



Vision Zero Mid-Year Report

Department of Environmental
Services (DES)

Transportation Engineering &
Operations (TE&O)

September 2023





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Executive Summary

Summary of Vision Zero Activities

The following graphic and table provide a summary of activities through August 2023.



Resulting Infrastructure Improvements

- ✓ Installed **3** improvements and progressed designs at **18** hot spot locations
- ✓ Implemented **1** and initiated **15** improvements at critical crash locations
- ✓ Completed **10** quick-build projects and **2** safety-driven projects
- ✓ Installed **30** micro-mobility corrals
- ✓ Installed **14** school slow zone demonstration projects
- ✓ Installed over **10,000** linear feet of new or enhanced safety design elements

Key Accomplishments in 2023 To-Date

- Reviewed [48 crash hot spots](#); installed three improvements; 18 improvements in progress
- Conducted two [HIN safety audits](#)
- Assessed 31 [critical crash](#) locations
- Conducted [before/after collision analyses](#) at 12 crash hot spots
- Received 1,050+ online responses and 400+ community interactions in the [Annual Safety Engagement](#)
- Conducted 12 before/after collision analyses at previous [crash hot spot](#) locations
- Constructed 10 [quick-build safety projects](#)
- Began construction of 20 quick-build safety projects
- Completed two [safety-driven capital projects](#)
- Programmed two [safety-driven capital projects](#)
- Received an \$80,000 [technical assistance project](#) to address impaired driving
- Retrofitted 14 [school zones](#) / slow zones
- Planned [school zone retrofits](#) for 19 schools
- Responded to over 2,690 [public requests for safety issues](#) with a 14-workday closure rate
- Hosted 50+ events with 1,000+ attendees
- Shared 15+ campaigns or outreach initiatives
- Conducted 329 [child safety seat checks](#)
- Sold 1,719 [iRide cards](#) for students to take public transit to/from school
- Coordinated with [VDOT](#) on 15 safety initiatives
- Added 30 [micro-mobility corrals](#)
- Began evaluation of unsignalized intersections and mid-block crossings in [Equity Emphasis Areas](#)
- Published the 2022 [Annual Crash Report](#)
- Updated the [High-Injury Network \(HIN\)](#)
- Published and began implementation of the [Transportation Safety Equity Analysis](#)
- Launched a tactical speed hump [safety pilot project](#)
- Participated in selection of an [automated enforcement \(red light and speed cameras\)](#) vendor
- Prepared criteria and parameters for the county's upcoming [speed camera program](#)
- Relunched the [Critical Crash Mitigation campaign](#) and introduced a new on-street education element
- Developed a Vision Zero staff training video
- Collaborated with [External Stakeholders](#) and [APS](#) on several safety initiatives
- Added options to report scooter and ebike concerns to [Report a Problem](#)

Upcoming 2023

- Conduct four [HIN safety audits](#)
- Continue building or developing plans for 20+ [quick build safety projects](#)
- Continue programming and construction for 14+ [safety-driven capital projects](#)
- Continue speed studies on all corridors with speed limits 30mph or above (currently collecting data on 17+ corridors)
- Finalize plans for remaining 19 [school zone retrofits](#) (to be installed in 2024)
- Complete systemic implementation of four tools throughout the county
- Develop [before/after analyses](#) of improvements and tool installations
- Finalize [site plan](#) safety analysis requirements for site plans within the Multimodal Transportation Analysis
- Complete review and improvements for the 2022 [crash hot spots](#)
- Finalize list of 2024 [crash hot spots](#)
- Implement recommendations of the [Transportation Safety Equity Analysis](#)
- Initiate a [regional impaired driving awareness and resources campaign](#)
- Coordinate with [VDOT](#) on safety initiatives
- Develop the 2024 Legislative Package for the General Assembly

Introduction

Vision Zero in Arlington County

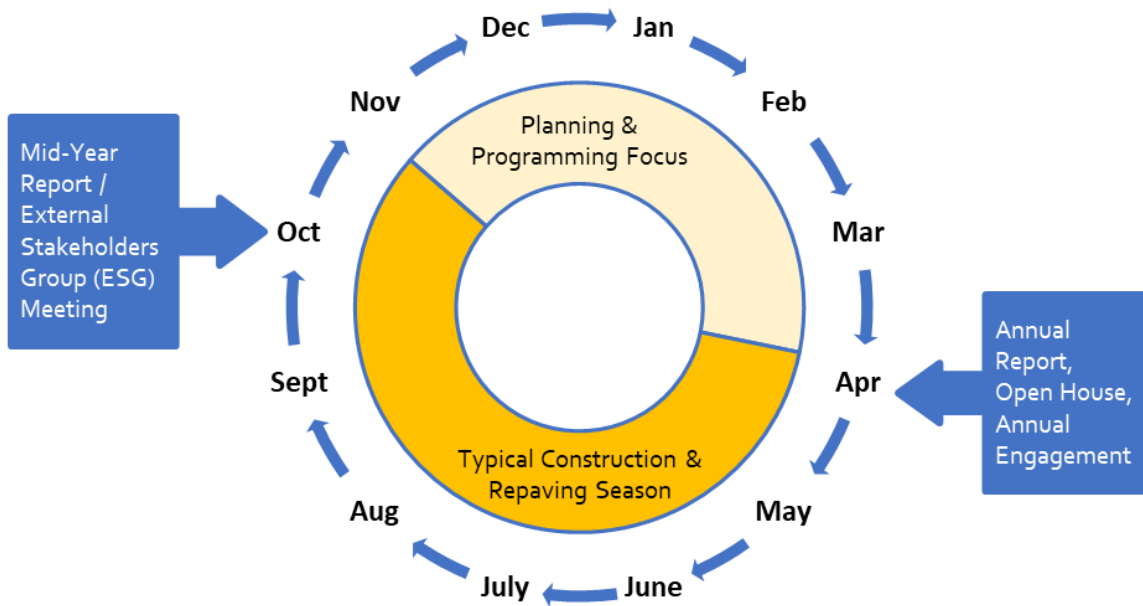
Vision Zero is an internationally recognized strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. In May 2021, the Arlington County Board adopted a [five-year Vision Zero Action Plan](#) to work toward our goal of zero serious injuries 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.

Program Timeline

The timeline that follows illustrates key milestones and reporting timeframes over the five-year span of the Action Plan. During this time:

- We will implement action items, review their outcomes, and identify next steps in an iterative and collaborative process. 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, which you can sign up to receive on the Vision Zero [website](#).
- We will release an Annual Report and host a public meeting every year to share progress. [Click here to view the 2023 Annual Report](#).
- We will collect feedback on our progress each year and share a summary in the Mid-year Report. This document is the third Mid-year Report.
- We will host mid-year check-ins with the External Stakeholders Group to gather additional insights and input on the progress of the program.

Typical Timeline for Arlington's Vision Zero Program



Year-Round Activities:

- ✓ Crash, High Injury Network (HIN), and Hot Spot Analysis
- ✓ Community Reports Responses
- ✓ Collaboration and Communication

Multi-Year Activities:

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

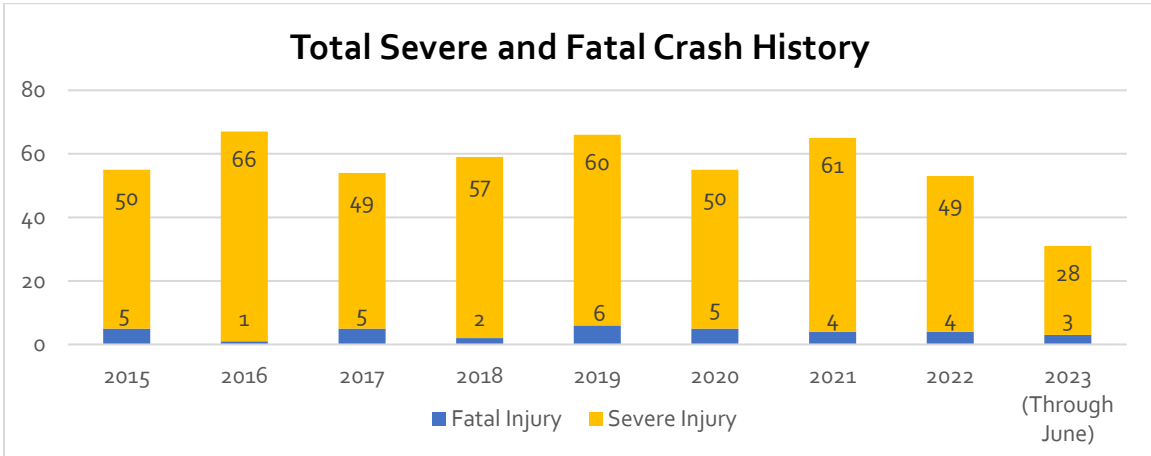
Program Performance

As defined in the Action Plan, performance metrics for the Vision Zero program are a set of measurements that will help assess progress towards achieving zero serious injuries or fatalities on the transportation system and also track our progress on addressing our key target areas for improvement. Program performance is closely measured in order to focus resources on the most critical areas.

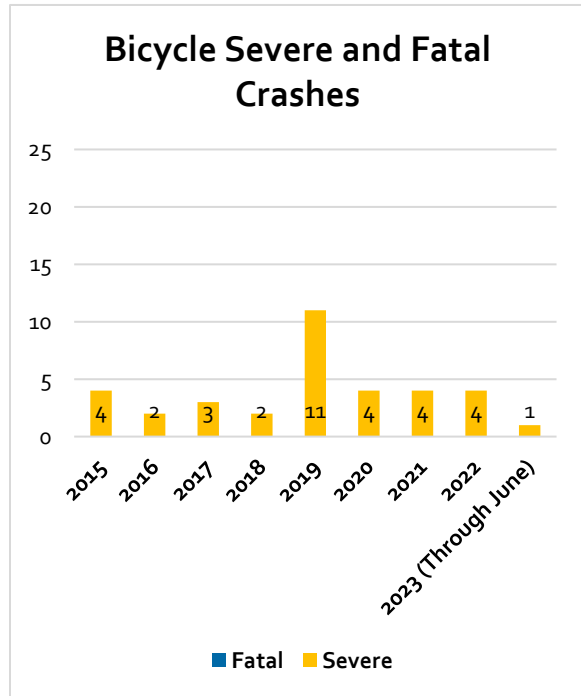
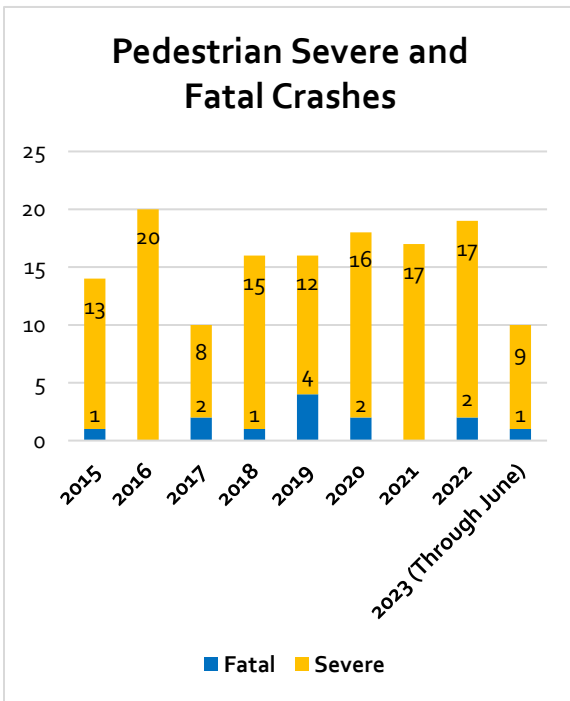
Performance Measures

The following table and charts provide a summary of the Vision Zero performance measures set forth in the Action Plan. These include **crash data from January 1 through June 30, 2023** (the latest dataset available from the DMV/VDOT database). For comprehensive crash data by location, type and trends since 2013, visit the interactive Vision Zero [Crash Dashboard](#).

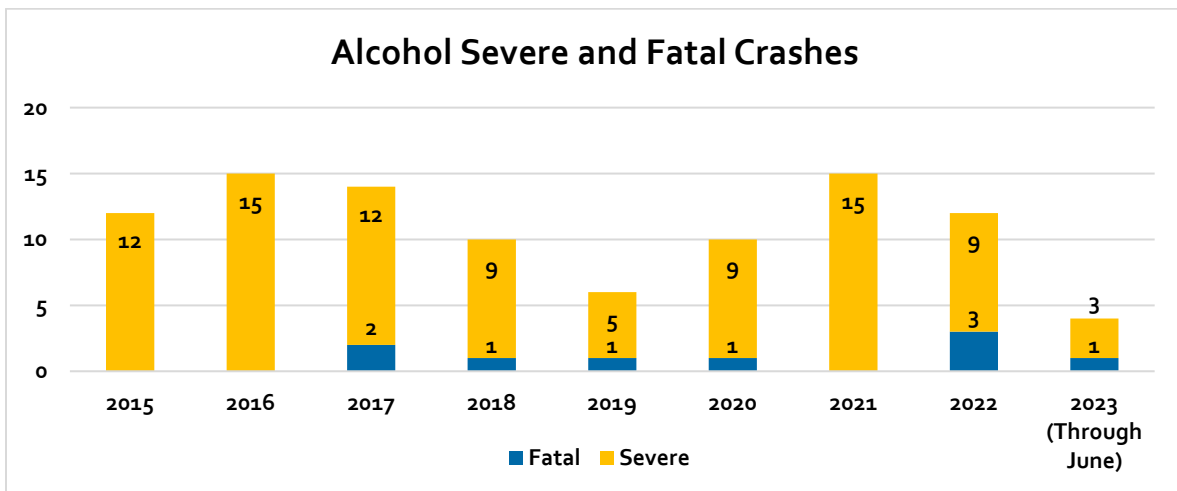
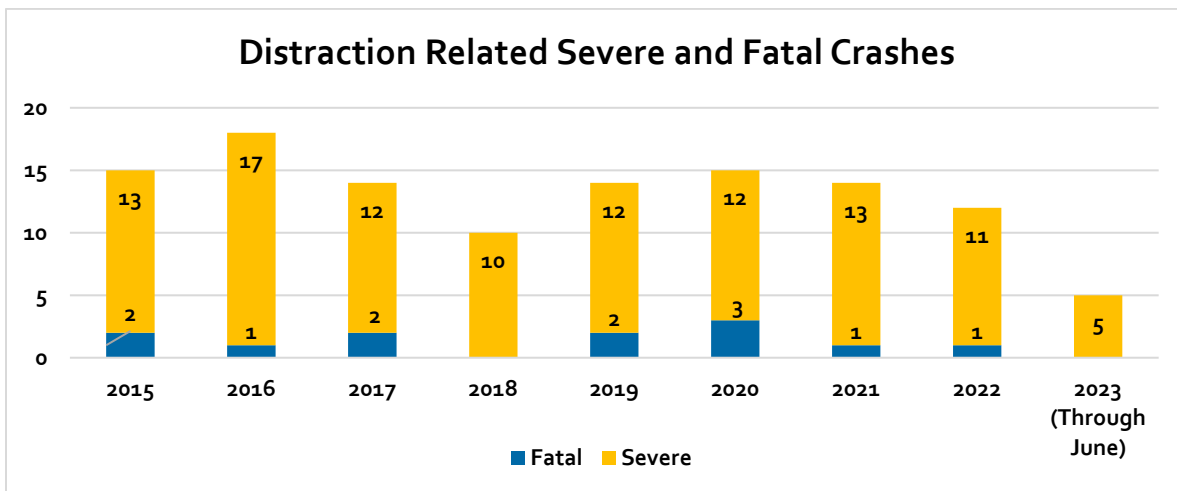
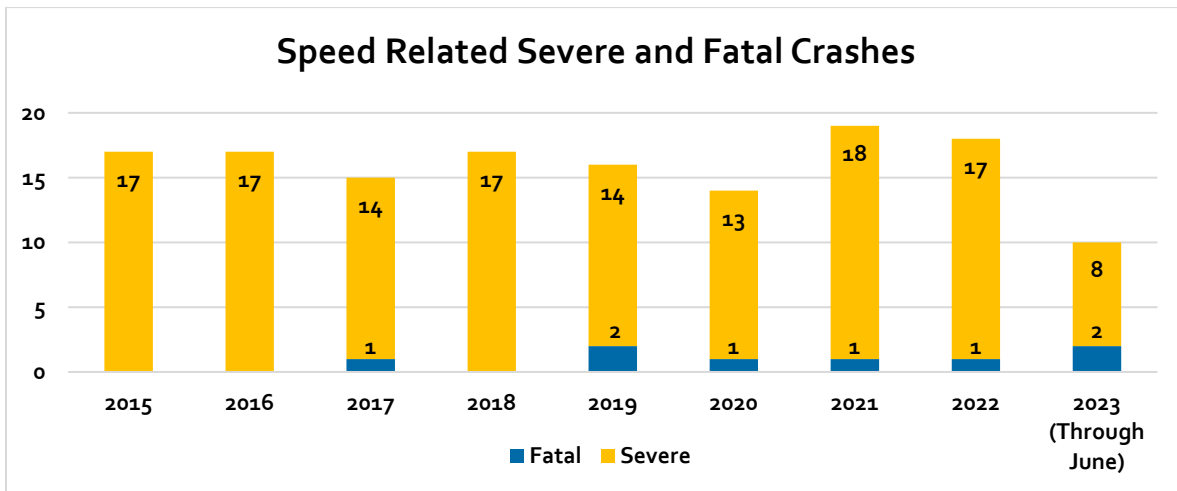
	Fatal	Severe Injury	Visible Injury	Nonvisible/ Possible Injury	Property Damage Only	Total
Total Crashes	3	28	195	25	727	978
Intersection Crashes	2	16	108	9	301	436
Pedestrian Crashes	1	9	37	4	0	51
Bicycle Crashes	0	1	14	0	6	21
Alcohol-related Crashes	1	3	23	0	65	92
Speed-related Crashes	2	8	37	6	167	220
Distracted-related Crashes	0	5	31	2	146	184
Work Zone Crashes	0	1	5	1	11	18
Crashes on the High-Injury Network	0	12	67	6	168	253
Crashes in Equity Emphasis Areas	0	8	98	7	295	408



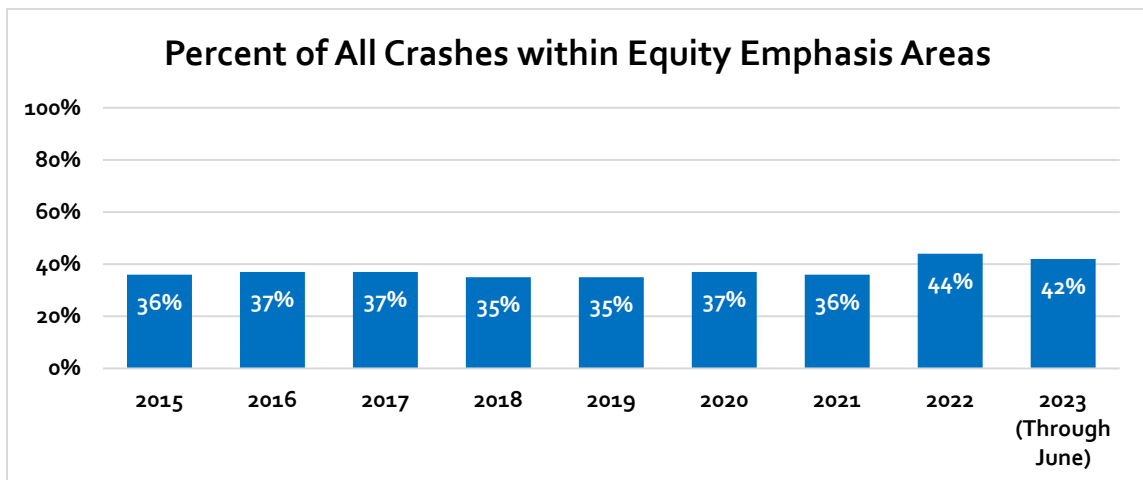
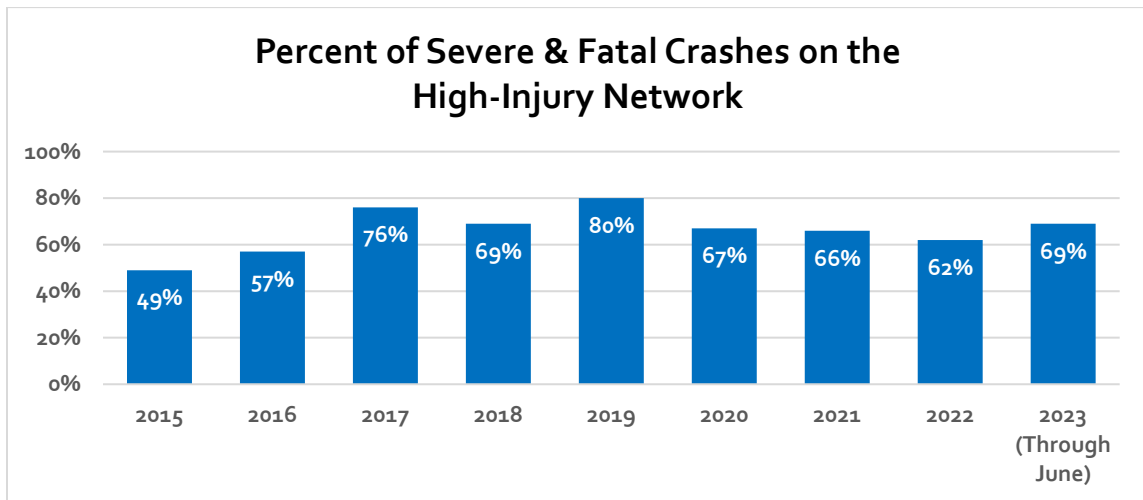
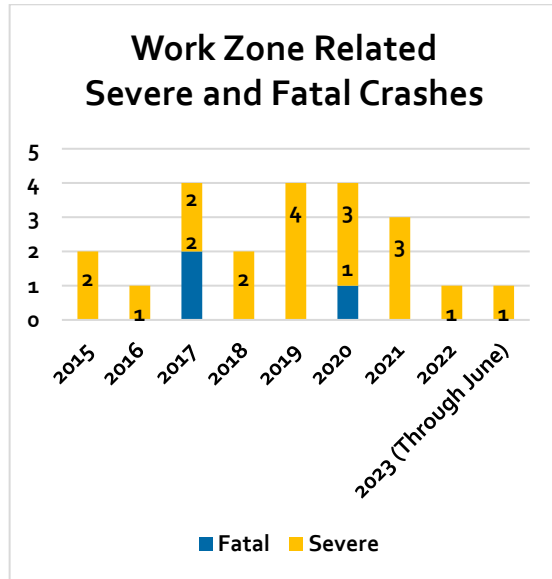
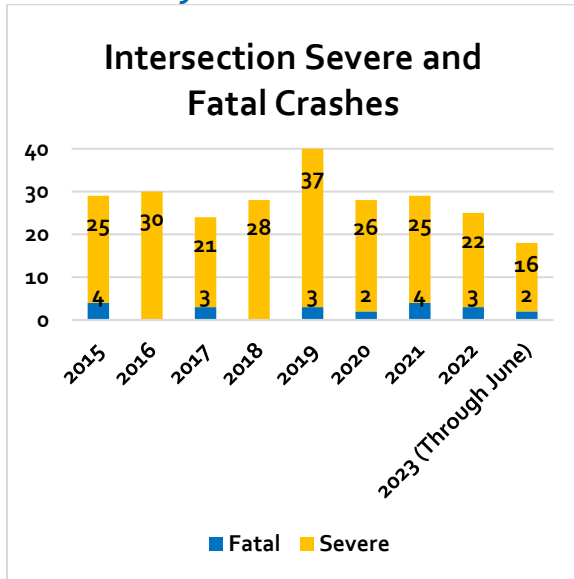
Crash Data for Pedestrians and Bicyclists



Crash Data by Crash Factors



Crash Data by Crash Location



2023: Key Accomplishments To-Date

This section summarizes the progress we have made on implementing each action item in the Vision Zero Action Plan in 2023. Accomplishments of individual items in the past year are noted with each Action Item topic. Each numbered item (e.g., A1) is an Objective from the Action Plan. In the Plan, each Objective has at least one related Action Item, but most Objectives have several items. You can find a table with updates related to all Objectives and Action Items in the Appendix.

A3: Annual Crash Analysis – 2022 Hot Spots Program Wrap Up & New 2024 Hot Spots

The [Vision Zero Action Plan](#) states that the Vision Zero team will perform hot spot reviews of all reported crashes to identify individual intersections or locations that experience high numbers of crashes. This analysis will inform the implementation of quick-build crash mitigation measures. Hot spots are identified for vehicle, bicycle, and pedestrian crashes. County staff review each location and identify/add safety improvements that will reduce crashes. We completed a review of all 38 newly identified hot spots and ten previously identified hot spots. Three improvements have been installed (along Wilson Blvd at N Fillmore St, N Oak St and N Rhodes St), 18 improvements are in progress, and other improvements are either being planned or are already in the works as part of a pre-existing project. There are also 21 locations (all previously identified hot spots) under re-evaluation.

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 risk factors all over the county to proactively prevent crashes. In other words, where we see a specific type of problem in one location, we try to fix that problem everywhere. For example, if we notice that there are several pedestrian-involved crashes near bus stops, we may assess conditions near all bus stops to identify areas potentially at risk of experiencing crashes. We are beginning the deployment of systemic safety treatments at the at-risk areas we identified throughout the county, starting with the Equity Emphasis Areas. The first step—evaluation of unsignalized intersections and mid-block crossings—is currently underway. The next step will be development of plans for signage, marking, delineation, geometric improvements, and other safety treatments. See the [website](#) for more information.

A3: Annual Crash Analysis – 2022 Annual Crash Report Published

We reviewed 2022 crashes in detail to identify trends and spatial patterns in the annual crash report. This annual review allows us to understand if any locations in the county experienced a high number of crashes in the previous year, as well as see if there are changes in the behaviors, modes, or infrastructure characteristics most commonly involved in crashes. The report is published on the [Maps & Safety Data page](#). Overall, the number of crashes in 2022 was about 15% higher than in 2021, but still 18% lower than in 2019 (pre-pandemic conditions). There was a decrease in severe and fatal crashes compared to previous years.

A3: Annual Crash Analysis –High-Injury Network (HIN) Update

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. In the [Vision Zero Action Plan](#), we made a commitment to update the HIN every three years. In early 2023, we updated the HIN to include data from 2018-2022 (the most recent complete five-year set of data). We also updated the HIN identification methodology to consider injury levels, roadway types, and sliding scale density analysis. The resulting updated HIN network covers about 7% of all roadways and accounts for 52% of all fatal, severe, or non-severe injury crashes in Arlington. Details on the methodology to identify the 2023 HIN are available in the [methodology document](#).

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

We developed a three-year schedule for conducting safety audits (see below) and began audits for the newly identified HIN corridors, starting with those that have not previously been audited.

- N Lynn St was the first new segment, and it was audited in June. This corridor was a priority due to a high number of pedestrian/bicycle crashes, as well as an upcoming repaving of the corridor, scheduled for 2024, which could provide opportunity for significant changes to the roadway design.
- Washington Blvd was the second new segment, and it was audited in July 2023. This corridor was also a priority due to upcoming repaving, scheduled for 2024, which could provide an opportunity for significant changes.

2023	2024	2025
N Lynn St	Columbia Pike	Army Navy Dr
Washington Blvd	Wilson Blvd	Langston Blvd (west)
S George Mason Dr	S Walter Reed Dr (south)	Clarendon Blvd
S Hayes St	Henderson Rd	N Quincy St
S Fern St	S Courthouse Rd	2 nd St S
Langston Blvd (east)	N Monroe St	S Manchester St

Tentative High Injury Network Safety Audit Schedule

We are implementing a new audit documentation format this year to expedite implementation and allow us to conduct more audits per year. Documentation will typically be available within four months of each audit, and you will be able to view documentation and updates on the [HIN Corridor Safety Audits page](#).

A4: Equity Analysis – Equity Analysis & Recommendations Implementation

In spring 2023, we released the Vision Zero [Transportation Safety Equity Analysis](#), which reviewed crashes and other data to identify and understand inequities in access to safe transportation throughout Arlington. The analysis confirmed that there are neighborhoods in



Arlington that have historically been overrepresented in crash data and underrepresented in responses to transportation-related safety requests.

The findings from the analysis led to a set of 10 action items to ensure that we:

- Are proactive in addressing infrastructure needs with an equity lens
- Create a platform to prioritize safety projects in underserved neighborhoods
- Ensure that reporting channels are clear and accessible to all community members

We have started implementing the action items stemming from the Transportation Safety Equity Analysis report, and will continue to expand and enhance this work by:

- Prioritizing safety analysis and projects in equity emphasis areas (hot spots, systemic inventories)
- Improving safety at intersections within equity emphasis areas (hot spots, systemic inventories)
- Enhancing pedestrian infrastructure within Equity Emphasis Areas (hot spots, systemic inventories)
- Promoting consistent safety messaging, infrastructure, and policies with regional partners (discussed at regional coordination meetings)
- Focusing traffic safety and Vision Zero outreach in Equity Emphasis Areas (including planned quarterly educational pop-ups focused in equity emphasis areas)
- Applying an Equitable Engagement Checklist to Vision Zero and other transportation outreach (finalized, published, and using check list – available in Transportation Safety Equity Analysis report [appendix](#))

We have also been sharing the findings of this study both regionally (at the [Washington Area Bicycle Association's 2023 Vision Zero Summit](#)) and nationally (in the [Vision Zero Network's "Fundamental of Vision Zero Action Planning"](#) series, in a conversation focused on centering equity in planning and roadway safety work).

A5: Critical Crash Reviews

Arlington police, state police, transportation engineers/planners, public health representatives, and a County manager representative participate in a quarterly, interdisciplinary review of all critical crashes. The reviews result in subsequent action items that may be engineering, education, or enforcement based. So far in 2023, we have reviewed a total of 31 critical crashes. One improvement has been installed and 15 other improvements (from this year and past years) are being assessed. To learn more about critical crash reviews and responses, visit the [Maps & Safety Data page](#).

A7: Annual Benchmark Safety Analysis Results & Next Steps

In April 2023, we conducted our annual safety engagement. We distributed multi-lingual outreach materials (including lawn signs and sidewalk stickers); hosted a Vision Zero Open House; and held six pop-up events in areas throughout the county near the HIN corridors, hot spots, or in Equity Emphasis Areas. We hosted focus groups, with an emphasis on school

stakeholders, including conversations with students and parents regarding safety around schools and for students. We received over 1,050 responses to the online form and had over 400 community interactions at the pop-up events. The findings and next steps from the engagement are detailed in the next section of this report ("Annual Safety Feedback Summary") and are detailed in a report provided on the [Get Involved page](#).

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. These before/after studies inform future policies and implementation of such mitigation measures.

We have conducted 12 before/after collision analyses at previous hot spots locations so far in 2023, which can be found on the [Safety Before & After Studies page](#). The majority of these analyses have demonstrated that the installed safety improvements have successfully reduced crashes. For any locations where crashes have not decreased, we identified and are pursuing next steps to add additional layers of safety treatment.

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

Through July 2023, we have constructed ten [quick-build safety projects](#). Links to more information provided below, if available:

- [26th St S & S Ives St](#)
- [7th Rd S between S Carlin Springs Rd and S Jefferson St](#)
- [N Ohio St & 30th St N \(tactical\)](#)
- [N Rolfe St & 14th St N](#)
- [Washington Blvd & 19th Rd N](#)
- [Williamsburg Blvd from N Potomac St to John Marshall Dr \(tactical\)](#)
- [Wilson Blvd Mid-Block Crossing in Rosslyn](#)
- N Ohio St & 18th St N (project overview sheet in progress)
- N Fairfax Dr & N Jefferson St (project overview sheet in progress)
- Nelly Custis Dr & N Quincy St (project overview sheet in progress)

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

So far in 2023, we have delivered safety-driven capital projects at two locations.

- [12th St S; S Eads St to S Clark St](#): Streetscape improvements
- [S Arlington Ridge Rd and S June St/28th St S](#): Pedestrian improvements

B4: Safety Project & Program Funding – Capital Projects

So far in 2023, there were two safety projects elevated for capital safety improvements: (1) the intersection of N George Mason Dr & N Park Dr and (2) the intersection of N Glebe Rd & Cathedral Ln. We will work to program more safety improvements into the FY25-26 Capital Improvement Plan later in 2023.

B4: Safety Project & Program Funding – Grants & Funding Opportunities

Arlington applied to the US Department of Transportation’s Safe Streets and Roads for All (SS4A) Grant Program. The application would support significant capital improvements to the Washington Blvd and Arlington Blvd interchange, including the addition of two traffic signals and improved merge/diverge areas.

The [National Capital Region Transportation Planning Board \(TPB\) selected a proposal](#) spearheaded by Arlington’s Vision Zero team as one of eight local planning projects to improve roadway safety across the region. The project received the maximum award amount of \$80,000 as a recipient of the Fiscal Year 2024 TPB Regional Roadway Safety Program (RRSP). See more details about this project in the “2023: Upcoming” section of this report.

We are actively monitoring other regional, state, and federal opportunities and strategically seeking funds to help support and fund safety improvements.

B6: Guidelines & Standards –School Slow Retrofits

In spring 2023, we installed the [second phase of school zone retrofits and school slow zones](#) at 14 schools:

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

We also developed concept plans to retrofit all remaining school zones (including both public schools and private schools with over 100 students). We met with staff at each school to confirm the school zone segments and discuss other school-specific transportation safety concerns. These phase three school zone retrofits will likely be installed in winter/spring 2024. View the [Tools and Guidelines page](#) for updates on the school zone retrofit process.

B7: Multimodal Safety Toolbox – Pilot Projects

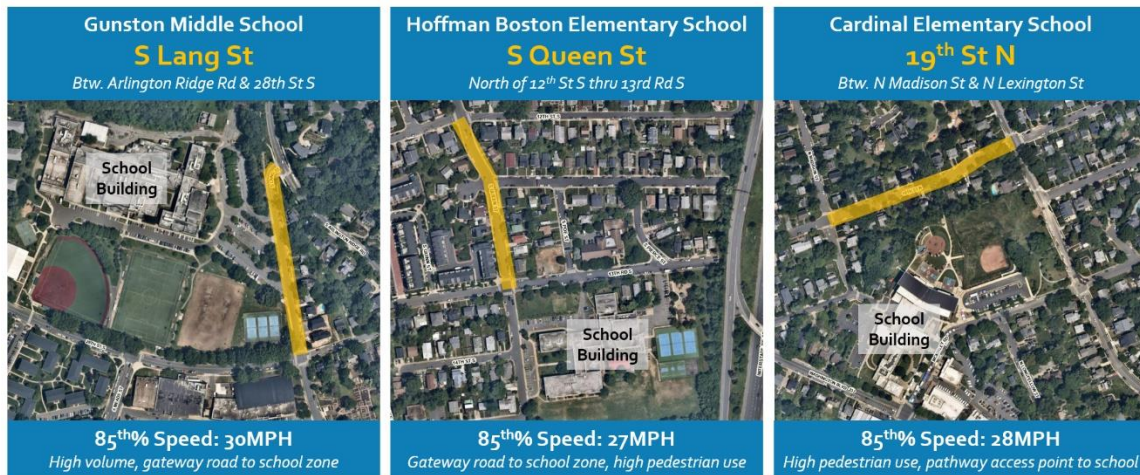
When we apply a new safety tool or strategy for the first time or in a new type of location, it is called a pilot safety project. Pilot projects typically use temporary materials so they can be installed, adjusted, and removed easily. They may also be studied to design and install the most effective permanent design.

In fall 2023, we will install a tactical speed hump pilot. Due to a countywide moratorium on new speed humps set by the County Board, Arlington has not added new speed humps in the last decade. This pilot will reintroduce speed humps through a limited pilot focused on reducing speeds in school slow zones where the introduction of 20mph speed limits has not lowered speeds. The project will apply tactical speed humps because they are easy to install and remove

if the pilot should terminate or pavement maintenance is needed. They are cost effective and made from 100% recycled material.

Staff collected speed data on 20mph school slow zone segments installed during the first round of school zone retrofits in early 2022. We focused data collection on roadway segments that were viable candidates for speed humps, and we ultimately selected the three locations with the highest speeds for the pilot. This includes Gunston Middle School, Hoffman Boston Elementary School, and Cardinal Elementary School.

Each site will be monitored and follow up speed data will be collected in winter 2023. We will also host a pilot feedback public engagement to learn about community members' experiences with the pilot project. Based on the data and feedback, additional speed hump sites may be considered in other school slow zones following this initial pilot project.



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

We received permits from the Virginia Department of Transportation (VDOT) for the installation of red light photo monitoring (red light cameras) at six intersections:

- Columbia Pike & S Queen St & S Washington Blvd Ramps
- Wilson Blvd & N Lynn St
- 10th St N & N Barton St
- Langston Blvd & Kirkwood Rd/N Spout Run Pkwy
- Langston Blvd & Eastbound I-66 Off Ramp (Exit 72)
- Westbound I-66 Off Ramp & N Lynn St (Exit 73)

Due to the ongoing procurement for a photo-monitoring program vendor, installation of red light cameras at the above intersections is on hold and will continue as soon as the new contract is underway. Further, the speed photo-monitoring program will also commence with the onset of the new contract.

To prepare for the launch of speed photo-monitoring (speed cameras), we have been developing:

- School zone speed camera program guidelines to establish when and where they should be deployed. These guidelines will be finalized once the vendor is under contract and can confirm specific details for Arlington’s program.
- A speed camera placement methodology that considers and ranks all school zones in the county for placement of a rotating speed camera system. This methodology will consider crash history, speeds vs. speed limits, Equity Emphasis Areas, school walk zones, and vehicle volumes. The speed camera placement methodology and rankings will be published prior to the launch of the program.
- Speed camera public engagement materials to inform community members about the launch of the program. Information and communications will be released closer to the start of the program.

More information about the expansion of the red light camera program and launch of the speed camera program will be shared through County messaging channels and posted on the [Tools and Guidelines page](#).

C2: Accessible Feedback Channels – Community Response to Safety Issues

From January 1 through June 30, 2023, we received 2,698 public requests related to safety or maintenance. The average time for us to respond to a service request was 14 workdays (excluding weekends/holidays), or 18 calendar days. These numbers are higher than in the past because we began tracking more investigations in the system; the system now includes all traffic safety investigations, maintenance of traffic (MOT) issues, blocked street/sidewalk/bike lane reports, and scooter issues.

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 Department of Public Safety Communication and Emergency Management, the Arlington County Commuter Services Bureau (including BikeArlington and WalkArlington), and the Arlington County Police Department (ACPD) are the key leads on many of these transportation centered community outreach initiatives.

So far in 2023, the county has hosted over 50 events with a total of over 1,000 attendees. Additionally, the county has participated in over 15 other campaigns or initiatives to help encourage safe multimodal travel. Below is a breakdown of these community education programs hosted so far in 2023 by each provider.

Classes and events include:

- Public Safety Communication & Emergency Management:
 - Hosted Until Help Arrives (UHA) Classes: 12 classes / 150 attendees
 - Hosted UHA Trainings for County Staff: seven classes / 122 attendees
- Arlington County Commuter Services (ACCS):

- Offered Adult Biking Classes: four classes / 75 attendees
- Offered a bike tour of National Landing bike infrastructure: three events / 25 attendees
- Hosted a Bike Rodeo: one event / 20 attendees
- Promoted Capital Bikeshare membership discounts for low-income residents, and promoted safety and distributed helmets through the Community Partners Program: 12 events, 308 attendees and 94 codes
- Offered Capital Bikeshare station demos, bike demos, learn to ride classes, and group rides to promote safety and teach residents how to use Capital Bikeshare through the Community Partners Program: three events / nine attendees
- Attended local universities outreach events to promote Capital Bikeshare, Arlington biking informational materials, and transit options in Arlington: two events / 99 attendees
- Offered Capital Bikeshare information and transit options to Amazon employees at the Amazon Open House: one event / 150 attendees
- Hosted the Art Cycle Ride (a 3.8-mile loop around Ballston to public art installations) during which attendees were educated on low stress routes and bike infrastructure available in Ballston and Clarendon: one event / 13 attendees
- ACPD:
 - Auxiliary Unit inspected 329 child safety seats through the [County's car seat inspection program](#) (through mid-August)
 - ACPD High Visibility Speed Enforcement Detail ([Tweet](#) | [Facebook](#))
 - Crossing Guard Appreciation Day ([Tweet](#) | [Facebook](#))
 - ACPD Sober Ride Vehicle deployed as a high-visibility anti-drunk driving educational tool ([Tweet](#) | [Tweet](#) | [Facebook](#) | [Facebook](#))
 - Marymount Health and Wellness Fair – anti-drunk driving education ([Tweet](#) | [Facebook](#))
 - MWCOC Street Smart Campaign – high visibility enforcement events on April 19 and May 2 ([Press Release](#) | [Tweet](#) | [Facebook](#) | [Facebook](#))
 - National Walk, Bike & Roll to School Day ([Tweet](#) | [Facebook](#))
 - Fourth of July community parades ([Tweet](#) | [Facebook](#))

Campaigns, messaging, or other outreach initiatives include:

- Public Safety Communication & Emergency Management:
 - Released a series of five Stop-the-Bleed training videos as part of the UHA awareness program with support from Arlington Video Group
- Arlington County Commuter Services (ACCS):
 - Donated bookmarks to APS Safe Routes to School for Walk, Bike, & Roll to School Day
 - Posted trail etiquette signs along multiple trails
 - Conducted a live interview with WUSA 9's Marcella Robertson to promote bike riding and safety during Bike to Work Day
 - Worked with APS to sell and distribute discounted or free iRide transit passes to students at schools via Mobile Commuter Store; at Commuter Store locations; and at in-school tabling events: 1,719 cards sold

- ACPD:
 - Love Clicks Seatbelt Education ([Tweet](#) | [Facebook](#))
 - National Highway Traffic Safety Administration’s Fans Don’t Let Fans Drive Drunk Campaign ([Press Release](#) | [Tweet](#) | [Facebook](#))
 - Motorcycle Safety ([Tweet](#) | [Facebook](#))
 - WRAP Sober Ride – St. Patrick’s Day ([Tweet](#) | [Facebook](#))
 - DMV Seat Belt Education ([Tweet](#) | [Facebook](#))
 - MWCOG Street Smart Campaign ([Press Release](#) | [Tweet](#) | [Facebook](#) | [Facebook](#))
 - WRAP Sober Ride – Cinco de Mayo ([Tweet](#) | [Facebook](#))
 - NHTSA Look Before You Lock – Heatstroke Prevention Day ([Tweet](#) | [Facebook](#))
 - WRAP Sober Ride – 4th of July ([Tweet](#) | [Facebook](#))
 - NHTSA Click it or Ticket Campaign ([Press Release](#) | [Tweet](#) | [Facebook](#))
 - Fox5 DC Special Operations Section Highlight ([Tweet](#) | [Facebook](#))
 - VDOT Safe Routes to School Grant – LED Stop Signs ([Tweet](#) | [Facebook](#))

C4: Community Knowledge Building – Critical Crash Mitigation Campaign

In 2022, we launched the Critical Crash Mitigation Campaign to bring awareness to the top five factors that contribute to crashes in Arlington, including driving under the influence, speeding, lack of caution when turning left, lack of awareness when traveling near pedestrians, and lack of awareness when traveling near bicycles. In summer 2023, we relaunched the Critical Crash Mitigation Campaign with some refinements:

- Per the Equity Analysis, we are looking to enhance the reach of the campaign by hosting a pop-up event each quarter of the year in an Equity Emphasis Area focused on education about (1) the County’s Request for Service Portal and (2) other safety-related resources, tailored to each event.
- Per feedback on the 2022 campaign’s reach, we are adding an in-street element that targets people walking and biking. The in-street materials include messaging about safety tools to create awareness of (1) what they are and (2) why they are effective in enhancing safety. By increasing awareness about safety infrastructure, we will increase awareness about safe transportation practices. This tools-focused campaign component will start by educating roadway users about four types of tools identified in the [Vision Zero Multimodal Engineering Safety Toolbox](#):
 - Curb modifications (i.e., bump outs)
 - Pedestrian crossings with leading pedestrian intervals (LPIs)
 - Rectangular rapid-flashing beacons (RRFBs) at crosswalks
 - Bike boxes / two-stage bike turn boxes
- For the media campaign, we are posting monthly ads with ARLnow, but will not be running print ads in the SunGazette because the paper is no longer in print. Additionally, we will be looking for opportunities to leverage other County mailers or other mailers or other print resources.

Later in 2023 and 2024, we will explore additional opportunities for partnership and outreach.

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 (including both existing and new/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 have a draft video that is being prepared for internal launch in late 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 Blvd/Route 50, Langston Blvd/Route 29, Old Dominion Dr, and Glebe Rd). We collaborate with VDOT to address safety issues along corridors and at intersections that are owned by VDOT.

In 2023, thus far, we have either continued or initiated work on the following projects and initiatives in coordination with our partners at VDOT:

- Langston Blvd & N Edison St (new ramps, signage, and pavement markings)
- Langston Blvd & N Quantico St (bus stop, ramp, and crossing signage/pavement marking improvements)
- Langston Blvd & John Marshall Dr (signage improvements/potential quick build project)
- Washington Blvd & N Frederick St (quick build project design)
- N Glebe Rd & Cathedral Ln (capital project design)
- S Glebe Rd & S Old Glebe Rd (potential pilot project concept design)
- I-66 tunnel signage/marketing improvements (request to incorporate in existing project)
- Transition from “Yield to Pedestrians” to “Stop for Pedestrians” signage and pavement markings initiative (response to change in state law)
- Washington Blvd school zone updates (markings/signage)
- S Glebe Rd HIN Safety Audit follow up marking package (6 marking/signage locations)
- Langston Blvd & N Quinn St (advanced signage / hot spot response)
- N/S Glebe Rd HIN Safety Audit follow up marking package (2 marking locations)
- Washington Blvd & Arlington Blvd trail crossing updates (2 locations)
- [Glebe Rd STARS \(Strategically Targeted Affordable Roadway Solutions\) Study](#)
- [Project Pipeline US Route 50/Arlington Blvd and VA Route 27/Washington Blvd Study \(NV-23-06\)](#)

D5: Stakeholders – External Stakeholders Group

The 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:

- Arlington Families for Safe Streets: Hosting [near miss survey](#) to collect information about safety; collaborating with Arlington on various outreach initiatives

- Commission on Aging: Assisting with the [Age-Friendly Arlington Initiative: Us Bus](#) that matches senior adult volunteers with Arlington elementary students/families to engage seniors and support students walking to school
- [Ballston BID](#): Attended/provided feedback for High-Injury Network audit for Washington Blvd
- [Rosslyn BID \(RBID\)](#): Attended/provided feedback for High-Injury Network audit for Lynn St; monitoring and providing feedback on safety projects (Langston Blvd & Fort Myer Dr pilot, N Oak St pilot, other crash grade planter locations); sharing information via the RBID's communications outlets (newsletter and social media), targeted commercial and residential PM emails, and RBID Executive Committee and Board updates
- Arlington Bicycle and Pedestrian Advisory Committees: Will meet in September to provide input and ideas for the 2024 Legislative Package to be submitted for the 2024 General Assembly

D5: Stakeholders – Arlington Public Schools

Collaboration with Arlington Public Schools (APS) on safety-related issues continues through the following initiatives:

- Monthly Joint Committee on Transportation Choices (JCTC) meetings
- The [school zone retrofits process](#)
- Preparation for the tactical speed hump [safety pilot project](#)
- Support for integrating [traffic gardens](#) into school curriculum
- Other as-needed coordination on transportation safety issues

D6: Service Providers – Shared Micromobility Device Coordination

ACCS has been working directly with e-bike and shared micro-mobility service providers to promote safe riding and parking for e-bikes and scooters. They have also been hosting educational events to promote safe riding, as well as building scooter corrals to provide a designated, out-of-the-way space for parking scooters and ebikes.

In 2023, ACCS added 30 new corrals (total of 96 current in the county). ACCS also added Bike and Scooter Issues to the Report A Problem tool. This feature was added to help identify dockless devices parked incorrectly. The report is sent straight to the operators to have the scooter removed within two hours. ACCS also added suggest a corral location to the Report A Problem to collect the community input on locations that need more scooter parking.

Annual Safety Feedback Summary

As part of the Vision Zero Action Plan, Arlington County committed to conducting an annual feedback period to collect input about transportation safety in the county, including perceptions and experiences.

This section provides a high-level summary of public engagement activities and feedback received during the second annual Safety Feedback Engagement, which occurred from April 1 through 30, 2023. You can read a full summary on the [Vision Zero website](#).

Activity Overview

Community engagement for the Annual Safety Feedback Engagement consisted of several activities:

- From April 1 through 30, the County collected responses via a ten-question online or paper feedback form and clickable interactive map.
- Throughout April 2023, the Vision Zero Team hosted six pop-up events around the county to obtain in-person feedback. The pop-up locations, times, and duration were strategically chosen to reach a diverse audience near high-crash corridors, particularly from underrepresented demographic groups. We collected community input both verbally and on interactive posters.
- The Vision Zero team worked to convene focus group meetings to gather feedback related to schools from students, parents of students, and teachers/staff. Targeted outreach to schools sought to recruit participants, but participation was very low.
- The County hosted an open house to share information and gather feedback.
- The County hosted a walking tour with WalkArlington to educate community members about the application and impacts of recent safety improvements on a High-Injury Network corridor.



Sidewalk Sticker

Activities by the numbers...

- **1,056** feedback form responses
- **6** pop-up events with about **430** personal interactions
- **125** lawn signs distributed
- **40** sidewalk stickers
- **2** library kiosks with mail-in feedback forms
- **1** community walking tour with over **30** participants

Who we heard from on the feedback form...

- **89%** live in Arlington
- **23%** work in Arlington
- **84%** typically walk
- **74%** typically use a personal vehicle
- **57%** typically use transit
- **44%** typically use a bicycle

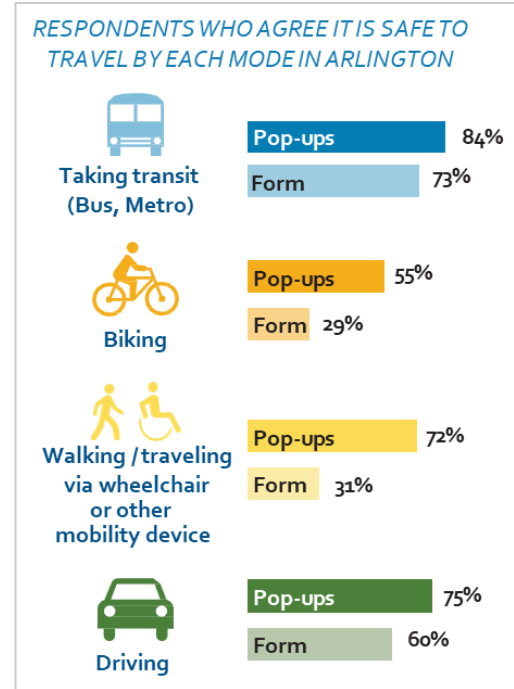
Feedback Highlights

How safe do you feel while traveling in Arlington?

Input received from the feedback form and in-person pop-ups revealed important information about perceptions of safety while traveling in Arlington.

In general, most people feel safe while traveling in Arlington, particularly while driving and taking the bus/Metro, but less so when walking or biking.

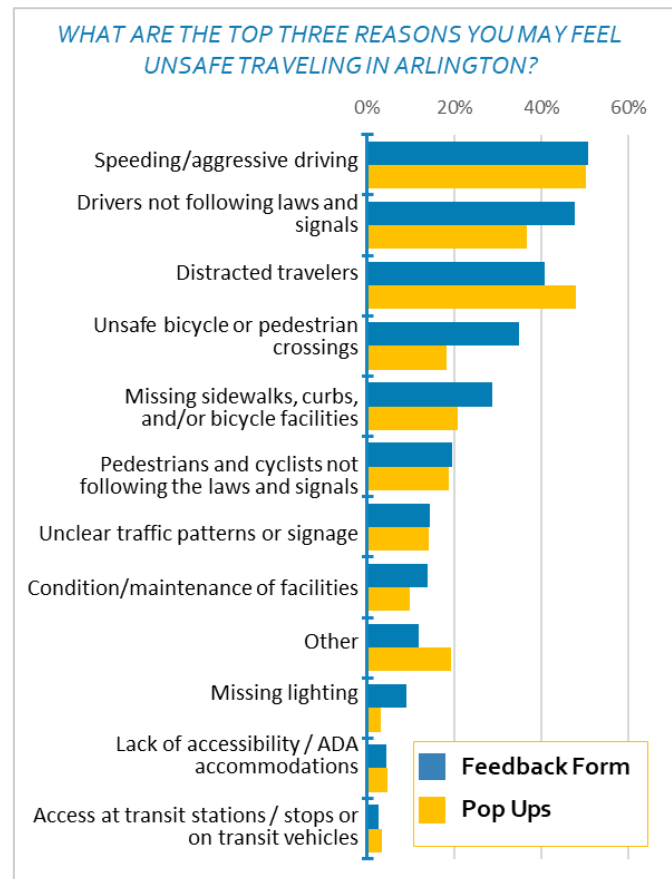
Pop-up participants indicated that they generally feel safer while traveling on all modes as compared to those who responded to the feedback form.



What are your top concerns while traveling in Arlington?

The top three concerns were the same for pop-ups and for the feedback form:

- Speeding & aggressive driving
- Distracted travelers
- Drivers not following laws and signals



What do you think Arlington County can do to make travel safer?

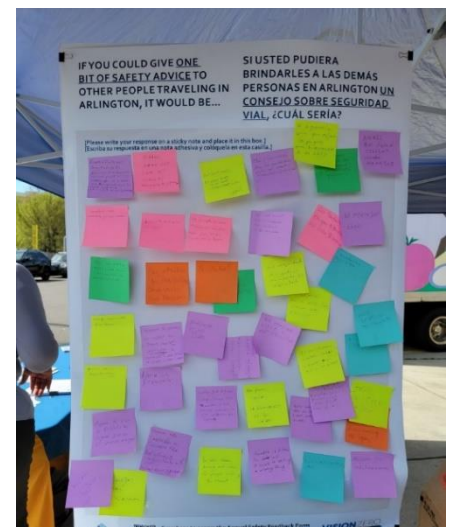
We asked for insight into what else the County can do to make travelling safer. The responses were wide-ranging, but the repeated themes included:

- Provide continuous, safe bike paths
- Enforce traffic violations and require more driver education
- Improve crosswalks and sidewalks
- Implement “no right turn on red” and more leading pedestrian intervals
- Install more/better lighting
- Implement traffic calming measures
- Provide scooter infrastructure
- Address short-term pick-up/drop-off/delivery needs (i.e., implement curbside management)

What safety advice would you give individuals when traveling in Arlington?

We received over 920 pieces of advice, which broadly fell into the following messages:

- Be patient and respectful
- Slow down
- Pay attention
- Stay alert
- Drive carefully
- Watch for others
- Stay off your phone
- All travelers should follow traffic laws
- Don't drive under the influence of alcohol or drugs
- Walk more, take transit, or drive less



Pop-up Event Activity Board

How the Vision Zero Team is Using this Feedback

To incorporate the feedback received into the Vision Zero 2024 agenda, we will:

- Expand education about safe driving
- Continue advancing automated enforcement
- Work to bolster compliance with safe scooter practices
- Encourage safe pick-up/drop-off/delivery practices
- Amplify efforts to reduce speeds
- Focus on accessibility needs
- Continue to prioritize projects that elevate safety for people walking and biking
- Focus on safe crossing infrastructure, including signal timing, flashing lights, and education about these tools
- Increase awareness of the Request for Service tool

2023: Upcoming

Before the end of 2023, we expect to make progress on the following action items:

A3: Annual Crash Analysis – 2022 Hot Spots Program Wrap Up & New 2024 Hot Spots

We anticipate publishing a final report of the 2022 crash hot spot action summary (which analyzed data from 2016-2020) in late 2023 or early 2024. We have also initiated identification of the 2024 (2018-2022) crash hot spots and plan to post the new hot spots list in early 2024.

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

The remaining audits to be completed in 2023 are: S George Mason Dr (September), S Hayes St/S Fern St (October), and eastbound Langston Blvd (November). As audits wrap up, documentation will be available typically within four months of the audit; stay tuned for documentation and updates on the [HIN Corridor Safety Audits page](#).

A4: Equity Analysis – Action & Tracking

We will continue to implement the action items set forth in the Transportation Safety Equity Analysis report, specifically by:

- Using Equity Emphasis Areas as part of quick-build project ranking criteria in quarterly project candidate reviews
- Using Equity Emphasis Areas as part of capital project ranking criteria for the FY25-26 Capital Improvement Program update
- Wrapping up inventories and installing updates on the systemic safety analysis segments in Equity Emphasis Areas
- Using the equitable engagement checklist for all Vision Zero engagements
- Hosting pop-ups each quarter at events in or near Equity Emphasis Areas to share information about the County's safety channels and resources
- Revisiting the FTA Title VI equity criteria with the latest Census data to update the County's Equity Emphasis Areas (anticipated late 2023)

A8: Before & After Studies

We will continue to work on before and after collision analyses at previous hot spots, as well as for other quick build projects, capital projects, or pilot projects. All studies and findings will be posted on the [Safety Before & After Studies page](#). We typically wait a minimum of two years after an improvement to create a before/after summary, but we actively track and monitor crashes after an improvement. Stay tuned for more before/after crash analyses in late 2023.

In addition to reviewing crashes as a performance measure, we are also conducting before/after studies on five different tools in 2023 and 2024, with the support of a third-party consultant. The before/after studies will include data collection on select performance measures for each tool studied. The tools, number of locations, and performance measures anticipated for this robust set of tool before/after studies will include:

- Tactical curb modifications: six locations; measuring turning speeds/driver-to-pedestrian yield rates
- Left turn hardening: eight locations; measuring turning speeds/crossing centerline/lane position
- No right turn on red: six locations; measuring vehicle-pedestrian conflicts/turns on red
- Speed pavement markings: eight locations; measuring vehicle speeds
- Tactical speed humps: three corridors; measuring vehicle speeds

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 recent projects: (1) the 1616 Fort Myer Dr site project and (2) the 701 N Glebe Rd site project. From these, we have developed lessons learned and have tentatively scoped the safety analysis into four upcoming MMTA submittals.

We are continuing to finalize 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 later in 2023 while we will begin the design phase for others. View the [Quick Build Safety Projects page](#) for updates on these and other new quick-build projects:

- 10th St N & N Hudson St
- 2nd St S & S Garfield St
- Clarendon Blvd & N Queen St/N Pierce St
- Clarendon Blvd & N Troy St
- Clarendon Blvd & N Danville St
- Fairfax Dr & N Monroe St
- Langston Blvd & N Quantico St
- N George Mason Dr & 9th St N
- N Glebe Rd & Cathedral Ln
- N Quincy St & 13th St N
- N Quincy St & 14th St N
- S Four Mile Run Dr between S Walter Reed Dr & S George Mason Dr
- S Manchester St near 2nd St S
- S Walter Reed Dr & S Lorton St
- S Walter Reed Dr & S Kenmore St
- S Walter Reed Dr & S Pollard St
- Washington Blvd & N Frederick St

- Washington Blvd & N Lincoln St
- Wilson Blvd & N Quinn St
- Wilson Blvd & N Fillmore St (tactical)
- Wilson Blvd & Oak St (tactical)
- Wilson Blvd & Rhodes St (tactical)
- Yorktown Blvd & George Mason Dr (East Side)

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

We plan to deliver or progress on safety-driven capital projects at 14 locations in 2023. Links provided below, if available:

- [18th St S; S Fern St to S Eads St](#): Protected bike lane; slip lane closure; crossing improvements
- [N Ohio St & 12th St N.](#): Trail crossing improvements
- [Arlington Ridge Rd & S Lynn St](#): Slip lane closure; crossing improvements
- [Columbia Pike; S Orme St to S Joyce St](#): Utility undergrounding; streetscape improvements
- [Columbia Pike; S Oakland St to S Wakefield St](#): Utility undergrounding; streetscape improvements
- [Shirlington Rd Bridge over Four Mile Run](#): New guardrail; sidewalk widening
- [W Glebe Bridge over Four Mile Run](#): New bridge; new bike and pedestrian accommodations
- [Boundary Channel Dr](#): Interchange improvements
- [Washington Blvd and 13th St](#): Intersection Improvements
- [Army Navy Dr Complete Streets](#): Bicycle, transit, environmental, and pedestrian facilities improvements
- 15th St S and S Fern St: Curb extension; ramp upgrades; signal upgrade
- [Army Navy Dr Complete Streets](#): Bicycle, transit, environmental, and pedestrian facilities improvements
- [S Eads St Complete Street – 12th St S to Army Navy Dr](#): Streetscape and bicycle facility improvements in coordination with adjacent projects
- [15th St S/S Clark-Bell St Realignment](#): Realignment of sections of 15th St S and S Clark St, bicycle facility improvements, protected intersections, sidewalk/ramp improvements

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 17 corridors we are currently investigating include:

- S Four Mile Run Dr from Columbia Pike to Shirlington Rd
- S Walter Reed Dr from Columbia Pike to Arlington County line
- Wilson Blvd from N Glebe Rd to Arlington County line

- S Arlington Mill Dr from S Walter Reed Dr to Arlington County line
- Lorcom Ln from Military Rd to Spout Run Pkwy
- N Carlin Springs Rd from N Glebe Rd to Arlington Blvd
- S Carlin Springs Rd from Arlington Blvd to Columbia Pike
- Williamsburg Blvd from N Glebe Rd to 29th St N
- Fairfax Dr from N Monroe St to N Glebe Rd
- N Roosevelt St from 17th St N to Falls Church city line
- N Sycamore St from Williamsburg Blvd to 17th St N
- N George Mason Dr from Yorktown Blvd to Arlington Blvd
- S George Mason Dr from Arlington Blvd to Fairfax County line
- N Westmoreland St from Arlington County line to Fairfax Dr
- Military Rd from N Glebe Rd to Langston Blvd
- Nelly Custis Dr from Lorcom Ln to Military Rd
- 10th St N from Arlington Blvd to N Washington Blvd

B6: Guidelines & Standards –School Slow Retrofits

We have met with staff at each of the 19 schools included in the third and final phase of retrofits to confirm the school slow zone segments and discussed other school-specific transportation safety concerns. Over the remainder of the year, we will finalize the plans for each school zone retrofit and incorporating the feedback from each school. Phase three school zone retrofits will then likely be installed in winter/spring 2024. View the [Tools and Guidelines page](#) for updates on the school zone retrofit process.

B6: Multimodal Engineering Safety Toolbox – Systemic Safety Improvements

Systemic safety improvements include holistic reviews of specific tools or safety needs and development of plans to upgrade or prioritize locations flagged through each review. There are currently four tools being evaluated systemwide in Arlington:

- High-visibility markings at controlled crossings: We recently completed location identification. Next, we will develop a marking strategy to complete upgrades.
- Concrete barriers for protected bike lane corridors: We reviewed candidate corridors based on crash data. Next, we will identify the top corridors to implement barriers.
- “Stop for” pedestrian in crosswalk signage (in response to recent change in state law): We are reviewing all signage and markings in the county. Next, we will create a plan to upgrade all signage and markings to meet the new policy. VDOT is also completing this process on state-owned roadways, which are on a slightly different timeline.
- Reflective signal backplates: Route 50/Arlington Blvd is the only corridor in Arlington with reflective signal backplates. We have identified major east-west corridors (candidates with highest levels of sun glare) and will be prioritizing/installing backplates on these corridors.

The timeline for implementing each tool is still being determined. We will provide more updates in the 2024 Annual Report.

C4: Community Knowledge Building – Alcohol Awareness & Resources Campaign

The [National Capital Region Transportation Planning Board \(TPB\)](#) selected a proposal spearheaded by Arlington County’s Vision Zero team as one of eight local planning projects that aim to improve roadway safety across the region. This project will receive \$80,000 as a recipient of the Fiscal Year 2024 TPB Regional Roadway Safety Program (RRSP).

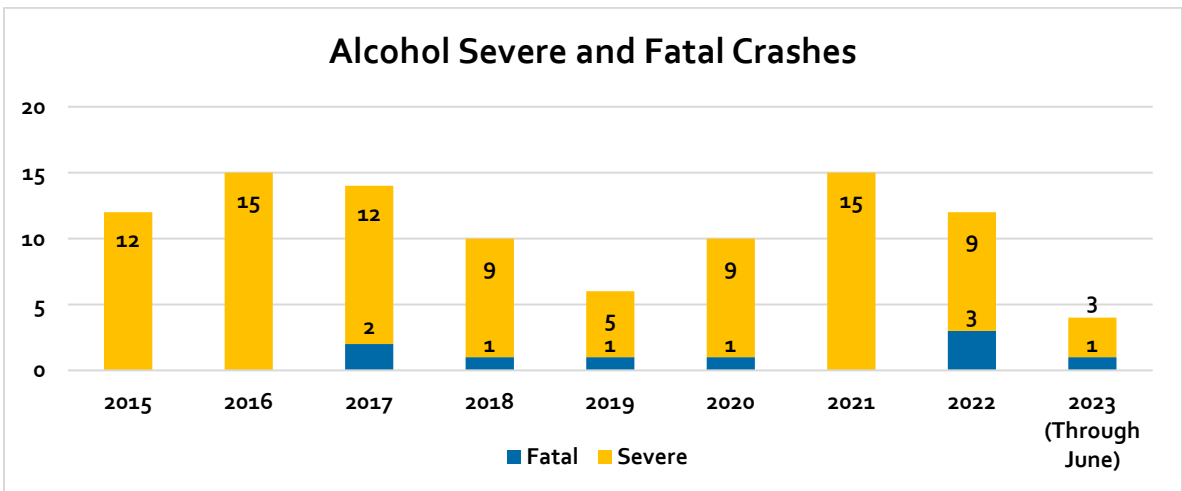
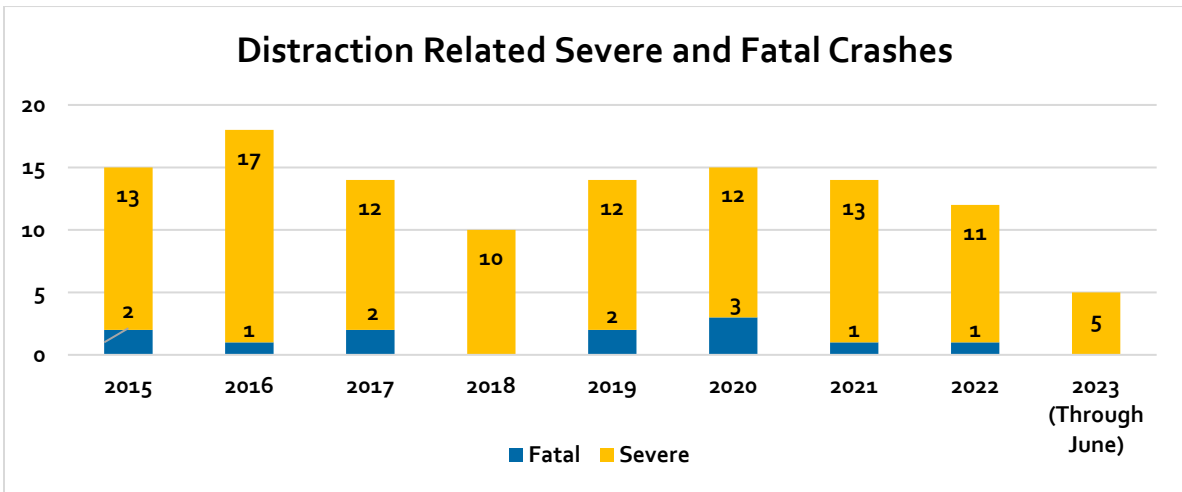
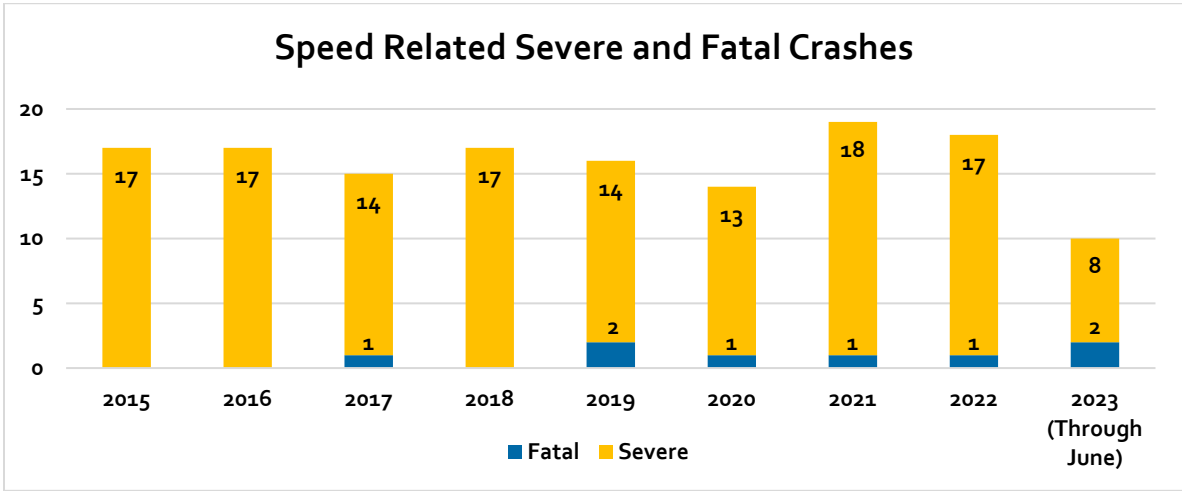
The [2020 MWCOG Regional Safety Analysis](#) reported that almost 20% of fatal crashes in the region involved alcohol. Last year in Arlington, 75% (3 of 4) of fatal collisions were caused by a drunk driver, and a [previous systemic study of crashes in Arlington](#) (2017-2019) showed that alcohol was a factor in one out of five severe crashes (but only 8% of overall reported crashes) and accounted for almost half of fatal crashes.

Drunk driving is a serious problem that persists across all jurisdictions in the MWCOG region. The Regionwide, Data-Driven Anti-Drunk Driving Campaign will evaluate regional alcohol-related crash patterns and factors, research successful strategies to reduce impaired driving, and produce a strategic package of public education recommendations to foster a consistent anti-drunk driving message across the DC metropolitan area. Stay tuned for updates in the Vision Zero newsletter as this regionally impactful project kicks off.

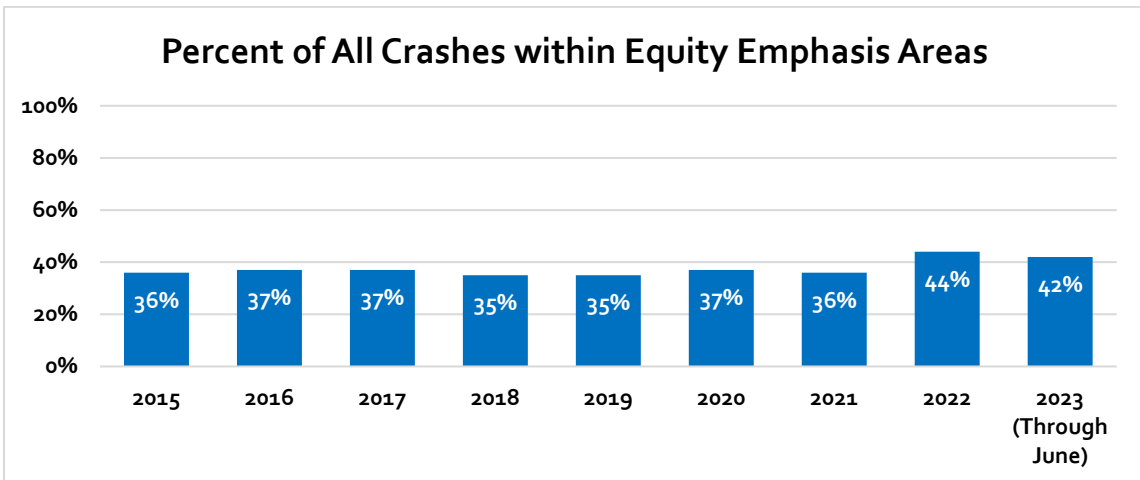
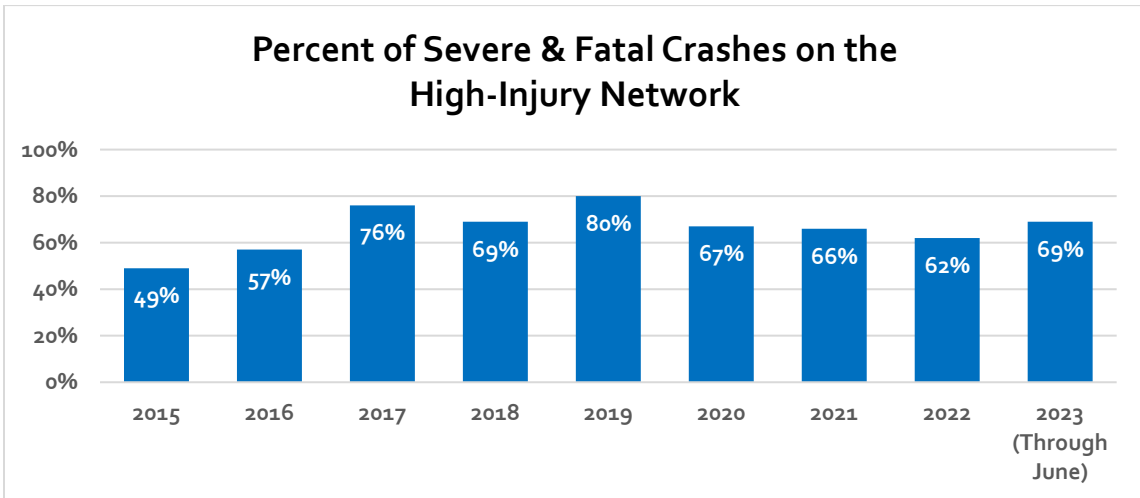
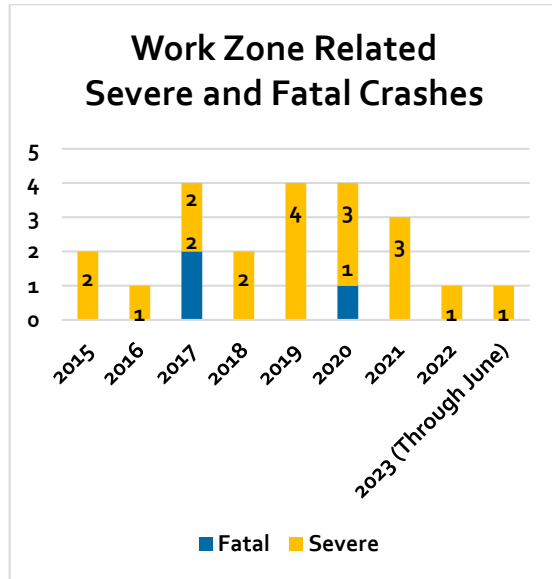
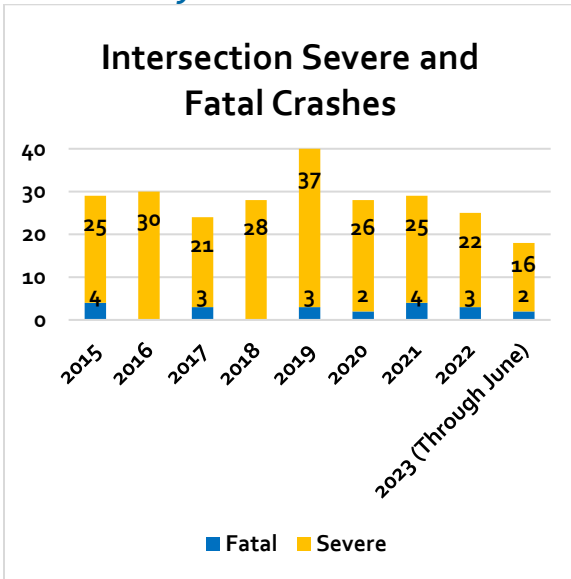
D2: Virginia Department of Transportation - Coordination

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 "Crash Data for Pedestrians and Bicyclists"

Crash Data by Crash Factors



Crash Data by Crash Location



2023: Key Accomplishments To-Date” section, as well as other initiatives as identified through the hot spots program, HIN safety audits, systemic safety needs, and community reports.

Further, we will be providing input and guidance on the [Glebe Rd STARS Study](#) and the [Washington Blvd / Arlington Blvd Project Pipeline Study](#), as well as sharing these state-led public engagement opportunities with the Arlington community.

D4: Legislative Advocacy – 2024 Legislative Package for General Assembly

This fall, we will collaborate with the County Manager’s Office to provide subject matter expert guidance related to transportation safety policy needs as the County prepares the 2024 Legislative Package to be approved by the County Board and submitted for consideration in advance of the 2024 Virginia General Assembly.



Appendices

1. Critical Crash Mitigation Graphics

All graphics are being distributed via Meta advertisements that included English, Spanish, Arabic, Amharic, Chinese, and Mongolian.

TAKE YOUR TIME
TURNING LEFT

Wait for the gap.
Look for people crossing.

Did you know?



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



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.



There is *no safe way* to drive drunk.

PLAN AHEAD
DON'T DRINK & DRIVE

Did you know?

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





EXPECT BIKES

CHECK YOUR BLIND SPOTS

Look for and yield to bikes while turning right.

Did you know?



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





2. Toolbox Outreach Graphics

**On a bike?
USE THE BOX!**

When the light is red, **wait in the bike box** ahead of vehicle traffic to be seen by drivers.



Learn more:



VISIONZERO
ARLINGTON COUNTY

www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero

**¿Estás en una bici?
¡USA EL CUADRO!**

Quando la luz esté roja, **espera en el cuadro para bicicletas** delante del tráfico de vehículos para ser visto por los conductores.



Más información:



VISIONZERO
ARLINGTON COUNTY

www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero

**We're making
this crossing more
FLASHY!**

Press the button to activate flashing lights so drivers know to stop and let you cross safely.



Learn more:



VISIONZERO
ARLINGTON COUNTY

www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero

**¡Vamos a hacer
el cruce más
BRILLANTE!**

Pulse el botón para activar las luces y los conductores sepan cuándo detenerse y permitirte cruzar de manera segura.



Más información:



VISIONZERO
ARLINGTON COUNTY

www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero

We're giving you a **HEAD START** at this intersection!

You'll see the walk sign before the light turns green.




Learn more:



VISIONZERO
ARLINGTON COUNTY

www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero

¡Te estamos dando una **VENTAJA** en esta intersección!

Verás la señal de caminar antes de que la luz se vuelva verde.




Más información:



VISIONZERO
ARLINGTON COUNTY

www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero

This corner is **BUMPING!**

Curb extensions shorten the distance you have to cross, slow down turning vehicles, and make it easier for everyone to see each other.



Learn more:



VISIONZERO
ARLINGTON COUNTY

www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero

¡Esta esquina te da un **EMPUJÓN!**

Las extensiones de acera acortan la distancia que debes cruzar, ralentiza los vehículos que giran y facilita que todos se vean entre sí.



Más información:



VISIONZERO
ARLINGTON COUNTY

www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero

3. 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 2022). Moving 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 2021 – Changes incorporated into trainings/materials FR-300 Refreshers Completed Vision Zero staff met with police on each active patrol squad to discuss best practices for consistent and thorough completion of the FR-300 crash report form, which is the source for Arlington’s crash database.
	Improve access to crash data reported by Virginia State Police (VSP) and National Park Police (NPP).	Explored NPP Database We explored the NPP dataset, but the data format and content did not provide sufficient information for integrating such information with Arlington’s crash data. We reviewed for patterns but did not identify any areas in need of next steps outside NPP’s current programming. Continued collaboration with VSP 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 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).	11 data collection locations in 2023 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 2021 – Normalization incorporated into 2022 Hot Spot & Systemic Analysis Methodologies In-house normalization tool in progress Internal tool for crash rate analysis remains in development. All Hot Spot and High-Injury Network (HIN) updates moving forward will include normalization process The next round of Hot Spots and the High-Injury Network update (completed spring 2023) 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.	Pursuit of smart equipment ongoing All new electric rectangular rapid flashing beacons actively collect pedestrian pushes and vehicle speeds, and new speed feedback indicator signs collect speed data. The County continues to pursue smart infrastructure options whenever possible.
	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, streetlights) in the County, which can be used in systemic analysis to identify patterns where certain infrastructure exists.	Completed 2021 – Sidewalk Inventory Complete / Neighborhood Streets Inventory Initiated Completed 2022 – Neighborhood and Arterial Streets Inventories 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 2021 – 2017-2019 Systemic Critical Crash Analysis Completed 2022 – 2016-2020 Systemic Spatial Analysis Another systemic critical crash review will take place prior to 2025 Action Plan updated Results of the previous systemic evaluations are available on the website .
	Review the High-Injury Network (HIN) every three years using the most recent three-year severe injury/fatal crash data and supporting data.	Completed 2021 – 4 HIN Audits Completed 2022 – 3 HIN Audits 2 HIN Audits Complete We completed preliminary safety audits of two HIN corridors in 2023: N Lynn St & Washington Blvd. Audit schedule and findings are documented here . Updated HIN We completed an HIN analysis for 2017-2019 , which produced the HIN currently in use to inform audits and project prioritization. We updated the HIN in 2023 using 2018-2022 crash data and an updated methodology.
	Perform an annual hot spot review.	Completed 2021 – 2020 Hot Spot Program wrap up 2022 Hot Spot Analysis Action (69 Locations identified; 48 Locations Reviewed; 18 Improvements in Progress; 3 Improvements Installed) We are wrapping up the 2022 hot spot locations . All new locations have been reviewed, and 18+ treatments are in progress. We are now evaluating past hot spots to see how previous safety treatments are working and whether additional layers of safety treatment are needed. Final 2022 hot spot documentation and the new 2024 hot spot list are both expected in winter 2023/24.
	Publish an annual crash report identifying annual and long-term crash patterns using	Completed 2021 – 2020 Annual Crash Report Published Completed 2022 – 2021 Annual Crash Report Published



Obj	Action Item	Performance Metrics Status
	consolidated police data (ACPD / Virginia Department of Transportation (VDOT)) that will serve as the central source for County crash reporting.	2023 Annual Crash Report released The 2022 annual crash report is available on the Maps & Safety Data page .
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 equity analysis complete We published the Vision Zero Transportation Safety Equity Analysis and will conduct 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.	11 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 2021 – 55 crashes reviewed; 7 improvements implemented; 1 campaign initiated Completed 2022 – 50 crashes reviewed; 7 improvements implemented 31 Critical Crashes Reviewed; 1 Improvement Implemented; 15 Locations Being Assessed or Improvements In-Progress We reviewed 31 critical crashes, implemented safety improvements at one location, are in the process of implementing engineering improvements at eight locations, and are actively assessing potential engineering improvements at another eight 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 2021 – Mid-Year report published Completed 2022 - Annual Report and Mid-Year Report published Program reporting up-to-date This is the program’s third annual report, which covers progress from calendar year 2023 to-date.
	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 2021 – Dashboard published and subsequently enhanced Dashboard Up-to-Date The online dashboard is up to date with the latest VDOT dataset (June 2023).
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 2021 – Form developed Completed 2022 – Form used for annual engagement Form in-use Our annual engagement continued to use the same form in 2023 for longitudinal analysis. We added an interactive map this year to update the community map from the 2020 Action Plan engagement.
	Conduct assessment each year collecting responses from residents, workers, and visitors in Arlington.	Completed 2022 – Engagement complete; 1,350 people engaged 2023 Annual Engagement complete; 1,450+ engagements See the Annual Engagement report for more information on what we heard.
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.	Completed 2022 - 3 pilot before/after analyses complete 12 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 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 2022 – 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.	4 studies include Vision Zero In summer 2023 we completed both the S George Mason Dr Multimodal Corridor Study and Arlington Blvd Trail Feasibility Study and have concluded the concept development phase. We are advancing the preferred concepts and recommendations from both studies to the next phase of development, capital project scoping, for the upcoming FY25-FY34 Capital Improvement Plan. The recommendations of both studies are 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. Additionally, the Transit Strategic Plan and the Plan Langston Blvd study include 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.
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.	Completed 2021 – Draft Crash & Safety Analysis Template Developed Completed 2022 - 2 site plans piloted crash/safety analysis (1616 Fort Myer Dr and Ballston Macy's (701 N Glebe Rd). Integrating safety analysis into process We developed a methodology for incorporating safety reviews as part of our MMTAs for special exception site plan projects and piloted for two projects. There are six upcoming site plans in the scoping process, and they will include our safety analysis in their MMTA submittals. We will continue to work on integrating the safety analysis officially into the site plan review process.
	Document and implement a standard approach to conducting safety analysis at the onset of a transportation capital improvement project.	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.

Objective	Action	Performance Metrics Notes
	Collaborate on the plan and design of all new or improved parks and trails to ensure safe access and mobility.	<p><i>Completed 2021 – 6 park/trail projects reviewed (3 reviews 100% complete)</i> <i>Completed 2022 - 5 park/trail projects reviewed (2 reviews 100% complete)</i> 4 park/trail projects reviewed (2 reviews 100% complete) N Ohio St and 12th (100%), Country Club Trail (15%), Four Mile Run & Shirlington (90%), Clark Bell Trail (100%)</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><i>Completed 2021 – Evaluation Criteria Developed for Capital Projects</i> <i>Completed 2022 – Evaluation Criteria Developed for Quick Build Projects</i> Evaluation criteria for all projects in practice Prioritization tools for ranking each quick-build and capital safety projects consider 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 and whether it is near a school zone. See the quick-build page for updated information on our project prioritization and project workflow processes. See the safety-driven capital project page to learn more about how capital projects are initiated by safety needs.</p>
	Develop a process for moving large scale investment projects identified through safety reviews into the capital investment/implementation pipeline.	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.
	Implement quick-build safety projects via the Vision Zero CIP Program.	<p><i>Completed 2021 – 9 quick-build projects</i> <i>Completed 2022 – 11 quick-build projects</i> 10 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 Capital Improvement Plan (CIP) Program.	7 capital projects completed / 13 in progress See list of safety-driven capital projects on the Vision Zero Safety-Driven Capital Projects webpage .
B4: Safety Project & Program Funding	Secure Vision Zero program funding in the CIP for immediate action, quick-build projects.	\$1.6M in FY24 (includes rollover and new funding) We confirmed Street Safety Improvements in the CIP and are working to program safety funding into the CIP update this fall for years FY25 and FY26.
	Secure funding for larger scale investment projects identified through the safety program.	2 safety-driven capital projects programmed The two projects were identified so far in 2023 to be elevated for capital safety improvements include (1) the intersection of N George Mason Dr & N Park Dr and (2) the intersection of N Glebe Rd & Cathedral Ln.
	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.	<p><i>Completed 2022 - 2 full-time Vision Zero positions hired</i> 1 full-time position hired The Vision Zero team now consists of three full-time, permanent employees and two full-time interns.</p>
	Apply for grants strategically, focusing on funding larger-scale, longer-term safety projects.	<p><i>Completed 2021 – \$95K Awarded in technical assistance</i> <i>Completed 2022 – Awarded funding for 5 safety related projects</i> Awarded \$80,000 in technical assistance; submitted 1 funding applications Additional details and updates on funding will be provided in the annual report.</p>

Objective	Action	Performance Metrics Notes
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.	Completed 2022 - 3 HIN speed studies 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. Studies have been delayed due to data collection contractor challenges.
	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 2021 – 7 speed limits reduced Completed 2022 - 7 speed limits reduced 17 corridors w/ speed studies underway See list of speed management activities in the Progress Highlights Section of the Main Report for details on corridors and timeline.
	Develop and adopt a process to reduce speed limits below 25mph on County roads.	Completed 2021 – Adopted & implemented process Completed 2022 - Implemented 13 20MPH school slow zones Implemented 14 20MPH school slow zones; Planning 19 20MPH school slow zones We confirmed a process for lowering speeds below 25mph. In 2023, we installed school slow zones at 14 additional schools and are planning stages to retrofit all remaining public schools and private schools with over 100 students in Arlington by 2024.
B6: Guidelines/Standards	Revisit and update existing guidelines for infrastructure specifications and placement and adjust to ensure best practices for safety considerations.	Completed 2021 – 6 guidelines updated Completed 2022 – 1 guideline updated 2 guidelines posted Guidelines updated include: (1) school zone guidelines, (2) all-way stop 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.	6 guidelines in development or review We have five new guidelines under development for publication likely in 2023/24: (1) Maintenance of Traffic (MOT) during construction plan review, (2) \$200 additional speeding fine signs, (3) school zone speed cameras, (4) leading pedestrian intervals (LPIs), and (5) trail/street intersection crossings. One guideline under review: (1) marked crossing guidelines.
	Refine school zone guidelines to establish consistent signage, signage placement, speed limit reductions, and pavement markings in school areas.	Refined and implemented school zone guidelines 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 , installed 14 new school zone retrofits/school slow zone installations in 2023, and are planning to retrofit all remaining schools in 2024.
	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 2021 – 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.	Completed 2022 - First generation Toolbox published Toolbox in use The first generation of the “living” Toolbox is 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 in Annual Report The Vision Zero annual reports (published in the spring) include the annual tool count. 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.

Objective	Action	Performance Metrics Notes
	Establish a methodology for deploying pilot projects. The methodology shall include monitoring and evaluating based on data/public input collected on the pilot.	Completed 2021 – Developed <u>Pilot Process</u>; 2 Pilot Projects Complete Completed 2022 – 4 Pilot Projects Complete 2 pilot projects in progress, additional pilots in planning stages In Progress <u>Pilots</u> include: (1) Oakridge Elementary School Temporary Road Closure and (2) Tactical Speed Humps in School Zones. Upcoming pilot projects under consideration include a potential tactical turn lane closure and slow streets collaboration pilot with the Neighborhood Complete Streets program.
	Conduct system-wide, holistic reviews of deployed tools and implement updates to ensure consistent and equitable safety treatments throughout the County.	Completed 2021 – 6 tools evaluated; 1,537 locations updated 4 tools being evaluated (1) controlled crossings (update to high-visibility markings), (2) concrete barriers, (3) stop for pedestrian in crosswalk signage, and (4) signal backplates.
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 2022 – <u>Speed cameras ordinance adopted</u> 6 red light camera installations in progress We recommended six new red light camera intersections, which were recently approved by VDOT and will be installed following vendor selection. Procurement for speed camera vendors in progress We are working to procure a vendor and are simultaneously finalizing 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 Information regarding demographics for traffic stops is reviewed periodically by staff and available to the public 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 2021 – Over 10,000 linear ft of new or enhanced safety design elements Completed 2022 - Repaved 70+ miles of roadway; 3.86 miles of new or enhanced bike lanes or skips Repaving 50+ miles of roadway; Conducting early engagement on 2024 repave program Staff have established an annual public engagement process to communicate and obtain input for repaving projects.
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 2021 – 180 Total MOTs Reviewed / 8 MOTs Reviewed with Arlington County Department of Parks & Recreation (DPR) Completed 2022 - 157 MOTs reviewed / 3 MOTs Reviewed with DPR 110 MOTs reviewed / 2 MOTs Reviewed with DPR We review these MOTs for safety features as part of public and private plan reviews.
	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.

Objective	Action	Performance Metrics Notes
	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 Final review and publication of the guidelines 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.	Completed 2022 – Enhanced the Request for Service Portal to include MOT reporting; Responded to 237 requests with an average 16-workday closure rate In progress We are working on training an inspector team that will support the goals of Vision Zero for site and MOT inspections. Responded to 134 requests with an average 27-workday closure rate In 2022, we updated the Request for Service Portal by adding a way to report issues with MOT plans to help the County track work conditions and respond to safety needs.

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 2021 – 8 safety engagements Completed 2022 – 5 safety engagements 3 engagements completed We completed the Annual Safety Engagement. We also helped to review and then advertise the engagements for two safety related VDOT studies (Glebe Rd STARS Study and Washington Blvd/Arlington Blvd Project Pipeline Study).
	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 2022 – Annual engagement; three focus groups Ongoing accessible engagement; Annual Safety Engagement; 2 focus groups; 1 pop-up event We translate public engagement and communication materials into different languages based on the scope of the effort. Our website content is also designed for auto-translation. Our Annual Safety Engagement includes strategic engagement/pop-up events to connect with harder-to-reach populations, and we began quarterly pop-up events in equity emphasis areas to educate and inform community members on safety issues and resources.
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 2021 – Integrated 'Transportation Investigation Form' into the Request for Service Portal Completed 2022 - Added links to websites; printed business cards to share Report-a-Problem information Began quarterly pop-ups to share information about Report-a-Problem in equity emphasis areas 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 .
	Complete timely review of and response to concerns submitted in the community reporting channel.	Completed 2021 – 3,079 public requests (Jan 2021– Mar 2022) with a 12-day completion average Completed 2022 - 3,523 public service requests with a 25-day completion average 2,698 public service requests with a 14-day completion average From Jan 1 – Jun 30, 2023, we received 2,698 public requests related to safety or maintenance. The average time for us to respond to a service request was 14 workdays (excluding weekends/holidays) / 18 calendar days. Note: these numbers are higher than in the past because we

Objective	Action	Performance Metrics Notes
		began tracking more investigations in the system (now includes all traffic safety investigations, MOT issues, Block Street/Sidewalk/Bike Lane reports, and Scooter issues).
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.	Completed 2021 – Transitioned to web platform; Added 6 sub-pages Completed 2022 – Reorganized website to make more user-friendly Updated semi-monthly; added 2 sub-pages 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 added new sub-pages for Before/After Studies and Safety & Equity in 2023.
	Build and maintain a Vision Zero listserv that disseminates information about ongoing projects and programs that relate to transportation safety.	Completed 2021 – 11 Newsletters Sent Completed 2022 – 11 Newsletters Sent; 2,081 subscribers 7 Newsletters Sent; 2,240 subscribers We send one bilingual Vision Zero newsletter per month; the current number of subscribers (2,240 as of early 2023) increased by 159 since March 2023.
	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.	In progress The Interdepartmental Stakeholders Group has been sharing Vision Zero messaging through County emails and social media channels.
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.	Completed 2022 - Critical Crash Mitigation Campaign (May-Dec) Critical Crash Mitigation Campaign relaunched We reused the graphics from the 2022 Critical Crash Campaign because critical crash data trends this year have shown similar behavioral patterns and will run these graphics in similar media and print locations as 2022. We are adding an in-street element this year to educate community members about safety tools and hopefully will encourage pedestrians and bicyclists to take advantage of such safety features.
	Share materials from regional, state, or Federal education and communications campaigns to maximize reach by sharing messaging and information.	Completed 2022 – 16 Campaigns Shared 10 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).
	Provide transportation education and support to the community.	Completed 2021 – 55 classes/events; 25 campaigns shared Completed 2022 - 80+ classes/events; 35 campaigns shared; 476 car seats inspected 53 classes/events; 15 campaigns/initiatives shared; 329 car seats inspected; 1,719 iRide cards sold See list of classes/event and other outreach campaigns in the Progress Highlights Section.
	Tailor education efforts to address negative transportation-user behaviors as identified through systemic crash analysis through targeted outreach campaigns.	Completed 2022 - Critical Crash Mitigation Campaign complete; estimated reach of 150,000 people/month Critical Crash Mitigation Campaign relaunched We used the results of the systemic crash analysis to create targeted messaging.
	Provide traffic speed and count data for public viewing through the open data portal so that members of the community can learn about observed behaviors.	In progress We are working to develop a speed/volume dataset for the County. We will discuss dataset completeness and formatting 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 2023/24.
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 2021 – 3 meetings; 2 quick-build projects; 3 corridor improvements; 14 crossing improvements Completed 2022 - 2 Meetings; 4 safety initiatives implemented 1 Meeting; 15 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.	Completed 2022 – 1 speed limit reduced (Glebe Rd) 1 speed study in progress We are assessing speeds on one VDOT-owned corridors: Old Dominion Dr.
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 2021 – 9 Meetings with Regional Partners; 1 regional event Completed 2022 – 2 meetings with Regional Partners; 3 regional events 9 regional partner meetings; 2 regional events; 1 national event We presented at the following events: (1) Washington DC Institute of Traffic Engineers Chapter Meeting on Arlington’s Transportation Engineering/Safety Programs in April, (2) the Washington Area Bicycle Association Vision Zero Summit in June, (3) the Vision Zero Network’s education series installment on Institutionalizing Health Equity in Transportation Safety in August. 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.
	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 2021 – 2022 Legislative Package Completed 2022 -2023 Legislative Package Legislative package under consideration The County Board will review a legislative package for the 2024 General Assembly later this year. We will be coordinating safety asks and priorities across departments to help prepare the package (e.g., expansion of automated enforcement).

Objective	Action	Performance Metrics Notes
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 invited Mid-Year meeting with the ESG (open to the public) will take place in October 2023. Participants invited will 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; Arlington Neighborhoods Program 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; Sustainable Mobility for Arlington; and more.
	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 2021 – 6 intersections reviewed; 4 pilot projects identified; 13 school zone updates; 18 walk audits Completed 2022 – 2 pilot projects identified; 14 school zones updated School Zone Guidelines Published; 19 school zone updates in progress; speed camera guidelines for school zones program 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 2021 – Established 6 contacts; hosted meetings on pick-up/drop-off zone best practices; hosted 2 events with 30+ people Completed 2022 - Issued all available permits (1,000) for dockless ebikes; Installed 70 micro-mobility corrals Added Bike/Scooter Options to Report-a-Problem Installed 30 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. They have also been hosting educational events to promote safe riding. In 2023, ACCS added Bike and Scooter Issues to the Report A Problem tool. This feature was added to help identify dockless devices parked incorrectly. The report is sent straight to the operators to have the scooter removed within 2 hours. ACCS also added suggest a corral location to the Report A Problem to collect the community input on locations that need more scooter parking.



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.	<i>Completed 2021/22 – Established 2 Contacts</i>

