



# Vision Zero Mid-Year Report

Department of Environmental  
Services (DES)

Transportation Engineering &  
Operations (TE&O)

November 2022



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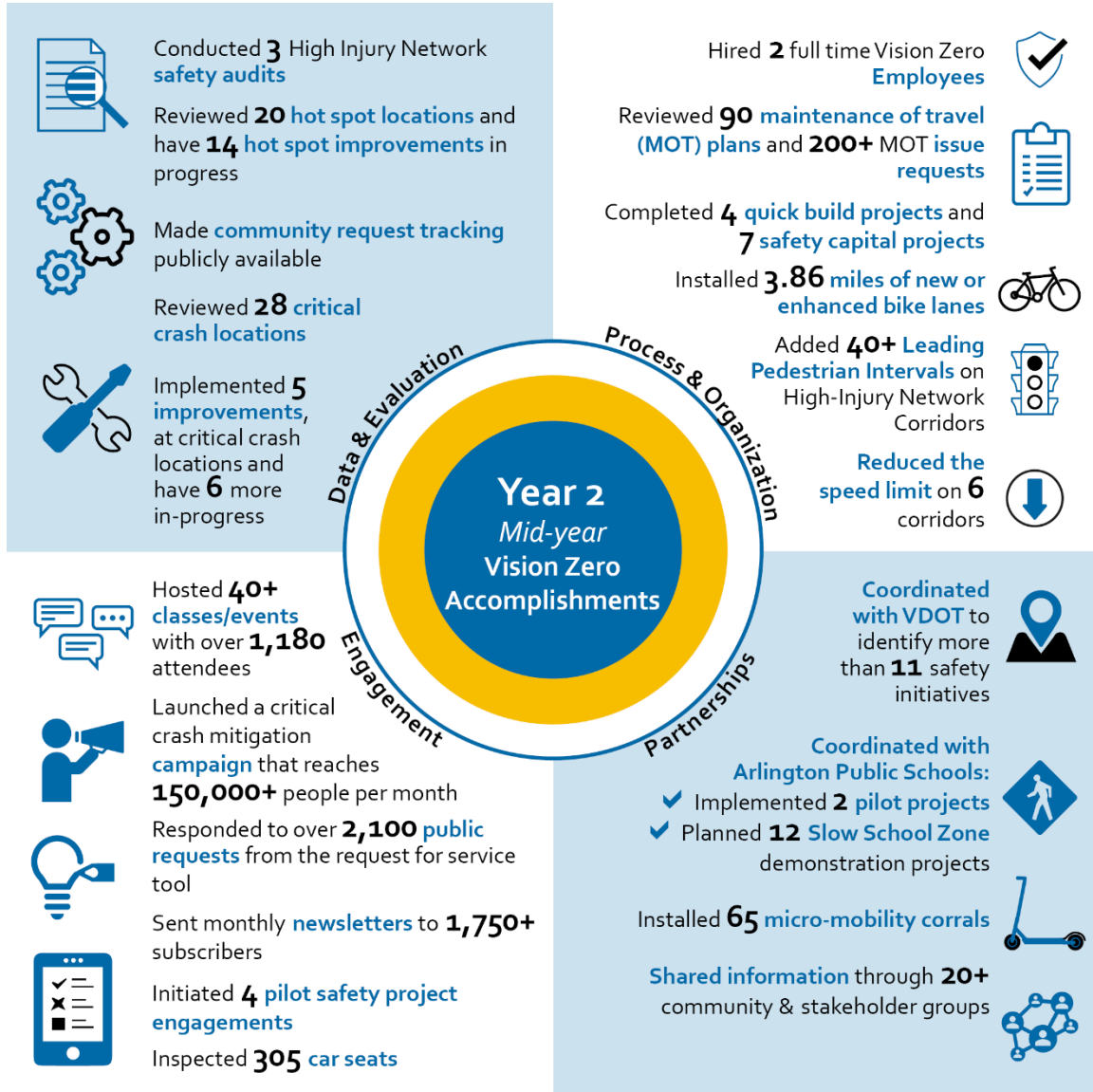
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# Executive Summary

## Summary of Vision Zero Activities

The first half of 2022 were very active months for the Vision Zero program. The following graphic and table provide a summary of activities through October 2022.

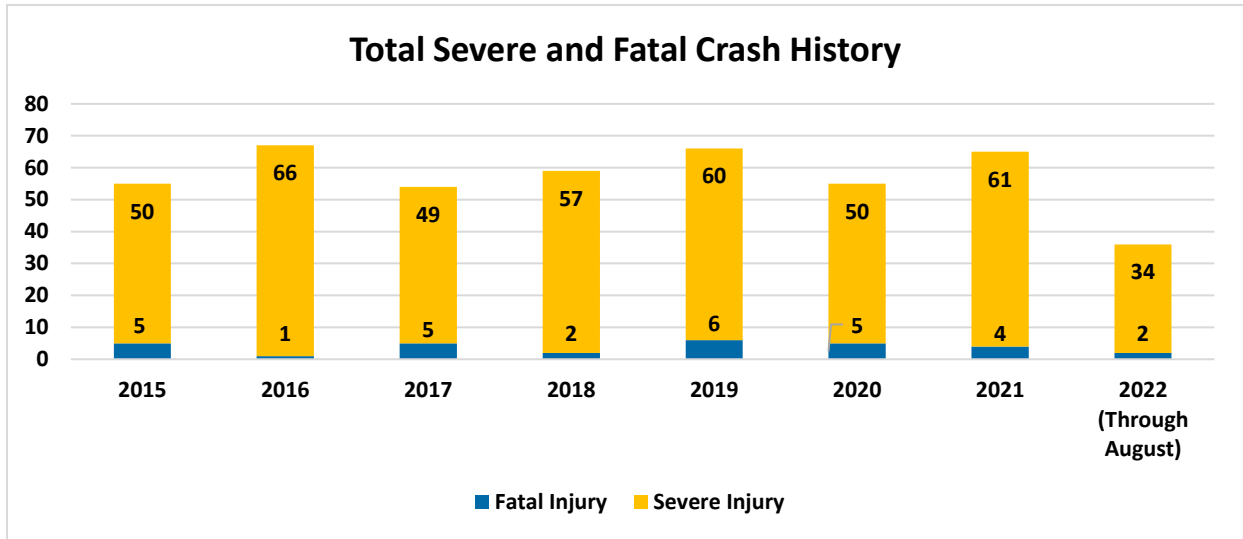


Key Accomplishments in VZ Year 2 (Apr -Oct 2022) To-Date	Upcoming In VZ Year 2
<ul style="list-style-type: none"> <li>- Made community request tracking <a href="#">publicly available</a>.</li> <li>- Expanded the County streets inventory database to include arterial streets.</li> <li>- Reviewed 20 <a href="#">hot spot locations</a> and progressed improvements for 14 hot spot locations.</li> <li>- Conducted 3 <a href="#">HIN safety audits</a> and programmed projects identified during the audit.</li> <li>- Reviewed 28 critical crash locations.</li> <li>- Implemented 5 and initiated 6 improvements at critical crash locations.</li> <li>- Completed 4 <a href="#">quick-build projects</a> and 7 <a href="#">safety-driven projects</a>.</li> <li>- Programmed 2 <a href="#">safety-driven capital projects</a>.</li> <li>- Reduced the speed limit on 6 corridors (Board Reports <a href="#">here</a> and <a href="#">here</a>).</li> <li>- Reviewed efficacy of 13 <a href="#">school slow zone demonstration projects</a>.</li> <li>- Planned <a href="#">12 new school slow zone projects</a>.</li> <li>- Published the <a href="#">Multimodal Safety Engineering Toolbox</a>.</li> <li>- Added 40+ Leading Pedestrian Intervals on High-Injury Network corridors.</li> <li>- Installed 3.86 miles of new or enhanced bike facilities.</li> <li>- Added a place to report MOT concerns in the <a href="#">request for service portal</a>.</li> <li>- Responded to over 2,100 public requests from the <a href="#">request for service portal</a>.</li> <li>- Hosted 40+ safety-related classes/events with 1,180+ attendees.</li> <li>- Launched a <a href="#">critical crash mitigation campaign</a> that reaches 150,000+ people per month.</li> <li>- Collaborated with VDOT on 11 safety initiatives.</li> <li>- Coordinated with APS on 2 pilot projects and 12 school slow zones.</li> <li>- Installed 64 <a href="#">micro-mobility corrals</a> to encourage safe parking practices.</li> </ul>	<ul style="list-style-type: none"> <li>- Continue review of the 38 new <a href="#">hot spot locations</a>.</li> <li>- Update the <a href="#">HIN</a> using recent crash data.</li> <li>- Finalize, publish, and begin implementing the countywide systemic analysis.</li> <li>- Finalize, publish, and begin implementing action items from the transportation safety equity analysis.</li> <li>- Host the <a href="#">Annual Safety Feedback Engagement</a>, including pop-ups and focus groups.</li> <li>- Conducted before/after studies of tools implemented from the <a href="#">Toolbox</a>, pilot projects, school slow zone demonstrations, and former hot spots.</li> <li>- Complete upcoming <a href="#">quick build projects</a> (estimated 13 locations).</li> <li>- Continue construction of 13 <a href="#">safety-driven capital projects</a>.</li> <li>- Conduct speed studies on 17 corridors with current posted speed limits of 30mph or above.</li> <li>- Implement 12 new <a href="#">school slow zones/school zone retrofits</a>.</li> <li>- Continue evaluation of 5 ongoing <a href="#">safety pilot projects</a>.</li> <li>- Install <a href="#">red light cameras</a> at 6 new intersections.</li> <li>- Continue collaboration and planning to implement <a href="#">speed cameras</a>.</li> <li>- Finalize guidance for Arlington’s speed camera program.</li> <li>- Continue ongoing communications and education efforts.</li> <li>- Continue collaboration with VDOT, stakeholders, and service providers.</li> </ul>



## Program Performance Measures

From January 1-August 30, 2022, there were a total of 1,313 crashes in Arlington. The majority of these (74%) involved property damage only. There were two fatal crashes and 34 severe crashes. Both fatal crashes were alcohol related, and both occurred in Equity Emphasis Areas.

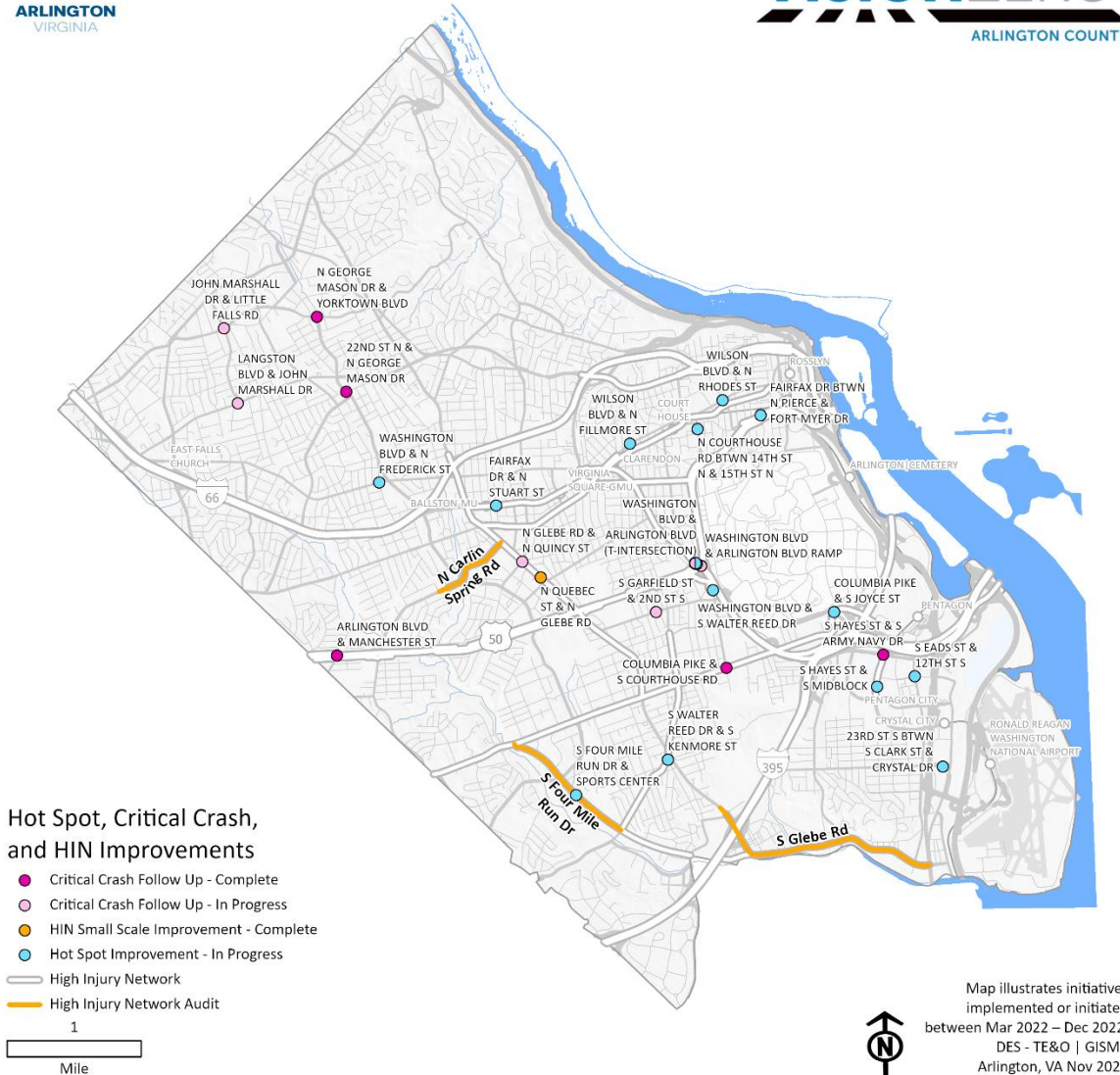


	Fatal	Severe Injury	Visible Injury	Nonvisible/ Possible Injury	Property Damage Only	Total
Total Crashes	2	34	293	33	951	1313
Intersection Crashes	1	13	143	16	384	557
Pedestrian Crashes	1	9	45	2	0	57
Bicycle Crashes	0	4	21	0	3	28
Alcohol-related Crashes	2	7	30	2	79	120
Speed-related Crashes	1	15	65	9	274	364
Distracted-related Crashes	0	8	56	8	169	241
Work Zone Crashes	0	0	3	1	14	18
Crashes on the High-Injury Network	0	20	177	20	543	760
Crashes in Equity Emphasis Areas	2	18	96	15	319	450

# Mapping Action Item Progress

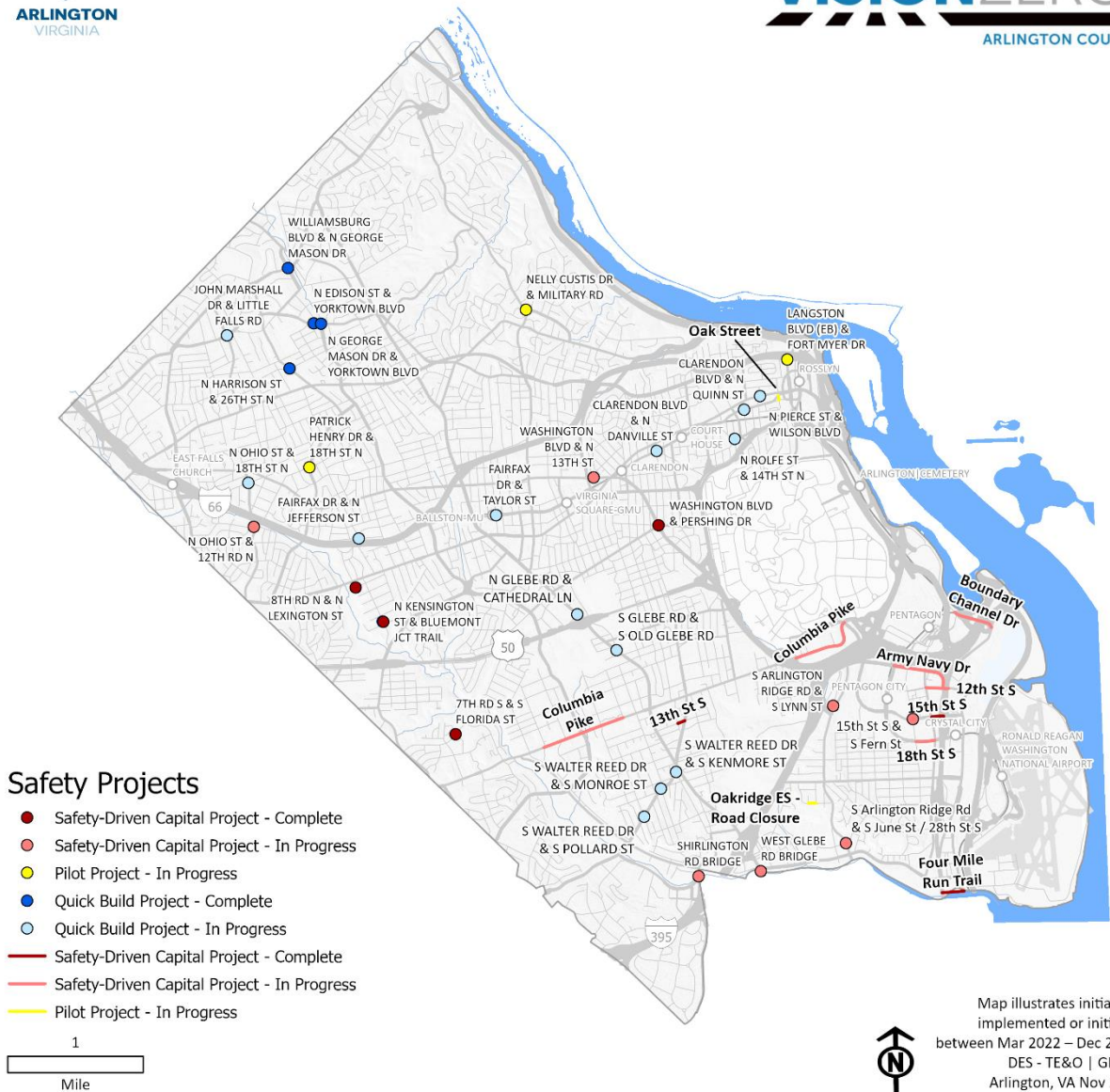
## Hot Spot, Critical Crash, & High-Injury Network Improvements

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



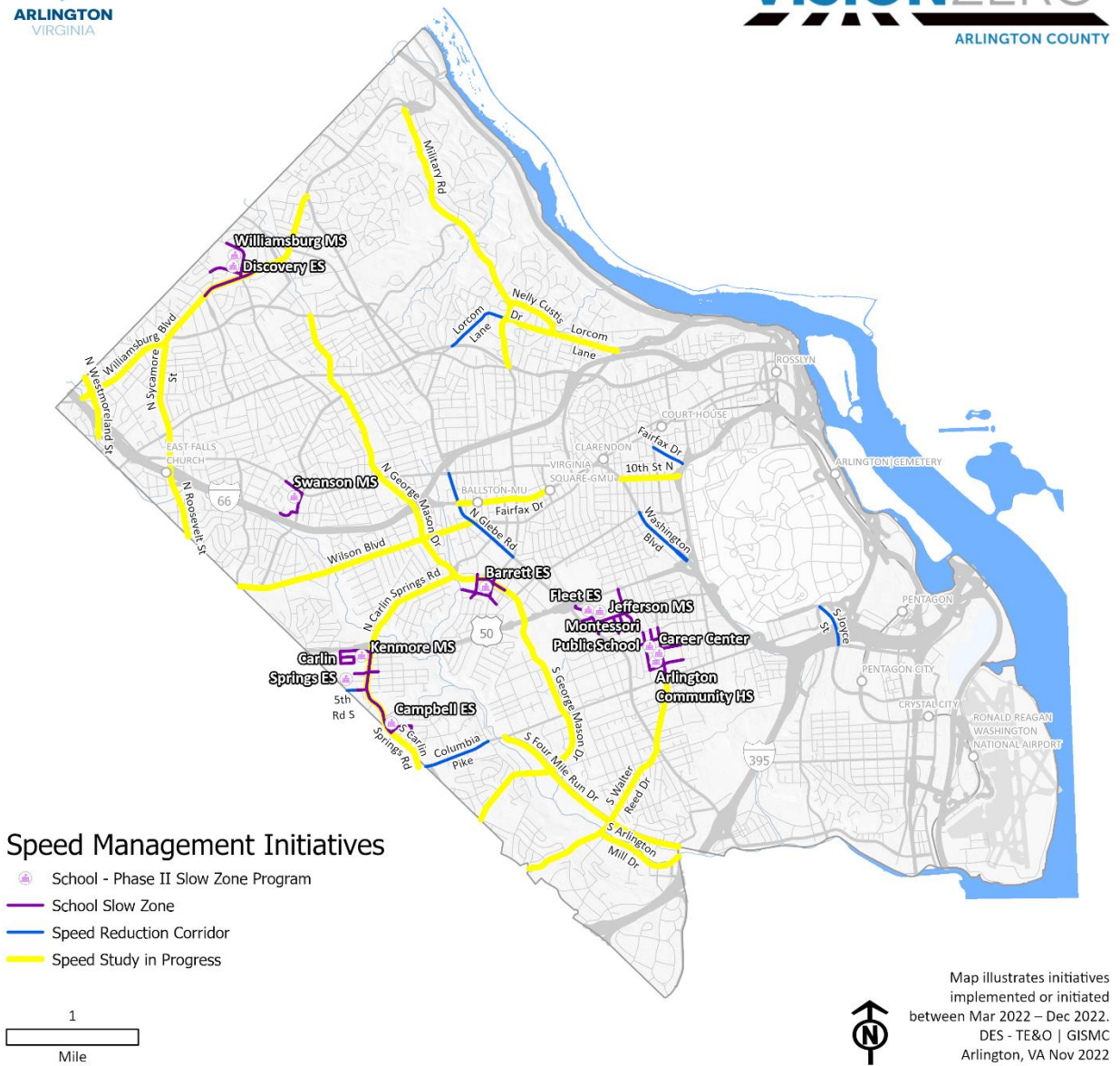
## Other Safety-Driven Projects

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



## Speed Management Initiatives

This map illustrates Vision Zero speed management initiatives conducted in Year 2. The map also shows the second round of school slow zone demonstration projects to be implemented in Year 2, as well as ongoing corridor speed studies.





# Introduction

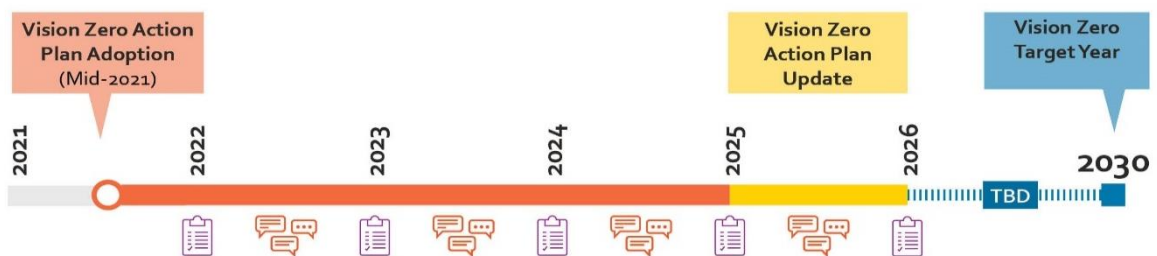
## Vision Zero in Arlington County

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 progress towards eliminating severe and fatal transportation injuries in Arlington County by 2030.

## Program Timeline

The timeline below illustrates key milestones and reporting timeframes over the five-year span of the Action Plan.

- Arlington County and partners will implement action items, review their outcomes, and identify next steps in an iterative and collaborative process over the five-year plan. Because actions described in the plan may change over the five-year period, the County will periodically provide updates on the program and specific projects. You can sign up for email updates on the Vision Zero website.
- Arlington County will release an Annual Report and host a public meeting every year to distribute results and collect feedback on Vision Zero progress. [Click here to view the Year 1 Annual Report.](#)
- Arlington County will host mid-year check-ins with the External Stakeholders Group to gather additional insights and input on the progress of the program. This document is the second Mid-Year Report.



We will implement action items, review outcomes, and identify next steps in an iterative and collaborative process.

Actions may evolve or change over time. To see which actions we're taking and when, view the [Vision Zero Action Plan](https://transportation.arlingtonva.us/vision-zero) at [transportation.arlingtonva.us/vision-zero](https://transportation.arlingtonva.us/vision-zero).

### Key

- Annual Report & Public Meeting
- Mid-year Check-in with External Stakeholders Group

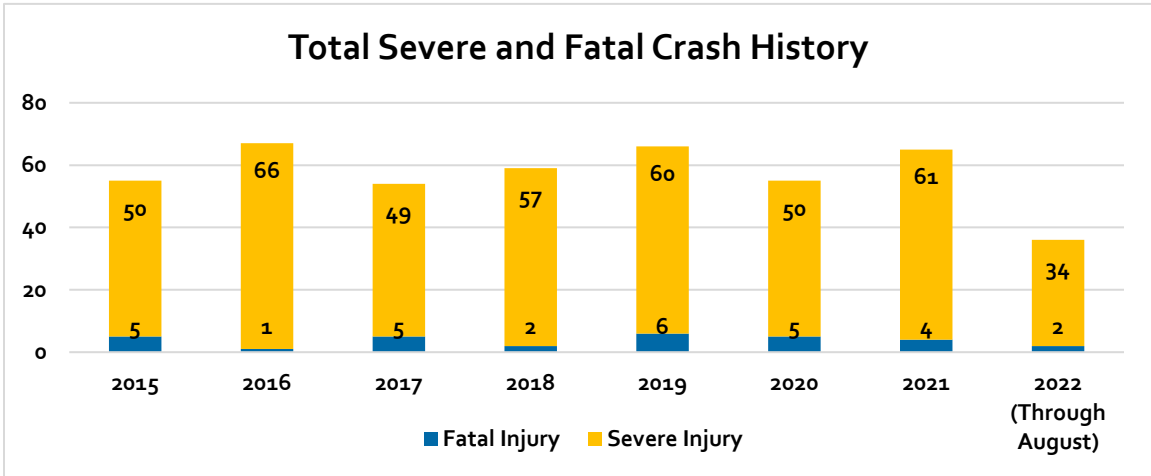
# Program Performance

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.

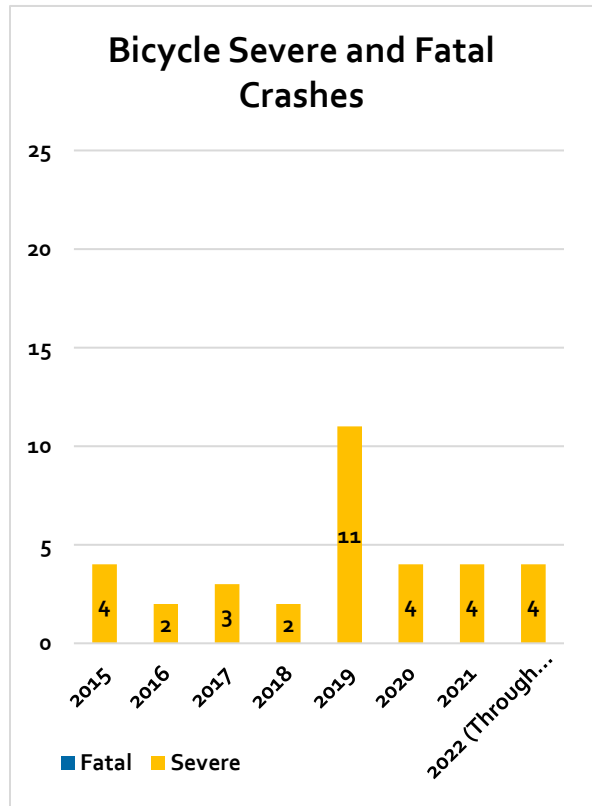
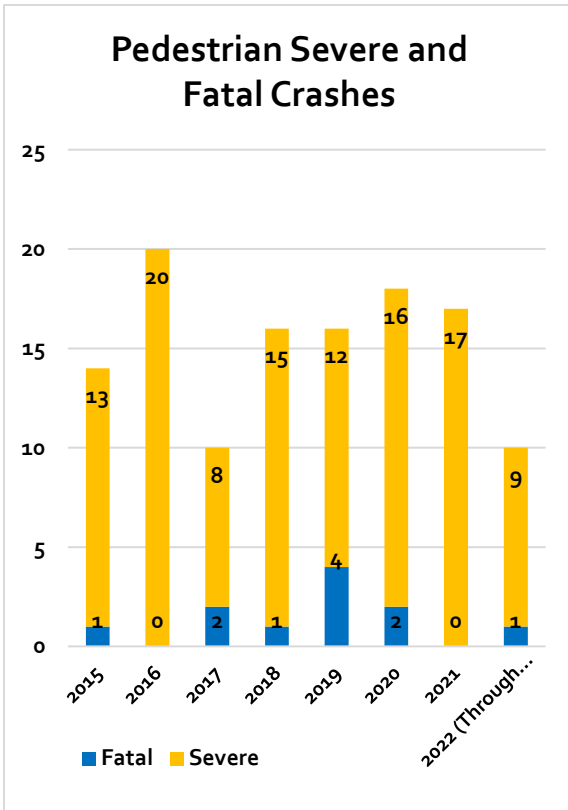
## Performance Measures

The following tables and charts provide a summary of the Vision Zero performance measures set forth in the Action Plan. These include **crash data from January 1, 2022, to August 31, 2022** (the latest dataset available from the DMV/VDOT database). For comprehensive crash data by location, type and trends since 2013, users can visit the interactive Vision Zero Crash Dashboard (<https://www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero/Maps-and-Safety-Data>).

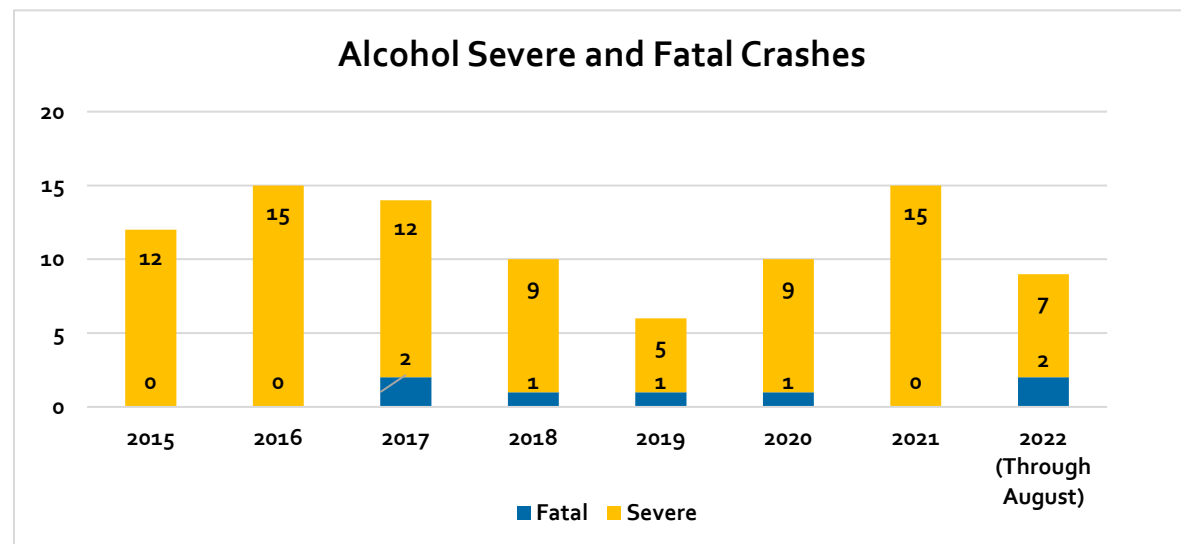
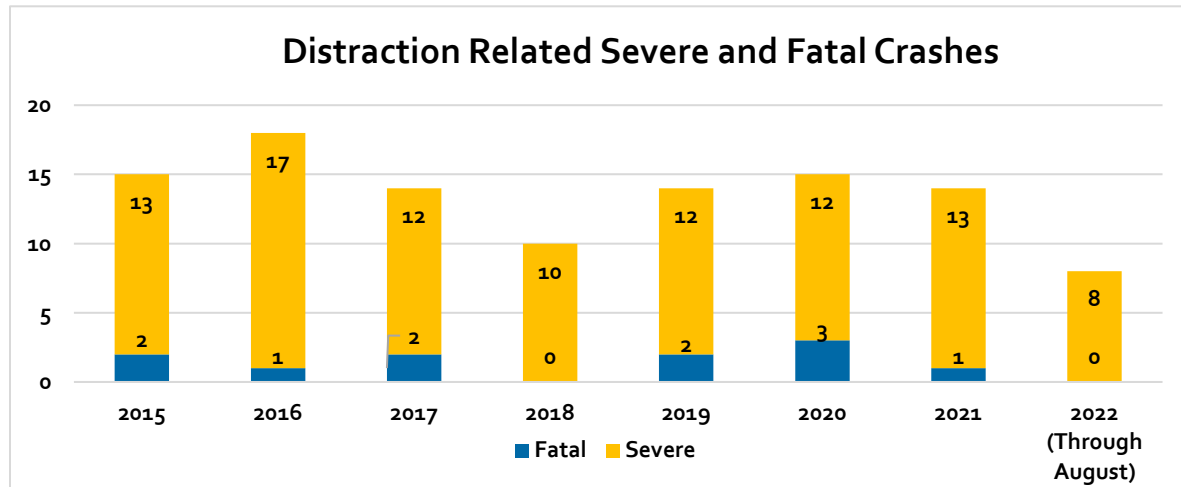
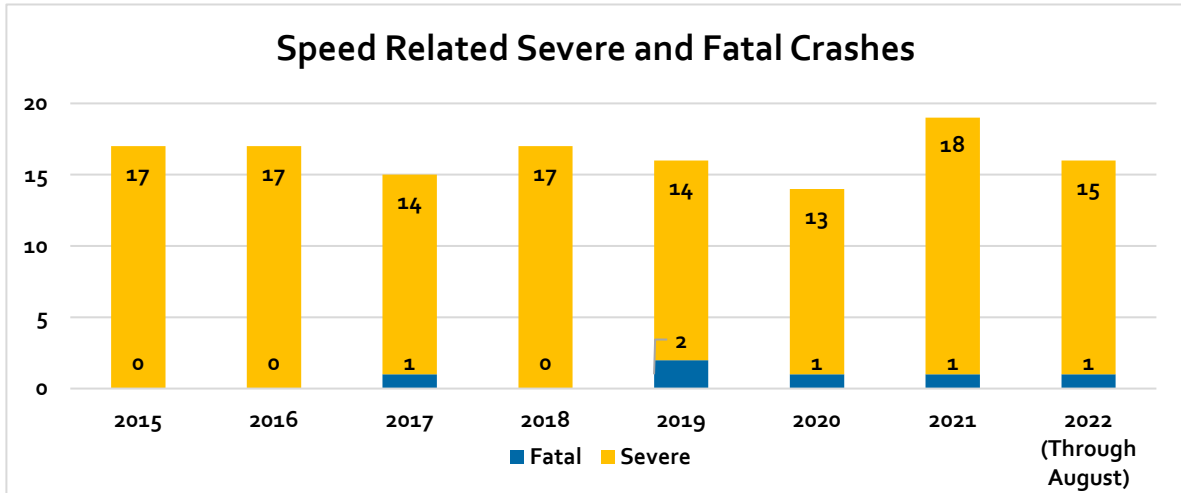
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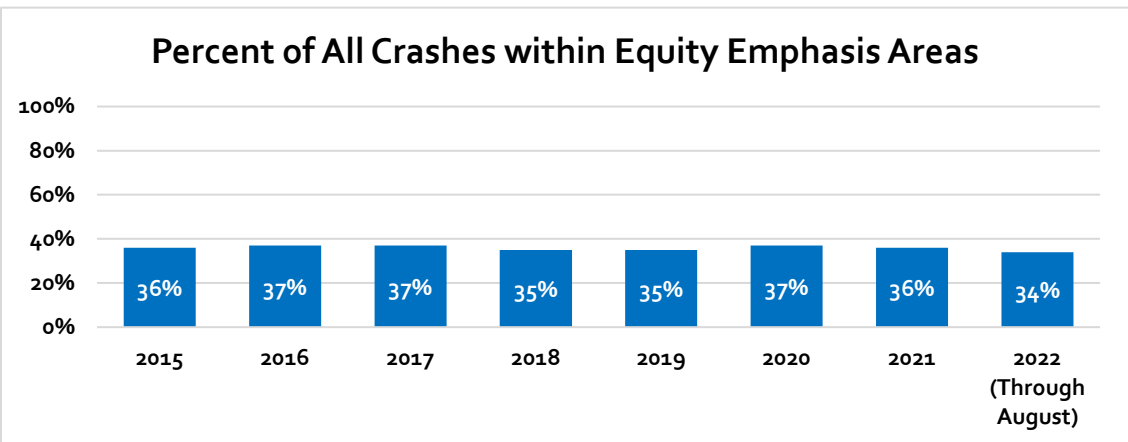
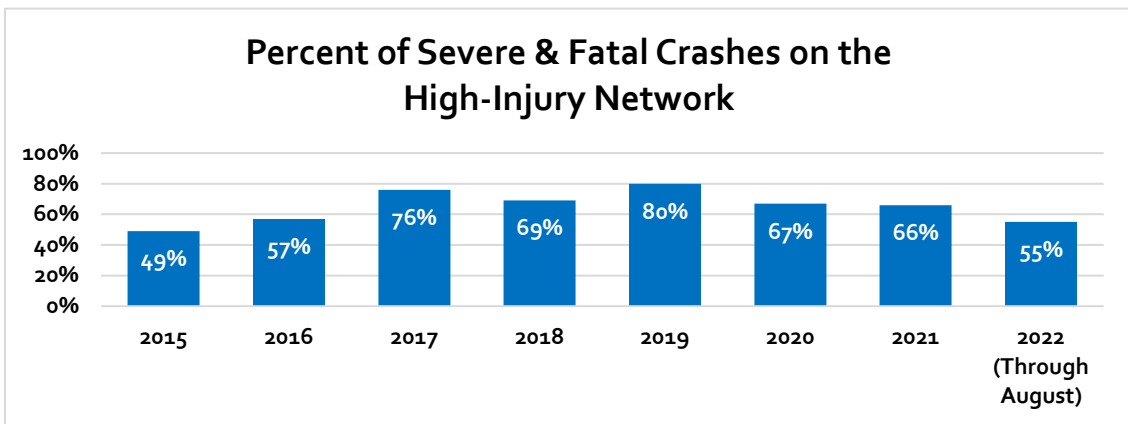
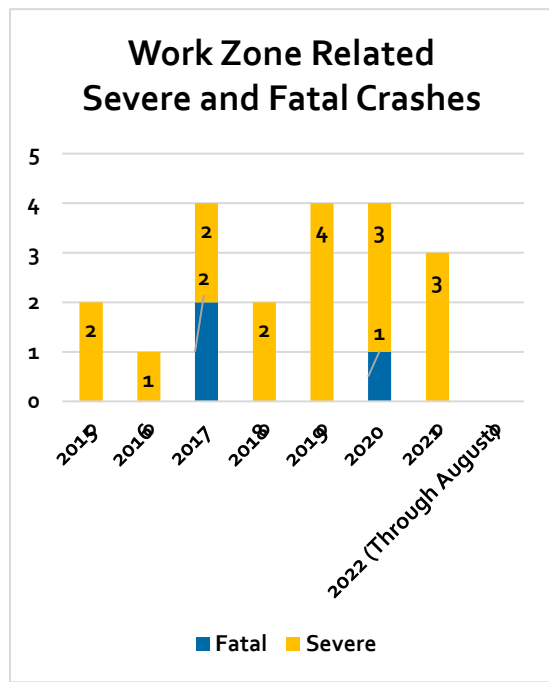
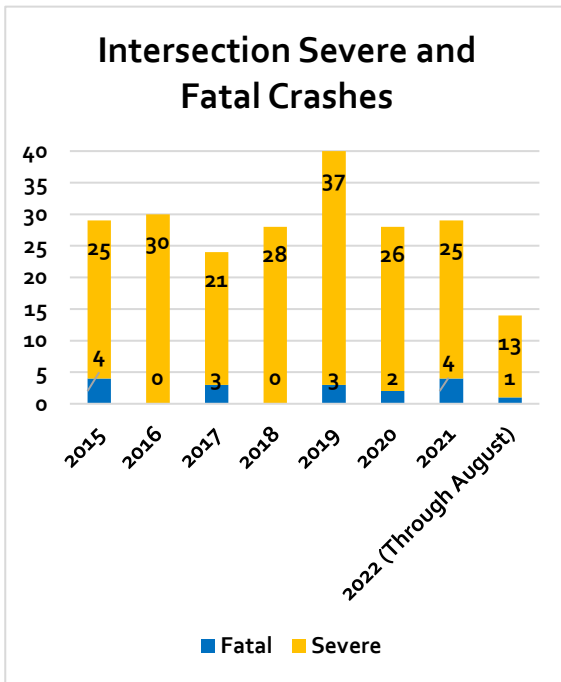
### Crash Data for Pedestrians and Bicyclists



*Crash Data by Crash Factors*



### Crash Data by Crash Location



# Year 2: Key Accomplishments To-Date

This section summarizes the progress on each Vision Zero Action Plan action item in Year 2, starting with some highlights. 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 related Action Items. You can find a table with updates related to all Objectives and Action Items in the Appendix.

## Accomplishments Overview: Data & Evaluation Action Items

### *A2: Supporting Data: Community-Reporting Tracking*

Community request tracking is now publicly available. To check the status of investigations related to community-reported issues, visit the [Service Request / Report a Problem Page](#) and scroll down to “Data Transparency” to view our [Data Dashboard for Service Requests](#) or [Open Data service request results](#). The Vision Zero team is also working on enhancements to the public Report-a-Problem dashboard.

### *A2: Supporting Data – Spatial Inventories of Key Transportation Assets*

In Year 1, DES completed a countywide sidewalk assessment and a countywide inventory of all neighborhood street widths and features. In Year 2, staff expanded the streets inventory to include arterial streets. The inventory process will wrap up before the end of 2022. Once complete, all inventory data will be included in the County database and asset tracking system, which will assist in future systemic and planning efforts.

### *A3: Annual Crash Analysis – 2022 Hot Spots Program*

A multidisciplinary team has been collaborating to assess and prioritize the 69 hot spots identified in the [2022 Hot Spot Analysis](#). 38 locations are new hot spots, which staff are prioritizing for initial review and problem solving. Staff have reviewed 20 locations so far and have improvements in progress for 11 of those locations (\* indicates improvement in progress):

- 23rd St S between S Clark St S & Crystal Dr \*
- 7th Rd S between S Florida St & 8th Rd S
- N Courthouse Rd between 14th St N & 15th St N \*
- N Fairfax Dr between N Pierce St & Fort Myer Dr \*
- N Lynn St between Wilson Blvd & 19th St N
- Langston Blvd (Westbound) between N Nash St & Fort Myer Dr
- Columbia Pike & S Joyce St \*
- Wilson Blvd & N Fillmore St \*
- Wilson Blvd & N Rhodes St \*
- Fairfax Dr & N Stuart St \*
- S Eads St & 12th St S \*
- Williamsburg Blvd & N Harrison St
- S Four Mile Run Dr (West) & Barcroft Sports Center Driveway \*
- S Hayes St & Midblock Crosswalk South of 12th St S \*
- N Vermont St/N Park Dr & N Carlin Springs Rd
- 19th St S & S Kenmore St

- S Walter Reed Dr & S Kenmore St \*
- N Barton St & 10th St N
- S Eads St & 15th St S
- Buchanan St & Four Mile Run

There are additionally three (3) improvements in progress remaining from the 2020 Hot Spot Program, all of which are currently being coordinated with the Virginia Department of Transportation (VDOT):

- Washington Blvd & Walter Reed
- EB Washington Blvd & Arlington Blvd off ramp (the T intersection “ramp”)
- Washington Blvd & N Frederick

### ***A3: Annual Crash Analysis – High-Injury Network Audits***

DES staff completed preliminary safety audits for three high-injury network corridors:

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



The purpose of the audits is to visit each of the High Injury Network (HIN) corridors to identify:

- [Quick-build projects](#) that we can implement quickly to improve safety,
- Existing/upcoming projects planned along the corridor and how they will help address safety, and
- Other opportunities or needs to enhance safety for consideration for future [safety-driven capital projects](#) or plans.

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

Additionally, the team systemically implemented Leading Pedestrian Intervals (also know as LPIs) combined with No Right Turn on Red Signs along the following HIN corridors in Year 2:

- Columbia Pike, from the County line to Washington Blvd
- Fairfax Dr, from N Glebe Road and N Kirkwood Dr

- Clarendon Blvd, between N Highland St and Ft. Myer Dr / Wilson Blvd
- Wilson Blvd, between N Glebe Rd and Fort Myer Dr

This effort increased the number of intersections with LPIs in the County from 31 to 77 – more than double. LPIs give walkers and bikers a 3-7 second head start at signalized intersections. Studies show that this safety intervention can reduce pedestrian-vehicle collisions by up to 60% by increasing turning motorists visibility of pedestrians.

Reference new [Multimodal Safety Engineering Toolbox](#) for more information on the LPI (pg. 44).



LPIs allow crosswalk flow before a green light is given for general travel lanes.

### ***A5: Critical Crash Reviews***

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

So far in Year 2, the critical crash team has reviewed 28 crashes, implemented safety improvements at five (5) locations, are in the process of implementing engineering improvements at six (6) locations, and are actively assessing potential engineering improvements at another six (6) locations.

The five improvements already completed include:

- Arlington Blvd & N Manchester St: Added split signal phasing to reduce vehicular and pedestrian conflicts.
- Yorktown Blvd & N George Mason Dr: Built out curb extensions to improve pedestrian crossing.
- N George Mason Dr & 22nd St N: Evaluated sight distance and added in-street pedestrian crossing bollard sign.
- Army Navy Dr & S Hayes St: Adjusted No Turn on Red restriction to “at all times.”
- S Courthouse Rd & Columbia Pike: Added protective Lead Pedestrian Interval (LPI) and No Turn on Red.



The six improvements in progress include:

- EB Washington Blvd & Arlington Blvd off ramp: Enhanced pavement marking design submitted to VDOT for approval.



- WB Washington Blvd & EB Arlington Blvd on ramp: Enhanced pavement marking design submitted to VDOT for approval.
- Langston Blvd & John Marshall Dr: Enhanced pavement marking and signage design approved by VDOT and in the queue for installation. The County is also assessing the possibility of a Rectangular Rapid-Flashing Beacon (RRFB) at this location using the quick-build project prioritization ranking tool.
- Little Falls & John Marshall Dr: Enhanced pavement marking/tactical design in progress.
- 2nd St S & S Garfield St: New crosswalk/ramp design in progress.
- N Glebe Rd & N Quincy St: Enhanced median pavement marking design submitted to VDOT for approval and waiting on a contract to install traffic signal head backplates.

## Accomplishments Overview: Process & Organization Action Items

### ***B3: Safety Project Prioritization & Implementation – Quick Build Projects***

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

Four (4) [quick-build safety projects](#) have been completed so far in Year 2:

- [Yorktown Blvd & George Mason Dr \(west side\)](#)
- [Williamsburg Blvd & N George Mason Dr](#)
- [26th St N & Harrison St](#)
- [Yorktown Blvd & N Edison St](#)

Additionally, staff developed a rudimentary prioritization tool for ranking quick-build safety projects that considers whether a project is on the high-injury network, is a hot spot, is within an equity emphasis area, is near a school zone, as well as the anticipated scope/scale of the project.

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

The Capital Project team has substantially completed seven (7) [safety-driven capital projects](#) so far in Year 2:

- [Route 1 to Four Mile Run Trail](#): Multi-use trail connection
- [N Lexington St & 8th Rd N](#): Sidewalk and curb ramps
- [Bluemont Trail & N Kensington St](#): New ramps; Sightline improvements; Transit improvements
- [Pershing Dr & Washington Blvd](#): Signal upgrade; Crossing Improvements
- [13th Street S; S Walter Reed to S Highland St](#): Sidewalk and curb ramps
- [7th Road S & S Florida St](#) – Curb extensions; Ramp Upgrades; Transit improvements
- [15<sup>th</sup> St S; Rt 1 to Eads St](#): Sidewalk improvements

### ***B3: Safety Project Prioritization & Implementation – Capital Project Programming***

DES initiated a process for moving safety-driven construction projects into the Capital Project program. Vision Zero staff identify projects through safety reviews and analysis. The Capital Projects team then ranks such projects using their prioritization matrix (which includes weight

for safety-driven projects). Potential Vision Zero-identified projects that may be channeled to the capital budgeting process include:

- Tactical safety projects (e.g., quick-build projects using pavement markings and temporary materials like flex posts or barriers that can be constructed using permanent materials)
- Pilot safety projects (e.g., projects designed using temporary materials that can be constructed using permanent materials)
- Quick-build safety projects with larger scoping needs (e.g., projects that were originally identified for a quick-build project but complexities in the design or construction process require capital resources)
- Large scale projects identified through HIN or Hot Spot evaluations that require capital resources for design and implementation.

Using this process, DES staff programmed two (2) safety-driven capital projects in Year 2:

- Because the design N Rhodes St & Wilson Blvd floating bus stop required more resources and a longer timeline than originally anticipated, staff reprogrammed the project from the quick-build program to a safety-driven capital project.
- Given the success of the Lorcom Lane walking path pilot, staff programmed a full sidewalk build out capital project.

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

DES staff studied six (6) corridors with speed limits of 30mph or above, identified the need for speed limit reductions on these segments, and submitted each corridor to the County Board for approval ([Sept](#) & [Oct](#) 2022) to reduce the speed limit to 25 mph in 2022:

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

DES also studied N Glebe Rd between Washington Blvd to N Quincy St (through the Ballston area) and is coordinating with VDOT on reducing the speed limit to 25mph because it is a VDOT-owned segment.

#### ***B5: Speed Management – School Slow Zones***

The County collected data and community feedback on the initial 13 demonstration school zones at the end of Year 1. In Year 2, staff [reviewed the data and feedback](#). Community feedback from May 2022 indicated that many people felt safer walking, biking, and driving because of the new school slow zones. Before/after speed data was inconclusive due to data collection errors. New speed data collection is in progress.

The County identified 12 schools for the second phase of School Slow Zone implementation/ school zone retrofits (2022-23) based on crash data, equity emphasis areas, and where changes to the beaconed school zones were already in progress:

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



This next phase of demonstrations incorporates the lessons learned and community feedback from the first round of demonstrations. DES is currently working with APS staff at each of the Phase 2 school slow zone demonstration schools to finalize plans, which will be presented to the County Board for approval in winter 2022/23.

### ***B7: Multimodal Safety Toolbox – Draft Toolbox***

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

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

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

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

To-date, members of the community have submitted 214 MOT requests, which were addressed and closed by DES staff in an average of eight (8) workdays (excluding weekends/holidays). The ability to report MOT requests through the County's general request for service tool has helped staff better track and respond to resident concerns, which will also support potential expansion of the limited Inspection Services team in the future.



## **Accomplishments Overview: Engagement Action Items**

### ***C2: Accessible Feedback Channels – Ensure Timely Response to Reports***

From April 1 - Oct 31, 2022 there were 2,137 public requests related to safety or maintenance that were reported using [the online request for service portal](#). The average time for DES staff to complete a service request was 11 workdays (excluding weekends/holidays) or 14 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 more people who are aware about transportation needs and challenges, the more we can foster a community culture of safety, in which people look out for each other no matter how they get around.

Since the Vision Zero Action Plan's adoption, Arlington County and its partners have hosted over 40 classes and events that have attracted over 1,180 attendees. Plus, we've hosted 21 campaigns that have reached hundreds of people.

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

#### Classes and Events:

- Public Safety Communication & Emergency Management:
  - o Until Help Arrives Classes: 185 attendees
- ACCS:
  - o Adult Biking Classes: 5 classes, 61 people
  - o National Walking Day (micro-mobility safety promotion): 1 event, 50 people
  - o Arlington County Fair Electric Ride Experience: 1 event, 300 people
  - o School Bike Rodeo: 1 event, 22 attendees
  - o Back to School Bike Fair: 1 event, 150 attendees
  - o Promoted Capital Bikeshare membership discounts for low-income residents, promoted safety and distributed helmets through the Community Partners Program: 24 events, 396 people
- ACPD:
  - o 305 child safety seats inspected through the [County's car seat inspection program](#) (by individual appointment)
  - o ACPD Block Party (In-person community event with transportation safety information from Bike Arlington, Motor Demonstration)
    - [Twitter](#), Facebook, [Press release](#)
  - o APS/ACPD Back to School High Visibility Transportation Safety Campaign (Social media promotion & in-person transportation activations)
    - [Twitter](#), Facebook, [Press release](#)
  - o Halloween SoberRide Event (In-person education event on Saturday, October 29)
    - [Twitter](#), Facebook, [Press release](#)



#### Other Campaigns & Projects:

- ACCS/ATP/BikeArlington:
  - o Collaborated with DES Communications to post 50 PSAs with 5 different Vision Zero messages in Capital Bikeshare station map frames around the county.
  - o Donated bookmarks to APS Safe Routes to School for Bike, Walk, & Roll to School Day.
  - o Reposted trail etiquette signs along multiple trails.
  - o Provided updated transportation resources (digital, virtual presentations, brochure orders, and updated maps for transportation information displays) for each school location.
  - o Worked with APS to sell and distribute discounted or free iRide transit passes to school students via the Mobile Commuter Store; at The Commuter Store® locations; and at in-school tabling events: 660 cards sold

- ACPD:
  - April is National Distracted Driving Awareness Month
    - [Twitter](#), Facebook
  - Spring COG Street Smart Campaign
    - [Twitter](#), [Twitter Video](#), [Facebook](#), [ATV Video](#), [Press release](#)
  - WRAP's Cinco de Mayo Promotion + Media Event
    - [Twitter](#), Facebook
  - APS Safe Routes Bike to School Day
    - [Twitter](#)
  - ACPD/NHTSA Click It or Ticket Campaign
    - [Twitter](#), Facebook, [Press Release](#)
  - Legislative Update – Loud Vehicle Exhaust Systems
    - [Twitter](#), Facebook
  - WRAP's Fourth of July SoberRide Promotion
    - [Twitter](#), Facebook
  - NHTSA Drive Sober or Get Pulled Over
    - [Twitter](#), Facebook
  - NHTSA Look Before You Lock
    - [Twitter](#), Facebook
  - Arlington Department of Environmental Services Segment F Campaign
    - [Twitter](#), Facebook
  - NHTSA Drive Sober or Get Pulled Over Campaign
    - [Twitter](#), Facebook, [Press release](#)
  - APS/ACPD Back to School High Visibility Transportation Safety Campaign
    - [Twitter](#), Facebook, [Press release](#)
  - NHTSA Child Passenger Safety Week
    - [Twitter](#), Facebook
  - Move Over, It's the Law Campaign
    - [Twitter](#), Facebook
  - Virginia DMV/NHTSA Operation Crash Reduction
    - [Twitter](#), Facebook
  - NHTSA National School Bus Safety Week
    - [Twitter](#), Facebook

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

DES planned and executed a County-wide [Critical Crash Mitigation \(CCM\) communications campaign](#) aimed at changing human behaviors that can often lead to critical crashes. The campaign was initiated in May 2022 and is planned to continue through December 2022. Monthly targeted actions were: Speeding, Driving Under the Influence, Pedestrian Awareness, Awareness while Turning Left, and Bicycle Awareness.

The County used several methods to disseminate the campaign. The graphics from the campaign are located in the appendix.

1. Distribution of about 900 posters in coordination with school volunteers and at five (5) pop-up events
2. Large posters at 56 Capital Bikeshare stations
3. Monthly themed advertisements in print and online venues (including the Sun Gazette and ArlNow), as well as ads on Red Top cabs

Metrics of the print and online ads were monitored and have proven useful to assess the awareness of the campaign. Arlington Sun Gazette has a readership of 16,000 per issue. During each week of the ARLnow advertisements, between 65,000 and 105,000 impressions of the CCM ads were recorded by web users. ARLnow emails with CCM graphics were opened more than 50% of the time equating to an average of more than 7,000 email openings each month.



## Accomplishments Overview: Partnership Action Items

### *D2: Virginia Department of Transportation – Collaboration*

DES sets up safety-focused meetings with VDOT on ad-hoc basis. DES and VDOT staff have met one time in Year 2 (October 2022) to discuss ongoing safety initiatives. Completed and planned improvements in Year 2 thus far include the following 11 initiatives:

- Lowering the posted speed limit on N Glebe Rd from 30 mph to 25 mph between Washington Blvd and N Quincy St in the Ballston area. VDOT is in the process of updating the signs with the new speed limit.
- Installed new ramps at Langston Blvd & N Buchanan St. New advance yield pavement markings and signage is in progress.
- Installed new ramps and cut-through island at Langston Blvd & N Roosevelt St. New advance yield pavement markings and signage is in progress.
- Installed new ramps at Langston Blvd & N Kensington St. New advance yield pavement markings and signage is in progress.
- Developing plans for new ramps, signage, and pavement markings at Langston Blvd & N Edison St.
- Developing plans for bus stop, ramp, and crossing signage/pavement marking improvements at Langston Blvd & N Quantico St.
- Signage and pavement marking improvements at Langston Blvd & John Marshall Dr is in progress.
- Requesting permit for school zone pavement markings along Washington Blvd school zone section at Cardinal Elementary School and Swanson Middle School.

- Developing and approving safety improvement concepts at the following intersections:
  - o N Frederick St & Washington Blvd: Hot Spot
  - o N Glebe & Cathedral Ln: Hot Spot
  - o S Glebe Rd & Old Glebe Rd: HIN Audit

DES is also assessing vehicle speeds on Old Dominion Dr to prepare for a formal speed study that will be coordinated with VDOT.

### ***D5: Stakeholders – Arlington Public Schools***

APS has been an integral partner in promoting safe transportation practices, infrastructure, and engagement through the County’s Vision Zero program. In Year 2, APS has supported:

- Two Pilot Safety Projects
  - o [Patrick Henry Dr & 18<sup>th</sup> St S School Crossing Improvements](#): This pilot project added new school crossing signage, speed signage, and pavement markings intended to (1) reduce vehicle speed traveling on Patrick Henry Dr and (2) increase visibility and awareness of people crossing at 18th St N.
  - o [Oakridge Elementary School Temporary Road Closure](#): In partnership with APS, DES is piloting a temporary lane closure along 24th St S between S Ode St and S Nash St, to improve arrival and dismissal operations at Oakridge Elementary School.
- Peachjar information sharing for various projects or information campaigns
- Development of preliminary speed camera placement guidelines for school zones (in partnership with DES and ACPD)
- Coordination with schools and development of plans for 12 new school slow zones to be implemented in early 2023.



### ***D5: Stakeholders – External Stakeholder Initiatives***

Representatives to the Vision Zero External Stakeholders Group share the actions that their organizations are taking to help improve transportation safety. These efforts include safety or advocacy initiatives and extensive information sharing:

- The Rosslyn BID:
  - o Provided ongoing coordination and/or public outreach on the following projects: Wilson Blvd (near Fire Station 10) Crosswalk Relocation, the N Oak St Pilot, and the Langston Blvd & Fort Myer Dr Pilot.
  - o Continues to partner with the County to purchase and install garden planters to enhance safety in the streetscape (e.g., N Moore, Wilson, and other target locations throughout Rosslyn).
  - o Shares Vision Zero information and messaging via their newsletter, social media accounts, targeted commercial and residential property manager emails, and through Executive Committee and Board updates.
- The Pedestrian Advisory Committee (PAC):





- Advocated for funding in the CIP and County operating budget for safety priorities, including funding for sidewalk repair.
- Promoted Vision Zero projects and news through our meetings and e-mail list, encouraging people to give feedback on projects and programs.
- Discussed and promoted the role of Vision Zero in the PAC charter update.
- Promoted pedestrian safety when serving as liaisons and representatives to other Arlington County Government groups such as SPRCs and Neighborhood Complete Streets.
- Arlington Families for Safe Streets:
  - Offers a (recently upgraded) Near Miss Survey tool to collect information about dangerous places and/or close calls (narrowly avoided crashes) and shares that data with the County.
  - Handed out hundreds of safety blinkers at the Arlington County Fair, farmers markets, parks, and schools in the vicinity of the High Injury Network.
  - Engaged in neighborhood meetings throughout the County advocating for safety improvements.
  - Supported Arlington's Vision Zero team's Critical Crash Mitigation Campaign by distributing/posting safety-themed posters throughout the County.
  - Hosted a World Day of Remembrance event on November 20th, to commemorate the death of pedestrian Gwendolyn Hayes, killed on October 8th in the Williamsburg neighborhood.
- Ballston BID:
  - Shared all VZ information in our E-newsletter.
  - Conducted direct outreach to our Property Managers to pass along to their tenants.
- APS:
  - Reached out to their networks, individual schools, and school communities via direct emails, Peachjar fliers and twitter/social media regarding requests for input on Vision Zero, school-related projects, school zone audits, and School Slow Zones.
  - Facilitated meetings with staff at schools and PTAs during the School Slow Zone demonstration project development.
- The County's Parking Team continues to work with BIDs and Alliances to develop pick-up/drop-off zones in commercial areas to enhance safety by reducing double parking, bike lane blockages, and illegal maneuvers.

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

### ***D6: Service Providers – Collaboration***

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

- ACCS has started working with e-bike and shared micro-mobility service providers to promote safe riding on e-bikes and scooters through events like the National Walking

- Day event that had 50 attendees and the Electric Ride Experience event at the Arlington County Fair that had 300+ attendees.
- ACCS installed 64 [micro-mobility corrals](#) so far in Year 2 and has 30+ locations identified for future installation. The micro-mobility corrals provide a designated area for users to park their scooters or e-bikes, with the goal of reducing blocked sidewalks and pedestrian access.



## Year 2: Upcoming

Before the end of our second Vision Zero Action Plan implementation year, we expect to make progress on the following action items:

### ***A3: Annual Crash Analysis – 2022 Hot Spots Program Implementation***

Staff will continue reviewing all 38 of the newly identified hot spots throughout the remainder of Year 2 and identify/implement improvements as quickly as possible. The remaining 31 hot spot locations, which are hot spots from previous years that have had recently implemented projects or improvements. Staff will monitor these locations for additional safety needs towards the end of Year 2.

### ***A3: Annual Crash Analysis – High-Injury Network***

Staff will finalize documentation of the three [HIN audits](#) completed in Year 2 and publish on the Vision Zero website. Staff will continue to implement improvements identified through the audit process. Periodic updates on HIN initiatives will be provided on the HIN Audits page.

In early 2023, staff will revisit and update the HIN using new crash data. The current HIN was identified during the development of the Vision Zero Action Plan in 2019. The new HIN will use a more recent dataset and rely on a density calculation of severe and fatal crashes along roadways in Arlington.

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

During Year 1, the Vision Zero team worked with an expert consultant team to support a comprehensive systemic analysis that looks at roadway characteristics, multimodal infrastructure, crash factors, land uses, and equity indicators to identify key combinations of risk factors. We then looked for areas within the County that exhibited these same combinations of risk factors to predict potential risk areas for preventative treatment.

The results of this systemic analysis will be released in 2023 along with action items that may range from systemic engineering projects to targeted outreach campaigns. Staff will then begin deploying systemic treatments at the at-risk areas throughout the County.

### ***A4: Equity Analysis – Equity Analysis Results & Implementation Plan***

The Equity Analysis will continue to be a work in progress. Staff plan to publish results and action steps to enhance equity issues specifically related to transportation safety in 2023. This report will summarize the:

- Equity analysis study methodology;
- Findings from data analyses of crashes, demographics, hospital treatment of injuries, origin patterns of people involved in crashes, and systemic risk factors;
- Findings from subsequent literature and community research, which affirm and explain findings from the data analysis stages of the study;
- Action and recommendations to address transportation safety inequities through both engineering and engagement strategies;
- An implementation plan and timeline for the actions and recommendations; and

- A strategy to assess and monitor the impact of our actions over the next several years to confirm that the Vision Zero program work is successfully reducing imbalances in crashes in identified communities and neighborhoods.

#### ***A7: Annual Benchmark Safety Analysis***

The [first annual safety feedback engagement](#) took place in Spring 2022 and engaged 1,350 people. The next engagement will take place in Spring 2023 and use the 2022 engagement plan as a template. The engagement will focus on multi-lingual outreach and include multiple pop-ups in areas throughout the County near the HIN corridors, hot spots, or in equity emphasis areas. Focus groups to take place during Year 2 will focus on schools, including detailed conversations with students, staff, and parents regarding safety around schools and for students. Findings from the Year 2 Annual Safety Engagement will be published with the Year 2 Annual Report.

#### ***A8: Before & After Studies***

The Action Plan states that we will review the efficacy of transportation safety mitigation measures (equipment or policies) by assessing conditions before and after implementation, which will inform future policies and implementation of such mitigation measures. The County will continue or begin work on the following before/after studies during Year 2:

- Demonstration [School Slow Zones](#): before/after comparison of speeds and community safety perception (data collection in progress)
- \$200 Additional Speeding Fine Signage: before/after comparison of speeds (data collection in progress)
- Speed Limit Reductions: before/after comparison of speeds (data collection in progress)
- [Flashing Beacons at Crossings](#): before/after comparison of driver yielding rates (data review complete / analysis and documentation in progress)
- Tools from the [Toolbox](#): upcoming before/after evaluations of specific tool applications
- Previous hot spot locations: upcoming before/after evaluations of hot spot locations where improvements were implemented
- [Safety pilot project](#) location reviews: upcoming before/after review of performance metrics

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

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

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

### ***B3: Safety Project Prioritization & Implementation – Quick Build Projects***

Thirteen (13) [quick-build safety projects](#) are currently in progress, slated for completion prior to the end of Year 2:

- Fairfax Dr and N Taylor St
- Clarendon Blvd & N Quinn St
- Clarendon Blvd & N Danville St
- N Ohio St & 18th St N (build out)
- 14th St N & N Rolfe St
- Fairfax Dr & N Jefferson St
- Crossing at Wilson Blvd Midblock – Rosslyn (new crosswalk)
- Little Falls Rd & John Marshall Dr
- S Glebe Rd & S Old Glebe Rd
- N Glebe Rd & Cathedral Ln
- S Walter Reed Dr & S Pollard St
- S Walter Reed Dr & S Kenmore St
- S Walter Reed Dr & S Monroe St

More quick builds may be identified and implemented throughout the course of Year 2, as well.

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

The Capital Project team plans to deliver [safety-driven capital projects](#) at 13 locations in Year 2:

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

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

DES staff are studying an additional 17 corridors with speed limits 30mph or above. Data collection is in progress. The County anticipates finalizing these studies and identifying

necessary action in early 2023 (e.g., speed limit reduction, speed mitigation measures, etc.).

The 18 corridors currently being investigated include:

- S Four Mile Run Dr from Columbia Pike to Shirlington Rd
- S Walter Reed Dr from Columbia Pike to Arlington County line
- Wilson Blvd from N Glebe Rd to Arlington County line
- S Arlington Mill Dr from S Walter Reed Dr to Arlington County line
- Lorcom Lane from Military Rd to Spout Run Parkway
- N Carlin Springs Rd from N Glebe Rd to Arlington Blvd
- S Carlin Springs Rd from Arlington Blvd to Columbia Pike
- Williamsburg Blvd from N Glebe Rd to 29<sup>th</sup> St N
- Fairfax Dr between N Monroe St and N Glebe Rd
- N Roosevelt St from 17<sup>th</sup> St N to Falls Church City line
- N Sycamore St from Williamsburg Blvd to 17<sup>th</sup> St N
- N George Mason Dr from Yorktown Blvd to Arlington Blvd
- S George Mason Dr from Arlington Blvd to Fairfax County line
- N Westmoreland St from Arlington County line to Fairfax Dr
- Military Rd from N Glebe Rd to Langston Blvd
- Nelly Custis Dr from Lorcom Lane to Military Rd
- 10<sup>th</sup> St N between Arlington Blvd and N Washington Blvd



## ***B6: Guidelines & Standards – Phase 2 School Slow Zones / Finalization of School Zone Guidelines / Further Implementation***

The County identified 12 schools for the second phase of [school slow zone](#) implementation/ school zone retrofits (2022-23) based on crash data, equity emphasis areas, and where changes to the beaconed school zone were already in progress:

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



## ***B7: Multimodal Safety Toolbox – Pilot Projects***

The County currently has five [pilot safety projects](#) in progress:

- [Oak St Walkability Improvements](#): Public engagement in progress; results anticipated in early 2023.
- [Patrick Henry Dr & 18<sup>th</sup> St S School Crossing Improvements](#): Public engagement in progress; results anticipated in early 2023.
- [Oakridge Elementary School Temporary Road Closure](#): Public engagement in progress; results anticipated in early 2023.
- [Nelly Custis Rd & Military Rd Tactical Roundabout](#): Public meeting held in summer 2022, and public engagement ongoing.
- [Fort Myer Dr & Langston Blvd Crossing Improvements](#): Traffic operations analysis ongoing; so far, the improvements enhanced the crossing and have had minimal impact on operations at the intersection.

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

DES staff are coordinating with VDOT to finalize the approval of the six (6) [red light camera](#) intersections and begin installation of cameras at the proposed intersection approaches:

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

The County Board also approved the use of [speed cameras](#) in Year 1. Staff are currently working on:

- School Zone Speed Camera Guidelines to determine when and where they should be deployed (guidelines are being developed with a team of subject matter experts through [Technical Assistance](#) awarded through the Metropolitan Washington Council of Governments' Regional Roadway Safety Program). The guidelines will be finalized in 2023, at which point County staff will assess which school zones may be candidates for speed cameras.
- Procurement of a third-party vendor who will manage and operate the speed camera system. This process is on target for completion in Spring 2023 to reach a final contract and speed camera deployment stages.





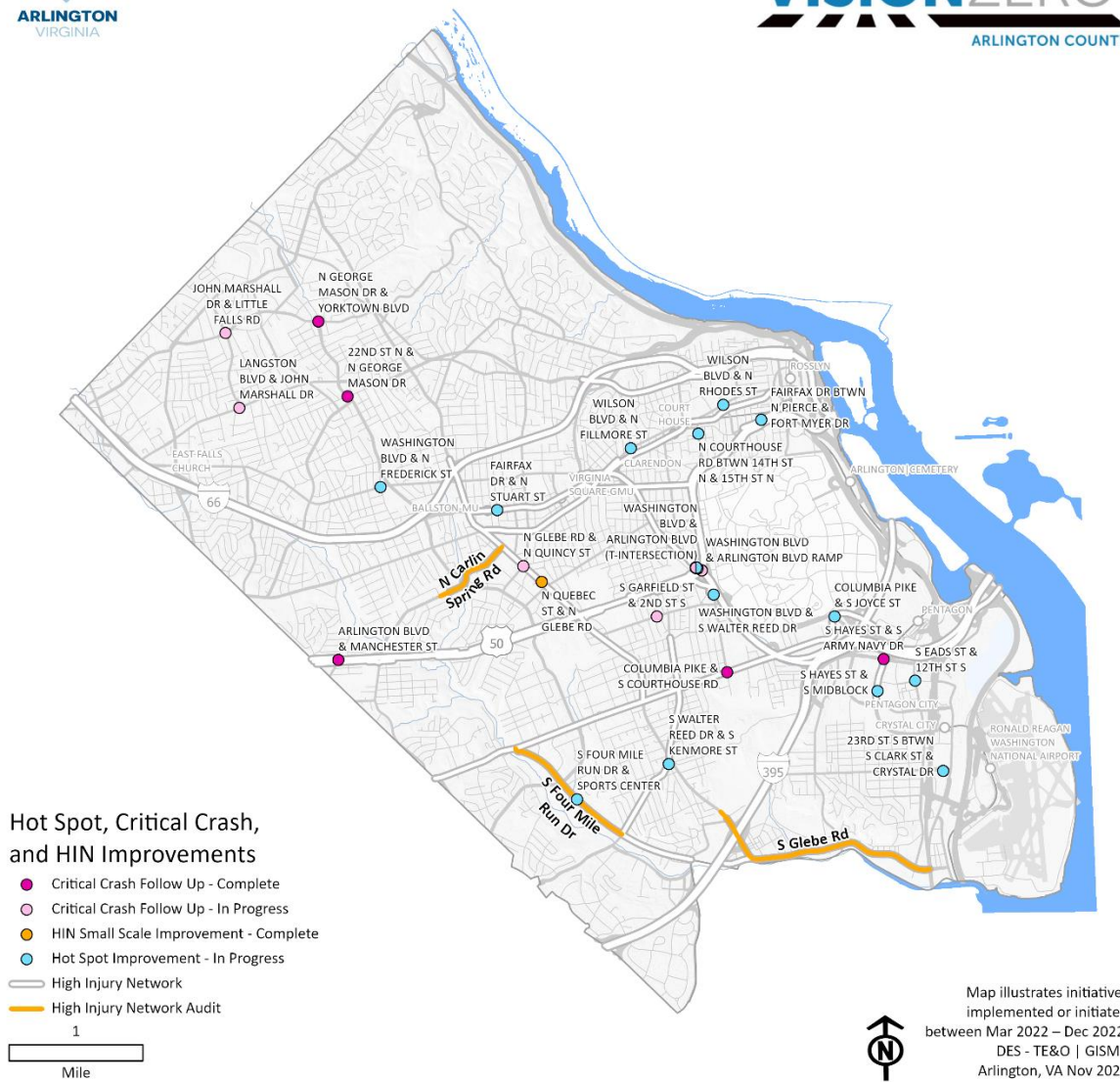
# Infrastructure Tracking

The section includes maps and action item progress in the first six months of Year 2.

## Maps

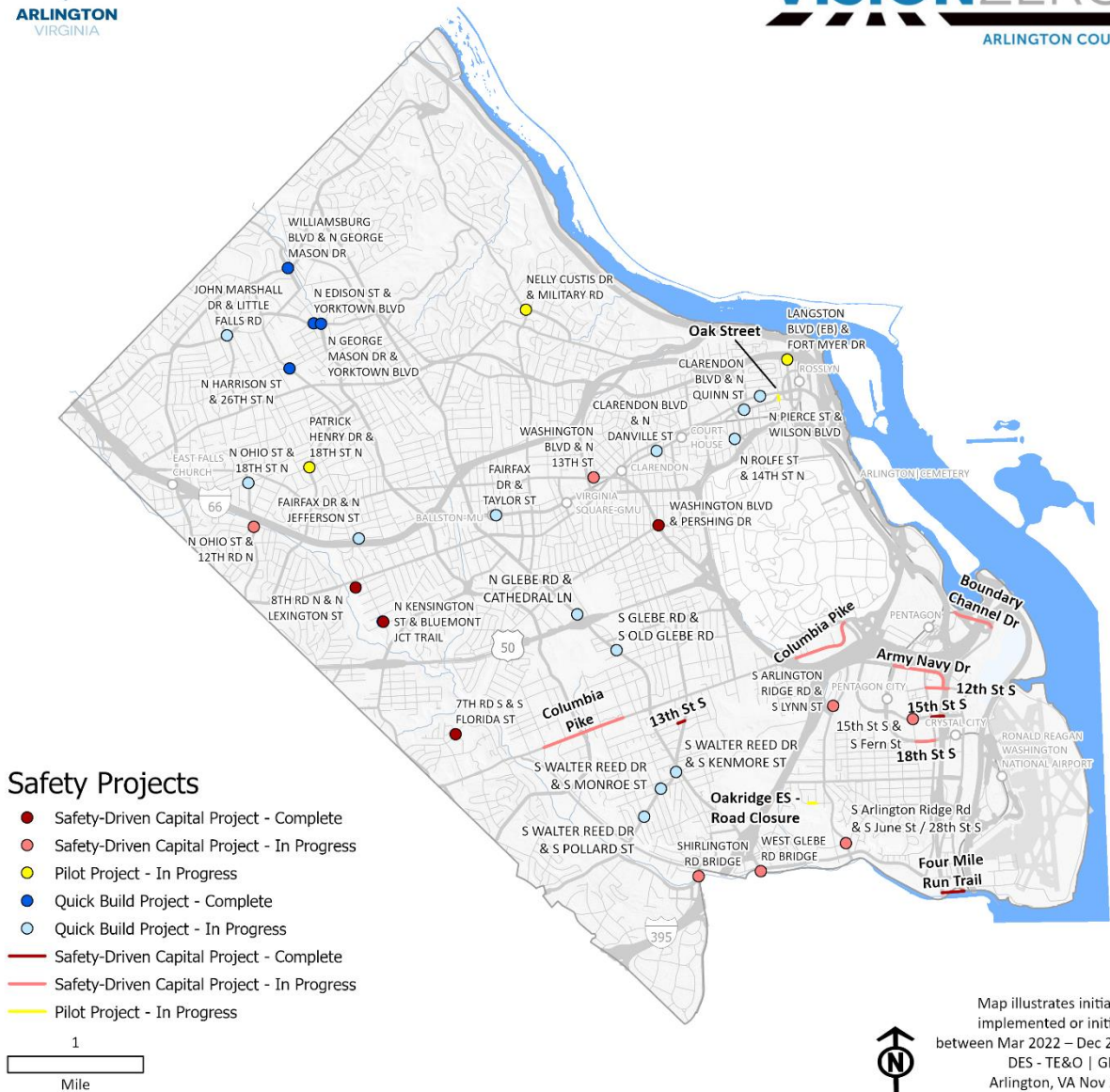
### Hot Spot, Critical Crash, & High-Injury Network Improvements

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



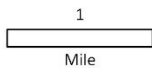
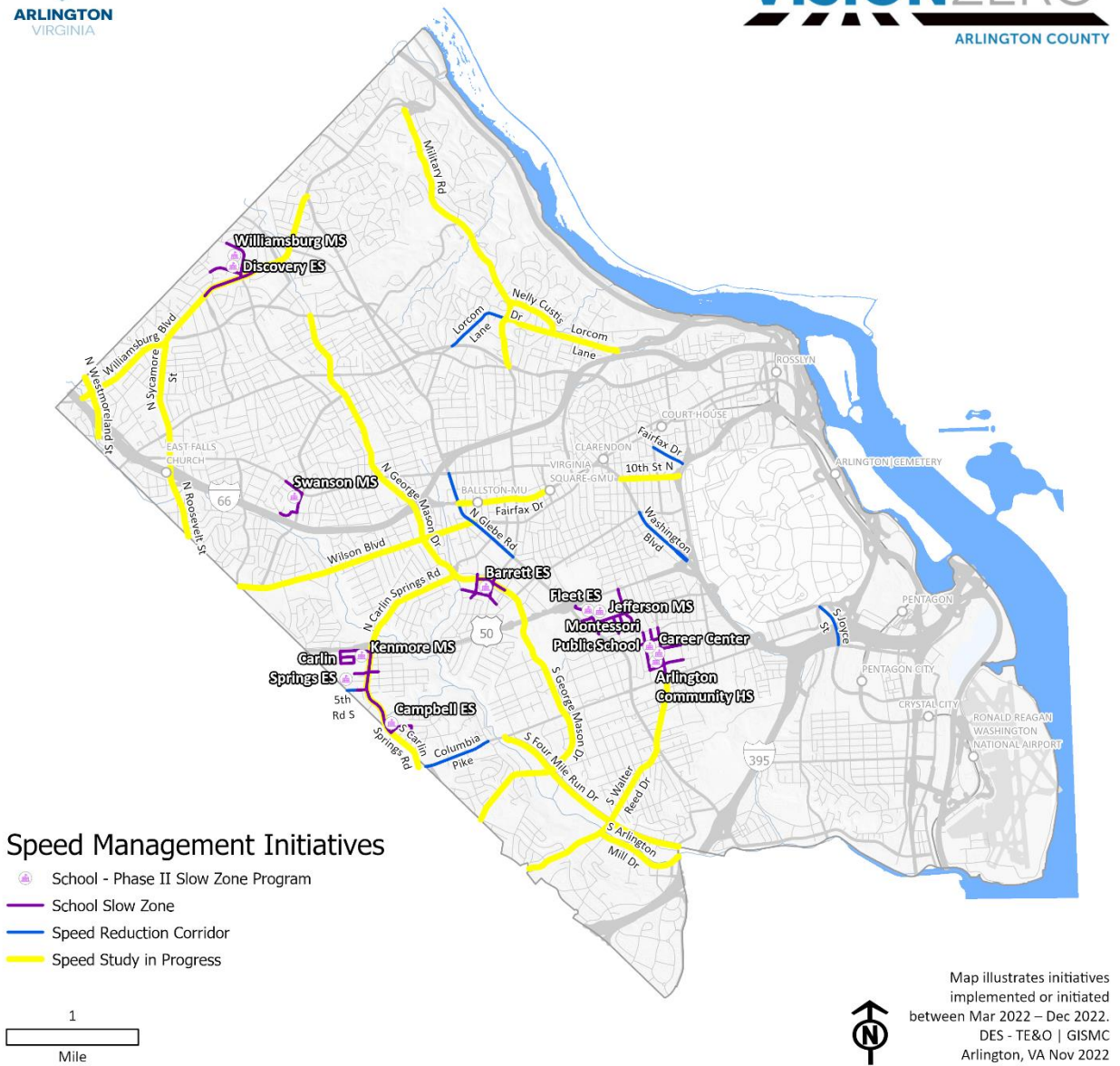
## Other Safety-Driven Projects

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



## Speed Management Initiatives

This map illustrates Vision Zero speed management initiatives conducted in Year 2. The map also shows the second round of school slow zone demonstration projects to be implemented in Year 2, as well as ongoing corridor speed studies.



## Stay Connected & Engaged

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

### Website

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

### Social Media

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

### Other Arlington County Contact Information

- [DES-TEO@arlingtonva.us](mailto:DES-TEO@arlingtonva.us)
- 2100 Clarendon Blvd, Arlington, VA 22201
- 703.228.3000

# Appendices

## Appendix A

### 1. Critical Crash Mitigation Campaign Graphics

**SLOW DOWN SAVE LIVES**  
Speeding saves an average of *only 2* minutes. *But it could cost someone a life.*

*Did you know?*  
1 in 4 crashes in Arlington involves speeding.

be a PAL VISION ZERO  
ARLINGTON VIRGINIA

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

**EXPECT PEOPLE STOP FOR PEDESTRIANS**

*Did you know?*  
1 in 3 severe or fatal crashes in Arlington involves a pedestrian.

be a PAL VISION ZERO  
ARLINGTON VIRGINIA

There is *no safe way* to drive drunk.

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

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

be a PAL VISION ZERO  
ARLINGTON VIRGINIA

**TAKE YOUR TIME TURNING LEFT**  
Wait for the gap.  
*Look for people crossing.*

*Did you know?*  
1 in 5 severe crashes in Arlington involves making a left turn.

be a PAL VISION ZERO  
ARLINGTON VIRGINIA

**EXPECT BIKES CHECK YOUR BLIND SPOTS**  
*Look for and yield to bikes while turning right.*

*Did you know?*  
1 in 3 severe bicycle crashes in Arlington involves a vehicle making a right turn.

be a PAL VISION ZERO  
ARLINGTON VIRGINIA



# FIVE WAYS

YOU CAN MAKE OUR ROADS SAFER



**SLOW DOWN  
SAVE LIVES**



**1 in 4** crashes in Arlington involves speeding.

**EXPECT PEOPLE  
STOP FOR  
PEDESTRIANS**



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

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



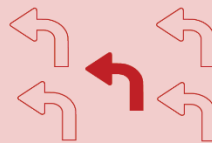
Drunk driving crashes are at least **twice** as likely to result in a serious injury or death.

**EXPECT BIKES  
CHECK YOUR  
BLIND SPOT**



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

**TAKE YOUR TIME  
TURNING LEFT**



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



[transportation.arlingtonva.us/vision-zero/](https://transportation.arlingtonva.us/vision-zero/)

Appendix B

2. Action Item Update Table

Obj	Action Item	Performance Metrics   Status
A1: Crash Data	Link crash reports and calls for service data directly from ACPD to DES.	<b>Linkage on hold</b>   ACPD crash reports and calls for service have been redacted for security purposes. DES and ACPD staff will coordinate 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.	<i>Completed Year 1 – Changes incorporated into trainings and materials</i>
	Improve access to crash data reported by Virginia State Police and National Park Police.	<b>Obtained George Washington Memorial Parkway crash data</b>   The County is exploring the dataset and identifying next steps for integrating this information with the County's crash data.
	Obtain micro-mobility crash data and use for analysis.	<b>Micro-mobility crash dataset in-use</b>   The dataset includes information from scooter operators and includes scooter complaint information, which allows the County to understand key scooter safety issues. Staff have also learned about scooter crashes through hospital injury records. Staff are coordinating with ACCS/ACPD on ways to further understand/ address scooter-related crashes.
A2: Supporting Data	Link select traffic citation data directly from ACPD to DES staff for analysis and reporting.	<b>Linkage on hold</b>   ACPD citation data have been redacted for security purposes. DES and ACPD staff will coordinate on data sharing in the future.
	Collect and analyze data as part of safety investigations including behavioral and observational information (eg. field and site visits).	<b>8 data collection locations in Year 2</b>   Staff collected a variety of observational/ behavioral data and speed data, including for before/after studies of permanent and pilot projects.
	Link volume and speed data to allow for countywide crash rate/normalization analysis.	<i>Completed Year 1 – Normalization incorporated into 2022 Hot Spot &amp; Systemic Analysis Methodologies</i> <b>In-House normalization tool in progress</b>   Internal tool for crash rate analysis in development but continues to lack speed and volume data on all roads countywide.
	Create a geodatabase of community-reported concerns reported through community feedback channels for use in safety analysis.	<b>Request tracking is publicly available</b>   To check the status of community-reported investigations, visit the <a href="#">Request for Service Portal</a> and scroll down to "Data Transparency" to view our <a href="#">Data Dashboard for Service Requests</a> or <a href="#">Open Data service request results</a> .
	Invest in "smart" equipment that supports the collection of data in daily operations.	<b>8 Smart RRFBs Installed</b>   The electric RRFBs track the number of button-pushes.
	Obtain hospitalization data on vehicle, cyclist, scooter, and pedestrian injuries to supplement injury data in crash reports.	<b>Hospital data maintained / in-use</b>   Staff 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 currently being used as part of the Action Item A4 Equity Analysis, which will be released in winter/spring 2023.

Obj	Action Item	Performance Metrics   Status
	Maintain spatial inventories of key transportation assets (e.g., sidewalks, ramps, signs, bus stops, street lights) in the County, which can be used in systemic analysis to identify patterns where certain infrastructure exists.	<p><b>Completed Year 1 – Sidewalk Inventory Complete / Neighborhood Streets Inventory Complete</b></p> <p><b>Finalizing arterial streets inventory</b>   After the success of the neighborhood streets inventory, we launched an inventory of all arterial streets, which is currently wrapping up.</p> <p><b>Asset management system in use</b>   These inventories are being aggregated in an asset management system and assists in systemic and planning-level safety efforts.</p>
A3: Annual Crash Analysis	Perform a systemic review of common factors in severe/fatal crashes with supporting data.	<p><b>Completed Year 1 – 2017-2019 Systemic Review Complete</b></p> <p><b>Documentation and implementation plan in progress for 2016-2020 systemic review</b>   Staff completed a <a href="#">systemic analysis for 2017-2019</a>. This identified common crash risk factors and locations on a countywide level. Staff updated the three-year 2017-2019 systemic analysis with a more in-depth systemic analysis for the five-year period from 2016-2020 to investigate the relationships between crash severity, risk factors, transportation infrastructure, land uses, and equity indicators to better understand why/where crashes happen and use that information to predict other high-risk locations. Results of this systemic evaluation will be published in Winter/Spring 2023.</p>
	Review the High-Injury Network every three years using the most recent three-year severe injury/fatal crash data and supporting data.	<p><b>Completed Year 1 – 4 HIN Audits</b></p> <p><b>3 HIN Audits Complete</b>   Staff completed preliminary safety audits of three high-injury network corridors in Year 2: S Glebe Rd, N Carlin Springs Rd, and S Four Mile Run Dr, which are currently being documented. Audit findings are documented <a href="#">here</a>.</p> <p><b>Update HIN in 2023</b>   TE&amp;O staff completed a <a href="#">High-Injury Network analysis for 2017-2019</a>, which produced the High-Injury Network currently in use to inform audits and project prioritization. Staff will revisit and update the HIN using new crash data in early 2023.</p>
	Perform an annual hot spot review.	<p><b>Completed Year 1 – 2020 Hot Spot Program wrap up</b></p> <p><b>2020 Hot Spot Analysis Follow Up (8 Improvements in Progress); 2022 Hot Spot Analysis Action (69 Locations identified; 20 Locations Reviewed; 11 Improvements in Progress</b>   Staff followed up on the in-progress locations from the <a href="#">2020 Hot Spot Program</a>. Staff are reviewing the <a href="#">2022 hot spot locations</a> and developing plans to address safety concerns. So far, 20 locations have been reviewed and 11 proposed improvements are in progress.</p>
	Publish an annual crash report identifying annual and long-term crash patterns using consolidated police data (ACPD / VDOT) that will serve as the central source for County crash reporting.	<p><b>Completed Year 1 – 2021 Annual Crash Report Published</b></p> <p><b>2022 Annual Report upcoming in 2023</b>   Staff will develop the 2022 Annual Report in early 2023.</p>
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.	<p><b>Mapping, analysis, &amp; research in progress</b>   The County identified an interdisciplinary team to collaborate on this analysis. This work includes a review of systemic crash issues in equity emphasis areas, a geographic review of community-reported concerns, an analysis of demographics from the VHC trauma center data, and origins of people involved in crashes. It also includes research and community engagement to understand root causes and key needs. Results of the analysis will tentatively be published in winter 2022/23.</p>



Obj	Action Item	Performance Metrics   Status
	Use the findings from the overlay analysis to identify safety projects that will close gaps in access to safe transportation.	<b>Action upcoming in 2023</b>   This action will be identified in the analysis listed above and initiated in 2023.
A5: Critical Crash Reviews	Participate in a quarterly, interdisciplinary review of all critical crashes.	<b>8 meetings since Action Plan adoption</b>   Meetings held every quarter (and ad-hoc when needed)
	Implement follow up action items based on findings from the critical crash meetings.	<b>Completed Year 1 – 74 crashes reviewed; 7 changes implemented; 1 campaign initiated</b> <b>28 Crashes Reviewed; 5 Changes Implemented; 12 Changes Being Assessed or In-Progress</b>   Changes implemented include: (1) Yorktown Blvd & N George Mason Dr, (2) N George Mason Dr & 22nd St N, (3) Army Navy Dr & S Hayes St, and (4) S Courthouse Rd & Columbia Pike, (5) Arlington Blvd & Manchester St
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.	<b>Completed Year 1 – Mid-Year and Annual reports published</b> <b>Program reporting up-to-date</b>   This is the second mid-year report, which covers the first six months of Year 2.
	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.	<b>Completed Year 1 – Dashboard published and subsequently enhanced</b> <b>Dashboard Up-to-Date</b>   The <a href="#">online dashboard</a> is up to date with the latest VDOT dataset (August 2022).
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.	<b>Completed in Year 1 – Form developed</b>
	Conduct assessment each year collecting responses from residents, workers, and visitors in Arlington.	<b>Completed Year 1 – Engagement complete; 1,350 people engaged</b> <b>2023 Annual Engagement preparation in progress</b>   The next engagement will take place in Spring 2023 and use the 2022 engagement plan as a template.
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.	<b>1 before/after analysis complete / 4 underway</b>   Completed: Enhanced School Crossing Treatments. Underway: RRFBs, \$200 Additional Speeding Fine Signage, School Slow Zones, and Speed Limit Reductions. Results anticipated in early 2023. Staff also plan to initiate additional before/after analysis in Year 2.

Objective	Action	Performance Metrics   Notes
B1: Master Planning	Begin an MTP update, with all modal elements combined, that recognizes the Vision Zero safety program and principles as one of its cornerstones.	<b>Pre-planning work ongoing</b>   The team has discussed innovative methods and lessons learned with neighboring jurisdictions and peer cities around the country that have recently completed updates to their MTPs, including how to incorporate Vision Zero principles. Staff are developing a framework for approaching a realigned MTP and, pending internal approval, are on track to release a Request for Proposals (RFP) for consultant support in 2023.

Objective	Action	Performance Metrics   Notes
	Integrate safety as a priority into project evaluation criteria for all new capital projects and incorporate these elements into project design.	<b>Completed Year 1 – Project Ranking Tool Developed / Safety Criteria Included Implementation ongoing</b>   In Year 1, TPCPM staff developed a capital projects prioritization tool to assist in the development and implementation of the Transportation CIP. The tool places as heavy emphasis on health and safety projects, especially those with known safety concerns and crash history. This tool will be used to guide the coming FY23 CIP in collaboration with TE&O and Transit and other agencies within the county where projects may overlap.
	Integrate the principles of Vision Zero into other planning updates, ensuring that effective transportation and transportation safety policies are incorporated.	<b>3 studies include Vision Zero</b>   The South George Mason Drive Multimodal Corridor Study and Arlington Boulevard Trail Feasibility Study both launched in Spring 2022 and have advanced to the concept development phase. These planning efforts are both centered around providing safe, convenient multimodal transportation options and reducing crash risk through upgraded bicycle and pedestrian facilities, shorter and more comfortable crossings, rightsized travel lanes, adjusted signal phasing, and increased separation between vehicles and nonmotorized users. The South George Mason Drive Study is also developing improvements for three of the County’s Vision Zero hot spot locations: at the intersections of S George Mason Drive with Arlington Boulevard, Columbia Pike, and S Four Mile Run Drive. Additionally, the Transit Strategic Plan includes Vision Zero principles and actions.
	Coordinate land use and transportation planning efforts to balance safety improvements with affordability/equity needs across plans and projects.	<b>Upcoming</b>   Staff will initiate action on this item as larger scale safety projects come into the pipeline.
B2: Plan/Project Review	Implement a standard and documented approach for integrating safety as a priority into the private site plan development review process through incorporating a safety review and set of recommendations into the Multimodal Transportation Analysis and throughout project design and review.	<b>Completed Year 1 – Draft Crash &amp; Safety Analysis Template Developed 2 Site Plans Piloted Crash &amp; Safety Analysis</b>   Staff developed a methodology for incorporating safety reviews as part of our Multimodal Transportation Assessments (MMTAs) for special exception site plan projects and initiated a pilot effort to include these reviews at two locations ( <a href="#">1616 Fort Myer Dr</a> and <a href="#">Ballston Macys</a> Sites). Four upcoming site plans, which are in the scoping process, will tentatively include the safety analysis in their MMTA submittals.
	Document and implement a standard approach to conducting safety analysis at the onset of a transportation capital improvement project.	<b>NA</b>   Planning staff currently assess conditions and safety needs at the onset of capital project planning. Formalizing a standard process is a target over the next year.
	Collaborate on the plan and design of all new or improved parks and trails to ensure safe access and mobility.	<b>Completed Year 1 – 6 park/trail projects reviewed (3 reviews 100% complete) 5 park/trail projects reviewed (2 reviews 100% complete)</b>   (1) Benjamin Banneker Park – Parks Capital Project, (2) Shirlington Pedestrian Bridge Parks Capital Project, (3) Long Bridge Connector – VDOT Project, (4) S Glebe & Mt Vernon Ave Intersection Trail Connection – Signals Capital Project, (5) New Park at Amazon – Parks/Developer Project



Objective	Action	Performance Metrics   Notes
<b>B3: Safety Project Prioritization &amp; Implementation</b>	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.	<b>Completed Year 1 – Evaluation Criteria Developed for Capital Projects</b> <b>Evaluation criteria for quick-build projects developed</b>   In Fall 2022, staff developed a rudimentary prioritization tool for ranking quick-build safety projects that considers whether a project is on the high-injury network, if it's at a hot spot, if it's within an equity emphasis area, if it's near a school zone, and the scope/scale of the project.
	Develop a process for moving large scale investment projects identified through safety reviews into the capital investment/implementation pipeline.	<b>Capital project programming process developed</b>   DES initiated a process for moving safety-driven tactical and quick-build projects into the Capital project program. Staff also bring projects identified through HIN or Hot Spot evaluations into the capital budgeting cycling.
	Implement quick-build safety projects via the Vision Zero CIP Program.	<b>Completed Year 1 – 15 quick-build projects</b> <b>4 quick build projects complete; 13 in-progress</b>   See list of <a href="#">quick build projects</a> in the Key Accomplishments Section. In Year 1, the project team completed 15 quick build projects. In the first six months of Year 2, we've completed ...
	Implement large scale, long term safety projects via the CIP Program.	<b>7 capital projects completed / 13 in progress</b>   See list of safety-driven capital projects on the <a href="#">Vision Zero Safety-Driven Capital Projects webpage</a> .
<b>B4: Safety Project &amp; Program Funding</b>	Secure Vision Zero program funding in the CIP for immediate action, quick-build projects.	<b>\$1.2M in FY23</b>   Confirmed Street Safety Improvements in CIP.
	Secure funding for larger scale investment projects identified through the safety program.	<b>2 safety-driven capital projects programmed</b>   (1) Because the design N Rhodes St & Wilson Blvd floating bus stop required more resources and a long timeline that originally anticipated, staff reprogrammed the project from the quick-build program to a safety-driven capital project. (2) Because of the success of the Lorcom Lane walking path pilot, staff programmed a full sidewalk build out capital project.
	Maintain resources for equipment and treatments introduced by Vision Zero safety improvement projects.	<b>Upcoming</b>   DES staff are developing infrastructure inventories to help estimate funds needed to maintain recent safety improvements.
	Identify staff dedicated to the County's transportation safety program, including a full-time Vision Zero program coordinator.	<b>1 full-time Vision Zero employee hired / 1 full-time program coordinator in recruitment</b>   Funding for two full-time Vision Zero positions was approved in the FY23 budget.
	Apply for grants strategically, focusing on funding larger-scale, longer-term safety projects.	<b>Completed Year 1 – \$95K Awarded in technical assistance for safety work</b> <b>Awarded funding for 5 safety-related projects; submitted 5 funding applications</b>   Projects that received funding include: (1) NVTAF funds for Ballston-MU Metrorail Station West Entrance, (2) NVTAF I-66 Commuter Choice funds for Ballston-MU Metrorail Station West Entrance, (3) State Revenue Sharing funds for Fort Myer Drive Two-Way Conversion, (4) Federal Bridge Formula funds for Mount Vernon Avenue Bridge over Four Mile Run, and (5) State SGR Bridge funds for Mount Vernon Avenue Bridge over Four Mile Run.
<b>B5: Speed Management</b>	Conduct a review of speeds and posted speeds on the <a href="#">High-Injury Network</a> that considers roadway and land use characteristics and deploy speed mitigation measures based on findings.	<b>3 HIN speed studies complete; 5 HIN speed studies in progress</b>   Staff identified these corridors for evaluation through HIN audits or through the systemic evaluation of all roadways with a posted speed of 30mph or higher.

Objective	Action	Performance Metrics   Notes
	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.	<b>Completed Year 1 – 7 speed limits reduced</b> <b>7 speed limits reduced to 25mph; 17 corridors w/ speed studies initiated</b>   See list of speed management activities in the Key Accomplishments Section of the Main Report.
	Develop and adopt a process to reduce speed limits below 25mph on County Roads.	<b>Completed Year 1 – Adopted &amp; implemented process; Implemented 13 20MPH school slow zones</b> <b>12 20MPH school slow zones planned</b>   Confirmed process for lowering speeds below 25mph. In Year 1, we installed school slow zones at 13 schools. In Year 2, we are planning for installations of school slow zones at 12 additional schools.
<b>B6: Guidelines/Standards</b>	Revisit and update existing guidelines for infrastructure specifications and placement and adjust to ensure best practices for safety considerations.	<b>Completed Year 1 – 6 guidelines updated</b> <b>1 guideline posted</b>   Guidelines updated include: (1) Median nose guidelines. All guidelines are posted on the <a href="#">Tools &amp; Guidelines page</a> .
	Consider and create new guidelines for development and implementation to enhance safe access and operations on the transportation system.	<b>7 guidelines in development</b>   There are three new sets of guidelines under development for publication likely in 2022: (1) Maintenance of Traffic (MOT) during construction plan review, (2) \$200 additional speeding fine signs, (3) school zone speed cameras, (4) truck restrictions, (5) leading pedestrian intervals (LPIs), (6) trail/street intersection crossings, (7) school zones.
	Refine school zone guidelines to establish consistent signage, signage placement, speed limit reductions, and pavement markings in school areas.	<b>Reviewed 13 school slow zones / Preparing for 12 additional school slow zone installations</b>   Staff developed draft school zone slow zone guidelines and demonstrated them at 13 schools in Year 1. Given positive feedback from the community, APS, and ACPD, we are conducting 12 new school zone retrofits in Year 2.
	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.	<b>Completed in Year 1 – Crossing Guard Location Prioritization Complete</b> <b>Prioritization process and criteria in use</b>   Each year APS & ACPD collaborate to prioritize the locations for crossing guard deployment.
<b>B7: Multimodal Safety Toolbox</b>	Develop a Multimodal Safety Toolbox that identifies strategies available to address safety concerns for all modes.	<b>First generation Toolbox published</b>   Staff addressed comments from the community on the Toolbox received in early 2022 and presented the revised draft to the Transportation & Planning Commissions in Summer 2022. The first generation of this “living” Toolbox document is available <a href="#">on the Tools &amp; Guidelines page</a> .
	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.	<b>Tool metrics reported</b>   The <a href="#">Year 1 Annual Report</a> contained the first annual summary of tool deployment. It is also <a href="#">posted on the Tools &amp; Guidelines page</a> . Staff will update the Toolbox when tool guidelines or standards take place or when there is a need to add or remove a tool.

Objective	Action	Performance Metrics   Notes
	Establish a methodology for deploying pilot projects. The methodology shall include monitoring and evaluating based on data/public input collected on the pilot.	<b>Completed Year 1 – Developed <u>Pilot Process</u>; 2 Pilot Projects Complete</b> <b>5 pilot projects in progress</b>   In Progress <u>Pilots</u> include: (1) Oak St Walkability Improvements; (2) Nelly Custis & Military Temporary Roundabout; (3) Fort Myer & Langston Blvd Crossing Improvements, (4) Patrick Henry Dr & 18 <sup>th</sup> St S School Crossing Improvements, and (5) Oakridge Elementary School Temporary Road Closure
	Conduct system-wide, holistic reviews of deployed tools and implement updates to ensure consistent and equitable safety treatments throughout the county.	<b>Completed Year 1 – 6 tools evaluated; 1,537 locations updated</b> <b>2 tools scheduled for evaluation</b>   (1) controlled crossings (update to high-visibility markings) and (2) concrete barriers.
<b>B8: Data-Driven/Equitable Enforcement</b>	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 VA Law).	<b>Completed Year 1: <u>Speed cameras ordinance adopted</u></b> <b>6 red light camera installations in progress</b>   In Year 1, staff recommended six new red light camera intersections, which are currently under review for approval by VDOT. <b>Procurement for speed camera vendors in progress</b>   Staff are working to procure a vendor and to create guidelines for speed camera placement.
	Explore new and/or automated monitoring or enforcement options	<b>Upcoming</b>   No official action on this item yet due to legal limitations
	Review and report demographic data captured through enforcement activities throughout the County.	<b>Reviewed data; No disproportionalities identified</b>   Information regarding demographics for traffic stops can be found on the <a href="#">Virginia Open Data Portal</a> .
<b>B9: Facilities Maintenance</b>	Monitor and adjust maintenance strategy when a safety concern is identified by staff or the community.	<b>In progress</b>   Staff 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.	<b>Completed Year 1 – Over 10,000 linear ft of new or enhanced safety design elements; 450+ crossing enhancements, 50+ curb or ramp improvements, 4,000+ linear ft of added bike lanes or skips</b> <b>Repaving/remarking in progress; 3.86 miles of new or enhanced bike lanes or skips</b>   DES staff repaved, remarked, and updated over 154,400+ feet (72.4 lane miles) of roadway in the 2022 repaving effort. Staff have established an <a href="#">annual public engagement process</a> to communicate and obtain input for repaving projects.
<b>B10: Maintenance of Traffic Design &amp; Active Construction</b>	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.	<b>Completed Year 1 – 180 Total MOTs Reviewed / 8 MOTs Reviewed with DPR</b> <b>90 MOTs reviewed / 3 MOTs Reviewed with DPR</b>   DES staff review these MOTs for safety features as part of public and private plan reviews. MOT reviews also conducted in partnership between DES + DPR include: (1) Dominion Substation by Four Mile Run Trail (+VDOT), (2) Four Mile Run Trail – Shirlington Pedestrian Bridge, (3) W&OD Trail – Sparrow Pond
	Apply a temporary lower speed limit (at least 5mph lower than posted speed) in work zones, starting with County reviewed projects.	<b>In progress</b>   Temporary lower speed limits applied on a case-by-case basis, typically for long-term construction durations, construction on arterials that affect 2 or more lanes of travel in a direction, construction areas that propose new elements such as crossings (temporary RRFBs), and complex construction zones due to right-of-way constraints.

Objective	Action	Performance Metrics   Notes
	Develop MOT plan guidance that enhance safety considerations for all modes in public and private construction projects, including a policy for temp lower speed limits in work zones.	<b>Draft guidance in progress</b>   Staff developed preliminary MOT guidance, presented the draft to the Bicycle Advisory Committee and the Pedestrian Advisory Committee in Year 1, and subsequently updated the draft. Final review and publication are pending due to staff availability.
	Expand the County's ability to monitor active construction to ensure all signage, materials, temporary access, and detour routes follow established guidelines.	<b>In progress</b>   DES is working on training an inspector team that will support for the goals of the Vision Zero effort for site and MOT inspections. <b>Enhanced the <a href="#">Request for Service Portal</a> to include MOT reporting</b>   In Year 2, staff updated the online Request for Service Portal by adding a way to report issues with MOT plans, which helps the County. So far 214 requests have been submitted with an average 8-day case closure rate.

Objective	Action	Performance Metrics   Notes
C1: Ongoing Safety Engagement	Provide public and stakeholder engagement opportunities specific to the Vision Zero program once the Action Plan is in implementation.	<b>Completed Year 1 – 8 safety engagements</b> <b>4 engagements in progress</b>   Four engagements in progress: (1) N Oak St Pilot, (2) Patrick Henry Dr & 18 <sup>th</sup> St N Pilot, (3) Oakridge Road Closure Pilot, (4) Nelly Custis/Military Roundabout 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.	<b>Completed Year 1 – Annual safety engagement; three focus groups</b> <b>Ongoing accessible engagement</b>   The Vision Zero team translates public engagement and communication materials into different languages based on the scope and scale of the effort. Our website content is also designed for auto-translation. We are currently in planning stages for the Year 2 Annual Safety Engagement, which will include more engagement with hard-to-reach areas.
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.	<b>Completed Year 1 – Integrated 'Transportation Investigation Form' into the <a href="#">Request for Service Portal</a></b> <b>Added links to websites; printed business cards</b>   In Year 2, DES and ACPD incorporated links to the online reporting platform throughout our websites to make it easier to find. We also developed "business cards" with a QR code to the reporting tool, which are being distributed at major public events to increase awareness.
	Complete timely review of and response to concerns submitted in the community reporting channel.	<b>Completed Year 1 – 3,079 public requests with a 12-day completion average</b> <b>2,137 public service requests with a 14-day completion average</b>   From April 1 – Oct 31, 2022 there were 2,137 public requests related to safety or maintenance. The average time to complete a service request was 10.7 workdays (excluding weekends/holidays) / 13.5 calendar days.
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.	<b>Completed Year 1 – Transitioned to new web platform; Added 6 sub-pages</b> <b>Updated semi-monthly; reorganization complete</b>   During Year 2, staff updated the website semi-monthly and delivered an overall content reorganization effort to ensure that information is easy to find on the site.
	Build and maintain a Vision Zero listserv that disseminates information	<b>Completed Year 1 – 11 Newsletters Sent</b>

Objective	Action	Performance Metrics   Notes
	about ongoing projects and programs that relate to transportation safety.	<b>6 Newsletters Sent; 1,758 Subscribers</b>   The County sends one bilingual Vision Zero newsletter per month; The number of subscribers (1,758 as of April 2022) increased by 216 since April 2022.
	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.	<b>In Progress</b>   The <a href="#">Interdepartmental Stakeholders Group</a> has been sharing Vision Zero messaging through County emails and social media channels.
<b>C4: Community Knowledge Building</b>	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.	<b>Critical crash mitigation campaign in progress</b>   Staff are using the results of the critical crash meetings, hot spot analysis, and systemic analysis to highlight crash trends and target communications and engagement to affected audiences. The first of this effort is the Critical Crash Mitigation Campaign with more to come in Year 2.
	Share materials from regional, state, or Federal education and communications campaigns to maximize reach by sharing messaging and information.	<b>Completed Year 1 – 1 Regional Campaign Shared; 1 Event Hosted 9 campaigns shared</b>   ACPD conducted outreach and social media promotion for events in partnership with MWCOG (regional), DMV (state), and NHTSA (federal).
	Provide transportation education and support to the community.	<b>Completed Year 1 – 55 classes &amp; events with 2,800+ attendees; 25 campaigns reaching thousands 40+ classes &amp; events with attendees; 1,180+ campaigns reaching hundreds; 21 campaigns shared; 305 car seats inspected</b>   See list of classes/event and other outreach campaigns in the Key Accomplishments Section.
	Tailor education efforts to address negative transportation-user behaviors as identified through systemic crash analysis (e.g. driving under the influence, speeding, and distracted driving) through targeted outreach campaigns.	<b>Critical Crash Mitigation Campaign in progress; estimated reach of 150,000 people/month</b>   Staff used results of systemic crash analysis to create targeted messaging and is actively sharing across communication platforms (social media, posters, online advertisements, advertisements in local newspapers, and via County & APS listservs). Estimated monthly reach is 150,000+ people.
	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.	<b>In progress</b>   Staff are working to obtain a more complete speed and count dataset for the County. We will discuss dataset completeness and formatting later in Year 2 with the ultimate goal of providing this information in the open data portal.

Objective	Action	Performance Metrics   Notes
<b>D1: Interdepartmental Collaboration on Safety</b>	Maintain interdepartmental representatives who carry the Vision Zero message and coordinate/track action items with their departments.	<b>15 departments/bureaus actively participating</b>   (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 (ATP + BikeArlington + WalkArlington), (10-11) CPHD – Arlington Neighborhood Program, Current Planning, (12) Department of Human Services – Public Health, Risk Management, (13) Communications, (14) Public Safety



Objective	Action	Performance Metrics   Notes
	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.	<b>Completed Year 1 – 6 Meetings</b> <b>2 Meetings</b>   Staff have conducted two meetings in Year 2: June 2022; October 2022.
	Host a Vision Zero staff training video required for all County employees to instill a unified awareness of safety issues for transportation safety.	<b>Training materials in progress</b>   Staff are working to create a staff education video to Vision Zero understanding and training for all County staff and contractors, which is anticipated to launch in Winter/Spring 2023.
D2: Virginia Department of Transportation	Engage in a quarterly meeting to address safety issues, hot spots, target or emphasis areas, or projects on VDOT-maintained roadways.	<b>Completed Year 1 – 3 meetings; 2 quick-build projects; 3 corridor improvements; 14 crossing improvements</b> <b>1 Meeting; 11 ongoing safety initiatives</b>   See detailed list of activity in the Key Accomplishments Section.
	Collaborate with VDOT on reducing speeds and speed limits on VDOT-maintained roadways.	<b>2 speed studies on VDOT roads</b>   Arlington staff are assessing speeds on two VDOT-owned corridors: Glebe Rd and Old Dominion Dr. Arlington completed the speed study on Glebe Rd, VDOT approved the speed limit change, and we are collaborating to install the new signage. The County is collecting data on Old Dominion Dr to prepare for a formal speed study to be coordinated with VDOT.
D3: Regional Agency Coordination	Participate in regional Vision Zero or safety program coordination activities to share safety practices and lessons learned across the DC region's transportation safety programs.	<b>Completed Year 1 – 9 Meetings with Regional Partners / Hosted Street Smart Campaign Kick-off</b> <b>2 meetings with regional partners; 3 regional events</b>   The Vision Zero team has presented at the following events: (1) Schar School's Regional Elected Leaders Initiative Reducing Traffic Deaths and Injuries webinar, (2) George Washington University's 2022 Age-Friendly Ecosystem Summit, and (3) the WTS-ITE-COMTO Bike Tour. Staff also attend regional Vision Zero coordination meetings and MWCOG Transportation Safety Subcommittee meetings that share data, information, and strategies to improve safety from other local jurisdictions.
	Engage in meetings and communication on transportation safety issues with regional agencies.	<b>In progress</b>   In addition to the MWCOG subcommittee meetings listed above, the Transit team meets regularly with a group to discuss projects, specifically the operation of regional bus service in areas where the MOT forces relocation of the buses.
D4: Legislative Advocacy	Identify a legislative policy agenda in advance of each year's legislative session and coordinate that agenda with the County's legislative liaison to build partnerships and advocate for agenda items for consideration at the General Assembly.	<b>Complete Year 1 - Legislative Package Submitted for General Assembly</b> <b>Legislative package under consideration</b>   Staff presented a 2023 <a href="#">legislative package</a> to the County Board for review and discussion at a public hearing that was held on November 12. The County Board will hold a work session with the General Assembly delegation on December 6 and will consider final adoption of the 2023 legislative package at its meeting on December 17.
D5: Stakeholders	Facilitate discussions with the County's committees, commissions, business community, and interest groups through the External Stakeholders Group that engages in an annual program update and mid-year program report. This group will allow stakeholders to stay engaged in the process and provide feedback to program	<b>25 groups represented</b>   Mid-Year meeting with the ESG (open to the public) will take place on Dec 6. Participants include: APS Joint Committee on Transportation Choices; APS Advisory Committee on Transportation Choices; Bicycle Advisory Committee; Disability Advisory Committee; Pedestrian Advisory Committee; Transit Advisory Committee; Transportation Commission; Neighborhood Complete Streets Commission; Climate Change, Energy and Environment Commission; Commission on Aging; Parks and Recreation Commission; Planning Commission; Site Plan Review Committee; Housing Commission; Civic





Objective	Action	Performance Metrics   Notes
	staff once the Vision Zero program is in implementation.	Federation; Washington Area Bicyclist Association; Ballston Business Improvement District; National Landing Business Improvement District; Rosslyn Business Improvement District; Columbia Pike Revitalization Organization; Pike Presidents Group; Langston Boulevard Alliance; Arlington Families for Safe Streets
	Share safety information and engagement programs with representing organizations and communities so that they can help foster the community culture of safety and increase inclusivity in the program.	<b>Completed Year 1 – 10 Initiatives; 2 Advocacy Efforts</b> <b>Information sharing &amp; various advocacy efforts and events</b>   See list of initiatives and efforts in the Key Accomplishments 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.	<b>Completed Year 1 – 6 intersections reviewed; 4 pilot projects identified; 13 school zone updates; 18 walk audits</b> <b>2 pilot projects identified; 12 school zone updates; 2 guidelines drafted</b>   See Key Accomplishments 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.	<b>In-Progress</b>   County staff 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.	<b>Completed Year 1 – Established 6 contacts; hosted meetings on pick-up/drop-off zone best practices; hosted 2 events with 30+ people</b> <b>Issued all available permits (1,000) for dockless ebikes; Installed 64 micro-mobility corrals</b>   ACCS is working directly with e-bike and shared micro-mobility service providers to promote safe riding and parking for e-bikes and scooters. ACCS installed 64 corrals so far in Year 2 and has 30+ locations identified for future installation. They have also been hosting education events to promote safe riding.
	Establish relationships with trucking and delivery services to improve curbside operations and allow prompt coordination on safety issues.	<b>Upcoming</b>   No action taken on this item yet.
	Establish relationships with utility companies to allow prompt coordination on safety issues with infrastructure or repair work.	<b>Completed Year 1 – Established 2 Contacts</b>