



# External Stakeholder Group Meeting

Department of Environmental Services  
Transportation Engineering & Operations

January 28, 2026



# Agenda

1. Welcome and Introductions
2. Action Plan Update Status
3. Draft Action Items Review
4. Next Steps
5. Open Discussion



# Welcome and Introductions





# Action Plan Update Status



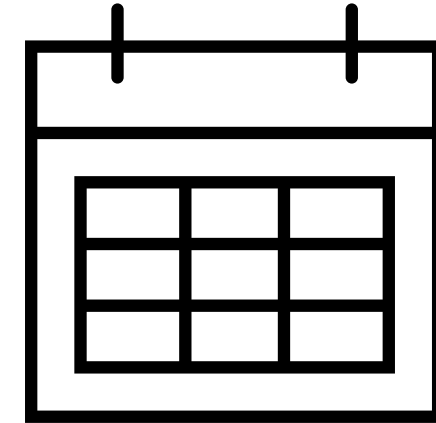
# Schedule Overview

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- <Aug: Background Work & Data Analysis
- Sept: Prep for Public Launch
- Oct: First Public Engagement / ESG Meeting #1
- Nov: Engagement Recap / Plan Outline
- Dec: Plan Development

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- **Jan: Draft Action Item Review / ESG Meeting #2**
- Feb: Plan Development
- Mar: Draft Action Plan for Review
- Apr: Second Public Engagement / ESG Meeting #3 / Transportation Commission Meeting #1
- May: Engagement Recap
- Jun: Finalize & Share Plan / Transportation Commission Meeting #2
- Jul-Fall: Board Consideration & Target Adoption





# Phase I Public Engagement - October 2025



## Pop-Up Events

October 1<sup>st</sup> – October 30<sup>th</sup>, 2025  
11 events



1,193 engagement interactions

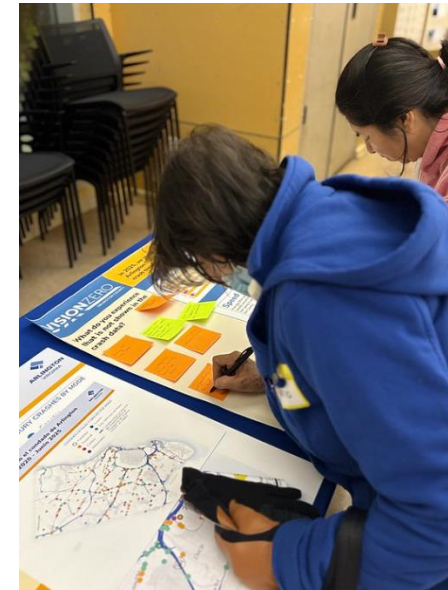


## Open House

Thursday, October 16th, 2025  
Walter Reed Community Center  
5:00 – 8:00 PM



120+ unique responses



## Online Public Input Form

October 1<sup>st</sup> – November 3<sup>rd</sup>, 2025



319 participants

# Phase I Public Engagement – What We Heard

## Crash Factor Observations

We shared information about [recent trends and patterns in severe and fatal crashes in Arlington](#). We then asked for input about what else people have experienced that may not be reflected in the data. We received 425 comments on this topic.

## Vision Zero Initiatives

We shared information about current Vision Zero initiatives in Arlington and asked for feedback about what is most effective and what people would like to see more of, as well as new ideas. There were approximately 538 comments on this topic.

## Communication Preferences

We asked how respondents connect with or learn about Vision Zero safety efforts. We received 544 responses from about 233 total participants on the feedback form and at the open house; this activity was not used at the pop-up events.

## How Do We Get To Zero?

We asked participants, "What will it take to reach zero crash injuries and fatalities by 2030?" and received 901 responses.

# Phase I Public Engagement – What We Heard

## Crash Factor Observations

We shared information about [recent trends and patterns in severe and fatal crashes in Arlington](#). We then asked for input about what else people have experienced that may not be reflected in the data. We received 425 comments on this topic.



**20%**

Distracted driving



**19%**

Speeding & aggressive driving



**18%**

Location-specific issues  
(e.g., speeding,  
driver/pedestrian conflicts,  
roadway design)



# Phase I Public Engagement – What We Heard

## Vision Zero Initiatives

We shared information about current Vision Zero initiatives in Arlington and asked for feedback about what is most effective and what people would like to see more of, as well as new ideas. There were approximately 538 comments on this topic.



**80%**

Noticed quick-build, school zones, and automated safety enforcement initiatives



**54%**

Find quick builds effective or want to see more



**26%**

Think behavior change campaigns were effective or want to see more

# Phase I Public Engagement – What We Heard

## Communication Preferences

We asked how respondents connect with or learn about Vision Zero safety efforts. We received 544 responses from about 233 total participants on the feedback form and at the open house; this activity was not used at the pop-up events.



**34%**

Learn through public signage



**33%**

Visit the Vision Zero website



**22%**

Do not connect with Vision Zero today

# Phase I Public Engagement – What We Heard

## How Do We Get To Zero?

We asked participants, “What will it take to reach zero crash injuries and fatalities by 2030?” and received 901 responses.



**15%**

Prevent distracted driving



**14%**

More enforcement



**13%**

Manage speeds



# Plan Outline

## Our Commitment to Vision Zero

- ☐ Board Commitment
- ☐ Goals
- ☐ Commitment from 2021
- ☐ Current Program

## Our Progress So Far

- ☐ Action Item Progress
- ☐ Infrastructure Investment and Outcomes
- ☐ Crash Data
- ☐ Equity Data
- ☐ Public Feedback

## Our Path to Zero by 2030

- ☐ Key Themes
- ☐ Action Items
- ☐ Tracking

# Sample Layout

## We're focused on reaching Vision Zero by 2030.



With five years of progress, and five years until our goal, now is the time to assess our performance and adjust as needed. This will set us up to be aggressive and streamlined in our actions to reach zero fatal and severe injury crashes by 2030.

Arlington released our first Vision Zero Action Plan in 2021. In doing so, we committed to ending serious injury and deadly traffic crashes by 2030. We're now at the midpoint, and we're still wholly committed to our goal. This is because we believe that serious injury, even deadly crashes are preventable.

We have five years of accomplishments, plus lessons learned, that inform our progress toward 2030. Building on what works and adjusting what doesn't, this updated Vision Zero Action Plan refreshes our strategy and the measurable steps we're taking to achieve Vision Zero—where no one has to worry about a life-altering injury just from using our transportation system.

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## The Vision Zero Action Plan is aligned around six goals:

### Multimodal

Is everyone safe, regardless of how they travel?

### Safety-First

Is safety always our top priority?

### Accountable

Are we sharing our progress with the entire community?

### Data-Driven

Are we basing decisions on data and facts?

### Collaborative

Does everyone have the opportunity to participate?

### Equitable

Do the outcomes of our actions unduly burden any group?



### SPOTLIGHT: WHAT IS VISION ZERO?

Vision Zero is a strategy to eliminate all deaths and serious injuries resulting from traffic crashes. It's based on the Safe System Approach, which accepts that humans will make mistakes and strives to design a transportation system that is forgiving of those errors.

By keeping impacts on the human body at tolerable levels, we can create a system where death and serious injury are no longer acceptable costs of traveling on our roads. Vision Zero was first successfully pioneered in Sweden more than 30 years ago, and its a movement with growing popularity across the United States.

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Arlington County Vision Zero

Vision Zero Action Plan

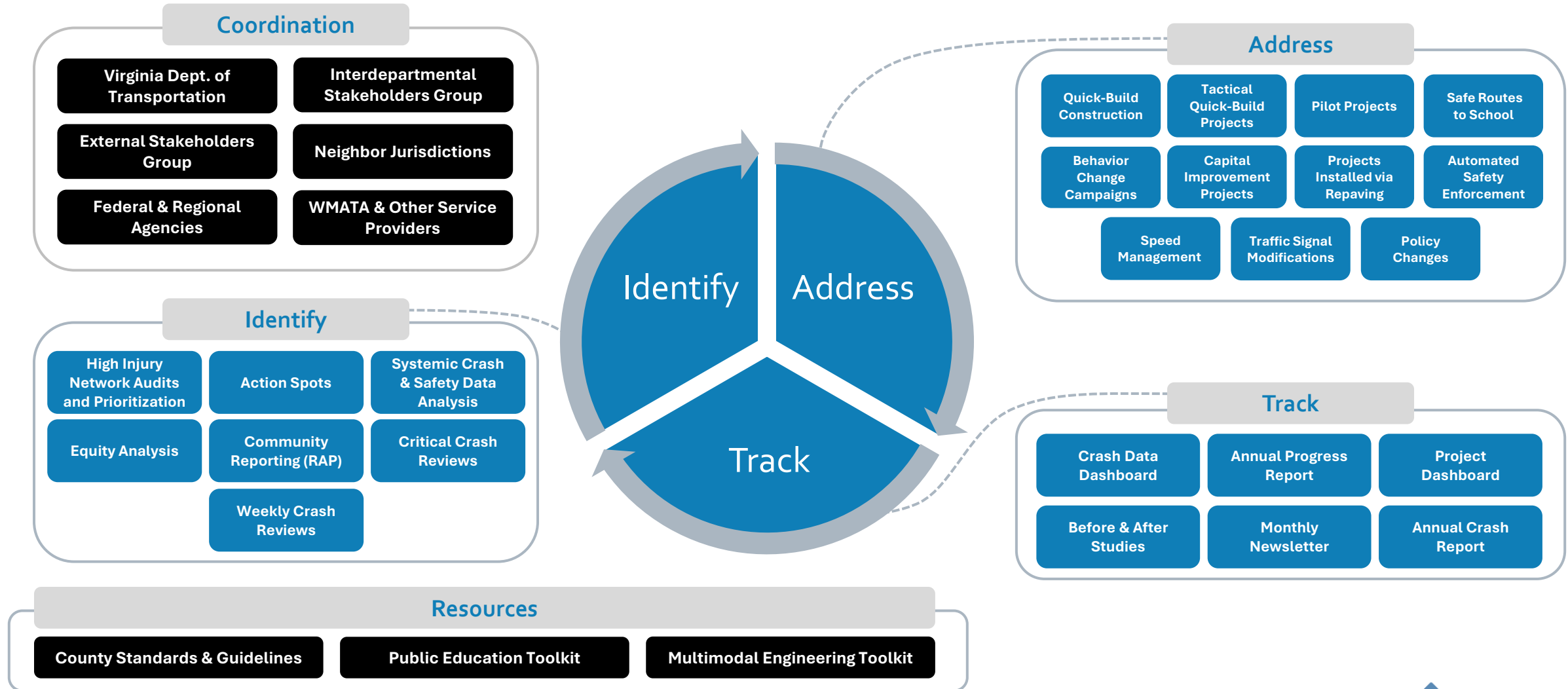
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# Draft Action Item Review





# Vision Zero At-A-Glance **\*\*Work in Progress\*\***



# Draft Action Item Development Process

## Inputs

2021 Action Items, Crash Analysis, Peer Review, Vision Zero Assessment, Public Engagement Phase I, Staff Listening Sessions, & ESG Feedback

## Process

## Output



# Goals of Session - ESG

## Feedback

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- Any thoughts on the draft action items?

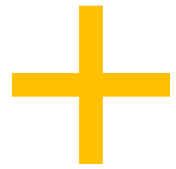
## Missing

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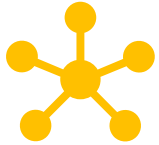
- Are there any missing draft action items?



# Collecting Feedback - ESG



26 Draft Action Items



4 Draft Action Item Categories

Engineering

Engagement

Behavior Change

Plans & Policies

# Discussion - ESG



Review action items per category and discuss any with immediate questions/feedback.



Identify any missing action items.

#	Topic to Address	Draft Action Item
1	Proactively identify and address risk factors identified through historical crash review trends.	Develop safety dashboards that integrate historical crash data with proactive risk and environmental factors to support routine systemic analysis of critical crash trends (e.g., left turns, right turns, intersections, lighting, and speed), identify reactive and proactive priority locations, and guide targeted deployment of the Multimodal Engineering Toolbox.
2	Most critical crashes that involve speeding happen on a small share of the County's arterial roads where speeds exceed the limit.	Implement proven speed management strategies on arterial streets, both with historical crash patterns and speed risk factors, such as roadway reconfigurations and strategies evidenced through pilot projects.
3	Proactively address speed on all road types, as speed is the biggest factor of critical crashes in the County.	Develop and systemically implement a speed management policy for local streets.
4	Enhance the existing action spot review (analysis of crash trends concentrated in specific locations) process.	Establish dynamic crash tracking system that includes weekly reviews of all pedestrian, bike, and fatal/severe crashes, as well as a monthly intersection analysis of bike, pedestrian, and fatal/severe crashes, to ensure that any emerging crash patterns are captured and addressed immediately.
5	Utilizing education and enforcement resources to address the highest risk safety issues.	Use crash, speed, and conflict-risk data to identify and prioritize locations for both in-person education and enforcement and automated safety enforcement.
6	Proactively incorporate innovative safety technologies to identify safety issues and risks.	Enhance intersection evaluation by exploring and integrating innovative technology for analysis of conflict risk at intersections.



## Engagement

#	Topic to Address	Draft Action Item
7	Evolve and grow the existing external stakeholder group.	Rebrand the External Stakeholders Group as the Ambassador Program, and expand representation across community groups and partner organizations, such as shared mobility providers, to increase activity.
8	Evolve and grow existing VDOT partnership.	Enhance Arlington County and VDOT relationship by sharing Vision Zero updates, communicating County safety priorities and identifying opportunities for collaboration on VDOT-managed roadways. In parallel, re-engage VDOT participation in existing forums such as the ESG.
9	Streamline annual engagement to further increase public participation.	Reimagine the Vision Zero engagement schedule to expand monthly outreach, promote community reporting tools and increase awareness of the program and its goals.
10	Streamline annual engagement to further increase public participation.	Refine the engagement process that informs HIN safety audits by conducting outreach on the corridors that will be assessed during the upcoming year.
11	Address internal knowledge gap of Vision Zero program.	Bolster existing new hire Vision Zero training, expand training to existing employees, and establish recurring learning opportunities for County staff to institutionalize traffic safety practices across the County.
12	When a young person is involved in a critical crash, they are typically the driver.	Foster early learning on rules of the road by applying the County's Traffic Garden Guidelines to identify opportunities and install temporary or permanent traffic gardens.
13	Streamline Vision Zero program reporting process to increase efficiency.	Update Vision Zero reporting structure to one Annual Progress Report in the Spring and one Annual Crash Report in the Fall, and update program and crash dashboards in real time throughout the year.

## Behavior Change

#	Topic to Address	Draft Action Item
14	When an older adult is involved in a critical crash, they are typically the driver.	Address older adult driver needs through dedicated education and outreach efforts on new roadway treatments, safe interactions with pedestrians, legislative advocacy, and driving alternatives.
15	Alcohol was a factor in 1 out of 5 fatal/severe crashes in the last five years.	Address drunk driving through in-person enforcement, education, partnerships, and driving alternatives, with greater attention to how repeat offenders are being treated.
16	When a young person is involved in a critical crash, they are typically the driver.	Focus on young driver issues (21 and under) through education, driving alternatives, and data-identified risk factors. Address youth safe riding and micromobility (e-bike, scooter, etc.) rules.
17	Speeding was a factor in 1 out of 5 fatal/severe crashes in the last five years.	Prevent speeding through expansion of the automated safety enforcement program, in-person enforcement on roads with speeding or speed-related crash histories, implementation of speed limiters for reckless drivers, and expanding driver education.
18	Distracted driving was a factor in 1 out of 5 fatal/severe crashes in the last five years.	Address distracted road users through education campaigns, in-person enforcement, and exploration of opportunities to use technology to discourage distracted driving.

## Plans & Policies

#	Topic to Address	Draft Action Item
19	Enhance safety for school age children.	Reestablish a formal Safe Routes to School program in partnership with APS, which will entail walk-to-school audits, school zone updates, education programs with schools, supporting crossing guard staffing, and other school-related safety needs.
20	50% of severe or fatal injury crashes in work zones involves a bike or pedestrian.	Create and apply a pedestrian/bike safety supplement to the VA Work Area Protection Manual to be applied to all MOTs.
21	Staff need continuous support and safety training to ensure best practice application across projects, including site plans, MOT, and plan reviews.	Establish an annual staff training program to support consistent application of safety principles across all plan and MOT reviews.
22	County teams may not have the resources to implement Vision Zero Action Plan.	Identify funding needs and secure resources to ensure all County departments are fully equipped to implement the Vision Zero Action Plan across all departments with a role in delivering safe roadway outcomes.
23	Processing citizen safety requests could be better aligned with Vision Zero principles.	Formalize and document the transportation safety investigation process and set a typical 90-day investigation due date to ensure prompt action on potential safety risks.
24	Crash datasets lack a scooter category, making it hard to understand and analyze trends.	Work with DMV and VDOT to advocate for the addition of a dedicated scooter/micromobility column to the Virginia crash dataset or FR300 form to improve scooter-involved crash analysis and action.
25	Streamline legislative structure to support Vision Zero progress.	Create an annual safety-driven legislative and policy agenda for consideration by local and state representatives that supports advancements in automated enforcement, safety technology, anti-drunk driving initiatives, anti-super speeder initiatives, drivers license retesting, and other safety priorities that arise from systemic analysis dashboards.
26	Proactively increase vehicle safety features in County fleet vehicles.	Incorporate language within County vehicle purchasing guidelines that specifies new vehicles should include latest advancements in safety technology and features.

# Next Steps & Open Discussion





## Next Steps

- Draft Plan
- **ESG submit action item feedback by 2/27/2026**
- Continue refining action items
- Next ESG meeting will occur in April
- Public Engagement Phase II in April
  - Draft engagement activities
  - Ideas for engagement/activities around action items?

Open Discussion



**Thank You!**

