



Vision Zero Annual Report

Department of Environmental
Services (DES)

Transportation Engineering &
Operations (TE&O)

May 2022



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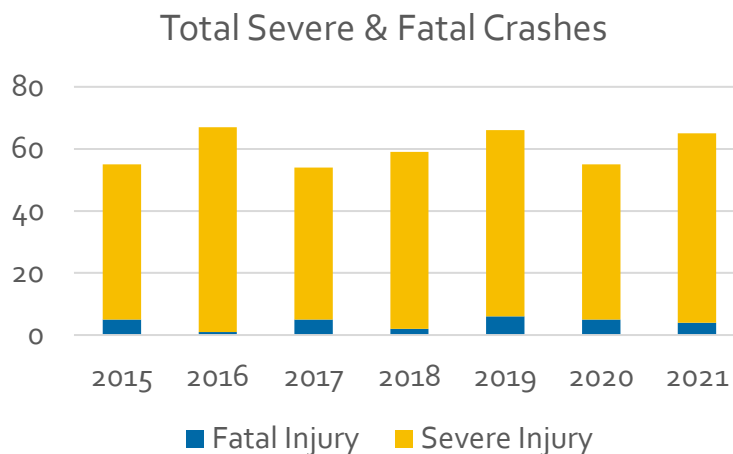


Executive Summary

Program Performance Measures

In 2021, there were 4 fatal crashes and 61 severe crashes in Arlington, which is consistent with the number of severe crashes over the past seven years.

- Despite the total number of crashes being about 30% lower than previous years, the number of severe and fatal crashes have remained consistent. (Vehicle volume trends in 2021 remained lower than pre-pandemic conditions by about 20-40% over the course of the year, explaining why there were about 30% fewer crashes in 2021 than pre-pandemic years.)
- All four fatal crashes occurred at intersections.
- There were no fatal crashes involving a pedestrian or person on a bicycle.
- The number of severe crashes involving pedestrians and bicycles were relatively stable compared to previous years.
- There were slight upticks in each speed- and alcohol-involved crashes in 2021.



Annual Safety Feedback: Year 1 Benchmark

Responses gathered from the online feedback form showed that people feel most safe while driving or using transit—but not as safe while walking and biking. The pop-up events indicated that people generally felt safe however they traveled in Arlington. Both online and pop-up feedback reflected the same top three safety concerns: speeding/ aggressive driving, distracted travelers, and drivers not following laws and signals.

Year 1 Key Accomplishments

Arlington’s staff and stakeholders collaborated heavily over the past year to work toward Vision Zero and make progress on the 90+ action items set forth in the action plan. The bullet points and graphic below are a snapshot of some of those key accomplishments in Year 1:

Data & Evaluation Action Items:

- A1: Improved officer crash report training to ensure that crash reports provide accurate and consistent data moving forward.

- A2: Conducted spatial inventories of transportation assets (sidewalks, streets, and roadway features) to be applied in strategic safety analysis.
- A2: Obtained and analyzed hospital data to enhance understanding of traffic-related injuries and coverage of current police crash reports.
- A3: Finalized and published [documentation](#) of the [2020 Hot Spot Analysis](#), which resulted in 36 small-scale safety projects (28 complete, 8 in progress).
- A3: Conducted a robust crash analysis [methodology](#) for the [2022 Hot Spots Analysis](#), which resulted in identification of 69 hot spots (38 new locations, 31 repeat locations).
- A3: Conducted 4 [High Injury Network \(HIN\) safety audits](#): (1) [S Four Mile Run Dr](#) (Shirlington Rd to S Walter Reed Dr), (2) [S Walter Reed Dr](#) (9th St S to S Four Mile Run Dr), and (3) [Glebe Rd](#) (14th St N to Columbia Pike).
- A4: Initiated the transportation-safety equity analysis and refined the scope in collaboration with an interdisciplinary team of County and consultant staff.
- A5: Reviewed critical crashes each quarter, which resulted in 19 recommendations (7 implemented, 12 in progress).
- A6: Published and updated the public-facing [crash dashboard](#).
- A7: Hosted Annual Safety Benchmark Feedback Form and conducted outreach that resulted in over 1,350 engagements and constructive feedback to assist in Vision Zero programming.

Process & Organization Action Items:

- B1: Integrated safety assessment elements into evaluation criteria for ranking capital improvement projects.
- B2: Integrated safety evaluation in the site plan process by piloting safety evaluations in the Multimodal Transportation Analysis documentation required for each site plan.
- B3: Completed 15 [quick-build safety projects](#).
- B3: Completed 13 [safety-driven capital projects](#).
- B5: [Reduced speed limits on 7 corridors](#), increased speeding fines on 8 corridors, and applied portable speed feedback signs on 8 corridors.
- B5: [Reduced speed limits to 20 MPH on 58 roadway segments](#) around 13 schools as part of school slow zone demonstration projects.
- B7: Published and collected feedback on the [first draft of Arlington's Multimodal Engineering Safety Toolbox](#) Version 1.
- B7: Conducted or initiated systemwide evaluations for 5 different types of safety treatments: (1) multi-lane crossings, (2) flashing beacons, (3) crossings (signalized, four-way stops, school zones), (4) stop bars, and (5) traffic calming measures.
- B8: Identified 6 new intersections for red light cameras to expand the County's [automated enforcement program](#).

Engagement Action Items:

- C2: Improved the County's online reporting platform by enhancing the [Request for Service](#) options and removing ancillary request methods. There were 3,079 public requests related to safety or maintenance with a 12-day average completion time.
- C3: Added 6 new pages to the website, updated the website on a semi-weekly basis, and released [monthly newsletters](#) to a listserv of 1,540+ subscribers.

- C4: Hosted 55 classes and events that attracted over 2,800 attendees, as well as 25 major campaigns that have reached thousands.

Partnerships Action Items:

- D2: Collaborated with Virginia Department of Transportation (VDOT) on 2 quick-build safety projects, 1 corridor safety project on Route 50, 2 corridor repaving efforts on Langston Blvd and Glebe Rd, improvement of 14 crossing locations, and 2 other ongoing safety coordination efforts.
- D3: Collaborated with other Regional Agencies through regular meetings on safety through Vision Zero programs or MWCOG regional subcommittees. Hosted the launch of the [2022 MWCOG Street Smart Campaign](#).
- D5: Collaborated with Arlington Public Schools to assess 6 intersections, identified 4 pilot projects, developed demonstration school slow zone plans at 11 schools, assisted in crossing guard prioritization, met with school staff, and shared messaging.
- D5: The Vision Zero [External Stakeholders Group](#) participants reported efforts including 10 safety-driven initiatives, two advocacy efforts, and extensive information sharing.



Upcoming in Year 2

In Year 2, Arlington will continue collaborating on all of the action items listed in the Action Plan. The bullet points below highlight some of the critical items for progress:

Data & Evaluation Action Items:

- A3: Assess, triage, and implement improvements where recommended at the 69 hot spots identified in the [2022 Hot Spot Analysis](#).
- A3: Conduct [High-Injury Network safety audits](#) on 3 corridors: (1) S Four Mile Run Dr (Columbia Pike to S Walter Reed Dr), (2) N Carlin Springs Rd (N Glebe Rd to N Edison St), and (3) S Glebe Rd (24th St S to Route 1/Richmond Hwy).
- A3: Publish and implement the results of the 2022 Systemic Crash Analysis, which will entail deploying systemic engineering projects or targeted outreach efforts at at-risk locations.
- A4: Publish and implement the Equity Analysis Results & Implementation Plan.
- A8: Conduct before/after studies for: (1) Demonstration School Slow Zones, (2) \$200 Additional Speeding Fine Signage, (3) Speed Limit Reductions, (4) Arterial School Crossing Improvements (Patrick Henry & 18th St N [Pilot](#)), and (5) Flashing Beacons at Crossings (RRFBs).

Process & Organization Action Items:

- B3: Implement 11 [quick-build safety projects](#) tentatively slated for completion in Year 2 and incorporate safety prioritization criteria into the quick-build process.
- B3: Deliver [safety-driven capital projects](#) at 16 locations.
- B5: Complete speed studies on 10 corridors with speed limits 30 MPH and implement recommended actions from the speed studies.
- B6: Assess effectiveness of demonstration school slow zones, use findings to adjust [School Zone Guidelines](#), and apply the resulting finalized standards in the next round of school zone retrofits and new school slow zone installations.
- B6/B8: Develop [School Zone Speed Camera Guidelines](#) to assist in prioritization and placement of speed cameras in school zones and procure a third-party vendor to manage and operate the speed camera system.
- B7: Publish Arlington's Multimodal Engineering Safety Toolbox Version 1.

Engagement Action Items:

- C3: Reorganize the [Vision Zero website](#) so that content is easy to find and navigate.
- C4: Host a [communications campaign](#) focused on safety or behavioral issues identified through an assessment of trends in Arlington's critical crashes over the past five years.
- C4: Continue to collaborate on and host education and support programs to enhance safety awareness in the community.

Partnership Action Items:

- D1-D6: Continue successful collaboration with Virginia Department of Transportation, Regional Agencies, Arlington Public Schools, the External Stakeholders Group and other partners.

Introduction

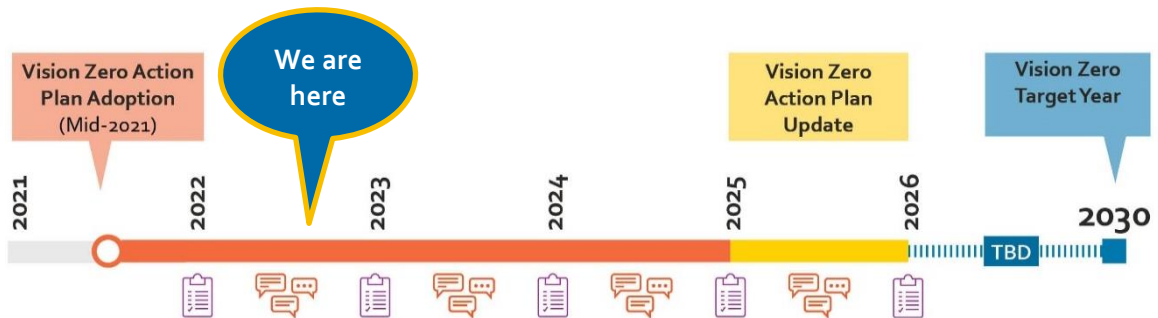
Vision Zero in Arlington County

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

Program Timeline

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

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



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.

Key

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

Program Performance

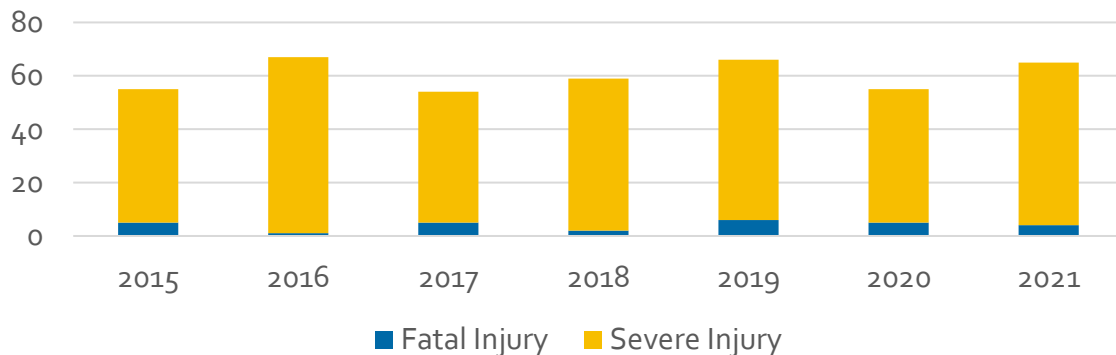
As defined in the Action Plan, performance metrics for the Vision Zero program are a set of measurements that will help assess progress towards achieving zero serious injuries and fatalities on the transportation system and also track our progress on addressing our key target areas for improvement. Program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

Performance Measures

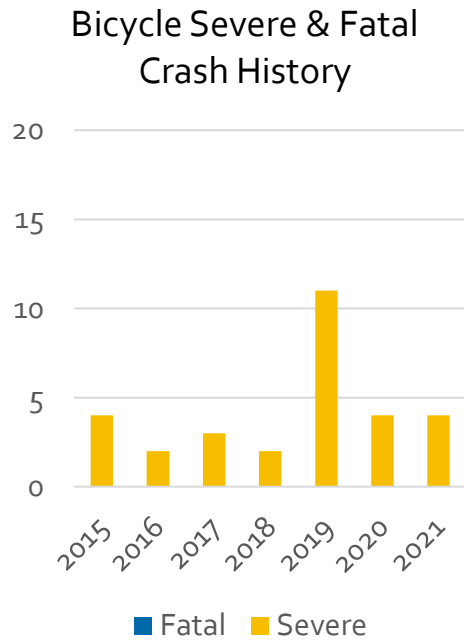
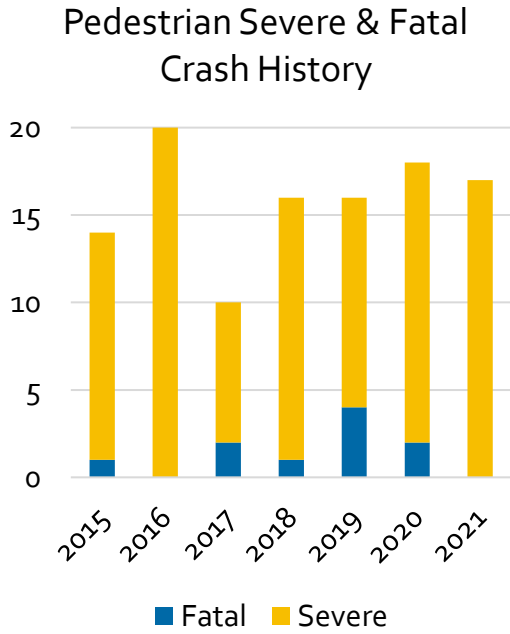
The following tables and charts provide a summary of the Vision Zero performance measures set forth in the Action Plan. These include **crash data from January 1, 2021 to December 28, 2021** (the latest dataset available from the DMV/VDOT database). For comprehensive crash data by location, type and 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>).

Crashes	Fatal	Severe Injury	Visible Injury	Non-visible/ Possible Injury	Property Damage Only	Total
TOTAL	4	61	408	41	1271	1785
At Intersections	4	25	226	21	514	790
Involving a Pedestrian	0	17	72	5	0	94
Involving a Bicycle	0	4	27	1	2	34
Alcohol-related	0	15	34	2	123	174
Speed-related	1	18	101	9	358	487
Distracted-related	1	13	68	5	240	327
In a Work Zone	0	3	5	1	21	30
On the High-Injury Network	2	41	244	26	786	1099
In Equity Emphasis Areas	3	18	160	15	445	641

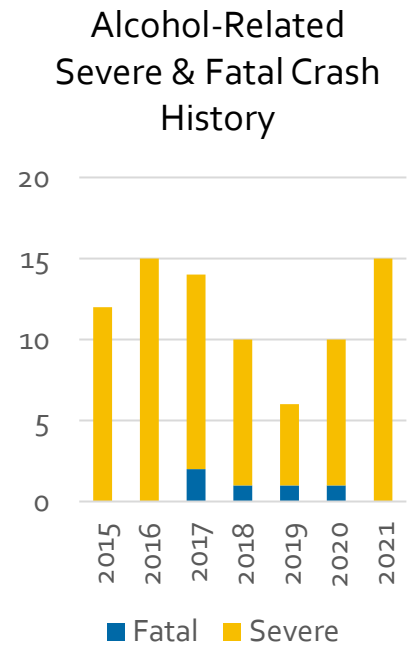
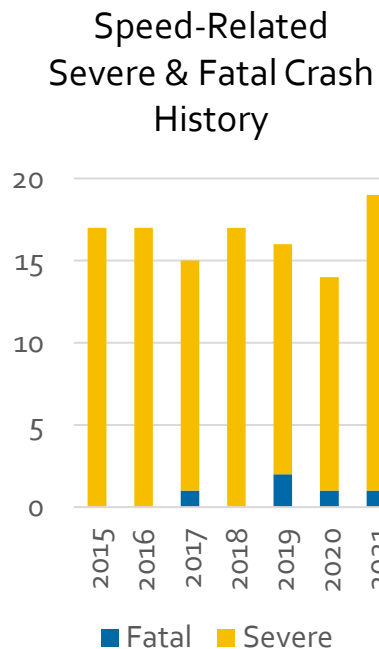
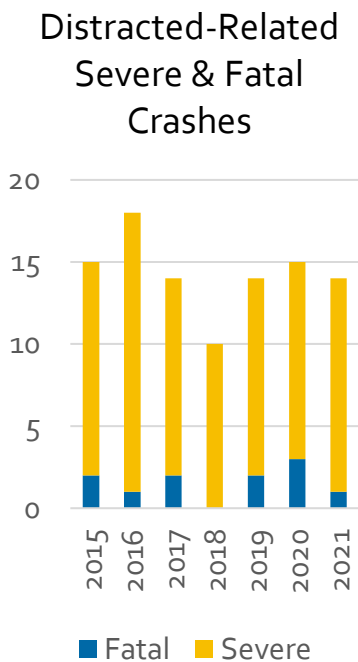
Total Severe & Fatal Crashes



Crash Data for Pedestrians and Bicyclists

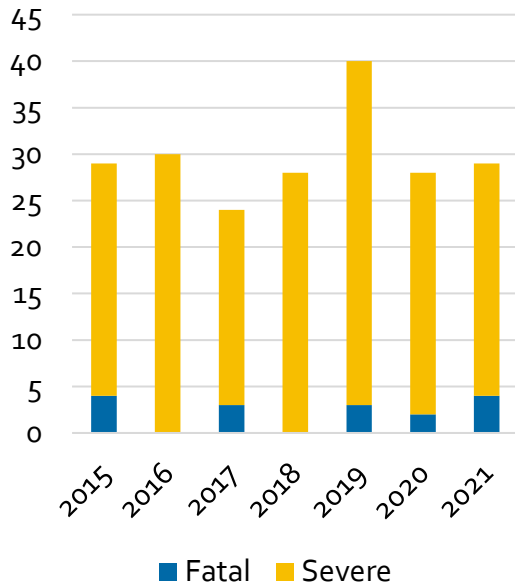


Crash Data by Crash Factors



Crash Data by Crash Location

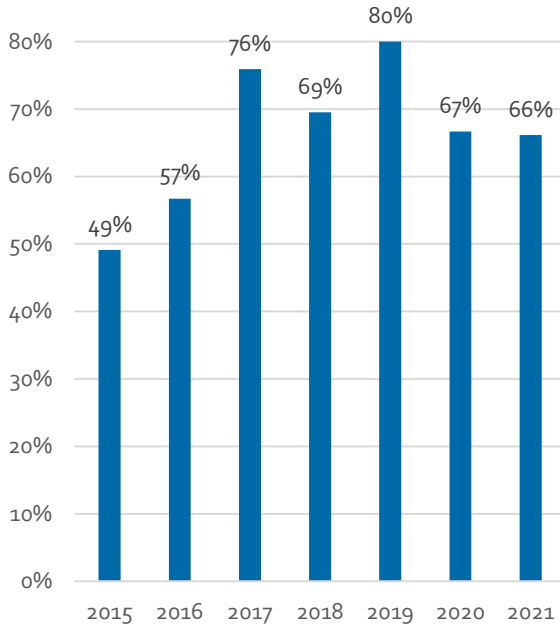
Intersection Severe & Fatal Crashes



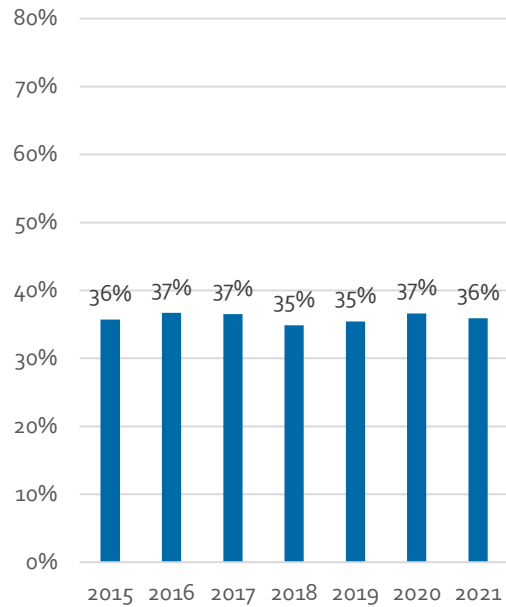
Work Zone-Related Severe & Fatal Crashes



% of Severe & Fatal Crashes on the HIN



% All Crashes within Equity Emphasis Areas



Annual Safety Feedback Summary

A key initiative from the Action Plan was to implement an annual benchmark safety feedback form to obtain input from Arlington residents, commuters and visitors to better understand and track perceived transportation safety issues. The goal of the annual feedback form was to monitor how safe people feel on Arlington's streets and trails and to incorporate feedback into Vision Zero programming. Future annual feedback forms will allow us to track changes over time.

The form was designed to ask the same questions every year to assess trends over time. The form includes seven multiple-choice questions, two open-ended questions and seven optional demographic questions.

Communications & Engagement Effort

This first annual safety feedback form was available from February 28 to March 28, 2022. The County promoted the safety feedback form via:

- Messaging sent through County listservs, social media channels, and partner channels (External and Interdepartmental Stakeholder Groups, Arlington Public Schools, Arlington County Police Department)
- Lawn signs at 125 public locations countywide
- Postcards, mailed to 15,000 households in MWCOG equity emphasis areas
- 5 pop-up events (with bilingual staff and give-aways), located in equity emphasis areas and along the high-injury network
- 3 focus groups with community members identified as disproportionately impacted by traffic crashes
- 2 library kiosks stations with printed/mailable (postage paid) feedback forms in English & Spanish

Overall Findings

The online feedback form revealed that people feel most safe while driving or using transit—but not as safe while walking and biking. The pop-up events indicated that people generally felt safe however they traveled in Arlington. Both online and pop-up feedback reflected the same top three safety concerns: speeding/aggressive driving, distracted travelers, and drivers not following laws and signals.



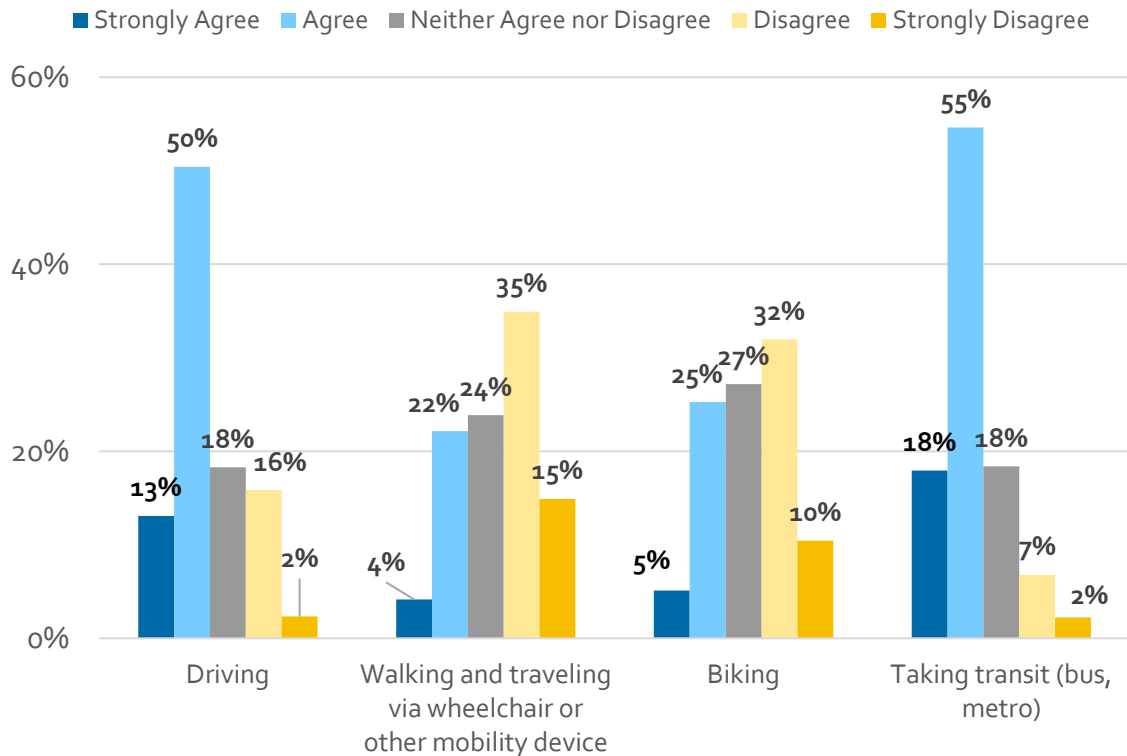
Online Form Results

There were 942 feedback forms submitted. This section contains an overview of the findings; detailed online feedback form results (including respondent demographics) are in Appendix 2.

Questions 1-4: Safety perceptions while traveling in Arlington by mode

- The first set of questions asked individuals to rate how safe they felt in Arlington County when driving, taking transit, biking, or when walking/ traveling utilizing a wheelchair or mobility device. Overall, **individuals felt that Arlington County is safe for individuals driving and taking transit** (64% and 73% agreed or strongly agreed, respectively).
- Individuals **did not feel that Arlington County was safe when walking, using a wheelchair or mobility device, or biking**. In fact, 50% of respondents disagreed or strongly disagreed that Arlington County was safe for walking or wheelchairs/ personal mobility devices and 42% disagreed or strongly disagreed for biking.

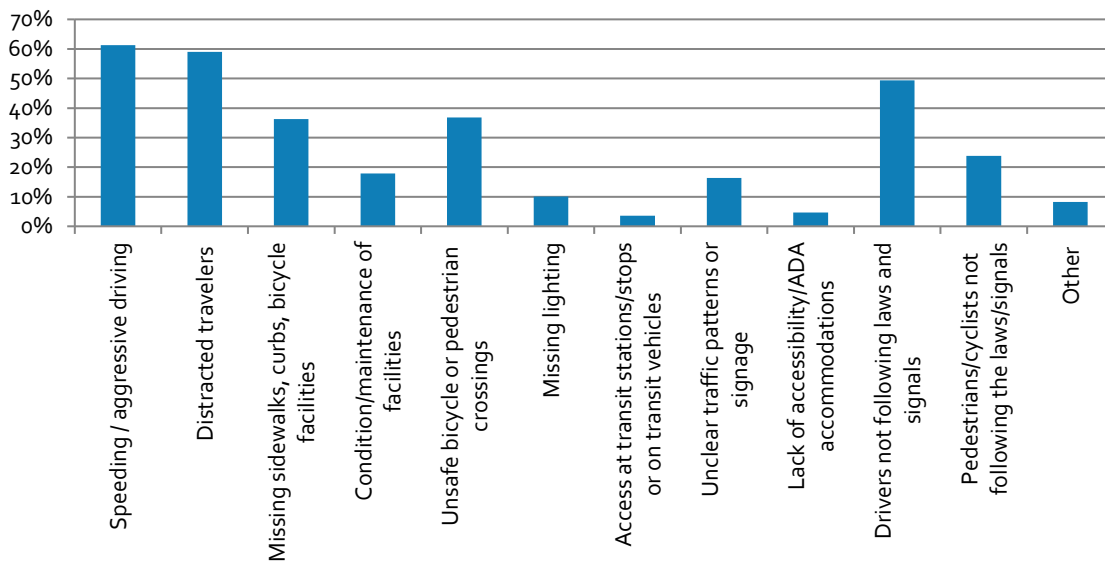
Do you agree that Arlington is a safe place for...



Question 5: Why do you feel unsafe when traveling?

- The form asked individuals to identify the top three reasons that they feel unsafe when traveling in Arlington County. The form received a variety of responses, but the **three top categories** were: **speeding/aggressive driving, distracted travelers, and drivers not following laws and signals**, which aligns with the findings from the pop-up feedback. Other significant responses included: Unsafe bicycle or pedestrian crossings, missing sidewalks, curbs, and/or bicycle facilities, and pedestrians/cyclists not following laws and signals.

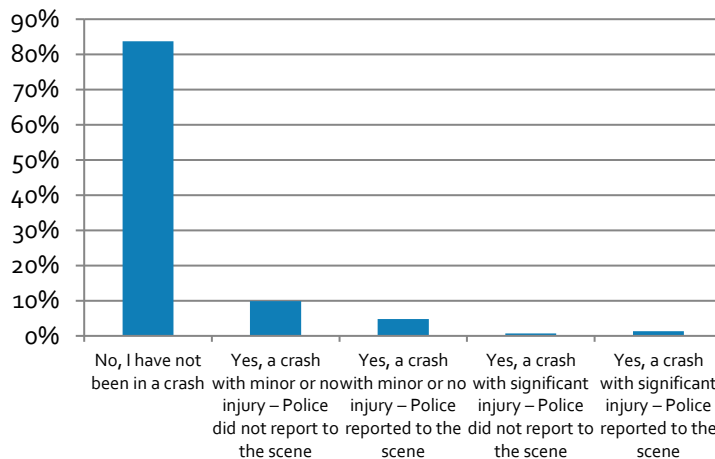
What are the top three reasons you may feel unsafe traveling in Arlington?



Question 6: Have you been involved in a crash over the last three years?

- Most people who provided input on the feedback form **have not been involved in a crash in the last three years (84%)**. For those who have been in a crash, most reported minor injuries or no injuries. About 10% of crashes noted in the form were not reported to police.

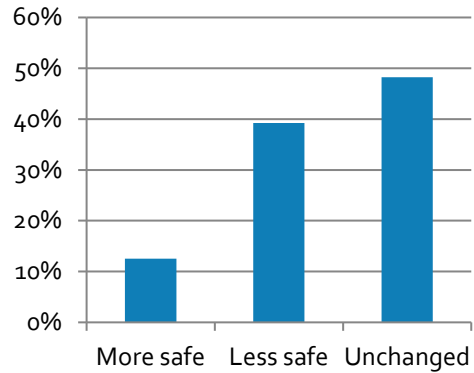
Have you been involved in a crash (walking, biking, driving, scooting, other) in the past 3 years (2019- 2022)?



Question 7: Has your perception of safety in the County changed in the past year?

- Nearly half (48%) of individuals stated that their **perception of safety in the County has not changed**, and 39% said the County has become less safe.

How has your perception of transportation safety in Arlington changed in the past year?



Question 8: What safety advice would you give for individuals traveling in Arlington?

- The form requested community led feedback on how to travel safely in Arlington County. Over 730 individuals provided advice. The word cloud below displays some of the top words used in the advice given. The larger the word, the more it was used.
- While responses were wide-ranging, the most popular themes were:
 - o Slow down
 - o Pay attention
 - o Stay alert
 - o Watch for others
 - o Stay off your phone
 - o Follow the laws



Question 9: What else can the County do to make travelling in Arlington safer?

- In the last question, the form asked what else can be done to make travelling in Arlington County safer. The word cloud that follows displays some of the top words used in the responses.
- As with the advice given in the previous question, the responses were wide-ranging:
 - o Many individuals noted that the **enforcement and education campaigns about the laws governing roads** would be a major safety improvement.
 - o Individuals also called for **improvements to raise visibility at high traffic intersections, crosswalks, or other multimodal intersections**. Such



- improvements could include rapid flashing beacons, HAWK signals, or other flashing and attention-grabbing signals to raise awareness and visibility.
- Individuals also asked for the **opportunity to allow for community-reported problem areas.**



Pop-up Results

Building on the successful pop-up events during development of the Action Plan, five (5) pop-up events were conducted to obtain community and stakeholder feedback while the safety feedback survey was available. **The pop-up locations, day, time, and duration were intentionally planned in order to obtain the most feedback in high-traveled areas, particularly from underrepresented demographic groups and near [High-Injury Network corridors](#).** Pop-ups were held at:

1. Arlington Food Assistance Center (AFAC)
2. Long Bridge Aquatics & Fitness Center
3. Bus stop at the South Glebe Rd and Columbia Pike intersection
4. Four Mile Run Trail crossing at South Walter Reed Drive
5. Barcroft Community Center



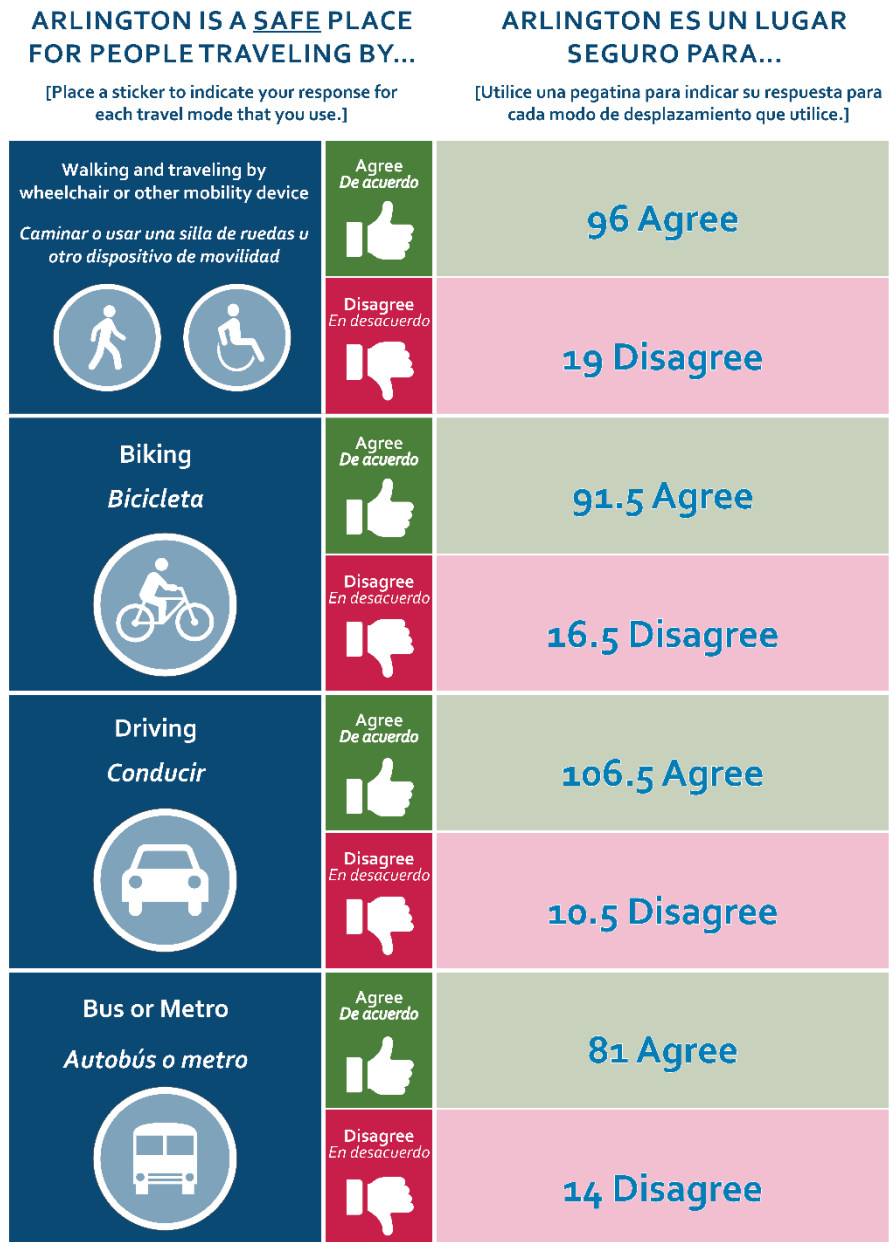
A QR code linked to the feedback form was also readily available. Vision Zero materials were available and giveaways (e.g., reusable grocery bags) and food were provided to entice feedback. Each pop-up event was hosted by staff who solicited feedback verbally and on three large posters, which related to the feedback form questions. In short, about 400 interactions were recorded in the pop-up events.

Pop-up findings include:

- More people thought Arlington was a safe place for people traveling by all modes than those who thought Arlington was unsafe.
- Speeding/aggressive driving, distracted driving, and drivers not following laws were the top three safety issues identified.

- When it comes to giving advice, many of the responses included notes about paying attention, staying off of phones, following laws, and generally being more aware.

All results from the interactive pop-up boards are summarized in the graphics on this page and the following pages.



Note: a half-point indicates that someone partially agreed and partially disagreed.















WHAT ARE THE TOP REASONS YOU MAY FEEL UNSAFE TRAVELING IN ARLINGTON?

[Place a sticker in your top three (3) categories.]

¿CUÁLES SON LAS PRINCIPALES RAZONES POR LAS QUE PUEDE NO SENTIRSE SEGURO PARA TRANSITAR EN ARLINGTON?

[Utilice una pegatina para indicar sus tres (3) principales categorías].

	Speeding / aggressive driving	Exceso de velocidad/ conductores temerarios	56
	Distracted travelers (using a cell phone, headphones, etc.)	Usuarios distraídos (con el teléfono celular, los auriculares, etc.)	70
	Missing sidewalks, curbs, and/or bicycle facilities	Falta de aceras, bordes, y/o infraestructura para bicicletas	12
	Condition/maintenance of facilities (roadways, transit stops, bike lanes, sidewalks, etc.)	Condición/mantenimiento de la infraestructura (calzadas, paradas del transporte público, ciclovías, aceras, etc.)	24
	Unsafe bicycle or pedestrian crossings (e.g., crosswalks, crossing signals/timing)	Cruces no seguros para peatones o ciclistas (por ejemplo, cruces peatonales, tiempo/señales de cruce)	37
	Missing lighting	Falta de iluminación	17
	Access at transit stations/stops or on transit vehicles	Acceso a vehículos/ paradas/estaciones de transporte público	5
	Unclear traffic patterns or signage	Señales o patrones de tráfico que no son claros	21
	Lack of accessibility/ADA accommodations	Falta de accesibilidad/ adaptaciones según la ley ADA	4
	Drivers not following laws and signals	Conductores que no cumplen las leyes o las señalizaciones	54
	Pedestrians and cyclists not following the laws and signals	Peatones y ciclistas que no cumplen las leyes o las señalizaciones	30
	Other (please write on a sticky note and place to the right)	Otros (escriba en una nota adhesiva y colóquela a la derecha)	<p>People parking in the bike lane</p> <p>Overcrowding on trails (bikes + walking conflicts)</p> <p>Bike lanes ending</p> <p>Crosswalk – drivers do not stop</p> <p>Narrow sidewalks + fast cars</p> <p>Need more bike sensors or easier to reach push buttons at signals</p> <p>ADA – not all intersections have ramps, Cobblestones not good for wheelchairs.</p> <p>Need wider bike lanes!!</p> <p>Aggressive driving has gotten worse during Covid</p> <p>Aggressive bikers passing slower cyclists + pedestrians, especially along trails; Need wider paths + trails</p> <p>Unsafe biking at Lee Hwy, Rosslyn/ Key Bridge, and Rt 50 Bike trail</p> <p>Re-routing pedestrian lanes during construction</p> <p>Left turning drive don't stop, Right turning drivers need to look for bicyclists</p>

**IF YOU COULD GIVE ONE
BIT OF SAFETY ADVICE TO
OTHER PEOPLE TRAVELING IN
ARLINGTON, IT WOULD BE...**

**SI USTED PUDIERA
BRINDARLES A LAS DEMÁS
PERSONAS EN ARLINGTON UN
CONSEJO SOBRE SEGURIDAD
VIAL, ¿CUÁL SERÍA?**

- Do not speed or be on cell phone!
- Stay focused +2
- No cell phones
- More cameras at all bus stops, even small ones for safety
- Careful about the ART buses—drivers are aggressive
- Harsher laws for cell phone users during driving
- Be aware of your surroundings! Everyone!
- Look around when traveling (translated from Spanish) +1
- It's important to enforce the law in school zones (translated from Spanish)
- When it says stop, you must (translated from Spanish)
- Be careful in pedestrian crossings (translated from Spanish)
- Watch for bikers!
- Look out for bikes before opening your door
- Speeding cars should [slow down while in] slow zones
- Go electric!
- More Capital Bikeshare + bike lanes
- Wear helmets!
- Slow down when turning + look for pedestrians
- Signal while changing lanes
- Stop texting!
- Recognize when there is a shared bike lane
- Be observant
- Stop at stop signs!
- Four Mile Run Trail + Walter Reed dangerous for bikers
- Give bikers space even when there's a bike lane
- Scooters + hoverboard [riders should] wear helmets
- Slow down at signed crosswalks for pedestrians
- Ride bikes!
- Safer bike lanes
- If the circle at Military/ Nelly Custis ends up being removed, please at least keep the crosswalk across Military (though I like the circle, too!)
- Pedestrians wearing all dark clothing at night = bad
- Pedestrian crosswalks, mid blocks across four lanes of traffic = bad
- Neighborhood roads in South Arlington are very dark. Wear bright colors or walk w/ lights.
- Need more bike parking
- Yield to pedestrians, especially kids in the crosswalks!
- Share the road with everyone
- Put your phone down! +2
- Paying attention around you
- Look for cyclists; they are there!
- Be aware. Share space. Be better!
- Follow the laws and signals
- Pay attention
- Look both ways and don't go too fast!
- Stay to the right on trails
- Know where you're going so you don't check phone while driving
- Display signs that show accident counts per day
- Enforcement needed for drivers
- More art on streets and trails for psychological ease
- Get off your phones!
- More pedestrian bridges, more separated bike facilities
- Pay attention more!
- I love Arlington County Transit, and the great bus system along Columbia Pike!
- Phones down!
- Be a defensive driver. This means always be aware of what is going on around you.
- Pay attention while driving
- Pay attention and be aware of your surroundings while driving
- Don't text and drive!
- Make sure to look both ways before crossing the road
- Mark speed humps more clearly
- Lighting W+OD Trail at night
- No texting while driving
- Respect the rules of the road. Stop and give people a chance to walk/cross the road
- Watch and look both ways before you go!
- Stop being on your phone
- I feel safe in Arlington. To be safer you must follow the stop signs.
- Be alert!
- Everything is good, pedestrians must observe the signs
- When the light turns red, drivers need to stop!
- Attention (translated from Spanish)
- Improved lighting at pedestrian crossings, especially at night
- Fix the condition of the roads!

Focus Group Themes / Findings

Another critical element of community engagement was soliciting feedback through targeted focus group meetings. The County conducted a cross-reference between the high incident network and equity emphasis areas to obtain feedback on transportation safety from those who are underrepresented or disproportionately affected by transportation safety issues.

Through these focus groups, the County targeted feedback from three specific demographic groups – older adults (55+ years of age), people with disabilities, and Black / African Americans.

This section contains brief summaries from the focus group meetings held with older adults and people living with disabilities. Feedback from the Black / African American focus group was obtained after publication of this report and will be included in a future outreach summary. In addition to those who attended the focus groups, we have also included feedback from community members who were not able to attend the discussion.

Four questions were posed to each of the focus groups:

- Question #1: When you are traveling in Arlington, what experiences or locations tend to make you feel unsafe?
- Question #2: What makes you feel safe traveling in Arlington? This could be, for example, particular conditions or roadway treatments that make you feel safer, or places where you feel comfortable traveling.
- Question #3 varied for each group:
 - o (Older Adults Focus Group): Have you experienced safety issues while traveling to or near a bus stop or a community facility, such as a library? If so, what was the safety issue and what do you think could have prevented it?
 - o (People with Disabilities Focus Group): From your experience, are there aspects of traveling in Arlington that are particularly difficult for people with disabilities? If so, what actions would you like to see to address these issues?
- Question #4: Are there other transportation safety solutions or fixes that you believe could be initiated to improve safety and mobility for (older adults/people with disabilities) on our streets, sidewalks, trails, and transit stops?

Focus Group #1 - Older Adults

- **Date:** March 29, 2022
- **Number of Participants:** 12 (*Six participated in the group discussion, and another six submitted comments offline or on individual phone calls*)
- **Familiarity with Vision Zero:** Approximately half of the participants had some familiarity with the Vision Zero program.
- **Typical Travel Methods:** Most participants stated that their primary mode of transportation was a mixture of walking and public transportation. Half of the participants added that they also occasionally drive.
- **Common Themes:**
 - o Pedestrian crossing signal timings need to be longer to accommodate slower walkers (participants applauded the recent additions of flags and flashing lights as well as the use of pedestrian refuge islands at larger intersections)

- Many participants expressed the need for benches and shelters at bus stops, as well as the addition of new bus stops closer to community centers and facilities.
- It was noted that there continues to be a “last mile problem” for older adults accessing public facilities with regard to sidewalk or crosswalk access and parking for disabled residents.
- There was general frustration navigating sidewalks that aren’t smooth or well-maintained and are often obstructed by scooters and bikeshare bicycles.
- It was noted that construction sites do not always allow safe passage for pedestrians and bicycles and that detours need to be clearer.
- There was desire to have options to call to get information about transportation or to file a complaint rather than submitting via website.
- There was discussion about more effective outreach, including translation and provision of large-scale Metro and other transportation maps.
- There was a desire to see more carsharing services, noting that there has been a perceived decrease in options.
- Participants appreciated reduced speed limits, flashing beacons, increased use of “no right turn on red” signage, automatic traffic enforcement, and applauded ART bus drivers for their attentiveness and commitment to safety.
- There was consensus for supporting additional public facilities (including bathrooms and benches) with continued focus on walkability for children, older adults and disabled people.
- Some expressed concerns with navigating complex complete streets environments as a driver.

Focus Group # 2 – People with disabilities (or those with disabled children)

- **Date:** April 4, 2022
- **Number of Participants:** Eight (*Seven participated in the group discussion, and one submitted comments offline.*)
- **Familiarity with Vision Zero:** Two of the participants had some familiarity with the Vision Zero program.
- **Typical Travel Methods:** Most participants’ primary mode of transportation was a mixture of walking, driving and public transportation including paratransit.
- **Common Themes:**
 - Frustration with pedestrian crossings without notification sounds, lack of countdown crossing signals and inaudible or poor crossing verbal notices.
 - Medians and pedestrian refuge islands that aren’t flush with the crosswalk are difficult to manage using wheeled devices or those with limited mobility.
 - Crosswalk push buttons are sometimes blocked by planters or other items, making access difficult, if not impossible.
 - Challenges with curb cuts that don’t align well with crosswalks and the lack of maintenance in certain areas (e.g., snow and leaves being pushed into curb cut areas, which severely limit accessible walking paths and visibility).
 - Lack of accessibility at bus stops – specifically, regarding the NextBus feature, bus delays, the number of bus changes required to go long distances, etc.
 - Sidewalks are often too narrow for mobility devices when obstructed by telephone poles, scooters, or bikeshare bicycles.

- Brick pavers can dislodge and pose a hazard on the sidewalk or crosswalk.
- Safety near group homes, properties with units set aside for individuals with disabilities, and older adult/assisted living residences.
- Other concerns included the lack of sidewalk continuity, lack of maintenance of walking trails and crosswalk markings, and the lack of alternative safe passages through and around work zones.

Focus Group # 3 – Black and African American Members of the Arlington Community

The focus groups with Black and African American members of the community occurred on May 4 and May 9, 2022. Findings and actions resulting from this focus group were not available at the time of this report. They will be documented in the summary of the 2022 Annual Safety Feedback Engagement effort coming in Summer 2022.

Next Steps

You spoke, we listened! Here is how we’re incorporating the preliminary feedback received during the online, pop-up, and focus group engagement into Vision Zero Year 2 agenda:

- Continue prioritizing projects that elevate safety for people walking and biking
- Decrease speeds by reducing speed limits and adding roadway features to help slow drivers down
- Focus on safe crossing infrastructure, including signal timing and accessibility needs at roadway crossings
- Prioritize maintenance for sidewalks and roadways to ensure safe and accessible pathways for all modes of travel
- Ramp up communications and education about safe driving practices (like minimizing distractions, promoting the rules of the road, and educating on new roadway design elements)
- Continue advancing automated enforcement options that encourage stopping at red lights and school bus arms and obeying speed limits
- Promote community engagement that increases awareness of safety projects and initiatives, as well as access to Request for Service tools so that people can seamlessly report safety issues

The full set of findings and next steps from the first Annual Safety Feedback Engagement will be published in a separate document in 2022 and will be the baseline for comparing public perceptions about safety year after year as we implement the Vision Zero Action Plan.



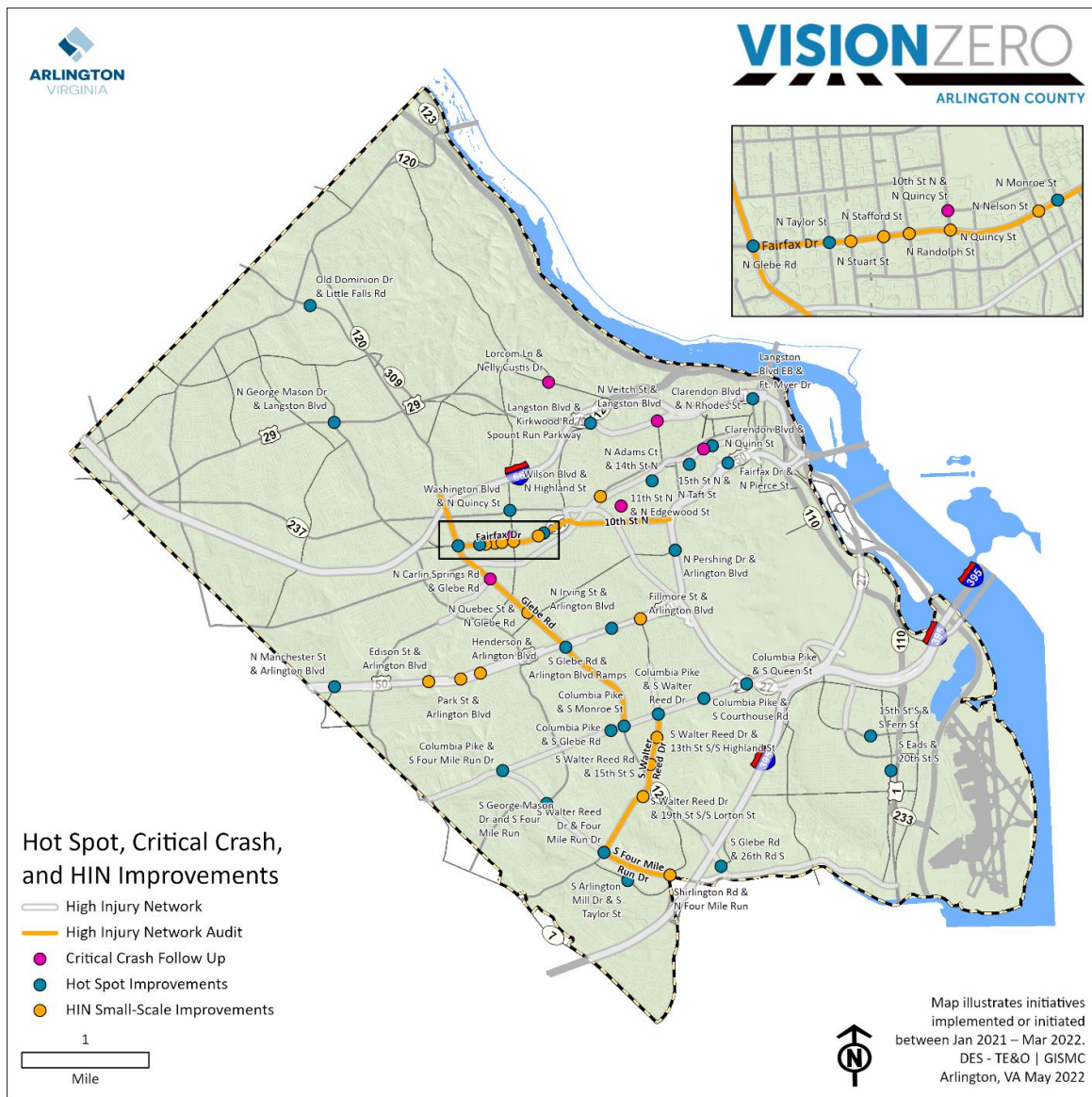
Action Tracking

The Vision Zero Action Plan outlined activities to be implemented by County staff or partners to work toward Vision Zero. Representatives from the County’s departments meet bi-monthly to discuss and share progress on implementing these actions and any hurdles or hinderances to progress. The section includes maps and descriptions of action item progress during Year 1.

Maps

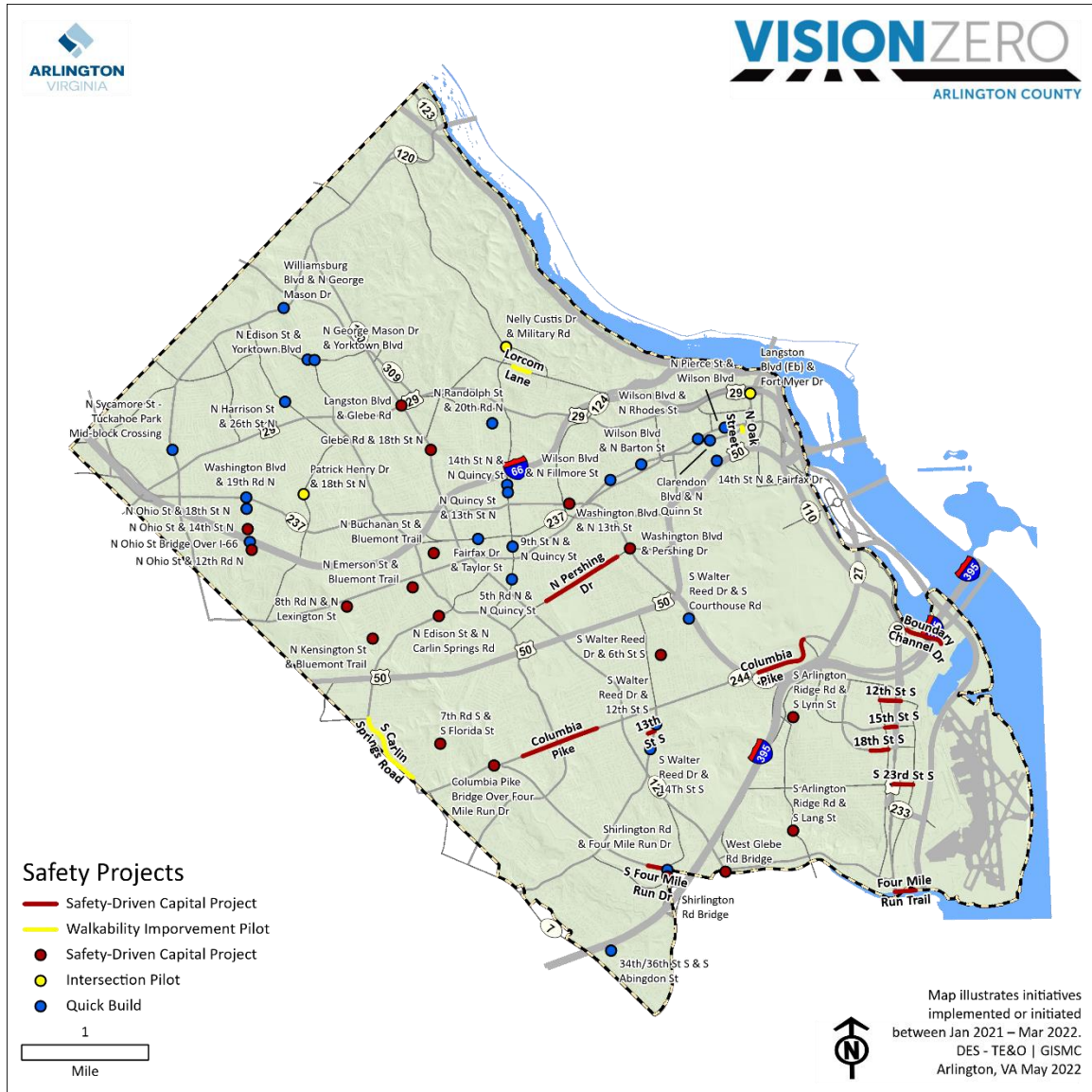
Hot Spot, Critical Crash, & High-Injury Network Improvements

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.



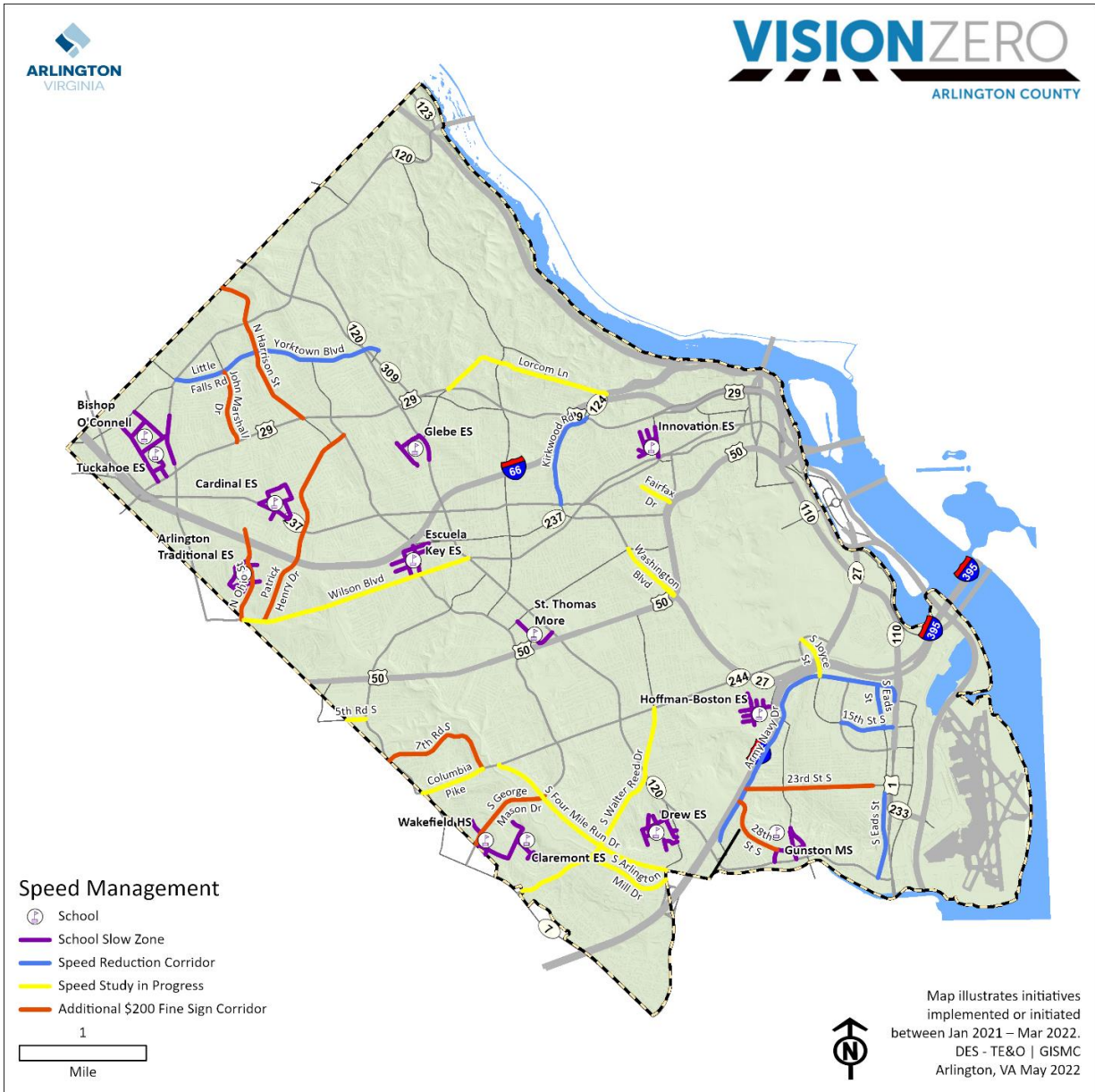
Other Safety-Driven Projects

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 including the corridors where speed limits were reduced and or speeding fines increased in Year 1. The map also shows the school slow zone demonstration projects implemented in Year 1, as well as ongoing corridor speed studies that may result in speed management initiatives in Year 2.



Tool Deployment

A key objective in the Action Plan was to create a multimodal safety toolbox. Arlington released the first draft of the Multimodal Safety Engineering Toolbox in early 2021, which included a set of tools and strategies to address safety issues based on their scale and context. County staff are working on finalizing the draft and publishing the first version of the Toolbox. The Toolbox will be a living document and communication tool for staff, the public, developers and other transportation partners to illustrate various tools and how each tool can be applied and monitored.

The Action Plan also specifies that the County will report out on the deployment of the tools in the Toolbox every year as part of this annual program report. See below for tallies (where applicable) for each tool: one tally of that tool countywide (built anytime) and one tally of that tool as deployed during the first year of the Vision Zero program (2021-2022). Tallying these tools helps both County staff and the community to reflect on the types and frequency of tools deployed—and to identify areas for improvement in the future.

Summary Table of Total Tool Counts & Tools Deployed in Vision Zero Year 1

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

Tool	Total in County (incl. Year 1 Additions)	Total Deployed in VZ Year 1 (Jan 21-Mar 22)
Refuge Islands	N/A	3 Tactical Refuge Islands 12 Built Out Refuge Islands
Protected Intersections	2 Partial Intersections	½ Intersection (Wilson & Pierce) ¼ Tactical (Wilson & Quinn) (1 Planned – 15th & Eads)
Hardened Centerlines and Turn Wedges	34 Hardened Centerlines 7 Turn Wedges	6 Hardened Centerlines 7 Turn Wedges
Pedestrian Hybrid Beacons (PHB)	6 PHBs	0 PHBs
Rectangular Rapid Flashing Beacons (RRFBs)	32 Crossings	3 Crossings
Leading Pedestrian Intervals (LPIs)	31 Intersections	6 Intersections
Signal Phasing Modifications	N/A	6 Signal Modifications for Safety
No Right Turn on Red Restrictions	147 Approaches	35 Approaches
Parking Restrictions at Crossings/ Daylighting	N/A	14 Locations
Travel Lane Signs + Markings	N/A	1,472 Stop Bars
Crossing Signs + Markings	N/A	238 High Visibility Crosswalks
Stop Sign Control	3,275 Stop Signs	47 Stop Signs
Traffic Signal Backplates	16 Intersections	16 Intersections
Traffic Signals	294 Signalized Intersections	0 New Signals 10 Upgraded Signals
Red Light Cameras	9 Intersections	0 Intersections (6 Planned)

Tool	Total in County (incl. Year 1 Additions)	Total Deployed in VZ Year 1 (Jan 21-Mar 22)
Conventional Bike Lane	31.7 Centerline Miles	.58 Centerline Miles
Contraflow Bike Lane	0.07 Centerline Miles	0.0 Centerline Miles
Buffered Bike Lanes	6.6 Centerline Miles	.38 Centerline Miles
Separated Bicycle Facilities	4.0 Centerline Miles	.08 Centerline Miles
Multi-Use Trails/Pathways	51.1 Centerline Miles	New: 0.12 centerline miles Improved: 2.14 centerline miles
Sidewalks	N/A	0.8 Miles New Sidewalk 0.2 Miles Improved Sidewalk
Bike Boxes / Two Stage Turn Boxes	19 Bike or Turn Boxes	15 Bike or Turn Boxes
Curb Ramps	N/A	114 Ramps
Green Markings	115 Locations	32 Locations
Transit Priority Lanes	0.63 centerline miles	2 New Segments Planned
Transit Stops	1,010 Bus Stops	0 New Bus Stops 50 Improved Bus Stops
Floating Bus Stops/Bus Islands	1 Island	1 Island
Bus Queue Jump Signals / TSP	0 Signals	0 Signals (TSP planned for Langston Blvd & Columbia Pike)
Slow Zones	13 School Slow Zones	13 School Slow Zones
Speed Humps & Similar Raised Areas	276 Raised Areas	1 Raised Crossing
Speed Cameras	0 Locations	0 Locations (Ordinance Approved)
Speed Feedback Indicator Signs	28 SFISs	1 SFISs 11 Portable Applications
Speed-Related Signage or Pavement Markings	11 Corridors with \$200 Fines 91 Speed Sign Locations 31 Speed Limit Markings	8 Corridors with \$200 Fines 58 Speed Sign Locations 28 Speed Limit Markings
Speed Limit Reduction and Policies	N/A	7 Speed Limits Lowered
Chicanes	1 Street Segment	0 Street Segments (2 Planed)
Traffic Circles	34 Traffic Circles	0 Traffic Circles
Modern Roundabouts	1 Permanent 1 Temporary	1 Temporary 2 Planned
Curb Extensions & Modifications	N/A	10 Tactical Curb Extensions 35 Built Curb Extensions
Roadway Reconfigurations	N/A	2 Installed (Wilson Blvd; Four Mile Run Dr)
Lighting	7,117 County Lights 11,497 Dominion Lights	493 County Lights 28 Dominion Lights (provided by Dominion – unsure of accuracy)

Action Strategy & Key Accomplishments

This section summarizes the progress on each action item since adoption of the Action Plan, starting with some highlights. Following the highlight section, accomplishments of individual items in the past year are noted with each Action Item topic. Each numbered item (e.g., A1) is an Objective from the Action Plan. In the Plan, each Objective has at least one related Action Item, but most Objectives have several items. A table with updates related to all Objectives and Action Items is located in the Appendix.

Accomplishments Overview: Data & Evaluation Action Items

A1: Crash Analysis – Improve Officer Crash Report Training

Data analysis staff from DES and ACPD recorded common reporting discrepancies or issues from routine data analysis. Then, ACPD officers reviewed these reporting discrepancies and identified areas that could be improved through officer crash report training.

Using these findings, police staff updated their crash report training and refresher materials to ensure that crash reports provide accurate and consistent data moving forward. The training materials highlighted the importance of collecting more consistent crash information regarding pedestrian activity, bicycle activity, busses, lighting conditions, locational information, and injury severity along with providing clear and thorough crash descriptions.

A2: Supporting Data – Spatial Inventories of Key Transportation Assets

In Year 1, DES completed (1) a countywide sidewalk assessment, including ramp conditions, which will be used to inform future maintenance efforts and (2) a countywide inventory of all neighborhood street features (for example, parking areas, bike lanes, number of lanes, turn lanes, street width), which will assist in future systemic and planning efforts. Staff are discussing next steps for expanding the streets inventory to include arterials.

A2: Supporting Data – Hospital Data Analysis

Arlington County partnered with the Virginia Hospital Center Trauma Center to obtain a two-year dataset (2020-2021) for patients who were injured in a transportation-related incident. This dataset included injury type/severity, mode of transportation during injury, injury location (when available), and basic demographics of the injured person.

The 2020-2021 dataset consisted of 473 patient records, which represents a small sample size compared to about 885 injury crashes that took place in Arlington from January 2020 through December 2021. However, this small data sample is important because it provides insight into the demographic characteristics of people who have experienced transportation-related injuries. (Demographic information is not listed on crash reports, so staff at



Arlington have very little information about who is affected by traffic-related injuries in the County. Staff are using this information to inform.) The data also helps to identify what types of crashes/injuries are not being reported to police and thus missing from our Vision Zero crash datasets. An analysis of the dataset will be published in Vision Zero Year 2 along with other findings of the Vision Zero Transportation Safety Equity Analysis.

A3: Annual Crash Analysis – 2020 Hot Spot Analysis Wrap Up

For the [2020 Hot Spot Analysis](#), staff used the latest available three years (2017-19) of crash data from the Virginia Department of Transportation (VDOT). The analysis included crashes of all types and severity levels and resulted in identification of 63 hot spot locations.



Staff organized and prioritized the 63 hot spots by crash type, severity, and crash factors. A team of traffic engineers then reviewed all 63 locations, assessed treatments (or active project designs where applicable), and provided recommendations for implementation. All site investigations considered both immediate small-scale adjustments and long-term safety improvement needs. Some treatments required coordination with VDOT while others required coordination across departments within the County due to existing or ongoing projects.

Of the 63 hot spots, there were:

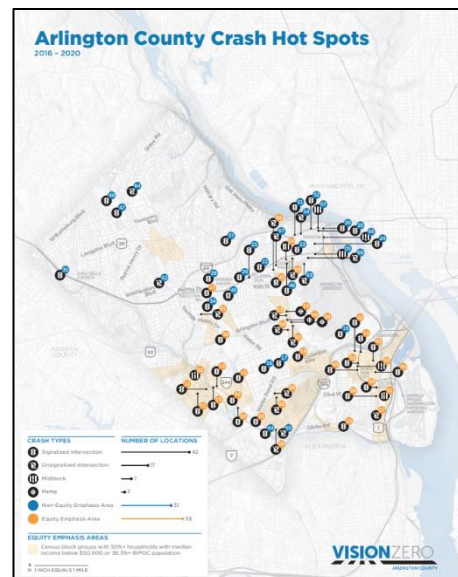
- 27 locations with existing or ongoing projects at the time of analysis that would address safety issues,
- 28 locations at which County staff have implemented safety improvements, and
- 8 locations where County staff are in the process of implementing new safety features.

A3: Annual Crash Analysis – Analysis & Initiation of 2022 Hot Spots Program

The 2022 Hot Spot Analysis [methodology](#) applies a different methodology than used in the 2020 analysis. The new methodology covers a five-year span of data (2016-2020) and normalizes crashes by volume. This normalization method highlights locations where there are disproportionately high numbers of crashes relative to the daily volume that the road experiences.

The 2022 Hot Spot Analysis resulted in [69 hot spots](#):

- 42 signalized intersections,
- 17 unsignalized intersections,
- 7 mid-block locations, and
- 3 road on/off ramp locations.



Of the 69 hot spots, 38 locations are new hot spots, and 31 locations are hot spots from previous years. Because the 2022 Hot Spot Analysis included data from 2016-2020, we anticipated an overlap with previous hot spot locations. Newly identified hot spots will be the top priority for investigation and implementation. Locations with recently implemented projects or improvements will be monitored for additional safety needs later in the year.

A3: Annual Crash Analysis – High-Injury Network Audits

DES staff also completed preliminary safety audits of three high-injury network corridors: Glebe Rd, S Walter Reed Dr, S Four Mile Run Dr, continuation of VA-237 (Fairfax & 10th St N corridor). Audits are documented [here](#). The purpose of the audits is to visit each High Injury Network corridor to identify:

- Quick-build projects that we can implement quickly to improve safety,
- Existing/upcoming projects occurring on the corridor and how they will help address safety, and
- Other opportunities or needs to enhance safety for consideration for future 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 we implement the recommendations from the audit.

A4: Equity Analysis – Study Progress

An interdisciplinary team of County staff kicked off the Equity Analysis action item in summer 2021. The group collectively expanded upon the brief scope set forth in the Vision Zero Action Plan to create a methodology that investigates equity issues for transportation safety and access. The analysis is currently in progress and the scope includes:

1. Assessment of data related to demographics, traffic crashes, hospitalizations, and safety-related community engagement in Arlington.
2. Research to validate data analysis findings and confirm root causes for imbalances in the neighborhoods and communities involved in crashes and involved in the civic engagement process.
3. Identification of next steps for communicating the findings of this study and implementing actions to address transportation safety imbalances.
4. Establishing a plan to evaluate our progress towards reducing imbalances over time.

A5: Critical Crash Reviews

An interdepartmental team involving DES, ACPD, Public Health, and other County leadership collectively review 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. Once per quarter, an interdepartmental team involving DES, ACPD, Public Health, and other County leadership collectively review all critical crashes that occurred in the previous quarter. The intent of the 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.

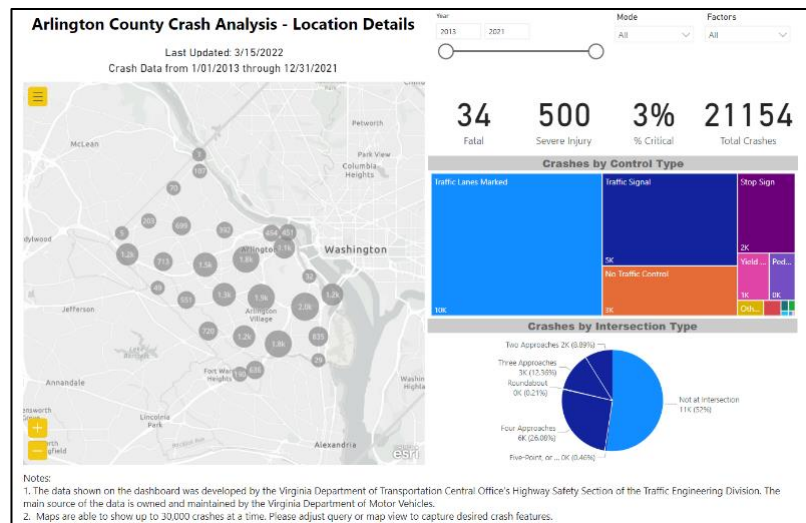
In Year 1, the critical crash team reviewed 74 crashes. Many of these crashes were behavior-related and could not be addressed through engineering adjustments. However, the critical crash team has implemented safety improvements at seven locations and is in the process of assessing engineering improvements at 12 locations. The seven improvements already completed include:

- Added a Leading Pedestrian Interval (LPI, which gives a pedestrian a few-second head start when crossing at a traffic signal) at N Glebe Rd & N Carlin Springs Rd;
- Added Protected Only Phasing at N Veitch St & Langston Blvd;
- Added backplates at N Irving St & Arlington Blvd;
- Added Yield to Pedestrian Signage at S Dinwiddie St & Columbia Pike;
- Added green bike marking at Lorcom Ln & Nelly Custis Dr;
- Enhanced crosswalk markings/signage and improved sight lines at 11th St N / N Edgewood St; and
- Added LPI at Clarendon Blvd & N Rhodes St.



A6: Vision Zero Program Reporting – Publish and Update Crash Data Dashboard

The Vision Zero website includes a [crash dashboard](#) that encourages community members to review crash data in Arlington and sort by severity, mode, and crash factors. It also shows trends in crashes over time. Since its publication in early 2021, staff have made improvements based on



community feedback. For example, we adjusted the platform to ensure that all crash points show up on the map regardless of the zoom level on the map. We also adjusted the ability to select crash features and added a fourth page to the dashboard that provides location details of crashes (e.g., whether the crash occurred at an intersection and whether there was a traffic control device present).

Given the success of the dashboard as a user-friendly, public-facing tool to illustrate crash trends, the Vision Zero team is exploring additional ways of using interactive mapping tools to communicate Vision Zero projects and other safety data in the future.

A7: Annual Safety Benchmark – Feedback Form & Outreach

The Vision Zero team collaborated with Mobility Lab to finalize a questionnaire for the first annual benchmark safety feedback form. The intent is that this same questionnaire will be distributed each year to longitudinally track Arlington’s progress on creating a community sense of safety over time. The Annual Safety Feedback Form was open from February 28 through March 28, 2022. For more information on feedback form outreach and findings, please reference the Annual Safety Feedback Form section of this report, or (for more details), review Appendix 2.

Accomplishments Overview: Process & Organization Action Items

B1: Master Planning – Integrate Safety into Project Evaluation Criteria

In 2021, the Transportation Capital Projects team developed a capital projects prioritization tool to assist in the development and implementation of the Transportation Capital Improvement Plan (CIP) budget and will be used to guide the coming Fiscal Year-2023 CIP.

The prioritization tool places an emphasis on transportation projects that promote health and safety. Specifically, the tool scores projects for transportation safety features based on the following questions:

- Does the project decrease the potential for fatalities and serious injury at a location with known safety concerns (e.g., HIN, hot spot, systemic area)?
- Does the project improve safety conditions at the site of a recent serious/fatal crash?
- Does project advance the County's commitment to improve (1) conditions within a School Walk Zone or (2) options for active transportation (e.g., improve existing connection or provide a new connection to a trail or park)?



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](#).

To date, the safety analyses have (1) been useful in evaluating potential impacts of development proposals as well as helping to identify frontage improvements for those projects and (2) enhanced discussions about safety in the vicinity of the development projects.



During Year 2, DES plans to review this pilot effort to identify standard elements for safety analyses required with site plan applications as part of the MMTA in the future. DES will continue to require safety analyses under the pilot until standards are finalized.

B3: Safety Project Prioritization & Implementation – Quick Build Projects

Staff completed 15 [quick-build safety projects](#) in Year 1:

- [S Courthouse Rd & Walter Reed Dr](#)
- [Shirlington Rd & Four Mile Run Dr](#)
- [N Ohio St & 18th St N](#)
- [20th Rd N & N Randolph St](#)
- [14th St N & Fairfax Drive + Fairfax Dr & Arlington Blvd On-Ramp](#)
- [36th St S & S Abingdon St](#)
- [Tuckahoe Park Crossing over Sycamore](#)
- [Walter Reed & 14th St S](#)
- [Walter Reed & 12th St S](#)
- [N Quincy St and 5th Rd N](#)
- [Ohio St Bridge over I-66](#)
- [Wilson Blvd & N Fillmore St](#)
- [Wilson Blvd & N Barton St](#)
- N Quincy St & 9th St N (project sheet coming soon)
- Crossing at Wilson Blvd Midblock - Rosslyn (unsafe temporary crossing removal complete / new crosswalk in progress)



We identified quick-build projects in three ways: (1) through the hot spot crash review or HIN audits, (2) through community-reported concerns (including reports from Arlington Public

Schools (APS) or Arlington Police Department (ACPD) staff), or (3) because there was/is an upcoming project or repave at that location.

Currently, many projects in the quick-build program stem from work and engagement prior to the County's adoption of the Vision Zero Action Plan, so the distribution and methodology are of these projects are not programmatic. The Vision Zero Action Plan calls for prioritization of quick-build projects based on safety and equity criteria, which will be incorporated into the quick-build project identification and selection process in Year 2 of the Vision Zero program.

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

The Capital Projects team delivered [safety-driven capital projects](#) at 13 locations in Year 1:

- [Bluemont Trail & N Emerson St](#) – New ramps; Sightline improvements
- [Bluemont Trail & N Buchanan St](#) – New ramps; Sightline improvements
- [23rd Street South; US 1 to Crystal Dr](#) – Curb extensions; Crossing improvements
- [Glebe Rd & Langston Blvd](#) – Left turn lanes; Utility undergrounding; Sidewalk improvements; Lighting improvements; Transit improvements
- [Glebe Rd & 18th St N](#) – Sidewalk and ramp improvements; Traffic signal upgrade
- [N Ohio St & 14th St N](#) – New crossing and trail connector at Highland Park
- [Walter Reed Dr & 5th St S](#) – New crossing; Transit Improvements
- [Arlington Ridge Rd & S Lang St](#) – Slip lane closure; Crossing improvements; Transit improvements
- [N Carlin Springs Rd & N Edison St](#) – RRFB; Crossing and ramp improvements; Transit improvements
- [Pershing Dr; Oakland to Fillmore](#) – Crossing improvements; Traffic signal upgrade (Fillmore)
- [Columbia Pike sidewalk over S Four Mile Run Dr](#) – Sidewalk improvements; New lighting; New railings
- [S Four Mile Run Dr; Shirlington to Nelson](#) – New pedestrian pathway; Crossing improvements; Lane reduction; Transit improvements
- [7th Road S & S Florida St](#) – Curb extensions; Ramp Upgrades; Transit improvements

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

DES staff studied seven corridors and submitted each to the [County Board for approval](#) to reduce the speed limit to 25 MPH in 2021:

- Army Navy Drive from South Joyce Street to 12th Street South
- Army Navy Drive from 25th Street South to South Joyce Street
- Kirkwood Road from Langston Boulevard to Washington Boulevard
- Yorktown Boulevard/Little Falls Road from 26th Street North to Williamsburg Boulevard
- South Eads Street from South Glebe Road to 24th Street South
- South Eads Street from Army Navy Drive to 15th Street South
- 15th Street South from South Hayes Street to Richmond Highway (US Route 1)

DES staff also conducted evaluations and added \$200 additional speeding fine signs on eight corridors in the County in 2021, bringing the total number of corridors with additional fines to 11 Countywide:

- 28th Street S. from S. Meade Street to Army Navy Drive
- N. Ohio Street from 14th Street N. to Wilson Blvd
- 23rd Street S. from Army Navy Drive to Fern Street
- John Marshall Drive from Little Falls Road to Langston Blvd
- N. Harrison Street from Langston Blvd to 37th Street N.
- Patrick Henry Drive from N. George Mason Drive to Wilson Blvd
- S. George Mason Drive from S. Dinwiddie Street to S. Four Mile Run Drive
- 7th Road S. from Columbia Pike to S. Carlin Springs Road

The Police Department purchased six portable speed-feedback indicator signs in 2021 that can be used as a temporary speed management tactic. DES worked in collaboration with Police to install these SFIS devices at 8 locations where there was a reduction in the posted speed limit in 2021:

- Kirkwood Rd between Langston Blvd and Washington Blvd northbound lanes
- Kirkwood Rd between Langston Blvd and Washington Blvd southbound lanes
- Yorktown Blvd/Little Falls Rd between 26th St N and Williamsburg Blvd eastbound lanes
- Yorktown Blvd/Little Falls Rd between 26th St N and Williamsburg Blvd westbound lanes
- Army Navy Dr between 25th St S and S Joyce St eastbound lanes
- Army Navy Dr between S Joyce St and 12th St S westbound lanes
- S Eads St between Army Navy Dr and 15th St S northbound lanes
- S Eads St between Army Navy Dr and 15th St S southbound lanes

Preliminary data collection using the portable SFIS devices at the above listed locations showed an overall decrease in speed at the measured locations, however more data collection and analysis is needed to determine the impact of the reduction in speed limit.

B5: Speed Management – Reduce Speed Limits Below 25MPH

Arlington County approved its first neighborhood streets with speed limits below 25 MPH in November 2021 when the [County Board unanimously adopted](#) speed limit reductions to 20mph, creating [20 MPH School Slow Zones](#) on 58 street segments around 13 schools:

- Hoffman-Boston Elementary School
- Gunston Middle School
- Drew Elementary School
- Escuela Key Elementary School
- Arlington Traditional School
- Innovation Elementary School
- Cardinal Elementary School
- Tuckahoe Elementary and nearby Bishop O’Connell High School
- Glebe Elementary School
- Wakefield High School and nearby Claremont Elementary School
- St. Thomas More Cathedral School



The County installed the school slow zones in early 2022. In the spring of 2022, County staff will be monitoring the demonstration school slow zones, collecting “after” speed data to assess in comparison with “before” speed data, and engaging with the community to learn about people’s experiences and feedback on the demonstrations. Staff from DES, APS, and ACPD will use this information to finalize our school zone guidelines and apply them in the next round of school slow zones.

Moving forward, the County anticipates adding approximately ten Slow Zones around schools each year, meaning that the 40-plus public and private schools in the County could be updated within the next three to five years.

B7: Multimodal Engineering Toolbox – Tool Evaluation

In Year 1, staff evaluated the following locations and began applying tools using a systemic approach:

- Multi-Lane Crossing Locations:
 - o Checked for high visibility crosswalk markings, pedestrian crossing signage, yield markings, and advanced crossing signage.
 - o Updated 28 crossings to include the features listed above.
- Rectangular Reflective Flashing Beacons (RRFBs):
 - o Conducted in part with the multi-lane crossing evaluations listed above and prioritized based on locational characteristics because of their higher cost.
 - o Identified three locations for new RRFBs (two on the S Walter Reed Dr HIN corridor and one near the Virginia Hospital Center).
- Signalized Crossings + Four-Way-Stop Crossings + School Zones:
 - o Assessed all signalized crossings, four-way stop crossings, and school zone crossings for high-visibility crosswalk markings.
 - o Updated 238 crosswalks to high visibility markings.
- Stop Sign Locations:
 - o Checked for stop bars at all County intersections with a stop sign.
 - o Added 1,472 stop bars.
- Speed Reduction/Traffic Calming Treatments:



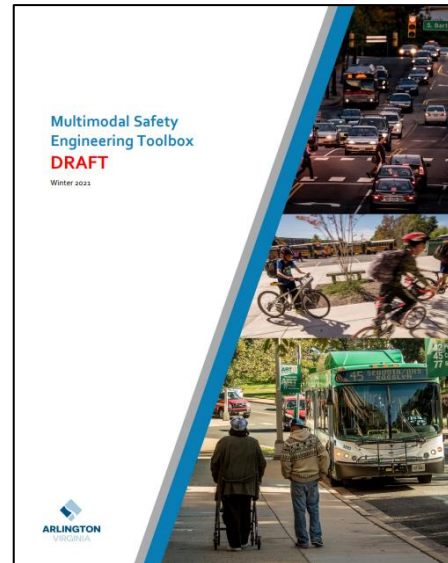
- Conducted an initial inventory of all speed humps/tables, raised crossings, traffic circles, speed feedback signs, and similar infrastructure.
- Currently working on next steps for systemwide implications.

B7: Multimodal Safety Toolbox – Draft Toolbox

Arlington’s [Draft Multimodal Engineering Safety Toolbox](#) was available for public review and comment in early 2022. 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.

The Vision Zero team reviewed the feedback received during the comment period and is working on edits to the Toolbox including:

- Adding tools and decoupling tools that were grouped in the Toolbox,
- Providing consistent illustrative graphics for each tool,
- Providing additional detail/general specifications for each tool,
- Acknowledging how the County plans to assess efficacy of tools over time,
- Rearranging sections to ensure a cohesive, easy-to-follow document,
- Creating an easily digestible tool executive summary,
- Reviewing language to remove excess words/ensure user-friendly language, and
- Creating a definitions section that gives descriptions of key terms in the document.



The first version of the Multimodal Engineering Safety Toolbox will be published in mid-2022. It will be a living document, periodically updated when new standards, references, or tool uses arise.

B8: Data-Driven Enforcement – Automated Enforcement Expansion

ACPD and DES staff collaborated to expand the [red-light camera program](#). Using crash data and observational data, we identified six new intersections for red-light cameras. These six intersections will be installed in Summer 2022:

- 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)

There are currently nine intersections with red light cameras in Arlington. With these additional six locations, we will have a total of 15 red light camera intersections by Year 2. Arlington is



allowed one red light camera per 10,000 people by Virginia state law, which gives the program room to grow in the future as needs arise.

DES and ACPD also collaborated to bring an ordinance to allow automated speed enforcement in school and work zones (as permitted by state law) to the County Board in early 2022, which [unanimously passed](#). ACPD is working on procurement of a speed camera vendor, and DES is working on a [technical support project](#) to develop data-driven guidelines for identifying, prioritizing, and implementing speed cameras in school zones. The guidelines will be used to select speed camera locations in school zones that maximize safety impacts, and the County will work with the vendor to implement speed cameras once under contract—likely in early 2023.

Accomplishments Overview: Engagement Action Items

C2: Accessible Feedback Channels – Improve Reporting Platform & Ensure Timely Response to Reports

DES staff integrated the Transportation Investigation Form into the Report-a-Problem/Make a Service Request system. Once the user clicks into [the online reporting tool](#), they may zoom into the location, drop a pin, hit NEXT, select “Transportation Investigation” and add a description of their concern. This adjustment has two main benefits to the Vision Zero safety program:

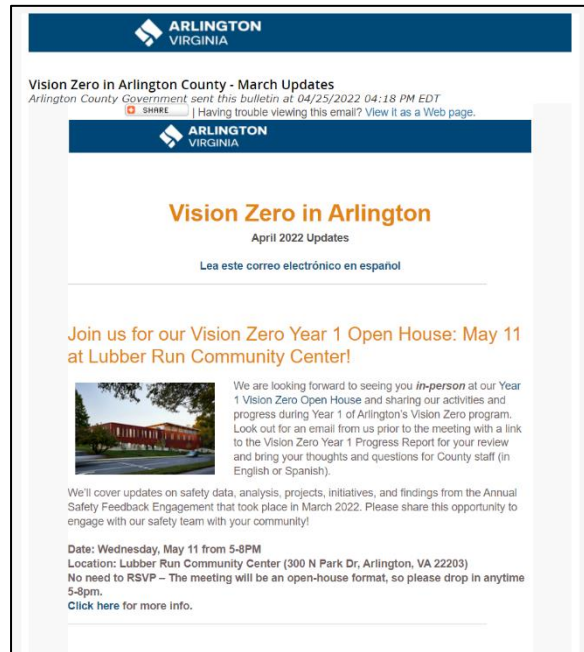
1. Having transportation safety investigations as part of the Report-a-Problem/Make a Service Request system helps us to improve tracking, mapping, and systemwide evaluation of these type of service requests—which will help future Vision Zero program assessment.
2. Staff realize that there is more to do to improve linkages and accessibility within the site. We will continue to work on these features in 2022.

From January 1 – March 31, 2022, there were 3,079 public requests related to safety or maintenance. The average time to complete a service request was 9 workdays (excluding weekends/holidays) or 12 calendar days.

C3: Vision Zero Program Communications – Updated Website & Monthly Newsletters

Staff update the website semi-monthly and are currently working on an overall content reorganization effort to ensure that information is easy to find on the site. During Year 1, the Vision Zero team added six new subpages to the website: (1) Tools & Guidance, (2) News & Updates, (3) Quick-Build Projects, (4) Pilot Projects, (5) Safety-Driven Capital Projects, and (6) HIN Safety Audits. The team also successfully navigated a switch to an entirely new website platform. The team is currently working on a website reorganization effort so that information is easily spotted, sorted, and searchable on the new website platform.

The Vision Zero Newsletter comes out once a month in both English and Spanish. It is published on the [News & Updates](#) section of the website and is emailed out to our growing listserv of over 1,540 subscribers.



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 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 55 classes and events that have attracted over 2,800 attendees. Plus, we've hosted 25 major campaigns or programs that have reached thousands.

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 offered Until Help Arrives classes (15 classes, 393 attendees)

- ACCS offered Adult Biking Classes (16 classes, 167 attendees)
- ACCS completed a staff bike tour of National Landing bike infrastructure (2 events, 9 attendees)
- ACCS/Arlington Transportation Partners (ATP) hosted a webinar on E-bikes for Amazon Employees (1 event, 56 attendees)
- ACCS/ATP hosted back-to-school Bike Rodeos with Safe Routes to School (2 events, 52 attendees)
- ACCS hosted an e-bikes training demo, traffic garden, and distributed bike/ped information at County Fair (1 event, 850+ attendees)
- ACCS hosted Bike Train information tables at APS schools (5 events, 190 attendees)
- ACCS hosted a video on "Biking to School" (1 event recording, 399 views)
- ACCS hosted annual Lighten-Up Arlington distribution of blinky lights and reflective gear to promote safety & visibility of streets and trails in darker winter months (4 events, 425 people reached)
- ACCS/ATP hosted a webinar to promote Capital Bikeshare memberships and safety for County and APS staff (1 event, 25 attendees)
- ACCS promoted Capital Bikeshare membership for low-income residents at Arlington Food Assistance Center, Arlington Partnership for Affordable Housing's sites, and through the Community Partners Program, including some distribution of helmets. (7 events, 250 people reached).

Other Campaigns & Projects:

Arlington Public Schools Initiatives:

- APS promoted student learning about transportation safety using traffic gardens through three efforts:
 - o Arlington Traditional School (now Escuela Key)/April 2021, with grant funding from VDOT/SRTS Mini-Grant and support from Discover Traffic Gardens, Potomac & Chesapeake Cycling, Phoenix Bikes and Kidical Mass + vols
 - o Hoffman-Boston Elementary School / May 2021, with grant funding from VDOT/SRTS Mini-Grant and support from Discover Traffic Gardens, Potomac & Chesapeake Cycling, Phoenix Bikes and Kidical Mass + vols
 - o Part of Elementary PE Bike Unit/2021-22 School Year, supplies were purchased with SRTS grant funds to create Traffic Gardens on elementary school grounds as part of each school's turn with the Elementary PE bike unit. To date, only sidewalk chalk and temporary signs have been used

ACCS/ATP Initiatives:

- ACCS/ATP created/shared back-to-school eblast with videos, tips, walking school bus info, etc.
- ACCS/ATP hosted a social media campaign with videos for families and links to their Biking with Kids page.
- ACCS/ATP provided updated transportation resources (digital, virtual presentations, brochure orders, and updated maps for transportation information displays) for each school location.
- ACCS/ATP promoted Capital Bikeshare membership discounts for APS teachers/staff and enrollment in other commuter benefits.

- ACCS worked with APS to sell and distribute discounted or free iRide transit passes to students at schools via Mobile Commuter Store; at Commuter Store locations; and at in-school tabling events (1,418 cards sold/distributed).
- ACCS/ATP/BikeArlington Donated bookmarks to APS Safe Routes to School for Walk, Bike, & Roll to School Day.
- ACCS/BikeArlington posted trail etiquette signs along multiple trails through middle of FY22-Q2.
- ACCS/BikeArlington conducted on-air interview with WJLA-7 tv station morning news to promote bike riding and safety during cherry blossom season. FY22-Q3: 1 interview

ACPD Initiatives:

- Enforcement of hands-free law
 - o Effective January 1, 2021, holding a hand-held communication device while driving is illegal in Virginia
 - o To help educate drivers and increase awareness about the new law, the Department deployed electronic signboards across various locations in Arlington with safety messaging. Officers began enforcement of the hands-free law during the first week of January and allocated a total of 102 hours towards these efforts.
- NHSTA "Fans Don't Let Fans Drive Drunk Campaign (February 7, 2021)
- Back-to-School Transportation Safety Campaign (Phased return to hybrid, in-person learning) (March 2021)
- Safety Belt Survey (May 16, 2021)
- Click-it or Ticket Campaign (May 24, 2021 to June 6, 2021)
- Safety Belt Survey (June 7, 2021)
- Back-to-School Transportation Safety Campaign (August – September 2021)
- VA DMV Operations Crash Reduction (October 31, 2021)
- NHSTA Drive Sober or Get Pulled over Campaign (December 15, 2021 – January 1, 2022)
- Safety Belt Survey (November 10th and 15th, 2021)
- Thanksgiving Sober Ride Home Anti-Drunk Driving Event (November 24, 2021)
- 2021 Fall Street Smart Campaign (November 9 and 17, 2021 – Speeding / Crosswalk Violations)
- Safety Belt Survey (December 1, 2021)
- NHSTA "Fans Don't Let Fans Drive Drunk Campaign (February 13, 2022)
- Don't Press Your Luck Anti-Drunk Driving Event (St. Patrick's Day) (March 18, 2022)
- COG Street Smart Campaign (Spring 2022)



Accomplishments Overview: Partnership Action Items

D2: Virginia Department of Transportation – Collaboration

Arlington sets up safety-focused meetings with VDOT on ad-hoc basis. Meetings in Year 1 took place in March 2021, August 2021, and February 2022. Our next meeting will likely be in summer 2022. Coordination has resulted in:

- Implementation of two quick-build projects (Old Dominion & Little Falls turn restrictions + N. Ohio St Bridge over I-66 with 800 ft of buffered bike lanes);
- One corridor repaving coordination effort along Glebe Rd to install high visibility pavement markings and an ADA-compliant curb ramp
- One ongoing corridor repaving coordination effort along Langston Blvd from Military Road to N Kenmore St (installing bike lane skip marks through intersections, high-visibility crosswalks along side streets, and additional wayfinding/directional markings to improve safety on the segment);
- One corridor-based safety project along US-50/Arlington Blvd (installation of retroreflective signal backplates and addition of left-turn protected phases); and
- 10 multi-lane crossings pavement marking and signage updates (as part of the systemwide evaluation) as well as 4 trail crossing updates.
- Ongoing coordination on safety improvements at the intersection of US-50/Arlington Blvd & Manchester St to include signage, markings, and signal phasing improvements.
- Ongoing coordination on improvements on the S Abingdon St Bridge over I-395.

Arlington staff are also assessing speeds on two VDOT-owned corridors: Glebe Rd and Old Dominion Dr. Arlington completed the speed study on Glebe Rd and will coordinate with VDOT on potential next steps. We are currently collecting data on Old Dominion Dr to prepare for a formal speed study that will eventually be coordinated with VDOT, as well.

D3: Regional Agency Coordination – Collaboration

Arlington partnered with the Metropolitan Washington Council of Governments to host the Spring Kickoff Event for the regional Street Smart program on April 26, 2022. The event was held to generate news coverage around the launch of the regional Street Smart campaign to raise awareness of pedestrian/bicycle safety issues and increased enforcement of laws that protect people walking and biking.

The event brought in regional media outlets and representatives or police officers from local, state, and regional agencies throughout the DC-Maryland-Virginia area. Speakers included County Board members



and the Arlington Chief of Police, as well as a representative from Virginia Department of Motor Vehicle's Highway Safety Office and a crash survivor. Arlington was excited to host this kick-off event and support this important and effective region-wide safety communications campaign.

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 1, APS has:

- Coordinated with DES on six intersection reviews as requested by Advisory Committee on Transportation Choices (ACTC), including: Washington Blvd & N Quincy St. (Jan 2022); 12th & Rolfe (Nov 2021); 18th St N & Patrick Henry Dr (Sept 2021); 18th & Ohio – Cardinal ES (June 2021), Williamsburg & Glebe (May 2021); Wilson Blvd & George Mason Rd (March 2021);
- Identified and shared information on four Pilot Projects near schools: Carlin Springs lane for pedestrians (Kenmore Middle); Lorcom pedestrian lane/bollards (Dorothy Hamm Middle); Nelly Custis/Military roundabout (DHMS and Taylor Elementary); Patrick Henry & 18th St N crossing improvements (Cardinal ES).
- Worked with DES staff to develop and present plans for 20 mph School Zone Slow Zones demonstrations at 13 schools (11 APS schools) from Summer 2021 to installation in early 2022. Plans for collaboration on public education to inform school community and neighborhood about these changes and to solicit observations about user experiences and feedback on how the demonstrations are operating to begin Spring 2022.
- Engaged with individual schools involved in the above pilots/demonstrations, as well as three additional schools (Oakridge Elementary, Randolph Elementary and Dorothy Hamm Middle) that reached out with specific safety concerns.
- Established a chain of communication with ACPD/Crossing Guard Unit to report call-outs to APS SRTS in real time to allow us to relay updates to school administrators and alert families, students and staff
- During COVID closure and hybrid re-opening (2020-21):
 - o Conducted walk audits of Expanded Walk Zones at 18 schools (16 elementary schools and 2 middle schools)
 - o Coordinated with ACPD and DES to prioritize Crossing Guard support at intersections within Expanded Walk Zones
 - o Completed multimodal access reviews for each Expanded Walk Zone school site to promote safe access (Park and Walk designations, etc.)



- Reached out to their networks, individual schools, administrators, and school communities via direct emails, Peachjar fliers and twitter/social media regarding requests for input on school-related projects, school zone audits, School Slow Zones, and the Annual Safety Feedback Form.
- Facilitated meetings with staff at individual schools and Parent Teacher Associations (PTAs) during School Slow Zone demonstration project development.
- Worked with school leadership, families, students and staff to manage Student Travel Tally data collection, deliver Bike Safety Education instruction, support annual education and encouragement events (Walk to School Day, Bike to School Day, etc.), and facilitate start-up of Walking School Buses, Bike Trains, and other means of advancing safer conditions / promoting walking and biking.



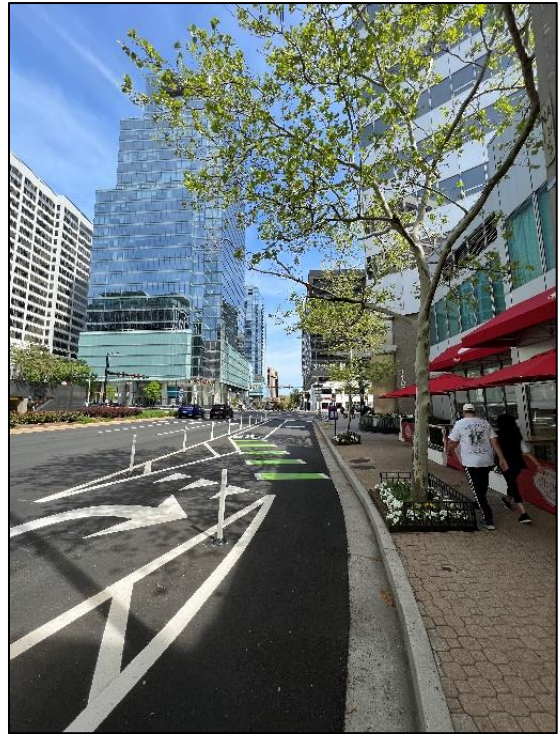
D5: Stakeholders – External Stakeholder Initiatives

Representatives to the Vision Zero External Stakeholders Group share the actions that their organizations are taking to help improve transportation safety. **These efforts include 10 safety-driven initiatives, two advocacy efforts, and extensive information sharing:**

- The National Landing Business Improvement District (BID), in partnership with local stakeholders, launched the "People Before Cars" Coalition to unite area organizations around shared priorities to create a safer and more accessible transportation network in National Landing. The coalition provided formal feedback on [Route 1](#) and on the [Pentagon City Plan](#). The BID also requested that VDOT incorporate "Vision Zero Principles" in its final draft of the Route 1 Multimodal Improvements Feasibility Study in their [Route 1 input letter](#). Lastly, the BID provided a [letter in support](#) of the key Vision Zero goal of Slow Street zones around area schools.
- The Rosslyn BID identified safety needs at a local intersection (Fort Myer Dr & EB Langston Blvd), which became a pilot project. The BID has also provided ongoing coordination and public outreach on the following newly implemented projects and engagements: Lynn St Complete Streets Project, Wilson Blvd (near Fire Station 10) Crosswalk Relocation, and the N Oak St Pilot. The Rosslyn BID partnered with the County to purchase and install garden planters to enhance safety in the streetscape in several locations. Last, the BID continues to share info via their newsletter, social media

accounts, targeted commercial and residential property manager emails, and through Executive Committee and Board updates.

- Arlington Families for Safe Streets launched a near miss survey to collect information on close calls (narrowly avoided crashes); handed out hundreds of safety blinkers at farmers markets, parks, and to schools in the vicinity of the High Injury Network; engaged in advocacy work for the US Congressional Zero Traffic Fatalities resolution; and hosted a virtual event to commemorate the World Day of Remembrance for Road Traffic Victims on Nov 21.
- The Commission on Aging is leading a project to install "safety flags" to enhance pedestrian safety under an AARP grant.
- The County's Parking Team is working 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.
- 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.
- APS facilitated meetings with staff at schools and PTAs during the School Slow Zone demonstration project development.



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

Lessons Learned

Pilot Projects

Defining Pilot Safety Projects: Staff collaborated to define the [parameters of a Pilot Safety Project](#). In short, a pilot safety project is when staff apply a new safety tool or strategy for the first time or in a new type of location. Staff (1) specify a testing period, (2) identify and track performance measures (qualitative and/or quantitative data), and (3) engage with the community to see if the pilot improves the safety issue over the test period. If not, we move on to try a different strategy.

S Carlin Springs Rd Lane Closure Pilot: The northbound right travel lane of S Carlin Springs Rd from 8th Place S heading north to 5th Road S was temporarily closed using bollards, wheel stops, barriers, and traffic barrels. The goal of the pilot was to create a safer walking path for students accessing Campbell Elementary School, Carlin Springs Elementary School, and Kenmore Middle School. This area has narrow sidewalks, little or no pedestrian buffer, and a history of crashes. The additional buffer for pedestrians was intended to improve walking and biking conditions for those along the corridor.

Since travel changes related to the COVID-19 pandemic, traffic volumes are much lower along S Carlin Springs Road, which suggested that a temporary lane closure may be feasible. However, the pilot project was removed in late July 2021 due to concerns from Arlington Public Schools staff, Arlington Police staff, and community members in advance of fall 2021 return to school given erratic driving around the barriers. Because the pilot did not successfully improve walking/biking improvements on the corridor without causing adverse safety impacts Arlington County will continue to assess options for enhancing sidewalks and access along the corridor, including connectivity options when the County redevelops the Virginia Hospital Center site.



Lorcom Lane Temporary Walking Space Pilot:

The County, in partnership with Arlington Public Schools, is piloting temporary parking restrictions on Lorcom Lane between N Oakland Street and N Quebec Street to provide a walking path for pedestrians and kids walking to and from Dorothy Hamm Middle School. Because the pilot showed high usage, positive community feedback, and observed benefits from separating cars, bikes, and pedestrians, staff maintained the buffered area after the specified test period. Staff are working to program a permanent sidewalk in the upcoming capital improvement program.



Toolbox

When we released the draft Toolbox in early-2022, we hoped to clearly communicate the process that staff use to (1) identify/confirm a safety issue, (2) assess tools to solve the issue, and (3) the process to deploy the tool(s) at the problem location. However, we learned during the public engagement period that the tool selection process was not clear to the public and that there was a lot of room for improvement in communicating each tool and its effectiveness. Staff are using this feedback from the community to improve the way we communicate tools and how we select/apply them when there is a safety issue.

Hot Spots

The Vision Zero Action Plan specified that staff would conduct an annual Hot Spot program to look at locations with relatively higher concentrations of crashes and collaborate to address key safety issues. We found, however, that a two-year cycle for hot spots is more reasonable for staff to complete given the level of detailed analysis required (1) to conduct the robust analysis to identify the hot spots using a normalized/ categorized methodology and (2) to conduct safety reviews and deploy recommendations at each hot spot. The 2020 Hot Spot Program (covering 2017-2019 data) included safety reviews of 63 locations and was completed in 2022. The 2022 Hot Spot Program (covering 2016-2020 data) will run through 2024, when new hot spots will be identified.

Quarterly Progress Report

In the first quarter of Arlington's Vision Zero Year 1, staff created a quarterly progress report, which we shared with the External Stakeholders Group and posted on the News & Updates section of the project website; however, staff learned that this report was not well read nor did it effectively communicate the County's progress on Action Items. Rather than use resources to develop a quarterly report, staff discontinued the quarterly report format and focused efforts on effectively tracking progress toward all action items in the Mid-Year and Annual Reports.

Community members pointed out that having action item progress listed in an easy-to-locate area of the website would be an effective way to demonstrate the County's progress toward Vision Zero. Staff are exploring options to include progress tracking on the website, which will occur in Year 2.

Stakeholder & Community Engagement

Feedback at the Mid-Year meeting focused on a lack of community or stakeholder engagement in the Vision Zero planning process.

- To enhance engagement with the ESG, staff plan to send monthly updates that coincide with the newsletter to ensure that External Stakeholder Groups are fully aware of ongoing initiatives and engagement opportunities. We also hope to engage ESG organizations more through volunteer opportunities.
- To enhance engagement with community members, the Vision Zero team will be focusing in on information-sharing and communications campaigns during Year 2 to increase name recognition of Vision Zero in the community, which will advance the Community Knowledge Building action item in the plan.

VDOT Collaboration

By engaging in safety-specific meetings with VDOT staff, Arlington staff have enhanced our process for obtaining work permits to deploy safety measures on VDOT roads. We have also learned more about ways that Arlington can advocate for safety needs/projects on VDOT roadways. We will continue to meet with and collaborate with VDOT on a consistent basis to coordinate Arlington's safety needs and priorities with staff at the state level.

Upcoming in Year 2

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

A3: Annual Crash Analysis - 2022 Hot Spots Program Implementation

A multidisciplinary team will collaborate to assess and triage the 69 hot spots identified in the 2016-2020 Hot Spot Analysis (using a new analysis methodology as described in the Key Accomplishments section). 38 locations are newly identified hot spots, which staff will prioritize for initial review and problem solving. The remaining 31 locations are hot spots from previous years and will have already experienced recently implemented projects or improvements. Staff will monitor these locations for additional safety needs later in the year. Overall progress on the hot spots program will be provided in the Year 2 Mid-Year Progress Report in December, and any quick-build projects resulting from the hot spot program will be listed on the [Quick-Build Project page](#).

A3: Annual Crash Analysis - HIN Safety Audits on 3 Corridors

The Vision Zero Team identified the following three HIN corridors for safety audits to be initiated in summer 2022:

- 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 (24th 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 ramp up.

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 summer 2022 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 is a work in progress. Staff plan to publish results and action steps to enhance equity issues specifically related to transportation safety in winter 2022/23. 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.

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 work on the following before/after studies during Year 2:

- Demonstration School Slow Zones – before/after comparison of speeds and community safety perception
- \$200 Additional Speeding Fine Signage – before/after comparison of speeds
- Speed Limit Reductions – before/after comparison of speeds
- Arterial School Crossing Improvements (Patrick Henry & 18th St N Pilot) – before/after comparison of speeds and drive yielding rates
- Flashing Beacons at Crossings (RRFBs) – before/after comparison of driver yielding rates

B3: Safety Project Prioritization & Implementation - Quick Build Project Prioritization and Implementation

There are 11 [quick-build safety projects](#) tentatively slated for completion in Year 2 (note that projects are subject to change in schedule and other quick-build projects may come up):

- Williamsburg Blvd & N George Mason Dr
- 26th St N & N. Harrison St
- Yorktown Blvd & George Mason Dr
- Yorktown Blvd & N Edison St
- N Rhodes St & Wilson Blvd Floating Bus Stop
- Wilson Blvd Mid-block Crossing in Rosslyn
- Clarendon Blvd & N. Quinn St

- N Quincy Street & 13th St N
- N Quincy Street & 14th St N
- Fairfax Dr & N Taylor St
- Washington Blvd & 19th St N

Additionally, the Vision Zero Action Plan calls for prioritization of quick-build projects based on safety and equity criteria. During Year 2, staff will revisit the quick-build project pipeline process and incorporate these prioritization criteria to ensure the quick-build process is transparent and prioritized based on safety need.

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

The Capital Project team plans to deliver [safety-driven capital projects](#) at 16 locations in Year 2:

- [Route 1 to Four Mile Run Trail](#) – Multi-use trail connection
- [18th St S; S Fern St to S Eads St](#) – Protected bike lane; Slip lane closure; Crossing improvements
- [N Lexington St & 8th Rd N](#) – Sidewalk and curb ramps
- [N Ohio St & 12th St N](#) – Trail crossing improvements
- [Bluemont Trail & N Kensington St](#) – New ramps; Sightline improvements; Transit improvements
- [Pershing Dr & Washington Blvd](#) – Signal upgrade; 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
- [13th Street S; S Walter Reed to S Highland St](#) – Sidewalk and curb ramps
- [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
- [12th St S; S Eads St to S Clark St](#) – Streetscape improvements
- [15th St S; Rt 1 to Eads St](#) – Sidewalk improvements
- [Boundary Channel Drive](#) – Interchange Improvements
- [Washington Blvd and 13th St](#) - Intersection Improvements

B5: Speed Management - Speed Study Results & Mitigation Efforts

DES is continuing investigation of speeds on all roadways with speed limits 30 MPH or higher throughout Arlington. The ten corridors that are currently under investigation include:

- Currently 30 MPH roadways:
 - o *Fairfax Dr from Arlington Blvd to N Barton St (study complete – speed limit reduction to 25mph recommended)*
 - o S Four Mile Run Dr from Columbia Pike to Shirlington Rd
 - o S Walter Reed Dr from Columbia Pike to Arlington County line
 - o Wilson Blvd from N Glebe Rd to Arlington County line
 - o S Arlington Mill Dr from S Walter Reed Dr to Arlington County line
 - o Lorcom Lane from Spout Run Parkway to Langston Blvd
- Currently 35 MPH roadways:

- 5th Rd S from S Carlin Springs Road to Fairfax County line (study complete – speed limit reduction to 25mph recommended)
- Washington Boulevard from Arlington Boulevard to North Pershing Drive
- South Joyce Street from Columbia Pike to Army Navy Drive (study complete – speed limit reduction to 30mph recommended)
- Columbia Pike from South Dinwiddie Street to Fairfax County line

These speed studies may result in adjusting speed limits or adding other speed management treatments. Staff anticipate study results and action by late 2022.

B6: Guidelines & Standards – Demonstration School Slow Zones Assessment / Finalization of School Zone Guidelines / Further Implementation

The County installed the demonstration school slow zones in early 2022. In the spring of 2022, County staff will be monitoring the demonstration school slow zones, collecting “after” speed data to assess in comparison with “before” speed data, and engaging with the community to learn about people’s experiences and feedback on the demonstrations.

Staff from DES, APS, and ACPD will collaboratively use this information to finalize Arlington’s school zone guidelines (which include guidance for (1) establishing both dynamic and static school zones and (2) typical design standards for signage, pavement marking, and crossing infrastructure within the school zones). Staff will then apply the resulting finalized standards in the next round of school zone retrofits and new school slow zone installations.



Moving forward, the County anticipates adding approximately ten Slow Zones around schools each year, meaning that the 40-plus public and private schools in the County could be updated within the next three to five years.

B6: Guidelines & Standards / B8: Data-Driven/Equitable Enforcement - Speed Cameras Guidelines & Implementation

The County Board approved the use of speed cameras in January 2022. Staff are currently working on:



1. 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 published in Summer 2022, at which point County staff will assess which school zones may be candidates for speed cameras.
2. Procurement of a third-party vendor who will manage and operate the speed camera system. This process will likely take until early-2023 to reach a final contract and speed camera deployment stages.

B7: Multimodal Safety Toolbox – Publication of Arlington’s Multimodal Engineering Safety Toolbox Version 1

The Vision Zero Team will publish a summary of the community’s feedback on the Multimodal Engineering Safety Toolbox in Spring 2022 and give presentations to various County Commissions to explain how we revised the Toolbox to address community input. At these meetings, we will discuss opportunities for each discipline/subject area to leverage the Toolbox for transportation safety engagement and advocacy. We expect to release the first official version of the Multimodal Engineering Safety Toolbox in Summer 2022.

C3: Vision Zero Program Communications – Vision Zero Website Reorganization

The County transitioned to a completely new website platform during Year 1 of the Vision Zero program, which required an intensive transfer of content. The capabilities and set up of the new platform are very different from the original platform, which resulted in challenges to site layout and navigation. In Year 2, DES staff will reorganize the website to enhance the user experience and ensure that content and materials are easy for community members to access.

C4: Community Knowledge Building - Critical Crash Communications Campaign

Based on crash data, the VZ team identified five focus areas as high priority behavioral change needs: speeding, pedestrian awareness, drunk driving, left turning practices, and bicycle awareness. To effectively target and promote safety in these five areas, the interdepartmental team collaborated to craft creative messaging, taglines, and graphics for a "[Critical Crash Communications Campaign](#)." See below for the final campaign graphics to be marketed throughout Year 2. We will distribute these materials as flyers, posters, advertisements, and via newsletters/social media following a strategic campaign plan. Arlington County staff will also collaborate with community partners to increase the reach of the campaign.

**SLOW DOWN
SAVE LIVES**

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

Did you know?

1 in 4 crashes in Arlington involves speeding.

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

**EXPECT PEOPLE
STOP FOR PEDESTRIANS**

Did you know?

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

Photo: Sam Fikow/KOVR.com

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.

**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.

Photo: Sam Fikow/KOVR.com

**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.

Photo: Sam Fikow/KOVR.com



FIVE WAYS

YOU CAN MAKE OUR ROADS SAFER



**SLOW DOWN
SAVE LIVES**



1 in 4 crashes in Arlington involves speeding.

**EXPECT PEOPLE
STOP FOR
PEDESTRIANS**



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

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



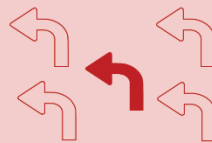
Drunk driving crashes are at least **twice** as likely to result in a serious injury or death.

**EXPECT BIKES
CHECK YOUR
BLIND SPOT**



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

**TAKE YOUR TIME
TURNING LEFT**



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



transportation.arlingtonva.us/vision-zero/

Stay Connected & Engaged

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

Website

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

Social Media

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

Other Arlington County Contact Information

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

Appendices

1. Action Item Update Table

Obj	Action Item	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
Data						
A1: Crash Data	Link crash reports and calls for service data directly from ACPD to DES.	X				On Hold 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.	X				Changes incorporated into trainings and materials Training materials updated to cover areas of concern.
	Improve access to crash data reported by Virginia State Police and National Park Police.		X			NA This is a longer-term task that will be initiated within year 1 of the program.
	Obtain micro-mobility crash data and use for analysis.				X	Micro-mobility crash dataset obtained / in-use This dataset includes information submitted by the 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 ACPD on ways to further understand/ record scooter-related crashes.
A2: Supporting Data	Link select traffic citation data directly from ACPD to DES staff for analysis and reporting.	X				On Hold 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).				X	31 data collection locations Staff have collected a variety of in-house 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.		X			Normalization Incorporated into 2022 Hot Spot & Systemic Analysis; In-House Tool in Progress Normalization technique included in latest hot spot and systemic analyses. 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.				X	In Progress Staff are creating an internal reference for tracking constituent services requests (both for status tracking and for maintaining a geospatial log of requests/action). This is a work in progress.
	Invest in "smart" equipment that supports the collection of data in daily operations.				X	4 Smart RRFBs Installed; 6 Portable Speed-Feedback Signs Purchased The electric RRFBs track the number of button-pushes. The portable Speed Feedback Signs record vehicle speeds.

Obj	Action Item	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
	Obtain hospitalization data on vehicle, cyclist, scooter, and pedestrian injuries to supplement injury data in crash reports.				X	Hospital data maintained / in-use Staff established a contact with the Virginia Hospital Center trauma center and are continuously compiling and analyzing monthly data. 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. Reports on data summaries and findings will be published in 2022.
	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.		X			In Progress: Sidewalk Inventory Complete / Streets Inventory Task Scoped / Asset Management System in Use DES is reviewing the countywide sidewalk and pedestrian ramp inventory. DES also conducted an inventory all neighborhood streets (widths and features). Work has begun on an inventory of all arterial street. These inventories will assist in systemic and planning safety efforts. We also maintain an asset inventory of key safety tools (eg. bollards, traffic signs, signalized intersection features, traffic calming devices, streetlights, RRFBs, flashing beacons, etc.).
Analysis						
A3: Annual Crash Analysis	Perform a systemic review of common factors in severe/fatal crashes with supporting data.				X	2017-2019 Systemic Review: Complete 2016-2020 Systemic Review: Documentation In Progress Staff completed a systemic analysis for 2017-2019 . This identifies 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 2022.
	Review the High-Injury Network every three years using the most recent three-year severe injury/fatal crash data and supporting data.				X	2017-2019 High-Injury Network Complete; 4 HIN Audits Complete TE&O staff completed a High-Injury Network analysis for 2017-2019 , which produced the High-Injury Network currently in use to inform audits and project prioritization. The next review by TE&O staff will be for 2020-2022 and conducted in 2023. Staff also completed preliminary safety audits of three high-injury network corridors: Glebe Rd, S Walter Reed Dr, S Four Mile Run Dr, continuation of VA-237 (Fairfax & 10th St N corridor). Audits are documented here .

Obj	Action Item	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
	Perform an annual hot spot review.				X	2020 Hot Spot Analysis Complete (28 Improvements Complete; 8 Improvements in Progress); 2022 Hot Spot Analysis Complete; 6g Locations identified Staff completed the hot spot analysis for 2017-19 and assigned each location to an engineer. Design work and implementation for 2019 hot spots is ongoing. 2020 hot spot analysis is in-progress. New list of locations is provided on the website along with methodology documentation. Staff are working on reviewing and addressing these hot spots.
	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.				X	2020 Annual Crash Report Complete + Published; 2021 Annual Crash Report In-Progress TE&O staff completed the 2020 Annual Report and published it in August using VDOT data. The 2021 crash report is currently under review and will be published later in 2022.
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.	X				Mapping, Analysis, & Research in Progress 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.
	Use the findings from the overlay analysis to identify safety projects that will close gaps in access to safe transportation.		X			NA This action will be identified in the analysis listed above and initiated in early 2023.
A5: Critical Crash Reviews	Participate in a quarterly, interdisciplinary review of all critical crashes.				X	6 Meetings Meetings Held Every Quarter
	Implement follow up action items based on findings from the critical crash meetings.				X	74 Crashes Reviewed; 7 Changes Implemented; 12 Changes Being Assessed or In-Progress; 1 Campaign Initiated Changes include: (1) Added LPI at N Glebe Rd & N Carlin Springs Rd; (2) Added Protected Only Phasing at N Veitch St & Langston Blvd; (3) Added backplates at N Irving St & Arlington Blvd; (4) Added Yield to Pedestrian Signage at S Dinwiddie St & Columbia Pike; (5) Added green bike marking at Lorcom Ln & Nelly Custis Dr; (6) Enhanced crosswalk markings/signage and improved sight lines at 11 th St N /N Edgewood St; (7) Added LPI at Clarendon Blvd & N Rhodes St
Progress Reporting						
A6: Vision Zero Program	Publish an annual Vision Zero report to document efforts related to implementation of the action plan; crash statistics; results of the Annual Safety				X	Mid-Year & Annual Reports Complete The first official mid-year report was released in December 2021. The first official annual report was released in May 2022 (this document). Staff also produced a quarterly update to the

Obj	Action Item	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
	Feedback Engagement and overall impacts of/opportunity for the program.					ESG in August 2021; however, due to lack of interest/response this quarterly report was discontinued.
	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.	X				Dashboard posted in Dec 2020; Last updated March 2022 The online dashboard is up to date with the latest VDOT dataset (March 2022). Staff updated the dashboard in summer 2021 to eliminate the cap on the number of crash points that could be viewed at one time based on community feedback on the dashboard. Staff also made changes to the layout/language based on feedback from the External Stakeholders Group meeting in Dec 2021.
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.	X				Form Developed A team of county and contractor staff (incl. Mobility Lab) developed a nine-question form to longitudinally assess transportation safety (translated to Arabic, Amharic, Spanish, Mongolian, and Chinese).
	Conduct assessment each year collecting responses from residents, workers, and visitors in Arlington.				X	Benchmark Data Collected; 1,350 Engaged The first annual safety feedback form launched Feb 28 and closed March 28, 2022.
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.				X	4 Before/After Analyses Underway Staff are working on completing before and after analysis on RRFBs, \$200 Additional Speeding Fine Signage, School Slow Zones, and Enhanced School Crossing Treatments in 2022.

Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
Planning						
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.		X			Pre-Planning Work Ongoing Transportation Planning has successfully hired for its Long Range Transportation Planner position. The team is gathering existing data and researching peer cities that have recently updated their MTPs to understand current best practices and approaches for Arlington. With this information Transportation Planning intends to develop and release a Request for Proposals (RFP) within the next year for consultant support on the MTP update.

Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
	Integrate safety as a priority into project evaluation criteria for all new capital projects and incorporate these elements into project design.				X	Project Ranking Tool Developed / Safety Criteria Included In 2021, TPCPM staff developed a capital projects prioritization tool to assist in the development and implementation of the Transportation CIP. The tool places an 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.				X	2 Studies Vision Zero principles were incorporated into the scopes for new corridor studies and feasibility studies, including the upcoming Arlington Boulevard Trail Feasibility Study and George Mason Drive Multimodal Corridor Study.
	Coordinate land use and transportation planning efforts to balance safety improvements with affordability/equity needs across plans and projects.				X	NA 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 documented safety review and set of recommendations into the Multimodal Transportation Analysis and throughout project design and review.				X	Crash & Safety Analysis Template Developed; 2 Site Plans Piloted Crash & Safety Analysis 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 (1616 Fort Myer Dr and Ballston Macys Sites).
	Document and implement a standard approach to conducting safety analysis at the onset of a transportation capital improvement project.				X	NA 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.				X	6 Park/Trail Projects Reviewed (1) Jennie Dean Park - Parks Capital Project. (2) Short Bridge Park Trail Connection to Four Mile Run - Parks Capital Project. (3) Shirlington Pedestrian Bridge - Parks Capital Project. (4) Long Bridge Connector - VDOT Project. (5) S Glebe & Mt Vernon Ave Intersection Trail Connection - Signals Capital Project. (6) Partial Renovation of Alcovia Heights Park - Parks Capital Project.



Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
B3: Safety Project Prioritization & Implementation	Develop and implement criteria to review and prioritize quick-build and large scale/long-term safety projects identified through annual analysis, critical crash reviews, or ad-hoc crash analysis. This will include prioritizing corridors on the High-Injury Network. Additional criteria to consider include equity, usage, crash histories, proximity to public facilities, conditions, and cost.				X	Evaluation Criteria Developed for Capital Projects; Evaluation Criteria to be Developed for Quick-Build Projects in 2022; 37 Improvement Projects on the HIN See action item B1 for more information on how staff are prioritizing capital projects based on safety. Staff have not yet developed an official prioritization tool for ranking quick-build safety projects. In the meantime, staff have been prioritizing projects on HIN corridors. We have implemented 37 small-scale projects on HIN corridors.
	Develop a process for moving large scale investment projects identified through safety reviews into the capital investment/implementation pipeline.		X			NA DES initiated discussions to establish a process pipeline for large-scale projects identified through Vision Zero safety analysis. Planning on this item will occur in 2022 and will integrate with the capital projects ranking process.
	Implement quick-build safety projects via the Vision Zero CIP Program.				X	15 Quick Build Projects Complete; 11 Quick Build Projects In-Progress See list of quick build projects in the Key Accomplishments Section.
	Implement large scale, long term safety projects via the CIP Program.				X	13 Capital Projects Complete in Year 1; 16 Capital Projects Ongoing into Year 2 See list of safety-driven capital projects on the Vision Zero Safety-Driven Capital Projects webpage .
B4: Safety Project & Program Funding	Secure Vision Zero program funding in the CIP for immediate action, quick-build projects.				X	\$1.2M in FY23 Confirmed Street Safety Improvements in CIP.
	Secure funding for larger scale investment projects identified through the safety program.				X	NA DES staff will pursue this item in future Capital Improvement Plan budgeting cycles.
	Maintain resources for equipment and treatments introduced by Vision Zero safety improvement projects.				X	NA 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.	X				2 Positions Confirmed Funding for a full-time Vision Zero Coordination position was approved in the FY23 budget. Staff also confirmed resources for another full-time employee to staff the Vision Zero team.
	Apply for grants strategically, focusing on funding larger-scale, longer-term safety projects.				X	\$95K Awarded in Technical Assistance Awarded \$60K in MWCOG technical assistance for school zone speed camera guidelines; Awarded \$35K in MWCOG technical assistance in 2021 to assist in developing Traffic Garden templates/guidelines; Applied for \$200K a Road to Zero Coalition Community Road to Zero grant to fund a neighborhood complete streets pilot project; Planning a Round Four SMART SCALE Application to VDOT for \$25.1

Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
						million for Arlington Boulevard Safety Improvements (Glebe to Fillmore)
Design						
B5: Speed Management	Conduct a review of speeds and posted speeds on the High-Injury Network that considers roadway and land use characteristics and deploy speed mitigation measures based on findings.	X				1 HIN Speed Study Conducted; 1 HIN Speed Study in Progress Staff collected speed data in conjunction with HIN audits conducted in 2021, which led to two speed studies (1) Glebe Rd – findings/next steps currently being collaborated with VDOT and (2) S Walter Reed Dr – speed study initiated.
	Conduct a review of speeds and posted speeds of non-interstate roadways in the County with speeds 30 MPH and above that considers roadway and land use characteristics and deploy speed mitigation measures based on findings.		X			7 Speed Limits Reduced to 25 MPH; 8 corridors with Added Speeding Fines; 10 Corridors w/ Speed Studies Initiated; 8 Locations where Portable SFIS Deployed 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 25 MPH on County Roads.		X			Adopted & Implemented Process; Passed 20 MPH speed limit reduction on 58 streets in 13 school zones Confirmed process for lowering speeds below 25 MPH. School Slow Zones are installed and monitored.
B6: Guidelines/Standards	Revisit and update existing guidelines for infrastructure specifications and placement and adjust to ensure best practices for safety considerations.				X	6 Guidelines Updates Updated: (1) Speed Feedback Indicator Signs (SFIS). (2) In-street Pedestrian Bollards. (3) Marked Crosswalk. (4) Rectangular Rapid Flashing Beacons (RRFB). (5) Cross Traffic Does Not Stop. (6) Turning Vehicles Yield to Pedestrians Sign. All guidelines are posted on the Tools & Guidelines page .
	Consider and create new guidelines for development and implementation to enhance safe access and operations on the transportation system.				X	7 New Guidelines in Development There are three new sets of guidelines under development for publication likely in 2022: (1) Maintenance of Traffic (MOT) during construction plan review, (2) Median nose guidelines, (3) \$200 additional speeding fine signs, (4) School Zone Speed Camera Guidelines, (5) Truck Restriction Guidelines, (6) LPI Guidelines, (7) Trail/Street Intersection Crossings
	Refine school zone guidelines to establish consistent signage, signage placement, speed limit reductions, and pavement markings in school areas.	X				Testing New School Sone Guidelines at 13 Schools Developed draft school zone slow zone guidelines and are demonstrating the policy at 13 schools. Data & engagement findings will lead to finalized guidelines and implementation at all school zones countywide.

Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
	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.				X	Crossing Guard Location Standards Review Complete Reviewed 2021 list of crossing guards and sent crash history and MWCOG equity emphasis areas, which APS & ACPD used to prioritize the locations for fall 2021 back to school.
B7: Multimodal Safety Toolbox	Develop a Multimodal Safety Toolbox that identifies strategies available to address safety concerns for all modes.	X				Draft Toolbox Released for Public Comment; Toolbox Edits in Progress Staff released the Draft Multimodal Engineering Safety Toolbox in January 2022. Public comment period occurred in Jan-Feb 2022. Staff are currently reviewing and incorporating feedback into the first version of the Toolbox (a living document that will be updated periodically).
	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.				X	Tool Metrics Reported This report contains the first annual summary of tool deployment. Staff will update the Toolbox when tool guidelines or standards take place or when there is a need to add or remove a tool.
	Establish a methodology for deploying pilot projects. The methodology shall include monitoring and evaluating based on data/public input collected on the pilot.	X				Developed Pilot Process; 4 Pilot Projects in Progress; 2 Pilot Projects Complete Completed Pilots : (1) Carlin Springs Walkability Improvements; (2) Lorcom Lane Walkability Improvements. In Progress Pilots: (1) Oak St Walkability Improvements; (2) Nelly Custis & Military Temporary Roundabout; (3) Fort Myer & Langston Blvd Crossing Improvements, (4) Patrick Henry Dr & 18 th St S School Crossing Improvements.
	Conduct system-wide, holistic reviews of deployed tools and implement updates to ensure consistent and equitable safety treatments throughout the county.				X	6 Tools Evaluated; 1,537 Locations Updated (1) Multi-lane Crossings (28 updated with new markings - of which 13 were VDOT), (2) Multi-lane Crossings - RRFBS (3 updated to include RRFB), (3) 4-way stop + uncontrolled + signal crossings + within 600 ft of schools (238 updated to high visibility), (5) stop bars (1472 added); (6) speed treatments (action pending).
Operations & Maintenance						
B8: Data-Driven/Equitable Enforcement	Use speed/crash data in combination with input from the community to identify and implement automated enforcement including red light cameras and speed cameras at schools or in work zones (locations permitted by State Law).	X				6 New Red Light Cameras in 2022; Speed Cameras Ordinance Adopted in Jan 2022 Staff reviewed candidate locations for new red light cameras based on crash and citation data; The vendor then assessed 7 intersections for camera deployment and recommended to deploy cameras at 6 of those intersections, which will be installed in Summer/Fall 2022; Speed Cameras were approved by the County Board in January 2022 ; Staff are working to procure a vendor and to create guidelines for speed camera placement.

Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
	Explore new and/or automated monitoring or enforcement options				X	NA No official action on this item yet.
	Review and report demographic data captured through enforcement activities throughout the County.				X	NA DES staff are coordinating with ACPD on the best way to report on this data for the annual report.
Bg: Facilities Maintenance	Monitor and adjust maintenance strategy when a safety concern is identified by staff or the community.				X	5 Maintenance Projects Modified 2 Ongoing Efforts: DES coordinated on the maintenance of the following: (1) Bluemont Trail Milling & Repaving - Parks maintenance project; N (2) Quinn St/Wilson Blvd Milling & Repaving (3) Removal of brick paver crossings throughout the county (4) South Four Mile Run Roadway Reconfiguration Project, and (5) Washington Blvd &. Ongoing efforts include the following projects: (1) N Ohio St Milling & Paving, and (2) Clarendon Blvd Repaving.
	Identify and implement safety improvements through the County's annual repaving process through a standardized and transparent methodology.	X			X	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 DES staff repaved, remarked, and updated over 10,000 linear feet of roadway in the 2021 repaving effort.
B10: Maintenance of Traffic Design & Active Construction	Ensure coordination when a park, trail, or other public space is being developed to ensure safe space and continuity for both motorized and non-motorized travel.				X	180 Total MOTs Reviewed / 8 MOTs Reviewed with DPR 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) Netherlands Carillon, (2) Dominion Substation by Four Mile Run Trail (+VDOT), (3+4) Jennie Dean, (5+6) Alcova Heights. (7) John Robinson Jr. Town Square, (8) Ballston Pond Retrofit Project.
	Apply a temporary lower speed limit (at least 5 MPH lower than posted speed) in work zones, starting with County reviewed projects.	X				In Progress 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.
	Develop new MOT plan guidance that enhance safety considerations for all modes in public and private construction projects - including a policy for applying temporary lower speed limits in work zones.			X		Draft Guidance In Progress Staff developed preliminary MOT guidance and presented the draft to the Bicycle Advisory Committee and the Pedestrian Advisory Committee for feedback in mid-2021. Updates to the initial draft include: (1) update to the Minimum Acceptance Criteria Checklist for MOT plans, (2) requiring the submitter to use latest Virginia Safety references (Virginia Work Area Protection Manual , VDOT Transportation Work Zone Pedestrian and Bicycle Guide), (3) requiring additional details on plans for pedestrians and cyclists modes, (4) requiring additional details on plans for verifying ADA

Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
						compliance of structures, (5) piloting a requirement for the submitter to post public notification signs of pedestrian or cyclist detours and to provide Construction Manager or Superintendent information to County staff. Staff are currently in the testing phases of a webtool that will route public feedback on detours to County Site Inspectors and Construction Manager/Superintendent so that they may be monitored and mitigated within a short time.
	Expand the County's ability to monitor active construction to ensure all signage, materials, temporary access, and detour routes follow established guidelines.			X		NA DES secured a new full time construction management inspector in the FY23 budget. DES is additionally working on training an inspector team that will support for the goals of the Vision Zero effort for site and MOT inspections.

Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
Public Involvement						
C1: Ongoing Safety Engagement	Provide public and stakeholder engagement opportunities specific to the Vision Zero program once the Action Plan is in implementation.				X	8 Engagements Complete; 2 Upcoming Engagement efforts complete: (1) Lorcom Ln , (2) Carlin Springs , (3) County Fair, (4) School Slow Zones Notice , (5) Mid-Year Vision Zero Meeting , (6) Speed Cameras , (7) Multimodal Safety Toolbox , (8) School Slow Zones Feedback. Two engagements upcoming: (1) Nelly Custis Pilot, (2) N Oak St 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.				X	All Engagements and e-Blasts Translated; Deployed a Multi-lingual Community Engagement for the Annual Safety Feedback Form; Hosted Focus Groups with Three Groups Identified as Disproportionately Affected by Traffic Safety Issues 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. As part of the Annual Safety Feedback engagement effort, we hosted pop-ups with Spanish-speaking staff and in equity emphasis areas. We also hosted a focus group for each Older Adults, People with Disabilities, and Black/African American members of the community to prioritize engagement with these groups who are disproportionately affected by traffic safety issues (as identified in the County's systemic crash analysis).



Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
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.	X				Integrated Transportation Investigation Form into the Report a Problem System The Transportation Investigation (or C3) service request was relaunched within the Report a Problem portal as "Transportation/Safety Investigation." This is now the official way to submit a Transportation Investigation request.
	Complete timely review of and response to concerns submitted in the community reporting channel.				X	3,079 Public Requests; 12-Day Completion Average From Jan 1 – Mar 31, 2022 there were 3,709 public requests related to safety or maintenance. The average time to complete a service request was 9.45 workdays (excluding weekends/holidays) / 12.35 calendar days.
Education & Encouragement						
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.				X	Updated Semi-monthly; Added 6 New Pages; Successfully Transitioned to the New County Web Platform During Year 1 we added 6 new subpages to the website: (1) Tools & Guidance, (2) News & Updates, (3) Quick-Build Projects, (4) Pilot Projects, (5) Safety-Driven Capital Projects, (6) HIN Safety Audits. We also successfully navigated a switch to an entirely new website platform. Staff update the website semi-monthly and are currently working on 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 about ongoing projects and programs that relate to transportation safety.				X	11 Newsletters Sent; 1,542 Subscribers The County sends one bilingual Vision Zero newsletter per month; The number of subscribers (1,542 as of April 2021) increased by 144 since Dec 2021.
	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.				X	In-Progress The Interdepartmental Stakeholders Group has been sharing Vision Zero messaging through County emails and social media channels.
C4: Community Knowledge Building	Develop periodic communications to target audiences (for example, crash trend spotlights) to help increase awareness of transportation safety issues and use existing County-led outreach programs to share this information.				X	In Progress Staff are using the results of the updated hot spots and systemic analysis to highlight crash trends and target communications and engagement to affected audiences. The first of this effort will be through the Critical Crash Mitigation Campaign in Year 2 with more to come.

Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
	Share materials from VDOT and the Division of Motor Vehicles education and communications campaigns to maximize reach by sharing messaging and information.				X	1 Regional Campaign Shared; 1 Event Hosted The County's social media channels share Street Smart campaign info available from MWCOG every year. Arlington is also the host jurisdiction for the 2022 Smart Streets Campaign, which included hosting a launch event for the campaign with local media.
	Provide transportation education and support to the community.				X	55 classes & events with 2,800+ attendees; 25 campaigns reaching thousands 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 through targeted outreach.				X	Critical Crash Mitigation Campaign Launched Staff used results of systemic crash analysis to create targeted messaging to share across communication platforms (social media, postcards, posters, and listservs).
	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.		X			In Progress Staff are working to obtain a more complete speed and count dataset for the County. We will discuss dataset completeness and formatting in Year 2 with the ultimate goal of providing this information in the open data portal.

Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
Intra-agency						
D1: Interdepartmental Collaboration on Safety	Maintain interdepartmental representatives who carry the Vision Zero message and coordinate/track action items with their departments.				X	14 Departments/Bureaus Actively Participating (1) Fire Department, (2) Manager's Office, (3) Development Services Bureau, (4) Police Department, (5-9) Department of Environmental Services - Transit, TE&O, Water Sewer Streets, TPCPM, ACCS (ATP + BikeArlington + WalkArlington), (10 -11) CPHD - Neighborhood Conservation, Current Planning, (12) Department of Human Services - Public Health, (13) Communications, (14) Public Safety
	Hold regular meetings with representatives from each of the County's departments to coordinate Vision Zero action items and document progress.				X	6 Meetings Staff have conducted three meetings since the Action Plan's adoption on: June 21, 2021; August 16, 2021; October 17, 2021; December 21, 2021; February 23, 2022; April 18, 2022
	Host a Vision Zero staff training video required for all County employees to instill a unified awareness of safety issues for transportation safety.	X				Training Materials in Progress Staff are working to create a brief staff orientation to Vision Zero training.

Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
Interagency						
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.				X	3 Meetings; 2 Quick-Build Projects; 3 Corridor Improvements; 14 Crossing Improvements; 2 Ongoing Safety Improvements; 1 HSIP Project in Progress Meetings took place: March 16, 2021; August 27, 2021; and February 14, 2022. Next meeting will likely be in summer 2022. See detailed list of activity in the Key Accomplishments Section.
	Collaborate with VDOT on reducing speeds and speed limits on VDOT-maintained roadways.				X	2 Speed Studies Initiated on VDOT Roads Arlington staff are assessing speeds on two VDOT-owned corridors: Glebe Rd and Old Dominion Dr. Arlington completed the speed study on Glebe Rd and will coordinate with VDOT on potential next steps. We are currently collecting data on Old Dominion Dr to prepare for a formal speed study that will eventually be coordinated with VDOT, as well.
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.				X	9 Meetings with Regional Partners / Hosted Regional Street Smart Campaign Kick-off Regional Coordinators: June 3; August 5; Oct 7; Nov 18; Mar 3 MWCOC Safety Subcommittee: August 3; October 12; Dec 14; April 12. Meetings have led to shared data, information, and strategies to improve safety from other local jurisdictions. Hosted Street Smart campaign kick-off on April 26, 2022 in partnership with MWCOC.
	Engage in meetings and communication on transportation safety issues with regional agencies.				X	NA 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.				X	Legislative Package Submitted for 2022 General Assembly Staff sent a legislative agenda that prioritized (1) protecting existing WMATA funding, (2) protecting existing NVTA funding, and (3) funding for regional transportation to improve mobility. We will revisit priorities such as expanding speed camera capabilities in future sessions once we have data on their efficacy in school and work zones. We will also revisit additional safety policy needs in advance of the 2023 Assembly.
Collaborators						
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				X	25 groups represented Mid-Year meeting took place with the ESG (open to the public) on Dec 14. Participants include: APS Joint Committee on Transportation Choices; APS Advisory Committee on Transportation Choices; APS Safe Routes to School; Bicycle Advisory Committee; Disability Advisory Committee; Pedestrian Advisory Committee; Transit Advisory Committee; Transportation Commission;

Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
	allow stakeholders to stay engaged in the process and provide feedback to program staff once the Vision Zero program is in implementation.					Neighborhood Complete Streets Commission; Environmental and Energy Conservation Committee; Commission on Aging; Parks and Recreation Commission; Planning Commission; Site Plan Review Committee; Housing Commission; Civic Federation; Washington Area Bicyclist Association; Ballston Business Improvement District; National Landing Business Improvement District; Rosslyn Business Improvement District; Columbia Pike Revitalization Organization; Pike Presidents Group; Langston Blvd 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.				X	10 Initiatives; 2 Advocacy Efforts; Information Sharing 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.				X	6 Intersections Reviewed; 4 Pilot Projects Identified; 13 School Zone Updates; 18 Walk Audits/Access Reviews Conducted for COVID Back to School ACTC Intersection Reviews: Washington Blvd & N Quincy St. (Jan 2022); 12th & Rolfe (Nov 2021); 18th St N & Patrick Henry Dr (Sept 2021); 18th & Ohio – Cardinal ES (June 2021), Williamsburg & Glebe (May 2021); Wilson Blvd & George Mason Rd (March 2021). / Pilot Projects identified w/ APS: (1) Carlin Springs; (2) Lorcom; (3) Nelly Custis/Military; (4) Patrick Henry & 18 th St N. / TE&O & APS staff developed plans for 20 MPH School Zone Slow Zones demonstrations at 13 schools that were installed in early 2022. We will collaborate in the spring to educate the community on these changes and to learn about experiences and feedback on how the demonstrations are operating. / APS staff conducted walk audits of Expanded Walk Zones and completed multimodal access reviews for each Expanded Walk Zone school site to promote safe access (Park and Walk designations, etc.) at 18 schools.
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.				X	In-Progress County staff are developing Vision Zero requirements to integrate into contracts and a timeline for the integration.



Objective	Action	Timeline (Years)				Performance Metrics Notes
		1-2	3-4	5+	Ongoing	
	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.				X	Established 6 Contacts; Hosted Meetings on Pick-Up/Drop-Off Zone Best Practices; Hosted 2 Events with 30+ People The County established contacts with two ride-hailing companies (Uber & Lyft) and four scooter companies (Bird, Helbiz, Lime & Spin) to whom we can reach out with specific safety concerns. DES staff met with Lyft to discuss lessons learned from pick-up/drop-off zones in the region. ACCS has started working with ebike and shared micro-mobility service providers to promote safe riding on ebikes and scooters (2 events that have educated 30+ people).
	Establish relationships with trucking and delivery services to improve curbside operations and allow prompt coordination on safety issues.				X	NA No action taken on this item yet.
	Establish relationships with utility companies to allow prompt coordination on safety issues with infrastructure or repair work.				X	Established 2 Contacts DES established contacts at Dominion Energy & Washington Gas to communicate with regarding immediate safety concerns.



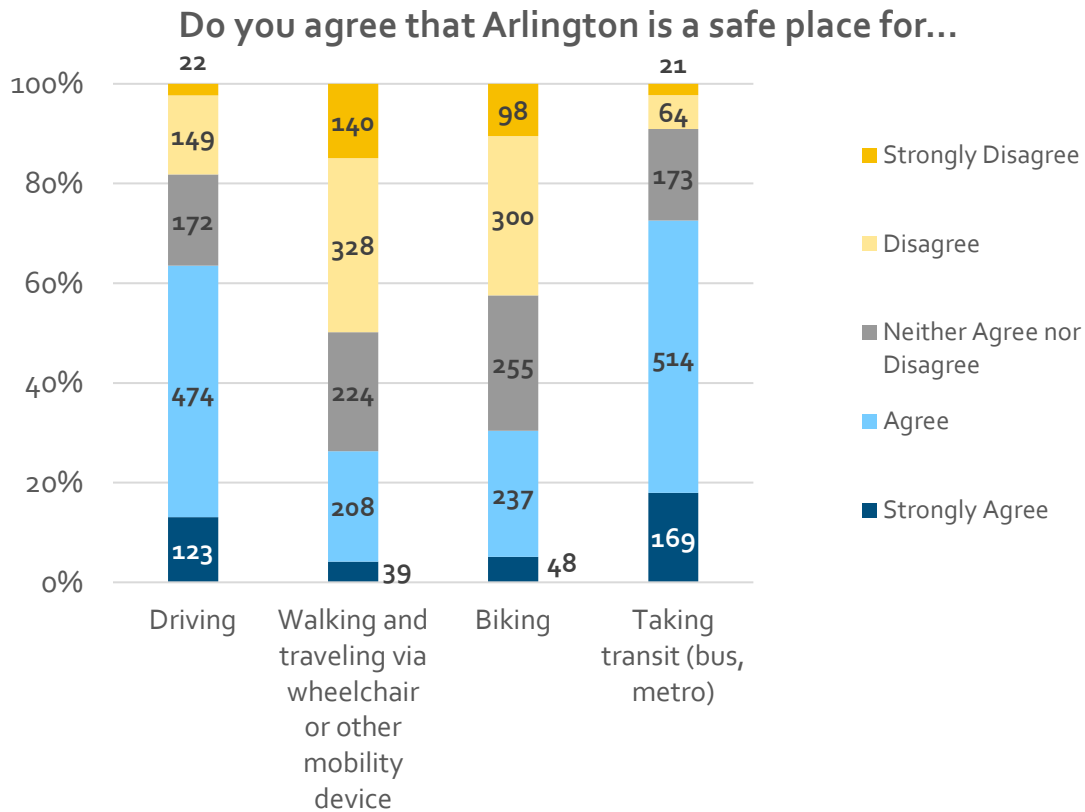
2. Annual Safety Feedback Form – Online Results Detail

The 2022 Annual Safety Feedback Form asked a variety of questions about people’s feelings regarding travel in Arlington County.

What are your perceptions of travel in Arlington?

The first set of questions asked individuals to rate how safe they felt in Arlington County when driving, taking transit, biking, or when walking/ traveling utilizing a wheelchair or mobility device. Overall, individuals felt that **Arlington County is safe for individuals driving and taking transit** (64% and 73% agreed or strongly agreed, respectively).

Individuals **did not feel that Arlington County was safe when walking, using a wheelchair or mobility device, or biking**. In fact, 50% of respondents disagreed or strongly disagreed that Arlington County was safe for walking or wheelchairs/ personal mobility devices and 42% disagreed or strongly disagreed for biking.



Why do you feel unsafe when traveling?

The form asked individuals to identify the top three reasons that they feel unsafe when traveling in Arlington County. The form received a variety of responses, but the **three top categories** were: **speeding/aggressive driving, distracted travelers, and drivers not following laws and signals**, which aligns with the findings from the pop-up feedback. Other significant responses included: Unsafe bicycle or pedestrian crossings, missing sidewalks, curbs, and/or bicycle facilities, and pedestrians/cyclists not following laws and signals.

Answer Choices	Responses
Speeding / aggressive driving	558
Distracted travelers (using a cell phone, headphones, etc.)	537
Drivers not following laws and signals	449
Unsafe bicycle or pedestrian crossings (e.g., crosswalks, crossing signals/timing)	335
Missing sidewalks, curbs, and/or bicycle facilities	330
Pedestrians and cyclists not following the laws and signals	217
Condition/maintenance of facilities (roadways, transit stops, bike lanes, sidewalks, etc.)	163
Unclear traffic patterns or signage	149
Missing lighting	92
Lack of accessibility/ADA accommodations	42
Access at transit stations/stops or on transit vehicles	33
Other (top "other" responses were related to scooters, roadway and public realm design, personal safety, visibility, and discontinuous multimodal network)	75

Have you been involved in a crash over the last three years?

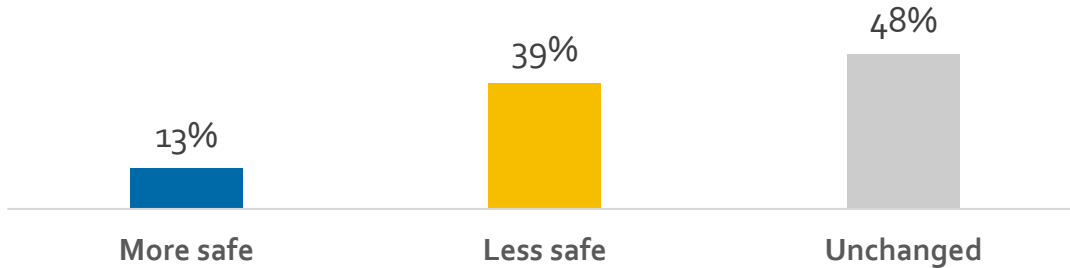
Most people who provided input on the feedback form **have not been involved in a crash in the last three years (84%)**. For those who have been in a crash, most reported minor injuries or no injuries.

Answer Choices	Responses
No, I have not been in a crash	762
Yes, a crash with minor or no injury – Police did not report to the scene	90
Yes, a crash with minor or no injury – Police reported to the scene	44
Yes, a crash with significant injury – Police did not report to the scene	6
Yes, a crash with significant injury – Police reported to the scene	12

Has your perception of safety in the County changed in the past year?

Nearly half (48%) of individuals stated that their perception of safety in the County has not changed, and 39% said the County has become less safe.

How has your perception of transportation safety in Arlington changed in the past year?



What safety advice would you give for individuals travelling in Arlington?

The form requested community led feedback on how to travel safely in Arlington County and over 730 individuals provided their advice. While responses were wide-ranging, the most popular themes were:

- Slow down
- Pay attention
- Stay alert
- Watch for others
- Stay off your phone
- Follow the laws

The word cloud below displays some of the top words used in the advice given. The larger the word, the more it was used.



What else can the County do to make travelling in Arlington safer?

In the last question, the form asked what else can be done to make travelling in Arlington County safer. Over 681 individuals answered, and, like the advice, the responses were wide ranging:

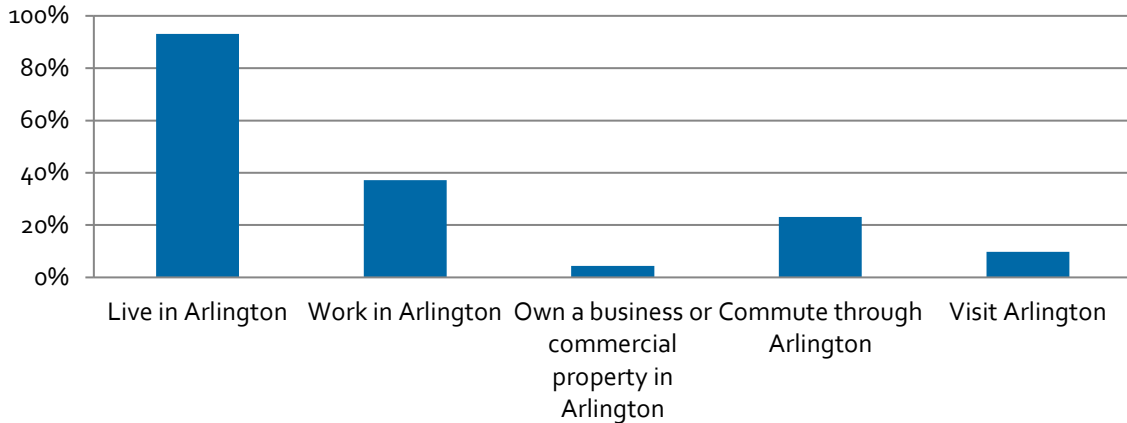
- Many individuals noted that the **implementation of enforcement and education campaigns about the laws governing roads** would be a major safety improvement.
- Individuals also called for **improvements to raise visibility at high traffic intersections, crosswalks, or other multimodal intersections**. Such improvements could include rapid flashing beacons, HAWK signals, or other flashing and attention-grabbing signals to raise awareness and visibility.
- Individuals also asked for the **opportunity to allow for community-reported problem areas**.

The word cloud below displays some of the top words used in the responses. The larger the word, the more it was used

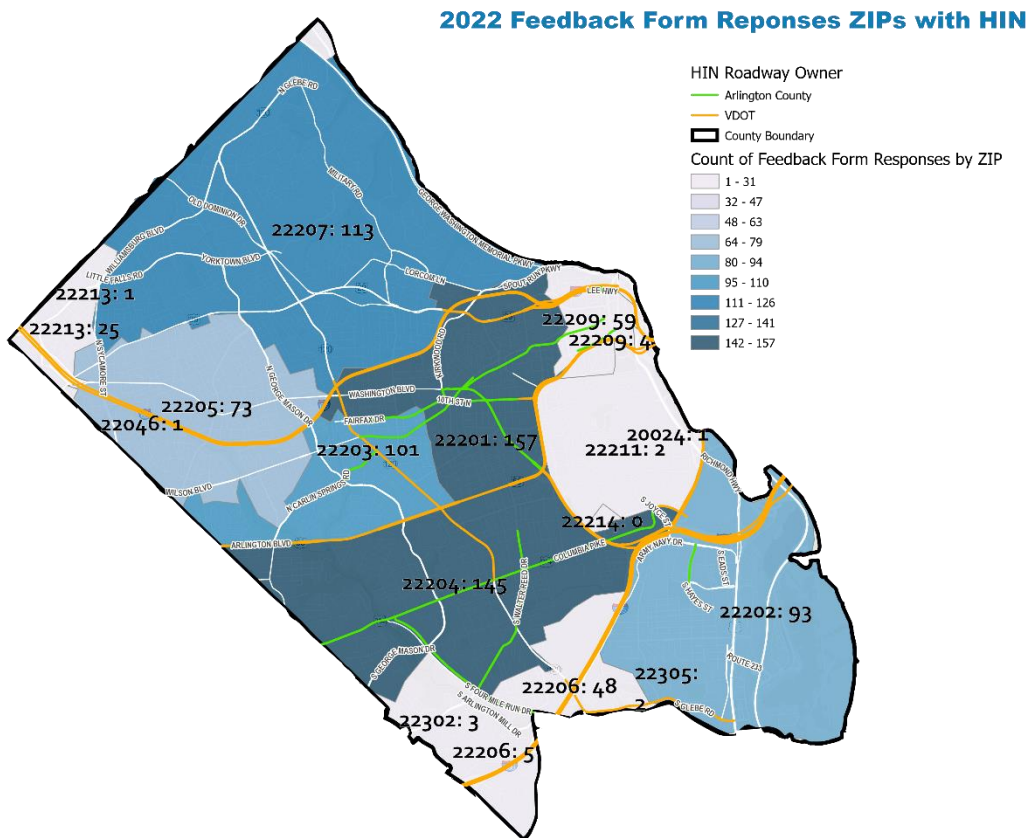


Who We Heard From

The majority of individuals that answered the form Live in Arlington (93%), work in Arlington (37%), or commute through Arlington (23%).

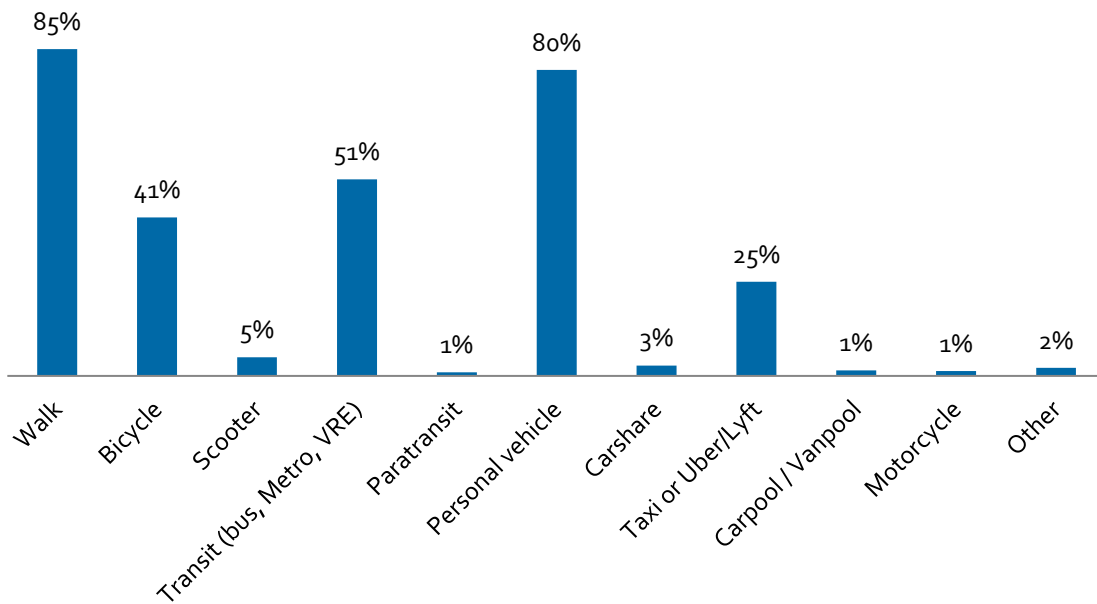


The zip codes that we heard from the most were 22201 (18%), 22204 (17%), 22207 (13%), 22203 (12%), and 22205 (8%). On the map below, the darker the ZIP code is shaded, the more response that were received.

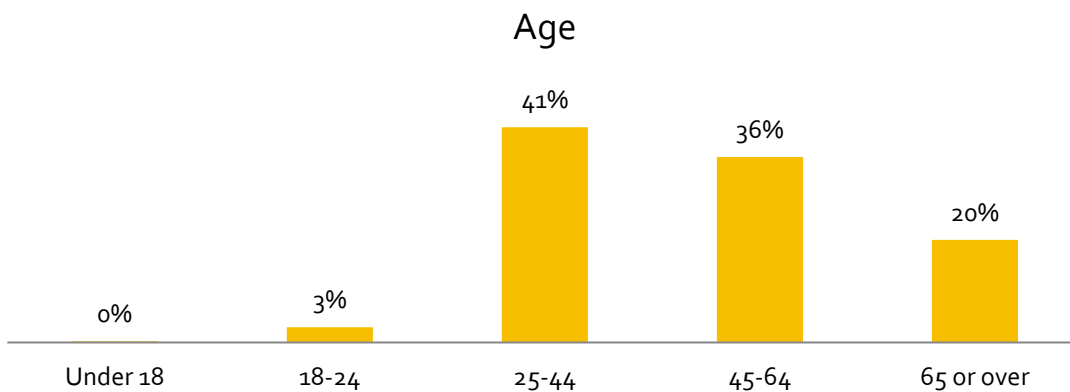


The form asked how individuals travel in Arlington County and, overwhelmingly, individuals noted that they either **walk (85%)** or **use a personal vehicle (80%)**. Public transit and bicycle use were third and fourth with 51% and 41% respectively. About 6% of respondents reported having a disability that impacts their mobility.

How do you typically travel in Arlington County? (Select all that apply.)



About 41% of respondents were in the 24-44 age range, with 35% between 45-64 and 20% 65 or over. There were 27 responses (3%) from people under 25.



When asked about gender, 54% identified as female and 44% as male, with 2% choosing "other" or "non-conforming."



The feedback form also asked about race and ethnicity. About 78% of respondents identified as White or Caucasian, 7% as Asian/Pacific Islander, 6% as Hispanic, 5% as Black or African American, and 4% as multiple ethnicities.

What race/ethnicity best describes you? (Select all that apply.)

