

VISION ZERO

ARLINGTON COUNTY

Vision Zero Mid-Year Report

Department of Environmental
Services (DES)

Transportation Engineering &
Operations (TE&O)

September 2024



ARLINGTON
VIRGINIA



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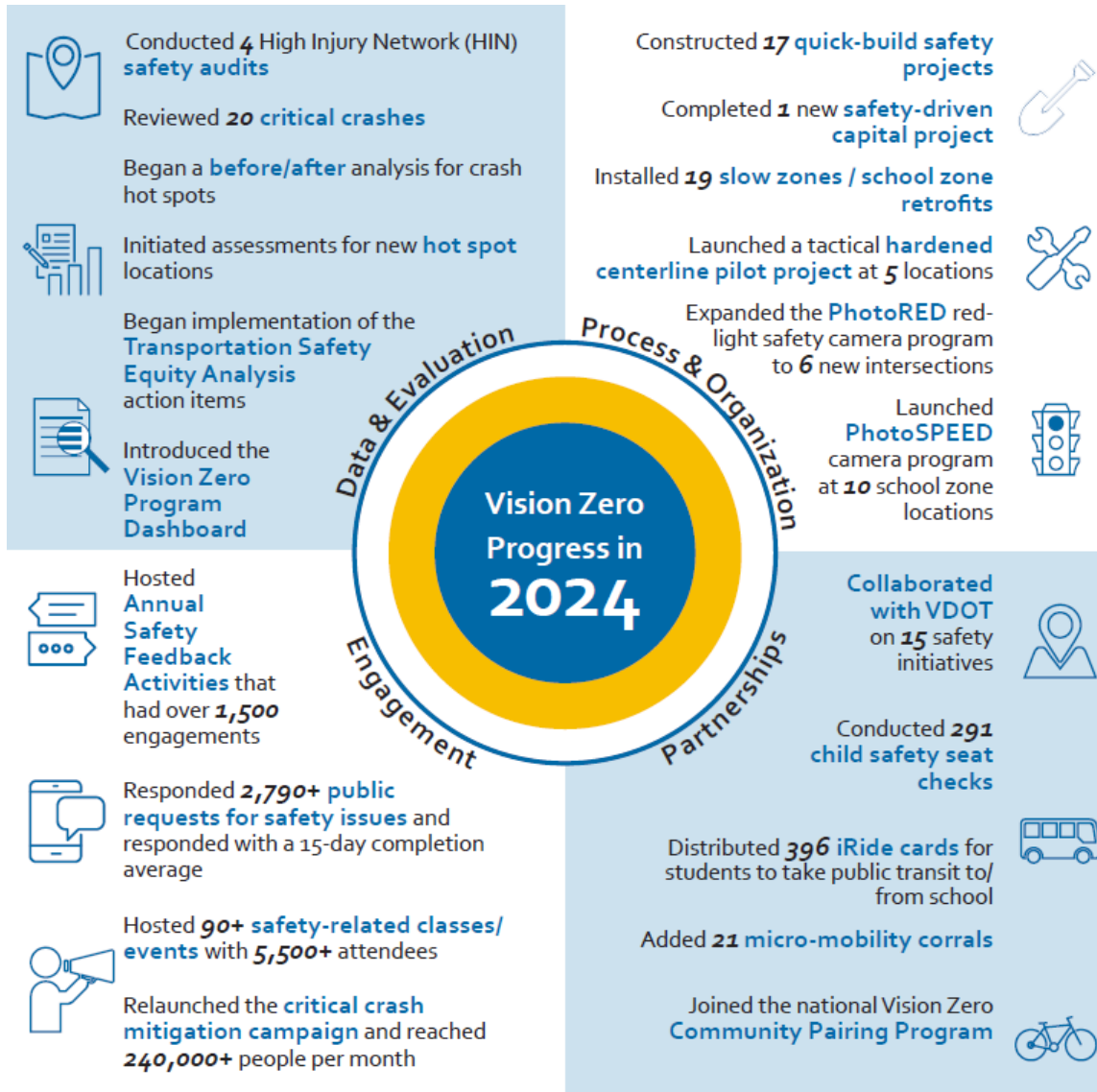
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Executive Summary

Summary of Vision Zero Activities

The following graphic and table provide a summary of activities through August 2024.



Resulting Infrastructure Improvements

- ✓ Implemented 2 improvements at critical crash locations
- ✓ Added leading pedestrian intervals (LPis) at 12+ intersections
- ✓ Installed Rectangular Rapid Flashing Beacons (RRFBs) at 1 crossing
- ✓ Installed centerline hardening at 5 locations
- ✓ Installed 700ft of separated bike lanes
- ✓ Installed 6 speed humps in school slow zones
- ✓ Built or installed 27 curb extensions
- ✓ Completed 1 safety-driven capital project

Key Accomplishments in 2024 To-Date

- Launched reviews at 30 newly identified [crash hot spots](#)
- Added Leading Pedestrian Intervals (LPs) and “No Right Turn On Red” signs at 12 intersections in National Landing.
- Published 2023 [Annual Crash Report](#)
- Conducted four [HIN safety audits](#)
- Continued implementation of action items from the [Transportation Safety Equity Analysis](#)
- Assessed 14 [critical crash](#) locations
- Created a [Vision Zero Program Dashboard](#)
- Published a new [Crash Data Dashboard](#)
- Received 880+ online responses and 630+ community interactions in the [Annual Safety Engagement](#)
- Established before and after tracking methods
- Constructed 17 [quick-build safety projects](#)
- Completed 1 [safety-driven capital project](#)
- Completed 7 [traffic signal upgrades](#)
- Programmed 2 [safety-driven capital projects](#)
- Received \$80,000 in [technical assistance](#) to assess a hot spot
- Reduced the speed limit on five corridors
- Installed updates and school slow zones in 19 [school zones](#)
- Gathered before/after data and 247 community feedback responses related to the tactical speed hump [safety pilot project](#)
- Expanded the tactical speed hump pilot to 3 additional streets
- Launched a safety [pilot](#) to test hardened centerlines at 5 locations
- Expanded the [Red-Light Safety Camera program](#) (PhotoRED) to [6 new locations](#)
- Launched the [Speed Safety Camera Program](#) (PhotoSPEED) at [10 school zone locations](#)
- Received 2,796 public requests related to safety or maintenance, with an average response time of 15 calendar days
- Received 150 requests pertaining to maintenance of traffic (MOT) / active construction area concerns, with an average response time of 13 calendar days
- Hosted 90+ events with 5,600+ attendees
- Shared 23+ campaigns or outreach initiatives
- Conducted 291 [child safety seat checks](#)
- Distributed 396 [iRide cards](#) for students to travel by public transit
- Continued the [Critical Crash Mitigation campaign](#), with an estimated reach of about 240,000 impressions per month
- Coordinated with [VDOT](#) on 15 safety initiatives
- Collaborated with [External Stakeholders](#) and [APS](#) on initiatives
- Joined the national [Vision Zero Community Pairing Program](#) and was paired with Madison, Wisconsin
- Added or updated 21 [micro-mobility corrals](#)

Upcoming 2024

- Complete an initial assessment of all newly-identified 2024 [crash hot spots](#)
- Conduct two more [HIN safety audits](#)
- Implementing recommendations of the [Transportation Safety Equity Analysis](#)
- Finalize [before/after studies](#) of 5 safety tools
- Participate in the update to the [Transportation Element](#) of the County's [Comprehensive Plan](#)
- Implement and monitor the impact of the safety evaluations within the site plan process
- Continue building or developing plans for 30+ [quick build safety projects](#)
- Deliver or progress on 21+ [safety-driven capital projects](#)
- Continue progressing toward our action item of reviewing all speed limits of 30mph or above in the county
- Launch a refresh of the [Multimodal Engineering Safety Toolbox](#)
- Continue identifying, constructing, monitoring, and expanding [pilot safety projects](#)
- Monitor and review [automated safety enforcement](#) initiatives
- Progress maintenance of traffic design guidelines for active construction zones
- Continue developing and sharing content through the [Critical Crash Mitigation Campaign](#)
- Publish the [regional impaired driving awareness and resources project final report](#)
- Coordinate with [VDOT](#) on safety initiatives
- Assist in development of the 2025 Legislative Package for the General Assembly
- Begin planning for Vision Zero [Action Plan](#) Update Process to Launch in 2025

Introduction

Vision Zero in Arlington County

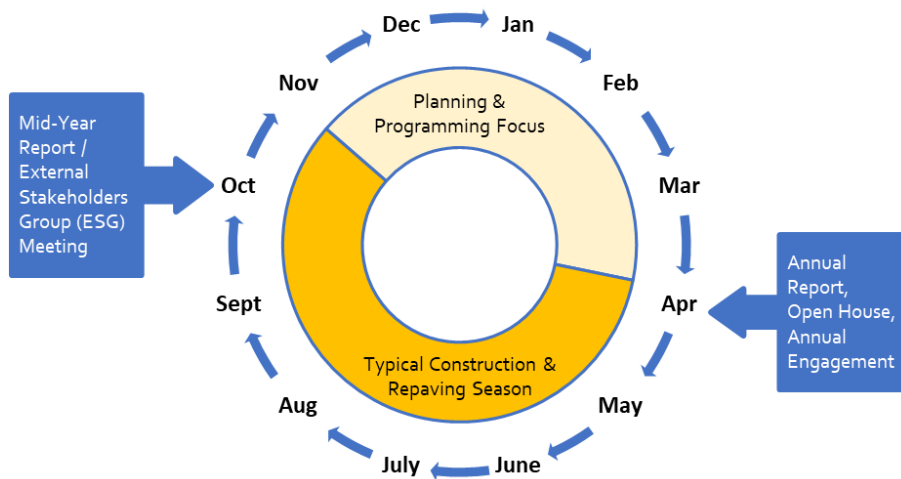
Vision Zero is an internationally recognized strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. In May 2021, the Arlington County Board adopted a [five-year Vision Zero Action Plan](#) to work toward our goal of zero serious injuries 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 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 an open house every year to share progress.
- We will collect feedback on our progress each year and share a summary in the Mid-year Report. This document is the fourth 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: <ul style="list-style-type: none">✓ Crash, High Injury Network (HIN), and Hot Spot Analysis✓ Community Reports Responses✓ Collaboration and Communication	Multi-Year Activities: <ul style="list-style-type: none">✓ HIN Update (every three years)✓ Hot Spot Analysis (every two years)✓ Action Plan Update (2025)
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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.

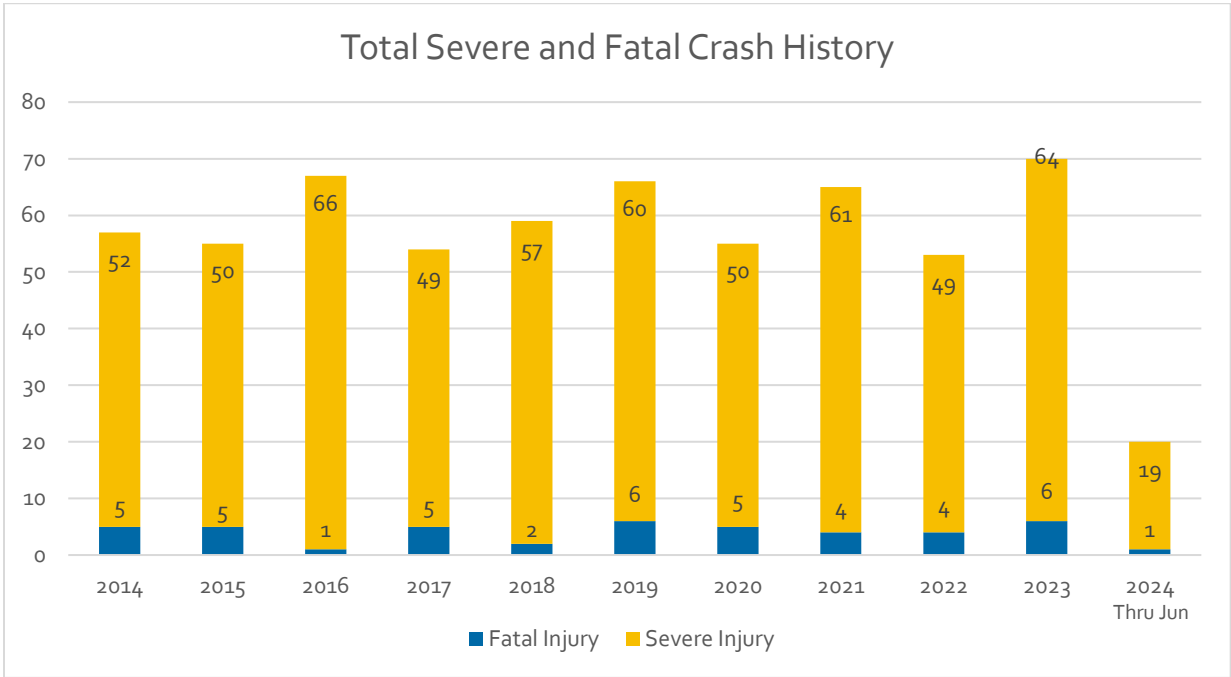
Performance Measures

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, 2024** (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 Data Dashboard](#).

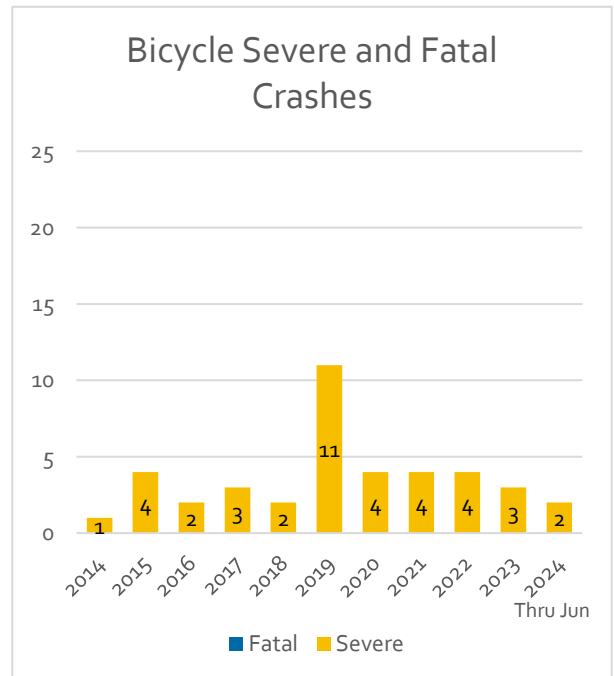
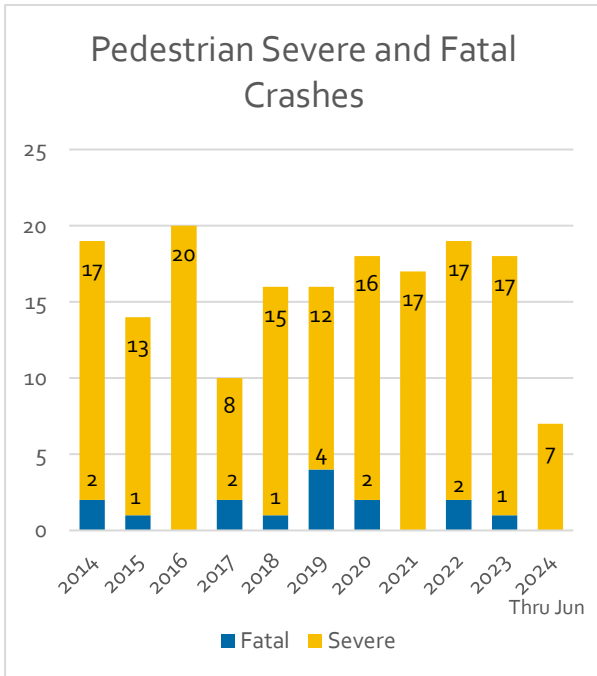
	Fatal	Severe Injury	Visible Injury	Nonvisible/ Possible Injury	Property Damage Only	Total
Total Crashes	1	19	194	28	742	984
Intersection Crashes	0	12	112	14	342	480
Pedestrian Crashes	0	7	37	7	0	51
Bicycle Crashes	0	2	16	0	1	19
Alcohol-related Crashes	0	5	16	1	56	78
Speed-related Crashes	1	7	37	3	170	218
Distracted-related Crashes	0	2	28	3	108	141
Work Zone Crashes	0	0	9	5	23	37
Crashes on the High-Injury Network	0	4	71	8	181	264
Crashes in Equity Emphasis Areas	1	13	114	14	436	578

As of the end of June 2024:

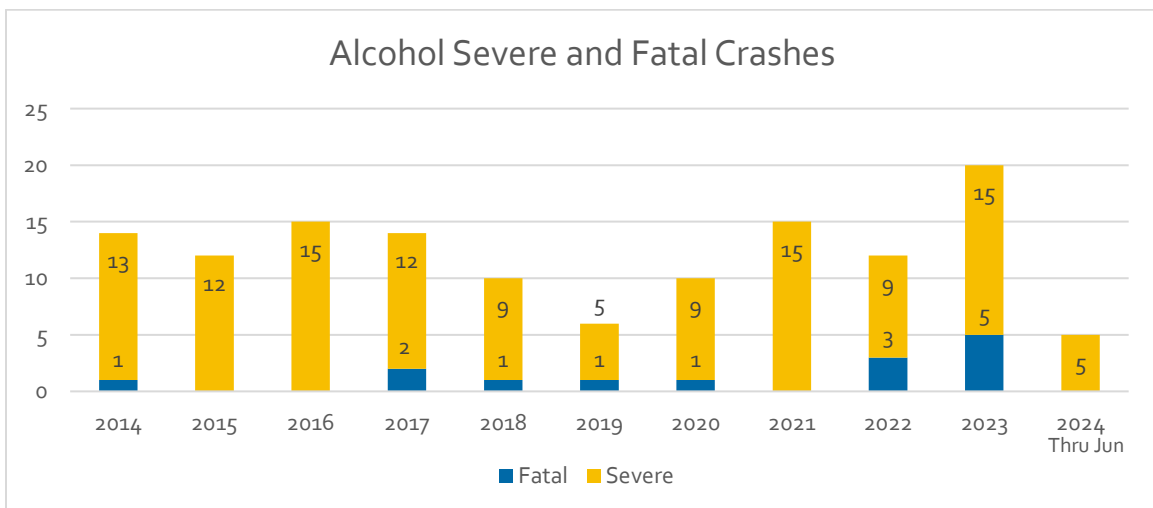
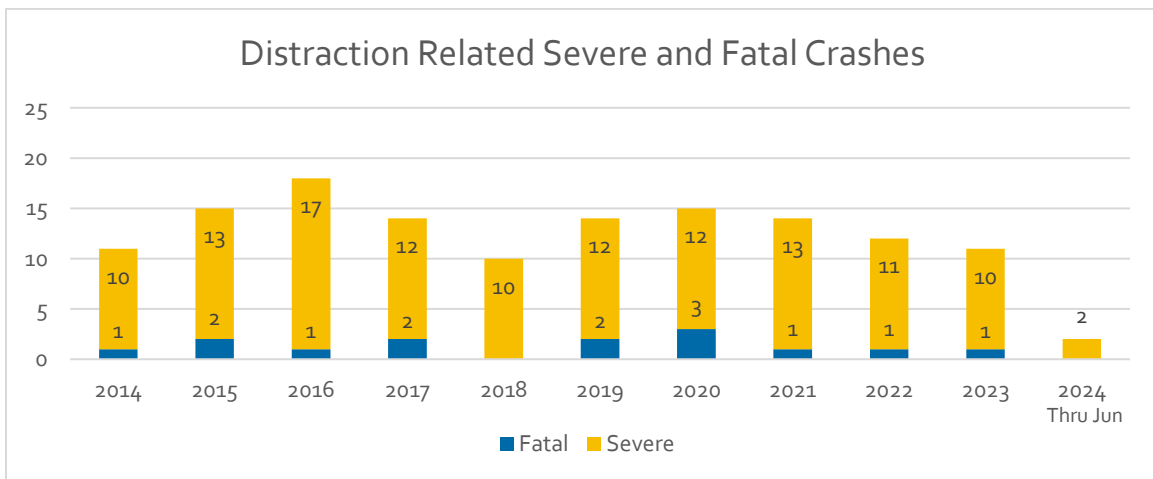
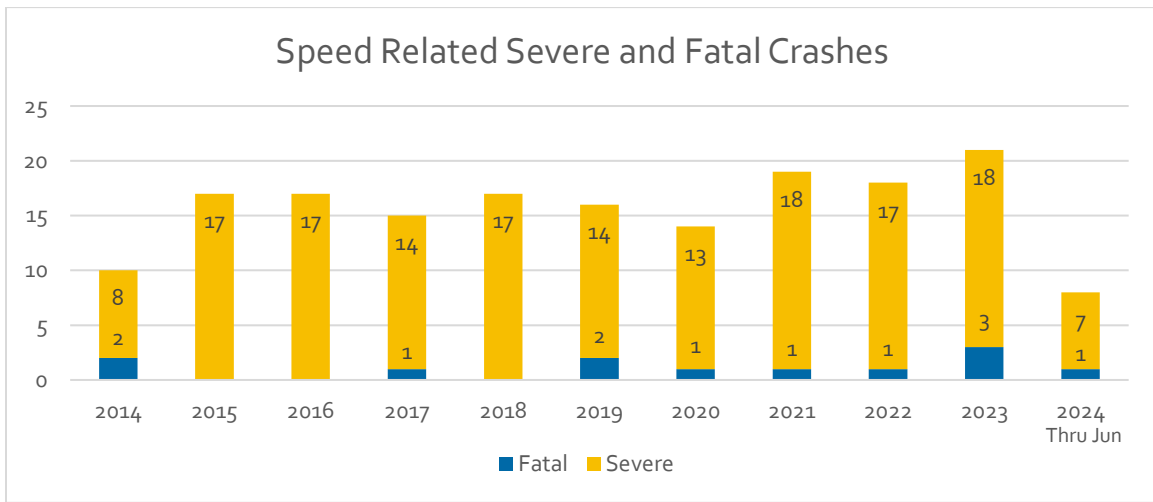
- One fatal crash occurred on Interstate 395 (I-395) involving a motorcyclist and fixed object.
- Five severe crashes occurred on roads owned and maintained by Arlington County:
 - o Three of which involved pedestrians.
- Fourteen severe crashes occurred on roads owned and maintained by VDOT (including I-395, Glebe Rd, Langston Blvd, Washington Blvd, and Route 50):
 - o Four of which occurred on I-395.
 - o Four of which involved pedestrians.
 - o Two of which involved people on bikes.



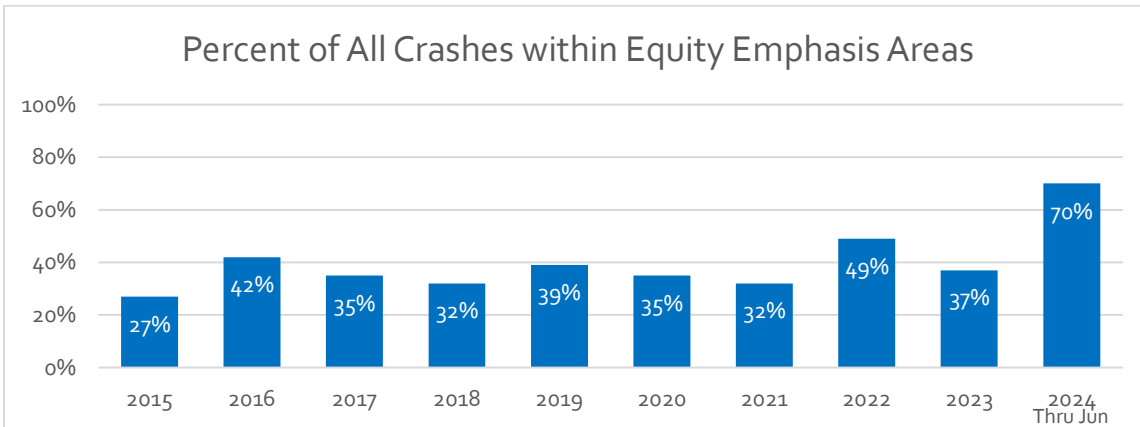
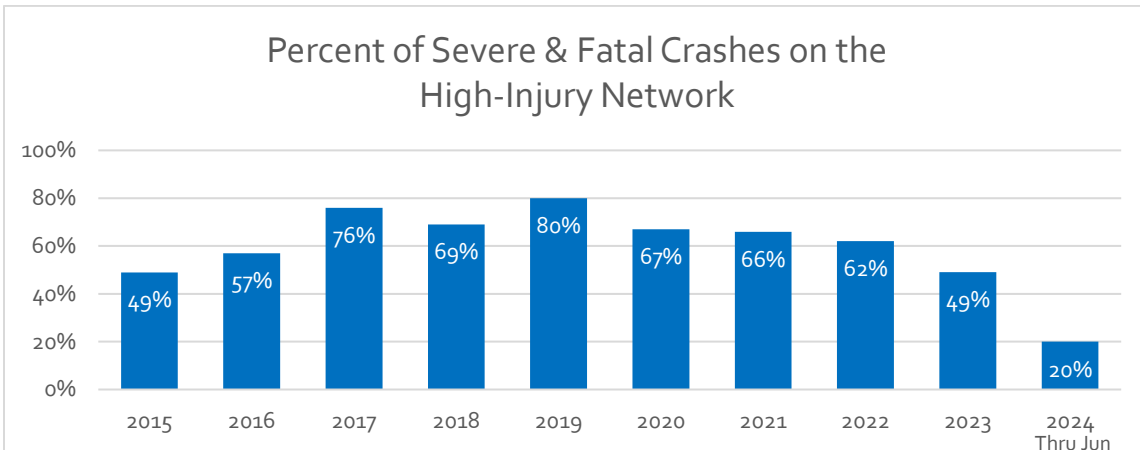
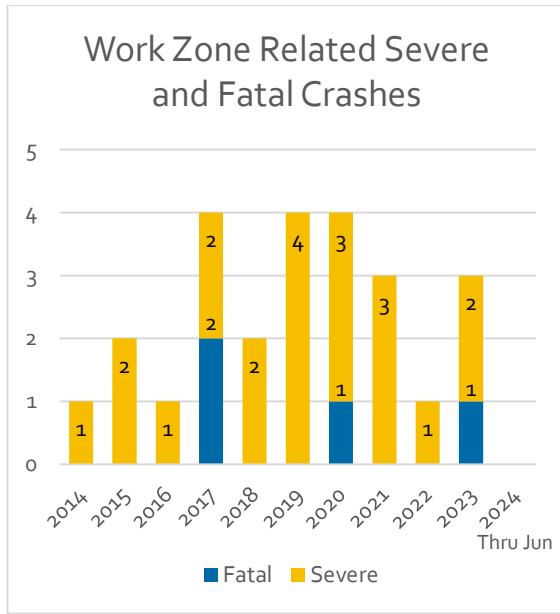
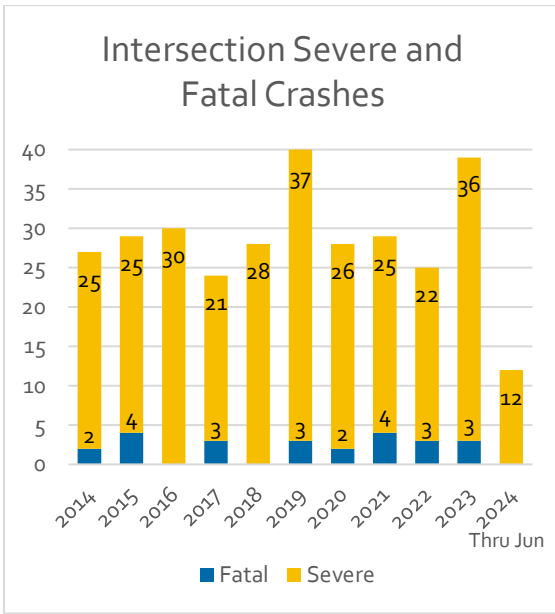
Crash Data for Pedestrians and Bicyclists



Crash Data by Crash Factors



Crash Data by Crash Location



2024: Key Accomplishments To-Date

This section summarizes the progress we have made on implementing each action item in the Vision Zero Action Plan so far in 2024. 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 initiated assessments and recommendations for the 2024 Hot Spots Analysis starting with new/first-time hot spots. At the time of this report, we had initiated reviews at 30 of the 34 newly identified hot spots. Once we complete the review of new hot spots (targeted for the end of 2024), we will review the hot spot locations repeated from previous years. This allows additional time for assessment following their previous improvements. Visit the [Hot Spots page](#) to view the 2024 hot spots on a map and to learn about the methodology used to identify the locations.

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.

One example of systemic implementation in 2024 was the addition of Leading Pedestrian Intervals (LPis) and “No Right Turn on Red” (NTOR) signs at 12 intersections in National Landing, including traffic signals along S Hayes St, S Eads St, 15th St S, and 18th St S. LPis give walkers and bikers a 3-7 second head start at signalized intersections. Studies show that this safety tool can reduce pedestrian-vehicle collisions by up to 60% by increasing visibility of pedestrians for turning motorists. The “No Right Turn on Red” restriction ensures there is no potential conflict between a vehicle and the pedestrian with the LPI head start (which occurs while the light is red). With this effort, we will have over 90 intersections with LPis/NTOR in the county.

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 now completed. 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 – 2023 Annual Crash Report Published

We reviewed 2023 crash data to identify trends and spatial patterns and documented that analysis 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 to 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](#). In 2023, there were six fatal crashes. Five of these involved alcohol and three involved speeding. There were 64 severe injury crashes, 111 pedestrian-involved crashes, and 52 bicycle-involved crashes.

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

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 2023, we developed a three-year schedule for conducting safety audits (see below), which we have followed in 2024.

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

The following audits have been completed so far in 2024:

- [N Henderson Rd](#): The audit covered the stretch from N Glebe Rd to Arlington Blvd, which includes two hot spot locations. The N Glebe Rd intersection will have changes based on recommendations from the [Glebe Road VDOT STARS \(Strategically Targeted Affordable Roadway Solutions\) study](#). Meanwhile, at Arlington Blvd, recent signal improvements were made, and we will continue to monitor the intersection. This audit also led to two all-way stop analyses at N Thomas St and 2nd St N. Although these intersections did not meet the criteria for all-way stops, we will be installing “cross traffic does not stop” signs to boost awareness and safety.
- [S Courthouse Rd](#): This audit spanned from S Walter Reed Dr to 12th St S. This corridor had one hot spot location at Columbia Pike which is already seeing improvements as part of the [Columbia Pike Multimodal Street Improvements](#).
- [N Monroe St](#): This audit covered the stretch from Washington Blvd to 3rd St N. This corridor had one hot spot location at N Fairfax Dr which underwent changes in 2023 with a Quick-Build project and a traffic signal update. We will continue to monitor this



location for crashes following these updates. Additionally, an all-way stop analysis at 9th St N confirmed that the intersection met the criteria for stop signs in all directions, which have now been installed.

- Wilson Blvd: We audited Wilson Blvd from N Arlington Ridge Rd to N Randolph St. In addition to the regular walking audit, a bike audit group also reviewed the bike lanes from N Oak St to Fairfax Dr. The Ballston BID joined the audit in the Ballston area.

Documentation is typically available within four months of each audit, and you will be able to view documentation and updates on the [HIN Corridor Safety Audits page](#).

Staff Participating in the S Courthouse Rd Audit



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.

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 the Transportation Safety Equity Analysis report [appendix](#))

Pop-up Event at a Food Distribution Site



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. In the first two quarters of 2024, we reviewed 14 critical crashes. Several follow up reviews and recommendations are now in progress. To learn more about critical crash reviews and responses, visit the [Maps & Safety Data page](#).

Recognizing that critical crashes have a variety of factors, not all of which are related to engineering, we also used qualitative findings from these reviews to update the critical campaign to better cover the major behavioral factors that lead to severe crashes.

A6: Vision Zero Program Reporting

In spring 2024, we published a new [Crash Data Dashboard](#) that provide additional filtering capabilities. We also published a [user guide](#) to provide instructions for navigating the dashboard.

In summer 2024, we also introduced a new progress tracking tool: the [Vision Zero Program Dashboard](#). This tool has high-level crash data, infrastructure elements, Vision Zero initiatives, speed limit studies, and outreach work/results mapped for community viewing.

A7: Annual Benchmark Safety Analysis Results & Next Steps

In April 2024, we conducted our annual safety engagement. We distributed multilingual outreach materials (including lawn signs and sidewalk stickers); hosted a [virtual Vision Zero Open House StoryMap](#); placed mail-in engagement stands at two public libraries; hosted a community walk along an HIN corridors; and held six pop-up events in areas throughout the county near the HIN corridors, hot spots, or in Equity Emphasis Areas. We received 880+ responses to the online form and had 630+ community interactions at the pop-up events. The findings and next steps from the engagement are detailed in a report provided on the [Education & Outreach 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 created tracking methods for monitoring crash rates at previous hot spot, quick build, and other recent safety improvement locations. View the Mid-Year report's new Before & After Analysis section to see successes and areas for improvement as identified through this new tracking system. From this point forward, the Mid-Year Report will be a venue for sharing before/after crash reviews for recent quick-build, pilot, hot spot, HIN, and other safety improvements.

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

Through July 2024, we have constructed 17 [quick-build safety projects](#). Links to more information provided below, if available:

- [Wilson Blvd & N Troy St](#)
- [Washington Blvd & 4th St N](#)
- [14th St N & N Veitch St](#)
- [Fairfax Dr & N Lynn St](#)
- [N 14th St & N Uhle St](#)
- [Clarendon Blvd & N Queen St](#)
- [Wilson Blvd b/w N Pierce St and N Oak St](#)
- [6th St S & S Adams St](#)
- [S Four Mile Run Dr btw S Walter Reed Dr & S George Mason Dr](#)
- [Wilson Blvd & N Garfield St \(Tactical Improvements\)](#)
- [Fairfax Dr & N Nelson St \(Tactical Improvements\)](#)
- [10th Street N & N Barton St](#)
- [N Glebe Rd & 11th St N](#)
- [N Barton St & 14th St N \(Tactical Improvements\)](#)

- [N Randolph St & 9th St N \(Tactical Improvements\)](#)
- [N Clarendon Blvd & N Cleveland St](#)
- [Williamsburg Blvd & 36th St N \(Tactical Improvements\)](#)

Quick-build Project Construction



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

So far in 2024, construction is complete for one safety-driven capital project: [Boundary Channel Drive](#). See the [Safety-Driven Capital Projects page](#) for more information.

We have also completed 11 traffic signal rebuilds funded through the CIP and improve safety conditions at signalized intersections. See the [Traffic Signal Upgrades Project page](#) for more information. (In addition to these traffic signal rebuild projects, four traffic signals were updated and one new traffic signal was installed through the private site plan development process.)

B4: Safety Project & Program Funding – Capital Projects

So far in 2024, there were two safety projects elevated for capital safety improvements: the intersections of Lorcom Ln & Vacation Ln and eastbound Langston Blvd & Fort Myer Dr. We will work to program more safety improvements through our various program initiatives.

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.

Through the Metropolitan Washington Council of Government's Regional Roadway Safety Program, Arlington was awarded \$80,000 in technical assistance to study safety improvements at the intersection of S George Mason Dr & S Four Mile Run Dr (a crash hot spot). This intersection was preliminarily reviewed during the [South George Mason Drive Multimodal Transportation Study](#). This analysis will dive further into potential impacts and feasibility of concept designs.

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

B5: Speed Management

In 2023, we studied 17 corridors with speed limits of 30mph or above. In 2024, we moved forward recommendations for speed limit reduction on five of those corridors through hearings with the County Board in 2024:

- N Carlin Springs Rd from N Glebe Rd to Arlington Blvd: resulted in recommendation for speed limit reduction from 30mph to 25mph from N Glebe Rd to N George Mason Dr
- Fairfax Dr from N Monroe St to N Glebe Rd: resulted in recommendation for speed limit reduction from 30mph to 25mph from N Kirkwood Rd to I-66 ramps
- N George Mason Dr from Yorktown Blvd to Arlington Blvd: resulted in recommendation for speed limit reduction from 30mph to 25mph from N Carlin Springs Rd to Arlington Blvd
- Military Rd from N Glebe Rd to Langston Blvd: resulted in recommendation for speed limit reduction from 30mph to 25mph from Nelly Custis Dr to Langston Blvd
- 10th St N from Arlington Blvd to N Washington Blvd: resulted in recommendation for speed limit reduction from 30mph to 25mph from Washington Blvd to Kirkwood Dr

We are continuing progress toward our action item of reviewing all speed limits of 30mph or above in the county in 2024. Speed limit reviews can now be tracked through the [Vision Zero Program Dashboard "Speed Limits" tab](#).

B6: Guidelines & Standards –School Slow Retrofits

In spring 2024, we installed the [third and final phase of school zone retrofits](#) and school slow zones at 19 schools in Arlington:

- Abingdon Elementary
- Arlington Science Focus Elementary
- Ashlawn Elementary
- Barcroft Elementary
- Dorothy Hamm Middle
- H-B Woodlawn Secondary + Shriver Program
- Jamestown Elementary
- Langston High
- Long Branch Elementary
- Oakridge Elementary

- Randolph Elementary
- Taylor Elementary
- Washington-Liberty High
- Full Circle Montessori (PreK-6)
- St. Agnes (K-8)
- St. Ann (K-8)
- Our Savior Lutheran (K-8)
- Rivendell School (K-8)
- Veritas Collegiate Academy

School Slow Zone Pavement Marking



View the [School Zone Updates StoryMap](#) to learn more about this three-year-long school zone update process. Now that all school zones meet Arlington's new school zone guidelines, we will focus on encouraging and enforcing school zone speed limits through the tactical speed humps pilot and the upcoming launch of Arlington's school zone speed camera program.

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. There have been two ongoing pilots in 2024: (1) tactical speed humps in school zones and (2) centerline hardening.

Tactical Speed Humps Pilot:

- In December 2023, the County launched a safety pilot project that added tactical speed humps within three school zones: Gunston Middle School, Cardinal Elementary School, and Hoffman-Boston Elementary School. The initiative reintroduced speed humps to Arlington's streets via a limited pilot focused on school slow zones where data showed that the implementation of a 20 mph speed limit had not lowered speeds.
- We asked the community for feedback on the pilot in spring 2024 and received 247 responses. Overall, community feedback on the tactical speed humps pilot was positive.
- We collected data for multi-day periods along various points on the corridors before the speed humps were installed and then again at the same points following the installation of the speed humps. The data illustrate clear reductions in speed: 18-41% fewer drivers speeding and 11-38% lower 85th percentile speeds.
- [View the public feedback and data findings infosheet.](#)
- Due to the safety benefits expressed by community members and the significant reductions in speeding recorded along the corridors, the County expanded the tactical speed hump safety pilot to three additional sites in fall 2024. We identified expansion locations through before/after speed data collection across all school slow zones installed prior to 2024:

- S Irving St between Arlington Blvd and 2nd St S (Jefferson Middle / Fleet Elementary)
- 22nd St S between S Monroe St and S Kenmore St (Drew Elementary)
- S Dinwiddie St between S George Mason Dr and S Chesterfield Rd (Wakefield High / Claremont Elementary)

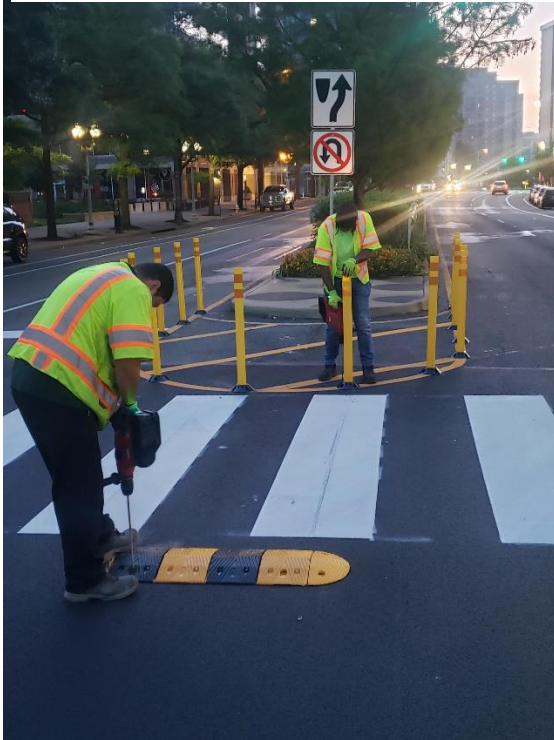
Tactical Speed Hump Installation on S Dinwiddie St



Hardened Centerlines Pilot:

- Hardened centerlines are a proven safety tool used to reduce turning speeds and increase visibility of pedestrians for turning motorists at intersections. We launched a [pilot](#) to test hardened centerlines at five locations in spring 2024:
 - Clarendon Blvd at N Rhodes St (south side)
 - Fairfax Dr at N Randolph St (north and south side)
 - Columbia Pike at S Dinwiddie St (east and west sides)
 - Columbia Pike at S Four Mile Run Dr (west and north sides)
 - S Kenmore St at 24th St S (all sides)
- We will monitor these locations collecting data on turning speeds and vehicle positioning to determine effectiveness, as well as community feedback, to help assess next steps for the pilot later in the year.

Centerline Hardening Installation and Community Engagement Flyer



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

In fall 2024, Arlington expanded the Red-Light Safety Camera program (PhotoRED) to six new intersections identified through red-light running related crash data analysis:

- Eastbound and westbound Columbia Pike at S Washington Blvd
- Westbound Langston Blvd at N Spout Run Pkwy and southbound N Spout Run Pkwy at Langston Blvd
- Eastbound and westbound 10th St N at N Barton St
- Westbound Langston Blvd at N Lynn St
- Westbound Wilson Blvd at N Lynn St and northbound N Lynn St at Wilson Blvd
- Westbound Langston Blvd at eastbound I-66 Exit 72 Offramp

Arlington also launched our Speed Safety Camera Program (PhotoSPEED) in August 2024 at ten (10) school zone locations:

- Southbound 600 block of S Carlin Springs Rd
- Southbound 400 block of N George Mason Dr
- Eastbound 4500 block of Washington Blvd
- Southbound Unit block of S Carlin Springs Rd
- Southbound 1900 block of S George Mason Dr
- Eastbound 5200 block of Yorktown Blvd
- Southbound 1200 block of S George Mason Dr

- Northbound 1300 block of Kirkwood Rd
- Westbound 5800 block of Wilson Blvd
- Northbound 1900 block of S George Mason Dr

We will be actively reviewing and assessing the school zones to determine the safety impacts of the cameras to guide the development and future of the PhotoSPEED program.

[Visit the Vision Zero page on automated safety enforcement for more information.](#)

Speed Safety Camera on N George Mason Dr at Barrett Elementary School



C2: Accessible Feedback Channels – Community Response to Safety Issues

From January 1 through June 30, 2024, we received 2,796 public requests related to safety or maintenance. The average time for us to respond to a service request was 12 workdays (excluding weekends/holidays), or 15 calendar days. In that same period, we received 150 requests pertaining to maintenance of traffic (MOT) / active construction area concerns. The average time for us to respond to these requests was 13 calendar days.

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 2024, the County has hosted over 90 events with a total of over 5,680 attendees. Additionally, the County has participated in over 23 other campaigns or initiatives to help encourage safe multimodal travel. The lists below provide a breakdown of the community education programs hosted so far in 2024, by provider.

Classes and events include:

- Arlington County Commuter Services (ACCS):
 - Offered Adult Biking Classes: 9 classes / 94 attendees
 - Hosted a 55+ presentation on How To Be a Bicycle-Friendly Driver: 1 class / 12 attendees
 - Hosted Bike to Work Day: 7 locations / 2,159 attendees
 - Co-hosted a free community walk with the County's Vision Zero Program: 1 event / 30 attendees
 - Promoted Capital Bikeshare membership discounts for low-income residents, and promoted safety and distributed helmets through the Community Partners Program: 59 events, 3,037 attendees and 59 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: 5 events / 18 attendees
 - Attended local universities outreach events to promote Capital Bikeshare, Arlington biking informational materials, and transit options in Arlington: 4 events / 271 attendees
 - Offered Capital Bikeshare and Bike Safety information and transit options to employees at Corporate Commuting Open House events: 1 event / 44 attendees
 - Hosted a tour of National Landing for members of the Committee of Uniform Traffic Control Devices: 1 event / 15 attendees
- ACPD:
 - Auxiliary Unit inspected 291 child safety seats through the [County's car seat inspection program](#) (through mid-August)
 - Don't Press Your Luck Anti-Drunk Driving Event ([Press Release](#))
 - Spring Street Smart Campaign (S Carlin Springs Road) ([X](#) | [Facebook](#) | [Press Release](#))
 - Spring Street Smart Campaign (Williamsburg Blvd) ([X](#) | [Facebook](#) | [Press Release](#))
 - 2024 Back to School Transportation Safety Campaign ([X](#) | [Facebook](#) | [Press Release](#))

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 Until Help Arrives (UHA) awareness program, with support from Arlington Video Group
- Arlington County Commuter Services (ACCS):

- Posted trail etiquette signs encouraging safe riding and walking along multiple trails
- Featured in reports on four local news sites which reported on Arlington becoming a Gold Level Bicycle Friendly Community (ArINow, Gazette Leader, Connections Newspaper and Beyond DC)
- Worked with Arlington Public Schools (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: 396 cards sold
- Embarked on a redesign of the Bicycle Comfort Level Map in partnership with DES staff: The 2024 map incorporates data, much of it collected by the Vision Zero program, to score Arlington roadways based on how comfortable they are for cycling
- ACPD:
 - National Highway Traffic Safety Administration (NHTSA) Fans Don't Let Fans Drive Drunk ([X](#) | [Facebook](#) | [Press Release](#))
 - Washington Regional Alcohol Program (WRAP) Sober Ride- St. Patrick's Day Holiday ([X](#) | [Facebook](#))
 - Look Twice for Motorcycles ([X](#) | [Facebook](#))
 - National Distracted Driving Awareness Month ([X](#) | [Facebook](#))
 - Practice Emergency Interactions ([X](#) | [Facebook](#) – multiple posts)
 - Vehicle Anti-Theft Device Distribution ([Press Release](#) | [X](#) | [Facebook](#) – multiple posts)
 - Spring Street Smart Campaign ([X](#) | [Facebook](#) | [Press Release](#))
 - WRAP Sober Ride- Cinco De Mayo Holiday ([X](#) | [Facebook](#))
 - Motorcycle Safety Awareness Month ([X](#) | [Facebook](#))
 - NHTSA Click It or Ticket- Memorial Day Holiday ([X](#) | [Facebook](#) | [Press Release](#))
 - Bike to Work Day Safety Tips ([X](#) | [Facebook](#))
 - Summer Safety Tips ([X](#) | [Facebook](#))
 - NHTSA Prevent Vehicle Theft ([X](#) | [Facebook](#))
 - WRAP Sober Ride-July 4th Holiday ([X](#) | [Facebook](#))
 - Photo Red-Light Expansion ([X](#) | [Facebook](#) | [Press Release](#))
 - Photo Red-Light Enforcement (Warning Period begins) ([X](#) | [Facebook](#))
 - National Stop on Red Week ([X](#) | [Facebook](#))
 - NHTSA Drive Sober or Get Pulled Over- Labor Day Holiday ([X](#) | [Facebook](#) | [Press Release](#))
 - 2024 Back to School Transportation Safety Campaign ([X](#) | [Facebook](#) | [Press Release](#))

C4: Community Knowledge Building – Critical Crash Mitigation Campaign

Arlington County first launched the Critical Crash Mitigation Campaign in 2022 as a way to foster safer driver behaviors by educating community members on the top safety risk factors seen in Arlington's crash data. We share the campaign through the Vision Zero website and newsletter, local advertisements, safety stakeholders, social media, and other Arlington newsletters and emails.

The 2024 campaign launched in January and provides new messaging around a different theme each month. The themes have been released on a rolling basis and have been identified through Arlington's Critical Crash Review team based on common factors involved in severe and fatal crashes in Arlington. See bullets below for themes released so far. Estimated reach of the campaign is about 240,000 impressions per month.

- January: Pedestrian Crashes in Dark Conditions - [Multilingual Brochure](#)
- February: Safe Lane Changes - [Multilingual Graphic](#)
- March: School Slow Zones, 20MPH All Day, Every Day - [Multilingual Graphic](#)
- April: Minor distractions cause serious crashes. - [Multilingual Graphic](#)
- May: Slow down in work zones! - [Multilingual Graphic](#)
- June/July: Slower is safer for everyone. - [Multilingual Graphic](#)
- August: Give Students a Brake! - [Multilingual Graphic](#)

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 2024, thus far, we have either continued or initiated work on the following projects and initiatives in coordination with our partners at VDOT:

- [Glebe Rd STARS \(Strategically Targeted Affordable Roadway Solutions\) Study](#)
- N/S Glebe Rd HIN Safety Audit follow up marking package (2 marking locations)
- N Glebe Rd and I-66 Eastbound Ramp (marking improvements)
- N Glebe Rd & Cathedral Ln (capital project design)
- S Glebe Rd HIN Safety Audit follow up marking package (6 marking/signage locations)
- S Glebe Rd & S Old Glebe Rd (pilot project)
- Potential safety improvements for unsignalized left turns on Arlington Blvd/Route 50
- [Project Pipeline US Route 50/Arlington Blvd and VA Route 27/Washington Blvd Study \(NV-23-06\)](#)
- Washington Blvd school zone updates (markings/signage)
- Washington Blvd & N Frederick St (quick build project design)
- Washington Blvd & Arlington Blvd trail crossing updates (2 locations)
- Langston Blvd & N Scott St (hot spot improvement)
- 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)
- Langston Blvd & N Kensington St
- Langston Blvd & N Quinn St (advanced signage / hot spot response)
- Langston Blvd and N Woodstock St (tactical curb extension)

D3: Regional Agency Coordination – Sharing National Best Practices

In spring 2024, the Federal Highway Administration (FHWA) accepted Arlington’s application to join the next cycle of the national [Vision Zero Community Pairing Program](#). Arlington is very excited to be paired with a peer Vision Zero agency in Madison, Wisconsin. Throughout the next two years, staff from Arlington and Madison will meet virtually on a regular basis and visit one another in-person. We will cover safety topics ranging from engineering best practices to successful community education methods to strategies for updating our Vision Zero action plans. We will provide updates on the program and lessons learned through our program updates and the [Vision Zero Newsletter](#).

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 a [near miss survey](#) to collect information about safety.
 - Collaborating with Arlington Public Schools on student 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.
 - Facilitating conversations on transportation accessibility for older adults.
- [Rosslyn BID \(RBID\)](#):
 - Participated/provided feedback for the High-Injury Network audits.
 - Supported the County’s education and awareness of various Quick Build Safety Projects (i.e. Wilson PBL Island & Fairfax and Lynn ADA enhancements)
 - Monitor and provide feedback on the following pilots: Langston Blvd & Ft Myer Pilot, N Oak Pilot, Crash Grade Planters / Safety Enhancements (ex. N Moore, Wilson, and other target locations throughout Rosslyn)
 - Sharing VZ info via the BID’s Comms outlets (newsletter and social media), targeted commercial and residential PM emails, RBID Executive Committee and Board updates.
- [Ballston BID](#):
 - Participated/provided feedback for the High-Injury Network audits.
- Arlington Bicycle and Pedestrian Advisory Committees: The Pedestrian Advisory Committee and the Bicycle Advisory Committee were critical advocates for the establishment of the Vision Zero program in Arlington County, and both committees continue to support and advocate for the program.
 - Pedestrian Advisory Committee (PAC):
 - County budget support: The PAC requests funding for specific Vision Zero support as well as for Vision Zero related projects – both for the annual general budgets and for the CIP budgets.
 - Legislative Priorities: The PAC encourages relevant new and modified Virginia legislation that improve pedestrian safety, such as automated enforcement.

- PAC hosts updates from Vision Zero staff during PAC meetings and provides feedback during and after these meetings.
- PAC encourages PAC members' and other pedestrian engagement in County Vision Zero programs through regular reposting of Vision Zero program updates, specific Vision Zero project engagements, and Vision Zero public engagement opportunities to its members and others who subscribe to the PAC public GoogleGroup.
- PAC members volunteer as PAC representatives to key County groups, such as the Vision Zero External Stakeholders Group, Neighborhood Complete Streets Commission, and Site Plan Review Committees. PAC members advocate to ensure safe, accessible, convenient, and connected pedestrian (and bike) facilities are available for pedestrians of all ages and abilities.
- PAC also works closely with WalkArlington staff to promote safe, accessible, convenient, and connected pedestrian routes. The PAC promotes and participates in the WalkArlington walks and volunteer PAC members support the WalkArlington program at events such as the County Fair.
- The PAC advocates for safe pedestrian facilities on specific, major projects, such as the VDOT Route 1 Multimodal Improvements project, the Barcroft Apartments Form-Based Code Advisory Working Group, the FOOD Study, and Gateway Park. For the Barcroft project, the BAC and PAC representatives are advocating for safe, comfortable, fully accessible bike-ped facilities on, through, and around the Barcroft site – for Barcroft residents, neighbors, and bicyclists and pedestrians passing through the area.
- PAC members volunteer with Safe Routes to Schools related program as well. For instance, Andrea Walker is a key advocate and active participant in the Walking School Bus, which ensures that students can walk to their schools safely on the “bus.”
- Bicycle Advisory Committee (BAC):
 - County budget support: The BAC requests funding for specific Vision Zero support as well as for Vision Zero related projects – both for the annual general budgets and for the CIP budgets.
 - Legislative Priorities: The BAC encourages relevant new and modified Virginia legislation that improve pedestrian safety, such as automated enforcement.
 - The BAC hosts updates from Vision Zero staff during BAC meetings and provides feedback during and after these meetings.
 - The BAC assisted in the development and review of an updated Bicycle Level of Comfort Map that community members can use to find biking routes appropriate to their level of biking comfort.
- Arlington Roadway Safety (ARS) Club at Washington Liberty High School:
 - The ARS Club worked with Vision Zero staff to host a pop-up event during Washington-Liberty's lunch periods during which staff were present to talk about students' experiences with transportation safety. Students were also

offered an opportunity to test out ACPD's impairment goggles while trying to play a game of Mario Kart to gather an understanding of how impairment impacts your driving ability.

- [Sustainable Mobility for Arlington](#):
 - Shares engagement opportunities and advocates for transportation safety in active projects.

Additionally, in May 2024, members of the Transportation Engineering & Operations group provided a Vision Zero program update to the Arlington County Transportation Commission. The [presentation](#) provided a recap of 2023 crash data trends, summary of progress made toward the 90+ action items in our [Vision Zero Action Plan](#) throughout 2023, highlights of new program public engagement and education initiatives, preliminary results from the 2024 Annual Safety Feedback Engagement, and a glimpse of initiatives coming in 2024 and beyond.

Following the presentation, the Transportation Commissioners provided a variety of constructive feedback that the Vision Zero team will be considering and integrating this feedback into next steps for the program:

- Investment in speed management, including more roundabouts, tactical speed humps, and other new speed reduction strategies
- More proactive and systemic deployment of safety tools and projects
- Faster action, particularly for getting engineering improvements built
- Technology advancement to support safety goals and initiatives
- Coordinating repaving and maintenance efforts with Vision Zero to ensure we are leveraging construction opportunities for safety upgrades
- Safe driver training and policies implemented for both County and contracted staff
- Filtering of crash data for major highways/freeways in Arlington (e.g., I-66 and I-395) to ensure we are focusing efforts on roadways the County controls
- Advanced policies and programs to prevent drunk driving

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](#)
- Monitoring and assessment for the tactical speed hump [safety pilot project](#)
- Other as-needed coordination on transportation safety issues

D6: Service Providers – Shared Micromobility Device Coordination

Arlington County Commuter Services (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 e-bikes.

So far in 2024, ACCS added nine new corrals and updated 12 corrals. There are a total of 125 corrals currently in the county. County contractor MetroBike also began monitoring the usage of the corrals for shared mobility devices (scooters, ebikes, etc.), and the number of improperly parked shared use devices. They have compiled baseline data to help inform and measure the impact of a Corral Aware and Usage campaign that began in early 2024. The campaign encourages better parking practices by users and improved deployment to corrals by operators.

Scooter Corral at Wilson Blvd & N Veitch St



Recognitions and Knowledge Sharing

League of American Bicyclists Gold-level Bicycle Friendly Community

In February 2024, the League of American Bicyclists recognized Arlington County as a Gold-level [Bicycle Friendly Community](#) (BFC). This marked the first time Arlington has received a Gold-level BFC status. This honor recognizes the County for a commitment to building quality biking infrastructure as part of its transportation network and implementing programs that help all riders feel welcomed and encouraged. Arlington was a Bronze-level BFC in 2003 and moved up to Silver-level in 2007, sustaining that status until this Gold-level award. [View the press release](#) to learn more about why Arlington received this designation and what it means for Arlington.

Vision Zero for Youth U.S. Leadership Award

In May 2024, Arlington County was [recognized](#) by the National Center for Safe Routes to School as the 2024 recipient of the Vision Zero for Youth U.S. Leadership Award. Arlington County and Arlington Public Schools received praise for their commitment, leadership and collaboration to improve safety for Arlington’s youngest travelers through the [Vision Zero initiative](#).

National Association of City Transportation Officials Designing Cities Conference

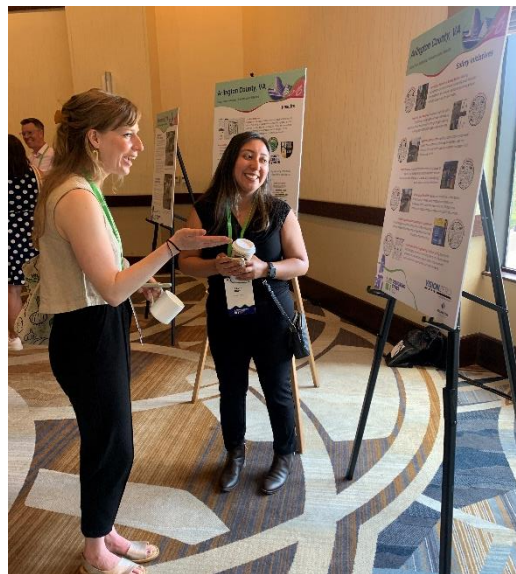
Arlington was pleased to participate in a “Meet the Cities” session at the 2024 National Association of City Transportation Officials ([NACTO](#)) Designing Cities Conference. Arlington staff shared Vision Zero progress and lessons learned with peer jurisdictions across the US using informational [presentation boards](#).

Transportation Research Board Conference on Advancing Transportation Equity

In July 2024, Arlington was honored with an opportunity to learn from peer agencies and share our work on the [Vision Zero Transportation Safety Equity Analysis](#) at the Transportation Research Board’s [2nd Annual Conference on Advancing Transportation Equity](#) in Baltimore. Our presentation focused on the key findings and how we’ve started to operationalize equity into our safety engineering and engagement practices.

ESRI Users Conference

Also in July 2024, Arlington’s [Vision Zero 2023 Annual Update Open House StoryMap](#) was displayed in the map gallery at the annual [ESRI Users Conference](#) (the world’s largest GIS conference, with 20,000 attendees from around the globe) in Los Angeles.



Vision Zero Staff with Displays at the NACTO Conference

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, 2024. 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 2024, 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 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...

- **884** feedback form responses
- **6** pop-up events with **590** in-person interactions
- **125** lawn signs distributed
- **40** sidewalk stickers
- **2** library kiosks with mail-in feedback forms
- **1** community walk with **40** attendees

Who we heard from on the feedback form...

- **96%** live in Arlington
- **24%** work in Arlington
- **89%** typically walk
- **80%** typically use a personal vehicle
- **59%** typically use transit
- **43%** typically use a bicycle

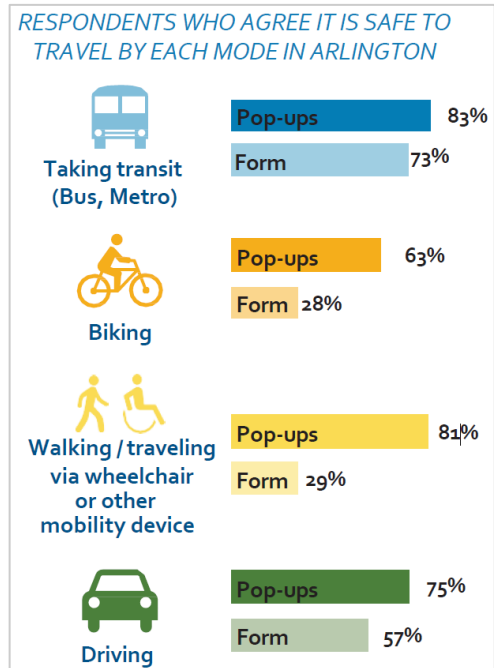
Feedback Highlights

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, the majority of participants feel safe while traveling in Arlington, particularly while driving and taking the bus/Metro, but less so when walking or biking.

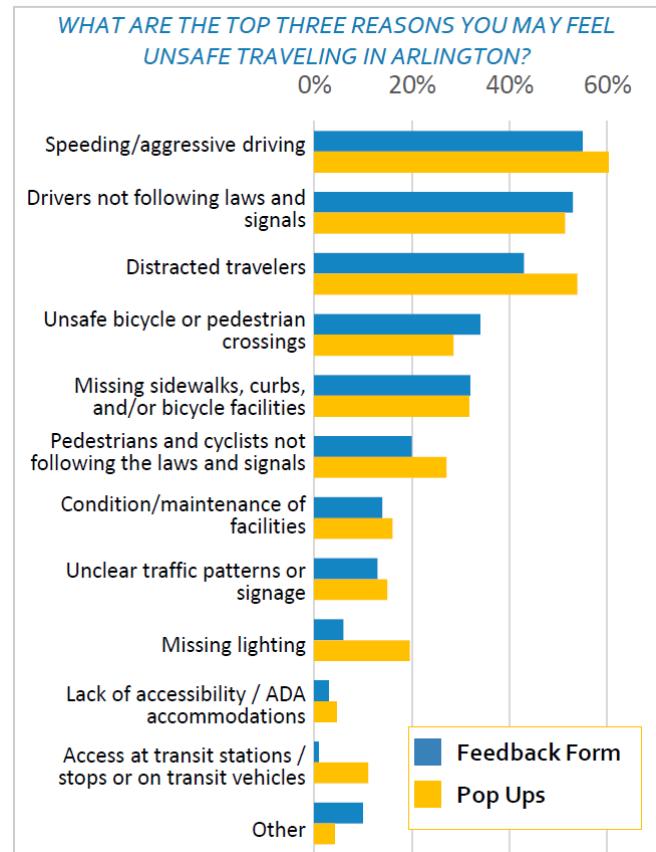
Pop-up participants indicated that they generally feel safer while traveling on all modes as compared to those who responded to the feedback form.



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
- Drivers not following laws and signals
- Distracted travelers



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:

- Increased traffic enforcement and promotion of traffic rules for all
- Expanded bike lane networks, with improved maintenance and crossings
- Safer pedestrian facilities, including crossings and sidewalks
- Improved traffic flow and traffic calming
- More bus shelters
- Improved parking management

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

When asked to give advice to other travelers, responses broadly fell into the following messages:

- Slow down
- Put down the phone and avoid distractions
- Be respectful of pedestrians and cyclists
- Pay attention and remain alert, no matter how you are traveling
- Exercise caution and never assume drivers will stop for pedestrians
- Follow traffic laws



How the Vision Zero Team is Using this Feedback

To incorporate the feedback received into the Vision Zero 2025 agenda, we will:

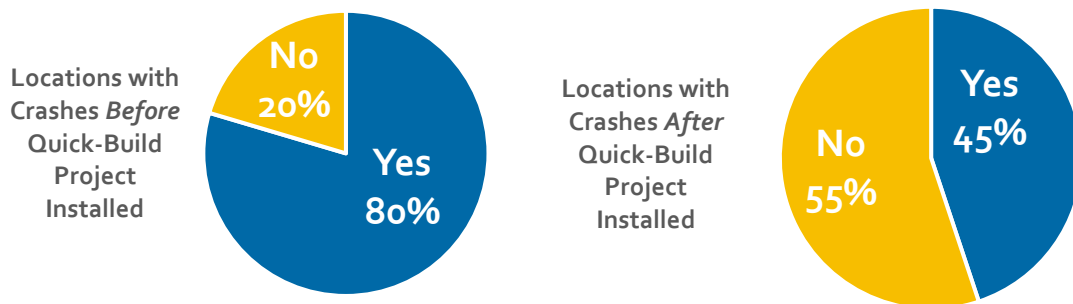
- Expand education about safe driving practices (like reducing speeds and aggressive driving, promoting the rules of the road, and educating about pedestrian safety).
- Advance work on reducing speeds / traffic calming through engineering methods.
- Focus on safe crossing infrastructure, including signal timing, flashing lights, and education about these tools.
- Focus on bike infrastructure network safety, connectivity, and crossings.
- Address curb space safety needs such as loading areas, parking blocking sight lines, and other conflicts at the curb.
- Increase awareness of the Request for Service tool so anyone can report a safety issue.
- Expand education and resources regarding safe scooting practices.
- Look for ways to address driver behavior and compliance through behavior change and high visibility enforcement methods.

Before & After Analysis

The [Vision Zero Action Plan](#) states that we will review the efficacy of transportation safety projects by assessing conditions before and after safety treatments. The objective of these reviews is to understand the impacts of our projects, identify areas for improvement, and inform future policies. This section summarizes initial findings and examples from before/after monitoring of quick-build projects, hot spot improvements, and HIN safety audit action. We will continue to report on before/after analyses as we expand and refine this aspect of our program.

Quick-Build Impact Tracking

We monitor crash patterns at [quick-build safety project](#) sites to understand their impact on safety. Since the Vision Zero program launch in 2021, we have installed 50+ quick-build projects. About 80% of quick build locations had crashes reported at the intersection prior to the installation. Following the installation, about 45% of the locations have reported crashes. **Specifically looking at injury crashes, quick build projects to-date have resulted in about a 34% reduction in locations with a reported injury crash.**



These figures provide a high-level understanding of the impacts of the quick-build project initiative. We also dive into the details of each location to understand spot-specific trends and needs. The following is a sample of recent quick-build projects that have shown crash rate improvements and being actively monitored for crashes or emerging patterns:

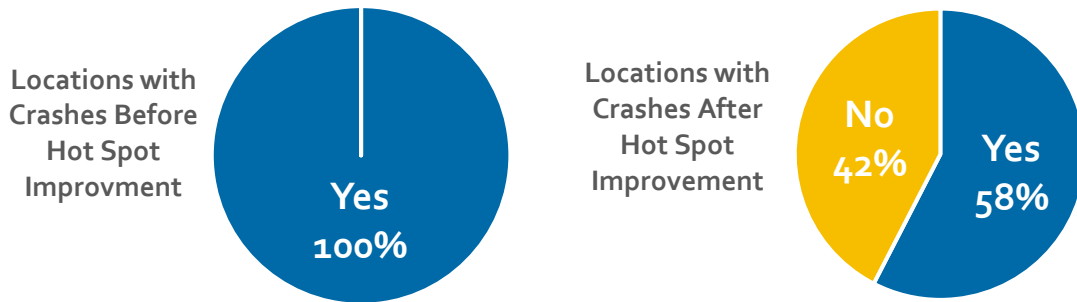
Location, Description & Install Date	Crash Pattern (5 years prior to install / time periods vary for after install)
26th St N & N Harrison St : Curb Extensions, sidewalk improvements, crossing alignment (11/2022)	4 crashes before (property damage and nonvisible) 0 crashes after
Little Falls Rd btw John Marshall Dr & N Kensington St : Tactical curb and median extensions along the corridor (12/2022)	9 crashes (1 ped) before (property damage, visible injury, and fatal) 1 crash after (property damage)
Clarendon Blvd & N Quinn St : Curb line improvements, pedestrian refuge, bike lane improvement (12/2022)	14 (3 bike, 1 ped) crashes before (property damage and visible injury) 2 crashes (1 bike) after (property damage and visible injury)
N George Mason Dr & N Park Dr : Turn restrictions (12/2023)	20 crashes before 1 crash after (involved alcohol)

The following recent (2021-2023) quick-build project locations have flagged the need for additional review and next steps:

Location, Description & Install Date	Crash Pattern (5 years prior to install / time periods vary for after install)	Next Steps
Shirlington Rd & S Four Mile Run Dr : Tactical curb extension, leading pedestrian interval and No Turn on Red Sign (7/2021)	5 crashes (2 ped, 2 bike) before (property damage, nonvisible, visible and severe injuries) 6 crashes (2 bike, 1 ped) after (property damage and visible injury)	Capital project coming at intersection to build out the tactical curb extensions and improve pedestrian conditions
Williamsburg Blvd & N George Mason Dr : Curb extensions, roadway alignment, pedestrian refuge areas (8/2022)	12 crashes before (property damage and visible injury) 6 crashes (1 bike) after (property damage and visible injury)	Evaluate and install additional safety treatments to address angle crashes

Hot Spot Safety Improvement Tracking

We also monitor crash patterns at recent [crash hot spot improvement](#) sites to understand their impact on safety. Since the Vision Zero program launch in 2021, we have installed 66 hot spot improvements (of varying size and scale). All (100%) of the hot spot locations had crashes reported at the intersection prior to the improvement. Following the installations, about 58% of the locations have reported crashes. **Specifically looking at injury crashes, hot spot improvements projects to-date have also resulted in about a 42% reduction in locations with a reported injury crash.**



These figures provide a high-level understanding of the impacts of the hot spot initiative. We also dive into the details of each location to understand spot-specific trends and needs. The following recent hot spot improvements have shown crash rate improvements and are being actively monitored for crashes or emerging patterns:



Location, Description & Install Date	Crash Pattern (5 years prior to install / time periods vary for after install)
Little Falls Rd & Old Dominion Dr: Turn/thru restrictions (7/2021)	55 crashes before (property damage and visible, nonvisible, sever injuries) 1 crash after (property damage)
N Vermont St/N Park Dr & N Carlin Springs Rd: All way stop (7/2023)	22 crashes (1 ped, 1 bike) before (property damage, visible and severe injury) 1 crash after (property damage)
S Walter Reed Dr & S Four Mile Run Dr: Protected eastbound left turn (7/2023)	47 crashes (9 bike) before (property damage, nonvisible, visible and severe injuries) 4 crashes (1 bike) after (property damage and visible injury)
Arlington Blvd & N Manchester St: Traffic signal timing modifications (6/2022)	36 crashes (2 bike, 2 ped) before (fatal, severe, visible injuries and property damage) 9 crashes after (property damage, 1 visible injury)

The following recent (2021-2023) hot spot improvement locations have flagged the need for additional review and next steps:

Location, Description & Install Date	Crash Pattern (5 years prior to install / time periods vary for after install)	Next Steps
Langston Blvd & Fairfax Dr: VDOT project to update (7/2021)	44 crashes (2 ped, 1 bike) before (property damage, visible and severe injury) 14 crashes after (property damage and visible injury)	Assessing for red-light safety camera feasibility
Eastbound Langston Blvd & Fort Myer Dr (8/2021)	30 crashes (6 ped) before (property damage, visible, and nonvisible injuries) 7 crashes (3 ped, 1 bike) after (visible injury)	Updating pilot project to enhance crossing safety

High Injury Network Safety Audit Post Action Tracking

Following each [High-Injury Network Safety Audit](#), we keep a tracking list of each action item. This list is actively reviewed and updated to reflect the latest progress. Some action items can be accomplished within days of the audit while other (like quick-build projects) may take a year or more. To provide a comprehensive view of the audit follow up action and crash patterns, we provide a follow up summary sheet three years following each audit.

The following audits were conducted in 2021. View each summary sheet to learn about the findings, actions, progress, and follow up crash review for each corridor:

- [Walter Reed Drive from Four Mile Run Drive to 9th Street S](#)
- [Glebe Road from 14th Street N to Columbia Pike](#)
- [Four Mile Run from Shirlington Road to Walter Reed Drive](#)

2024: Upcoming

Before the end of 2024, we expect to make progress on the following action items:

A3: Annual Crash Analysis –New 2024 Hot Spots

We anticipate completing an initial assessment of all newly identified crash hot spots within the 2024 Hot Spot Program list by the end of the year. This includes a detailed review of crashes, analysis of patterns, and recommendations for safety improvements.

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

The remaining audits to be completed in 2024 are: S Walter Reed Dr (county line to S Four Mile Run Dr) and Columbia Pike (county line to S Joyce St). 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 [Transportation Safety Equity Analysis](#) report 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

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.

We have also been conducting before/after studies on five different tools from 2023 and 2024, with the support of a third-party consultant. We anticipate publishing the findings from these before/after studies by the end of the year. The tools and performance measures anticipated for this robust set of tool before/after studies will include:

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

B1: Comprehensive Planning

This fall, Arlington will launch an initiative to create a refreshed Transportation Plan, replacing the 2007 Master Transportation Plan. The plan will serve as the Transportation Element of the County's Comprehensive Plan and guide how we create a safe, equitable, reliable, and sustainable transportation network. The plan will direct community investment in the coming decades, ensuring that Arlington continues to be a place where people want to live, businesses choose to locate, and visitors come to enjoy. The process is anticipated to last through 2026. Stay tuned for updates via the [Vision Zero Newsletter](#) and other county information channels.

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](#), which was piloted by developers and found to be a useful tool to 1) provide substantive support for frontage improvements and (2) enhance discussions about safety in the vicinity of the development projects. In 2024, we finalized these standard elements for safety analyses required with site plan applications as part of the MMTA and will monitor the implementation and effectiveness of the new process.

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

We have over 30 quick-build safety projects currently in progress (design or construction phases). We will begin construction on some of these projects later in 2024, and 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.

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

We plan to deliver or progress on [safety-driven capital projects](#) at 21 locations in 2024. Links provided below, if available:

- [18th St S; S Fern St to S St](#): Protected bike lane; slip lane closure; crossing improvements
- [N Ohio St & 12th St N](#): Trail 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
- [Army Navy Dr Complete Streets](#): Bicycle, transit, environmental, and pedestrian facilities improvements
- [15th Street 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
- [S Eads St \(12th St S to 15th St S\) Complete Streets](#): Bike lane, sidewalk, lighting, and utility improvements
- [N Park Dr & N George Mason Dr](#): New traffic signal, multimodal safety improvements

- [Rosslyn-Ballston Corridor ADA Improvements Phase 2](#): Pedestrian accessibility improvements
- [S Glebe Rd & 9th St S](#): Multimodal safety improvements
- [Wilson Blvd & N Rhodes St](#): Multimodal safety improvements at intersection
- [Lorcom Ln, 24th Rd N to Nelly Custis Dr](#): New sidewalks, widened sidewalks, realignment (previous Vision Zero pilot)
- [Military Rd & Nelly Custis Dr](#): Permanent build out of tactical roundabout (previous Vision Zero pilot)
- [S Eads St Complete Street – 12th St S to Army Navy Dr](#): Streetscape and bicycle facility improvements in coordination with adjacent projects
- Lorcom Ln & Vacation Ln: Intersection project currently in design
- Wilson Blvd & N Livingston St: Curb extensions; new signal
- Clarendon Blvd & N Oak St: New sidewalk to replace temp barriers; curb extensions
- Eastbound Langston Blvd & Fort Myer Dr: Curb extensions; signal improvement
- N Glebe Rd & Cathedral Ln: Curb extensions and intersection improvements
- 15th St S, S Joyce St to S Hayes St: Curb extensions; improved crossings

15 St S & Eads Protected Bike Lane



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

We are continuing progress toward our action item of reviewing all speed limits of 30mph or above in the county in 2024. Speed limit reviews can now be tracked through the [Vision Zero Program Dashboard “Speed Limits” tab](#).

The current batch of roads with speed limits under review include:

- The remaining County roadways currently with posted speed limits of 30 mph:
- South Arlington Mill Drive from Shirlington Road to Walter Reed Drive

- Washington Boulevard from North Pershing Drive to North 10th Street
- Washington Boulevard from Kirkwood Road to Langston Boulevard (incl. some portions are owned by VDOT)
- Southbound Quaker Lane from Shirley Highway to King Street (northbound is owned by the City of Alexandria)
- Fairfax Drive from Little Falls Road to Langston Boulevard
- High-Injury Network Roadways owned by VDOT:
 - Langston Blvd from North Veitch St to N Lynn St
 - N Veitch St to N Nash St (40mph)
 - N Nash St to the Federal line on approach to Key Bridge (30mph)

B5: Speed Management – Implementing Additional Speed Reduction Measures

Following the speed limit studies for the corridors that have a 30mph or higher speed limit, we will be further assessing the corridors that had a high number of instances of speeding but were not deemed appropriate for speed limit reductions. We have an interdisciplinary engineering team brainstorming both traditional and creative approaches to help address speeding concerns.

B6: Multimodal Engineering Safety Toolbox – Toolbox Refresh

The [Vision Zero Multimodal Safety Engineering Toolbox](#) was created as a resource to inform internal and external stakeholders about safety improvement options and their appropriate uses and contexts. The first-generation Multimodal Safety Engineering Toolbox included 40 tools. The Multimodal Safety Engineering Toolbox is meant to be a “living document,” and is anticipated to be revisited. In fall 2024, we initiated a review of the Toolbox to identify updates, such as new tools or updated national standards and guidelines pertaining to the existing tools in the Toolbox. We will continue working on the Toolbox refresh through the end of 2024 with updates targeted for early 2025.

B6: Multimodal Engineering Safety Toolbox – Pilot Projects

We will continue to progress the following three [pilot safety projects](#):

- [Tactical Speed Humps](#): The County will conduct another round of collecting before/after speed data and community feedback following the pilot expansion to three additional locations in fall 2024. Using this information, we will determine next steps for the pilot locations and general guidelines for speed humps.
- [Hardened Centerlines](#): We will monitor the five pilot locations, collecting data on turning speeds and vehicle positioning to determine effectiveness, as well as collecting community feedback. We will post the results of the feedback and data collection along with next steps for the pilot later in the year.
- [S Glebe Rd and S Old Glebe Rd Temporary Bus Platform](#): We plan to install a tactical safety project featuring a temporary bus loading platform at the intersection of S Glebe Rd and S Old Glebe Rd in fall 2024.

We are always reviewing and identifying safety needs at locations across the county. Locations with unique problems or needs may be candidates for new pilot safety projects.

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

Arlington will closely monitor and review the new red-light and speed safety camera locations. We will update and adjust the program as permitted by the program budget and needs identified through safety analysis. Stay tuned for updates through ACPD press releases, as well as the [Vision Zero Newsletter](#).

B10: Maintenance of Traffic Design & Active Construction

The development of more detailed Maintenance of Traffic Design (MOT) guidelines for active construction zones has started as interdepartmental/interdisciplinary conversations and work groups to identify needs and next steps for improving planning and compliance for safety conditions around active work zones. In parallel, County staff have initiated a Request for Information (RFI) for a Work Zone Data Exchange Platform which could create a centralized system for managing and communicating active work zones throughout the County in real time.

C4: Community Knowledge Building – Critical Crash Mitigation Campaign

We will continue to create intentional messaging for distribution via the Critical Crash Mitigation Campaign through the remainder of 2024 as a way to foster safer driver behaviors by educating community members on the top safety risk factors seen in Arlington's crash data. We will also share messaging themes and giveaways at pop-up events (especially in equity emphasis areas) throughout the remainder of the year.

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 received \$80,000 as a recipient of the Fiscal Year 2024 TPB Regional Roadway Safety Program (RRSP) to assess regionwide alcohol-involved crash analysis and mitigation recommendations.

This Regionwide, Data-Driven Anti-Drunk Driving Assessment & Recommendations project is evaluating regional alcohol-related crash patterns and factors, researching successful strategies to reduce impaired driving, and producing a strategic package of recommendations to foster a consistent anti-drunk driving action across the DC metropolitan area. We anticipate project completion and publication by the end of 2024.

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 2024: 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.

D4: Legislative Advocacy – 2025 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 2025

Legislative Package to be approved by the County Board and submitted for consideration in advance of the 2024 Virginia General Assembly.

Action Plan Update

The 2021 Vision Zero Action Plan was a five-year roadmap to launch Arlington County on its Vision Zero safety journey. We will begin the process to update the Action Plan in 2025 with a target adoption of the updated Action Plan in 2026. This planning update will include community engagement checkpoints and will follow closely with the development of the new countywide Master Transportation Plan. Look forward to news on the Vision Zero Action Plan update process through the Vision Zero Newsletter.



Appendices

1. Critical Crash Mitigation Graphics

All graphics are being distributed via Meta advertisements that link to images in English, Spanish, Arabic, Amharic, Chinese, and Mongolian.

VISIONZERO
ARLINGTON VIRGINIA

Pedestrian crashes in dark conditions are *twice as likely* in the winter.

When crossing, use a crosswalk.

When driving, go the speed limit and *check for people.*

VISIONZERO
ARLINGTON COUNTY

PROPER MIRROR SETTINGS PREVENT...

UNSAFE LANE CHANGES & **BLIND SPOTS**

BLIND SPOTS
BLIND SPOTS
BLIND SPOTS

VISIONZERO
ARLINGTON COUNTY

VISIONZERO
ARLINGTON COUNTY

SLOW SCHOOL ZONES

20 MPH ALL DAY. EVERY DAY.

Minor distractions cause serious crashes.

It's okay to pull over and pause.

VISIONZERO
ARLINGTON COUNTY

No one wants a vehicle speeding by while they're at work.

SLOW DOWN in work zones!

VISIONZERO
ARLINGTON COUNTY

What drivers see at **20 MPH**

Slower is safer for everyone

VISIONZERO
ARLINGTON COUNTY

SCHOOL STARTS AUGUST 26

SLOW DOWN

VISIONZERO
ARLINGTON COUNTY

DRIVERS ED 2024

Could you pass class today?

VISIONZERO
ARLINGTON COUNTY



2. Pop Up Materials & Graphics

Handouts

<p>Pedestrian crashes in dark conditions are <i>twice as likely</i> in the winter.</p> <p> When driving</p> <p>Go the speed limit and <i>always check for people.</i></p> <p> When walking</p> <p>Cross at marked crosswalks.</p>	<p>በከረምት ወቅት በጨለማ ጊዜ የእግረኞች ግጭት የመፈጠር እድሉ እጥፍነው።</p> <p> በሚያሸከርኩሩ ጊዜ</p> <p>በፍጥነት ገደቡ ይሂዱ እና ሁልጊዜ ሰዎች መኖር አለመኖራቸውን ያረጋግጡ።</p> <p> በእግር በሚጓዙበት ጊዜ</p> <p>የእግረኛ ማቋረጫ ምልክቶች ባለባቸው ቦታዎች ላይ ብቻ ያቋርጡ።</p>
<p>Los choques peatonales <i>tienen el doble de probabilidad</i> de ocurrir durante los meses más oscuros de invierno.</p> <p>Al conducir </p> <p>Maneje al límite de velocidad y <i>espere por la gente</i> en los cruces peatonales.</p> <p>Al caminar </p> <p>Utilice siempre los cruces peatonales.</p>	<p>Өвлийн улиралд харанхуй нөхцөлд явган зорчигч мөргөх магадлал <i>хоёр дахин их</i> байдаг.</p> <p>Жолоо барих үедээ </p> <p>Хурдны хязгаарыг мөрдөж <i>эргэн тойрны хүмүүсийг анзаараарай.</i></p> <p>Явган явах үедээ </p> <p>Явган хүний гарцаар гараарай.</p>
<p>VISION ZERO ARLINGTON COUNTY</p> <p>ARLINGTON VIRGINIA</p>	<p>VISION ZERO ARLINGTON COUNTY</p> <p>ARLINGTON VIRGINIA</p>

Involved in a crash? Here's what to do:



1 Check for injuries

- First check yourself, then attend to others.



2 Get to safety

- If you are able to move, get to the side of the road or sidewalk.



3 Call 911 or exchange information

- It's important to get an official record if there is potential injury or significant property damage.
- For fender benders or minor incidents, ensure you exchange information or request an officer to assist.
- If the other party appears hostile while calling 911, inform the dispatcher.
- Injuries can take time to set in, so even if there are no apparent injuries or damage, it's still good to have a report or an exchange form.



4 Take pictures

- Photograph the vehicles involved (including the other car's license plate).
- Photos may be helpful to support insurance claims.



¿Tuvo un choque de tránsito? Esto es lo que tiene que hacer:



1 Fíjese si está lastimado

- Primero fíjese cómo está usted, luego los demás.



2 Vaya a un lugar seguro

- Si se puede mover, vaya al costado de la calle o la acera.



3 Llame al 911 o intercambie información

- Es importante contar con un registro oficial si hay posibles heridos o daños materiales importantes.
- En caso de choques menores, asegúrese de intercambiar información o pedirle a un oficial de policía que le ayude.
- Si la otra parte parece agresiva, dígaselo al operador cuando llame al 911.
- Las lesiones pueden tardar en notarse, por lo que, aunque no parezca que haya lesiones o daños, es bueno tener un informe o un formulario de intercambio.



4 Tome fotos

- Tome fotos de los vehículos involucrados (incluida la placa de matrícula del otro coche)
- Las fotos pueden ayudar para los reclamos al seguro.



- 1. ጉዳቶች መኖራቸውን ማረጋገጥ**
 - በመጀመሪያ እርስዎን ቀጥሎ ደግሞ ሌሎችን መፈተሽ።
- 2. ደህንነቱ በተጠበቀ ቦታ ላይ መሆን**
 - መንቀሳቀስ ከቻሉ ወደ መንገዱ ዳር ወይም የእግረኛ መንገድ ይሂዱ።
- 3. 911 ይደውሉ ወይም መረጃ ይለዋወጡ**
 - የደረሰ ጉዳት ወይም ከፍተኛ የንብረት ውድመት ከተከሰተ ይፋዊ መዝገብ ማግኘት አስፈላጊ ነው።
 - አነስተኛ የመኪና ግጭት ወይም ጥቃቅን አደጋዎች ጊዜ መረጃ መለዋወጥዎን ያረጋግጡ ወይም እገዛን ለማግኘት መኮንኑን ይጠይቁ።
 - ወደ 911 ሲደውሉ ሌላኛው ወገን የመጣላት ስሜት ካሳዩ ይህን ለጥረው ማሳከል ያሰውቁ።
 - ምንም እንኳን ጉዳቶች ወይም ውድመቶች ባይኖሩም የሚደርሱ ጉዳቶች ጊዜ ሊወስዱ የሚችሉ በመሆኑ ረገረት ማድረግ ወይም የልዑኩ ቅጽ መኖሩ ተገቢ ነው።
- 4. ፎቶዎችን ማንሳት**
 - ችግሩ የተከሰተባቸውን ተሽከርካሪዎች (የሌላውን የመኪና ታርጋ ጨምሮ) ፎቶ ያንሱ።
 - ፎቶዎቹ የመድን ዋስትና ጥያቄዎችን በመደገፍ ረገድ ጠቃሚ ሊሆኑ ይችላሉ።

- 1. Эхлээд гэмтлээ тодорхойлоорой**
 - Юун түрүүнд өөрийн биений байдлаа шалгаад, дараа нь бусад дээр очоорой.
- 2. Аюулгүй газар руу явах**
 - Та хөдөлж, явж чадаж байвал замын хажуу рүү аюулгүй газар руу гараарай.
- 3. 911 руу залгах юм уу, хэн нэгэнд мэдээлэл дамжуулаарай**
 - Ноцтой гэмтсэн хүн эсхүл хөрөнгө эд материал байгаа бол албан ёсны тэмдэглэл бэлтгэж, баримтжуулах нь чухал.
 - Бага хэмжээний эвдрэл гэмтэл үүссэн нөхцөлд та холбогдох ажилтантай холбогдож тухай талаараа мэдээлэл хүргэж, туслаацаа хүсэх хэрэгтэй.
 - Таныг 911 дугаар холбогдож мэдээлэл хүргэж байх үед гадны хэн нэгэн этгээд танд аюул учруулж болзошгүй байгаа бол энэ тухайгаа диспетчерт яаралтай мэдэгдэнэ үү.
 - Гэмтэл, бэртлийг эмчлүүлэхэд цаг хугацаа шаардлагатай эсхүл ил харагдах шарх, гэмтэл байгаа ч гэсэн болсон нөхцөл байдлын талаар мэдээлэх нь чухал.
- 4. Зурах дарж баталгаажуулах**
 - Гэмтэл осолд холбогдсон машин тээврийн хэрэгслийн зургийг дарж баталгаажуулах/үүнд өөр бусад ажилтны зөвшөөрлийн дугаар багтана.
 - Зургууд нь танд даатгалаас нөхөн төлбөр авах чухал ач холбогдолтой байна.

- 1. التحقق من وجود إصابات**
 - تفحص نفسك أولاً، ثم اهتم بالآخرين .
- 2. الوصول إلى بر الأمان**
 - إذا كنت قادرًا على التحرك، اذهب إلى جانب الطريق أو الرصيف .
- 3. اتصل بالرقم 911 أو قم بتبادل المعلومات**
 - من المهم الحصول على سجل رسمي إذا كانت هناك إصابة محتملة أو أضرار جسيمة في الممتلكات.
 - في حالة انبعاث وافي الصدمات أو الحوادث البسيطة، تأكد من تبادل المعلومات أو اطلب حضور ضابط للمساعدة.
 - إذا بدا الطرف الآخر عدائيًا أثناء الاتصال بالرقم 911، فأبلغ المرسل.
 - يمكن أن تأخذ الإصابات بعض الوقت حتى تظهر. لذا، حتى لو لم يكن هناك إصابات أو أضرار ظاهرة، فلا يزال من المستحسن الحصول على تقرير أو نموذج تبادل.
- 4. خذ صور**
 - صور المركبات المعنية (بما في ذلك لوحة ترخيص السيارة الأخرى).
 - قد تكون الصور مفيدة لدعم مطالبات التأمين.

- 1. 检查是否有人受伤**
 - 首先检查自己是否安全，然后再关照其他人。
- 2. 转移位置到安全的地点**
 - 如果你能移动，就尽量让车辆靠边停在路边或人行道。
- 3. 拨打911或交换信息**
 - 如果有可能有人受伤或财产损失，获取官方记录是非常重要的。
 - 对于小型碰撞或轻微事故，确保您和对方交换了联系信息，或者请求警方协助。
 - 如果在拨打911时，对方表现出敌对情绪，要告诉接线调度员。
 - 受伤可能需要一段时间才能显现，所以即使没有明显的伤势或损坏，也最好有一份事故报告或交换信息表格。
- 4. 拍照**
 - 拍摄所有涉及的车辆 (包括对方车辆的车牌)。
 - 照片可能对您获得保险索赔有所帮助。

T-shirt and Car Magnet Giveaways



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 Completed 2023 – FR-300 Best Practice Discussion Annual FR-300 Best Practice Discussion Upcoming Vision Zero staff will meet 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).	Completed 2023 – Explored NPP Database 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).	14 data collection locations in 2024 We have 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 Linkage in use Arlington purchased access to a database with approximate volumes and speed to allow for easy crash rate development and normalization for safety studies.
	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.

Obj	Action Item	Performance Metrics Status
	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 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 Completed 2023 – Updated HIN; 6 HIN Audits 4 HIN Audits Complete We completed preliminary safety audits of four HIN corridors in 2024: N Henderson Rd, S Courthouse Rd, N Monroe St, and Wilson Blvd. Audit schedule and findings are documented here .
	Perform an annual hot spot review.	Completed 2021 – 2020 Hot Spot Program wrap up Completed 2023 – 2022 Hot Spot Program wrap up 2024 Hot Spot Analysis Reviews Initiated All newly-identified hot spot locations will be assessed before the end of the year. By 2025, we will evaluate past hot spots to see how well previous safety treatments are working and whether additional layers of safety treatment are needed.
	Publish an annual crash report identifying annual and long-term crash patterns using consolidated police data (ACPD / Virginia Department of Transportation (VDOT)) that will serve as the central source for County crash reporting.	Completed 2021 – 2020 Annual Crash Report Published Completed 2022 – 2021 Annual Crash Report Published Completed 2023 – 2022 Annual Crash Report Published 2023 Annual Crash Report released The 2023 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.	Completed 2023 – Title VI areas updated and in use 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.

Obj	Action Item	Performance Metrics Status
A5: Critical Crash Reviews	Participate in a quarterly, interdisciplinary review of all critical crashes.	16 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.	<i>Completed 2021 – 55 crashes reviewed; 7 improvements implemented; 1 campaign initiated</i> <i>Completed 2022 – 50 crashes reviewed; 7 improvements implemented</i> <i>Completed 2023 – 70 crashes reviewed; 4 improvements implemented</i> Completed 2024 – 20 critical crashes reviewed We've reviewed 20 critical crashes, implemented safety improvements at two locations, are in the process of implementing engineering improvements at four locations, and are actively assessing potential engineering improvements at another six 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.	<i>Completed 2021 – Mid-Year and Annual Reports Published</i> <i>Completed 2022 – Mid-Year and Annual Reports Published</i> <i>Completed 2023 – Mid-Year and Annual Reports Published</i> Program reporting up to-date This is the program's fourth annual report, which covers progress from calendar year 2024 to-date. All mid-year and annual reports are available on the Action Plan & Progress Reports page .
	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.	<i>Completed 2021 – Dashboard published and subsequently enhanced</i> Updated Crash Dashboard & Added Program Dashboard We published a new Crash Data Dashboard that provides additional filtering capabilities. We also published a user guide to provide instructions for navigating the dashboard. We also introduced a new progress tracking tool: the Vision Zero Program Dashboard . This tool maps high-level crash data, infrastructure elements, Vision Zero initiatives, speed limit studies, and outreach work/results.
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.	<i>Completed 2021 – Form developed</i> <i>Completed 2022 – Form used for annual engagement</i> <i>Completed 2023 – Form used for annual engagement</i> Form in use Our annual engagement continued to use the same form in 2024 for longitudinal analysis. We use the information from the clickable maps for hot spot, HIN, and other safety analysis.
	Conduct assessment each year collecting responses from residents, workers, and visitors in Arlington.	<i>Completed 2022 – Engagement complete; 1,350 people engaged</i> <i>Completed 2023 – Engagement complete; 1,450 people engaged</i> 2024 Annual Engagement complete; 1,510+ 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.	<i>Completed 2022 – 3 pilot before/after analyses complete</i> <i>Completed 2023 – 12 before/after hot spot treatments evaluated</i> Established continuous before/after crash data tracking system We have before/after studies in progress and will highlight key successes and areas for improvement in Mid-Year Progress Reports going forward.

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.	New Countywide Transportation Plan launches fall 2024 We will launch the development of a new, realigned countywide transportation plan in fall 2024 with a major, community-wide public engagement effort. The new MTP effort is anticipated to continue through 2026.

Objective	Action	Performance Metrics Notes
	<p>Integrate safety as a priority into project evaluation criteria for all new capital projects and incorporate these elements into project design.</p>	<p>Completed 2022 – Project Ranking Tool Developed / Safety Criteria Included Implementation ongoing In 2022, the County 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 which may have overlapping projects.</p>
	<p>Integrate the principles of Vision Zero into other planning updates, ensuring that effective transportation and transportation safety policies are incorporated.</p>	<p>Studies actively in coordination Recently completed studies such as the S George Mason Dr Multimodal Corridor Study, Arlington Blvd Trail Feasibility Study, Transit Strategic Plan, and Plan Langston Blvd study included Vision Zero principles and actions. Several other studies in progress (Custis Trail Needs Assessment, Gateway Park Project, new Master Transportation Plan, S George Mason Dr / S Four Mile Run Dr intersection analysis, and others) include Vision Zero considerations.</p>
	<p>Coordinate land use and transportation planning efforts to balance safety improvements with affordability/equity needs across plans and projects.</p>	<p>No metric identified We will initiate action on this item as larger-scale safety projects come into the pipeline.</p>
<p>B2: Plan/Project Review</p>	<p>Implement a standard and documented approach for integrating safety as a priority into the private site plan development review process through incorporating a safety review and set of recommendations into the Multimodal Transportation Analysis (MMTA) and throughout project design and review.</p>	<p>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). Completed 2023 – Integration of Safety into Standard MMTA Safety Analysis Embedded within Site Plan MMTAs We developed a methodology for incorporating safety reviews as part of our MMTAs for special exception site plan projects and piloted for two projects. Any upcoming site plans in the scoping process that are required to submit an MMTA will include the safety analysis in their MMTA submittals.</p>
	<p>Document and implement a standard approach to conducting safety analysis at the onset of a transportation capital improvement project.</p>	<p>No metric identified We currently assess conditions and safety needs at the onset of capital project planning. We have a target to formalize a standard process over the next year.</p>
	<p>Collaborate on the plan and design of all new or improved parks and trails to ensure safe access and mobility.</p>	<p>Completed 2021 – 6 park/trail projects reviewed Completed 2022 – 5 park/trail projects reviewed Completed 2023 – 9 park/trail projects reviewed Reviewed 18 park/trail projects in partnership with the Department of Parks and Recreation: Army Navy Country Club Trail Connector CIP, Custis Trail long range study, Mt Vernon Trail reconstruction (NPS), Arlington Blvd and Pershing Dr, Water Pollution Control Plan MOT, Columbia Pike and S Rolfe St CIP, Arlington Ridge Rd bridge over Four Mile Run Trail CIP, Bluemont Junction Trail Place II CIP, Long Bridge Bike/Ped bridge (VPRA), Clark-Bell Trail CIP, Four Mile Run Trail repaving and realigning, Goodwill site CEP, Shirlington Bridge CIP, 1501 Langston Boulevard CEP, 1501 Arlington Blvd CEP, W&OD comprehensive sign inventory, Arlington Blvd Trail study, and Four Mile Run flash flood warning signage</p>



Objective	Action	Performance Metrics Notes
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></p> <p>Evaluation criteria for all projects in practice Prioritization tools for ranking each quick-build, Rectangular Rapid Flashing Beacon (RRFB), and capital safety project consider whether a project is on the HIN, 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.</p>
	Develop a process for moving large scale investment projects identified through safety reviews into the capital investment/implementation pipeline.	<p>Capital project programming process developed We initiated a process for moving safety-driven tactical and quick-build projects into the Capital Project program. We also bring projects identified through HIN or Hot Spot evaluations into the capital budgeting cycle.</p>
	Implement quick-build safety projects via the Vision Zero CIP Program.	<p><i>Completed 2021 – 9 quick-build projects</i> <i>Completed 2022 – 11 quick-build projects</i> <i>Completed 2023 – 17 quick-build projects</i></p> <p>17 quick-build projects complete See list of quick-build projects in the 2024: Key Accomplishments To-Date 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.	<p><i>Completed 2021 – 12 safety-driven capital projects completed</i> <i>Completed 2022 – 8 safety-driven capital projects completed</i> <i>Completed 2023 – 4 safety-driven capital projects completed</i></p> <p>1 capital project completed / 21 in progress See list of safety-driven capital projects on the Vision Zero Safety-Driven Capital Projects webpage.</p>
B4: Safety Project & Program Funding	Secure Vision Zero program funding in the CIP for immediate action, quick-build projects.	<p>\$2.1M in FY25 (includes rollover and new funding) We confirmed Street Safety Improvements in the CIP.</p>
	Secure funding for larger scale investment projects identified through the safety program.	<p><i>Completed 2023 – 3 safety-driven capital projects programmed</i></p> <p>2 safety-driven capital projects programmed The projects identified so far in 2024 to be elevated for capital safety improvements include (1) Lorcom Ln & Vacation Ln and (2) eastbound Langston Blvd & Fort Myer Dr.</p>
	Maintain resources for equipment and treatments introduced by Vision Zero safety improvement projects.	<p>Upcoming We are developing infrastructure inventories to help estimate funds needed to maintain recent safety improvements.</p>
	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> <i>Completed 2023 – 1 full-time Vision Zero position hired</i></p> <p>Vision Zero Team is staffed 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> <i>Completed 2023 – \$80K awarded in technical assistance</i></p> <p>\$80K awarded in technical assistance 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.	<p><i>Completed 2022 – 3 HIN speed studies</i> <i>Completed 2023 – 5 HIN speed studies</i> 3 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.</p>
	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.	<p><i>Completed 2021 – 7 speed limits reduced</i> <i>Completed 2022 – 7 speed limits reduced</i> 5 speed limits reduced See list of speed management activities in the 2024: Key Accomplishments To-Date section of the report for details on corridors and timeline.</p>
	Develop and adopt a process to reduce speed limits below 25mph on County roads.	<p><i>Completed 2021 – Adopted & implemented process</i> <i>Completed 2022 – Implemented 13 20MPH school slow zones</i> <i>Completed 2023 – Implemented 14 20MPH school slow zones</i> Implemented 19 20MPH school slow zones We confirmed a process for lowering speeds below 25mph. In 2024, we completed installation of 20MPH school slow zones at all remaining 19 school zone locations, marking the completion of the school zone update process.</p>
B6: Guidelines/Standards	Revisit and update existing guidelines for infrastructure specifications and placement and adjust to ensure best practices for safety considerations.	<p><i>Completed 2021 – 6 guidelines updated</i> <i>Completed 2022 – 1 guideline updated</i> <i>Completed 2023 – 2 guidelines posted</i> No new guidelines posted yet in 2024 All guidelines are posted on the Tools & Guidelines page.</p>
	Consider and create new guidelines for development and implementation to enhance safe access and operations on the transportation system.	<p>5+ guidelines in development or review We have five new guidelines under development for publication likely in 2024: (1) Maintenance of Traffic (MOT) during construction plan review, (2) \$200 additional speeding fine signs, (3) leading pedestrian intervals (LPIs), and (4) trail/street intersection crossings. There is also one guideline under review: (1) marked crossing guidelines.</p>
	Refine school zone guidelines to establish consistent signage, signage placement, speed limit reductions, and pavement markings in school areas.	<p>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 and updated all school zones to align with the guidelines (2021-2024).</p>
	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.	<p><i>Completed 2021 – Crossing Guard Location Prioritization Complete</i> Prioritization process and criteria in use Each year, APS and ACPD collaborate to prioritize the locations for crossing guard deployment.</p>
B7: Multimodal Safety Toolbox	Develop a Multimodal Safety Toolbox that identifies strategies available to address safety concerns for all modes.	<p><i>Completed 2022 – First generation Toolbox published</i> Toolbox in use The first generation of the “living” Toolbox is available on the Tools & Guidelines page.</p>
	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.	<p>Tool metrics reported in the Annual Report / refresh planned 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 are also planning to review/refresh the Toolbox to ensure it aligns with all recently updated standards or guidelines by the end of 2024.</p>

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.	<p><i>Completed 2021 – Developed Pilot Process; 5 Pilot Projects Installed</i> <i>Completed 2022 – 2 Pilot Projects Installed</i> <i>Completed 2023 – 1 Pilot Project Installed</i> 1 pilot project installed, 1 pilot project expanded, 1 pilot planned before end of 2024 View the Safety Pilot Project page to learn more about upcoming, ongoing, and past pilot projects.</p>
	Conduct system-wide, holistic reviews of deployed tools and implement updates to ensure consistent and equitable safety treatments throughout the County.	<p><i>Completed 2021 – 6 tools evaluated/updated</i> <i>Completed 2023 – 2 tools evaluated/updated</i> Tools being evaluated Concrete barriers, signal backplates, tactical speed humps, centerline hardening devices, Speed Feedback Indicator Signs (SFISs), and RRFBs.</p>
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).	<p><i>Completed 2022 – Speed cameras ordinance adopted</i> 6 new red-light safety camera intersections installed The County is in the process of installing 6 new red-light safety camera locations. This makes a total of 13 red-light safety camera intersections. Launched speed safety camera program at 10 locations The County launched the speed safety camera program at 10 locations in fall 2024.</p>
	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 people involved in 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.	<p><i>Completed 2021 – Over 10,000 linear ft of new or enhanced safety design elements</i> <i>Completed 2022 – Repaved 70+ miles of roadway; 3.86 miles of new or enhanced bike lanes or skips</i> <i>Completed 2023 – Repaved 50+ miles of roadway and 2.3 miles of off-street multiuse trails</i> Repaving in progress / engagements part of standard procedure Staff have established an annual public engagement process to communicate and obtain input for repaving projects.</p>
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.	<p><i>Completed 2021 – 180 Total MOTs Reviewed / 8 MOTs Reviewed with Arlington County Department of Parks & Recreation (DPR)</i> <i>Completed 2022 – 157 MOTs reviewed / 3 MOTs Reviewed with DPR</i> <i>Completed 2023 – 179 MOTs reviewed / 9 MOTs Reviewed with DPR</i> MOT reviews in progress We review MOTs for safety features as part of public and private plan reviews.</p>
	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 construction zones that are complex 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.	<i>Completed 2022 – Enhanced the Request for Service Portal to include MOT reporting; Responded to 237 requests with an average 16-workday closure rate</i> <i>Completed 2023 – Responded to 384 requests with an average 44-workday closure rate</i> 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 150 requests with an average 13-workday closure rate These requests are filtered for MOT-related items only.

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.	<i>Completed 2021 – 8 safety engagements</i> <i>Completed 2022 – 5 safety engagements</i> <i>Completed 2023 – 3 safety engagements</i> 4 engagements completed We have completed the Annual Safety Engagement, as well as the tactical speed humps pilot engagement. We also helped to review and then advertise follow up engagements for two safety related VDOT studies (Glebe Rd STARS Study and Washington Blvd/Arlington Blvd Project Pipeline Study). Later in 2024, we will also host a public engagement on the centerline hardening pilot.
	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.	<i>Completed 2022 – Annual engagement; three focus groups</i> <i>Completed 2023 – Ongoing accessible engagement; Annual Safety Engagement; 2 focus groups; 1 pop-up event</i> Ongoing accessible engagement; Annual Safety Engagement; 3 pop-up events 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. Pop up events included at the Arlington Foos Assistance Center in Jan, the Arlington County Fair in Aug, and the Tyrol Hill Family Day in the Park in Sept 2024.
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.	<i>Completed 2021 – Integrated 'Transportation Investigation Form' into the Request for Service Portal</i> <i>Completed 2022 – Added links to websites; printed business cards to share Report-a-Problem information</i> <i>Completed 2023 – Began quarterly pop-ups to share information</i> Continuing to find ways to promote the Report a Problem tool Moving forward, our awareness and education efforts about community reporting channels will focus on Equity Emphasis Areas per the recommendations of the Vision Zero Equity Analysis .

Objective	Action	Performance Metrics Notes
	Complete timely review of and response to concerns submitted in the community reporting channel.	<p><i>Completed 2021 – 3,079 public requests (Jan 2021– Mar 2022) with a 12-day completion average</i></p> <p><i>Completed 2022 – 3,523 public service requests with a 25-day completion average</i></p> <p><i>Completed 2023 – 5,856 public service requests with a 30-day completion average</i></p> <p>2,796 public service requests with a 15-day completion average From Jan 1 – Jun 30, 2024, we received 2,796 public requests related to safety or maintenance. The average time for us to respond to a service request was 12 workdays (excluding weekends/holidays) / 15 calendar days. These requests are filtered for transportation safety-related items only. Note: these numbers are higher than in the past because we began tracking more investigations in the system (now includes all traffic safety investigations, MOT issues, Block Street/Sidewalk/Bike Lane reports, and Scooter issues).</p>
C3: Vision Zero Program Communications	Maintain a comprehensive Vision Zero website that is updated frequently with educational materials, project updates, resources, progress reports, upcoming events, public-facing crash data/maps, a Vision Zero tracking dashboard, action item tracking, and contact information.	<p><i>Completed 2021 – Transitioned to web platform; Added 6 sub-pages</i></p> <p><i>Completed 2022 – Reorganized website to make more user-friendly</i></p> <p><i>Completed 2023 – Added 2 sub-pages</i></p> <p>Updated semi-monthly; added new dashboards; added quick links; added one new sub-page 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 the new Program Dashboard and new Crash Data Dashboard. We added one new subpage on the Public Education Toolbox.</p>
	Build and maintain a Vision Zero listserv that disseminates information about ongoing projects and programs that relate to transportation safety.	<p><i>Completed 2021 – 11 Newsletters Sent</i></p> <p><i>Completed 2022 – 11 Newsletters Sent; 2,081 subscribers</i></p> <p><i>Completed 2023 – 12 Newsletters Sent; 2,395 subscribers</i></p> <p>8 newsletters sent; 4,054 subscribers We send one bilingual Vision Zero newsletter per month; the number of subscribers (4,054 as of Aug 2024) increased by 1,605 since March 2024.</p>
	Use email distributions and social media outlets spanning different County departments to increase awareness of the Vision Zero program; data trends; and transportation issues/projects.	<p>In progress The Interdepartmental Stakeholders Group has been sharing Vision Zero messaging through County emails and social media channels.</p>
C4: Community Knowledge Building	Develop periodic communications to target audiences (for example, crash trend spotlights) to help increase awareness of transportation safety issues and use existing County-led outreach programs to share this information.	<p><i>Completed 2022 – Critical Crash Mitigation Campaign (May-Dec)</i></p> <p><i>Completed 2023 – Critical Crash Mitigation Campaign (Jan-Dec) + In-Street Tool Campaign Launched</i></p> <p>Critical Crash Mitigation Campaign Updated We updated the critical crash mitigation campaign to run year-round and focus on a different theme each month, with themes identified through our quarterly critical crash reviews. We expanded on the in-street tool campaign this year, to communicate systemic implementation of LPs in the National Landing area.</p>
	Share materials from regional, state, or Federal education and communications campaigns to maximize reach by sharing messaging and information.	<p><i>Completed 2022 – 16 Campaigns Shared</i></p> <p><i>Completed 2023 – 26 campaigns shared</i></p> <p>10 campaigns shared ACPD conducted outreach and social media promotion for events in partnership with Metropolitan Washington Council of Governments (regional), Department of Motor Vehicles (state), and National Highway Traffic Safety Administration (federal).</p>



Objective	Action	Performance Metrics Notes
	Provide transportation education and support to the community.	<i>Completed 2021 – 55 classes/events; 25 campaigns shared</i> <i>Completed 2022 – 80+ classes/events; 35 campaigns shared; 476 car seats inspected</i> <i>Completed 2023 – 100+ classes/events; 26 campaigns/initiatives shared; 475 car seats inspected; 2,300 iRide cards sold</i> 90 classes/events; 23 campaigns/initiatives shared; 291 car seats inspected; 396 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.	<i>Completed 2022 – Critical Crash Mitigation Campaign complete; estimated reach of 150,000 people/month</i> <i>Completed 2023 – Critical Crash Mitigation Campaign complete; estimated reach of 150,000 people/month</i> Critical Crash Mitigation Campaign continues; average reach of about 240,000 people/month 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 added to onboarding We created a staff education video to improve Vision Zero understanding and training for all County staff and contractors. The video launched internally in early 2024.
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.	<i>Completed 2021 – 3 meetings; 2 quick-build projects; 3 corridor improvements; 14 crossing improvements</i> <i>Completed 2022 – 2 Meetings; 4 safety initiatives implemented</i> <i>Completed 2023 – 1 Meeting; 15 ongoing safety initiatives</i> 1 Meeting; 15 ongoing safety initiatives See detailed list of activity in the 2024: Key Accomplishments To-Date section.
	Collaborate with VDOT on reducing speeds and speed limits on VDOT-maintained roadways.	<i>Completed 2022 – 1 speed limit reduced (Glebe Rd)</i> 1 speed study in progress We are assessing speeds on one VDOT-owned corridor, Old Dominion Dr.



Objective	Action	Performance Metrics Notes
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.	<p><i>Completed 2021 – 9 Meetings with Regional Partners; 1 regional event</i> <i>Completed 2022 – 2 meetings with Regional Partners; 3 regional events</i> <i>Completed 2023 – 9 regional partner meetings; 2 regional events; 1 national event</i></p> <p>3 regional partner meetings; 4 national events We meet monthly with Vision Zero teams from across the region to discuss ongoing initiatives. We also attend regional MWCOG Transportation Safety Subcommittee meetings where we and other local jurisdictions share data, information, and strategies to improve safety. We presented at the following events: (1) 2024 National Association of City Transportation Officials "Meet the Cities," (2) Transportation Research Board's 2nd Annual Conference on Advancing Transportation Equity, (3) ESRI Users Conference (the world's largest GIS conference), (4) Virginia American Planning Association Conference, (5) ImpACT Leadership Training Cohort.</p>
	Engage in meetings and communication on transportation safety issues with regional agencies.	<p>In progress In addition to the MWCOG subcommittee meetings listed above, we also 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.</p> <p>Participating in the Federal Highway Administration's Information Sharing Program This spring, the Federal Highway Administration (FHWA) accepted Arlington's application to join the next cycle of the national Vision Zero Community Pairing Program. We also actively engaged with FHWA's Safe Systems Approach Coffee and Conversations series with Vision Zero agencies across the US.</p>
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.	<p><i>Completed 2021 – 2022 Legislative Package</i> <i>Completed 2022 – 2023 Legislative Package</i> <i>Completed 2023 – 2024 Legislative Package</i></p> <p>Legislative package under consideration The County Board will review a legislative package for the 2025 General Assembly later this year. We will be coordinating safety asks and priorities (e.g., expansion of automated enforcement) across departments to help prepare the package.</p>
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.	<p>25+ groups invited Mid-Year meeting with the ESG (open to the public) will take place in October 2024. Invited participants 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; Arlington Roadway Safety Club (Washington-Liberty High); and the Street Advocates Student Coalition (Arlington Career Center High).</p>



Objective	Action	Performance Metrics Notes
	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 2024: Key Accomplishments To-Date 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.	<i>Completed 2021 – 6 intersections reviewed; 4 pilot projects identified; 13 school zone updates; 18 walk audits</i> <i>Completed 2022 – 2 pilot projects identified; 14 school zones updated</i> <i>Completed 2023 - School Zone Guidelines Published; Tactical Speed Humps in School Zones Pilot Launched</i> 19 school zone updates completed; speed safety program launched; school zone tactical speed hump pilot expanded See 2024: Key Accomplishments To-Date 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.	<i>Completed 2021 – Established 6 contacts; hosted meetings on pick-up/drop-off zone best practices; hosted 2 events with 30+ people</i> <i>Completed 2022 – Issued all available permits (1,000) for dockless ebikes; Installed 70 micro-mobility corrals</i> <i>Completed 2023 – Added Bike/Scooter Options to Report-a-Problem; Installed 53 micro-mobility corrals</i> Added Bike/Scooter Options to Report-a-Problem; installed 30 micro-mobility corrals ACCS is working directly with ebike and shared micro-mobility service providers to promote safe riding and parking for ebikes and scooters. They have also been hosting educational events to promote safe riding. ACCS is also monitoring the usage of the corrals and the number of improperly parked shared micro-mobility devices.
	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>

