

VISION 

ZERO 

SAFER STREETS FOR ALEXANDRIA

Year 2 (2019) Progress Report

Prepared by: T&ES Staff

Since 2008, the City of Alexandria has made significant investments to improve conditions for walking and bicycling. The [City's Vision Zero Policy](#) was adopted by City Council in January 2017 to eliminate all traffic-related deaths and serious injuries by 2028. The [Vision Zero Action Plan](#), which outlines actions to reach the goal of Vision Zero, was adopted in by City Council in December 2017.

This report provides a look at progress by the Department of Transportation & Environmental Services (T&ES) and other departments toward the implementation of the Vision Zero Action Plan for calendar year 2019. The Vision Zero Action Plan proposed the following overall guiding principles and strategies:

#1. Improve Data Collection: The City will make information easily available to the public, enhance data collection and coordination efforts, and evaluate the success of existing and planned programs to determine the best way to allocate resources for change.

#2. Enhance City Processes and Collaboration: The City will support and encourage statewide legislative efforts to implement stricter traffic safety laws and evaluate city policy and administrative guidelines to improve safety outcomes.

#3. Build Safe Streets for Everyone: The City will improve prioritization of safety treatments to inform implementation and develop and implement infrastructure policies to reduce KSIs.

#4. Promote a Culture of Safety: The City will undertake the following:

- Inform the public of Vision Zero efforts
- Create a network of partnerships to ensure the success of Vision Zero
- Craft a successful public education campaign to inform the public of Vision Zero and Topic Areas
- Encourage city staff to incorporate Vision Zero into everyday practices
- Strengthen traffic safety enforcement policies and practices

In support of these guiding principles, the Vision Zero Action Plan provides strategies to eliminate serious injuries and fatalities by 2028. While there is not enough data to illustrate the effect of these efforts over time, the current status of police-reported crashes in Alexandria is provided below.

Year	City-wide Crash Data (2016-2019)				
	Total # of Crashes	Total # of Deaths	Total # of Crashes with injuries	Total # of bicycle-involved crashes	Total # of pedestrian involved crashes
2016	1295	4	236	18	69
2017	1106	3	258	19	62
2018*	1567	5	490	21	62
2019*	1531	4	427	15	60

***Note: A newer form of crash tracking was used to collect this data, thus the increase in crashes captured between 2017-2018**

Key highlights from 2019 are listed below:

- In most cases, City Staff have exceeded the number of safety improvements over the number outlined in the Action Plan, even more than the locations listed in **Attachment 1**
- Staff and Coalition Partners have provided hundreds of items of safety gear such as reflective and lighted keychains, wristbands, bags, bike lights, stickers, sunglasses and bicycle helmets to residents across the City via events at Farmer's Markets, National Night Out, Civic Association Meetings, and other special events.
- Staff launched a campaign to reintroduce Vision Zero to the community and highlight some of the work staff have been doing to improve safety
- The City supported and provided input on legislative items relating to traffic safety for the 2019/2020 session. Key safety legislation passed to allow automated enforcement, amendments to require drivers to stop instead of yield for pedestrians, and a vulnerable road user law (**Attachment 2**).
- The Alexandria Police Department (APD) and T&ES Staff initiated and held monthly Crash Task Force meetings as a means to review serious injury, fatality, and vulnerable road user crashes for engineering improvements

In 2020, considering the reduced budget and prioritizing improvements in MWCOC's Equity Emphasis Areas, the Year 3 priority engineering items are listed below:

- Install 10 Leading pedestrian intervals
- Upgrade 20 crosswalks to high visibility markings
- Install No turn on Red Restrictions at 10 locations
- Install pedestrian signals at 5 intersections
- Upgrade or install 25 curb ramps to improve accessibility
- Upgrade or install safety countermeasures at 3 uncontrolled crossings
- Continue implementation of Safe Routes to School improvements at 6 schools
- Provide safety improvements at 4 high risk intersections
- Reduce the speed limit from 35 to 25 mph on one road where appropriate
- Speed control measures for three locations (3)
- Pilot left-turn traffic calming measures in one location
- Develop a pilot program for a neighborhood slow zone program
- Update pedestrian paddle signage to reflect new legislation
- Identify locations for speed cameras in school zones related to new legislation
- Install speed feedback signs on 2 high crash corridors

Programmatic Safety Priorities:

- Safe Routes to School Walk Audits for Middle and High School Campuses
- Intersections Audits for the top 5 highest crash locations
- Continue safety legislation recommendations
- Craft an education campaign for new legislation effective in July 2020/January 2021
- Perform a sign audit on high crash corridors to ensure all signs are retroreflective

ATTACHMENT 1



Progress Chart

Progress Key

- Not started
- Initiated
- Moderate progress
- Significant progress
- Complete

Timeframe Key

- Short: FY19-21
- Medium: FY22-25
- Long: FY26-28

This chart lists progress made on each of the action items in the Vision Zero Action Plan. For more details about Vision Zero, please visit alexandriava.gov/VisionZero

ACTION ITEM	LEAD AGENCY	TIME FRAME	PROGRESS	NOTES
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Data Collection and Evaluation

Make information easily available to the public

1A.1	Establish dashboard for all crash and safety data on the Vision Zero website	OPA	Short Term	●●●●	Work is ongoing to keep the dashboard up to date
1A.2	Publish an annual report on the progress of Vision Zero	T&ES	Short Term	●●●●	Work is ongoing to maintain annual reports
1A.3	Provide annual citation data for infractions that potentially lead to serious injuries and deaths	APD	Short Term	●●●●	

Enhance data collection and coordination efforts

1B.1	Develop electronic citation database pending funding and resources	APD	Short Term	●●●●	Pilot program and user device selection complete. Working on improved interface with State Police
1B.2	Work with State Police, DMV, VDOT and State Pedestrian Task Force to revise crash reporting standards and information captured to better inform data analysis leading to projects and programs	T&ES & APD	Short Term	●●●●	Meetings and conversations began in 2018
1B.3	Standardize and establish definitions and training on crash reporting methods	APD	Short Term	●●●●	Ongoing DMV TRES training
1B.4	Work with the State to update crash reporting methods to differentiate between alcohol and drug related crashes.	APD	Short Term	●●●●	DMV aware of our concern – will consider recommendation
1B.5	Improve existing Multi-department Response Team for all KSI crashes and develop T&ES crash form to document contributing crash factors related to street design	APD, T&ES	Short Term	●●●●	Improved multi-department response for KSI crashes
1B.6	Continue existing and investigate new opportunities for partnerships with universities, technology companies, and researchers to develop a comprehensive traffic crash prediction and traffic exposure model	T&ES	Long Term	●●●●	Research underway for model and other Vision Zero City experience

Evaluate successfulness of existing and planned programs to determine best way to allocate resources for change

1C.1	Create standard data evaluation template to track before and after studies of all Complete Streets projects	T&ES	Short Term	●●●●	
1C.2	Identify gaps in data in order to identify on-call data collection contracts that will help us more efficiently obtain data	T&ES	Short Term	●●●●	Work is ongoing to fill gaps as well as improving and expanding real-time data
1C.3	Increase opportunities for interns and students to conduct research, compile data and assist city with evaluation of programs	T&ES	Short Term	●●●●	Work is ongoing to continue to provide opportunities

Enhance City Processes and Collaboration

Support and encourage statewide legislative efforts to implement stricter traffic safety laws

2A.1	Support statewide efforts to reform Driving Under the Influence (DUI) standards related to Blood Alcohol Content, arrest and adjudication process, and repeat offenders	CAO	Mid Term	●●●●	Staff is researching best practices across the country and world
2A.2	Pursue and support state legislation to allow the use of fixed automated enforcement cameras for speed violations	CAO	Mid Term	●●●●	2020 Legislation expanded use of automated enforcement to include school zones as well as work zones
2A.3	Support statewide efforts to revise distracted driving laws, including increase of fines	CAO	Mid Term	●●●●	2020 legislation for hands-free bill passed
2A.4	Pursue and support state legislation to require drivers to stop,	CAO	Mid Term	●●●●	2020 legislation passed

rather than yield, for pedestrians in the crosswalk

Evaluate City policy and administrative guidelines to improve safety outcomes

2B.1	Develop system to track, manage, respond to, and prioritize resident and customer requests for safety improvements	T&ES & APD	Short Term	●●●●	Complete for T&ES. APD maintains an internal complaint log and 311
2B.2	Implement graduated penalties for repeat offenders of infractions that contribute to KSI crashes and the City has the authority to change	CAO	Short Term	●●●●	
2B.3	Evaluate Traffic & Parking Board charter and consider revisions to make traffic safety a primary focus of the Board	T&ES	Short Term	●●●●	Charter has been updated
2B.4	Encourage and promote national and regional senior driving education programs, such as the "We Need to Talk" program	T&ES	Short Term	●●●●	
2B.5	Evaluate Maintenance of Traffic (MOT) Plan requirements and revise to prioritize safe, accessible, and convenient routes for bicyclists and pedestrians	T&ES	Mid Term	●●●●	Memo to industry published for developers and construction crews

ACTION ITEM

LEAD AGENCY

TIME FRAME

PROGRESS

NOTES



Build Safe Streets for Everyone

3A.1	Use most recent crash data to continually prioritize implementation of recommendations from Pedestrian & Bicycle Master Plan	T&ES	Short Term	●●●●	Work is ongoing to implement these changes with repaving projects
3A.2	Identify criteria for installation of "No Right on Red" and LPIs for intersections and outline process for implementing changes	T&ES	Short Term	●●●●	Considered annually with Engineering priorities as well as crash data
3A.3	Reduce delivery timelines for safety improvements by implementing near-term, temporary treatments for priority Pedestrian & Bicycle Master Plan and Safe Routes to School engineering recommendations	T&ES	Short Term	●●●●	Projects have been designed and will be implemented over the coming months and as repaving is undertaken
3B.1	Incorporate Vision Zero data and recommendations into Transportation elements of future Small Area Plans	T&ES & P&Z	Short Term	●●●●	Ongoing as Small Area Plans are developed and updated
3B.2	Automatically display the pedestrian walk signal where signal timing permits	T&ES	Short Term	●●●●	
3B.3	Use the data that identifies high injury crash corridors and intersections to help prioritize engineering and education efforts, and require comprehensive safety improvements when designing these corridors and intersections	T&ES	Short Term	●●●●	Work is ongoing to implement these changes
3B.4	When new public school facilities open or relocate to a new site, ensure appropriate agencies continue to work together to develop a transportation plan that prioritized safety for the new school facility	T&ES	Long Term	●●●●	Work is ongoing as school facilities are developed
3B.5	Explore a Citywide 25mph speed limit	T&ES	Mid Term	●●●●	Staff is evaluating corridors for applicability
3B.6	Update the Streets and Transit Chapters of the Transportation Master Plan to prioritize the reduction of KSI crashes and elevate crash data as a priority in decision-making	T&ES	Mid Term	●●●●	Staff is undertaking updates to the Alexandria Mobility Plan Chapters in 2020 and 2021
3B.7	Develop neighborhood slow zone program with selection criteria, a request process, and launch an application-based program, through engineering and design improvements to reduce vehicle speeds	T&ES	Mid Term	●●●●	Staff have initiated and are investigating local and state code and legislation to enable this



Promote A Culture of Safety

Inform the public of Vision Zero efforts

4A.1	Maintain a comprehensive website to provide information on the projects, programs, and progress of Vision Zero to include dashboard and annual reports	T&ES	Short Term	●●●●	Work ongoing to maintain the webpage
4A.2	Utilize social media to share information and promote dialogue	OCPI	Short Term	●●●●	Work is ongoing
4A.3	Provide Vision Zero logo, goal and message on back of parking receipts and City email signatures	T&ES	Short Term	●●●●	Work is ongoing to continue to provide this
4A.4	Work with media partners to more accurately report traffic crashes to avoid victim-blaming and report crashes in the context of Vision Zero	OCPI	Short Term	●●●●	Work has initiated on a regional scale as media often covers all of DC metro area

Create a network of partnerships to ensure the success of Vision Zero

4B.1	Develop a network of "civic partners" who pledge to support Vision Zero through the dissemination of safety and educational information to their networks	T&ES	Short Term	●●●●	Work is ongoing to reach more of the city
4B.2	Develop a network of "Coalition partners" who pledge to support Vision Zero through implementation of one or more action items	T&ES	Short Term	●●●●	Work is ongoing to reach more of the city
4B.3	Form an interdepartmental group of Vision Zero Stakeholders as subgroups, as necessary, to ensure successful implementation of	T&ES	Short Term	●●●●	Work is ongoing, groups meet ad hoc or at least annually

	the plan				
4B.4	Partner with VDOT's Northern Region Transportation Operations Center to further enhance public messaging of crashes and traffic disruptions within the City	APD	Short Term		A meeting and discussions. Momentum lost awaiting APD PIO
4B.5	Initiate a regional Vision Zero Task force to identify path toward regional Vision Zero education campaigns and polices	T&ES	Mid Term		Vision Zero Regional coordination occurs every other month
ACTION ITEM		LEAD AGENCY	TIME FRAME	PROGRESS	NOTES
Craft a successful education campaign to inform the public of Vision Zero and topic areas					
4C.1	Develop education "campaigns" with messaging that focuses on topic area(s) of importance (e.g. Speeding, Distracted Driving, and Driving Under the Influence)	T&ES	Short Term		Campaign in 2019 to reintroduce program and show progress
4C.2	Increase distribution of safety equipment including bike lights, helmets, bells, and reflectors at City events	T&ES	Short Term		Complete and ongoing. Staff has distributed thousands of safety equipment to the community at different events
4C.3	Display the safety campaign at additional government facilities and on City fleet	DGS	Short Term		2019 campaign was featured on DASH buses and using social media and in-person signs
4C.4	Provide handouts for APD to distribute at traffic stops educating the public on safety	T&ES & APD	Short Term		Postcards designed, printed, and given to APD
4C.5	Explore mobile application-based technology to promote behavior change and safe driving habits	T&ES	Mid Term		Regional Safest Driver Campaign was investigated
4C.6	Develop a program to foster and teach safe driving habits to teen drivers	ACPS & T&ES	Mid Term		
Encourage City Staff to incorporate Vision Zero into Everyday Practices					
4D.1	Add Vision Zero education to defensive driving courses to training for all City employees receiving fleet driving permissions. Require employees to update this training certifications every 3 years	FINANCE	Short Term		Training has been developed and presented to city employees in 2018. New video in development to reduce staff needs
4D.2	Enhance recognition programs for safe driving of school buses, transit, and City fleet vehicles	ACPS, DASH, T&ES	Short Term		
4D.3	Install Pedestrian Collision Avoidance systems on DASH buses	DASH	Short Term		Pilot program initiated
4D.4	Develop walking and biking curriculum for elementary school students	ACPS	Mid Term		Complete and work is ongoing with Safe Routes to Schools Coordinator
Strengthen traffic safety enforcement policies and practices					
4E.1	Require all Alexandria Police officers to participate in the NHTSA's pedestrian training for law enforcement	APD	Short Term		Patrol roll call training provided by Traffic Safety staff
4E.2	Focus enforcement on roadways with higher speeds and increase traffic stops in these areas	APD	Short Term		Targeted enforcement ongoing
4E.3	Reduce driving under the influence through a collaboration with transit, taxi companies, transportation network companies, bar owners and retail outlets, especially targeting hot spot locations	T&ES	Short Term		Coasters deployed with Vision Zero Coalition Partner help to promote WRAP SoberRide Campaign whenever possible
4E.4	Regularly deploy high-visibility DUI enforcement in high-priority areas on nights with higher concentrations of severe and fatal crashes and major community events	APD	Short Term		Special events, DUI data reviewed for deployments. Grant funded saturation patrols.
4E.5	Develop data-driven process to determine high crash intersections where red light violations are frequent, and install and rotate maximum allowed automated red light enforcement cameras	APD	Short Term		APD and T&ES staff work together on these locations
4E.6	Increase the number of crossing guards at schools through a volunteer training program	APD	Mid Term		
4E.7	Identify and install signage at critical intersections to permit increased fines for failure to yield to pedestrians in a marked crosswalk	APD	Short Term		APD and T&ES staff are working on identifying locations and installing the signs

Priority Engineering Projects

YEAR ONE (2018)

Install Leading Pedestrian Intervals (LPIs) at ten intersections	T&ES	●●●●	15 intersections received LPIs
Install No Right on Red turn restrictions at ten intersections	T&ES	●●●●	29 intersections
Install Pedestrian count-down signals at five intersections	T&ES	●●●●	14 intersections received countdown signals
Reduce the speed limit from 35mph to 25mph on one high crash corridor	T&ES	●●●●	Route 1/ Richmond Highway north of Slaters Lane
Upgrade twenty crosswalks with high visibility, ladder markings	T&ES	●●●●	Over 40 upgraded
Install two major pedestrian intersection improvements	T&ES	●●●●	Completed in 2019 with installation of HAWK signal
Install fifteen low-cost safety improvements, including new road markings, signs and minor signal modifications	T&ES	●●●●	
Develop concept design for funding application for at least one high crash location	T&ES	●●●●	Duke and West Taylor Run
Upgrade curb ramps to improve accessibility at fifteen locations	T&ES	●●●●	
Upgrade three uncontrolled crossing locations with safety improvements	T&ES	●●●●	Installation nearly complete
Implement Safe Routes to School improvements at six schools	T&ES	●●●●	Implementation is in progress

YEAR TWO (2019)

Establish crosswalk policy of when each type of crosswalk is called for, implement the policy with paving	T&ES	●●●●	Completed, staff is testing out the policy with repaving projects
Upgrade 20 more crosswalks with high visibility crossings, where warranted	T&ES	●●●●	Identified in 2019, striping complete in Spring 2020
Develop a concept design for at least one high crash location	T&ES	●●●●	Mt. Vernon Avenue and Glebe Road
Install 10 no right on red restrictions near pedestrian crash locations or intersections with high pedestrian volumes and LPIs to correspond	T&ES	●●●●	
Upgrade 25 curb ramps to improve accessibility	T&ES	●●●●	Completed with repaving
Install or upgrade 3 safe crossings for uncontrolled crossings or crossing locations, especially in neighborhoods of color and/or low-income areas	T&ES	●●●●	Upgrades installed at Duke and Telegraph southern ramps, Eisenhower Ave and Lake Cook, and is in progress for Braddock at Minnie Howard Campus
Implement or complete recommendations for safe routes to school improvements at 6 schools	T&ES	●●●●	Implementation is ongoing
Examine and improve pedestrian signal timings at 10 intersections near senior facilities, parks, playgrounds, or daycare centers	T&ES	●●●●	Examined Charles Houston, Fillmore, Wilkes Street Park, Van Dorn and Holmes Run Parkway. Improvements are pending implementation
Install 15 low-cost safety improvements, including road marking, signs, signal modifications, at intersections near affordable and/or public housing locations	T&ES	●●●●	Completed safety improvements along the Duke Street, W Glebe, and Beauregard corridors as well as schools within these areas
Implement one neighborhood slow zone, prioritizing areas with children, seniors, communities of color, and low-income areas	T&ES	●●●●	
Install speed control measures in 5 locations that meet traffic calming criteria	T&ES	●●●●	Speed cushions, curb extensions, and signage installed
Close 8 sidewalk gaps in the City, especially near schools and parks	T&ES	●●●●	Four installed
Install left-turn traffic calming at one priority intersection as appropriate	T&ES	●●●●	Identified locations and are working on implementation

ATTACHMENT 2

Traffic Safety Legislative Update

In the Vision Zero Action Plan, the legislative Action Items listed in the table below were proposed. Since the change in leadership in the General Assembly, many of these action items were able to pass and make their way to the governor for signature.

2A - Support and encourage statewide legislative efforts to implement stricter traffic safety laws

Item #	Description	Lead Agency	Timeframe	Status	Notes
2A.1	Support statewide efforts to reform Driving Under the Influence (DUI) standards related to Blood Alcohol Content, arrest and adjudication process, and repeat offenders	CAO	Mid Term (2-3 Years)		Staff is researching best practices across the country and world
2A.2	Pursue and support state legislation to allow the use of fixed automated enforcement cameras for speed violations	CAO	Mid Term (2-3 Years)		2020 Legislation expanded use of automated enforcement to include school zones as well as work zones
2A.3	Support statewide efforts to revise distracted driving laws, including increase of fines	CAO	Mid Term (2-3 Years)		2020 legislation for hands-free bill passed
2A.4	Pursue and support state legislation to require drivers to stop, rather than yield, for pedestrians in the crosswalk	CAO	Mid Term (2-3 Years)		2020 legislation passed

Other relevant traffic safety legislation that was proposed is described below:

Bill	Title	Status
HB874	Handheld personal communications devices; holding devices while driving a motor vehicle. Highlights: <ul style="list-style-type: none"> - Prohibits any person from holding a handheld personal communications device while driving a moving motor vehicle. - Exemptions include emergency vehicle operators while they are engaged in performance of official duties, CB radios, Official DOT or Traffic Incident Management communications, someone lawfully parked or stopped, and any person reporting an emergency - First offense fines are \$125 and for a second or subsequent offense the fine is \$250. Fines are automatically increased to \$250 in a work zone - Distracted driving shall be part of the driving exam 	Passed- same as SB160, Signed, Effective 1/1/2021
HB 1442	Photo speed monitoring devices; civil penalty. Highlights <ul style="list-style-type: none"> - Authorizes state and local law-enforcement agencies to operate photo speed monitoring devices, defined in the bill, in or around school crossing zones and highway work zones for the purpose of recording images of vehicles that are traveling at speeds of at least 10 miles per hour above the posted school crossing zone or highway work zone speed limit - operator of a vehicle shall be liable for a monetary civil penalty, not to exceed \$100 - summons issued by mail - violation not reported on driving record or to insurance, unless issued by an officer at the time of violation - Funds will be paid to the locality if issued by local law enforcement or to the Literary fund if issued by state police 	Passed, signed, effective 7/1/20
HB1705	Pedestrians; drivers to stop when yielding the right-of-way.	Passed, signed,

Highlights:

- Clarifies the duties of vehicle drivers to stop when yielding to pedestrians at
 - o clearly marked crosswalks, whether at midblock or at the end of any block;
 - o any regular pedestrian crossing included in the prolongation of the lateral boundary lines of the adjacent sidewalk at the end of a block; or
 - o any intersection when the driver is approaching on a highway where the maximum speed limit is not more than 35 miles per hour. The bill also prohibits the driver of another vehicle approaching such stopped vehicle from an adjacent lane or from behind from overtaking and passing the stopped vehicle. The bill contains technical amendments
- City of Alexandria can, by ordinance, provide for the installation of signage, require drivers to yield to pedestrians attempting to cross the street. Any operator who fails to follow the rule at these locations shall be guilty of a traffic infraction and subject to a fine between \$100-\$500.

**effective
7/1/20****SB225 Removal of dangerous roadside conditions; local option.****Highlights:**

- Authorizes any locality, by ordinance, to require the owner of any property located adjacent to a right-of-way maintained by the Virginia Department of Transportation to remove any and all trees, tree limbs, shrubs, high grass, or other substance that might dangerously obstruct the line of sight of a driver, be involved in a collision with a vehicle, or interfere with the safe operation of a vehicle.

**Passed,
Signed, and
effective
7/1/20****SB437 Bicyclists and other vulnerable road users; penalty.****Highlights:**

- Provides that a person who operates a motor vehicle in a careless or distracted manner and is the proximate cause of serious physical injury to a vulnerable road user is guilty of a Class 1 misdemeanor.
- Vulnerable road users are defined as:
 - o a pedestrian;
 - o the operator of or passenger on a bicycle,
 - o electric personal assistive mobility device,
 - o electric power-assisted bicycle,
 - o wheel chair or wheel chair conveyance,
 - o skateboard,
 - o roller skates,
 - o motorized skateboard or scooter,
 - o or animal-drawn vehicle or any attached device;
 - o or any person riding an animal
- The bill also prohibits the driver of a motor vehicle from crossing into a bicycle lane to pass or attempt to pass another vehicle, except in certain circumstances.
 - o Notwithstanding subsections A and B, nothing in this section shall permit a driver of a motor vehicle to cross a solid line designating a bicycle lane to pass or attempt to pass another vehicle, except as provided in § 46.2-920.1 (moving over for emergency vehicles), 46.2-1210 (in case of a crash, immobilization, weather conditions, or other emergencies), or 46.2-1212.1 (moving over after a crash by itself or with help of towing), as directed by a law-enforcement officer, or where the roadway is otherwise impassable due to weather conditions, an accident, or an emergency situation.

**Passed,
signed,
effective
7/1/20**