

## Vision Zero Mid-Year Report

Department of Environmental  
Services (DES)

Transportation Engineering &  
Operations (TE&O)

December 2021





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# Introduction

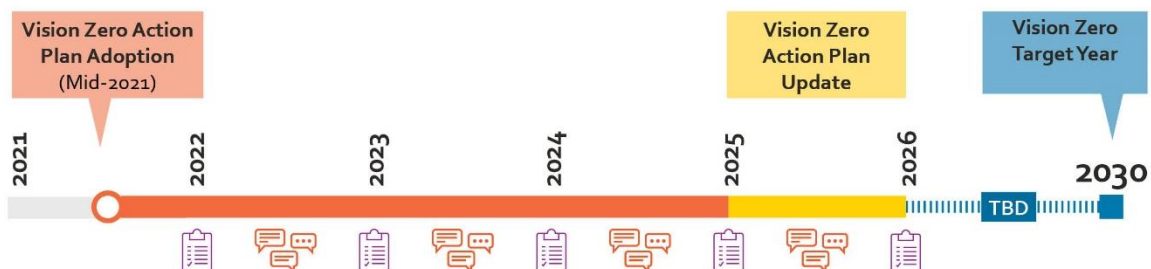
## Vision Zero in Arlington County

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

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 available on the Vision Zero website.
- We will release an Annual Report and host a public meeting every year to collect feedback on our progress.
- We will host a mid-year check in with the External Stakeholders Group, open to the public, to gather additional insights and input on the program.
- We will provide quarterly updates via email to the External Stakeholders Group on the quarters between the interim and annual reports.



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

### Key



Annual Report & Public Meeting



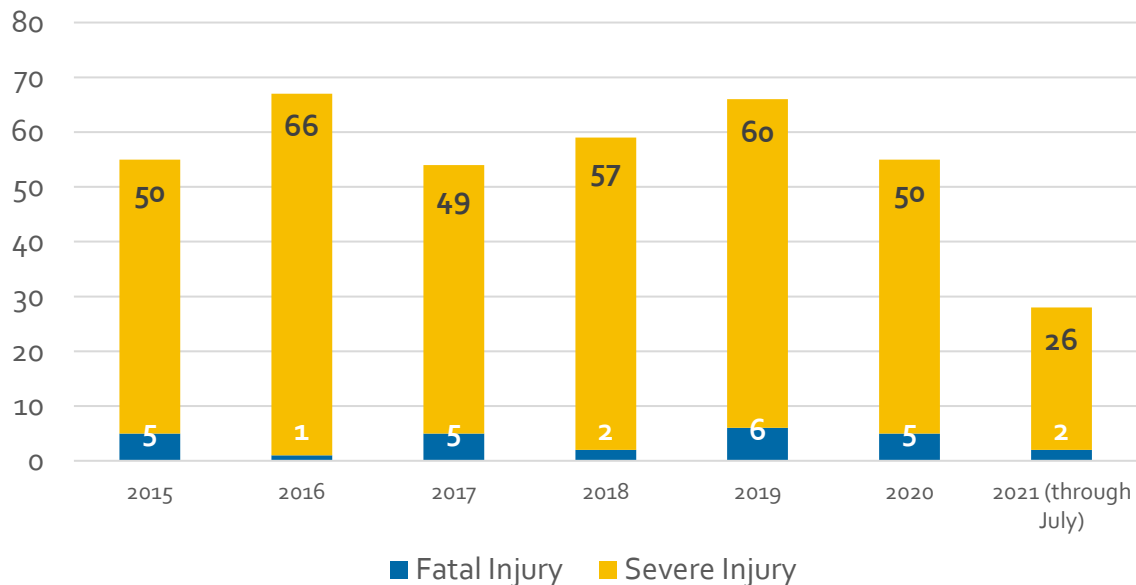
Mid-year Check-in with External Stakeholders Group

## Performance Metrics

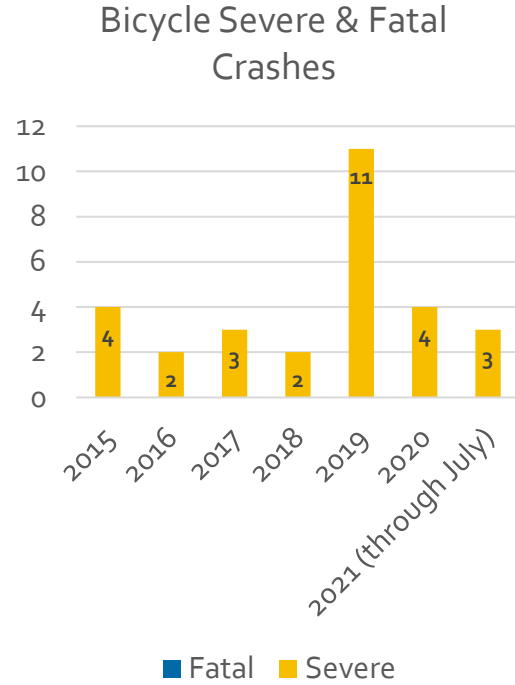
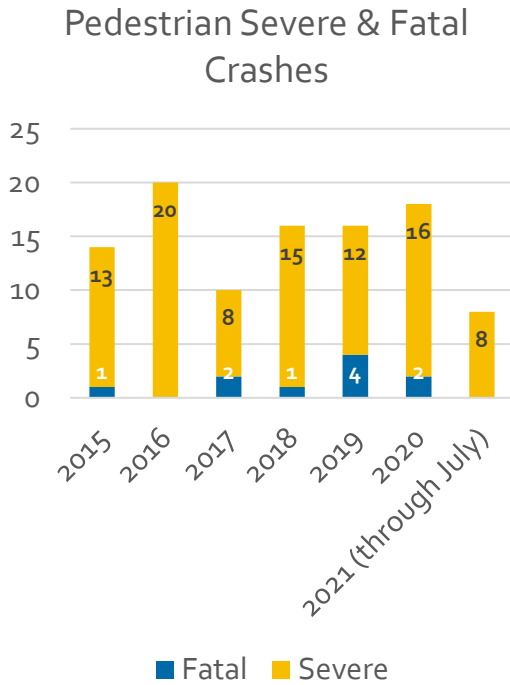
The following tables and charts provide a summary of the Vision Zero performance measures set forth in the Action Plan. These include **crash data from January 1, 2021, to July 31, 2021** (the latest dataset available from the DMV/VDOT database).

Crashes	Fatal	Severe Injury	Visible Injury	Non-visible/ Possible Injury	Property Damage Only	Total
<b>Total</b>	<b>2</b>	<b>26</b>	<b>210</b>	<b>21</b>	<b>756</b>	<b>1015</b>
At Intersections	2	8	119	8	263	400
Involving a Pedestrian	0	8	32	3	0	43
Involving a Bicycle	0	3	13	1	2	19
Alcohol-related	0	5	16	2	58	81
Speed-related	0	6	53	6	188	253
Distracted-related	0	4	29	4	124	161
In a Work Zone	0	2	4	1	12	19
On the High-Injury Network	1	21	122	15	453	612
In <a href="#">MWCOC Equity Emphasis Areas</a>	0	7	34	4	155	200

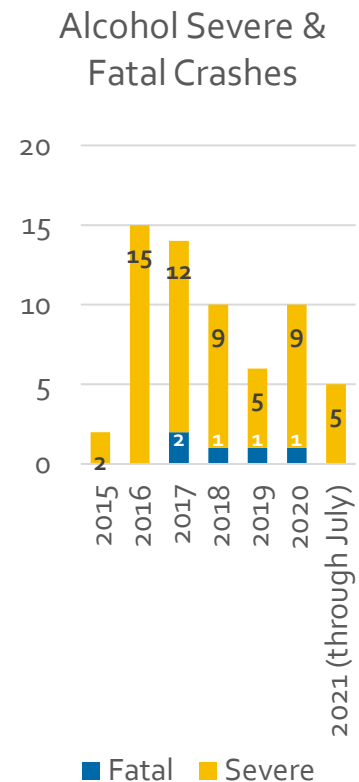
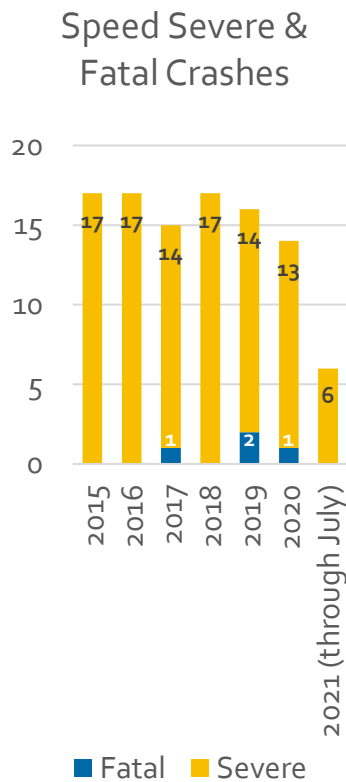
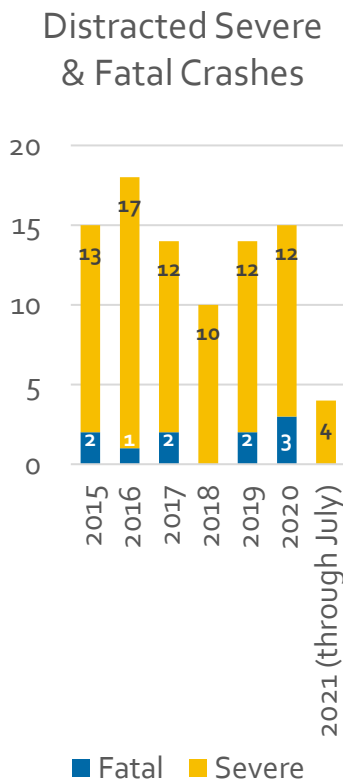
Total Severe & Fatal Crashes



## Crash Data for Pedestrians and Bicyclists

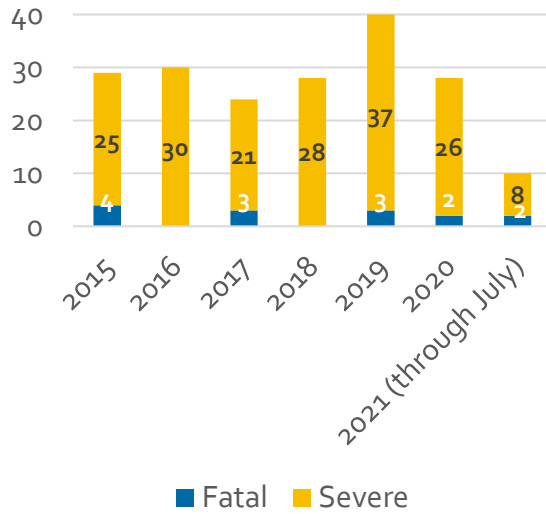


## Crash Data by Crash Factors

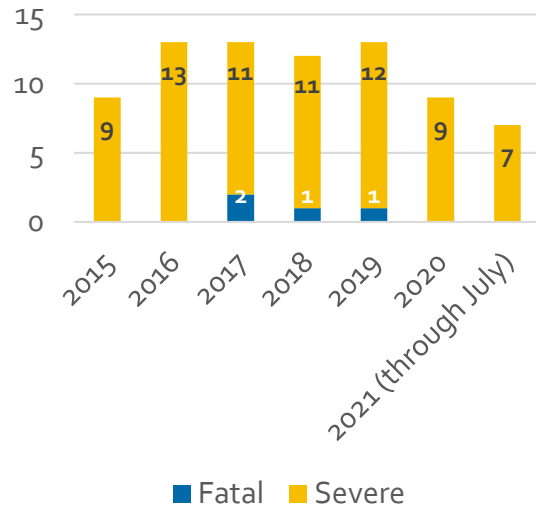


## Crash Data by Crash Location

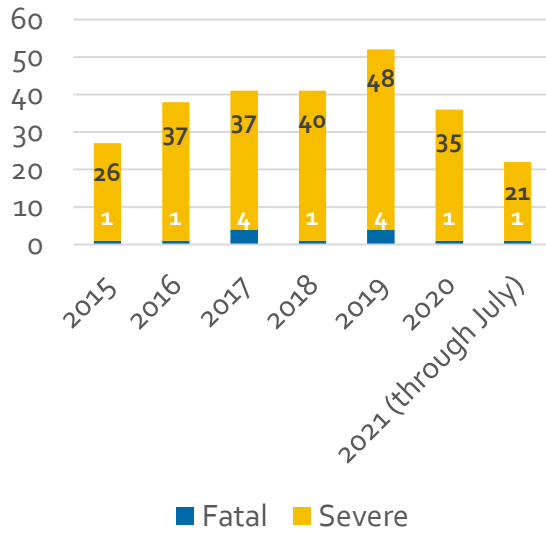
### Intersection Severe & Fatal Crashes



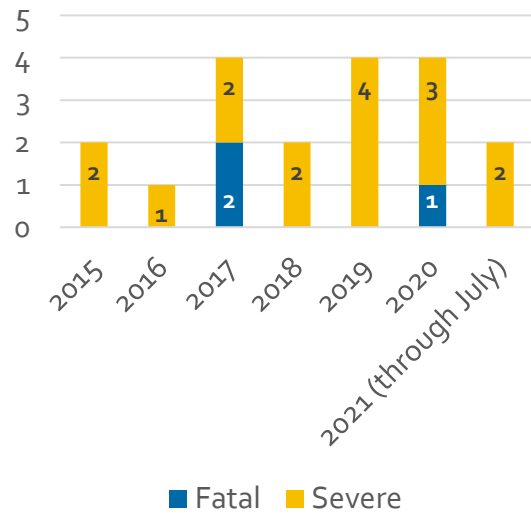
### MWCOG Equity Emphasis Area Crashes



### High Injury Network Severe & Fatal Crashes



### Work Zone Severe & Fatal Crashes



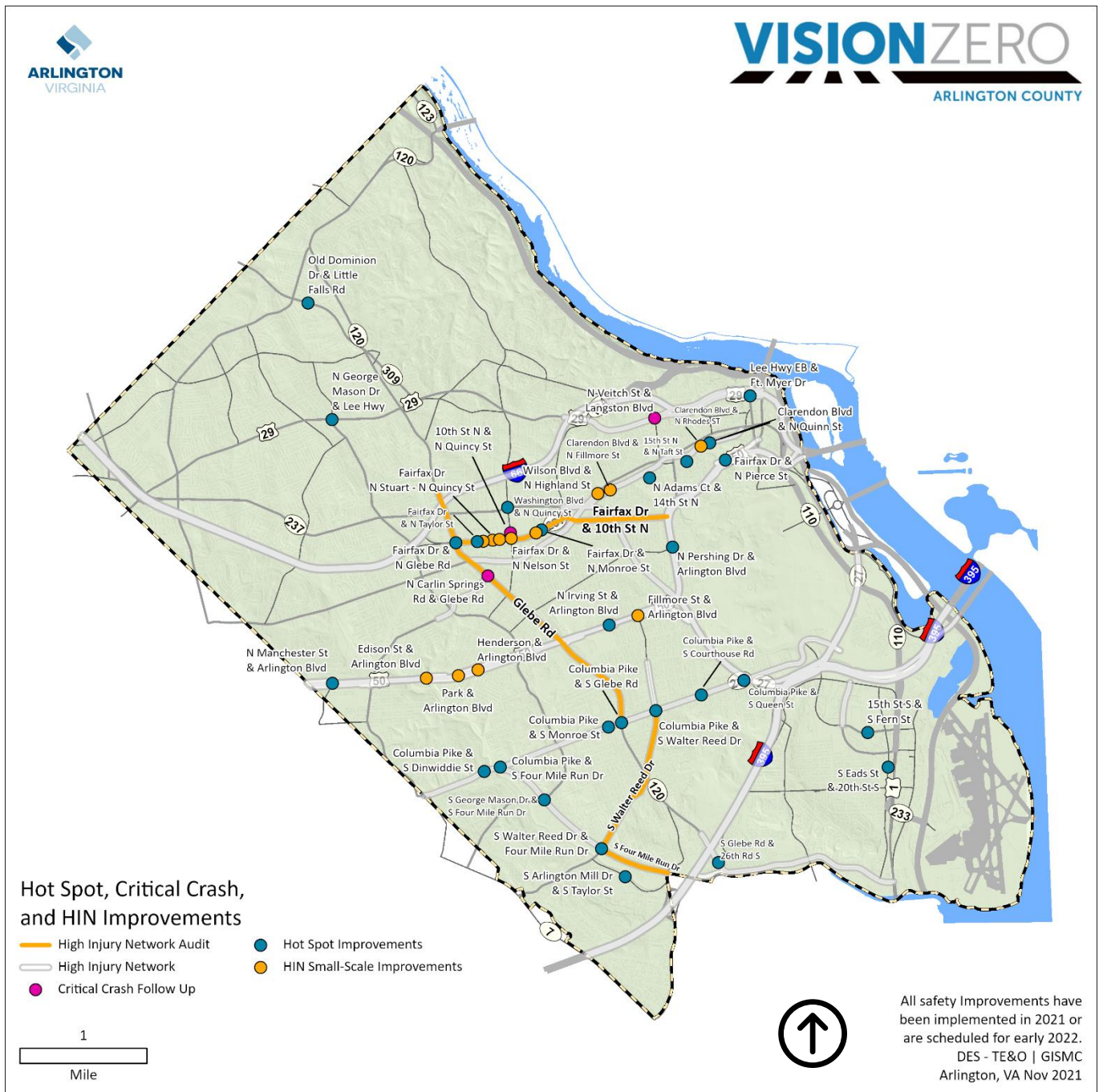


# Action Mapping

The following maps provide a visual overview of Vision Zero actions that are completed or underway.

## High-Injury Network

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



## Safety Pilot Projects

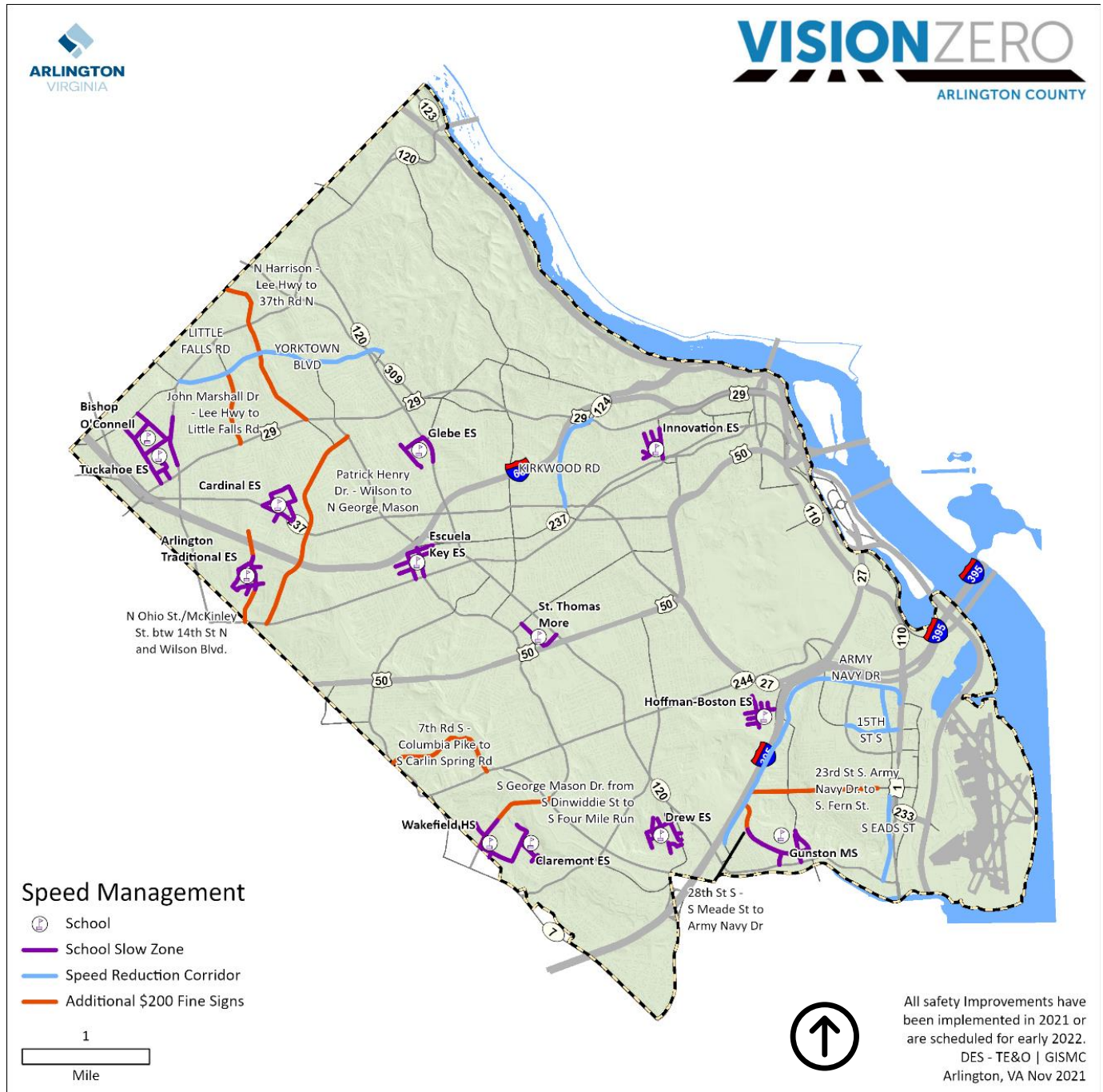
This map illustrates Vision Zero safety pilot projects (both spot and corridor locations), safety-related quick-build projects (small-scale, lower-budget improvements), and capital projects identified to address a safety need or needs.





## 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 2021. The map also shows the eleven (11) school slow zone demonstration projects approved in 2021 that will be implemented over the next several months.



# Key Accomplishments

This section describes the tasks staff were able to advance since the adoption of the Vision Zero Action Plan, starting with some highlights. Under each topic area, individual actions are listed under one of the four Action Item categories, and include a numbered Objective (e.g., A1) from the Arlington Vision Zero Action Plan. You can find a table with updates on all of the objectives and action items in the Appendix.

## Accomplishment Highlights

### Data & Evaluation



Analyzed crash data to generate  
**63 HOT SPOTS**  
to **ASSESS SAFETY IMPROVEMENTS**

**23 HOT SPOT IMPROVEMENTS**

Completed

Completed updates to Police Officer crash report **TRAINING MATERIALS**

Completed **4 HIN AUDITS**

### Engagement

Facilitated **COMMUNITY EDUCATION & SUPPORT PROGRAMS**, including

**8 MAJOR CAMPAIGNS**  
& **24 CLASSES**

that attracted more than  
**1,460 ATTENDEES**



Improved the online  
Transportation Investigation  
**REPORTING TOOL**

**2,080+ Public Requests Completed**  
with a **13-Day** Completion Average

### Process & Organization



**42 SAFETY PROJECTS**  
**COMPLETED OR IN PROGRESS**

- ✓ 21 Quick Build Safety Projects
- ✓ 5 Safety Pilot Projects
- ✓ 13 HIN Small-Scale Improvements
- ✓ 3 Critical Crash Response Improvements



**REDUCED SPEED LIMITS** to  
**25 mph** on **7 CORRIDORS**

Created  
**20mph SCHOOL SLOW ZONES**  
on **58 STREET SEGMENTS**  
around **13 SCHOOLS**



Completed **12** Safety-Driven Capital Projects



**IMPROVED 450+ CROSSINGS** &  
**ADDED 1,200+ STOP BARS**

### Partnerships

Coordinated with VDOT to identify  
more than  
**15 SAFETY FIXES**



Collaborated with **EXTERNAL**  
**STAKEHOLDER INITIATIVES**, including  
**9 INITIATIVES** &  
**2 ADVOCACY EFFORTS**

## Action Item Topic: Data & Evaluation

### Accomplishments Overview

#### ***A1: Crash Analysis – Improve Officer Crash Report Training***

Data analysis staff from DES Transportation and Police recorded observations and findings from routine data analysis to identify common reporting discrepancies or issues. This included things like the way that officers report certain crash types, the information included in the crash description, and the use of certain fields in the form can require additional cleaning during the data analysis stages. Officers reviewed these reporting discrepancies and identified areas that could be improved through officer training on how to complete the crash report forms.

**Police staff updated their crash report training and refresher materials to cover reporting needs and considerations more clearly 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.

#### ***A3: Annual Crash Analysis – 2020 Hot Spot Program***

For the [2020 Hot Spot Program](#), staff used the latest available three years (2017-19) of crash data from the Virginia Department of Transportation (VDOT) Full Crash Dataset. The analysis included crashes of all types and severity levels. Thresholds for identifying a hot spot were based on the mode of travel of people involved in the crashes:

- 15 as the threshold for vehicle crashes (could involve a bike or pedestrian)
- 3 as the threshold for pedestrian-involved crashes
- 2 as the threshold for bike-involved crashes




The result was 63 hot spot locations. Staff organized and prioritized these hot spot location data by crash type and severity, number of crashes, crash factors, roadway ownership, and recent or ongoing projects at each site. **A team of traffic engineers then reviewed all 63 locations**, assessed treatments (or active project designs if applicable), and provided recommendations for implementation.

Some treatments required coordination with VDOT while others required coordination across departments within the County due to existing or ongoing projects. Of the 63 locations identified, **27 locations had existing projects, recent improvements, or recommendations.**




**We completed improvements at 23 hot spot locations and are in the process of implementing new safety features or assessing conditions at the remaining 13 locations.**




See the following table for the list of the 63 locations and actions. Note that all site investigations looked at both immediate small-scale adjustments as well as long term safety improvement needs, and recommendations reflect such considerations.

Note: The color of each row indicates its status: Blue = pre-existing project, light yellow = completed improvement, gray = improvements or assessment in progress.

Crash Location	Vehicle involved 	Pedestrian involved 	Bicycle involved 	Action Taken or In Progress
1. S Army Navy Dr & S Hayes St	68	0	0	Existing Project - <a href="#">Army Navy Drive Complete Street</a>
2. Arlington Blvd & S Irving St	39	0	0	Added traffic signal backplates; Studied under VDOT STARS (Strategically Targeted Affordable Roadway Solutions) Program; pursuing recommendations
3. Washington Blvd & S Walter Reed Dr	38	0	0	Developing marking concept for VDOT approval
4. S Walter Reed Dr & Four Mile Run Dr	28	0	5	Added a protected left turn phase
5. Old Dominion Dr & Little Falls Rd	31	0	0	Added turn restrictions in coordination with VDOT
6. Columbia Pike & S Glebe Rd	31	5	0	Added Leading Pedestrian Interval + Turning Vehicle Yield to Pedestrian sign
7. Arlington Blvd & N Highland St	30	0	0	Studied under VDOT STARS; pursuing recommendations
8. Fairfax Dr & N Glebe Rd	28	4	0	Added protected left turn phase
9. N Lynn St & Langston Blvd EB	25	0	2	Upcoming Site Plan Project – <a href="#">1901 N. Moore St. – Rosslyn RCA Site</a>
10. Arlington Blvd & N George Mason Dr	27	0	0	Existing Project – Signal update coming soon
11. Wilson Blvd & Clarendon Blvd	19	5	2	Recently Completed Project – <a href="#">Clarendon Circle</a>
12. Columbia Pike & S Four Mile Run Dr	23	3	0	Added Leading Pedestrian Interval + No Turn on Red sign
13. Pershing Dr & Washington Blvd	26	0	0	Existing Project – Signal update coming soon
14. Columbia Pike & S George Mason Dr	25	0	0	Recent signal phasing update; Red light camera exists
15. Arlington Blvd & Manchester St	22	0	2	Installed signal back-plates; Coordinating with VDOT on larger-scale improvements; Added protected left turn
16. 10th St N & Washington Blvd	24	0	0	Recently completed upgrades pavement markings and maintenance work
17. Langston Blvd & Washington Blvd	24	0	0	Recently Completed VDOT Project – Signal, ramp, and crosswalk updates
18. N Lynn St & Langston Blvd WB	18	3	2	Recently Completed Project – <a href="#">Lynn Street Esplanade &amp; Custis Trail Improvements</a>
19. S George Mason Dr & Four Mile Run Dr	20	0	3	Extended the permissive left signal phase
20. N Glebe Rd & Washington Blvd	20	0	2	Remarked crosswalks; Other action still under review
21. N George Mason Dr & Langston Blvd	21	0	0	Installed flashing yellow arrow signal phase
22. S Glebe Rd & 26th Rd S	21	0	0	Adjusted left turn signal timing to a lagging protected phase
23. Langston Blvd EB & Ft. Myer Dr	15	5	0	Added Leading Pedestrian Interval; Enhanced maintenance of traffic (MOT); Installed pilot project to reduce the number of left turn lanes from 2 to 1
24. Columbia Pike & S Dinwiddie St	16	4	0	Existing project - <a href="#">Columbia Pike: County Line to Four Mile Run</a>
25. Langston Blvd & Kirkwood Rd/Spout Run Pkwy	18	0	2	Existing Project – Signal update coming soon; Recommended for red light camera program
26. Arlington Blvd & Pershing	20	0	0	Added Leading Pedestrian Interval; Added protected left turn
27. Kirkwood Rd & Washington Blvd	19	0	0	Existing Project - <a href="#">1122 N. Kirkwood Road</a>



Crash Location	Vehicle involved 	Pedestrian involved 	Bicycle involved 	Action Taken or In Progress
28. S Glebe Rd & S Arlington Ridge Rd	19	0	0	Existing Project – Signal upgrade project coming soon and following capital project on the bridge
29. Army Navy Dr & S Joyce St	17	0	0	Existing Project - <a href="#">Army Navy Drive Complete Street</a>
30. Arlington Blvd & N Jackson St	17	0	0	Studied under VDOT STARS; pursuing recommendations
31. 23rd St S & Richmond Hwy	13	3	0	Existing Project – <a href="#">23rd Street South Realignment</a>
32. Columbia Pike & S Frederick St	16	0	0	Recently Completed Project – Signal installed as part of <a href="#">Columbia Pike Multimodal Street Improvements</a>
33. Washington Blvd & 25th St N	16	0	0	Recently added markings, bollards, and signage
34. S Four Mile Run Dr & W Glebe Rd	16	0	0	Existing Project - <a href="#">West Glebe Road Bridge</a>
35. Arlington Blvd & N Meade St	16	0	0	Reduced lanes, extended bike lane, and enhanced visibility (completed as part of 2019 hot spot review)
36. Langston Blvd & Washington Blvd/Fairfax Dr	15	0	0	Recently Completed Project – New Custis Trail bridge installed as part of VDOT's <a href="#">66 Inside the Beltway project</a>
37. Fairfax Dr & N Queen St/Arlington Blvd Ramp	15	0	0	Upgraded curbs, ramps, and crossings (completed as part of 2019 hot spot review)
38. Columbia Pike & S Courthouse Rd	0	6	0	Added Turning Vehicle Yield to Pedestrian sign
39. Columbia Pike & S Queen St	0	3	2	Recommended for red light camera program
40. Langston Blvd WB & N Oak St	0	0	5	Recently Completed Projects – <a href="#">Lynn Street Esplanade &amp; Custis Trail Improvements</a>
41. 23rd St S & S Eads St	0	5	0	Existing Project – <a href="#">23rd Street South Realignment</a>
42. Washington Blvd & N Stafford St	0	5	0	Recently installed Leading Pedestrian Interval
43. Langston Blvd WB @ Key Marriott Driveway	0	0	4	Recently Completed Projects – <a href="#">Lynn Street Esplanade &amp; Custis Trail Improvements</a> ; Upcoming Site Plan Project - <a href="#">1401 Lee Highway – Key Bridge Marriott</a>
44. Washington Blvd & N Quincy St	0	4	0	Developing design for marked curb extension and crosswalk reduction at slip lane entrance
45. N Glebe Rd & N Carlin Springs Rd	0	4	0	Added Leading Pedestrian Interval; Collecting additional data
46. Columbia Pike & S Walter Reed Dr	0	4	0	Added Leading Pedestrian Interval
47. S Glebe Rd & 9th St S	0	4	0	Removed Rectangular Rapid-Flashing Beacon (RRFB) obstruction; Coordinating with VDOT on ramp and pavement improvements
48. 10th St N & N Irving St	0	3	0	Recently Completed Project – RRFB Implemented
49. Fairfax Dr & N Taylor St	0	3	0	Added Leading Pedestrian Interval; Developing concept for marked curb extension and ADA ramp upgrade
50. S Arlington Mill Dr & S Taylor St	0	3	0	Added right turn arrow marking on Taylor and "right lane must turn" sign

Crash Location	Vehicle involved 	Pedestrian involved 	Bicycle involved 	Action Taken or In Progress
51. S Eads St & 20th St S	0	3	0	Developing design for marked curb extension, protected bike lane extension to intersection, bike skips across intersection and Turning Vehicles Yield to Pedestrian signs
52. Fairfax Dr & N Pierce St	0	3	0	Added crosswalk, stop bar, centerline on Fairfax; Added high visibility crosswalk across Pierce
53. N Adams Ct & 14th St N	0	3	0	Added marked curb extension + in-street pedestrian sign
54. Clarendon Blvd & N Quinn St	0	0	2	Developing plans to add a corner pedestrian island
55. Columbia Pike & S Monroe St	0	0	2	Added Turning Vehicles Yield to Pedestrian signs
56. SB Washington Blvd & Arlington Blvd Off-Ramp (intersection)	0	0	2	Coordinating review of speed limit reduction; Evaluating sight distance; VDOT permit acquired to update pavement markings
57. S Glebe Rd & Arlington Blvd Ramps (W side crosswalk over EB Arlington Blvd ramps)	0	0	2	Remarkd crosswalks; Other action still under review
58. 15th St S & S Fern St	0	0	2	Developing plans to add a curb ramp upgrade
59. Fairfax Dr & N Monroe St	0	0	2	Added two-stage turn box for westbound bikes; Added skips through intersection in both directions; added southbound No Turn on Red sign; Extended median on west side with markings
60. 15th St N & N Taft St	0	0	2	Added bike skips across intersection; Added Bike Lane Ends sign
61. Langston Blvd WB & N Scott St	0	0	2	Collecting data to inform future recommendations
62. Washington Blvd & N Frederick St	0	0	2	Developing concept for concrete curb extensions for VDOT review and approval
63. Shirlington Rd & 27th St S	0	0	2	Recently upgrading markings; Existing RRFB; Existing Project - <a href="#">Shirlington Road Bridge Maintenance and New Pedestrian/Bicycle Bridge</a>

Note: The color of each row indicates its status: Blue = pre-existing project, light yellow = completed improvement, gray = improvements or assessment in progress.

## Action Item Topic: Process & Organization

### Accomplishments Overview

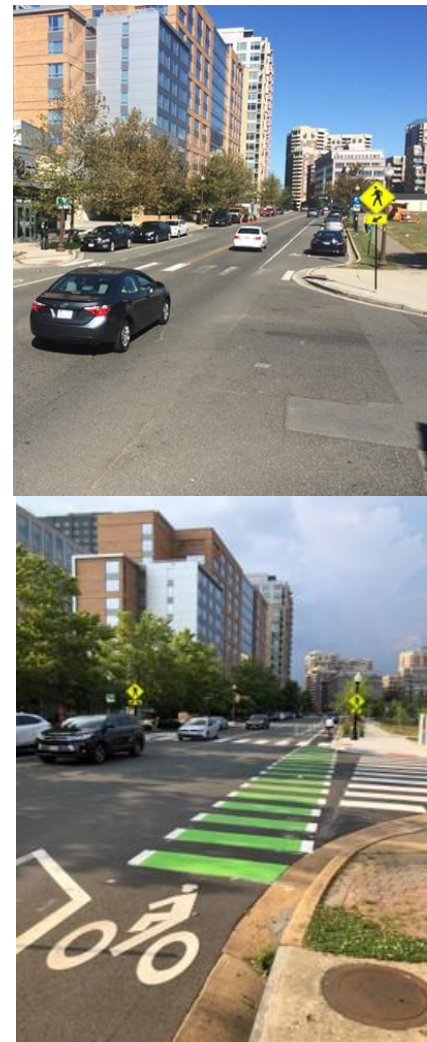
#### *B3: Safety Project Prioritization & Implementation – Quick Build Projects*

Staff completed ten [quick-build safety projects](#) in 2021. There are 11 additional quick-build safety projects in progress for completion in late 2021 or early 2022. Quick-build projects were identified in three ways: (1) through the hot spot crash review or HIN audits, (2) through community-reported concerns, including reports from Arlington Public School (APS) staff, or (3) because there was/is an upcoming project or repave at that location. 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 2022.

#### Completed Quick-Build Projects:

- [N Quincy St and 5th Rd N](#) – Added a protected bike lane connection. Improvements included adding bollards and coloring the bicycle track green on the east side of N Quincy St to clearly define the designated bike space (which helps warn both drivers and cyclists of conflict points), additional signage, and a new high visibility crosswalk for pedestrians.
- [Fairfax Dr and 14th St N](#) (2019 Hot Spot) – Repaired the curb and gutter structure, upgrading curb ramps for people walking and biking, and added new crossings pavement markings.
- [S Courthouse Rd & Walter Reed Dr](#) (2019 Hot Spot) – Improved curb ramps for people walking and biking, enhanced crossing pavement markings, and new traffic controls (stop and yield signs) to clarify the intersection approaches.
- [Rd & Four Mile Run Dr](#) (HIN Corridor) – Restricted right turns on red, added a curb extension to shorten the crossing over Four Mile Run Dr, and added leading pedestrian intervals over Shirlington Blvd. The leading pedestrian interval gives the pedestrian or bike a head start to increase their visibility in the crosswalk before vehicles have priority to turn.
- [N Ohio St & 18th St N](#) – Installed a midblock crossing over N Ohio St and extended the median into the crosswalk with markings. Additional improvements include marked curb extensions to ensure visibility of pedestrians and bicyclists waiting to use the crosswalk

*North Quincy St and 5th Rd N, Before (Top) and After (Bottom) Improvements*



and marking the existing bike lanes across the intersection to ensure awareness and continuity of the bike lane.

- **20th Rd N & N Randolph St** – Improved accessibility by moving the crosswalk slightly north to a location without any obstructions, installed a new curb ramp, marked two new high visibility crosswalks, and installed a school crossing sign to increase visibility of pedestrians.
- **36th St S & S Abingdon St** – Built out the existing pavement markings on the north curb to permanently reduce the crosswalk distance and minimize the vehicle turning radius. Improvements included a centerline buffer to reduce vehicle lane widths, a new ADA-compliant curb ramp at the southern curb, and bike lane markings across the intersection to enhance bicycle visibility.
- **Tuckahoe Park Crossing over Sycamore** – Installed curb ramps and a crosswalk to create a mid-block crossing over N Sycamore St on the long block from Langston Blvd and 26th St N.
- **Wilson Blvd & N Fillmore St** – Added bike lane skips across intersection to ensure awareness of bike lane continuity and added a two-stage bike turn box to the northwest corner of the intersection to create a designated path and space for people on bikes making left turns.
- **Wilson Blvd & N Barton St** – Added bike lane skips across intersection to ensure awareness of bike lane continuity and added a two-stage bike turn box to the northwest corner of the intersection to create a designated path and space for people on bikes making left turns.

*20th Rd N & N Randolph St, Before (Top) and After (Bottom) Improvements*



#### Quick-Build Projects In Progress for Completion in Late 2021 or Early 2022:

- **Washington Blvd & 19th St N** – Formalize curb lines along 19th St N, enhance drainage, and build a permanent curb extension and ramp on 19th St N to reduce pedestrian crossing distances and slow turning vehicles.
- **N Quincy St & 9th St N** – Extend the northeast curb to permanently reduce the crosswalk distance over N Quincy St and minimize the vehicle turning radius. Improvements include ramp upgrades on the northeast corner.
- **N Ohio St Bridge Bike Lane** – Mark new buffered bike lanes across the N Ohio St bridge over I-66 (between 14th St N and 12th Rd N) to narrow vehicle travel lanes and improve the existing bike lane along N Ohio St.



- **S Walter Reed Dr & 14th St S (HIN Corridor)** – Install RRFBs at the crosswalk over S Walter Reed Dr at the intersection of 14th St S. The RRFBs will increase pedestrian and bike visibility and minimize multiple threat crashes (which are those that occur when a vehicle that has stopped to let a pedestrian or bike cross blocks the view of the crosswalk from another on-coming vehicle).
- **S Walter Reed Dr & 12th St S (HIN Corridor)** – Install RRFBs at the crosswalk over S Walter Reed Dr at the intersection of 12th St S. The RRFBs will increase pedestrian and bike visibility and reduce multiple threat crashes.
- **Williamsburg Blvd & N George Mason Dr** – Construct curb extensions on the northeast and northwest portions of the intersection, which will realign the curbs along George Mason Dr, reduce crossing distance for pedestrians/bikes, enhance driver sight lines at the stop sign, and reduce turning vehicle speeds. Improvements include extension of the median to provide additional pedestrian refuge area and updates to the bus stop on the northeast corner.
- **26th St N & Harrison St** – Construct curb extensions on the northeast, southwest, and southeast portions of the intersection to reduce pedestrian crossing distances and improve driver sight lines. The northwest slip lane island and crossings will also be updated.
- **Yorktown Blvd & George Mason Dr** – Build out tactical markings deployed in 2017. Improvements include ADA compliant ramps, curb extensions to shorten the crossing distances, and bus stop enhancements.
- **Yorktown Blvd & N Edison St** – Add curb extensions on the southern corners of the intersection, which will visually and physically narrow the roadway, reduce crossing distance for pedestrians/bikes, and reduce turning vehicle speeds. Improvements include marked stop bars and high visibility crosswalks on the north and south legs of N Edison St.
- **N Rhodes St & Wilson Blvd** – Build a floating bus stop serving WMATA Route 4B & 38B and ART Route 45 at N Rhodes St & Wilson Blvd. The floating bus stop design provides (1) a dedicated waiting and boarding area for passengers and (2) continuous separation for the protected bike lane on Wilson Blvd. People using the bus stop will cross the bike lane and board the bus from the elevated bus platform. This new configuration allows buses to remain in the travel lane while picking up/dropping off passengers, which reduces merging and enhances bus travel time.
- **Crossing on Wilson Blvd Midblock, Rosslyn** – During construction in the West Rosslyn Area, a developer installed a temporary mid-block crossing between N Oak St and N Pierce St. This crosswalk was in place for about two years to allow people to cross Wilson Blvd while the sidewalk on the north side of the block was closed due to construction. Now that construction is complete and a new fire station traffic signal is in operation immediately west of the temporary crosswalk, the crosswalk is no longer the safest option for crossing Wilson Blvd. Specifically, the fire station's dedicated traffic signal remains green at all times unless triggered for fire truck departure, so cars have a green signal even when pedestrians are crossing. As a result, the mid-block crossing was removed, and the County will identify a new location for the placement of a permanent mid-block crossing across Wilson Blvd between N Oak St and N Pierce St.

### B3: Safety Project Prioritization & Implementation – Capital Projects

The Capital Project team has or will deliver safety-driven capital projects at 12 locations in 2021:

- [Bluemont Trail & N Emerson St](#) – Improved visibility and sightlines for trail and road users; Updated ramps
- [Bluemont Trail & N Buchanan St](#) – Improved visibility and sightlines for trail and road users; Updated ramps
- [23rd Street South; US 1 to Crystal Dr](#) – Added curb extensions to a hot spot and other locations on the corridor; Shortened crossing distances
- [Glebe Rd & Langston Blvd](#) – Added left turn lanes on Glebe Rd to allow for safer turning movements; Added wider sidewalks and underground utilities to enhance accessibility; Enhanced street lighting and transit stops
- [Glebe Rd & 18th St N](#) – A Safe Routes to School project that widened the sidewalk on 18<sup>th</sup> St; Added a new traffic signal at 18<sup>th</sup> St N and N Glebe Rd; Upgraded and expanded all ADA ramps within the project areas
- [N Ohio St & 14th St N](#) – Installed a new crosswalk on the north side of Ohio St with curb extensions and a median refuge area; Built a new trail connector at Highland Park
- [Walter Reed Dr & 5th St S](#) – Redesigned intersection to increase multimodal usage and reduce vehicle speed; Installed new crossing with markings and signage; Updated curb ramps; Improved bus stop location and infrastructure
- [Arlington Ridge Rd & S Lang St](#) – Closed the southbound Lang St slip lane; Added a concrete pedestrian median refuge area; Removed bus bays and widened sidewalks for safer bus access and to shorten crossing distance for pedestrians
- [N Carlin Springs Rd & N Edison St](#) – Installed an RRFB and curb extensions to shorten crossing distances; Moved bus stops to the far side of the intersection to reduce conflicts; Added high visibility crosswalks and new signage; Upgrades curb ramps; Widened median to provide a pedestrian refuge area and reduce vehicle speeds

*N Ohio St & 14th St N, Before (Top) and After (Bottom) Improvements*



*N Carlin Springs Rd & N Edison St, Before (Top) and After (Bottom) Rapid Flashing*



- [Pershing Dr; Oakland to Fillmore](#) – Improved four intersections with pedestrian crossing improvements, including an updated traffic signal and accessibility improvements at Fillmore
- [Columbia Pike sidewalk over S Four Mile Run Dr](#) – Widened the north sidewalk from five to ten feet; Added lighting on the north bridge sidewalk; Replaced railings
- [S Four Mile Run Dr; Shirlington to Nelson](#) – Provide a pedestrian pathway on the north side of S Four Mile Run Dr; Enhanced crossings to shorten pedestrian crossing distances; Reduced and narrowed lanes to reduce vehicle speeds; Improved accessibility to bus stops

### ***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 Lee Highway 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)



The Police Department purchased six portable speed-feedback indicator signs in 2021 that can be used as a temporary speed management tactic. DES is working in collaboration with Police to place these signs on corridors with recently reduced speed limits to emphasize the adjusted speed. DES staff will also assist with future placement of these temporary tools beyond the recently adjusted corridors.

DES staff also conducted evaluation and added \$200 additional speeding fine signs on eight corridors in the County in 2021:

- 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 Lee Hwy
- N. Harrison Street from Lee Hwy 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



This brings the total number of corridors with additional fines to 11 Countywide.



### ***B5: Speed Management – Reducing Speed Limits to 20MPH***

Arlington County approved its first neighborhood streets with speed limits below 25mph in November 2021 when the [County Board unanimously adopted](#) speed limit reductions to 20mph, creating “School Slow Zones” on 58 street segments around 13 schools (generally within 600ft of a school access point). Speed limit signs and pavement markings will clearly define these permanent 20mph zones.

County and Arlington Public School (APS) staff identified schools for the [demonstration projects](#) from three different sources:

1. Through Vision Zero:
  - Hoffman-Boston Elementary School
  - Gunston Middle School
  - Drew Elementary School
2. In coordination with APS:
  - Escuela Key Elementary School (new location)
  - Arlington Traditional School (new location)
  - Innovation Elementary School (new location)
  - Cardinal Elementary School (new school)
3. Because existing flashing beacons need immediate replacement and school zones required reassessment:
  - Tuckahoe Elementary and Bishop O’Connell High Schools (joint zone)
  - Glebe Elementary School
  - Wakefield High and Claremont Elementary Schools (joint zone)
  - Thomas More Cathedral School

Implementation of the first Slow Zones is expected to take between three and five months.

We are calling these initial Slow Zones “demonstration projects” because staff will collect “before” and “after” vehicle speed data in each zone to assess whether the Slow Zones, as designed, successfully reduce speeds around schools. Transportation staff will also collect public feedback before considering adjustments to zone infrastructure and placement for all remaining schools in Arlington.

*New Speed Limit*



### ***B7: Multimodal Engineering Toolbox – Systemwide Tool Evaluation***

In 2021, staff evaluated the following locations and tools using a systemic approach:

- Multi-Lane Crossing Locations:
  - Staff checked for high visibility crosswalk markings, pedestrian crossing signage, yield markings, and advanced crossing signage.
  - **28 crossings updated to include the features listed above.**





- Rectangular Reflective Flashing Beacons (RRFBs):
  - RRFBs are associated with the multi-lane crossing evaluations listed above and because of their cost are prioritized based on location characteristics.
  - **Staff identified three locations from the multi-lane crossing inventory 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 + Uncontrolled Crossings:
  - Staff checked for high-visibility crosswalk markings.
  - **214 crosswalks updated to high visibility markings.**
- Stop Sign Locations:
  - Staff checked for stop bars at all county intersections with a stop sign
  - **1,292 stop bars added.**
- Speed Reduction/Traffic Calming Treatments:
  - Staff conducted an initial inventory of all speed humps/tables, raised crossings, traffic circles, speed feedback signs, and similar infrastructure.
  - Staff are working on next steps for systemwide implications.



## Action Item Topic: Engagement

### Accomplishments Overview

#### ***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. It is an important step toward making service requests more accessible and equitable.
2. 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.

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 – October 31, 2021, there were 2,087 public requests related to safety or maintenance. The average time to complete a service request was 10 workdays (excluding weekends/holidays) or 13 calendar days.**

#### ***C4: Community Knowledge Building – Education and Support Programs***

Community knowledge building is imperative in achieving our goal of zero fatalities or serious injuries on the transportation system. The 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 administered 24 classes and events that have attracted over 1,460 attendees. Plus, we've hosted eight major campaigns that have reached hundreds.**

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 (7 classes, 218 attendees)
- ACCS offered Adult Biking Classes (12 classes, 107 attendees)
- ACCS completed a staff bike tour of National Landing bike infrastructure (1 event, 7 attendees)
- ACCS/Arlington Transportation Partners (ATP) hosted a webinar on E-bikes for Amazon Employees (1 event, 56 attendees)
- ACCS/ATP hosted a back-to-school Bike Rodeo with Safe Routes to School (1 event, 30 attendees)
- ACCS hosted an e-bikes training demo, traffic garden, and distributed bike/ped information at County Fair (1 event, 850+ attendees)
- ACCS hosted a Bike Train information table at Thomas Jefferson Middle School (1 event, 100 attendees)
- ACCS hosted a video on "Biking to School" (1 event recording, 99 views)

#### Other Campaigns & Projects:

- APS installed a temporary traffic garden at Hoffman-Boston.
- 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.
- ACPD launched the 2021 Back-to-School Transportation Safety Campaign, a high-visibility campaign that included variable messaging signs.
- ACCS/ATP promoted Capital Bikeshare membership discounts for APS teachers/staff and enrollment in other commuter benefits.
- ACCS worked with APS to sell discounted iRide transit passes to students at schools via Mobile Commuter Store and at Commuter Store locations (423 cards sold).
- ACCS promoted Capital Bikeshare usage and low-income access at Arlington Food Assistance Center and Arlington Partnership for Affordable Housing's sites, 4 times July-Sep (165 people reached).

## Action Item Topic: Partnerships

### Accomplishments Overview

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

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

- **Two spot-based quick-build projects** (Old Dominion Dr & Little Falls Rd + N. Ohio St Bridge over I-66);
- **One corridor-based project along US-50/Arlington Blvd** (installing signal backplates and adding left-turn protected phases); and
- **13 multi-lane crossings pavement marking and signage updates** (as part of the systemwide evaluation).



*Turn Restrictions Implemented at Old Dominion Dr & Little Falls Rd Hot Spot*

## 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 9 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](#). Last, 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 two 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" or "see me 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 Parent Teacher Associations (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.

# Key Items Coming in 2022

As we move into 2022, we expect to make progress on the following action items:

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

DES completed a full sidewalk assessment, including ramp conditions, which will be used to inform future maintenance efforts. The final report will be complete and released in coming months. DES staff also initiated an inventory of all street widths and features (for example, parking areas, bike lanes, number of lanes, turn lanes) that will assist in future systemic and planning efforts. **We anticipate that the streets inventory will be complete in mid-2022.**

## A3: Annual Crash Analysis – Systemic Analysis & 2021 Hot Spots

DES is working with a consultant team to support a second, more comprehensive systemic analysis that looks at roadway characteristics, multimodal infrastructure, crash factors, land uses, and equity indicators to identify key combinations of risk factors to help identify current problem areas as well as predict future problem areas. **The results of this systemic analysis will be released along with action items that may range from systemic engineering projects to targeted outreach campaigns.**

DES is also working on the 2021 hot spots program. The 2021 hot spot identification will be different from the 2020 hot spots given a few enhancements: (1) hot spots will be normalized by roadway volumes, so we can identify areas with crashes disproportionate to the number of users; (2) we will include the use of big data to capture hard-breaking and erratic driving, which could indicate a close call; and (3) crashes will be weighted so that fatal and severe crashes have the highest weight with crashes involving only property damage having the lowest weight. **Once the 2021 hot spots are released, our team of engineers will get to work reviewing issues and design improvements at the hot spot locations.**

Both of these data analysis projects will result in a new and very interesting way to view Arlington's crash data and identify needed actions.

## A4: Equity Analysis – Initial Mapping & Evaluation

The Vision Zero team identified an interdisciplinary group of County colleagues to collaborate on the transportation safety equity analysis. The analysis includes various aspects, including:

- Systemic Crash Analysis: Analyzing the intersectionality of crash factors with socioeconomic, roadway, and built environment variables to identify and predict crash patterns.
- Origin Analysis: Studying zip codes of people involved in crashes in Arlington to identify origin patterns.
- Hospital Data Analysis: Assessing VHC trauma center transportation-related injury records by race/ethnicity/age.
- Community Reports Analysis: Reviewing the locations from where we commonly receive community service requests and feedback and identifying areas where we don't commonly hear from that may be underserved (includes a review of community-reported concerns to DES through public service request tools or requests made directly to the County Board or Manager).

Following these analyses, we will use information from supportive data sources, interdisciplinary professional observations, and community conversations to explain the root causes of our initial findings. The next steps will then be identifying actions to enhance equity in transportation safety and continuous evaluation to ensure our actions effectively reduce disproportionalities in the people who are affected by transportation crashes.

**Initial equity analyses are still underway. We will continue to report out on our progress and look forward to publishing findings and engaging on this topic later in 2022.**

## **A7: Annual Benchmark Survey – Survey Launch & Outreach**

DES staff are collaborating with consultant staff and Mobility Lab to finalize a questionnaire for the first annual benchmark safety survey. The intent is that the same questionnaire will be distributed each year to longitudinally track our progress on safety over time. **The Annual Benchmark Survey will open in late winter or early spring 2022 and last about one month. We are working on a robust outreach and communications campaign so that responses are comprehensive and cover all neighborhoods and people in Arlington.** Outreach will include hosting pop-ups events and leaning on partnerships with community groups to expand our reach.

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

**The Capital Project team plans to deliver safety-driven capital projects at 11 locations in 2022:**

- [Route 1 to Four Mile Run Trail](#) - Adds an accessible multi-use trail connection from the east side of Route 1 to the Four Mile Run Trail
- [18th St S; S Fern St to S Eads St](#) – Continues the existing S Hayes St protected bike lane; Removes the slip lane; Reduces crossing distances at intersections
- [N Lexington St & 8th Rd N](#) – A Safe Routes to School project that adds a sidewalk and curb ramps; Reduces traffic speeds by clearly outlining travel paths for all users
- [N Ohio St & 12th St N](#) – Improves trail crossing across N Ohio St
- [Bluemont Trail & N Kensington St](#) – Improves visibility and sightlines for trail and road users; Updates ramps; Adds transit improvements
- [Pershing Dr & Washington Blvd](#) – Upcoming signal upgrade project with improvements to crossings to shorten crossing distance and reduce vehicle speeds through the intersection
- [Arlington Ridge Rd & S Lynn St](#) – Removes slip lane; Relocates and shortens crossing; Adds a concrete pedestrian refuge island; Realigns intersection to enhance safety
- [Columbia Pike; S Orme St to S Joyce St](#) – (West – S Orme St to S Oak St) Undergrounds utilities; Replaces wet utility; Reconstructs street and sidewalks; (East – S Oak St to S Joyce St) – Realigns roadway; Coordinates with Eastern Federal Lands
- [13th Street S; S Walter Reed to S Highland St](#) – Adds a five-foot wide sidewalk on the north side of the street; Upgrades curb ramps; Reconstructs driveway aprons; Updates markings and signage
- [7th Road S & S Florida St](#) – Installs curb extensions, Upgrades ramps; Improves bus bulbs and seating; Updates pavement markings and signage

- [Shirlington Rd Bridge over Four Mile Run](#) – Upgrades the guardrail system; Maintains bridge conditions; Improves bridge pavement and surface deck; Improves multimodal access between Green Valley and Shirlington

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

DES is continuing investigation of speeds on all roadways with speed limits 30mph or higher and will continue to adjust speed limits or add other speed management treatments into 2022. Efforts will focus on HIN corridors.

## **B5: Speed Management –Speed Limits Under 25MPH**

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 inform the design and planning of 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 Safety Toolbox – Draft Toolbox**

We anticipate that the draft toolbox will be released in early 2022 along with a public engagement effort to collect input from the community. This is a very important piece of Arlington’s Vision Zero program, and we’ve been working to review and refine the Toolbox for engagement.

## **B8: Data-Driven Enforcement – Automated Enforcement**

The Police Department and DES staff are collaborating to expand the [red-light camera program](#). Using crash data and field observations, staff identified locations for further evaluation by the red-light camera vendor. **Staff are currently reviewing the results of the red-light camera location assessments and plan to move forward with adding new red-light camera locations in 2022.**

DES and Police have also been collaborating to bring an ordinance to adopt speed cameras to the County Board in early 2022. Based on Virginia State Code, speed cameras are allowed in school zones and work zones only. If adopted by the County Board, Police will begin procurement for a speed camera vendor, and **DES will continue to work on a [technical support project](#) to develop data-driven guidelines for identifying, prioritizing, and implementing speed cameras in school zones.** The findings will be used to select speed camera locations that maximize safety impacts once we get to implementation stages.



# 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				Database in progress   ACPD crash reports and calls for service now combined with VDOT crash reports in DES crash database. Updating internal dashboards for staff review.
	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   Working with ACPD on how to improve the crash reporting to better capture and classify scooter crashes in the future.
A2: Supporting Data	Link select traffic citation data directly from ACPD to DES staff for analysis and reporting.	X				Database in progress   ACPD Traffic Citation data incorporated into DES crash database. Updating internal dashboards for staff review.
	Collect and analyze data as part of safety investigations including behavioral and observational information (eg. field and site visits).				X	2021: 24 data collection locations; 4 HIN Audits   Staff have collected a variety of in-house observational/ behavioral data and speed data, including for before/ after studies of permanent and pilot projects. 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). Audit documentation coming soon.
	Link volume and speed data to allow for countywide crash rate/normalization analysis.		X			Normalization Incorporated into 2020 Analysis + Tool in Progress   Normalization technique included in latest hot spot and systemic analyses. Internal tool for crash rate analysis in development.
	Create a geodatabase of community-reported concerns reported through community feedback channels for use in safety analysis.				X	NA   Mapping sources and capabilities under review for master database.
	Invest in “smart” equipment that supports the collection of data in daily operations.				X	4 Smart RRFBs Installed in 2021   The County typically includes smart tools like RRFBs that track the number of button-pushes or Speed Feedback Signs that record vehicle speeds. We will continue to pursue these and other technologies for all projects moving forward.

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	<b>Hospital data maintained / in-use</b>   Staff established a contact with the Virginia Hospital Center trauma center and are continuously compiling and analyzing monthly data. 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			<b>Database in progress: Sidewalk Inventory Complete / Streets Inventory Task Scoped</b>   DES completed a full sidewalk assessment including ramp conditions, which will be used to inform future maintenance efforts. We are waiting on a final report. DES also staff scoped an effort to inventory all street widths and features to assist in systemic and planning efforts. Work has begun on the effort to inventory all street widths and features. These datasets combined will assist in systemwide planning.
<b>Analysis</b>						
<b>A3: Annual Crash Analysis</b>	Perform a systemic review of common factors in severe/fatal crashes with supporting data.				X	<b>2017-2019 Systemic Review: Complete</b> <b>2018-2020 Systemic Review: In Progress</b>   Staff completed a <a href="#">systemic analysis for 2017-2019</a> . This identifies common crash risk factors and locations on a countywide level. Staff are working to update the three-year 2017-2019 systemic analysis with a more in-depth systemic analysis for the five-year period from 2016-2021 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 expected 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	<b>2017-2019 High-Injury Network Complete; 40 Lane Miles</b>   TE&O staff completed a <a href="#">High-Injury Network analysis for 2017-2019</a> , which produced the High-Injury Network currently in use to inform audits and project prioritization. The next review by TE&O staff will likely be for 2020-2022.
	Perform an annual hot spot review.				X	<b>2017-2019 Hot Spot Analysis Complete; 63 locations identified; 23 Improvements Complete; 13 Improvements in Progress; 27 Locations with existing projects</b>   Staff completed the <a href="#">hot spot analysis for 2017-19</a> 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 anticipated in early 2022.
	Publish an annual crash report identifying annual and long-term crash patterns using consolidated police data (ACPD / VDOT)				X	<b>2020 Annual Crash Report Complete + Published</b>   TE&O staff completed the <a href="#">2020 Annual Report</a> and

Obj	Action Item	Timeline (Years)				Performance Metrics   Notes
		1-2	3-4	5+	Ongoing	
	that will serve as the central source for County crash reporting.					published it in August using VDOT data. In 2022, we will work on an integrated dataset approach.
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				<b>Mapping and Analysis in Progress</b>   The County identified an interdisciplinary team to collaborate on this analysis. Includes geographic review of community-reported concerns, demographics from the VHC trauma center data, and zip codes of people involved in crashes.
	Use the findings from the overlay analysis to identify safety projects that will close gaps in access to safe transportation.		X			<b>NA</b>   This action will be conducted following the mapping/analysis task above.
A5: Critical Crash Reviews	Participate in a quarterly, interdisciplinary review of all critical crashes.				X	<b>5 Meetings</b>   Meetings Held Every Quarter
	Implement follow up action items based on findings from the critical crash meetings.				X	<b>51 Crashes Reviewed; 4 Changes Implemented; 8 Changes Being Assessed; 1 Campaign Initiated</b>   Adjusted signal timing at Carlin Springs / Glebe - Q4 2020. Added protected left turn phase at Langston/Veitch - Q4 2020. Added tactical improvements at 10th St N/Quincy - Q4 2020. Improved lighting along N Quincy St (including near 10th St N) - Q4 2020. Working on alcohol campaign.
<b>Progress Reporting</b>						
A6: Vision Zero Program Reporting	Publish an annual Vision Zero report to document efforts related to implementation of the action plan; crash statistics; results of the Annual Benchmark Survey and overall impacts of/opportunity for the program.				X	<b>Quarterly &amp; Mid-Year Report Complete</b>   Staff produced a <a href="#">quarterly update to the ESG</a> in August 2021. The first official mid-year report was released in December 2021.
	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				<b>Dashboard posted in Dec 2020; Last updated 10/21</b>   The <a href="#">online dashboard</a> is up to date with the latest VDOT dataset (July 2021). 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 is working on incorporating newly acquired ACPD crash data into the online dashboard.
A7: Annual Benchmark Safety Survey	Design an annual survey of perceived safety that will identify and track transportation-related safety issues in Arlington over time and across demographics and locations.	X				<b>Survey Instrument In Progress</b>   A collaborative team of county and contractor staff (incl. Mobility Lab) are developing a preliminary list of questions for review and further vetting for the Annual Benchmark Survey.
	Conduct survey each year collecting responses from residents, workers, and visitors in Arlington.				X	<b>NA</b>   The first annual benchmark survey will be conducted in early 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	<b>3 Before/After Analyses Underway</b>   Staff are working on completing before and after analysis on RRFBs, Speed Feedback Indicator Signs, and School Slow Zones for publication 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			<b>Pre-Planning Work Initiated</b>   Transportation Planning has begun pre-planning work, including research of best practices and tools to support the coming MTP update. The team is also in the process of backfilling the team’s long-range planner position.
	Integrate safety as a priority into project evaluation criteria for all new capital projects and incorporate these elements into project design.				X	<b>Project Ranking Tool Developed / Safety Criteria Included</b>   In 2021, TPCPM staff developed a capital projects prioritization tool to assist in the development and implementation of the Transportation CIP. The tool places as heavy emphasis on health and safety projects, especially those with known safety concerns and crash history. This tool will be used to guide the coming FY23 CIP in collaboration with TE&O and Transit and other agencies within the county where projects may overlap.
	Integrate the principles of Vision Zero into other planning updates, ensuring that effective transportation and transportation safety policies are incorporated.				X	<b>2 Studies</b>   Vision Zero principles are being 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	<b>NA</b>   Staff will initiate action on this item as larger scale safety projects come into the pipeline.
B2: Plan/Project Review	Implement a standard and documented approach for integrating safety as a priority into the private site plan development review process through incorporating a documented safety review and set of recommendations into the Multimodal Transportation Analysis and throughout project design and review.				X	<b>Crash &amp; Safety Analysis Template Developed; 2 Site Plans Included Crash &amp; Safety Analysis</b>   Staff developed a methodology for incorporating safety reviews into the MMTA; Developers are piloting framework on the 1616 Fort Myer project (not yet submitted) and the Macy's Ballston Ste Plan (submitted).
	Document and implement a standard approach to conducting safety analysis at the onset of a transportation capital improvement project.				X	<b>NA</b>   Planning staff currently assess conditions and safety needs at the onset of capital project planning. Formalizing a standard process is a target over the next year.
	Collaborate on the plan and design of all new or improved parks and trails to ensure safe access and mobility.				X	<b>5 Park/Trail Projects Reviewed</b>   Jennie Dean Park - Parks Capital Project. Short Bridge Park Trail Connection to Four Mile Run - Parks Capital Project. Shirlington Pedestrian Bridge - Parks Capital Project. Long Bridge Connector - VDOT Project. S Glebe & Mt Vernon Ave Intersection Trail Connection - Signals Capital Project.



Objective	Action	Timeline (Years)				Performance Metrics   Notes
		1-2	3-4	5+	Ongoing	
<b>B3: Safety Project Prioritization &amp; Implementation</b>	Develop and implement criteria to review and prioritize quick-build and large scale/long-term safety projects identified through 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	<b>Evaluation Criteria Developed for Capital Projects; Evaluation Criteria to be Developed for Quick-Build Projects in 2022; 26 Improvement Projects on HIN in 2021</b>   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 26 small-scale projects on HIN corridors. See action item B1 for more information on how staff are prioritizing and ranking projects based on safety.
	Develop a process for moving large scale investment projects identified through safety reviews into the capital investment/implementation pipeline.		X			<b>NA</b>   DES initiated discussions to establish a process pipeline for large-scale projects identified through Vision Zero safety analysis. Planning on this item will continue into 2022 and will integrate with the capital projects ranking process.
	Implement quick-build safety projects via the Vision Zero CIP Program.				X	<b>10 Quick Build Projects Complete; 11 Quick Build Projects In-Progress</b>   See list of <a href="#">quick build projects</a> in the Key Accomplishments Section of the Main Mid-Year Report.
	Implement large scale, long term safety projects via the CIP Program.				X	<b>12 Capital Projects Complete in 2021; 11 Capital Projects in Pipeline for 2022</b>   See list of safety-driven capital projects in the Key Accomplishments Section of the Main Mid-Year Report.
<b>B4: Safety Project &amp; Program Funding</b>	Secure Vision Zero program funding in the CIP for immediate action, quick-build projects.				X	<b>\$1.2M in FY23</b>   Confirmed Street Safety Improvements in CIP.
	Secure funding for larger scale investment projects identified through the safety program.				X	<b>NA</b>   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	<b>NA</b>   DES staff are developing infrastructure inventories to help estimate funds needed to maintain recent safety improvements. DES staff requested funding in the FY23 budgeting session.
	Identify staff dedicated to the County's transportation safety program, including a full-time Vision Zero program coordinator.	X				<b>Position Requested</b>   Requested a full time Vision Zero position in the FY23 budgeting session.
	Apply for grants strategically, focusing on funding larger-scale, longer-term safety projects.				X	<b>\$60K Awarded in Technical Assistance</b>   Awarded <a href="#">\$60K in MWCOG funding</a> for school zone speed camera guidelines; Applied for another \$35K technical assistance grant in 2021; Discussing additional grant/funding applications for 2022.
<b>Design</b>						

Objective	Action	Timeline (Years)				Performance Metrics   Notes
		1-2	3-4	5+	Ongoing	
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				NA   Staff are conducted speed studies on <a href="#">the HIN</a> and will move forward with treatments and recommendations in 2022.
	Conduct a review of speeds and posted speeds of non-interstate roadways in the County with speeds 30MPH and above that considers roadway and land use characteristics and deploy speed mitigation measures based on findings.		X			<a href="#">7 speed limits reduced to 25mph</a> ; Enhanced speeding fines on 8 Corridors; Purchased 6 portable Speed-Feedback signs to reinforce adjusted speed limits   See list of speed management activities in the Key Accomplishments Section of the Main Mid-Year Report.
	Develop and adopt a process to reduce speed limits below 25mph on County Roads.		X			Adopted process; <a href="#">Passed 20mph speed limit reduction on 58 streets in 13 school zones</a>   Confirmed process for lowering speeds below 25mph. Implementing School Slow Zones in winter 2021/22.
B6: Guidelines/Standards	Revisit and update existing guidelines for infrastructure specifications and placement and adjust to ensure best practices for safety considerations.				X	<a href="#">6 Guidelines Updates</a>   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 now posted on the Vision Zero website.
	Consider and create new guidelines for development and implementation to enhance safe access and operations on the transportation system.				X	<a href="#">3 New Guidelines in Development</a>   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.
	Refine school zone guidelines to establish consistent signage, signage placement, speed limit reductions, and pavement markings in school areas.	X				<a href="#">Testing Preliminary Speed Limit and Slow Zone Guidance at 13 Schools</a>   Developed school zone slow zone guidelines as demonstration to lead to guidelines and implementation for all school zones.
	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	<a href="#">Crossing Guard Location Standards Review Complete</a>   Reviewed 2021 list of crossing guards and sent crash history and MWCOC 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				<a href="#">Draft Toolbox Under Internal Review</a>   Staff are finalizing the draft Toolbox content for review and engagement with the community in winter of 2021/22.
	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	NA   This action will begin once the Toolbox is in place. Staff are currently working on tool trackers that will be used to report on tool deployment once the Toolbox is adopted.

Objective	Action	Timeline (Years)				Performance Metrics   Notes
		1-2	3-4	5+	Ongoing	
	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 <a href="#">Info Sheet on the Pilot Process</a> ; 4 Pilot Projects in Progress; 2 Pilot Projects Complete   Complete <a href="#">Pilots</a> : (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.
	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 RRFBS), (3) 4-way stop + uncontrolled + signal crossings (214 updated to high visibility), (5) stop bars (1292 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				7 Intersections Under Review for Red Light Cameras; Speed Cameras Ordinance to be Recommended to County Board in Jan 2022   ACPD + DES finalized review of countywide red light camera potential locations based on crash and citation data; Vendor assessed 7 locations for future red light camera deployment and is working with the County to confirm the approaches based on data collected in 2021; Speed Cameras will go to the Board for approval in January 2022.
	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.
B9: Facilities Maintenance	Monitor and adjust maintenance strategy when a safety concern is identified by staff or the community.				X	7 Maintenance Projects Coordinated   DES + DPR coordinated on the maintenance of the following trail improvements: (1) Bluemont Trail Milling & Repaving - Parks maintenance project; (2) Bluemont Trail Intersection Improvement Project - Community / staff safety project; (3) Fairfax Dr & N Jefferson St trail crossing - Community / staff safety project; (4) Walter Reed & S Courthouse Rd trail crossing - Community / staff safety project; (5) N Ohio St & 12th Rd N trail entrance - Community / staff safety project; (6) N Ohio St & 14th St N trail entrance - Community / staff safety project; (7) Misc Trail Repaving Locations.

Objective	Action	Timeline (Years)				Performance Metrics   Notes
		1-2	3-4	5+	Ongoing	
	Identify and implement safety improvements through the County's annual repaving process through a standardized and transparent methodology.	X			X	<b>Over 10,000 linear ft of new or enhanced safety design elements; 450+ crossing enhancements, 50+ curb or ramp improvements, 4,000+ linear ft of added bike lanes or skips</b>   DES staff repaved, remarked, and updated over 10,000 linear feet of roadway in 2021.
<b>B10: Maintenance of Traffic Design &amp; Active Construction</b>	Ensure coordination when a park, trail, or other public space is being developed to ensure safe space and continuity for both motorized and non-motorized travel.				X	<b>6 MOTs Reviewed with DPR</b>   MOT reviews conducted in partnership between DES + DPR include: (1) Netherlands Carillon, (2) Dominion Substation by Four Mile Run Trail, (3+4) Jennie Dean, (5+6) Alcova Heights.
	Apply a temporary lower speed limit (at least 5mph lower than posted speed) in work zones, starting with County reviewed projects.	X				<b>117 Total MOTs Reviewed</b>   DES staff review these MOTs for safety features as part of plan review.
	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			<b>Draft Guidance Developed</b>   Staff developed a preliminary guidance document for maintenance of traffic. Staff presented the draft guidance and principles with the Bicycle Advisory Committee and the Pedestrian Advisory Committee for feedback in 2021 and are currently working on edits.
	Expand the County's ability to monitor active construction to ensure all signage, materials, temporary access, and detour routes follow established guidelines.			X		<b>NA</b>   This is a long-term action item that will be a focus in coming budget cycles.

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	4 Engagements Complete; 4 Upcoming   Engagement efforts complete: (1) <a href="#">Lorcom Ln</a> , (2) <a href="#">Carlin Springs</a> , (3) County Fair, (4) <a href="#">School Slow Zones</a> . Engagement efforts upcoming: (1) Mid-Year Check-In, (2) Speed Cameras, (3) Multimodal Safety Toolbox, (4) Nelly Custis.
	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	5 Engagements Translated; 6 e-Blasts Translated; Working on Multi-lingual Community Engagement for Annual Survey Effort   Engagements translated: (1) Carlin Springs Pilot; (2) Slow Zones Info Sheets; (3) Quarterly Report; (4) Multimodal Safety Toolbox; (5) Speed Cameras Info Sheet; All newsletters are translated; Working on multi-lingual/pop-up engagement strategies for Annual Benchmark Survey.



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				<b>Integrated Transportation Investigation Form into the Report a Problem System</b>   The Transportation Investigation (or C3) service request was relaunched within the <a href="#">Report a Problem portal</a> as "Transportation 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	<b>2,087 Public Requests; 13-Day Completion Average</b>   From Jan 1 – Oct 31, 2021 there were 2,087 public requests related to safety or maintenance. The average time to complete a service request was 10.02 workdays (excluding weekends/holidays) / 13.14 calendar days.
<b>Education &amp; Encouragement</b>						
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	<b>Updated Semi-monthly; Added 4 New Pages; Successfully Transitioned to the New County Web Platform</b>   New pages since plan adoption include: (1) Tools & Guidance, (2) News & Updates, (3) Quick-Build Projects, (4) Pilot Projects. Staff are constantly updating the website and working on improvements / organization to ensure information is easy to find.
	Build and maintain a Vision Zero listserv that disseminates information about ongoing projects and programs that relate to transportation safety.				X	<b>6 Newsletters Sent; 1,398 Subscribers</b>   The County sends one bilingual Vision Zero newsletter per month; The number of subscribers (1,398 as of November 2021) increased by 172 since July 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	<b>NA</b>   The <a href="#">Interdepartmental Stakeholders Group</a> 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	<b>NA</b>   Staff are waiting on results of an updated hot spots and systemic analysis. Once results are in, we will create crash trend spotlights and share across communication platforms.
	Share materials from VDOT and the Division of Motor Vehicles education and communications campaigns to maximize reach by sharing messaging and information.				X	<b>1 Campaign Shared</b>   The County's social media channels shared Street Smart campaign info available from MWCOG
	Provide transportation education and support to students and teachers.				X	<b>24 classes &amp; events with 1,460+ attendees; 8 campaigns reaching hundreds</b>   See list of classes/event and other outreach campaigns in the Key Accomplishments Section of the Main Mid-Year Report.

Objective	Action	Timeline (Years)				Performance Metrics   Notes
		1-2	3-4	5+	Ongoing	
	Tailor education efforts to address negative transportation-user behaviors as identified through systemic crash analysis (e.g. driving under the influence, speeding, and distracted driving) through targeted outreach campaigns.				X	NA   Staff are waiting on results of an updated hot spots and systemic analysis. Once results are in, we will create targeted campaigns and share across communication platforms.
	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			NA   Staff are working to obtain a more complete speed and count dataset for the County. This work was stalled as a result of the pandemic's disruption to travel behavior but resumed in fall of 2021.

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	<b>14 Departments/Bureaus Actively Participating</b>   (1) Fire Department, (2) Manager's Office, (3) Development Services Bureau, (4) Police Department, (5-9) Department of Environmental Services - Transit, TE&O, Water Sewer Streets, TPCPM, ACCS (ATP + BikeArlington + WalkArlington), (10 -11) CPHD - Neighborhood Conservation, Current Planning, (12) Department of Human Services - Public Health, (13) Communications, (14) Public Safety
	Hold regular meetings and communication with representatives from each of the County's departments and bureaus to coordinate Vision Zero action items and document progress.				X	<b>3 Meetings</b>   Staff have conducted three meetings since the Action Plan's adoption on: June 21, 2021; August 16, 2021; October 17, 2021.
	Host a Vision Zero staff training video required for all County employees to instill a unified awareness of safety issues for transportation safety.	X				<b>NA</b>   Targeting spring 2022 to finalize a training; this item requires support from our communications and County Manager's Office staff
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	<b>2 Meetings; 15 Spot Improvements; 1 Corridor Improvement; 1 HSIP Project in Progress</b>   Meetings took place: (1) March 16, 2021 and August 27, 2021. Next meeting will likely be in January 2022. See detailed list of activity in the Key Accomplishments Section of the Main Mid-Year Report.

Objective	Action	Timeline (Years)				Performance Metrics   Notes
		1-2	3-4	5+	Ongoing	
	Collaborate with VDOT on reducing speeds and speed limits on VDOT-maintained roadways.				X	<b>NA</b>   This is an ongoing item for discussion and action with VDOT.
<b>D3: Regional Agency Coordination</b>	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	<b>5 Meetings with Regional Partners</b>   Regional Coordinators: June 3; August 5; Oct 7; Nov 18 MWCOG Safety Subcommittee: August 3; October 12.
	Engage in meetings and communication on transportation safety issues with regional agencies.				X	<b>NA</b>   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.
<b>D4: Legislative Advocacy</b>	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	<b>Legislative Package Submitted for 2022 General Assembly</b>   Staff sent <a href="#">a legislative agenda</a> that prioritized (1) protecting existing WMATA funding, (2) protecting existing NVTAF 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.
<b>Collaborators</b>						
<b>D5: Stakeholders</b>	Facilitate discussions with the County's committees, commissions, business community, and interest groups through the External Stakeholders Group that engages in an annual program update and mid-year program report. This group will allow stakeholders to stay engaged in the process and provide feedback to program staff once the Vision Zero program is in implementation.				X	<b>25 groups represented</b>   Mid-Year meeting will take 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; 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; Crystal City Business Improvement District; Rosslyn Business Improvement District; Columbia Pike Revitalization Organization; Pike Presidents Group; Lee Highway 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	<b>9 Initiatives; 2 Advocacy Efforts; Information Sharing</b>   See list of initiatives and efforts in the Key Accomplishments Section of the Main Mid-Year Report.

Objective	Action	Timeline (Years)				Performance Metrics   Notes
		1-2	3-4	5+	Ongoing	
	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	<b>4 Intersections Reviewed; 3 Pilot Projects Identified; 13 School Zone Updates in Progress; 14 schools Engaged  </b> ACTC Intersection Reviews: (1) 18th St N & Patrick Henry Dr (Sept 2021); (2) 18th & Ohio – Cardinal ES (June 2021), (3) Williamsburg & Glebe (May 2021); (4) Wilson Blvd & George Mason Rd (March 2021); Pilot Projects Identified w/ APS: (1) S Carlin Springs Rd Walkability; Lorcom Ln Walkability; (3) Nelly Custis/Military Temporary Roundabout; The County approved and will install 20mph School Zone Slow Zones demonstrations at 13 schools in early 2022; DES + APS engaged with most schools involved in the slow zones, as well as three additional schools that reached out with safety concerns.
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	<b>NA  </b> County staff are working on language to integrate into contracts and a timeline for the integration.
	Establish relationships with transportation service providers that operate in Arlington (e.g., ride hailing services, scooter companies, taxis, shuttles, etc.) to share experiences/data and identify opportunities for improvement of safety in operations.				X	<b>Established 6 Contacts; Hosted Meetings on Pick-Up/Drop-Off Zone Best Practices.  </b> DES staff met with Lyft to discuss lessons learned from pick-up/drop-off zones in the region. 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.
	Establish relationships with trucking and delivery services to improve curbside operations and allow prompt coordination on safety issues.				X	<b>NA  </b> No action taken on this item yet.
	Establish relationships with utility companies to allow prompt coordination on safety issues with infrastructure or repair work.				X	<b>Established 3 Contacts  </b> DES established contacts at Dominion Energy & Washington Gas to communicate with regarding immediate safety concerns.