

Subject: Vision Zero Funding Source and Measuring Results
Related Department: DES

FY 2027 Proposed Budget
Budget Work Session Follow-up

4/15/2026

The following information is provided in response to a request made by Ms. Cunningham received by email on April 3, 2026, regarding the following question:

Vision Zero (\$2.5M in FY26 \$2.4M in FY27 – p69). Are these all local funds? If not funded here, can regional funds be used? How are results measured? ROI? Maintenance? Before/after case studies (p69). Public education efforts – cost, efficacy, ROI?

Vision Zero funding (\$2.5m in FY 2026 to \$2.4m in FY 2027) – are these funds local?

1. These funds are all local, a mixture of PAYG, Bond, TCF-NVTA Local, and TCF-C&I.
2. There is an error in the budget book. The amount of funding available for Vision Zero Program in FY 2027 is \$1.8m, including \$0.4m in PAYG. The work performed using PAYG is scalable and is used for tactical installation and pilot initiatives; the reduction in PAYG funding would result in cutting back initiatives such as speed management treatments, school slow zone efforts, turn hardening, and infrastructure to accommodate PhotoSPEED/PhotoRED.

Can regional funds be used to fund Vision Zero?

1. Regional funds (NVTA Regional or NVTC Commuter Choice Program) cannot be used for on-going safety work performed by the Vision Zero Program since those agencies require specific capital improvements to be included in project application years before funding is available. Vision Zero focuses on addressing immediate safety issues in a timely fashion, often with tactical, pilot treatments or other low-cost treatments.
2. If County staff identify a safety issue that requires a comprehensive roadway redesign and determines that the project could be implemented in five to eight years, the team can scope the project and submit it to NVTA or NVTC for consideration.

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DES Transportation is currently underway with an update of the Vision Zero Action Plan with the second round of engagement released this month. The County Board will consider the plan later this year.

How are results measured? Before / after studies?

The Vision Zero Team tracks crashes and other data to determine whether County Projects are improving safety and reducing crash severity. The Vision Zero Team hosts collaborative efforts to track crashes at both the micro and macro level:

1. We review police crash reports that come in **each week** and flag all bike/ped/scooter crashes or crashes that result in a severe/fatal injury. This process identifies any emerging crash patterns/trends.
2. We review critical crashes as an interdisciplinary team (DES, ACPD, CMO, etc.) **every quarter** to discuss trends and next steps.
3. We run a spot-based analysis **every year** to identify crash patterns at specific locations and address these locations through the Action Spot Program. This process identifies both emerging or recurring patterns at an intersection level.
4. We create an Annual Crash Report **every year** that reviews high level crash trends and patterns. This process identifies both emerging or recurring patterns on a countywide level.
5. We update the High-Injury Network **every three years** to identify corridors with the highest injury crash rates. This process identifies longer term crash trends and addresses through the audit and project prioritization process.
6. We conduct an in-depth Systemic/Systemwide Crash Analysis **every three years** to identify crosslinked crash characteristics and factors. This process identifies longer term crash trends that guide Vision Zero initiatives and focus areas.

Staff also review the efficacy of transportation safety mitigation measures by assessing conditions before and after implementation, which will inform future policies and implementation of such mitigation measures. The types of before and after studies we conduct are as follows:

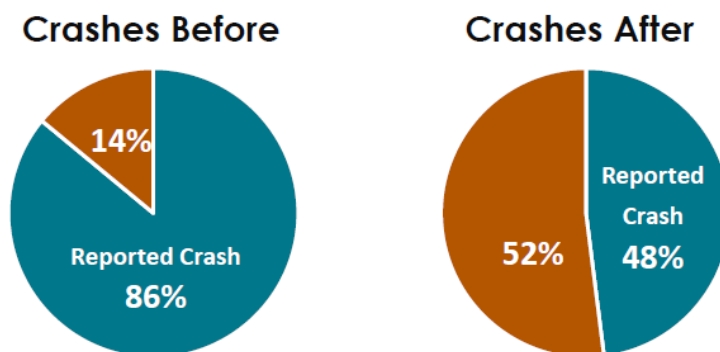
- **Location-Based Before/After Studies** - Assessment of crash rates before/after [quick-build improvements](#) or other [action spot](#) improvements were installed at a location.
- **Tool-Based Before/After Studies** - Evaluation of the impact that an [engineering tool](#) has on safety across multiple locations.
- **Pilot Safety Project Before/After Studies** - Evaluation of the impact that a [pilot safety project](#) had on addressing the identified safety issue.
- **Speed Management Before/After Studies** - Assessment of before/after speeds along corridors with recent speed management treatments.
- **High-Injury Network Before/After Studies** - Assessments of before/after crash data and action item completion on High-Injury Network corridors.

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In general, most of our efforts show a decrease in crashes; in most cases, crash reductions are significant. The below graphic, which is taken from the Transportation Capital work session presentation, shows a comparison of reported crashes before and after quick build street safety improvement projects.

Quick-Build Projects:

Locations with reported injury crashes were reduced from 86% to 48% post-project implementation



In addition to tracking crashes, we collect data on surrogate measures to determine in the short-term if a pilot or project is effective in addressing safety. One of the most used surrogate measures is speed. If a project is effective in reducing speed, it stands to reason that it will also reduce crash severity. Some of the speed before and after studies are as follows:

- [Tactical Speed Humps on Three School Slow Zone Corridors \(Archive 2024\)](#)
- [Hardened Centerlines Safety Treatments at Five Intersections \(Archive 2024\)](#)

Public education efforts?

We understand many crashes involve some human error; while we do not necessarily know the direct ROI for education programs, educating and informing the public about the consequences of poor decision making can be a factor in the positive change we see with our projects. Public education programs are also sponsored at the Federal and State level.

Return on investment (ROI)?

We see a reduction in crashes on our projects, which is translating to an overall reduction in crashes across Arlington. However, some of our most effective treatments can be implemented with very little cost upfront. Here are some of the best examples where the County sees a high ROI:

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- Hardened centerlines: Resulted in significant decreases in left turn speeds and percentage of vehicles crossing the yellow line while turning.
- Tactical speed humps: Resulted in significant decreases in speeds and speeding in school zone corridors.

Maintenance?

While some of our treatments have a high ROI upfront (i.e., hardened centerlines and tactical speed humps mentioned above), there are long-term maintenance costs associated with these treatments. Because of the long-term need for maintenance on some of these in-street devices, we are working on an asset management plan to ensure adequate resources are devoted to maintaining these assets in a good state of repair. Also, as is the case with speed humps, we are converting the tactical speed humps made from temporary materials to “permanent” speed humps, made from asphalt as the older, temporary materials become unserviceable.