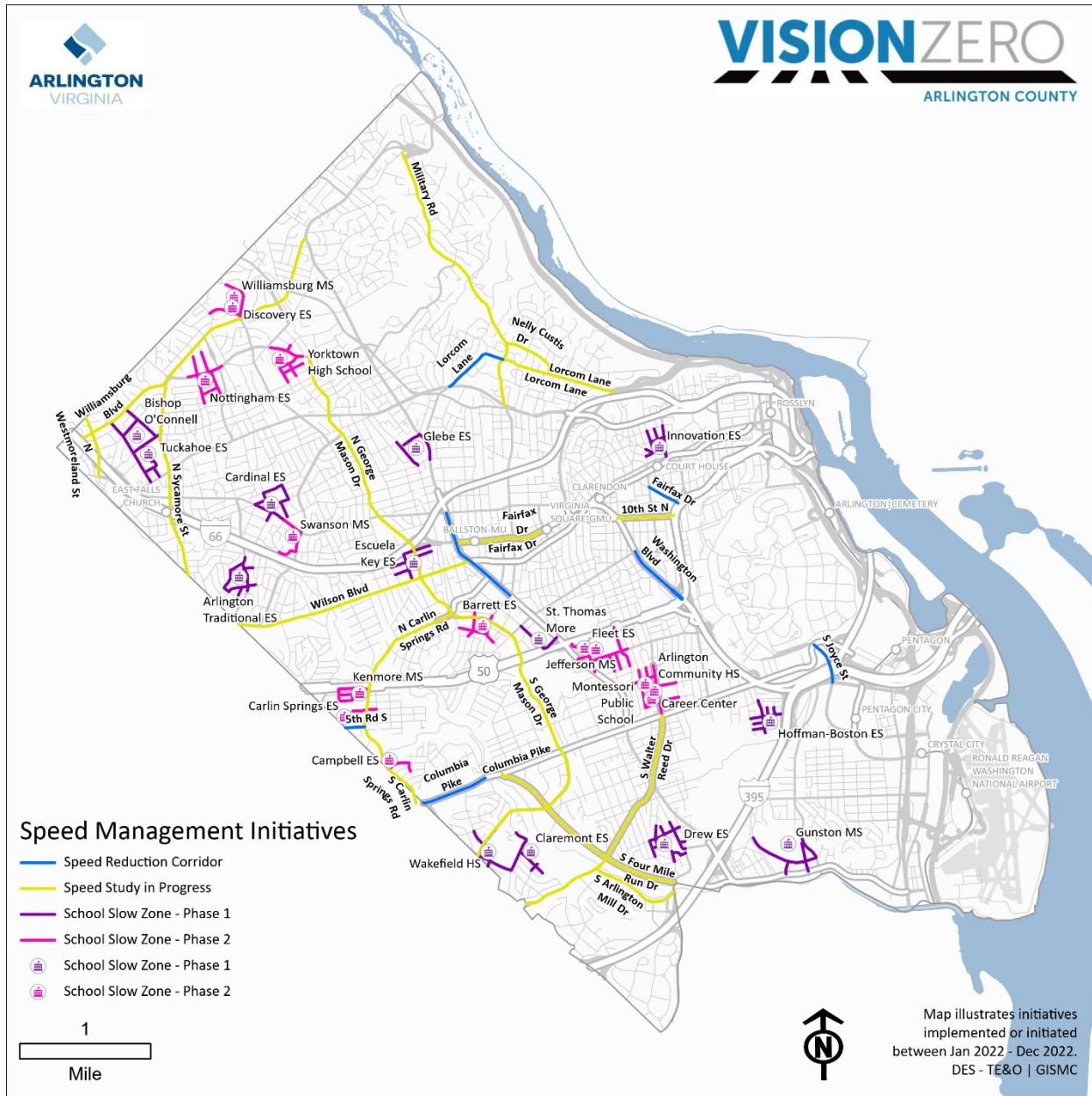


VISION ZERO
ARLINGTON COUNTY

ARLINGTON
VIRGINIA

Speed Management Initiatives

This map illustrates our speed management initiatives, including the corridors where speed limits were reduced and/or speeding fines increased in 2022. The map also shows the school slow zone demonstration projects implemented in 2022, as well as ongoing corridor speed studies that may result in speed management initiatives in 2023.



[Click here to view the above maps on an interactive mapping platform.](#)

2022 Progress Highlights

This section summarizes the progress we've made on each [Vision Zero Action Plan](#) action item in 2022. Each numbered item (e.g., A1) is an Objective from the Action Plan. In the Plan, each Objective has at least one (1) related Action Item, but most Objectives have several related Action Items. We have included a table with updates related to all Objectives and Action Items in the Appendix.

Progress Overview: Data & Evaluation Action Items

A2: Supporting Data: Community-Reporting Tracking

We have made community request tracking publicly available. To check the status of investigations related to community-reported issues, visit the [Service Request / Report a Problem Page](#) and scroll down to "Data Transparency" to view our [Data Dashboard for Service Requests](#) or [Open Data service request results](#). We are working on enhancements to the public Report-a-Problem dashboard.

A2: Supporting Data – Spatial Inventories of Key Transportation Assets

In 2021, we completed a countywide sidewalk assessment and a countywide inventory of all neighborhood street widths and features. In 2022, we expanded the streets inventory to include arterial streets. All inventory data are now included in the our database and asset tracking system, which will assist in future systemic and planning efforts.



Neighborhood street

A3: Annual Crash Analysis – 2022 Hot Spots Program

We have collaborated with an interdisciplinary team of County staff to assess and prioritize the 69 hot spots identified in the [2022 Hot Spot Analysis](#). Of the 69, 38 are new hot spots which staff are prioritizing for initial review and problem solving. We have reviewed 23 locations, have improvements in progress for nine (9) of those locations, identified upcoming improvements at seven (7) of those locations, installed improvements at two (2) locations (plus one (1) former hot spot location), and did not identify further recommendations for six (6) locations. We have 14 locations under evaluation and 35 past hot spots in the queue for monitoring/reevaluation. See below for the breakdown of the new hot spots that we have evaluated or are currently evaluating:

- Improvements Installed at Three (3) Locations
 - N. Courthouse Road between 14th Street N. & 15th Street N. – Added markings
 - S. Four Mile Run Drive (West) & Barcroft Sports Center Driveway – Added pedestrian signage
 - S. Four Mile Run Drive & S. George Mason Drive – Added Leading Pedestrian Interval (LPI) (former hot spot location)
- Improvements in Progress at Nine (9) Locations
 - N. Fairfax Drive between N. Pierce Street & Fort Myer Drive – Enhancing signage; adding bollards
 - Wilson Boulevard & N. Fillmore Street – Implementing no turn on red; adding bollards and markings to north side of intersection (quick-build)

- Wilson Boulevard & N. Rhodes Street – Pending capital project to rebuild signal, improve curbs and install floating bus stop island; Adding markings, and bollards as interim improvements (quick-build)
 - Wilson Boulevard & N. Oak Street – Adding markings and bollards (quick-build)
 - S. Eads Street & 12th Street S. – Pending intersection improvements as part of private development; Updating markings in the interim
 - Army Navy Drive & Fashion Centre at Pentagon City Parking Garage – Pending intersection improvements as part of Army Navy Multimodal Project; Monitoring MOT as interim condition
 - N. Barton Street & 10th Street N. – Adding no turn on red; evaluating signal timing
 - S. Hayes Street & Midblock Crosswalk South of 12th Street S. – Enhancing markings and signage
 - S. Walter Reed Drive & S. Kenmore Street – Reducing vehicle turning radius and narrowing median opening (quick-build)
- Evaluations Complete - Existing Projects at Seven (7) Locations
 - 23rd Street S. between S. Clark Street S & Crystal Drive – Pending bike infrastructure improvements as part of the Crystal City Bike Network; No interim solutions feasible
 - N. Lynn Street between Wilson Boulevard & 19th Street N. – Pending bike infrastructure improvements as part of interim N. Lynn Street cycle track plan; No interim solutions feasible
 - Columbia Pike & S. Joyce Street – Pending intersection rebuild as part of Arlington National Cemetery Southern Expansion and Roadway Realignment; No interim solutions feasible
 - S. Eads Street & 15th Street S. – Pending intersection rebuild as part of private development; No interim solutions feasible
 - Eastbound Arlington Boulevard Ramp to Eastbound S. Washington Boulevard – Pending interchange modification
 - Eastbound Washington Boulevard Ramp to Eastbound Arlington Boulevard – Pending interchange modification
 - Westbound S. Washington Boulevard Ramp to Westbound Arlington Boulevard – Pending interchange modification
- Evaluations Complete – No Recommendations for 6 (Six) Locations:
 - 7th Road S. between S. Florida Street & 8th Road S. – Quick-build project recently installed
 - Langston Boulevard (Westbound) between N. Nash Street & Fort Myer Drive – Markings recently installed
 - Columbia Pike & S. Four Mile Run (East)/S Buchanan Street – No additional safety treatments identified at this time; Monitoring location
 - Fairfax Drive & N. Stuart Street – No additional safety treatments identified at this time; Monitoring location
 - Williamsburg Boulevard & N. Harrison Street – No additional safety treatments identified at this time; Monitoring location
 - Wilson Boulevard & N. Oakland Street – LPI and no turn on red recently added
- Under Evaluation at 14 Locations
 - S. Hayes Street between 12 Street S. & 15th Street S.
 - Langston Boulevard & N. Monroe Street
 - S. Hayes Street & 15th Street S.
 - N. Courthouse Road & 14th Street N.
 - Yorktown Boulevard & Little Falls Road
 - Arlington Boulevard & Washington Boulevard

- Langston Boulevard (Eastbound) & N. Quinn Street
- S. Four Mile Run Drive & S. Nelson Street
- S. Eads Street & Fort Scott Drive
- S. Wayne Street & 2nd Street S.
- S. Walter Reed Drive & S Courthouse Road
- N Vermont Street/N Park Drive & N Carlin Springs Road
- 19th Street S. & S. Kenmore Street
- Fairfax Drive & N. Barton Street

There are also three (3) improvements in progress from the 2020 Hot Spot Program, all of which we are currently coordinating with the Virginia Department of Transportation (VDOT):

- Washington Boulevard & N. Frederick Street
- Washington Boulevard & Walter Reed
- Eastbound Washington Boulevard & Arlington Boulevard off ramp (the T intersection “ramp”) – long term project

A3: Annual Crash Analysis – High-Injury Network (HIN) Audits & Improvements

We completed preliminary safety audits for three (3) HIN corridors. Links provided below, if available:

- [S. Four Mile Run Drive \(Columbia Pike to S. Walter Reed Drive\)](#): Assessment of this segment will provide a baseline for an upcoming repaving effort and allows for continuation of the 2021 Safety Audit of S. Four Mile Run Drive that occurred from Shirlington Road to S. Walter Reed Drive.
- [N. Carlin Springs Road \(N. Glebe Road to N. Edison Street\)](#): Assessment of this segment ties into an ongoing analysis at the hot spot at N. Carlin Springs Road & N. Glebe Road, as well as ongoing community requests on N Carlin Springs Road.
- S. Glebe Road (24th Street S. to Route 1/Richmond Highway) – *publication pending*: Assessment of this segment will provide a baseline for an upcoming capital project and will inform safety needs as project plans and design efforts are initiated.

HIN safety audits are not intended to fix all safety needs immediately. Rather, they are a strategy we use to identify safety needs that we can address quickly and safety needs that we can begin to plan to address on a larger scale. Audits are documented [here](#). We will provide updates on each corridor as recommendations are implemented.

Additionally, we implemented Leading Pedestrian Intervals (LPIs) combined with “No Right Turn on Red” signs along the following HIN corridors in 2022:

- Columbia Pike, from the county line to Washington Boulevard
- Fairfax Drive, from N. Glebe Road to N. Kirkwood Drive
- Clarendon Boulevard, between N. Highland Street and Fort Myer Drive / Wilson Boulevard
- Wilson Boulevard, between N. Glebe Road and Fort Myer Drive



HIN Audit

With this effort, we increased the number of intersections with LPIs in the county from 31 to 77 – more than double. LPIs give walkers and bikers a 3-7 second head start at signalized intersections. Studies show that this safety intervention can reduce pedestrian-vehicle collisions by up to 60% by increasing turning motorists’ visibility of pedestrians. You can review the new [Multimodal Safety Engineering Toolbox](#) (pg. 44) for more information on the LPI.

A3: Annual Crash Analysis – High-Injury Network Update

Our first iteration of the [High-Injury Network](#) used data from 2017-2019 and utilized a simple crash density calculation. The [Action Plan](#) proposed that we update the HIN every three (3) years. Now that data from 2020-2022 is available, we updated the HIN to include data from 2018-2022 (five years of data rather than three), and updated the methodology to consider injury levels, roadway types, and sliding scale density analysis and produce an enhanced analysis of our HIN roadways. See the [Updated High-Injury Network section](#) in this report to learn more and see the updated HIN.

A3: Annual Crash Analysis – Systemic Crash Analysis Publication & Implementation

During 2021, we worked with an expert consultant team to support a comprehensive systemic analysis that looks at roadway characteristics, multimodal infrastructure, crash factors, land uses, and equity indicators to identify key combinations of risk factors. We then looked for areas within the county that exhibited these same combinations of risk factors – this helps us predict potential risk areas for preventative treatment. The results of this systemic analysis are posted [on the Vision Zero site](#). We will soon begin deploying systemic treatments at the at-risk areas throughout the county.

A4: Equity Analysis – Equity Analysis Results & Implementation Plan

As part of the Vision Zero Transportation Safety Equity Analysis, we reviewed crashes and other community data to identify and understand inequities in access to safe transportation throughout Arlington. The findings from the analysis led to a set of 10 action items to ensure that we implement community responses, education, and infrastructure in a way that proactively prioritizes safety needs in Equity Emphasis Areas. See the [Transportation Safety Equity Analysis section](#) in this report for more details on the Vision Zero Equity Analysis effort.

A5: Critical Crash Reviews

A critical crash is defined as a crash that resulted in a fatality or severe injury. We work with an interdepartmental team involving Department of Environmental Services (DES), Arlington County Police Department (ACPD), Public Health, and other County leadership to collectively review all critical crashes that occurred in the previous quarter. The intent of critical crash reviews is to (1) identify and implement immediate safety needs that can be achieved through engineering/infrastructure changes and (2) understand and address other factors that play into critical crashes. Many critical crashes are behavior-related and cannot be directly addressed through engineering adjustments. These behavior-related crashes inform our education, engagement, and enforcement campaigns rather than engineering fixes.

In 2022, we reviewed 50 crashes, implemented safety improvements at seven (7) locations, are in the process of implementing engineering improvements at five (5) locations, and are actively assessing potential engineering improvements at another 12 locations.

The improvements we have already completed include:

- Arlington Boulevard & N. Manchester Street: Added split signal phasing to reduce vehicular and pedestrian conflicts.
- Yorktown Boulevard & N. George Mason Drive: Built out curb extensions to improve pedestrian crossing.
- N. George Mason Drive & 22nd Street N.: Evaluated sight distance and added in-street pedestrian crossing bollard sign.
- Army Navy Drive & S. Hayes Street: Adjusted No Turn on Red restriction to “at all times.”
- S. Courthouse Road & Columbia Pike: Added protective LPI and No Turn on Red.
- Langston Boulevard & John Marshall Drive: Enhanced pavement marking and signage design approved by VDOT and in the queue for installation. The County is also assessing the possibility of a Rectangular Rapid-Flashing Beacon (RRFB) at this location using the quick-build project prioritization ranking tool.
- Little Falls Road & John Marshall Drive: Enhanced pavement marking/tactical design and all-way stop implemented.



Quick build project at Yorktown Blvd & George Mason Dr

The improvements that we are in the process of implementing include:

- Eastbound Washington Boulevard & Arlington Boulevard off-ramp: Enhanced pavement marking design submitted to VDOT for approval.
- Westbound Washington Boulevard & Eastbound Arlington Boulevard on-ramp: Enhanced pavement marking design submitted to VDOT for approval.
- 2nd Street S. & S. Garfield Street: New crosswalk/ramp design (quick-build).
- N. Glebe Road & N. Quincy Street: Enhanced median pavement marking design submitted to VDOT for approval and waiting on a contract to install traffic signal head backplates.
- Columbia Pike & Walter Reed Drive: Installing additional pavement markings to enhance crosswalks as an interim condition before this intersection is improved as part of the [Columbia Pike Multimodal Improvements](#) project.

A8: Before & After Studies

The [Action Plan](#) states that we will review the efficacy of transportation safety mitigation measures (equipment or policies) by assessing conditions before and after implementation, which will inform future policies and implementation of such mitigation measures. In 2022, we initiated before/after studies for location-based improvements (e.g. former crash hot spots) that have been in place for at least a year and for ongoing [pilot safety projects](#). We are sharing the results of the before/after studies for these and other upcoming efforts (more location-based, tool-based, pilot safety project-based, and speed management before/after studies) on the new [Safety Before & After Studies](#) page.

See the [Before / After Analyses Results section](#) in this report to see details on the findings from these initial safety before/after analyses.



Before (left) and after (right) comparison at N. Meade St. and Arlington Blvd.

Progress Overview: Process & Organization Action Items

B2: Plan / Project Review – Integrate Safety Evaluation as Part of Site Plan Process

We developed a methodology for incorporating transportation safety reviews into the Multimodal Transportation Analysis (MMTA) required for site plan development. We collaborated with developer teams to pilot an initial transportation safety analysis framework on two (2) recent projects: (1) the [1616 Fort Myer Drive site project](#) and (2) the [701 N. Glebe Road site project](#).

In 2022, we developed lessons learned from these two (2) sites and have tentatively scoped the safety analysis into four (4) upcoming MMTA submittals. In 2023, we will work on finalizing standard elements for safety analyses required with site plan applications as part of the MMTA. Thus far, the MMTA safety analyses have helped to (1) provide substantive support for frontage improvements and (2) enhance discussions about safety in the vicinity of the development projects.

B3: Safety Project Prioritization & Implementation – Quick-Build Projects

Quick-build projects are small-scale safety improvement projects. They include safety projects identified through programmatic analysis or community reports and are funded under either general funds or the Vision Zero safety program.

We completed 11 [quick-build safety projects](#) in 2022 (*note there will be overlap when compared to the 2022 Annual Report due to shifting to the calendar year cycle*):

- [Little Falls Road between John Marshall Drive & N. Kensington Street](#)
- [Fairfax Drive & N. Taylor Street](#)
- [Clarendon Boulevard & N. Quinn Street](#)
- [Yorktown Boulevard & N. Edison Street](#)
- [Williamsburg Boulevard & N. George Mason Drive](#)
- [26th Street N. & Harrison Street](#)
- [Yorktown Boulevard & George Mason Drive \(west side\)](#)
- [S. Walter Reed Drive & 12th Street S.](#)
- [S. Walter Reed Drive & 14th Street S.](#)
- [N. Quincy Street & 9th Street N.](#)
- [North Ohio Street Bridge over I-66](#)



Quick build project at 26th St N & Harrison St

We developed a rudimentary prioritization tool for ranking quick-build safety projects that considers whether a project is on the high-injury network, is a hot spot or has recent crashes, is within an Equity Emphasis Area, is near a school zone, addresses a systemic safety risk, as well as the anticipated scope/scale of the project. We used this process to plan for quick-build projects in winter 2022/23. See the [quick-build page](#) for updated information on our project prioritization and project workflow processes.

B3: Safety Project Prioritization & Implementation – Safety-Driven Capital Projects

We completed seven (7) [safety-driven capital projects](#) in 2022:

- [Route 1 to Four Mile Run Trail](#): Multi-use trail connection
- [N. Lexington Street & 8th Road N.](#): Sidewalk and curb ramps
- [Bluemont Trail & N. Kensington Street](#): New ramps; Sightline improvements; Transit improvements
- [Pershing Drive & Washington Boulevard](#): Signal upgrade; Crossing improvements
- [13th Street S.; S. Walter Reed to S. Highland St.](#): Sidewalk and curb ramps
- [7th Road S. & S. Florida Street](#): Curb extensions; Ramp upgrades; Transit improvements
- [15th Street S.; Rt 1 to Eads Street](#): Sidewalk improvements

We plan to progress or complete [safety-driven capital projects](#) at 13 locations in 2023:

- 18th Street S.; S. Fern Street to S. Eads Street: (In Construction) Protected bike lane; Slip lane closure; Crossing improvements
- Columbia Pike; S. Oakland St. to S. Wakefield Street: (In Construction) Utility undergrounding; Streetscape improvements
- West Glebe Bridge over Four Mile Run: (In Construction) New bridge; New bike and pedestrian accommodations
- 12th Street S.; S. Eads Street to S. Clark Street: (In Construction) Streetscape improvements
- Boundary Channel Drive: (In Construction) Interchange Improvements
- Washington Boulevard and 13th Street: (In Construction) Intersection Improvements
- Army Navy Drive Complete Streets: (In Construction) Bicycle, transit, environmental and pedestrian facilities improvements
- S. Arlington Ridge Road and S. June Street/28th Street S.: (In Construction) Pedestrian improvements to enhance access to Gunston Middle School
- Shirlington Road Bridge over Four Mile Run: (Existing Bridge Work Complete / Upcoming Construction for Pedestrian Bridge) New guardrail; Sidewalk widening; Adding pedestrian bridge adjacent to existing bridge
- Arlington Ridge Road & S. Lynn Street: (Upcoming Construction) Slip lane closure; Crossing improvements
- Columbia Pike; S. Orme Street to S. Joyce Street: (Upcoming Construction) Utility undergrounding; Streetscape improvements
- 15th Street S. and S. Fern Street: (Upcoming Construction) Curb extension; Ramp upgrades; Signal upgrade
- N Ohio Street & 12th Road N.: (In Design) Trail crossing improvements

B3: Safety Project Prioritization & Implementation – Capital Project Programming

We initiated a process for moving safety-driven construction projects into the Capital Project program, with the Vision Zero team identifying projects through safety reviews and analysis and the Capital Projects team ranking such projects using their prioritization matrix (which includes weight for safety-driven projects).

Potential Vision Zero-identified projects that may be channeled to the capital budgeting process include:

- Tactical safety projects (e.g., quick-build projects using pavement markings and temporary materials like flex posts or barriers that can be constructed using permanent materials)
- Pilot safety projects (e.g., projects designed using temporary materials that can be constructed using permanent materials)

- Quick-build safety projects with larger scoping needs (e.g., projects that were originally identified for a quick-build project but complexities in the design or construction process require capital resources)
- Large scale projects identified through HIN or Hot Spot evaluations that require capital resources for design and implementation.

Using this process, we programmed four (4) safety-driven capital projects in 2022:

- N. Rhodes Street & Wilson Boulevard floating bus stop: Because the design of this bus stop required more resources and a longer timeline than originally anticipated, we reprogrammed the project from the quick-build program to a safety-driven capital project.
- Lorcom Lane walking path pilot: Given the success of the pilot, we programmed a full sidewalk build out capital project.
- S. Glebe Road & 9th Street S.: We identified this as a capital project as a response from the HIN audit and the 2017-2019 hot spot analysis.
- Nelly Custis Road & Lorcom Lane intersection improvements: we identified this project through a walking safety audit with Arlington Public Schools (APS) school staff.

B5: Speed Management – Review of Roads with Posted Speeds 30MPH+

We studied six (6) corridors with speed limits of 30mph or above, identified the need for speed limit reductions on these segments, and submitted each corridor to the County Board for approval (in [Sept](#) & [Oct](#) 2022) to reduce the speed limit to 25mph. With these reductions, there are now no County-owned streets with posted speed limits over 30 mph. The recently reduced speed limit corridors include:

- Fairfax Drive from Arlington Boulevard to N. Barton Street
- 5th Road S. from S. Carlin Springs Road to the Fairfax County line
- Washington Boulevard from Arlington Boulevard to North Pershing Drive
- S. Joyce Street from Columbia Pike to Army Navy Drive
- Columbia Pike from S. Dinwiddie Street to the Fairfax County line
- Lorcom Lane from Cherry Hill Road to Military Road



New speed limit sign

We also studied N Glebe Road between Washington Boulevard and N. Quincy Street (through the Ballston area). In November 2022, VDOT reduced the speed limit to 25mph with new signage.

B5: Speed Management – School Slow Zone Evaluations & Planning

We collected data and community feedback on the initial 13 demonstration school zones at the end of 2021, and [reviewed the data and feedback](#). Community feedback from May 2022 indicated that many people felt safer walking, biking, and driving because of the new school slow zones. Before/after speed data was inconclusive due to data collection errors. We are collecting new speed data to assess the impact that the new school slow zones have on speeds.

We plan to continue implementing these school slow zones and overall school zone retrofits following the County Board approval of an amendment to Chapter 14.2 of the County Code, which officially adopts the

20mph school slow zone policy. Further, DES, APS and ACPD released updated [general guidelines for school zones](#), which are the basis for the retrofits.

We identified 14 schools for the second phase of School Slow Zone implementation/school zone retrofits (2022-23) based on crash data, Equity Emphasis Areas, and where changes to the beaconed school zones were already in progress:

- Alice West Fleet Elementary School
- Arlington Career Center
- Arlington Community High School
- Barrett Elementary School
- Campbell Elementary School
- Carlin Springs Elementary School
- Discovery Elementary School
- Jefferson Middle School
- Kenmore Middle School
- Montessori Public School of Arlington
- Nottingham Elementary School
- Swanson Middle School
- Williamsburg Middle School
- Yorktown High School



Bus pick-up at a school

Our next phase of demonstrations incorporates the lessons learned and community feedback from the first round of demonstrations. We are working with staff at each of the Phase 2 school slow zone demonstration schools to finalize plans.

B7: Multimodal Safety Toolbox – Publication of First-Generation Toolbox

The [Toolbox](#) is a public document that explains the how, why, when, and where of placing engineering safety tools on our streets. We developed the Toolbox to foster transparency in the engineering process by communicating the considerations and references that staff follow when designing the County's roads, trails, sidewalks, and other parts of our transportation network. It is a living document, and we will make periodic updates when new standards, references, or tool uses arise.

We addressed comments on the Toolbox from the community engagement in early 2022 and presented the revised draft to the Transportation & Planning Commissions in Summer 2022. The first generation of the Toolbox is available [on the Tools & Guidelines page](#).

B7: Multimodal Safety Toolbox – Pilot Projects

We wrapped up five (5) ongoing [pilot safety projects](#) from 2022:

- [Oak Street Walkability Improvements](#): We piloted temporary barriers on N. Oak Street between Clarendon Boulevard and 17th Street N. to provide a walking path for pedestrians where there is currently no sidewalk. Because this project improved safety metrics and increased feelings of safety among respondents, we will evaluate the possibility of a sidewalk construction project as part of the

FY25/26 Capital Improvement Plan budgeting process. In addition, we will collaborate with the Rosslyn Business Improvement District (BID) to identify options for improving the aesthetics of the barriers in the short term.

- [Patrick Henry Drive & 18th Street S. School Crossing Improvements](#): This pilot project added new school crossing signage, speed signage, and pavement markings intended to (1) reduce vehicle speed traveling on Patrick Henry Drive and (2) increase visibility and awareness of people crossing at 18th Street N. Due to positive impacts on driver-to-pedestrian yield rates and some positive community feedback, we will apply SLOW SCHOOL XING markings at similar uncontrolled arterial school crossings in the County. Given the constructive feedback and desire to reduce speeds on Patrick Henry Drive (observed at ~30mph in a 25mph speed limit), we will install permanent speed feedback indicator signs as an additional treatment to slow drivers down as they approach the intersection.
- [Oakridge Elementary School Temporary Road Closure](#): In partnership with APS, we are piloting a temporary road closure along 24th Street S. between S. Ode Street and S. Nash Street, to improve arrival and dismissal operations at Oakridge Elementary School. Due to overall positive impacts in safety, we will coordinate with staff at Oakridge Elementary to gauge interest and capacity to continue the temporary road closure as part of regular arrival and dismissal protocol at the school. We will also review and discuss the possibility of additional pick-up/drop-off operational enhancements.
- [Nelly Custis Drive & Military Road Tactical Roundabout](#): We piloted a temporary roundabout to enhance safety for pedestrian crossings at the intersection of Military Road and Nelly Custis Drive. Our goals were to increase driver yield rates, shorten crossing distances for people walking through the intersection, provide predictable vehicle turning movements, and reduce vehicle speeding. Due to positive safety impacts, the temporary roundabout pilot condition will remain in place as the “interim condition” we construct the permanent roundabout as a capital project. The temporary roundabout will be enhanced in spring 2023.
- [Fort Myer Drive & Langston Boulevard Crossing Improvements](#): Our goal with this pilot project was to (1) reduce vehicle turning conflicts with people walking or biking across the east leg of the intersection and (2) increase visibility and awareness of people crossing Langston Boulevard (formerly Lee Highway) by removing one (1) of the southbound Fort Myer Drive left turn lanes. Due to positive impacts on pedestrian safety by reducing vehicle-pedestrian conflicts and reducing crash rates at the intersection, we will keep the safety treatments in place and will periodically review crash data at this location to reaffirm the treatments are effective.

B8: Data-Driven/Equitable Enforcement

In early 2022, the County Board [reviewed](#) and [adopted](#) an ordinance allowing the use of automated speed enforcement (speed cameras) in school zones and work zones—areas currently authorized through the Virginia State Code. Throughout 2022, we collaborated with ACPD and APS staff to identify next steps to secure a vendor for Arlington’s automated enforcement program and specify parameters for the program. This groundwork for the speed camera program continues into 2023, as we launch a vendor solicitation and finalize guidelines for the program. We will provide updates as the guidelines and timeline for implementation are finalized.

You can review tracking information for of transportation safety enforcement in the [Arlington Police Annual Reports](#). Tracking of actions as a result of traffic enforcement is occurring via the Virginia Department of State Police Data Analysis & Reporting Team’s [Community Policing Act Data Collection portal](#).

B10: Maintenance of Traffic (MOT) Design & Active Construction

In July 2022, we updated the [online request for service tool](#) by adding a section to report issues with MOTs (alternative routes/temporary conditions during construction), which helps us track work zone compliance at active construction sites. Reports may be submitted when poor conditions or safety concerns exist for people walking, biking, scooting, accessing transit, or driving in or near the construction project.

To date, members of the community have submitted 237 MOT requests, which we or Department of Parks & Recreation (DPR) staff addressed and closed in an average of 16 workdays (excluding weekends/holidays). The ability to report MOT requests through the County's general request for service tool has helped us better track and respond to resident concerns, which will also support potential expansion of the limited Inspection Services team in the future.



Construction site

Progress Overview: Engagement Action Items

C2: Accessible Feedback Channels – Ensure Timely Response to Reports

From Jan 1 – Dec 31, 2022 there were 3,523 public requests related to safety or maintenance that were reported using [the online request for service portal](#). The average time for us to complete a service request was 25 workdays (excluding weekends/holidays) or 34 calendar days. Note: These numbers are higher than reported in the past, but we began tracking more investigations in the system (e.g., all traffic safety investigation requests, MOT Issues, Block Street/Sidewalk/Bike Lane, Scooter Issue requests, etc.).

C4: Community Knowledge Building – Education and Support Programs

Community knowledge building is imperative in achieving our goal of zero fatalities or serious injuries on the transportation system. The more people who are aware of transportation needs and challenges, the more we can foster a community culture of safety, in which people look out for each other no matter how they get around. Since the [Action Plan](#)'s adoption, our partners and we have hosted over 80 classes and events that have attracted almost 2,000 attendees. We've also hosted 35 campaigns/ promotions that have reached hundreds of people. Below is a breakdown of these community education programs hosted from January through December 2022 by each provider.

Classes and Events:

- Public Safety Communication & Emergency Management:
 - Hosted Until Help Arrives (UHA) Classes: 242 attendees
 - Hosted UHA Train-the-Trainer Class: 39 graduated instructors
- Arlington County Commuter Services (ACCS)*:

- Hosted Adult Biking Classes: multiple events, 153 attendees
- Hosted School Bike Rodeo: one (1) event, 22 attendees
- Hosted Bike Train Information Events at APS Schools: two (2) events, 50 people reached
- Hosted video for APS audience on “Biking to School”: 240+ views
- Promoted Capital Bikeshare membership discounts for low-income residents, promoted safety and distributed helmets through the Community Partners Program: 47 events, 876 people
- Participated in an on-air interview with WJLA-7 television station morning news to promote bike riding and safety during cherry blossom season: one (1) event
- Hosted Back to School Bike Fair: one (1) event, 150 attendees
- Implemented the annual Lighten Up Arlington distribution of blinky lights and reflective gear to promote safety & visibility of streets and trails in darker winter months: two (2) events, 171 people reached

- ACPD:

- Auxiliary Unit inspected 476 child safety seats through the [County's car seat inspection program](#)
- Hosted the Don't Press Your Luck Anti-Drunk Driving Event ([Washington Regional Alcohol Program \(WRAP\) promotion](#), [Photos from St. Patrick's Day](#), [Evening of Event](#))
- Attended ACPD/DES Vision Zero Pop-Up Event at Four Mile Run Drive & S Walter Reed Drive ([Twitter](#))
- Attended the Spring Council of Governments (COG) Street Smart Campaign Media Event ([Arlington TV Video](#), [Press release](#))
- Attended WRAP's Cinco de Mayo Media Event ([Twitter](#))
- Hosted a Public Safety Block Party ([Press release](#))
- Participated in a APS/ACPD Back to School High Visibility Transportation Safety Campaign ([Press release](#))
- Participated in the Halloween SoberRide Event ([Press release](#))
- Participated in the fall COG Street Smart Campaign ([Press Release](#), [11/10 activation](#), [12/1 activation](#))
- Participated in an ACPD Community Engagement Division Sober Ride Home media interview ([Twitter](#))



Car seat installation

Other Campaigns & Projects:

- ACCS/Arlington Transportation Partners (ATP)/BikeArlington:

- Collaborated with DES Communications to post 50 public service announcements (PSAs) with five (5) different Vision Zero messages in Capital Bikeshare station map frames around the county
- Donated bookmarks, blinkie lights, and stickers to APS Safe Routes to School for Bike, Walk, & Roll to School Day (included visits to four (4) schools)
- Reposted trail etiquette signs along multiple trails
- Provided updated transportation resources (digital, virtual presentations, brochure orders, and updated maps for transportation information displays) for each school location
- Worked with APS to sell and distribute discounted or free iRide transit passes to school students via the Mobile Commuter Store; at The Commuter Store® locations; and at in-school tabling events: over 2,300 cards sold

- ACPD:
 - Shared information from numerous campaigns led by ACPD or others:
 - Conducted Buckle Up Seat Belt Education
 - Hosted ACPD Bicycle Registration ([Twitter](#))
 - Crossing Guard Appreciation Week ([Twitter](#), [ACPD Video](#))
 - ACPD/ National Highway Traffic Safety Administration (NHTSA) Fans Don't Let Fans Drive Drunk campaign ([Twitter](#), [Press Release](#))
 - Virginia (VA) Department of Motor Vehicles (DMV) Roll With the Proper Gear Campaign ([Twitter](#))
 - The Vision Zero 1st Annual Safety Feedback Form ([Twitter](#))
 - Don't Press Your Luck Anti-Drunk Driving campaign ([Twitter](#), [Press Release](#))
 - April is National Distracted Driving Awareness Month ([Twitter](#))
 - Spring COG Street Smart Campaign ([Twitter](#), [Twitter Video](#), [Facebook](#), [ATV Video](#), [Press release](#))
 - WRAP's Cinco de Mayo Event Promotion ([Twitter](#))
 - APS Safe Routes Bike to School Day ([Twitter](#))
 - ACPD/NHTSA Click It or Ticket Campaign ([Twitter](#), [Press Release](#))
 - Legislative Update – Loud Vehicle Exhaust Systems ([Twitter](#))
 - WRAP's Fourth of July SoberRide Promotion ([Twitter](#))
 - NHTSA Drive Sober or Get Pulled Over ([Twitter](#))
 - NHTSA Look Before You Lock ([Twitter](#))
 - Arlington DES Columbia Pike Segment F Awareness Campaign ([Twitter](#))
 - Public Safety Block Party Promotion ([Twitter](#), [Press release](#))
 - NHTSA Drive Sober or Get Pulled Over Campaign ([Twitter](#), [Press release](#))
 - APS/ACPD Back to School High Visibility Transportation Safety Campaign ([Twitter](#), [Press release](#))
 - NHTSA Child Passenger Safety Week ([Twitter](#))
 - Move Over, It's the Law Campaign ([Twitter](#))
 - Virginia DMV/NHTSA Operation Crash Reduction ([Twitter](#))
 - NHTSA National School Bus Safety Week ([Twitter](#))
 - Halloween SoberRide Event Promotion ([Twitter](#), [Press release](#))
 - Fall COG Street Smart Campaign ([Twitter](#), [Press Release](#))
 - ACPD/NHTSA Click It or Ticket Campaign ([Twitter](#), [Press Release](#))
 - ACPD Community Engagement Division sharing messaging on the importance of planning a sober ride home ([Twitter](#))
 - ACPD/NHTSA Drive Sober or Get Pulled Over Campaign ([Twitter](#), [Press Release](#), [WRAP promotion](#))
 - New Year's Eve WRAP SoberRide Program ([Twitter](#))

* Arlington County Commuter Services (ACCS) is a key County bureau in the area of community knowledge building. Their mission is to improve air quality and mobility by reducing traffic congestion; decreasing parking demand; and promoting walk, bike, non-motorized, and high-occupancy vehicle modes of travel. ACCS provides information and services to increase the use of alternative transportation through programs including [WalkArlington](#), [BikeArlington](#), [Arlington Transportation Partners](#), [The Commuter Store®](#), [CommuterDirect.com](#), [Transportation Demand Management for Site Plan Development](#), [Research](#), and [Mobility Lab](#). These services are directly related to our Vision Zero safety program because they educate the community and increase awareness of how to safely use different modes of transportation.

C4: Community Knowledge Building – Critical Crash Mitigation (CCM) Communications Campaign

We planned and executed a countywide [Critical Crash Mitigation \(CCM\) communications campaign](#) aimed at changing human behaviors that can often lead to critical crashes. We ran the campaign from May 2022 through December 2022. Monthly targeted actions were Speeding, Driving Under the Influence, Pedestrian Awareness, Awareness while Turning Left, and Bicycle Awareness.

We disseminated the campaign in several ways, as listed below.

- Distributed about 900 posters in coordination with school volunteers and at five (5) pop-up events
- Installed large posters at 56 Capital Bikeshare stations
- Sponsored advertisements:
 - Full-page ads printed in the Arlington Sun Gazette
 - ARLnow website advertisements and monthly email blasts
 - Monthly themed advertisements on Red Top cabs
 - Facebook ads, which led to hundreds of visits to the website
- Conducted monthly outreach to the Vision Zero and other County transportation listservs
- Shared on the County’s social media channels

Through these efforts, we gathered anywhere from 100,000 to 150,000 views per month. We will relaunch the Critical Crash Mitigation Campaign later in 2023 and will update/share these graphics to encourage safer choices for all road users. Learn more about Arlington’s Vision Zero Critical Crash Campaign [here](#). Example graphics from the campaign are located in the Appendix.



CCM Messaging at a Capital Bikeshare Station

Progress Overview: Partnership Action Items

D2: Virginia Department of Transportation – Collaboration

We set up safety-focused meetings with VDOT on an ad-hoc basis. We met twice in 2022 (February and October) to discuss ongoing safety initiatives. We completed or planned the following 10 initiatives in 2022:

- Lowered the posted speed limit on N. Glebe Road from 30 mph to 25 mph between Washington Boulevard and N. Quincy Street in the Ballston area.
- Installed new ramps at Langston Boulevard & N. Buchanan Street. New advance yield pavement markings and signage is in progress.
- Installed new ramps and cut-through island at Langston Boulevard & N. Roosevelt Street. New advance yield pavement markings and signage is in progress.
- Installed new ramps at Langston Boulevard & N. Kensington Street. New advance yield pavement markings and signage is in progress.
- Developing plans for new ramps, signage, and pavement markings at Langston Boulevard & N. Edison Street.

- Developing plans for bus stop, ramp, and crossing signage/pavement marking improvements at Langston Boulevard & N. Quantico Street.
- Making progress on signage and pavement marking improvements at Langston Boulevard & John Marshall Drive.
- Requesting permit for school zone pavement markings along Washington Boulevard school zone section at Cardinal Elementary School and Swanson Middle School.
- Developing and approving safety improvement concepts at the following intersections:
 - N. Frederick Street & Washington Boulevard: Hot Spot
 - N. Glebe Road & Cathedral Lane: Hot Spot
 - S. Glebe Road & Old Glebe Road: HIN Audit
- We are also assessing vehicle speeds on Old Dominion Drive to prepare for a formal speed study that we will coordinate with VDOT. We will provide updates on these initiatives in 2023.

D5: Stakeholders – Arlington Public Schools

APS has been an integral partner in promoting safe transportation practices, infrastructure, and engagement through the County’s Vision Zero program. In 2022, APS has supported:

- Implementation of two (2) Pilot Safety Projects (see information on pilot project next steps listed above):
 - [Patrick Henry Drive & 18th Street S. School Crossing Improvements](#): This pilot project added new school crossing signage, speed signage, and pavement markings intended to (1) reduce vehicle speed traveling on Patrick Henry Drive and (2) increase visibility and awareness of people crossing at 18th Street N.
 - [Oakridge Elementary School Temporary Road Closure](#): In partnership with APS, DES is piloting a temporary road closure along 24th Street S. between S. Ode Street and S. Nash Street, to improve arrival and dismissal operations at Oakridge Elementary School.
- Sharing information through Peachjar for various projects or information campaigns.
- Development of preliminary speed camera placement guidelines for school zones (in partnership with DES and ACPD).
- Coordination with schools and development of plans for 14 new school slow zones to be implemented in early 2023.

D5: Stakeholders – External Stakeholder Initiatives

Vision Zero External Stakeholders Group members and the organizations they represent are taking many actions to help improve transportation safety, including safety or advocacy initiatives and extensive information sharing:

- Commission on Aging:
 - Collaborated with us to create a strategic message to reach older adults in Arlington and educate them on safe pedestrian practices.



Commission on Aging flyer

- The Rosslyn BID:
 - Provided ongoing coordination and/or public outreach on the following projects: Wilson Boulevard (near Fire Station 10) Crosswalk Relocation, the N. Oak Street Pilot, and the Langston Boulevard & Fort Myer Drive Pilot.
 - Continues to partner with us to purchase and install garden planters to enhance safety in the streetscape (e.g., N. Moore Street, Wilson Boulevard, and other target locations throughout Rosslyn).
 - Shares Vision Zero information and messaging via their newsletter, social media accounts, targeted commercial and residential property manager emails, and through Executive Committee and Board updates.
- The Pedestrian Advisory Committee (PAC):
 - Advocated for funding in the Capital Improvement Plan (CIP) and County operating budget for safety priorities, including funding for sidewalk repair.
 - Promoted Vision Zero projects and news through their meetings and email list, encouraging people to give feedback on projects and programs.
 - Discussed and promoted the role of Vision Zero in the PAC charter update.
 - Promoted pedestrian safety when serving as liaisons and representatives to other Arlington County Government groups such as Site Plan Review Committees (SPRCs) and Neighborhood Complete Streets.
- Arlington Families for Safe Streets:
 - Offers a (recently upgraded) Near Miss Survey tool to collect information about dangerous places and/or close calls (narrowly avoided crashes) and shares that data with the County.
 - Handed out hundreds of safety blinkers at the Arlington County Fair, farmers markets, parks, and schools in the vicinity of the High-Injury Network.
 - Engaged in neighborhood meetings throughout the county to advocate for safety improvements.
 - Supported the Critical Crash Mitigation Campaign by distributing/posting safety-themed posters throughout the County.
 - Hosted a World Day of Remembrance event on November 20th, to commemorate the death of pedestrian Gwendolyn Hayes, killed on October 8th in the Williamsburg neighborhood.
- Ballston BID:
 - Shared Vision Zero information in their E-newsletter.
 - Conducted direct outreach to Property Managers to pass along to their tenants.
- APS:
 - Reached out to their networks, individual schools, and school communities via direct emails, Peachjar fliers and twitter/social media regarding requests for input on Vision Zero, school-related projects, school zone audits, and School Slow Zones.
 - Facilitated meetings with staff at schools and parent teacher associations (PTAs) during the School Slow Zone demonstration project development.
- Our Parking Team continues to work with BIDs and Alliances to develop pick-up/drop-off zones in commercial areas to enhance safety by reducing double parking, bike lane blockages, and illegal maneuvers.

Almost all ESG organizations have been sharing safety and Vision Zero program information through their established channels.

D6: Service Providers – Collaboration

ACCS is working directly with e-bike and shared micro-mobility service providers to promote safe riding and parking for e-bikes and scooters through events and infrastructure:

- ACCS has started working with e-bike and shared micro-mobility service providers to promote safe riding on e-bikes and scooters through events like the National Walking Day event that had 50 attendees and the Electric Ride Experience event at the Arlington County Fair that had 300+ attendees.
- ACCS installed 70 [micro-mobility corrals](#) so far in 2022 and has additional locations identified for future installation. The micro-mobility corrals provide a designated area for users to park their scooters or e-bikes, with the goal of reducing blocked sidewalks and pedestrian access.



Capital Bikeshare station in Rosslyn

Upcoming in 2023

What to Expect in the Next Year

Over the next year, we expect to make progress on the following action items:

A3: Annual Crash Analysis – 2022 Hot Spots Program Implementation & New Hot Spots

We will complete a review of all 38 newly identified hot spots and will identify and implement improvements as quickly as possible. We anticipate publishing a final report of the 2016-2020 hot spots before the end of the year. We are also beginning the analysis and identification of the 2018-2022 hot spots and plan to post the new hot spots list before the end of the year.

A3: Annual Crash Analysis – Systemic Crash Analysis Implementation

We use systemic analyses to identify common contributing risk factors for crashes and then use that information to identify and address those same risk factors all over the county to proactively prevent crashes. In other words, where we see a specific type of problem in one (1) location, we try to fix that problem everywhere. We will begin deploying systemic safety treatments at the at-risk areas we identified throughout the County, starting with Equity Emphasis Areas. See the [website](#) for more information.

A3: Annual Crash Analysis – Audits on New High-Injury Network (HIN)

We will begin [safety audits](#) for the newly identified HIN corridors, starting with those that have not previously been audited. We prioritize HIN safety audits on corridors where there are upcoming/ongoing projects (to assist in coordination on safety features in these projects) and on corridors adjacent to Equity Emphasis Areas. We will implement a new audit documentation format this year to expedite implementation and allow us to conduct more audits per year.

A4: Equity Analysis – Equity Analysis Recommendations Implementation

In 2023, we will begin implementing and tracking the ten 10 action items detailed in the Transportation Safety Equity Analysis report. See the [Transportation Safety Equity Analysis](#) section in this report or the Vision Zero [Equity page](#) for more information about the analysis and implementation plan.

A7: Annual Benchmark Safety Analysis Results & Next Steps

In spring 2023, we are conducting our annual safety engagement. We will utilize multi-lingual outreach materials and will hold multiple pop-ups in areas throughout the county near the HIN corridors, hot spots, or in Equity Emphasis Areas. We will also host focus groups, with an emphasis on school stakeholders, including detailed conversations with students, staff, and parents regarding safety around schools and for students. We will publish findings from the 2023 Annual Safety Engagement with the 2023 Mid-year Report.

A8: Before & After Studies

The [Action Plan](#) states that we will review the efficacy of transportation safety mitigation measures (including both equipment and policies) by assessing conditions before and after implementation. This will inform future policies and implementation of such mitigation measures. We will continue or begin work on the following before/after studies during 2023:

- Demonstration [School Slow Zones](#): before/after comparison of speeds and community safety perception (data collection in progress)

- \$200 Additional Speeding Fine Signage: before/after comparison of speeds (data collection in progress)
- Speed Limit Reductions: before/after comparison of speeds (data collection in progress)
- [Flashing Beacons at Crossings](#): before/after comparison of driver yielding rates (data review complete / analysis and documentation in progress)
- Tools from the [Toolbox](#): upcoming before/after evaluations of specific tool applications
- Before & After Analyses: More before/after analyses for hot spots and pilot projects

B2: Plan / Project Review – Integrate Safety Evaluation as Part of Site Plan Process

We developed a methodology for incorporating transportation safety reviews into the Multimodal Transportation Analysis (MMTA) required for site plan development. We collaborated with developer teams to pilot an initial transportation safety analysis framework on two (2) recent projects: (1) the [1616 Fort Myer Drive site project](#) and (2) the [701 N Glebe Road site project](#). From these, we have developed lessons learned and have tentatively scoped the safety analysis into four upcoming MMTA submittals. In 2023, we will work on finalizing standard elements for safety analyses required with site plan applications as part of the MMTA. Thus far, the MMTA safety analyses have helped to (1) provide substantive support for frontage improvements and (2) enhance discussions about safety in the vicinity of the development projects.

B3: Safety Project Prioritization & Implementation – Quick-Build Projects

We have over 20 [quick-build safety projects](#) currently in progress (design or construction phases). We will begin construction on some of these projects in 2023 while others will begin design phases. View the [quick-build website](#) for updates on these and other new quick-build projects:

- 10th Street N. & N. Hudson Street
- 26th Street S. & S. Ives Street (completed 2023)
- 2nd Street S. & S. Garfield Street
- 7th Road S. between S. Carlin Springs Road and S. Jefferson Street (completed 2023)
- Clarendon Blvd & N. Queen Street/N Pierce Street
- Clarendon Blvd & N. Troy Street
- Clarendon Boulevard & N. Danville Street
- Crossing at Wilson Boulevard Midblock – Rosslyn
- Fairfax Drive & N. Jefferson Street
- Langston Blvd & N. Quantico Street
- N. George Mason Drive & 9th Street N.
- N. Glebe Road & Cathedral Lane
- N. Ohio Street & 18th Street N. (build out existing tactical)
- N. Ohio Street and 30th Street N. (tactical)
- N. Quincy St & 13th Street N.
- N. Quincy Street & 14th Street N.
- N. Rolfe Street & 14th Street N. (completed 2023)
- Nelly Custis Drive & N Quincy Street
- S. Chesterfield Road & S. Columbus Street (tactical)
- S. Four Mile Run Drive between S. Walter Reed Drive & S. George Mason Drive
- S. Glebe Road & S. Old Glebe Road
- S. Manchester Street near 2nd Street S.



Clarendon Blvd. & Danville St.

- S. Walter Reed Drive & S Lorton Street
- S. Walter Reed Drive & S. Kenmore Street
- S. Walter Reed Drive & S. Monroe Street
- S. Walter Reed Drive & S. Pollard Street
- Washington Blvd & N. Frederick Street
- Williamsburg Tactical Improvements from N. Potomac Street to John Marshall Drive (completed 2023)
- Wilson Boulevard & N. Fillmore Street (tactical)
- Wilson Boulevard & Oak Street (tactical)
- Wilson Boulevard & Rhodes Street (tactical)
- Yorktown Blvd & George Mason Drive (East Side)

B3: Safety Project Prioritization & Implementation – Safety-Driven Capital Projects

We plan to deliver [safety-driven capital projects](#) at 13 locations in 2023. Links provided below, if available:

- [18th Street S.; S. Fern Street to S. Eads Street](#): Protected bike lane; Slip lane closure; Crossing improvements
- [N. Ohio Street & 12th Street N.](#): Trail crossing improvements
- [Arlington Ridge Road & S. Lynn Street](#): Slip lane closure; Crossing improvements
- [Columbia Pike; S. Orme Street to S. Joyce Street](#): Utility undergrounding; Streetscape improvements
- [Columbia Pike; S. Oakland Street to S. Wakefield Street](#): Utility undergrounding; Streetscape improvements
- [Shirlington Road Bridge over Four Mile Run](#): New guardrail; Sidewalk widening
- [West Glebe Bridge over Four Mile Run](#): New bridge; New bike and pedestrian accommodations
- [12th Street S.; S. Eads Street to S. Clark Street](#): Streetscape improvements
- [Boundary Channel Drive](#): Interchange improvements
- [Washington Boulevard and 13th Street](#): Intersection Improvements
- [Army Navy Drive Complete Streets](#): Bicycle, transit, environmental and pedestrian facilities improvements
- 15th Street S. and S. Fern Street: Curb extension; ramp upgrades; Signal upgrade
- S. Arlington Ridge Road and S. June Street/28th Street S.

B5: Speed Management – Review of Roads with Posted Speeds 30MPH+

We are studying an additional 17 corridors with speed limits of 30mph or above, and data collection is in progress. We anticipate finalizing these studies and identifying necessary action in 2023 (e.g., speed limit reduction, speed mitigation measures, etc.). The 18 corridors we are currently investigating include:

- S. Four Mile Run Drive from Columbia Pike to Shirlington Road
- S. Walter Reed Drive from Columbia Pike to Arlington County line
- Wilson Boulevard from N. Glebe Road to Arlington County line
- S. Arlington Mill Drive from S. Walter Reed Drive to Arlington County line
- Lorcom Lane from Military Road to Spout Run Parkway
- N. Carlin Springs Road from N. Glebe Road to Arlington Boulevard
- S. Carlin Springs Road from Arlington Boulevard to Columbia Pike
- Williamsburg Boulevard from N. Glebe Road to 29th Street N.
- Fairfax Drive from N. Monroe Street to N. Glebe Road

- N. Roosevelt Street from 17th Street N. to Falls Church City line
- N. Sycamore Street from Williamsburg Boulevard to 17th Street N
- N. George Mason Drive from Yorktown Boulevard to Arlington Boulevard
- S. George Mason Drive from Arlington Boulevard to Fairfax County line
- N. Westmoreland Street from Arlington County line to Fairfax Drive
- Military Road from N. Glebe Road to Langston Boulevard
- Nelly Custis Drive from Lorcom Lane to Military Road
- 10th Street N. from Arlington Boulevard to N. Washington Boulevard

B6: Guidelines & Standards – Phase 2 School Slow Zones / Further Implementation

We are currently collaborating with school staff to finalize plans for the next round of school zone retrofits and school slow zones at the 14 schools listed in the Progress Overview: Process & Organization Action Items section of this report. We expect the updates to be installed in the spring/summer of 2023. We plan to begin the planning stages to retrofit all remaining school zones within the county later in 2023, with an implementation timeline likely in 2024. View the [Tools and Guidelines page](#) for updates on the school zone retrofit process.

B7: Multimodal Safety Toolbox – Pilot Projects

When we apply a new safety tool or strategy for the first time or in a new type of location, it is called a pilot safety project. Pilot projects typically use temporary materials so they can be installed, adjusted, and removed easily. We are working on identifying new pilot projects to install and assess in 2023. [Visit the pilots page](#) for updates and timelines.



School zone signage

B8: Data-Driven/Equitable Enforcement – Automated Enforcement Program Expansion

We will continue coordinating with the Virginia Department of Transportation (VDOT) to finalize the approval of the six (6) [red light camera](#) intersections and begin installation of cameras at the proposed intersection approaches:

- Columbia Pike & S. Queen Street & S. Washington Boulevard Ramps
- Wilson Boulevard & N. Lynn Street
- 10th Street N. & N. Barton Street
- Langston Boulevard & Kirkwood Road/N. Spout Run Parkway
- Langston Boulevard & Eastbound I-66 Off Ramp (Exit 72)
- Westbound I-66 Off Ramp & N. Lynn Street (Exit 73)

To launch the [speed cameras](#) in 2023, we are currently working on:

- School Zone Speed Camera Guidelines to determine when and where they should be deployed (guidelines are being developed with a team of subject matter experts through [Technical Assistance](#))

awarded through the Metropolitan Washington Council of Governments' Regional Roadway Safety Program). The guidelines will be finalized in 2023, at which point we will assess which school zones may be candidates for speed cameras.

- Procurement of a third-party vendor who will manage and operate the speed camera system. This process is on target for completion in spring 2023 to reach a final contract and speed camera deployment stages.

C4: Community Knowledge Building – Safety Campaigns & Outreach

In 2022, we launched the Critical Crash Mitigation Campaign to bring awareness to some of the top five (5) factors that contribute to crashes in Arlington. See the Progress Overview: Engagement Action Items section of this report to learn more about the campaign.

In 2023, we plan to relaunch the Critical Crash Mitigation Campaign with some adjustments to the materials and channels through which they are distributed. Per the Equity Analysis, we will look to enhance the reach of the campaign within Equity Emphasis Areas.

In 2023, we will also explore additional opportunities for partnership and outreach. For example, the [Action Plan](#) calls for crash data spotlights. We will look into opportunities to create more targeted mini campaigns throughout the year to increase awareness and education about local crash issues.

D1: Interdepartmental Collaboration on Safety - Launch Staff Training

The [Action Plan](#) identifies the need for a Vision Zero staff training video for all County employees (existing and onboarding staff). The objective of the training is to instill a unified awareness of safety issues for transportation safety for all County staff regardless of trade or discipline and to explain how staff from each department can carry the principles of Vision Zero into their day-to-day activities. We are in the process of creating the video, which we expect to launch internally in fall 2023.

D2: Virginia Department of Transportation - Coordination

About 20% of roadway centerline miles in Arlington are owned and operated by VDOT. This mileage includes major interstates (I-66 / I-395) and a few major arterials (Arlington Boulevard/Route 50, Langston Boulevard/Route 29, and Glebe Road). We will continue to collaborate with VDOT to address safety issues along corridors and at intersections that are owned by VDOT. This includes continuation of the initiatives listed in the Progress Highlights section, as well as other initiatives as identified through the hot spots program, HIN safety audits, systemic safety reviews, and responses to community-reported concerns.



Route 50/Arlington Blvd

Stay Connected & Engaged

A key component to the success of this program is communication and collaboration from all stakeholders. We encourage Arlington County residents, those who travel through the county and those with a strong interest in transportation safety to engage in this Vision Zero initiative. Below are the many ways to stay connected and engaged throughout the process.

Website

- <https://www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero>
- Sign up for Vision Zero e-newsletters
- Learn more about the Arlington Vision Zero program
- View more information about the Vision Zero project team

Social Media

- [Twitter.com/ArlingtonVA](https://twitter.com/ArlingtonVA)
- [Facebook.com/ArlingtonVA](https://facebook.com/ArlingtonVA)
- [Instagram.com/arlingtoncountyva/](https://instagram.com/arlingtoncountyva/)
- [Nextdoor.com/agency-details/va/Arlington/Arlington-county](https://nextdoor.com/agency-details/va/Arlington/Arlington-county)
- [Flickr.com/photos/arlingtonva](https://flickr.com/photos/arlingtonva)

Other Arlington County Contact Information

- DES-TEO@arlingtonva.us
- 2100 Clarendon Blvd., Arlington, VA 22201
- 703.228.3000

Appendices

1. Action Item Update Table

Note that the change in reporting cycle to calendar year creates an overlap between “Year 1” reporting (which covered Jan 2021 – Mar 202). From here forward, progress will be reported by calendar year only.

Obj	Action Item	Performance Metrics Status
A1: Crash Data	Link crash reports and calls for service data directly from Arlington County Police Department (ACPD) to Department of Environmental Services (DES).	Linkage on hold ACPD crash reports and calls for service have been redacted for security purposes. We will coordinate with ACPD staff on data sharing in the future.
	Improve officer crash report training using feedback from the data audit and annual analysis to ensure consistency in report completion and geolocation.	Completed “Year 1” – Changes incorporated into trainings and materials Continued collaboration on crash reporting We are working to ensure that all police officers classify and report severe injuries accurately and consistently through the FR-300 report to ensure program metrics and critical crash response are flagging the appropriate crashes.
	Improve access to crash data reported by Virginia State Police (VSP) and National Park Police (NPP).	Continued collaboration with VSP and NPP We are exploring the NPP dataset and identifying next steps for integrating this information with crash data. We collaborate with VSP on all severe and fatal crash responses and assess crash reports and information on an ad-hoc basis.
	Obtain micro-mobility crash data and use for analysis.	Micro-mobility crash dataset in-use The dataset includes information from scooter operators and includes scooter complaint information, which allows us to understand key scooter safety issues. We have also learned about scooter crashes through hospital injury records. We are coordinating with Arlington County Commuter Services (ACCS)/ACPD to continuously improve access and information.
A2: Supporting Data	Link select traffic citation data directly from ACPD to DES staff for analysis and reporting.	Linkage on hold ACPD citation data have been redacted for security purposes. We will coordinate with ACPD staff on data sharing in the future.
	Collect and analyze data as part of safety investigations including behavioral and observational information (e.g. field and site visits).	10 data collection locations in 2022 We collected a variety of observational/ behavioral data and speed data, including for before/after studies of permanent and pilot projects.
	Link volume and crash data to allow for countywide crash rate/normalization analysis.	Completed “Year 1” – Normalization incorporated into 2022 Hot Spot & Systemic Analysis Methodologies In-House normalization tool in progress Internal tool for crash rate analysis in development but continues to lack speed and volume data on all roads countywide. Hot Spot and High-Injury Network (HIN) updates will include normalization process The next round of Hot Spots and the High-Injury Network updates apply normalization by volume and/or functional classification to help identify disproportionalities in crashes.

Obj	Action Item	Performance Metrics Status
	Create a geodatabase of community-reported concerns reported through community feedback channels for use in safety analysis.	Request tracking is publicly available To check the status of community-reported investigations, visit the Request for Service Portal and scroll down to "Data Transparency" to view our Data Dashboard for Service Requests or Open Data service request results . We also use this dataset as we investigate hot spots, HIN corridors, and other ad-hoc safety issues.
	Invest in "smart" equipment that supports the collection of data in daily operations.	Eight (8) Smart Rectangular Rapid-Flashing Beacons (RRFBs) Installed The electric RRFBs track the number of button-pushes.
	Obtain hospitalization data on vehicle, cyclist, scooter, and pedestrian injuries to supplement injury data in crash reports.	Hospital data maintained / in-use We established a contact with the Virginia Hospital Center trauma center and are continuously compiling and analyzing monthly data on crash-related injuries. We have also been working on obtaining data from other local trauma centers. The data summaries are used as part of the Action Item A4 Equity Analysis.
	Maintain spatial inventories of key transportation assets (e.g., sidewalks, ramps, signs, bus stops, street lights) in the County, which can be used in systemic analysis to identify patterns where certain infrastructure exists.	Completed "Year 1" – Sidewalk Inventory Complete / Neighborhood Streets Inventory Initiated Finalized neighborhood and arterial streets inventory To compliment the neighborhood streets inventory project, we launched an inventory of all arterial streets, which is complete and will be incorporated into safety analysis going forward. Asset management system in use These inventories are being aggregated in an asset management system and assist in systemic and planning-level safety efforts.
A3: Annual Crash Analysis	Perform a systemic review of common factors in severe/fatal crashes with supporting data.	Completed "Year 1" – 2017-2019 Systemic Review Complete Documentation and implementation plan in progress for 2016-2020 systemic review We completed a systemic analysis for 2017-2019 which identified common crash risk factors and locations on a countywide level. We updated the three-year 2017-2019 systemic analysis with a more in-depth systemic analysis for the five-year period from 2016-2020 to investigate the relationships between crash severity, risk factors, transportation infrastructure, land uses, and equity indicators to better understand why/where crashes happen and use that information to predict other high-risk locations. Results of this systemic evaluation are available on the website .
	Review the High-Injury Network every three years using the most recent three-year severe injury/fatal crash data and supporting data.	Completed "Year 1" – 4 HIN Audits 3 HIN Audits Complete We completed preliminary safety audits of three high-injury network corridors in 2022: S Glebe Rd, N Carlin Springs Rd, and S Four Mile Run Dr, which are currently being documented. Audit findings are documented here . Updated HIN We completed a High-Injury Network analysis for 2017-2019 , which produced the High-Injury Network currently in use to inform audits and project prioritization. We updated the HIN using 2018-2022 crash data and an updated methodology.
	Perform an annual hot spot review.	Completed "Year 1" – 2020 Hot Spot Program wrap up 2022 Hot Spot Analysis Action (69 Locations identified; 23 Locations Reviewed; 9 Improvements in Progress; 3 Improvements Installed We followed up on the in-progress locations from the 2020 Hot Spot Program and are reviewing the 2022 hot spot locations and developing plans to address safety concerns. We have reviewed 23 locations, have improvements in progress for 9 of those locations, identified upcoming improvements at 7 of those locations, installed

Obj	Action Item	Performance Metrics Status
		improvements at 2 locations (plus 1 former hot spot location), and did not identify further recommendations for 6 locations. We are currently evaluating 14 locations and have 35 past hot spots in the queue for monitoring/reevaluation.
	Publish an annual crash report identifying annual and long-term crash patterns using consolidated police data (ACPD / Virginia Department of Transportation (VDOT)) that will serve as the central source for County crash reporting.	Completed "Year 1" – 2021 Annual Crash Report Published 2022 Annual Crash Report upcoming in 2023 We developed the 2022 Annual Report in early 2023.
A4: Equity Analysis	Develop maps of equity-related indicators overlaid with crash data, supporting data, and inventory data to identify how transportation safety relates to areas of disparity.	Initial mapping, analysis, & research complete We published the Vision Zero Transportation Safety Equity Analysis and will complete monitoring and further analysis in 2025.
	Use the findings from the overlay analysis to identify safety projects that will close gaps in access to safe transportation.	Recommendations and tracking plan initiated The Vision Zero Transportation Safety Equity Analysis details actions and tracking metrics to be deployed and tracked over the next two years leading up to the 2025 Action Plan update, which will include an assessment of progress and next steps for the equity analysis.
A5: Critical Crash Reviews	Participate in a quarterly, interdisciplinary review of all critical crashes.	9 meetings since Action Plan adoption We hold meetings every quarter (and as needed).
	Implement follow up action items based on findings from the critical crash meetings.	Completed "Year 1" – 55 crashes reviewed; 7 improvements implemented; 1 campaign initiated 50 Crashes Reviewed; 7 Improvements Implemented; 18 Improvements Being Assessed or In-Progress We reviewed 50 critical crashes, implemented safety improvements at seven (7) locations, are in the process of implementing engineering improvements at six (6) locations, and are actively assessing potential engineering improvements at another 12 locations.
A6: Vision Zero Program Reporting	Publish an annual Vision Zero report to document efforts related to implementation of the Action Plan; crash statistics; results of the Annual Safety Feedback Engagement and overall impacts of/opportunity for the program.	Completed "Year 1" – Mid-Year https://www.arlingtonva.us/files/sharedassets/public/transportation/documents/vz-annual-report-spring-2022-final.pdf report published Program reporting up-to-date Annual Report and Mid-Year Report published in May 22 and Nov 2022, respectively. This is the second annual report, which covers calendar year 2022. Note that we shifted the reporting timeline because the previous reports were confusing and not aligned with the calendar or fiscal year. Moving forward, we will cover the previous calendar year in the annual report (to be released in April, when we will also hold an Open House) and will cover the first half of the year in the mid-year report (to be released in October, when we will also hold an External Stakeholders Group (ESG) meeting.)
	Post a Vision Zero tracking dashboard on the Vision Zero website that allows community members to review crash data through an interactive map and charts.	Completed "Year 1" – Dashboard published and subsequently enhanced Dashboard Up-to-Date We updated the online dashboard with the latest VDOT dataset (December 2022).

Obj	Action Item	Performance Metrics Status
A7: Annual Benchmark Safety Assessment	Design an annual assessment of perceived safety that will identify and track transportation-related safety issues in Arlington over time and across demographics and locations.	Completed "Year 1" – Form developed Form in-use Our annual engagement process will continue to use the same form for longitudinal analysis. We added an interactive map this year to update the community map from the 2020 Action Plan engagement. We will incorporate the safety map every three years to continuously update that information.
	Conduct assessment each year collecting responses from residents, workers, and visitors in Arlington.	Completed "Year 1" – Engagement complete; 1,350 people engaged 2023 Annual Engagement in progress We will host annual safety engagement activities through April. The activities, results, and next steps from the engagement will be published in the Mid-Year report in fall 2023.
A8: Before & After Studies	Review the efficacy of transportation safety mitigation measures by assessing conditions before and after implementation based on established measures of effectiveness.	3 pilot before/after analyses complete; 8 before/after hot spot treatments evaluated We have before/after studies in progress and will continue to be updated on the Vision Zero Before/After webpage .

Objective	Action	Performance Metrics Notes
B1: Master Planning	Begin a Master Transportation Plan (MTP) update, with all modal elements combined, that recognizes the Vision Zero safety program and principles as one of its cornerstones.	Pre-planning work ongoing We have discussed innovative methods and lessons learned with neighboring jurisdictions and peer cities around the country that have recently completed updates to their MTPs, including how to incorporate Vision Zero principles. We are developing a framework for approaching a realigned MTP and, pending internal approval, are on track to release a Request for Proposals (RFP) for consultant support in 2023.
	Integrate safety as a priority into project evaluation criteria for all new capital projects and incorporate these elements into project design.	Completed "Year 1" – Project Ranking Tool Developed / Safety Criteria Included Implementation ongoing In 2022, we developed a capital projects prioritization tool to assist in the development and implementation of the Transportation Capital Improvement Plan (CIP). The tool places a heavy emphasis on health and safety projects, especially those with known safety concerns and crash history. This tool was used to guide the FY23 CIP in collaboration with TE&O and Transit and other agencies within the county where projects may overlap.
	Integrate the principles of Vision Zero into other planning updates, ensuring that effective transportation and transportation safety policies are incorporated.	3 studies include Vision Zero We launched both the South George Mason Drive Multimodal Corridor Study and Arlington Boulevard Trail Feasibility Study in spring 2022 and have advanced to the concept development phase. These planning efforts are both centered around providing safe, convenient multimodal transportation options and reducing crash risk through upgraded bicycle and pedestrian facilities, shorter and more comfortable crossings, rightsized travel lanes, adjusted signal phasing, and increased separation between vehicles and nonmotorized users. In the South George Mason Drive Study, we are also developing improvements for three of the Vision Zero hot spot locations: at the intersections of S George Mason Drive with Arlington Boulevard, Columbia Pike, and S Four Mile Run Drive. Additionally, the Transit Strategic Plan includes Vision Zero principles and actions.
	Coordinate land use and transportation planning efforts to balance safety improvements with affordability/equity needs across plans and projects.	No Metric Identified We will initiate action on this item as larger scale safety projects come into the pipeline.

Objective	Action	Performance Metrics Notes
B2: Plan/Project Review	Implement a standard and documented approach for integrating safety as a priority into the private site plan development review process through incorporating a safety review and set of recommendations into the Multimodal Transportation Analysis (MMTA) and throughout project design and review.	<p>Completed "Year 1" – Draft Crash & Safety Analysis Template Developed</p> <p>2 site plans piloted crash/safety analysis We developed a methodology for incorporating safety reviews as part of our MMTAs for special exception site plan projects and initiated a pilot effort to include these reviews at two locations (1616 Fort Myer Dr and Ballston Macy's (701 N Glebe Road)). There are four upcoming site plans in the scoping process, and they will tentatively include our safety analysis in their MMTA submittals.</p>
	Document and implement a standard approach to conducting safety analysis at the onset of a transportation capital improvement project.	<p>No Metric Identified We currently assess conditions and safety needs at the onset of capital project planning. We have a target to formalize a standard process over the next year.</p>
	Collaborate on the plan and design of all new or improved parks and trails to ensure safe access and mobility.	<p>Completed "Year 1" – 6 park/trail projects reviewed (3 reviews 100% complete)</p> <p>5 park/trail projects reviewed (2 reviews 100% complete) (1) Benjamin Banneker Park – Parks Capital Project, (2) Shirlington Pedestrian Bridge Parks Capital Project, (3) Long Bridge Connector – VDOT Project, (4) S Glebe & Mt Vernon Ave Intersection Trail Connection – Signals Capital Project, (5) New Park at Amazon – Parks/Developer Project</p>
B3: Safety Project Prioritization & Implementation	Develop and implement criteria to review and prioritize quick-build and large scale/long-term safety projects identified through Vision Zero analysis, HIN audits, critical crash reviews, or ad-hoc crash analysis.	<p>Completed "Year 1" – Evaluation Criteria Developed for Capital Projects</p> <p>Evaluation criteria for quick-build projects in practice In fall 2022, we developed a rudimentary prioritization tool for ranking quick-build safety projects that considers whether a project is on the high-injury network, if it's at a hot spot or has recent crashes, if it's within an Equity Emphasis Area, if it's near a school zone, if it solves systemic risk factors, and the scope/scale of the project. We used this process to plan for quick-build projects in winter 2022/23. See the quick-build page for updated information on our project prioritization and project workflow processes.</p>
	Develop a process for moving large scale investment projects identified through safety reviews into the capital investment/implementation pipeline.	<p>Capital project programming process developed We initiated a process for moving safety-driven tactical and quick-build projects into the Capital project program. We also bring projects identified through HIN or Hot Spot evaluations into the capital budgeting cycle.</p>
	Implement quick-build safety projects via the Vision Zero CIP Program.	<p>Completed "Year 1" – 9 quick-build projects</p> <p>11 quick-build projects complete See list of quick-build projects in the Progress Highlights Section. Visit the quick-build page for information on upcoming quick-build projects.</p>
	Implement large scale, long term safety projects via the CIP Program.	<p>7 capital projects completed / 13 in progress See list of safety-driven capital projects on the Vision Zero Safety-Driven Capital Projects webpage.</p>
B4: Safety Project & Program Funding	Secure Vision Zero program funding in the CIP for immediate action, quick-build projects.	<p>\$1.2M in FY23 We confirmed Street Safety Improvements in the CIP and are working to program safety funding into the CIP update.</p>
	Secure funding for larger scale investment projects identified through the safety program.	<p>4 safety-driven capital projects programmed See list of activities in the Progress Highlights Section.</p>

Objective	Action	Performance Metrics Notes
	Maintain resources for equipment and treatments introduced by Vision Zero safety improvement projects.	Upcoming We are developing infrastructure inventories to help estimate funds needed to maintain recent safety improvements.
	Identify staff dedicated to the County's transportation safety program, including a full-time Vision Zero program coordinator.	2 full-time Vision Zero employees hired / 1 full-time position in recruitment Funding for two full-time Vision Zero positions were approved in the FY23 budget. A third position has been reallocated and is in recruitment.
	Apply for grants strategically, focusing on funding larger-scale, longer-term safety projects.	Completed "Year 1" – \$95K Awarded in technical assistance for safety work Awarded funding for 5 safety-related projects; submitted 5 funding applications Projects that received funding include: (1) Northern Virginia Transportation Authority (NVTA) funds for Ballston-MU Metrorail Station West Entrance, (2) Northern Virginia Transportation Commission (NVTTC) I-66 Commuter Choice funds for Ballston-Marymount University (MU) Metrorail Station West Entrance, (3) State Revenue Sharing funds for Fort Myer Drive Two-Way Conversion, (4) Federal Bridge Formula funds for Mount Vernon Avenue Bridge over Four Mile Run, and (5) State State-of-Good-Repair (SGR) Bridge funds for Mount Vernon Avenue Bridge over Four Mile Run.
B5: Speed Management	Conduct a review of speeds and posted speeds on the High-Injury Network that considers roadway and land use characteristics and deploy speed mitigation measures based on findings.	3 HIN speed studies complete; 5 HIN speed studies in progress We identified corridors for evaluation through HIN audits or through the systemic evaluation of all roadways with a posted speed of 30mph or higher.
	Conduct a review of speeds and posted speeds of non-interstate roadways in the county with speeds 30MPH and above that considers roadway and land use characteristics and deploy speed mitigation measures based on findings.	Completed "Year 1" – 7 speed limits reduced 7 speed limits reduced to 25mph; 17 corridors w/ speed studies initiated See list of speed management activities in the Progress Highlights Section of the Main Report.
	Develop and adopt a process to reduce speed limits below 25mph on County roads.	Completed "Year 1" – Adopted & implemented process; Implemented 13 20MPH school slow zones 14 20MPH school slow zones planned We confirmed a process for lowering speeds below 25mph. In 2023, we are planning for installations of school slow zones at 14 additional schools.
B6: Guidelines/Standards	Revisit and update existing guidelines for infrastructure specifications and placement and adjust to ensure best practices for safety considerations.	Completed "Year 1" – 6 guidelines updated 1 guideline posted Guidelines updated include: (1) Median nose guidelines. All guidelines are posted on the Tools & Guidelines page .
	Consider and create new guidelines for development and implementation to enhance safe access and operations on the transportation system.	7 guidelines in development We have seven new sets of guidelines under development for publication likely in 2023: (1) Maintenance of Traffic (MOT) during construction plan review, (2) \$200 additional speeding fine signs, (3) school zone speed cameras, (4) truck restrictions, (5) leading pedestrian intervals (LPIs), (6) trail/street intersection crossings, (7) school zones.
	Refine school zone guidelines to establish consistent signage, signage placement, speed limit reductions, and pavement markings in school areas.	Reviewed 13 school slow zones / Preparing for 14 additional school slow zone installations We developed draft school zone guidelines and demonstrated them at 13 schools in 2021. Given positive feedback from the community, Arlington Public Schools (APS), and ACPD, we finalized the school zone guidelines and planned 14 new school zone retrofits/school slow zone installations for 2023.

Objective	Action	Performance Metrics Notes
	Review crossing guard location standards and apply a prioritized ranking based on environmental characteristic data to allocate crossing guards where they are needed the most each year.	Completed "Year 1" – Crossing Guard Location Prioritization Complete Prioritization process and criteria in use Each year, APS and ACPD collaborate to prioritize the locations for crossing guard deployment.
B7: Multimodal Safety Toolbox	Develop a Multimodal Safety Toolbox that identifies strategies available to address safety concerns for all modes.	First generation Toolbox published We addressed comments from the community on the Toolbox received in early 2022 and presented the revised draft to the Transportation & Planning Commissions in Summer 2022. We have shared the first generation of this "living" Toolbox document on the Tools & Guidelines page .
	Actively maintain and update the Multimodal Safety Toolbox over time, as well as reporting metrics on the County's implementation of each tool in the Vision Zero Annual Report.	Tool metrics reported Our 2022 Annual Report contained the first annual summary of tool deployment and this report contains the second. We have also posted a tool tracking summary on the Tools & Guidelines page . We will update the Toolbox document when tool guidelines or standards take place or when there is a need to add or remove a tool.
	Establish a methodology for deploying pilot projects. The methodology shall include monitoring and evaluating based on data/public input collected on the pilot.	Completed "Year 1" – Developed Pilot Process; 2 Pilot Projects Complete 5 pilot projects in progress In Progress Pilots include: (1) Oak St Walkability Improvements; (2) Nelly Custis Dr & Military Rd Temporary Roundabout; (3) Fort Myer Dr & Langston Blvd Crossing Improvements, (4) Patrick Henry Dr & 18th St S School Crossing Improvements, and (5) Oakridge Elementary School Temporary Road Closure
	Conduct system-wide, holistic reviews of deployed tools and implement updates to ensure consistent and equitable safety treatments throughout the County.	Completed "Year 1" – 6 tools evaluated; 1,537 locations updated 2 tools scheduled for evaluation (1) controlled crossings (update to high-visibility markings) and (2) concrete barriers.
B8: Data-Driven/Equitable Enforcement	Use speed/crash data in combination with input from the community to identify and implement automated enforcement including red light cameras and speed cameras at schools or in work zones (locations permitted by Virginia Law).	Completed "Year 1" – Speed cameras ordinance adopted 6 red light camera installations in progress We recommended six new red light camera intersections, which are currently under review for approval by VDOT. Procurement for speed camera vendors in progress We are working to procure a vendor and to create guidelines for speed camera placement.
	Explore new and/or automated monitoring or enforcement options.	Upcoming We have no official action on this item yet due to legal limitations.
	Review and report demographic data captured through enforcement activities throughout the County.	Reviewing data on an ongoing basis You can view information regarding demographics for traffic stops on the Virginia Open Data Portal .
B9: Facilities Maintenance	Monitor and adjust maintenance strategy when a safety concern is identified by staff or the community.	In progress We actively review and respond to maintenance concerns reported through the Request for Service Portal, as well as incoming calls and messages.
	Identify and implement safety improvements through the County's annual repaving process through a standardized and transparent methodology.	Completed "Year 1" – Over 10,000 linear ft of new or enhanced safety design elements Repaved 70+ miles of roadway; 3.86 miles of new or enhanced bike lanes or skips We repaved, remarked, and updated over 70 miles of roadway in the 2022 repaving effort. Staff have established an annual public engagement process to communicate and obtain input for repaving projects.

Objective	Action	Performance Metrics Notes
B10: Maintenance of Traffic Design & Active Construction	Ensure coordination when a park, trail, or other public space is being developed to ensure safe space and continuity for both motorized and non-motorized travel.	Completed "Year 1" – 180 Total MOTs Reviewed / 8 MOTs Reviewed with Arlington County Department of Parks & Recreation (DPR) 157 MOTs reviewed / 3 MOTs Reviewed with DPR We review these MOTs for safety features as part of public and private plan reviews. MOT reviews also conducted in partnership with DPR include: (1) Dominion Substation by Four Mile Run Trail (inc. VDOT), (2) Four Mile Run Trail – Shirlington Pedestrian Bridge, (3) Washington and Old Dominion (W&OD) Trail – Sparrow Pond
	Apply a temporary lower speed limit (at least 5mph lower than posted speed) in work zones, starting with County reviewed projects.	In progress We apply temporary lower speed limits on a case-by-case basis, typically for long-term construction durations, construction on arterials that affect 2 or more lanes of travel in a direction, construction areas that propose new elements such as crossings (temporary RRFBs), and complex construction zones due to right-of-way constraints.
	Develop MOT plan guidance that enhances safety considerations for all modes in public and private construction projects, including a policy for temp lower speed limits in work zones.	Draft guidance in progress We developed preliminary MOT guidance, presented the draft to the Bicycle Advisory Committee and the Pedestrian Advisory Committee in 2022, and subsequently updated the draft. Our final review and publication are pending due to staff availability.
	Expand the County's ability to monitor active construction to ensure all signage, materials, temporary access, and detour routes follow established guidelines.	In progress We are working on training an inspector team that will support the goals of the Vision Zero effort for site and MOT inspections. Enhanced the Request for Service Portal to include MOT reporting We updated the online Request for Service Portal by adding a way to report issues with MOT plans, which helps the County. We responded to 237 requests, with an average 16-workday closure rate.

Objective	Action	Performance Metrics Notes
C1: Ongoing Safety Engagement	Provide public and stakeholder engagement opportunities specific to the Vision Zero program once the Action Plan is in implementation.	Completed "Year 1" – 8 safety engagements 5 engagements completed We completed four pilot engagements: (1) N Oak St Pilot, (2) Patrick Henry Dr & 18 th St N Pilot, (3) Oakridge Road Closure Pilot, (4) Nelly Custis/Military Roundabout Pilot, in addition to the Annual Safety Engagement.
	Prioritize engagement with vulnerable or hard-to-reach user groups in transportation safety-related efforts or projects, including making sure information is available to people of different languages and abilities.	Completed "Year 1" – Annual safety engagement; three focus groups Ongoing accessible engagement; Annual Safety Engagement and Three Focus Groups We translate public engagement and communication materials into different languages based on the scope and scale of the effort. Our website content is also designed for auto-translation. Our Annual Safety Engagement includes strategic engagement to connect with harder-to-reach populations.
C2: Accessible Feedback Channels	Merge Arlington County Customer Care & Communications (C3) and Report-a-Problem to create an easy-to-find/use/track, one-stop-shop on the County's website. Provide links and contact information to ensure this channel is accessible to all people.	Completed "Year 1" – Integrated 'Transportation Investigation Form' into the Request for Service Portal Added links to websites; printed business cards In 2022, ACPD and we incorporated links to the online reporting platform throughout our websites to make it easier to find. We also developed "business cards" with a QR code to the reporting tool, which are distributed at major public events to increase awareness. Moving forward, our awareness and education efforts about community reporting channels will focus on Equity Emphasis Areas per the recommendations of the Vision Zero Equity Analysis .

Objective	Action	Performance Metrics Notes
	Complete timely review of and response to concerns submitted in the community reporting channel.	<p>Completed "Year 1" – 3,079 public requests (between Jan 1 – Mar 31, 2022) with a 12-day completion average 3,523 public service requests with a 25-day completion average From Jan 1 – Dec 31, 2022, we received 3,523 public requests related to safety or maintenance. The average time for us to respond to a service request was 25 workdays (excluding weekends/holidays) / 34 calendar days. Note: these numbers are higher than in the past because we began tracking more investigations in the system (now includes all traffic safety investigations, MOT issues, Block Street/Sidewalk/Bike Lane reports, and Scooter issues).</p>
C3: Vision Zero Program Communications	Maintain a comprehensive Vision Zero website that is updated frequently with educational materials, project updates, resources, progress reports, upcoming events, public-facing crash data/maps, a Vision Zero tracking dashboard, action item tracking, and contact information.	<p>Completed "Year 1" – Transitioned to new web platform; Added 6 sub-pages Updated semi-monthly; reorganization complete We updated the website several times per month and delivered an overall content reorganization effort to ensure that information is easy to find on the site. We are continuously assessing site capabilities and making improvements as staff time allows.</p>
	Build and maintain a Vision Zero listserv that disseminates information about ongoing projects and programs that relate to transportation safety.	<p>Completed "Year 1" – 11 Newsletters Sent 11 Newsletters Sent; 2,081 Subscribers We send one (1) bilingual Vision Zero newsletter per month; the current number of subscribers (2,081 as of early 2023) increased by 323 since November 2022.</p>
	Use email distributions and social media outlets spanning different County departments to increase awareness of the Vision Zero program; data trends; and transportation issues/projects.	<p>In Progress The Interdepartmental Stakeholders Group has been sharing Vision Zero messaging through County emails and social media channels.</p>
C4: Community Knowledge Building	Develop periodic communications to target audiences (for example, crash trend spotlights) to help increase awareness of transportation safety issues and use existing County-led outreach programs to share this information.	<p>Critical Crash Mitigation Campaign complete We used the results of the critical crash meetings, hot spot analysis, and systemic analysis to highlight crash trends and target communications and engagement to affected audiences. The first of these efforts is the Critical Crash Mitigation Campaign, which we completed in January 2023. The estimated reach of the campaign was about 150,000 people per month.</p>
	Share materials from regional, state, or Federal education and communications campaigns to maximize reach by sharing messaging and information.	<p>Completed "Year 1" – 1 Regional Campaign Shared 16 campaigns shared ACPD conducted outreach and social media promotion for events in partnership with Metropolitan Washington Council of Governments (MWCOG) (regional), DMV (state), and National Highway Traffic Safety Administration (NHTSA) (federal).</p>
	Provide transportation education and support to the community.	<p>Completed "Year 1" – 55 classes & events with 2,800+ attendees; 25 campaigns reaching thousands 80+ classes & events with attendees; 2,000 campaigns reaching hundreds; 35 campaigns shared; 476 car seats inspected See list of classes/event and other outreach campaigns in the Progress Highlights Section.</p>
	Tailor education efforts to address negative transportation-user behaviors as identified through systemic crash analysis (e.g. driving under the influence, speeding, and distracted driving) through targeted outreach campaigns.	<p>Critical Crash Mitigation Campaign complete; estimated reach of 150,000 people/month We used the results of the systemic crash analysis to create targeted messaging and are actively sharing across communication platforms (social media, posters, online advertisements, advertisements in local newspapers, and via County & APS listservs). Estimated monthly reach was 150,000+ people.</p>
	Provide traffic speed and count data for public viewing through the open data	<p>In progress We are working to obtain a more complete speed and count dataset for the County. We will discuss dataset completeness and</p>

Objective	Action	Performance Metrics Notes
	portal so that members of the community can learn about observed behaviors.	formatting in 2023 with the ultimate goal of providing this information in the open data portal.

Objective	Action	Performance Metrics Notes
D1: Interdepartmental Collaboration on Safety	Maintain interdepartmental representatives who carry the Vision Zero message and coordinate/track action items with their departments.	15 departments/bureaus actively participating (1) Fire Department, (2) Manager's Office, (3) Development Services Bureau, (4) Police Department, (5-9) Department of Environmental Services – Transit, TE&O, Water Sewer Streets, TPCPM, ACCS (Arlington Transportation Partners (ATP) + BikeArlington + WalkArlington), (10-11) Community Planning, Housing and Development (CPHD) – Arlington Neighborhood Program, Current Planning, (12) Department of Human Services – Public Health, Risk Management, (13) Communications, (14) Public Safety
	Hold regular meetings and communication with representatives from each of the County's departments and bureaus to coordinate Vision Zero action items and document progress.	Bi-monthly meetings We meet every other month to discuss progress toward Vision Zero action items and ongoing safety needs and updates.
	Host a Vision Zero staff training video required for all County employees to instill a unified awareness of safety issues for transportation safety.	Training materials in progress We are working to create a staff education video to improve Vision Zero understanding and training for all County staff and contractors. We expect to launch the video internally in 2023.
D2: Virginia Department of Transportation	Engage in a quarterly meeting to address safety issues, hot spots, target or emphasis areas, or projects on VDOT-maintained roadways.	Completed "Year 1" – 3 meetings; 2 quick-build projects; 3 corridor improvements; 14 crossing improvements 2 Meetings; 11 ongoing safety initiatives See detailed list of activity in the Progress Highlights Section.
	Collaborate with VDOT on reducing speeds and speed limits on VDOT-maintained roadways.	1 speed limit reduced; 1 speed study in progress We are assessing speeds on two VDOT-owned corridors: Glebe Rd and Old Dominion Dr. We completed the speed study on Glebe Rd, and VDOT approved the speed limit change and installed the new signage in November 2022. We are collecting data on Old Dominion Dr to prepare for a formal speed study to be coordinated with VDOT.
D3: Regional Agency Coordination	Participate in regional Vision Zero or safety program coordination activities to share safety practices and lessons learned across the DC region's transportation safety programs.	Completed "Year 1" – 9 Meetings with Regional Partners / Hosted Street Smart Campaign Kick-off 2 meetings with regional partners; 3 regional events We presented at the following events: (1) Schar School's Regional Elected Leaders Initiative Reducing Traffic Deaths and Injuries webinar, (2) George Washington University's 2022 Age-Friendly Ecosystem Summit, and (3) the Women's Transportation Seminar (WTS)-Institute of Transportation Engineers (ITE)- Conference of Minority Transportation Officials (COMTO) Bike Tour. We also attend regional Vision Zero coordination meetings and MWCOG Transportation Safety Subcommittee meetings that share data, information, and strategies to improve safety from other local jurisdictions.

Objective	Action	Performance Metrics Notes
	Engage in meetings and communication on transportation safety issues with regional agencies.	In progress In addition to the MWCOG subcommittee meetings listed above, we meet regularly with a group to discuss projects, specifically the operation of regional bus service in areas where the MOT forces relocation of the buses.
D4: Legislative Advocacy	Identify a legislative policy agenda in advance of each year's legislative session and coordinate that agenda with the County's legislative liaison to build partnerships and advocate for agenda items for consideration at the General Assembly.	Completed "Year 1" – Legislative Package Submitted for General Assembly Legislative package under consideration The County Board adopted the 2023 legislative package at its meeting on December 17.
D5: Stakeholders	Facilitate discussions with the County's committees, commissions, business community, and interest groups through the External Stakeholders Group that engages in an annual program update and mid-year program report. This group will allow stakeholders to stay engaged in the process and provide feedback to program staff once the Vision Zero program is in implementation.	25 groups represented Mid-Year meeting with the ESG (open to the public) took place on Dec 6, 2022. Participants include: APS Joint Committee on Transportation Choices; APS Advisory Committee on Transportation Choices; Bicycle Advisory Committee; Disability Advisory Committee; Pedestrian Advisory Committee; Transit Advisory Committee; Transportation Commission; Neighborhood Complete Streets Commission; Climate Change, Energy and Environment Commission; Commission on Aging; Parks and Recreation Commission; Planning Commission; Site Plan Review Committee; Housing Commission; Civic Federation; Washington Area Bicyclist Association; Ballston Business Improvement District (BID); National Landing BID; Rosslyn BID; Columbia Pike Partnership; Langston Boulevard Alliance; Arlington Families for Safe Streets.
	Share safety information and engagement programs with representing organizations and communities so that they can help foster the community culture of safety and increase inclusivity in the program.	Information sharing & various advocacy efforts and events See list of initiatives and efforts in the Progress Highlights Section.
	Enhance transportation safety around schools by conducting school zone or intersection audits to identify areas to improve safety conditions or retrofit the school zone based on the new school zone guidelines.	Completed "Year 1" – 6 intersections reviewed; 4 pilot projects identified; 13 school zone updates; 18 walk audits 2 pilot projects identified; 14 school zone updates; School Zone Guidelines Published; Speed Camera Guidelines in Development See Progress Highlights section for more details on initiatives.
D6: Service Providers	Work with County contract service providers to ensure alignment with Vision Zero's safety and equity priorities in their task work by adding a statement committing to Vision Zero/transportation safety practices to all new design, engineering, or construction contracts and set clear goals in kick-off meetings with project and construction managers.	In-Progress We are developing Vision Zero requirements to integrate into contracts and a timeline for the integration.
	Establish relationships with transportation service providers that operate in Arlington (e.g., ride hailing services, scooter companies, taxis, shuttles, etc.) to share experiences/data and identify opportunities for improvement of safety in operations.	Completed "Year 1" – Established 6 contacts; hosted meetings on pick-up/drop-off zone best practices; hosted 2 events with 30+ people Issued all available permits (1,000) for dockless ebikes; Installed 70 micro-mobility corrals ACCS is working directly with e-bike and shared micro-mobility service providers to promote safe riding and parking for e-bikes and scooters. ACCS installed 70 corrals in 2022. They have also been hosting educational events to promote safe riding.

Objective	Action	Performance Metrics Notes
	Establish relationships with trucking and delivery services to improve curbside operations and allow prompt coordination on safety issues.	Upcoming We have not taken action on this item yet.
	Establish relationships with utility companies to allow prompt coordination on safety issues with infrastructure or repair work.	Completed "Year 1" – Established 2 Contacts

2. Critical Crash Mitigation Campaign Graphic Examples

All graphics were available in English, Spanish, Arabic, Amharic, Mongolian, and Chinese. You can learn more about the campaign [here](#).

SLOW DOWN
SAVE LIVES

Speeding saves an average of only 2 minutes.
But it could cost someone a life.

Did you know?

1 in 4 crashes in Arlington involves speeding.



Arlington is one of America's *most walkable communities.*

EXPECT PEOPLE
STOP FOR PEDESTRIANS

Did you know?

1 in 3 severe or fatal crashes in Arlington involves a pedestrian.

Learn more about how we are working to achieve our goal of **zero** transportation-related deaths and fatalities on our roads and trails by 2030

Get Involved

Photo: Sam Kittner/Kittner.com





FIVE WAYS

YOU CAN MAKE OUR ROADS SAFER



**SLOW DOWN
SAVE LIVES**



1 in 4 crashes in Arlington involves speeding.

**EXPECT PEOPLE
STOP FOR
PEDESTRIANS**



1 in 3 severe or fatal crashes in Arlington involves a pedestrian.

**PLAN AHEAD
DON'T
DRINK & DRIVE**



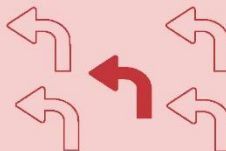
Drunk driving crashes are at least **twice** as likely to result in a serious injury or death.

**EXPECT BIKES
CHECK YOUR
BLIND SPOT**



1 in 3 severe bicycle crashes in Arlington involves a vehicle making a right turn.

**TAKE YOUR TIME
TURNING LEFT**



1 in 5 severe crashes in Arlington involves making a left turn.



transportation.arlingtonva.us/vision-zero/