

VISIONZERO

ARLINGTON COUNTY

Action Plan
Spring 2021



ARLINGTON
VIRGINIA

A background photograph showing the backs of several children walking along a path. One child in the foreground has long brown hair. To the right, another child wears a bright pink hoodie. The scene is outdoors with trees and foliage in the background, and the lighting suggests it's daytime.

Message From the County Manager

We often take for granted the ability to safely travel from one place to another in Arlington. For many years, the County has been one of the safest places to live, work and play in the country, and that includes our comprehensive multimodal transportation system. Arlington County is highly ranked as a safe place to travel on foot, by bike, on transit, by car, or by any other means of conveyance people depend on.

But safety is not static, and we can't simply accept the status quo when it comes to the lives of those who use our streets, trails, sidewalks and transit systems. Indeed, even with our excellent safety record, Arlington County averages nearly 55 serious injury crashes and almost 4 fatal injury crashes every year. Many of these crashes happen in higher density areas of our community where pedestrian activity and transit ridership are high.

By adopting Vision Zero and joining over 40 of our peers across the United States, our community is clearly stating that every crash that results in a life-altering injury or the loss of life can, and should, be prevented before it happens.

To eliminate serious and fatal crashes from our transportation network by 2030, the County set about identifying a new approach to making our streets and trails safer for everyone, no matter who you are or where you live in Arlington.

Staff across multiple departments came together to tackle safety issues with a

multidisciplinary approach. A diverse group of community stakeholders representing an array of interests and community groups provided guidance and feedback at every step of the process. Over 1,600 members of our community contributed their experiences and expertise to this Action Plan through extensive public engagement.

This plan lays out a roadmap to eliminate serious and fatal crashes by:

- Improving data and analysis techniques to identify safety issues
- Updating processes and departmental organizational procedures to prioritize safety in all plans, projects, programs, and policies
- Engaging with a diverse population of community members to understand their experience of safety issues
- Fostering lasting partnerships that will help us create a community culture of safety across Arlington

With this plan, Arlington County is committing to immediate, equitable and effective actions that will make our community safer for everyone who travels into, around and through our County.

As Arlington continues to grow as a desirable place to live, work and visit, a safe transportation network for everyone – no matter who you are, where you live or how you choose to travel – is more than just important. It's an imperative.

Because no serious or fatal crash is acceptable.

A handwritten signature in black ink, appearing to read "Mark I. Scharf".

Mark I. Scharf

Acknowledgments

LEADERSHIP

- Mark Schwartz, County Manager
- Arlington County Board
 - ▶ Matt de Ferranti, Chair
 - ▶ Libby Garvey, Member
 - ▶ Katie Cristol, Member
 - ▶ Christian Dorsey, Member
 - ▶ Takis P. Karantonis, Member
 - ▶ Erik Gutshall, Member (*In Remembrance*)

INTERDEPARTMENTAL STAKEHOLDERS GROUP

- County Manager's Office
- Department of Environmental Services
 - ▶ Transit
 - ▶ Transportation Engineering & Operations
 - ▶ Transportation Planning and Capital Program Management
 - ▶ Commuter Services (BikeArlington, WalkArlington)
 - ▶ Decision Support
 - ▶ Communications
 - ▶ Water, Sewer, Streets
- Department of Parks and Recreation
- Economic Development
- Fire Department
- Police Department
- Department of Human Services
 - ▶ Public Health
- Public Safety Communications and Emergency Management Office

EXTERNAL STAKEHOLDERS GROUP

- Arlington County Public Schools
 - ▶ Joint Committee on Transportation Choices
 - ▶ Advisory Committee on Transportation Choices
 - ▶ Safe Routes to School
- Arlington Families for Safe Streets
- Arlington Teen Network Board
- Bicycle Advisory Committee
- Chamber of Commerce
- BIDs and Alliances
 - ▶ Ballston BID
 - ▶ Clarendon Alliance
 - ▶ Columbia Pike Revitalization Organization
 - ▶ Lee Highway Alliance
 - ▶ National Landing BID
 - ▶ Rosslyn BID
- Arlington County Civic Federation (CivFed)
- Commission on Aging
- Disability Advisory Commission
- Economic Development Commission
- Environment and Energy Conservation Committee
- Housing Commission (Citizens Advisory Commission on Housing)
- Neighborhood Complete Streets Commission
- Neighborhood Conservation Advisory Committee
- Parks and Recreation Commission
- Pedestrian Advisory Committee
- Pike Presidents Group
- Planning Commission
- Transit Advisory Committee
- Transportation Commission
- Site Plan Review Committee
- Washington Area Bicyclist Association

REGIONAL, STATE AND FEDERAL PARTNERS

Regional/State

- Department of Rail and Public Transportation (DRPT)
- NAIOP NoVA (Commercial Real Estate Development Association)
- NOVA Parks
- Northern Virginia Health Foundation
- Northern Virginia Transportation Authority (NVTA)
- Northern Virginia Transportation Commission (NVTC)
- Metropolitan Washington Airports Authority
- Metropolitan Washington Airports Authority Police
- Metro Transit Police
- Virginia Department of Transportation (VDOT)
- Virginia State Police
- Washington Metropolitan Area Transit Authority (WMATA)

Federal

- National Park Service
- Pentagon (United States Department of Defense)
- Joint Base Myer-Henderson Hall (US Army)
- Arlington National Cemetery (US Army)
- US Park Police

PROJECT TEAM

Arlington County

- Christine Baker; Laura Castro; Nathan Graham; Dennis Leach; Sam Murrey; Daniel Nabors; Erin Potter; Hui Wang

Consultant Team

- RK&K (Brian Wert; Paige Cureton)
- RHI Rhodeside Harwell (Jennifer Koch)



Contents

Executive Summary	6
Key Terms	13
1 Introduction	16
1.1 What is Vision Zero?	17
1.2 A Collaborative Approach	21
1.3 Vision Zero in Practice.....	22
1.4 What Does Vision Zero Look Like?	24
2 Transportation Safety in Arlington	26
2.1 Safety Data	27
2.2 Focus on Equity	38
3 Arlington’s Vision for Safer Streets	40
3.1 Vision Zero in Arlington.....	41
3.2 A Community Program	44
3.3 Goals and Targets	45
4 Action Strategy	48
4.1 Action Item Introduction	49
4.2 (A) Data & Evaluation.....	50
4.3 (B) Process & Organization	51
4.4 (C) Engagement	52
4.5 (D) Partnerships	53
4.6 Action Items.....	54
5 Measuring Our Success.....	66
5.1 Measuring Our Success.....	67
6 Join the Movement.....	72
6.1 How to Participate.....	73
6.2 Safety Pledge.....	74
7 Appendix: Developing the Action Plan.....	76
7.1 A Community Plan	77
7.2 Stakeholder Engagement.....	78
7.3 Public Engagement	81
Image Credits	86
Stay Connected	87

Vision Zero Overview

VISION ZERO IN ARLINGTON COUNTY

On July 16, 2019, the Arlington County Board adopted a resolution committing to Vision Zero. The adoption of this resolution paved the way for increased commitment, collaboration and resources to implement Vision Zero.

Arlington County Vision Zero is a bold approach to changing the way we, as a community, view transportation safety. The Vision Zero Action Plan demonstrates Arlington's commitment to achieve zero transportation-related deaths and serious injuries on our streets and trails by 2030.

ADVANCING EQUITY & INCLUSION

In September 2019, the County Board adopted an **Equity Resolution**. Our equity mission is to advance racial equity as a county-wide priority to eliminate, reduce and prevent disparities in our policies, procedures, practices, engagement and interaction with and service to the community.

Social equity is at the core of Vision Zero. All people have the right to move about our community safely. People of color, low-income households, people with disabilities, older adults and youth, people with limited English proficiency and households with limited vehicle access often face more challenges and barriers to safe transportation. Vision Zero aims to learn more about these disparities and close the gaps to safe transportation.

CORE PRINCIPLES OF VISION ZERO

The core principles in a Vision Zero approach to transportation safety include:



Transportation-related serious injuries and deaths are preventable.



Human life and health are prioritized within all aspects of transportation systems.



Human error is inevitable, and transportation systems should be forgiving.



Safety work should focus on systems-level changes above influencing individual behavior.



Mitigation of speed is the fundamental factor in reducing crash severity.

WHAT DOES VISION ZERO LOOK LIKE?

Vision Zero implementation may include efforts related to complete streets, speed management, improved signage, curbspace management, and other strategies such as:



Intersections that Protect All Users



Education & Encouragement



Partnerships



Allocation of Road Space for All Users

Community and Stakeholder Engagement



THREE PUBLIC INPUT PHASES

Phase I

Timeframe:

Jan – Feb 2020

Objective:

Set program goals & priorities

Activities:

Open House; Online Form;
Pop-up Events

Participation:

~900 Reached

Phase II

Oct - Nov 2020

Identify safety concerns

Virtual Meeting; Online Form;
Postcards; Hotline

~500 Responses

Phase III

Jan – Feb 2021

Gather feedback on draft plan

Virtual Q&A; Online Form;
Postcards; Library Kiosk

~400 Responses



ENGAGING WITH PARTNERS

Vision Zero is an all-community effort. We collaborated with our partners to address transportation safety issues.

- Representatives from various committees, commissions, and community organizations in the County participated in an **External Stakeholders Group** to represent a wide range of interests and perspectives, and provide strategies and recommendations. This group met every other month during the development of the Action Plan (with a brief pause during the onset of the COVID-19 pandemic).
- An **Interdepartmental Stakeholders Group** helped develop, and will help implement, the Vision Zero program. The group has met monthly since fall 2019.



Safety Data

Arlington has long benefited from a multi-modal transportation network that supports people walking, biking, rolling, riding transit and driving. However, transportation-related fatalities and injuries continue to pose a serious public health risk.

Each year, approximately 60 people sustain serious or fatal injuries on Arlington streets. These deaths and long-term injuries are preventable.

While Arlington's transportation network is relatively safe by national standards, **no death or serious injury on our streets or trails is acceptable.**

Transportation-related Deaths per 100,000 People (2018)¹

ARLINGTON COUNTY

0.84



NATIONALLY

11.17

Data Sources

1. VDOT & NTSB 2018 crash reports
2. VDOT Full Crash Dataset 01/01/2013 – 7/31/2019

DATA ANALYSIS

Vision Zero is a data-driven process. Several analyses guided this Vision Zero action planning effort:

- **High Injury Network (HIN):** A geographical analysis in which staff identified corridors where serious or fatal crashes are concentrated in the County.
- **Systemic Critical Crash Analysis:** A comprehensive analysis in which staff evaluated common factors in serious and fatal crashes over a three-year period to identify high risk roadway characteristics or crash circumstances.
- **"Hot Spot" Analysis:** A geographic analysis in which staff identified individual intersections or locations that experienced high numbers of crashes over a three-year period.

HIGH-INJURY NETWORK

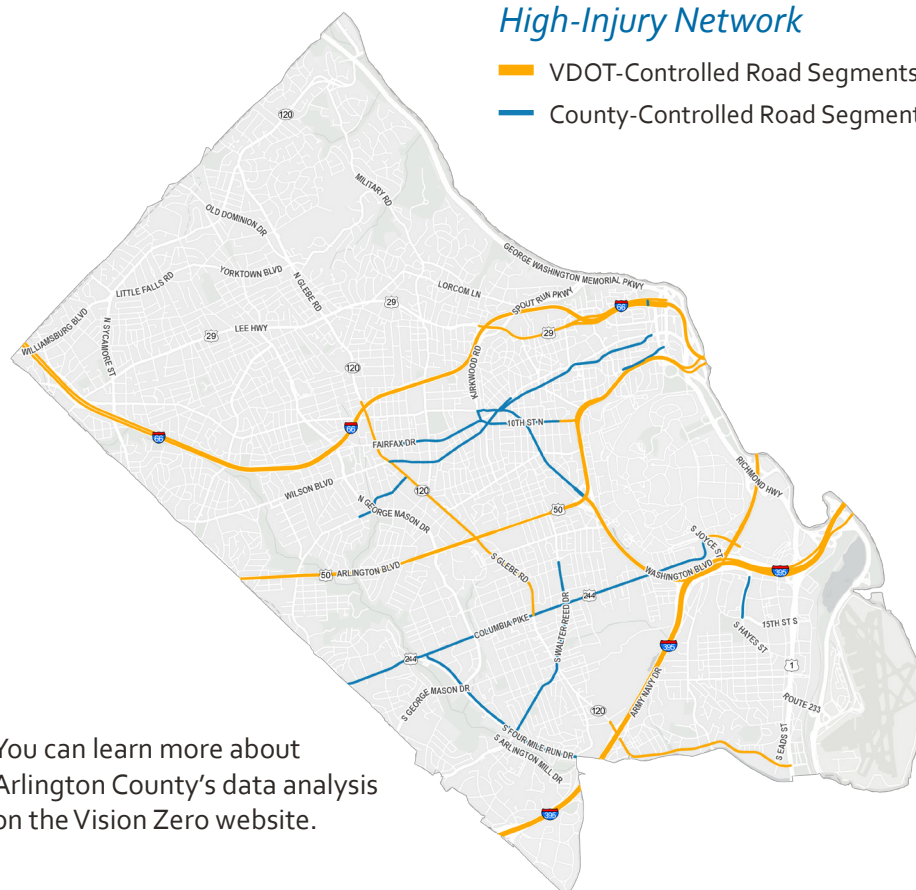
Arlington's "High-Injury Network" highlights corridors with high concentrations of critical crashes. In Arlington County, this network represents **just 7% of over 555 miles of roadway, but includes 78% of all critical (serious or fatal) crashes².**

The majority of the High-Injury Network is comprised of highway or arterial roadways—multi-lane streets with higher volumes and speeds.

- Highways (roads with high volumes and speeds) in Arlington County were the site of 39% of serious and fatal crashes.
- Arterial roadways were the site of about 42% of Arlington's serious or fatal crashes.

High-Injury Network

- VDOT-Controlled Road Segments
- County-Controlled Road Segments



You can learn more about Arlington County's data analysis on the Vision Zero website.

Program Goals

Working with County staff, stakeholders and community members, we defined the following six goals for Arlington's Vision Zero program.

OUR VISION ZERO PROGRAM WILL BE...

Multimodal



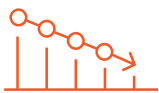
Safety-First



Transparent & Accountable



Data-Driven



Collaborative



Equitable



OUR ACTION PLAN GOALS ARE TO...

Ensure safe transportation, no matter how you get around.

Put safety first on County projects and policies - big or small.

Be transparent, responsive and accountable on Vision Zero progress and outcomes.

Apply timely data to take action on safety.

Promote a culture of transportation safety for everyone.

Prioritize transportation safety investments equitably in the most vulnerable communities.

Target Areas

Using the findings from our data analysis and stakeholder/community engagement, we defined "Target Areas," which are areas that we must improve to get to zero transportation-related serious injuries or fatalities.

OUR TARGET AREAS ARE...

High-Injury Network Corridors

Intersections

Pedestrians

Bicycles

Alcohol

Distraction

Speed

Work Zones

Equity

Information Quality

Transparency & Accountability

Safety Culture

Arlington Vision Zero Action Plan Executive Summary

An **Action Item** is a specific activity that will be implemented by Arlington County or our partners to work toward Vision Zero. These activities will be tracked as we implement the Vision Zero program. For a full list of actions, please refer to the Action Strategy Section.

A: DATA & EVALUATION ACTION ITEMS

Vision Zero is a new approach to **using safety data proactively**, rather than reacting to issues after crashes happen.



To accomplish this, we identified actions that **compile, analyze and report** transportation safety data in more **complete and transparent** ways.



Arlington will **gather more data from more partners**, and put it to more uses that enable us to better understand what has happened on our transportation network, and where action and investment can **better prevent crashes** from happening.



We're also **improving data sharing and information gathering** as part of the periodic **Vision Zero program reports** on the progress we're making towards our goals.



Data & Evaluation Objective/Action Item List

- **A1 Crash Data:** Improve and expand the County's database and improve overall data quality.
- **A2 Supporting Data:** Identify and integrate additional data sources into safety analyses.
- **A3 Annual Crash Analysis:** Conduct an annual comprehensive crash analysis to guide the safety program.
- **A4 Equity Analysis:** Identify the inequitable impacts of transportation on safety in our communities.
- **A5 Critical Crash Reviews:** Review and evaluate critical crashes to identify quick response actions.
- **A6 Vision Zero Program Reporting:** Regularly report progress on action items and crash statistics.
- **A7 Annual Benchmark Safety Survey:** Implement an annual survey of perceived safety issues.
- **A8 Before & After Studies:** Perform before/after evaluations to assess new strategies or improvements.

B: PROCESS & ORGANIZATION ACTION ITEMS

Vision Zero is an **all-community effort**, and that includes public servants who work in our community.



Decisions about land use, traffic enforcement, capital projects and construction are not made in a vacuum; they have an **impact on the safety of our transportation network**.



Working with our colleagues in the Interdepartmental Stakeholders Group, we developed actions around Planning, Design, and Operations and Maintenance to **better coordinate** between County divisions and departments on transportation safety.



These system-focused actions better position the County and our inter-governmental partners to respond comprehensively to the kinds of concerns the public has raised about transportation safety, and clearly state which departments should be involved in **decisions about transportation safety**.



Process & Organization Objective/Action Item List

- **B1 Master Planning:** Continue a unified plan that builds upon the current Master Transportation Plan (MTP).
- **B2 Plan/Project Review:** Evaluate processes for considering safety in developments and capital projects.
- **B3 Safety Project Prioritization & Implementation:** Establish criteria to identify and prioritize locations for quick-build and large scale/long-term safety improvements.
- **B4 Safety Project & Program Funding:** Establish a funding source for safety projects and programs.
- **B5 Speed Management:** Promote safe and context-appropriate vehicle speeds.
- **B6 Guidelines/Standards:** Update County design standards and guidelines to reflect safety best practices.
- **B7 Multimodal Safety Toolbox:** Establish a set of strategies available to address safety issues.
- **B8 Data-Driven/Equitable Enforcement:** Identify approaches for non-biased traffic enforcement.
- **B9 Facilities Maintenance:** Enhance maintenance through improved inventories and coordination.
- **B10 Maintenance of Traffic Design & Active Construction:** Develop and implement Maintenance of Traffic (MOT) plans for development and capital improvement projects that protect the safety of all modes of transportation during construction.

Arlington Vision Zero Action Plan Executive Summary

C: ENGAGEMENT ACTION ITEMS

To be a proactive, data-driven safety program, Arlington County Vision Zero must also **communicate what we learn and how we act on safety**.



During the Action Plan development process, we learned about **where people feel unsafe** while traveling in Arlington, the places that see the **most crashes**, and the **user behaviors** that disproportionately contribute to transportation safety issues.



Education and engagement on transportation safety issues is a key part of achieving our Vision Zero goals. It has to be more than simply pointing to individual actions. It must help all of us better understand how our choices can contribute to – or risk – **our shared safety**.



From maintaining a Vision Zero program website and information, to education campaigns around safer street design tools, to highlighting engagement opportunities for safety projects, **we must continue to work together**.



Engagement Objective/Action Item List

- **C1 Ongoing Safety Engagement:** Seek and incorporate public feedback from the community on the implementation of the Vision Zero program.
- **C2 Accessible Feedback Channels:** Establish easily accessible channels and response time frames for community-reported safety issues.
- **C3 Vision Zero Program Communications:** Create and broaden awareness of the Vision Zero program, transportation safety information and project updates.
- **C4 Community Knowledge Building:** Promote public knowledge of safe transportation practices and options through targeted education efforts.

D: PARTNERSHIPS ACTION ITEMS

Extensive cross-disciplinary collaboration informed the development of the Action Plan, and helped highlight the need for continued inter-departmental **partnerships during implementation**.



The County's transportation professionals will continue to lead the conversation about Vision Zero and safety, but these conversations will include relevant **colleagues from across the County** as well as key **community stakeholders** and **public engagement** opportunities.



We are part of the **regional, state and national transportation safety conversation**. To address safety issues on some of our most problematic streets, including a majority of the High-Injury Network, we'll work with our regional, state, and federal partners to **make needed changes**.



We'll also look for ways to ensure the County's **consultants, contractors and service providers** uphold Vision Zero commitments to safety through policy, contracts, and engagement.



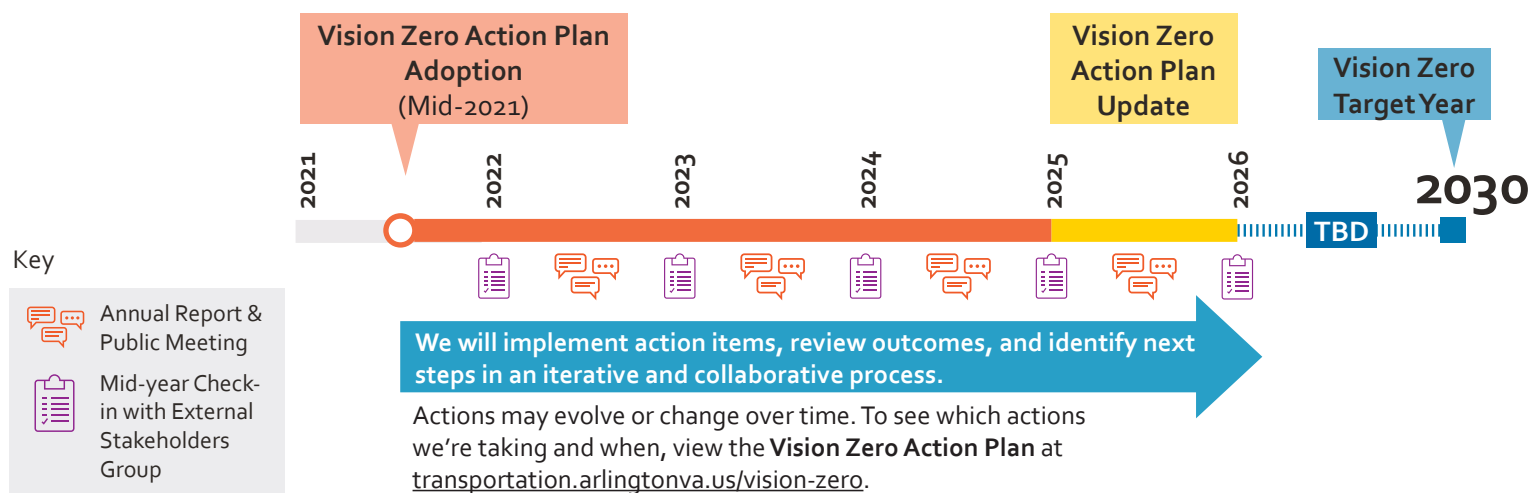
Partnerships Objective/Action Item List

- **D1 Interdepartmental Collaboration on Safety:** Collaborate on ongoing transportation safety activities across County departments and bureaus, and ensure that all County plans and policies contribute to a safe, equitable and accessible transportation network, consistent with Vision Zero safety and equity values.
- **D2 Virginia Department of Transportation:** Coordinate safety issues on VDOT-maintained roadways.
- **D3 Regional Agency Coordination:** Partner with neighboring agencies on safety issues.
- **D4 Legislative Advocacy:** Advance legislative solutions for transportation safety at the VA General Assembly.
- **D5 Stakeholders:** Collaborate with local organizations to promote safety education and engagement.
- **D6 Service Providers:** Coordinate with transportation service companies to ensure safe practices in company policies and operations.

Evaluation & Monitoring

TAKING ACTION

The Vision Zero Action Plan outlines an initial set of actions that Arlington County and its partners will take to work toward the goal of achieving zero transportation-related deaths and serious injuries on our streets and trails by 2030. The Action Plan is intended to be a living and evolving plan. The timeline below provides an overview of our Vision Zero program moving forward.



ANNUAL PROGRESS REPORT

Arlington County will report the progress of the Vision Zero Action Plan through an annual Vision Zero Progress Report. The Progress Report will track progress on Vision Zero actions and inform subsequent Action Plan updates. The progress report will be publicly released every year.

Target Areas

Vision Zero

Intersections

Pedestrians

Bicycles

Alcohol

Speed

Distraction

Work Zones

High-Injury
Network Corridors

Equity

Information Quality

Safety Culture

Transparency &
Accountability

Performance Measures

- # of Serious Crashes
- # of Fatal Crashes
- # of Intersection Crashes*
- # of Pedestrian Crashes*
- # of Bicycle Crashes*
- # of Alcohol-related Crashes*
- # of Speed-related Crashes*
- # of Distraction-related Crashes*
- # of Work Zone Crashes*
- # of Crashes on the High-Injury Network*
- # Crashes in Areas of Higher Poverty or Diversity*

- Qualitative Program Assessment

**Reported by Severity Level*

MOVING FORWARD

- Representatives from the County's departments will continue to meet quarterly to share and track progress on implementation.
- The Annual Report will let you know how we're progressing compared to the Plan.
- We will host an annual meeting and ongoing engagement opportunities to keep YOU involved!

Key Terms

VISION ZERO

Vision Zero is a strategy to eliminate all traffic fatalities and serious injuries, while ensuring safe, healthy, equitable mobility for all.

SAFE TRANSPORTATION

When we asked community members to tell us what “safe transportation” means to them, this is what we heard:

- Being able to get where we need to go without being afraid of injury or death.
- Our transportation system should be tolerant of human mistakes and allow travelers to fail softly.
- Kids traveling independently to school, parks and other destinations by walking, biking and transit.
- Clear visibility at all intersections, and intersections that are not confusing.
- More crosswalks and more bike lanes.
- Enforcement of crosswalk laws and school bus laws.
- Pedestrians coexisting safely with vehicular traffic.
- People of all ages can feel safe walking, biking, crossing streets or traveling along streets.
- Developing, implementing and sustaining a robust County education and outreach program, integral to County traffic safety policy.
- Extra support for work zones and areas where there have recently been multiple crashes.
- My neighbors and I can travel where we want, how we want, knowing that there is a safe route that will take us there.
- Everyone who uses our public roads and trails must be accountable for traveling with full regard to safety for others.

There are many ways to define safe transportation, and everyone might view safety a bit differently. The bottom line, and the most common thing that we heard, is that “safe transportation” means getting from point A to point B without injury – no matter who you are and no matter how you travel.

UNSAFE TRANSPORTATION

What makes a street or trail “unsafe”? It can be difficult to pinpoint one specific factor that makes a location feel unsafe, but there are various conditions and circumstances that transportation professionals look for when assessing conditions:

- Speeds
- User behaviors
- Visibility
- Maintenance conditions
- Signage and signaling
- Crossing conditions
- Pedestrian and bicycle path continuity
- Accessibility
- Street and trail widths
- Lighting
- Other unique characteristics

EQUITY

As defined in the Arlington County 2019 Equity Resolution, equity is all populations having access to community conditions and opportunities needed to reach their full potential and to experience optimal well-being. Community conditions that affect individual opportunity and well-being include the economy, environment, housing, land use policy, public facilities and infrastructure, healthcare, neighborhoods, education and social connectedness.

PEDESTRIAN

A person walking, running, jogging or rolling (using a wheelchair, tricycle, quadricycle, skateboard, roller skates, scooter, etc.) on a sidewalk, crosswalk, path, trail or roadway.

CRASH

A crash is a transportation-related collision involving a vehicle, pedestrian, bicycle, animal, or a stationary object. The crashes used for analysis in this report included all crashes reported to the Virginia Department of Transportation between 2017-2019 that resulted in either fatal or serious injury or over \$1,500 in property damage.

FATAL CRASH

A fatal crash is a crash that resulted in an injury so serious that one or more persons lost their life. The fatality may occur on the spot of the crash or even days/weeks following the crash.

SERIOUS INJURY CRASH

Based on police review at the scene, a crash-related injury is classified as any injury other than fatal, resulting in one or more of the following:

- Serious laceration resulting in exposure of underlying tissues, muscle, organs, or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10 percent or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

HOT SPOT

Hot spot locations are intersections or spot locations with a relatively high density of crashes in a three-year period (15+ Vehicle Crashes; 3+ Pedestrian Crashes; 2+ Bicycle Crashes). County staff review each location to identify needs and opportunities for short- and long-term improvement. The hot spot analysis shown in this document is based on crash data provided by the Virginia Department of Transportation for years 2017-2019. Hot spots are revisited every year with the latest 3-year dataset.

HIGH INJURY NETWORK

The High Injury Network identifies corridors in Arlington County with relatively high densities of serious injury or fatal crashes. The Network is based on crash data provided by the Virginia Department of Transportation for years 2017-2019. The High Injury Network will be used to inform Vision Zero analysis and project prioritization, and will be revisited every 2-3 years.

SYSTEMIC ANALYSIS

In this document, systemic analysis refers to a comprehensive analysis of serious and fatal crashes over a three-year period. The purpose was not to identify individual safety issues or locations, but to identify overall patterns in crash locations and/or circumstances. Identifying the types of conditions, environments, or behaviors that lead to a serious or fatal crash helps us to implement tools and projects countywide to prevent future serious crashes.

ACTION PLAN COMPONENTS

The Action Plan components below are color-coded with a chart that demonstrates their relationships.

GOALS

The Vision Zero program goals are long-term intentions for transportation safety. The goals focus on safety aspects of Arlington's Master Transportation Plan goals and were vetted by both staff and community members to ensure they fully represent Arlington's safety needs.

TARGET AREAS

Target Areas are key safety problem areas where we must focus our efforts to effectively reduce serious injuries or fatalities. Arlington County staff identified Target Areas through crash data analysis findings and stakeholder/community engagement efforts.

OBJECTIVES

Objectives are overarching action topics that aim to address one or more target areas to ultimately achieve our transportation safety goals. The objectives are used to organize Vision Zero action items.

ACTION ITEMS

Each Action Item is a specific step to be taken to enhance safety on Arlington's transportation system. The actions are grouped by objectives. Each action item has a defined lead agency, supporting agencies, a measurement (which will be used to report on progress), a general timeline and identification of the Target Areas it falls within.

PERFORMANCE METRICS

The performance metrics for the Vision Zero program are a set of measurements that will help us assess our progress toward achieving **zero serious injuries or fatalities on the transportation system** and also track our progress on addressing our key target areas for improvement.



1 Introduction



1.1 What is Vision Zero?

Vision Zero is a bold approach to changing the way we, as a community, view transportation safety.

Everyone depends on a safe transportation network to reach their destination. **Vision Zero is a strategy to eliminate all traffic fatalities and serious injuries, while ensuring safe, healthy, equitable mobility for all.**

Vision Zero provides an opportunity to work toward a safer transportation system for everyone through commitment and intention.

A Vision Zero approach helps address safety issues before they cause harm.

By collecting and analyzing transportation safety data to identify problems on a systemic level, cities can better prioritize resources and implement changes - both big and small.

CORE PRINCIPLES

The core principles of a Vision Zero approach to transportation safety include:



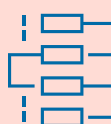
Transportation-related serious injuries and deaths are preventable. Crashes aren't accidents – they are often the result of inadequate infrastructure and poor behavior. Together we can improve our policies, systems and environments to meet our goal of zero transportation-related serious injuries and deaths.



Human life and health are prioritized within all aspects of transportation systems. People deserve safe transportation regardless of how they get around, whether walking, biking, rolling, riding transit or driving. Benefits of speed and mobility are secondary to health and safety.



Human error is inevitable, and transportation systems should be forgiving. Let's face it, people make errors, mistakes and misjudgments. The transportation system must be easy to navigate safely and be designed to minimize the consequence of human error.



Safety work should focus on systems-level changes above influencing individual behavior. Policies, systems and the built environment should be designed to encourage desired behaviors, rather than rely on individuals.



Mitigation of speed is the fundamental factor in reducing crash severity. The speed and force of a crash are directly related to the severity of its impact on the human body. To protect human life, travel speeds should reflect a street's context and users.

A PROVEN STRATEGY

The Vision Zero comprehensive transportation safety philosophy was first implemented in Sweden in the 1990s. Those efforts **sought to evolve beyond disjointed, reactive responses to transportation-related deaths** to implement a goals-based, multi-disciplinary approach, shifting the focus from individual incidents to system-wide improvement.

Through Sweden's Vision Zero efforts, transportation-related deaths in the country have been reduced by half, making it one of the safest places in the world to travel. Now, Vision Zero safety programs are gaining traction across the world, with dramatic results.

Vision Zero is a **strategic, fundamental shift in how we address safe transportation that:**

- Recognizes that traffic deaths and injuries are preventable
- Factors human behavior and error into proposed solutions
- Emphasizes that safety enhancements don't have to be expensive

Vision Zero is not accomplished through transportation improvements alone. Many factors contribute to safety, and there are many benefits of increasing travel safety. The Arlington County Vision Zero effort will be community-wide, collaborative and multi-disciplinary.

While the Vision Zero approach is implemented uniquely in each community, all programs share a set of **five core tenets**:

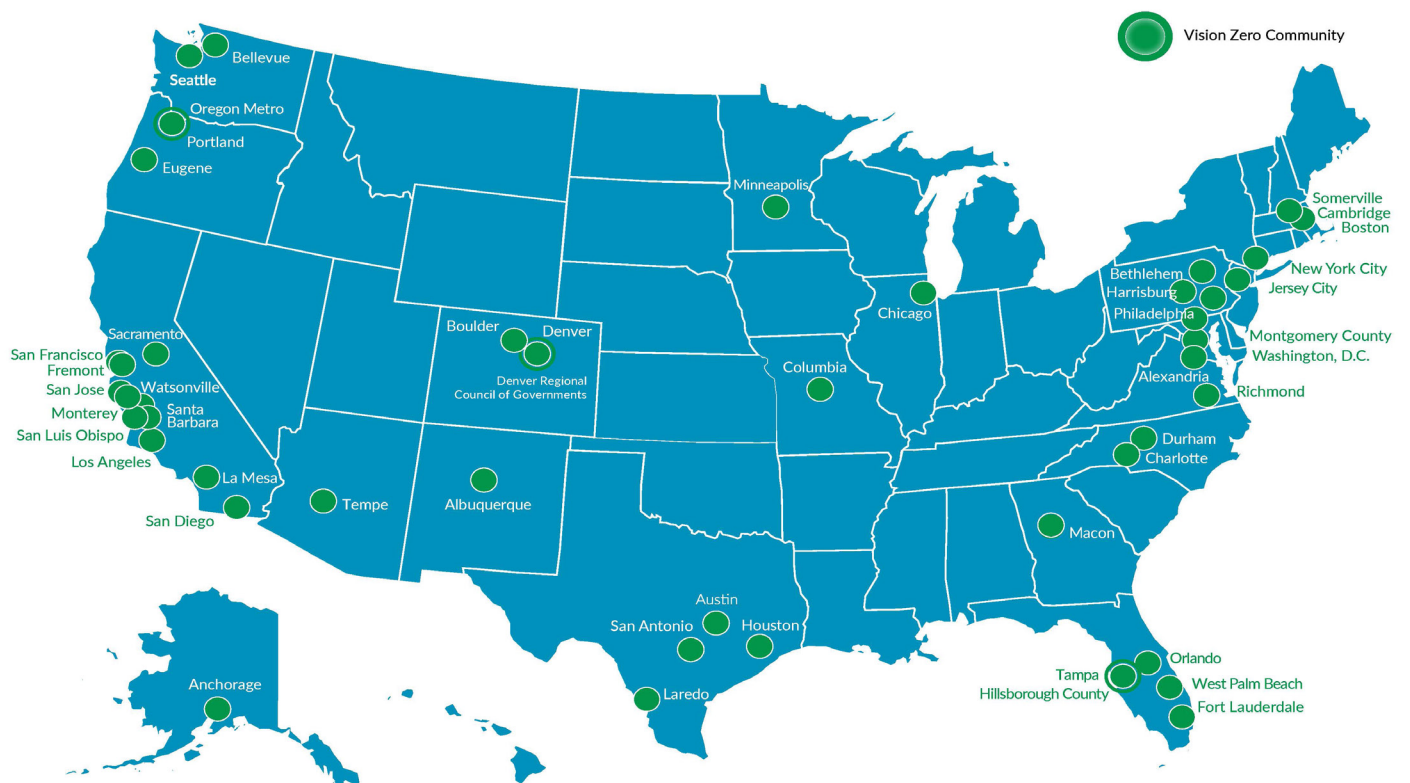
1. Build and sustain leadership and collaboration
2. Collect, analyze and use data to understand trends
3. Emphasize equity and engagement
4. Establish urgency and accountability
5. Prioritize safe roadways and speeds in all transportation planning and design

People should not be seriously injured or killed while traveling on our streets or trails.

VISION ZERO IN OTHER COMMUNITIES

Arlington County joins over 40 cities in the United States that have made a commitment to Vision Zero. Places like New York, NY; Philadelphia, PA; Washington, DC; Chicago, IL; Seattle, WA; and Los Angeles, CA, have demonstrated how the resources of a large city can work toward Vision Zero. Smaller cities including Alexandria, VA; Bellevue, WA; and Eugene, OR have demonstrated that Vision Zero can be successfully scaled to any size and tailored to local needs.

Vision Zero communities often share resources and lessons learned. The biggest information hub for Vision Zero efforts in the United States is the [Vision Zero Network](#), which provides case studies, webinars and other tools to improve Vision Zero efforts.



PEER RESEARCH

Vision Zero efforts can learn from one another. To help inform the Arlington Vision Zero Action Plan, we reviewed five peer Vision Zero Action Plans, from Cambridge, Massachusetts; Richmond, Virginia; Denver, Colorado; San Francisco, California; and Seattle, Washington.

The purpose of the peer review was to identify policies, data and analyses, programmatic elements, evaluation measures and lessons learned. We also conducted interviews with staff from peer agencies to ask questions and learn more about Vision Zero in action in their communities.



Key findings from the peer review include:

- Ensure leadership commitment in implementing Vision Zero
- Seek a balanced and strategic approach
- Integrate public health as a core element in Vision Zero
- Adopt equity-focused analysis and programs
- Develop Vision Zero design guides, manuals and policies
- Partner with community members to implement strategic actions and manage expectations
- Prioritize and monitor improvements on the High-Injury Network, where there are higher concentrations of fatal and serious crashes
- Use data to guide program elements and continually monitor data quality
- Report progress on specific actions

The findings of the peer review informed the development of this action plan.

Information from the Peer Research is available on the Vision Zero website, transportation.arlingtonva.us/vision-zero/.

1.2 A Collaborative Approach

Vision Zero is a “safe system” approach to transportation safety. This holistic view considers safety in all aspects of the transportation system.

The “safe system” approach focuses on the interactions between roadway users and the transportation system. By assessing a wide range of integrated factors and their potential influence on injuries and deaths, we can design and implement effective crash interventions.

SHARED RESPONSIBILITY

Vision Zero shifts from strategies focused on influencing individual behavior to developing policies, systems and a built environment that support safe access and mobility for all. The Vision Zero approach includes cross-sector collaboration between community members, policy makers, elected officials, law enforcement, public health professionals, planners, educators, transportation professionals and transportation safety advocates to ensure shared responsibility and accountability.

Some highlights of those roles include:

- **Elected officials** provide political commitment for Vision Zero, establishing trust and accountability. Political leaders set the tone for Vision Zero and prioritize safety through funding, policies and practices.
- **Transportation professionals** ensure that safety is prioritized above other considerations when planning, designing, operating and maintaining our transportation system. They contribute expertise to help make and keep the transportation system safe for all modes and users. Transportation professionals are responsible for taking action to prevent fatalities and serious injuries through system interventions. This is a diverse group of professionals and includes engineers, policymakers and government officials.
- **Planners** work closely with the community to make decisions and investments that reflect our values. These decisions shape our neighborhoods, commercial districts, parks and public spaces, which are all connected by the transportation system.
- **Policy makers** develop proactive policies to guide decisions and implement Vision Zero actions.
- **Community members** are the people who use and rely on the transportation system. Those who use the transportation system have a responsibility to follow the established rules and regulations, however they may be traveling. Community members offer diverse perspectives, defining the Vision Zero framework, establishing goals, informing actions and advocating for change.
- **Law enforcement** provides support through data collection and analysis. Police officers support safety education, awareness and training.
- **Public health professionals** help fill in data gaps related to transportation-related injuries and deaths. By linking crash reports with information from hospitals and trauma centers, we obtain a more complete picture of injuries and fatalities so they can be addressed. Research, data and evaluation of health equity inform targeted, inclusive actions, especially where vulnerable communities are at risk.
- **Educators** teach, inform and inspire our community to practice safe travel behavior.
- **Transportation safety advocates** carry the Vision Zero principles into the community and ensure action through legislative work, education, awareness and engagement.

A Collaborative Approach

- Vision Zero is strategic, intentional, pro-active and collaborative.
- Vision Zero is a commitment to system-level change in policies, practices and actions.
- Vision Zero provides an opportunity to integrate efforts across agencies to create a safer transportation system for all.
- One agency alone cannot tackle this public health issue.

1.3 Vision Zero in Practice

DATA & EVALUATION

Transportation safety data includes crash information, speeds, volumes, citations, infrastructure conditions, near misses (also called close calls) and other safety-related information. Vision Zero requires accurate, reliable data to identify safety issues on the transportation system and proactively address them. The use of data extends beyond the identification of safety measures—data is also required to assess the effectiveness of those measures over time.

Vision Zero principles emphasize the importance of transparency and accountability. Vision Zero communities maintain open data platforms—available to all—to ensure transparency. They also regularly report crash trends and the status of Vision Zero Action Items to show progress toward the goal of zero transportation-related serious injuries or deaths.

PROCESS & ORGANIZATION

Vision Zero requires coordination in all aspects of the process of building a safe and equitable transportation system: planning, policymaking, design, operations and maintenance. In addition to the general theme of taking a proactive, systems-based approach to safety, some additional key themes that arise in the process and implementation of a successful Vision Zero program are a “Complete Streets” approach to design and speed management.

A resounding theme across Vision Zero communities and a cornerstone for any successful program is top-down support from community leadership. Having this support from elected officials and executive-level staff is key to implementing

and funding safety policies and projects. Leadership promotes the importance of embedding equity in transportation plans and policies—prioritizing engagement and investment in under-served communities.

ENGAGEMENT

Vision Zero is an all-community program, which means that it requires engagement with the public on safety issues, upcoming projects and planning for the future.

All communication and engagement materials should be available and accessible to people of all ages, abilities and backgrounds to ensure that community experiences and perspectives are heard and addressed by County staff.

Vision Zero underscores the importance of making meaningful, equitable engagement convenient for community members when it comes to their safety in our transportation system.



PARTNERSHIPS

Partnerships are the foundation of a successful Vision Zero program. Partnerships begin with achieving support and participation from all parties involved—agency staff, stakeholders and community members.

- **Agency staff** will carry the principles of Vision Zero into all plans, policies and projects through ongoing intra-departmental collaboration.
- **Support and commitment from governing agencies and bodies** at the state and regional levels is critical given the interrelationships of the transportation system with neighboring jurisdictions.
- **Those who support transportation operations**—like transit providers, ride hailing services, micro-mobility services and contractors—must understand and support Vision Zero’s principles.
- **The support and commitment of community members, community organizations and interest groups** is paramount to achieving Vision Zero goals.

The design and rules of streets and trails should be intuitive and easy to follow for people of all ages, abilities and backgrounds.



1.4 What Does Vision Zero Look Like?

INTERSECTIONS THAT PROTECT ALL USERS



COLLABORATING WITH SERVICE PROVIDERS



IMPROVED SIGNAGE & WARNINGS



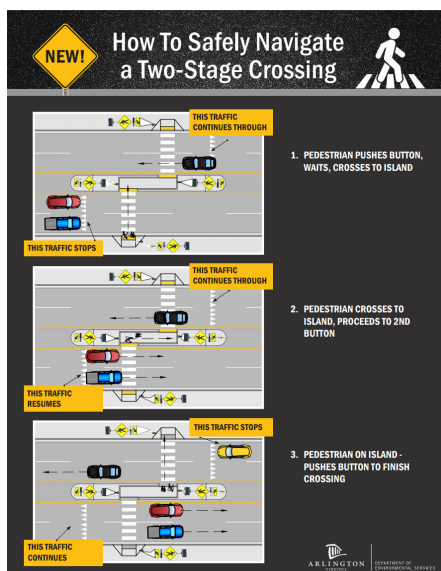
REALLOCATION OF STREETSPACE



SAFE ACCESS TO TRANSIT



EDUCATION & ENCOURAGEMENT





2 Transportation Safety in Arlington

SLOW
DOWN
AHEAD

2.1 Safety Data

Vision Zero is a data-driven process. During the development of the Action Plan, we collected and reviewed existing data to better understand transportation safety issues in our community. We also heard from people in Arlington about their top safety concerns and experiences with crashes – and their vision for the future.

Arlington has long benefited from a multi-modal transportation network that supports people walking, biking, rolling, riding transit and driving. However, transportation-related fatalities and injuries continue to pose a serious public health risk.

Each year, approximately 60 people sustain serious or fatal injuries on Arlington streets. These deaths and long-term injuries are preventable.

While Arlington’s transportation network is relatively safe by national standards, **no death or serious injury on our streets or trails is acceptable.**

Transportation-related Deaths per 100,000 People (2018)¹

ARLINGTON COUNTY

0.84

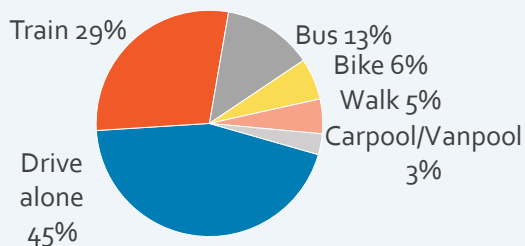


NATIONALLY

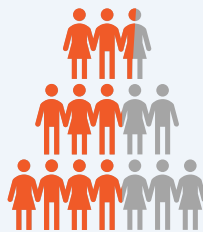
11.17

How Arlington County Gets Around

Arlington Resident Weekly Commute Mode²



About **8%** of commuters do not have access to a car³



63% of Arlington residents who commute via Metro walk to the station⁴

16% take the bus and about 5% drive alone and park at Metro



>50% of trips by Arlingtonians aged 25+ are via single occupancy car, truck, or van³



>20% of trips by Arlingtonians aged 25+ are via public transportation³

Data Sources

1. VDOT & NTSB 2018 crash reports
2. 2015 Arlington Resident Travel Survey Report - February 11, 2016
3. 2017 ACS 5-Year Estimates from Census Bureau
4. 2016 Metrorail Passenger Survey

Vision Zero begins with accurate, complete data. County staff evaluated crash data from Arlington County Police and Virginia State Police to identify common crash locations, types, severity, modes and conditions. The objective of the analysis was to identify clear trends, patterns and systemic safety issues that could be addressed through staff action.

Arlington's crash data evaluation included four distinct analysis efforts:

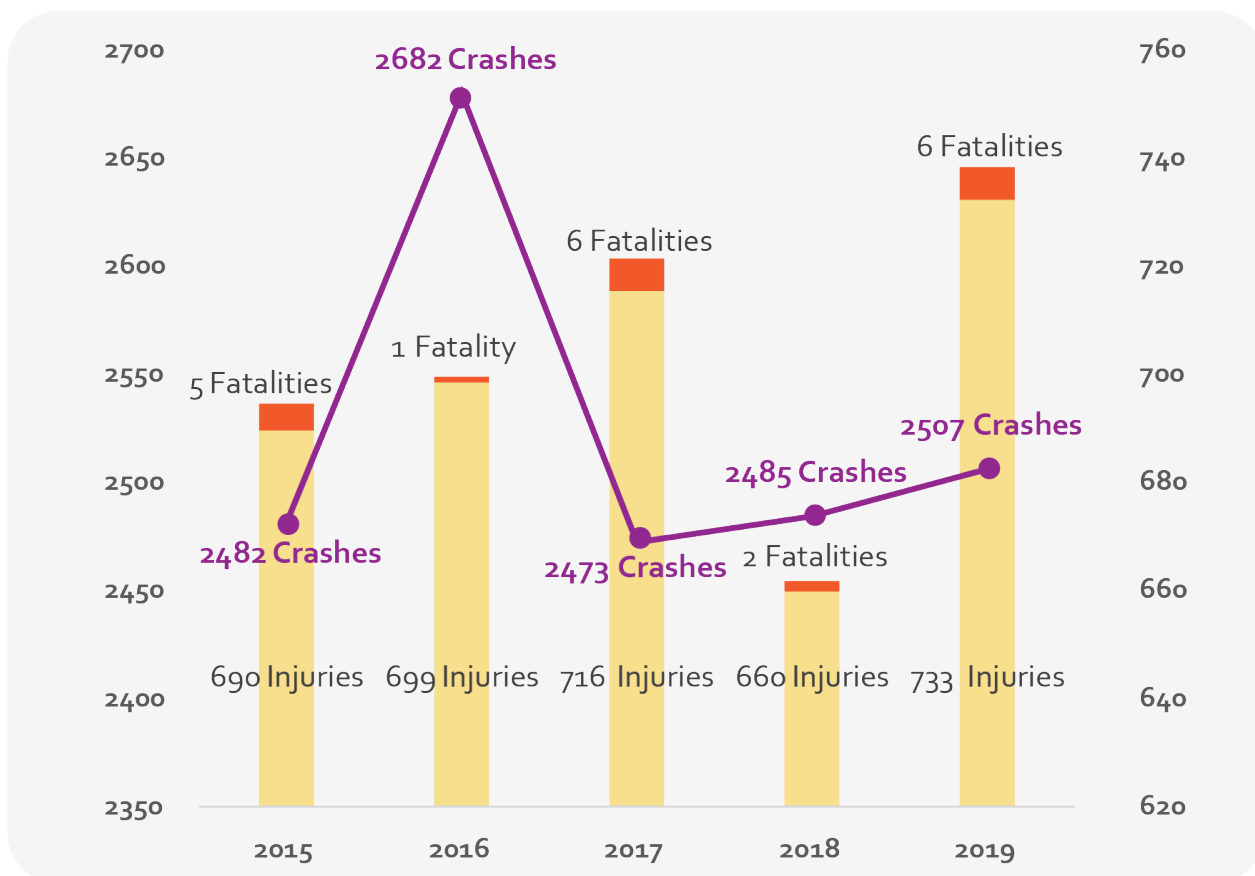
1. **Analysis of trends over time:** Staff reviewed data to understand how crashes in Arlington are changing over time.
2. **Systemic analysis of serious and fatal crashes:** Staff identified common factors across critical crashes to identify high risk circumstances and roadway characteristics.
3. **Identification of a High Injury Network (HIN):** Staff conducted geographical analysis to identify corridors with high concentrations of serious or fatal crashes.
4. **Identification of "Hot Spot" crash locations:** Staff identified individual intersections or locations that experienced high numbers of crashes.

CRASH TRENDS OVER TIME

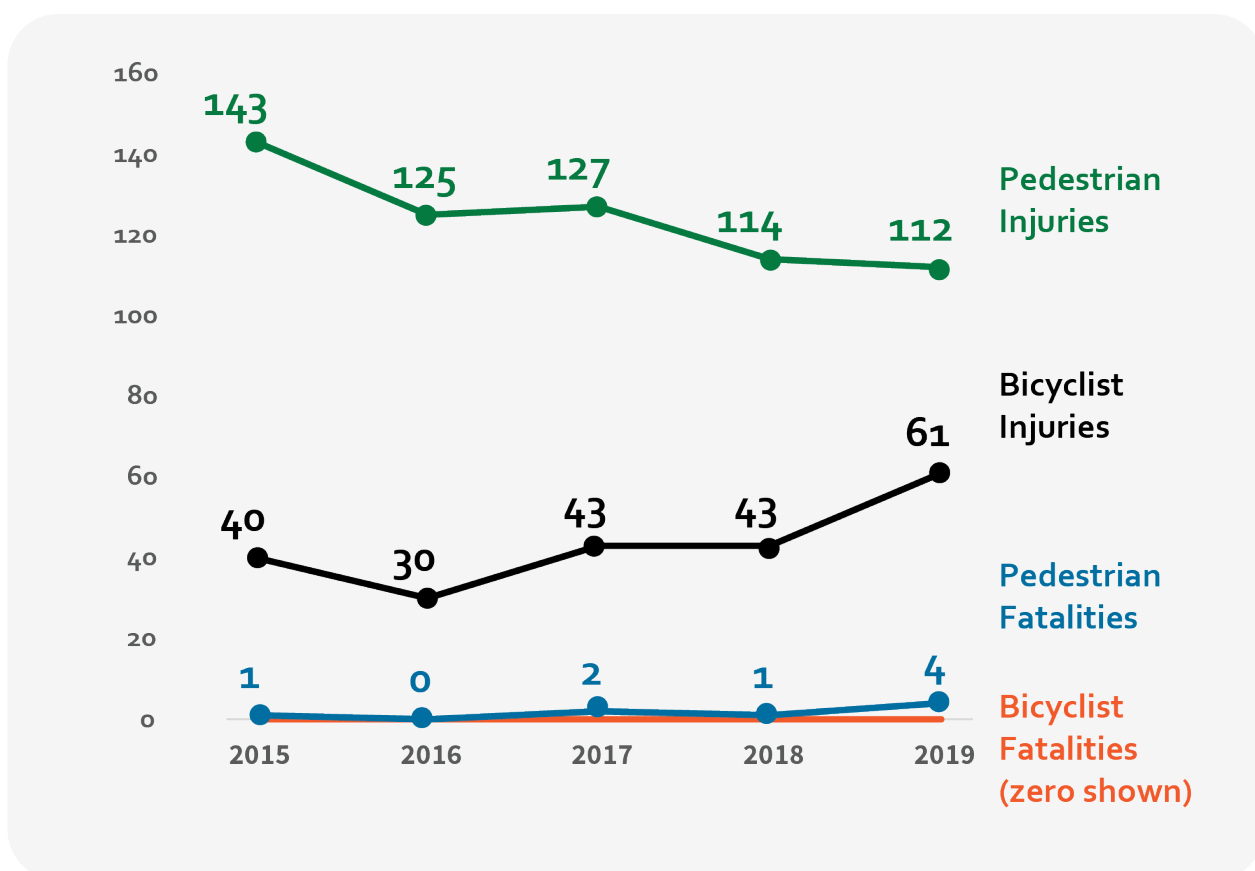
The charts on the next page illustrate crash trends in Arlington from 2015-2019. Key findings include:

- Arlington County's population increased by 3.6% and employment increased by 2.3%.
- Total crashes increased by about 1%, and the reported injury crashes increased by about 6.2%.
- Pedestrian crashes decreased by about 24% and bicycle-related crashes increased by approximately 37%.
- There was at least one fatal crash each year.

TOTAL CRASHES (WITH INJURIES AND FATALITIES)



BICYCLE AND PEDESTRIAN INJURIES AND FATALITIES



Data Source: Virginia Department of Transportation Full Crash Dataset 01/01/2013 – 7/31/2019.

SYSTEMIC ANALYSIS OF CRITICAL CRASHES

Critical crashes are crashes that result in serious or fatal injuries to one or more people involved.

From 2017 to 2019, there were **178 critical crashes** out of a total of 7,549 reported crashes in Arlington.

When we focused our analysis on the **modes of transportation** involved in critical crashes, we learned that:

- While crashes involving pedestrians made up only about 5% of all crashes, pedestrian crashes made up almost a quarter of critical crashes and over half of fatal crashes.
- Similarly, motorcycles made up only 1% of all crashes but over 13% of critical crashes.
- Bicyclists made up about 2% of all reported crashes but 8% of critical crashes.

These statistics confirm that **when a person walking, biking or riding a motorcycle is involved in a crash, their injury is much more likely to be serious.**

It is important that our Vision Zero program focuses on these vulnerable road users, because they are more likely to sustain a serious or fatal injury if there is a crash.

Future systemic analysis will include investigating the patterns in transportation infrastructure (e.g., crossing conditions, signage or bike lane characteristics) that may lead to crashes.

People Walking



5% of Total Crashes
24% of Critical Crashes
50+% of Fatal Crashes

People Biking



2% of Total Crashes
8% of Critical Crashes

People on Motorcycles

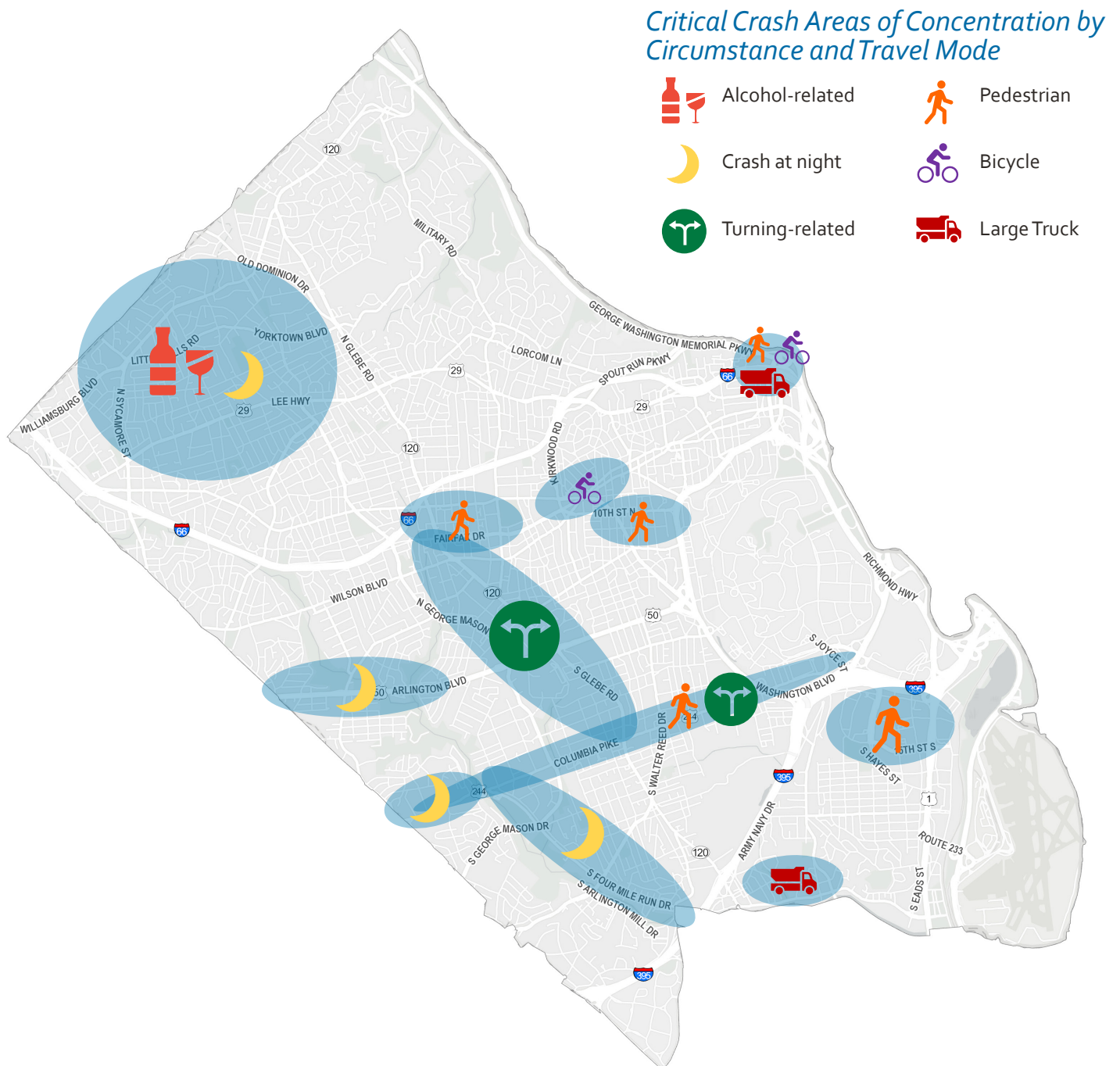


1% of Total Crashes
13% of Critical Crashes

Data Source: Virginia Department of Transportation Full Crash Dataset
01/01/2013 – 7/31/2019.

Arlington County staff mapped critical crashes by mode and circumstantial factors to identify geographic patterns. The following map illustrates the areas in which crashes were concentrated based on common characteristics.

Arlington County will be proactive in identifying issues and identifying actions to prevent these types of crashes in the future.



Data Source: Virginia Department of Transportation Full Crash Dataset 01/01/2013 – 7/31/2019.

2017-2019 Critical Crash Factors

From 2017 to 2019, there were **178 critical crashes** in Arlington.

Critical crashes are crashes that result in serious or fatal injuries to one or more people involved. Percentages may not sum to 100% because a crash may involve multiple factors.

Alcohol (Crashes: 34)



Only about **8%** of all crashes **involved alcohol**, but almost **50%** of fatal crashes involved alcohol.

Drinking and driving has a large impact on the severity of a crash.

Time of Day (Crashes: 69)



Over **33%** of critical crashes and **50%** of fatal crashes **occurred after dark**.

86% of critical night crashes occurred on a lighted roadway.

Speeding (Crashes: 47)



26% of critical crashes and **23%** of fatal crashes **involved speeding**.

More than 50% of critical crashes that involve speeding occurred on a highway.

Turning (Crashes: 52)



29% of critical crashes and **8%** of fatal crashes **involved turning movements**.

Left turn crashes alone contributed to 20% of all critical crashes.

Distractions (Crashes: 39)



Over **20%** of all critical crashes involved **people who were distracted**.

Distractions include phone use or other activities that may divert the traveler's attention.

Driver Age (Crashes: 34)



Almost **20%** of critical crashes **involved a senior driver (over the age of 65)**.

Seniors comprise about 10% of the County population.

Data Source: Virginia Department of Transportation Full Crash Dataset 01/01/2013 – 7/31/2019.

HIGH-INJURY NETWORK

Arlington’s “High-Injury Network” highlights corridors with high concentrations of critical crashes. In Arlington County, this network represents **just 7% of over 555 miles of roadway, but 78% of all critical (serious or fatal) crashes.**

The majority of the High-Injury Network is comprised of highway or arterial roadways—multi-lane streets with higher volumes and speeds.

- Highways (roads with high volumes and speeds) in Arlington County were the site of 39% of serious and fatal crashes. Key corridors with higher crash rates include I-66, I-395 and US 50.
- About 42% of Arlington’s serious or fatal crashes occur on arterial roadways. Arterial corridors with higher crash rates include Glebe Road, Lee Highway, Columbia Pike, Four Mile Run and sections of Wilson Boulevard, Fairfax Drive, Carlin Springs Road, Washington Boulevard, 10th Street N and Walter Reed Drive.

42% of Arlington’s serious or fatal crashes occur on arterial roadways.

VDOT owns and maintains all roads within most counties in the state of Virginia. Arlington County is unique in that the County owns and maintains many of the roads within the County, while VDOT owns and maintains a few major highways (I-66, I-395 and US 50) and arterials in Arlington (e.g., Glebe Road, Lee Highway, sections of Washington Blvd). Given this shared relationship, **Arlington County staff and VDOT staff must work together to address safety on major corridors.**

VDOT is responsible for many of the streets with higher volumes and speed limits within Arlington. More than half of the roadways on Arlington’s High-Injury Network are owned and maintained by VDOT. As part of the Vision Zero initiative, Arlington County will continue to work with VDOT to systemically address transportation safety on VDOT-owned and maintained streets.

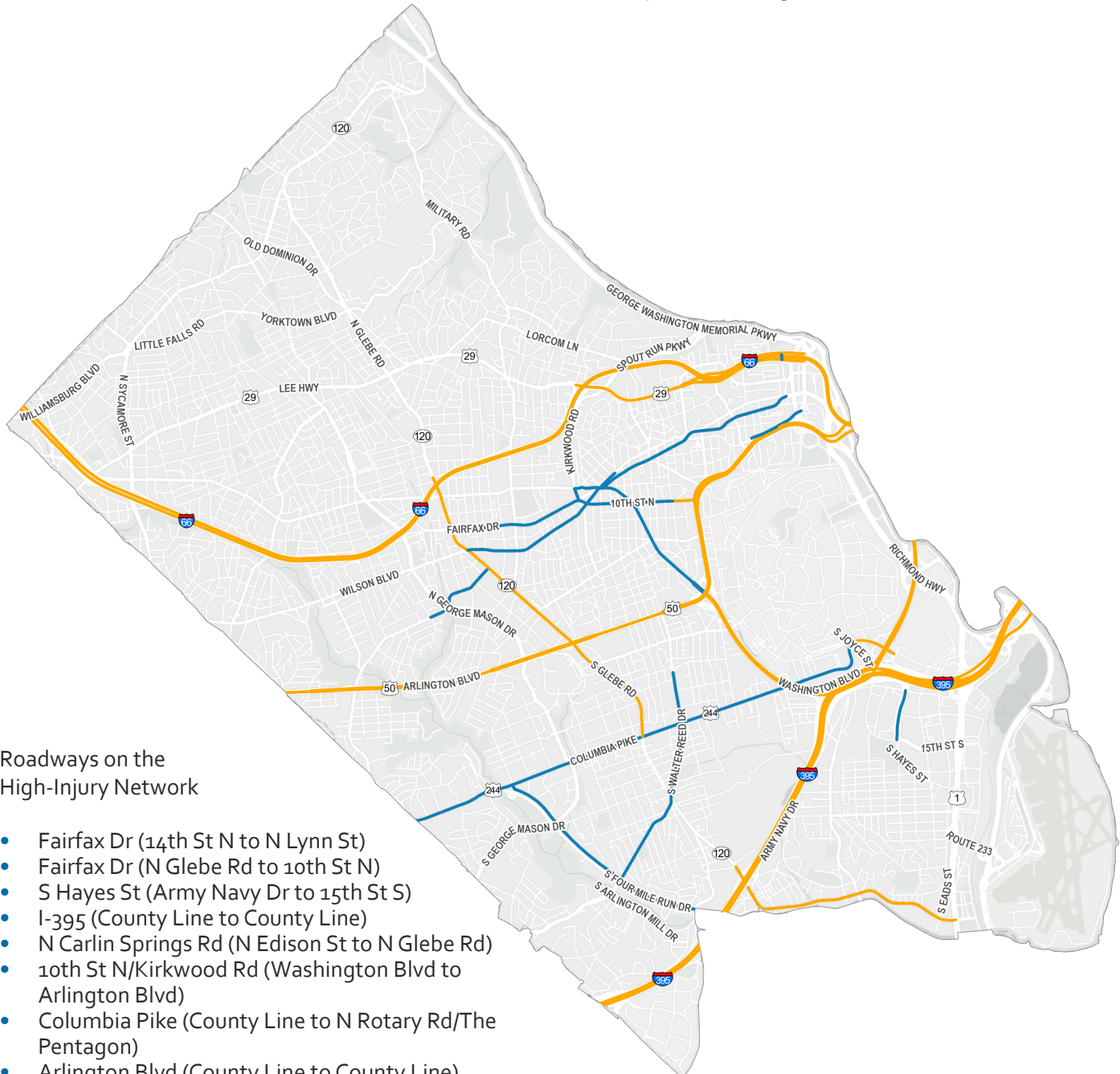


**78% of Arlington's serious
or fatal crashes occur on
just 7% of streets.**

High-Injury Network

- VDOT-Controlled Road Segments
- County-Controlled Road Segments

Learn more about how the High-Injury Network was developed on the Arlington Vision Zero website.

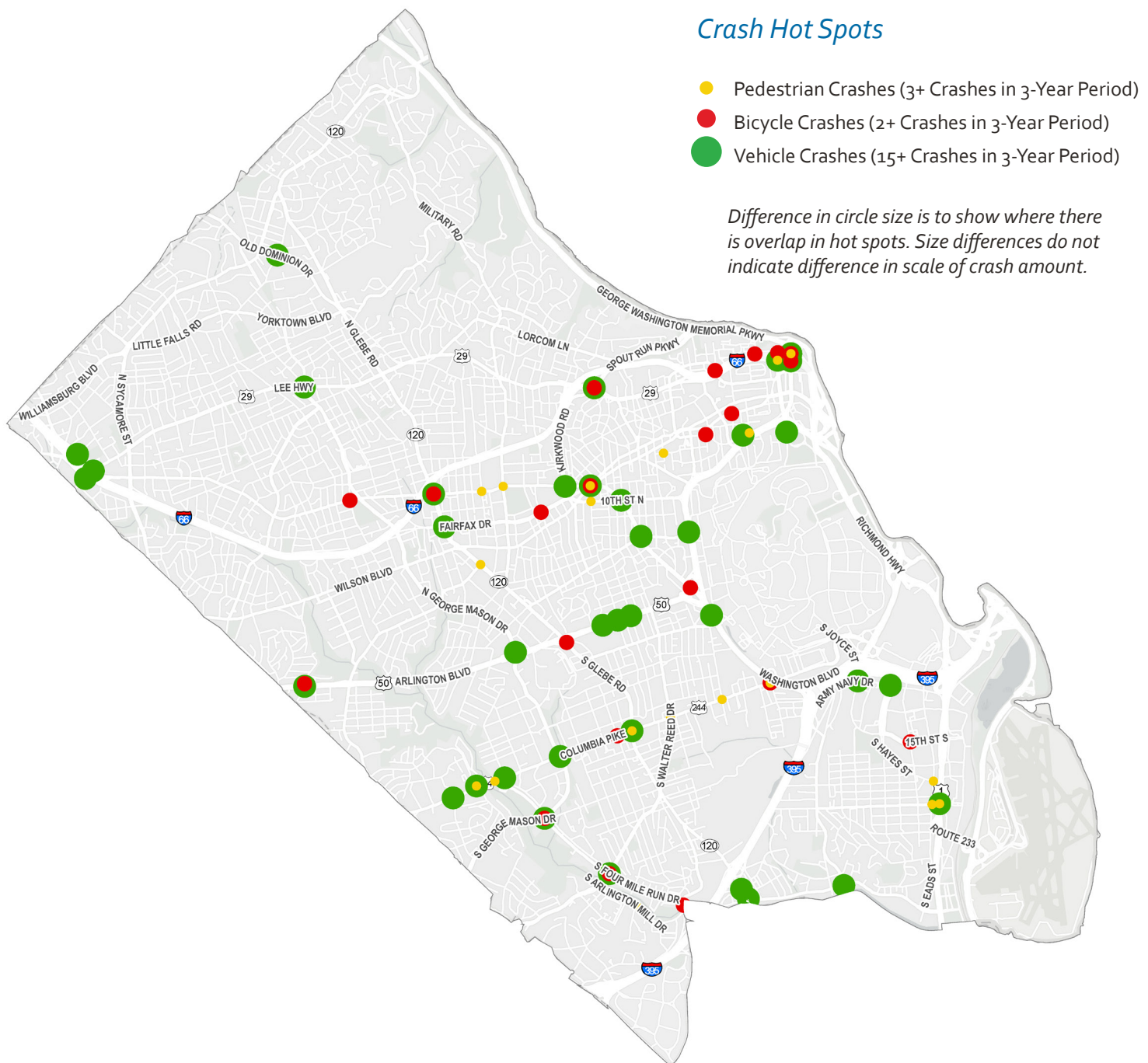


Roadways on the High-Injury Network

- Fairfax Dr (14th St N to N Lynn St)
- Fairfax Dr (N Glebe Rd to 10th St N)
- S Hayes St (Army Navy Dr to 15th St S)
- I-395 (County Line to County Line)
- N Carlin Springs Rd (N Edison St to N Glebe Rd)
- 10th St N/Kirkwood Rd (Washington Blvd to Arlington Blvd)
- Columbia Pike (County Line to N Rotary Rd/The Pentagon)
- Arlington Blvd (County Line to County Line)
- Glebe Rd (14th St N to Columbia Pike)
- Wilson Blvd (N Glebe Rd to N Highland St)
- Four Mile Run (Columbia Pike to Shirlington Rd)
- Washington Blvd (Kirkwood Rd to DC Line)
- Clarendon Blvd (Washington Blvd to N Oak St)
- S Walter Reed Dr (6th St S to S Four Mile Run Dr)
- I-66 (County Line to County Line)
- Glebe Rd (24th St S to Route 1)
- Lee Highway (Custis Trail Bridge to N Lynn St)

HOT SPOTS

Arlington County conducts an annual analysis of “hot spots” or locations with high concentrations of crashes. A team of County engineers and planners reviews each location individually and identifies safety improvements or actions that may reduce crashes. Safety improvements may include changes to an intersection configuration, changes to traffic signal timing, lighting improvements, crossing enhancements, enforcement details or other crash mitigation strategies.



Data Source: Virginia Department of Transportation Full Crash Dataset 01/01/2013 – 7/31/2019.

COMMUNITY-PROVIDED AREAS OF CONCERN

To move from a reactive safety program to a proactive safety program like Vision Zero, **we need to understand and address safety issues before they result in serious injury or death.**

Arlington County currently uses police reports as an important source of crash data, but we know they only tell part of Arlington's transportation safety story. Other information such as unreported crashes, "near misses" (or "close calls") and the lived experiences of community members can also inform proactive safety measures, but they are harder to track.

As part of the Vision Zero Action Plan development process, we asked the community for input on existing transportation safety challenges in Arlington and specific experiences where community members felt unsafe while traveling.

In one activity, community members placed dots on a map to identify areas of concern. **Results for the 1,657 points placed on the map are shown on the following page.**

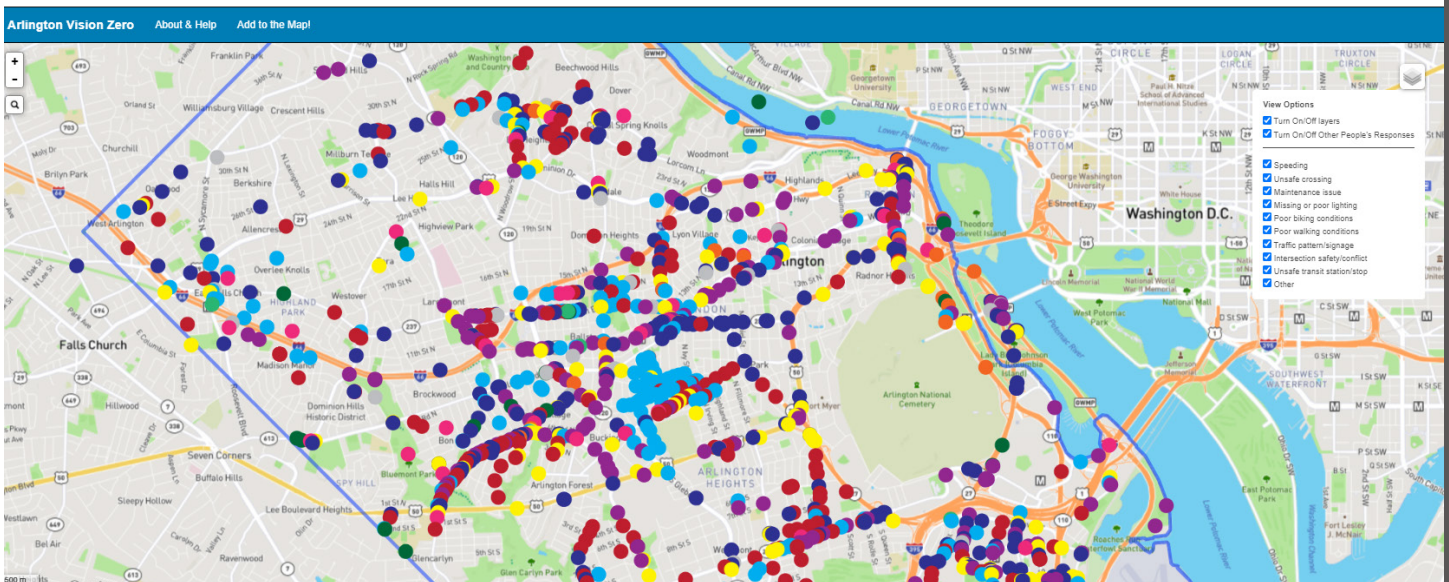
Identifying areas of concern such as these can help Arlington County identify issues before they lead to crashes, and help us better prioritize our efforts in reducing the number and severity of crashes in the County.

Screenshot of the interactive mapping tool we used to gather community comments

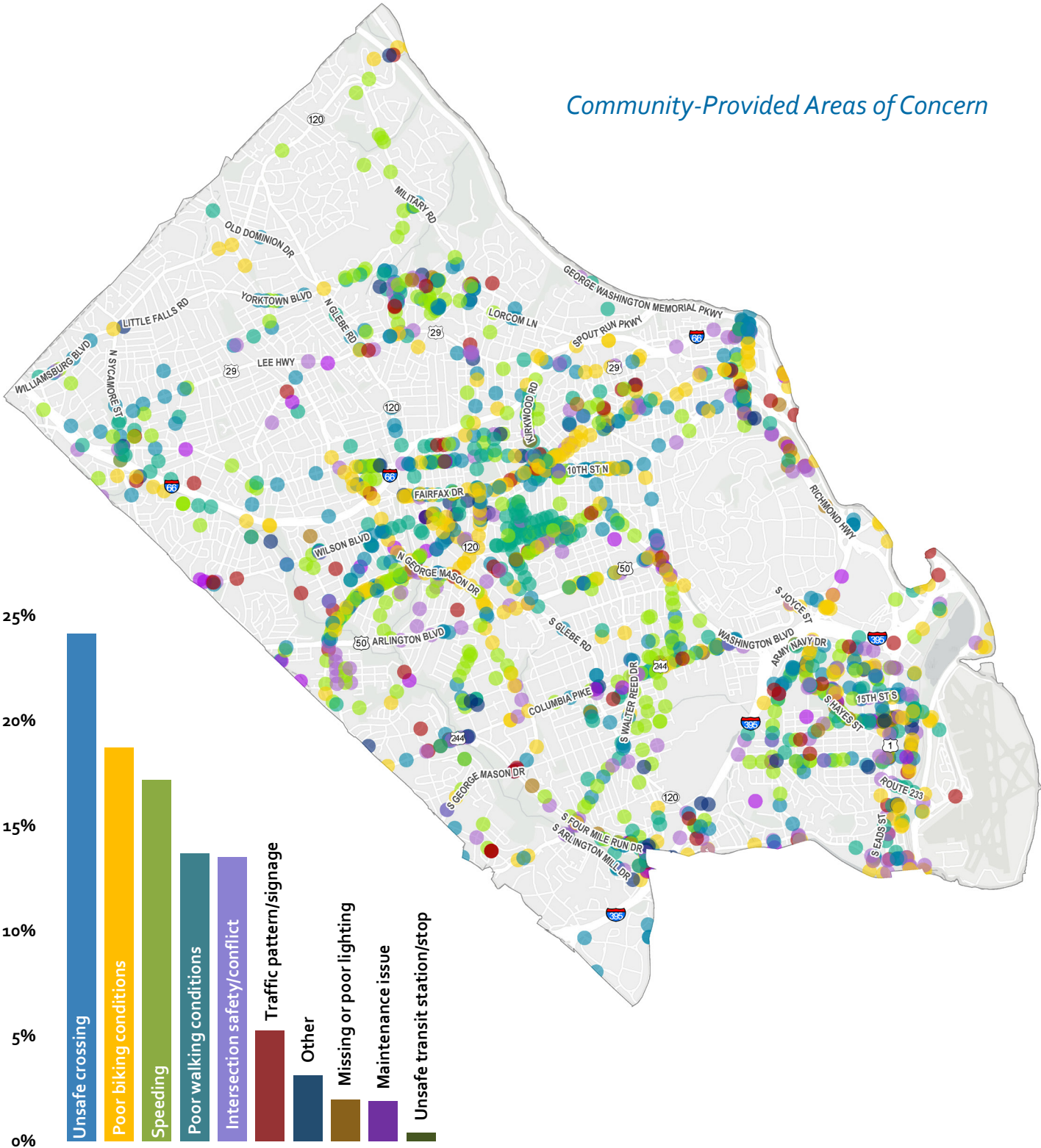


Activity Instructions

- 1) **Locate your transportation safety issue:** Click and drag your cursor to pan the map, and use the scroll (+/-) button to the left to zoom in and out.
- 2) **Select your feedback type:** Click "Add to the Map!" in the blue bar and choose a category from the options provided.
- 3) **Add it to the map:** Click once to drop a point on the map. If you want, you can tell us more in a comment.
- 4) **Click 'Submit'.**
- 5) **You can also click on comments that others have made, and indicate whether you agree or disagree.**



Community-Provided Areas of Concern



Map Point Categories
(% of 1,657 points placed on the map)

2.2 Focus on Equity

"Equity is defined as all populations having access to community conditions and opportunities needed to reach their full potential and to experience optimal well-being."

"Community conditions that affect individual opportunity and well-being include the economy, environment, housing, land use policy, public facilities and infrastructure, healthcare, neighborhoods, education, and social connectedness."

-Arlington County 2019 Equity Resolution

ADVANCING EQUITY & INCLUSION

In September 2019, the County Board adopted an **Equity Resolution**. Our equity mission is to advance racial equity as a county-wide priority to eliminate, reduce and prevent disparities in our policies, procedures, practices, engagement and interaction with and service to the community.

Social equity is at the core of Vision Zero. All people have the right to move about our community safely. People of color, low-income households, people with disabilities, older adults and youth, people with limited English proficiency and households with limited vehicle access often face more challenges and barriers to safe transportation. Vision Zero aims to learn more about these disparities and close the gaps to safe transportation.

HIGH-INJURY NETWORK & EQUITY

To better understand how imbalances in opportunity relate to transportation safety, we compared equity indicator data (made available by the Northern Virginia Health Foundation) to Arlington County's high-injury crashes.

Learn more about equity in Arlington at topics.arlingtonva.us/equity.

High-Injury Network & Diversity Index

The map on the top of the following page shows the relationship between concentrations of fatal and serious crashes in Arlington and the racial and ethnical diversity of Arlington's census tracts. The diversity indicator is calculated as the probability of two people selected at random being of different races or ethnicities. Racially diverse tracts are more likely to be along the High-Injury Network than other tracts within the County, especially those with higher diversity scores. More diverse tracts are also more likely to have serious crashes on local roads (rather than interstates). This shows a clear geographic relationship between racial diversity and high-injury crashes.

High-Injury Network & Poverty Level

The map on the bottom of the following page shows the relationship between concentrations of fatal and serious crashes in Arlington and the degree of poverty within Arlington's census tracts. In this dataset, the poverty indicator is calculated as the percentage of the tract that is below 100% of the Federal Poverty Level. Tracts in the County with more poverty are more likely to be along the High-Injury Network than tracts with less poverty. Almost all tracts showing higher rates of poverty touch the High-Injury Network, suggesting that there is also a geographical relationship between higher poverty and higher-injury crashes.

Under the Vision Zero program, **Arlington County will continue to evaluate these relationships** and enhance safety on the High-Injury Network to promote and support equitable transportation.

Arlington County High-Injury Network & Diversity Index

● Fatal & Serious Injury Crashes

— High Injury Network

Diversity Index by Census Tract

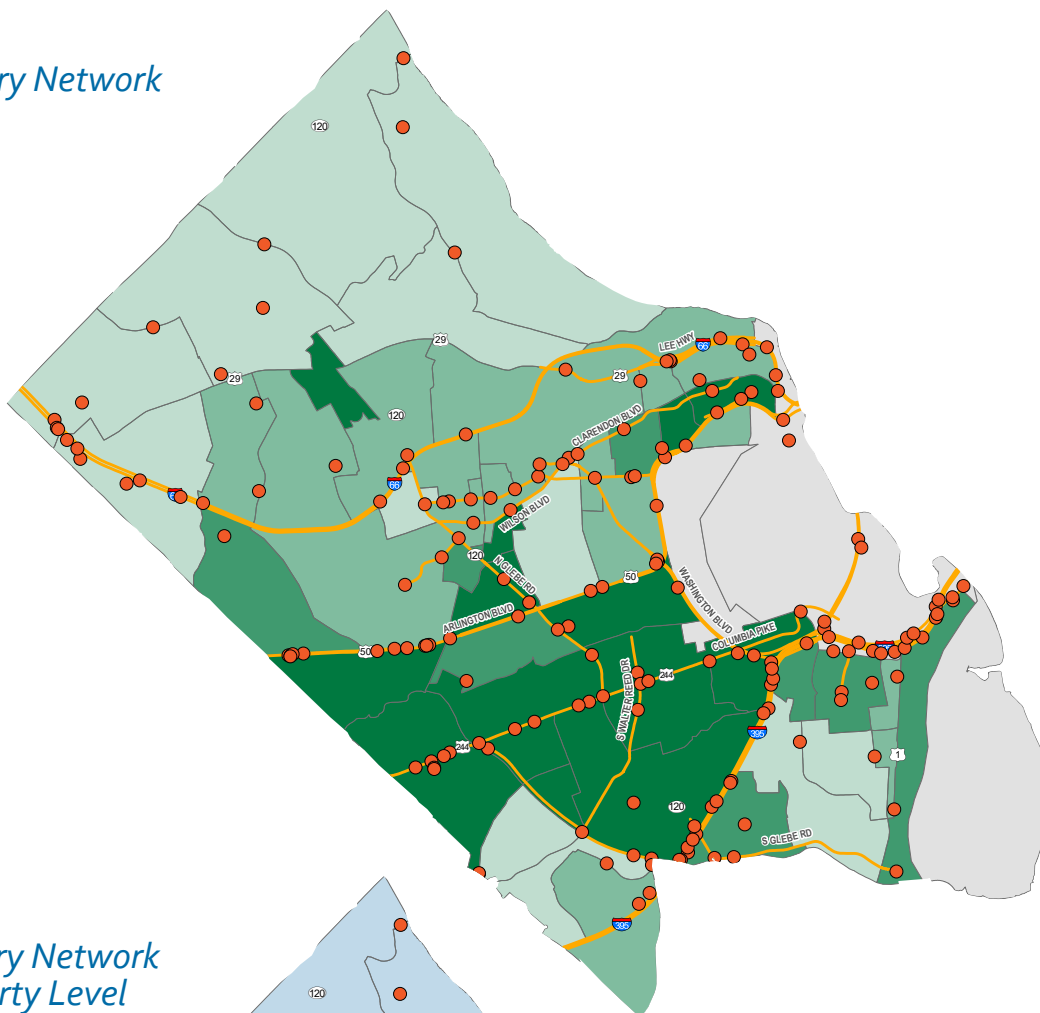
<35

35-49.99

50-59.99

60-75

Federal or Institutional Land



Arlington County High-Injury Network & Percent at or Below Poverty Level

● Fatal & Serious Injury Crashes

— High Injury Network

Percent of Population At or Below

Poverty Level by Census Tract

(2007-13 ACS Community Survey)

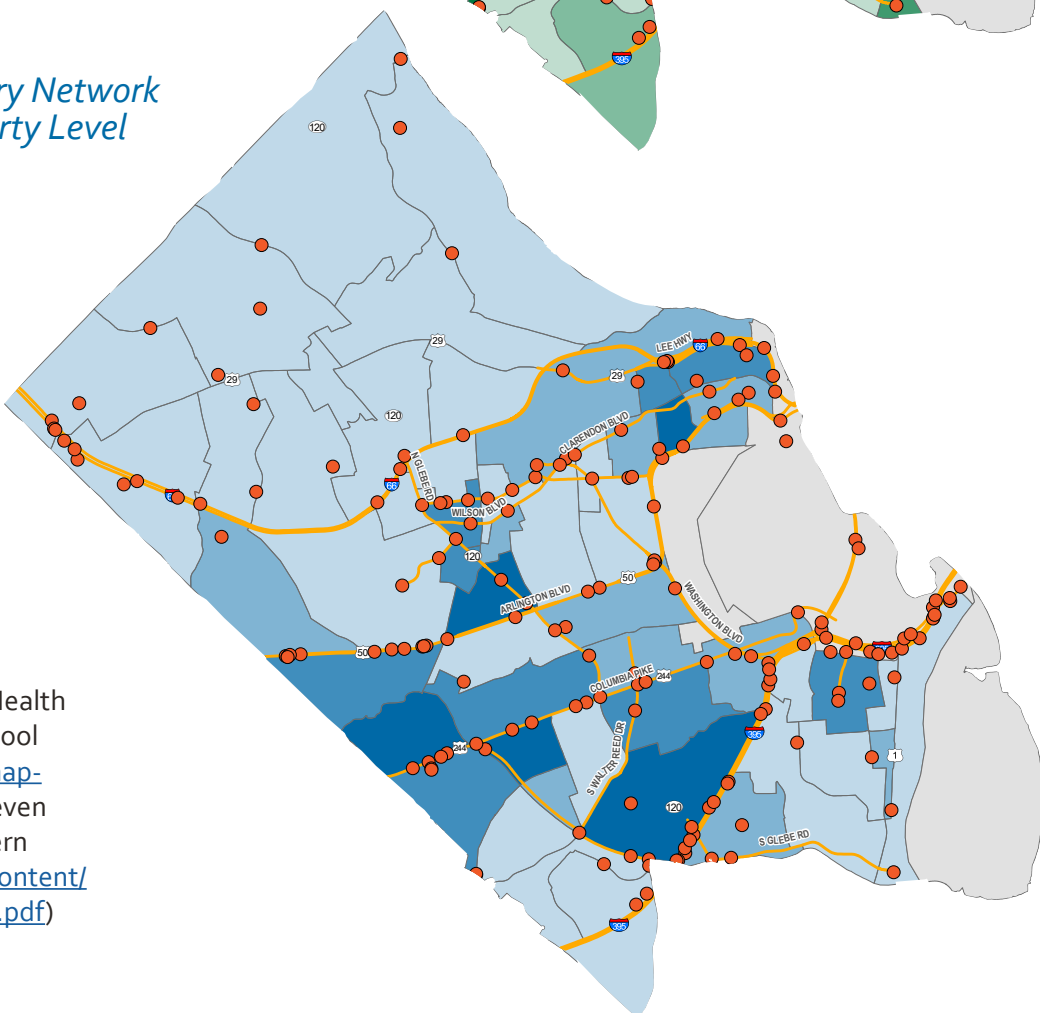
0-5%

5.1-10.5%

10.6-16.9%

17.0-29.2%

Federal or Institutional Land



Data Sources: Northern Virginia Health Foundation interactive mapping tool (novahealthfdn.org/interactive-map-opportunity/) and report, The Uneven Opportunity Landscape in Northern Virginia (novahealthfdn.org/wp-content/uploads/NVHF-Issue-Brief-FINAL.pdf)



3 Arlington's Vision for Safer Streets



3.1 Vision Zero in Arlington

This Vision Zero Action Plan is the first step in a multi-year effort to eliminate transportation-related serious injuries and deaths through a proactive, systems-based approach to identify and address top risk factors. **It is a roadmap to save lives and reduce injuries by 2030** through specific actions and commitments by the County, our partners and the community.

Arlington's commitment to addressing safe transportation through community action is supported by the County Board Resolution and Arlington's Commitment to Equity.

Vision Zero provides Arlington County a proactive and purposeful vision of what safe transportation looks like.

Vision Zero aligns with, and helps to realize, the Arlington County Vision:

"Arlington will be a diverse and inclusive world-class urban community with secure, attractive residential and commercial neighborhoods where people unite to form a caring, learning, participating, sustainable community in which each person is important."
(Arlington County Board)

The Vision Zero Action Plan is a roadmap to save lives and reduce injuries by 2030.

COUNTY BOARD RESOLUTION

On July 16, 2019, the Arlington County Board adopted a resolution committing to Vision Zero including the following actions:

- Develop Vision Zero Goals and a Vision Zero Action Plan based on a comprehensive analysis of transportation-related collisions in Arlington.
- Ensure that the Vision Zero Goals and Action Plan address any demonstrated inequity in transportation-related serious injuries and deaths through a combination of engineering, enforcement, education, encouragement and evaluation.
- Engage the community in the development and implementation of the Vision Zero Action Plan.
- Provide an annual report on implementation of the Vision Zero Action Plan and quarterly summaries of transportation-related fatalities, serious injuries and other collisions to actively track the County's performance.

The adoption of this resolution paved the way for increased commitment, collaboration and resources to implement Vision Zero.































EXISTING COUNTY SAFETY PROGRAMS

Vision Zero is built upon principles such as accountability, transparency, equity, engagement and collaboration. These principles of Vision Zero are supported by existing County plans and policies—from the Master Transportation Plan to Arlington’s Destination 2027 Health Equity Plan to the Public Space Master Plan to the Arlington County Police Department Strategic Management Plan. In addition, the County has many programs aimed at making our streets and trails safe for all.

A few examples of County programs:

- **Arlington’s Neighborhood Complete Streets program** addresses transportation safety and access for all modes of travel on local (non-arterial) streets through physical improvement projects.
- **Arlington County Police** manage the Alcohol Safety Action Program (ASAP), a specific enforcement campaign focused solely on identifying, stopping and arresting drivers who are under the influence of alcohol or drugs.
- **The County’s engineering staff** conduct an annual analysis of crash data. Staff review locations with either high concentrations of crashes or common crash characteristics and identify actions or improvements to mitigate future crashes.
- **Arlington Transportation Partners** host a variety of transportation education and encouragement events in neighborhoods throughout Arlington to encourage people to take advantage of Arlington’s walk, bike and transit networks.

Which departments regularly collaborate on safety-related activities?

	Engineering	Evaluation	Enforcement	Education	Engagement
Community Planning, Housing & Development (CPHD)					
County Manager’s Office (CMO)					
Department of Environmental Services (DES)					
Fire Department (ACFD)					
Department of Human Services (DHS) – Public Health					
Parks and Recreation (DPR)					
Police Department (ACPD)					
Public Safety Communications & Emergency Management (DPSCM)					

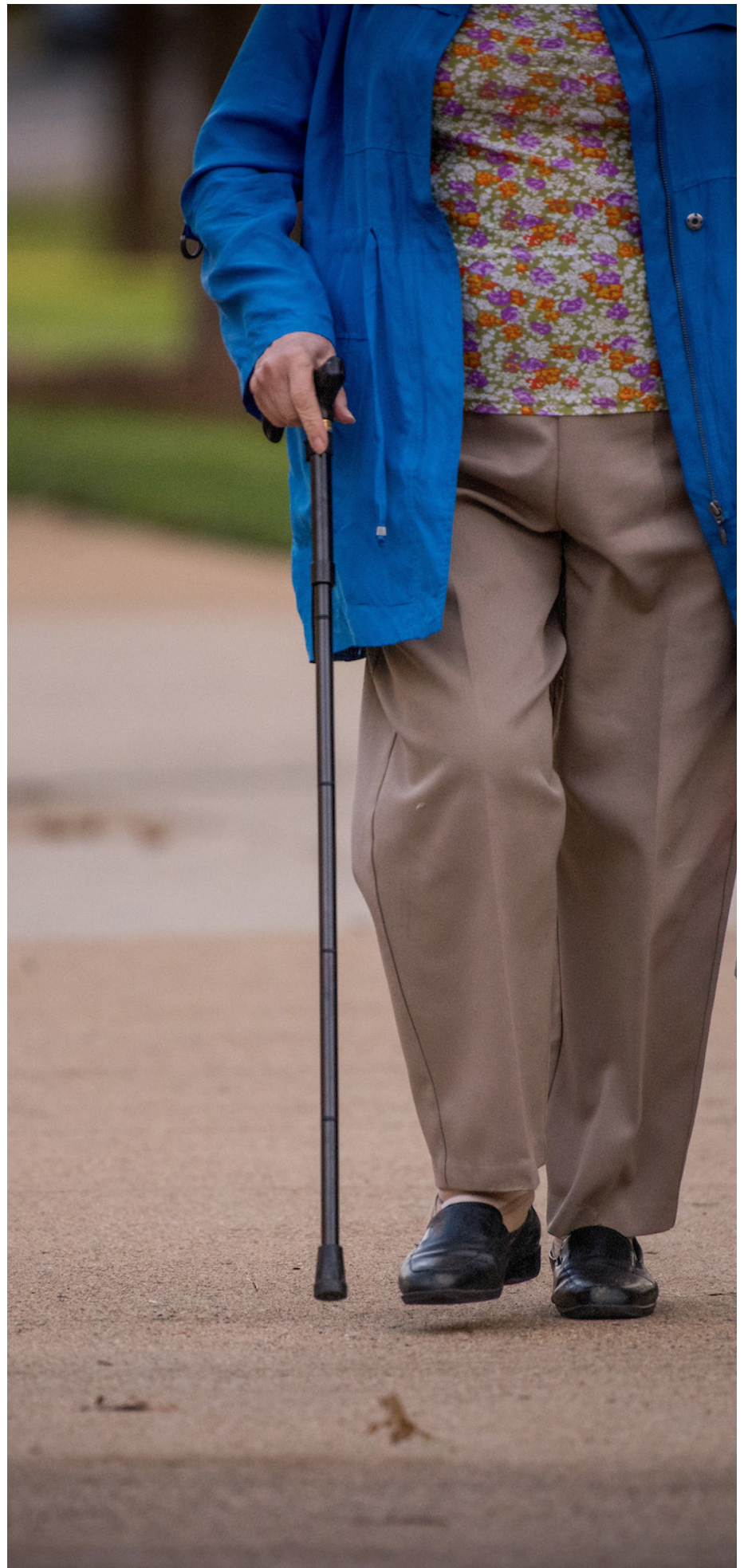
While Arlington’s plans, policies and programs support this vision for transportation safety, we recognize that there is more work to do.

This Vision Zero Action Plan identifies areas for improvement in existing practices and outlines new areas for us to address transportation safety.

COMMITMENT TO EQUITY

We are committed to addressing the disproportionate share of transportation-related serious injuries and deaths among marginalized populations by eliminating the barriers to safe mobility for all by:

- Identifying neighborhoods that are disproportionately harmed by our transportation system.
- Inviting and encouraging meaningful dialogue and partnerships, and seeking input from diverse voices in the transportation safety conversation.
- Investing in and prioritizing safety actions that fill gaps and provide transportation options in areas most in need.
- Ensuring that Vision Zero actions consider and address equity impacts.
- Integrating new data sources to measure the success of safety actions to ensure equitable outcomes and make refinements based on outcomes.
- Ensuring that Vision Zero policies and actions do not place additional burdens on our neighborhoods or result in racial profiling.



3.2 A Community Program

Vision Zero will rely on County staff to plan, design, implement and maintain the physical and organizational infrastructure to achieve a safer transportation system. However, Vision Zero does not stop at County staff.

Vision Zero must also foster a “community culture of safety” as identified in our program goals.

Many of the safety concerns identified in our crash data and cited through community complaints hinge on user behavior. **Speeding, distraction, drunk driving and other individual decisions have a huge impact on the safety of other people.**

The choices that you make as you travel will directly affect someone else. Therefore, **Arlington’s Vision Zero program seeks to instill a culture of safety in which all individuals engage respectfully and responsibly with the transportation system.**

STAKEHOLDER & PUBLIC ENGAGEMENT

To develop a plan that meets the safety needs of all people in Arlington, staff engaged with stakeholders representing different disciplines, interests and the public.

There were three key engagement audiences:


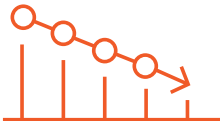


- **The Vision Zero Interdepartmental Stakeholders Group:** The Vision Zero project team assembled an Interdepartmental Stakeholders Group with representatives from multiple County departments to improve communication and coordinate the implementation of Vision Zero. This Interdepartmental Stakeholders Group contributed subject-area expertise that guided the direction of the Vision Zero program and Action Items.
- **The Vision Zero External Stakeholders Group:** Stakeholder groups representing the County’s various committees, commissions and community organizations that relate to the Vision Zero program were invited to participate in an External Stakeholders Group. The group provided feedback and local knowledge to the County’s Vision Zero team and guided public outreach, messaging and strategies to support Action Plan development.
- **Public Engagement:** The public engagement program focused on hearing from the full range of Arlington community members in three phases of engagement, with diverse channels for providing information and gathering feedback.

The Appendix titled “Action Plan Development” includes additional details and information on the development of the Action Plan.

3.3 Goals and Targets

PROGRAM GOALS

Working with County staff, stakeholders and community members, we defined the following six goals for Arlington's Vision Zero program.

	OUR VISION ZERO PROGRAM WILL BE...	OUR ACTION PLAN GOALS ARE TO...
	Multimodal	Ensure safe transportation, no matter how you get around.
	Safety-First	Put safety first on County projects and policies - big or small.
	Transparent & Accountable	Be transparent, responsive and accountable on Vision Zero progress and outcomes.
	Data-Driven	Apply timely data to take action on safety.
	Collaborative	Promote a culture of transportation safety for everyone.
	Equitable	Prioritize transportation safety investments equitably in the most vulnerable communities.

Arlington County Vision Zero Target Areas:

- High-Injury Network Corridors
- Intersections
- Pedestrians
- Bicycles
- Alcohol
- Distraction
- Speed
- Work Zones
- Equity
- Information Quality
- Transparency & Accountability
- Safety Culture

TARGET AREAS

Using the findings from our data analysis and stakeholder/community engagement, we defined “Target Areas,” which are areas that we must improve to get to zero transportation serious injuries or fatalities.

- **High-Injury Network Corridors:** 77% of Arlington’s serious or fatal crashes occur on the High-Injury Network, which is just 7% of our streets. Arlington must focus on crash mitigation and rethink the designs, speeds, and operations on these corridors to reduce serious and fatal crashes.
- **Intersections:** Turn-related crashes comprised almost one third of all serious and fatal crashes. Left turn crashes alone contributed to 20% of all serious and fatal crashes. Further, 7 out of 10 serious pedestrian or bicycle crashes occurred at an intersection. The way we design and approach intersections makes a big difference in safety. Our program must make intersections work safely for all users.
- **Pedestrians:** Pedestrians are our most vulnerable transportation users. Comprising a quarter of serious crashes and over half of fatal crashes, pedestrian safety measures and complete streets are imperative to achieving zero serious injuries and fatalities.
- **Bicycles:** People on bicycles are also disproportionately affected by transportation safety issues. Vision Zero must reduce bicycle crashes by creating a safer environment for bicycling and implementing complete streets strategies.
- **Alcohol:** Alcohol use contributed to almost half of fatal crashes and about 20% of serious crashes, making it one of the major safety issues in Arlington. Vision Zero actions must discourage driving under the influence and educate the community on the real dangers of drunk driving.
- **Distraction:** Over 20% of all serious or fatal crashes involved distracted users. Distractions may include phone use, multitasking, or simply not paying attention. We also know that this statistic is likely underreported because it is not always easy to prove that distraction was the cause of a crash. Vision Zero action must emphasize and enforce the importance of avoiding distractions.

COMPLETE STREETS

Our streets play many roles, including providing connections for pedestrians, cyclists, transit riders, motorists, freight and service providers. The Complete Streets approach ensures that streets are planned, designed, operated and maintained to enable safe, comfortable and convenient access and travel for users of all ages, abilities and backgrounds. The approach supports vibrant communities by improving multi-modal access, quality of life, equity, safety and public health.

Arlington County Neighborhood Complete Streets Pilot Projects



North Buchanan Street at 13th Street North and 14th Street North in Waycroft Woodlawn



6th Street South at South Adams Street in Penrose

Learn more about Complete Streets at projects.arlingtonva.us/programs/complete-streets

- **Speed:** Our data shows that speeding contributes to about a quarter of both fatal and serious crashes. We also know that speed alone (regardless of whether it is under the speed limit) plays a large role in the severity of a crash. We must design our streets and set our speed limits to reduce serious and fatal crashes, especially on our arterial roads where we observe higher numbers of speed-related crashes.
- **Work Zones:** About 5% of serious crashes and 15% of fatal crashes were work zone related. Work zone conditions were also a commonly reported issue from the community. Transportation in and around work zones must be accessible and ensure safe paths for all transportation users to reduce serious and fatal crashes.
- **Equity:** Racially diverse Census tracts and Census tracts with higher percentages of people below the national poverty level are more likely to be along the High-Injury Network than other tracts within the County and experience more serious crashes on local roads (rather than interstates). Vision Zero must explore the root causes of this disparity in transportation safety and reduce serious and fatal crashes in these neighborhoods.
- **Information Quality:** Our knowledge of safety issues is only as good as the information and data that we have at hand. We must improve the

quantity and quality of crash data and supporting transportation data to continuously learn and respond to safety issues on Arlington's streets and trails. This includes committing to gathering feedback and information from our community and sharing all information with the community.

- **Transparency & Accountability:** Community feedback showed a resounding desire for enhanced transparency and accountability around transportation safety issues. We must be open about our actions and progress as we work toward Vision Zero together, which means being open and responsive in all Vision Zero work and engagement.
- **Safety Culture:** Speeding, distraction, drunk driving and other individual decisions have a huge impact on the safety of other people. Many of these safety concerns identified in our crash data and cited through community feedback hinge on user behavior. Arlington's Vision Zero program must instill a culture of safety in which all individuals engage respectfully and responsibly with the transportation system.

By focusing on these Target Areas, we are working toward safer transportation for everyone – regardless of what mode they use to travel.

Connections to VDOT's Strategic Highway Safety Plan

Arlington's Vision Zero Target Areas are similar to VDOT's Emphasis Areas identified in the 2017-2021 Strategic Highway Safety Plan as "key factors contributing to crashes, which, if addressed, have the greatest potential to reduce fatalities and serious injuries."

Our Target Areas and VDOT's Emphasis Areas both focus on:

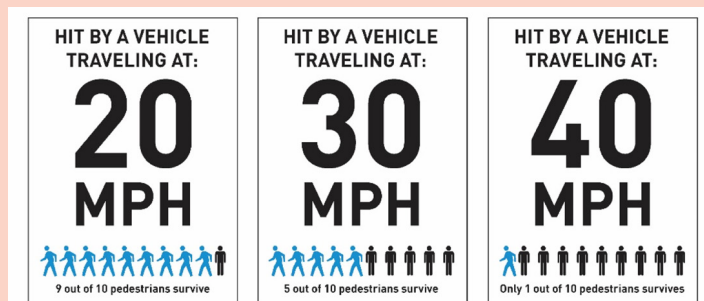
- Impaired driving/alcohol
- Speeding
- Intersections
- Bicycles
- Pedestrians
- Data/information quality

With aligned focus areas, partnership with VDOT will be key to enhancing safety on the VDOT-maintained roadways on the High-Injury Network and throughout all of Arlington County.

SPEED MANAGEMENT

The risk of serious injuries and deaths to pedestrians increase as vehicle speed increases.

Data Source: US Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries. March 2000.



4 Action Strategy



4.1 Action Item Introduction

OVERVIEW

This section outlines specific Vision Zero Action Items, in four categories:

- A. Data & Evaluation
- B. Process & Organization
- C. Engagement
- D. Partnerships

Within each of these categories, there are several overarching objectives. These objectives are used to organize the Action Items, which can be found in the table at the end of the section.



4.2 (A) Data & Evaluation



Vision Zero is a data-driven program. A key element to implementing targeted Vision Zero actions and monitoring the success of our program will be improving crash data and expanding our data sources.

Arlington County currently relies on VDOT crash databases, which are limited to reported crashes that result in an injury or property damage greater than \$1500 and may lack certain details about each crash. To enhance overall data quality, Arlington County will partner with public safety officials, healthcare providers and others to expand data-gathering and more effectively identify actionable and equitable improvements.

Arlington County will also conduct annual comprehensive crash reviews and regular analyses to identify short- and long-term crash issues and patterns.

In addition to actions related to building a more comprehensive data set, open and transparent progress reporting will help us measure the success of the Vision Zero program and refine program elements.

DATA OBJECTIVES

- **A1: Crash Data:** Improve and expand the County's current crash database by working with local and regional partners to move beyond VDOT reports and improve overall data quality.
- **A2: Supporting Data:** Identify and integrate additional data sources into the County's safety analysis practices to more effectively identify safety issues and needs.

ANALYSIS OBJECTIVES

- **A3: Annual Crash Analysis:** Conduct an annual comprehensive crash analysis to identify short- and long-term crash issues and patterns, which will guide the identification and prioritization of safety needs.
- **A4: Equity Analysis:** Identify the inequitable impacts of transportation on safety in Arlington County communities and integrate this work with other countywide efforts in furtherance of the County's Equity Resolution.
- **A5: Critical Crash Reviews:** Review and evaluate critical crashes to identify Action Items for quick-build response.

PROGRESS REPORTING OBJECTIVES

- **A6: Vision Zero Program Reporting:** Regularly report our progress on the Vision Zero Action Plan both in terms of (a) individual Action Items and (b) our goal of zero serious injuries or deaths on Arlington's transportation system.
- **A7: Annual Benchmark Safety Survey:** Implement an annual benchmark survey of Arlington residents, commuters and visitors to understand and track perceived transportation safety issues.
- **A8: Before & After Studies:** Perform before and after evaluations to assess the efficacy of new strategies or infrastructure improvements using established safety metrics.

4.3 (B) Process & Organization



Arlington County will integrate Vision Zero into all phases of a project or program from planning, design and construction to operations and maintenance.

County land use and transportation plans will consider all modes, supporting a safe and connected transportation network.

The County will establish processes and criteria to review, prioritize, implement, track and monitor infrastructure projects and services to proactively enhance transportation safety.

In addition, we will continue to refine our design tools, guidelines and standards to integrate Vision Zero principles and reflect industry best practices.

PLANNING OBJECTIVES

- **B1: Master Planning:** Continue a unified planning process that ensures a safe and connected transportation network for all users, building upon the current Master Transportation Plan.
- **B2: Plan/Project Review:** Revisit the established processes for review and implementation of private development and County-led capital projects to affirm that safety is the first priority in proposed transportation infrastructure and services.
- **B3: Safety Project Prioritization & Implementation:** Establish criteria to identify and prioritize locations for quick-build and large scale/long-term safety improvements.
- **B4: Safety Project & Program Funding:** Establish a dedicated funding source for safety projects and programs that includes resources for program management, communications/engagement and safety action.

DESIGN OBJECTIVES

- **B5: Speed Management:** Promote safe and context-appropriate vehicle speeds on the County's transportation network.
- **B6: Guidelines/Standards:** Update existing or create new County design standards and guidelines to reflect the latest safety research, standards and best practices; include lessons learned from systemic crash analysis; and provide the flexibility to respond quickly to safety issues.
- **B7: Multimodal Safety Toolbox:** Establish and deploy a set of tools and strategies available to the County to address safety issues based on their scale and context.

OPERATIONS & MAINTENANCE OBJECTIVES

- **B8: Data-Driven/Equitable Enforcement:** Evaluate crash data, citation, and observational data to identify locations for traffic enforcement, to be administered in as equitable and non-biased a way as possible.
- **B9: Facilities Maintenance:** Improve maintenance planning and procedures through improved inventories and coordination practices.
- **B10: Maintenance of Traffic Design & Active Construction:** Develop and implement Maintenance of Traffic (MOT) plans for development and capital improvement projects that protect the safety of all modes of transportation during construction.

4.4 (C) Engagement



Arlington County will broaden its outreach and communications efforts to create awareness of Vision Zero.

Our approach to engagement will consider the diverse needs of our community. We will strive to engage community members in Vision Zero through our partnerships and reach – populations of all abilities, ages, languages, incomes, races and ethnicities.

We will establish clear, easily accessible and multilingual communications channels for community members to report safety issues.

Through education and training, we will enhance our community's knowledge about safe travel behaviors, supporting a community culture of safety.

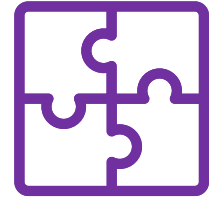
PUBLIC INVOLVEMENT OBJECTIVES

- **C1: Ongoing Safety Engagement:** Continue community involvement in the Vision Zero program by seeking and incorporating public feedback on the implementation of the Vision Zero program and safety activities.
- **C2: Accessible Feedback Channels:** Establish clear and easily accessible channels and response timeframes for community-reported safety issues.

EDUCATION & ENCOURAGEMENT OBJECTIVES

- **C3: Vision Zero Program Communications:** Create and broaden awareness of the Vision Zero program, transportation safety information and project updates using the County's communications channels.
- **C4: Community Knowledge Building:** Promote public knowledge of safe transportation practices and options through targeted education efforts both through school and public programs.

4.5 (D) Partnerships



The success of Vision Zero is realized through strong, collaborative partnerships that actively promote transportation safety. All County departments and bureaus will prioritize safety through ongoing coordination and continuous improvement.

Arlington's County-driven safety policy will ensure that all County plans and policies are consistent with Vision Zero's safety and equity values, supporting safe and accessible transportation for all. We will extend this mission to County Contractors – requiring Contractor adherence to County standards and safety practices.

Arlington County will partner with our neighbor jurisdictions, authorities, agencies and organizations to coordinate strategies that span our borders. We will also coordinate on legislative advocacy to address transportation safety both locally and across our state.

We will continue to meet with local organizations, interest groups and community members to better understand and address the diverse needs of transportation users in Arlington.

INTRA-AGENCY OBJECTIVES

- **D1: Interdepartmental Collaboration on Safety:** Collaborate on ongoing transportation safety activities across County departments and bureaus, and ensure that all County plans and policies contribute to a safe, equitable and accessible transportation network, consistent with Vision Zero safety and equity values.

INTERAGENCY OBJECTIVES

- **D2: Virginia Department of Transportation:** Coordinate with the Virginia Department of Transportation (VDOT) for safety issues on VDOT-maintained roadways.
- **D3: Regional Agency Coordination:** Maintain effective partnerships with neighboring jurisdictions, authorities, agencies and other organizational bodies to ensure safety concerns can be addressed promptly and constructively.
- **D4: Legislative Advocacy:** Advance legislative solutions for transportation safety at the Virginia General Assembly.

COLLABORATORS OBJECTIVES

- **D5: Stakeholders:** Facilitate discussions with local organizations and interest groups to understand the needs of different transportation users in Arlington and promote transportation safety, education, community involvement, awareness, operations and improvement.
- **D6: Service Providers:** Coordinate with transportation service companies to ensure alignment with Vision Zero safety practices in company policies and day-to-day operations.

4.6 Action Items

ACRONYMS FOR ACTION ITEM TABLES

• ACCS	Arlington County Commuter Services (DES)
• ACPD	Arlington County Police Department
• APS	Arlington Public Schools
• C3	Customer Care & Communications
• CIP	Capital Improvement Plan
• CMO	County Manager's Office
• CPHD	Community Planning, Housing and Development
• DES	Department of Environmental Services
• DHS	Department of Human Services
• DPR	Department of Parks & Recreation
• DSB	Development Services Bureau
• EB	Engineering Bureau
• ESG	Vision Zero External Stakeholders Group
• GIS	Geographic Information System
• HIN	High Injury Network
• IDSG	Vision Zero Interdepartmental Stakeholders Group
• MMTA	Multimodal Transportation Analysis
• MoCo	Montgomery County, Maryland
• MOE	Measures of Effectiveness
• MOT	Maintenance of Traffic
• MTP	Master Transportation Plan
• MWCOG	Metropolitan Washington Council of Governments
• PG	Prince George's County, Maryland
• PPG	Police Practices Work Group
• RTP	Regional Transportation Planning (DES)
• SW	Solid Waste Bureau
• TE&O	Transportation Engineering & Operations (DES)
• TNC	Transportation Network Company (e.g., Uber, Lyft)
• TPCPM	Transportation Planning and Capital Projects Management (DES)
• VDOT	Virginia Department of Transportation
• WSS	Water, Sewer, Streets (DES)

ACTION ITEM TABLES INCLUDE:

- **Related Objectives:** Some action items are related to or hinge off objectives other than those to which they are directly linked. This column provides a reference to these related objectives.
- **Measurement:** Staff will track these progress measurements and share outcomes in annual and interim reports.
- **Timeline:** Arlington County and partners are starting work on most actions now. This column represents when we hope to complete each action item.
- **Lead Agency:** The primary party responsible for the action item.
- **Supporting Agency:** The party or parties that will remain involved and support the implementation of each action item.



(A) Data & Evaluation Action Items

#	Objective	Action	Related Objectives	Measurement	Timeline (Years)				Lead Agency	Supporting Agencies	Target Areas											
					1-2	3-4	5+	Ongoing			Intersections	Pedestrians	Bicycles	Alcohol	Speed	Distraction	Work Zones	High-Injury Network Corridors	Equity	Information Quality	Safety Culture	Transparency & Accountability
DATA																						
A1	Crash Data: Improve and expand the County’s current crash database by working with local and regional partners to move beyond VDOT reports and improve overall data quality.	Link crash reports and calls for service data (including non-vehicle crashes) directly from Arlington County Police Department (ACPD) to Arlington County staff for analysis and reporting.		Development of database	X				Decision Support	ACPD; TE&O								X	X		X	
		Improve officer crash report training using feedback from the annual analysis to ensure a consistent approach to FR300 report completion and geolocation of records. (Examples include: defining of “speed as a factor”, entry format (words vs. code), sufficient crash descriptions, bike/pedestrian record classification, vehicle information, conditions of infrastructure, etc.)	A3	Description of activities and materials provided	X				ACPD	TE&O; VA Police		X	X		X			X	X		X	
		Improve access to crash data reported by Virginia State Police (to obtain crash descriptions) and National Park Police (to have access to crash data on the George Washington Memorial Parkway), which will be integrated with local crash datasets.		Access to non-ACPD police data		X			TE&O	VA Police; Park Police							X		X		X	
		Obtain micromobility crash data (scooter, bikeshare, etc., crashes that were not reported to the police but tracked by service providers) and use for analysis and awareness of micromobility safety issues.	D7	Access to micromobility crash dataset				X	ACCS	TE&O		X	X					X	X		X	
A2	Supporting Data: Identify and integrate additional data sources into the County’s safety analysis practices to more effectively identify safety issues and needs.	Link select traffic citation data directly from ACPD to transportation engineering staff for analysis and reporting.		Development of database	X				TE&O	ACPD	X	X	X	X	X	X	X			X	X	X
		Collect and analyze behavioral and observational data as part of safety investigations. This includes field and site visits to observe concerns and the effectiveness of treatments firsthand.	C2	# of data collection efforts				X	TE&O		X	X	X		X		X	X		X		X
		Link volume and speed data (made available through annual count program) to allow for countywide crash rate/normalization analysis.	C4	Development of database		X			Decision Support	TE&O					X			X		X		X
		Create a geodatabase of community-reported concerns reported through community feedback channels (including the Accessible Feedback Channels and Annual Benchmark Safety Survey findings) for use in safety analysis.	C2	Perceived safety dataset completion and updates				X	TE&O		X	X	X	X	X	X	X	X	X	X	X	X
		Invest in “smart” equipment that supports the collection of data in daily operations. (For example, rapid flash beacons that track number of activations or speed feedback signs that collect speed data).		# of smart infrastructure installations				X	TE&O	TPCPM	X	X	X		X					X		X
		Obtain hospitalization data on vehicle, cyclist, scooter, and pedestrian injuries to supplement injury data in crash reports.		Hospital data maintained				X	TE&O	Local Hospitals; DHS		X	X						X	X		X
		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.	A3	Asset Inventory maintained		X			TE&O	WSS; Transit; CPHD; TPCPM	X	X	X		X				X	X		X

(A) Data & Evaluation Action Items (Continued)

#	Objective	Action	Related Objectives	Measurement	Timeline (Years)				Lead Agency	Supporting Agencies	Target Areas											
					1-2	3-4	5+	Ongoing			Intersections	Pedestrians	Bicycles	Alcohol	Speed	Distraction	Work Zones	High-Injury Network Corridors	Equity	Information Quality	Safety Culture	Transparency & Accountability
ANALYSIS																						
A3	Annual Crash Analysis: Conduct an annual comprehensive crash analysis to identify short- and long-term crash issues and patterns, which will guide the identification and prioritization of safety needs.	Perform a systemic review of common factors in serious/fatal crashes using the most recent three-year serious injury/fatal crash data in combination with supporting data (citations, volumes, speeds, community feedback, and infrastructure context) to identify high risk circumstances and roadway characteristics.	A1, A2, A7	Systemic Review completed				X	TE&O	TPCPM; ACPD	X	X	X	X	X	X	X	X	X	X	X	X
		Review the High-Injury Network every three years using the most recent three-year serious injury/fatal crash data and supporting data (speeds, volumes, etc.) to identify changes in crash patterns and update the High-Injury Network as needed.	A1, A2	Review completed; HIN updates; Lane miles on HIN				X	TE&O									X	X	X		X
		Perform an annual hot spot review of all reported crashes to identify individual intersections or locations that experience high numbers of crashes with the target to implement quick-build crash mitigation measures within the calendar year at hot spot locations, as applicable.	A1, A2, B3	Annual review completed; # of locations improved; # hot spots eliminated				X	TE&O	TPCPM; ACPD	X	X	X						X	X		X
		Publish an annual crash report identifying annual and long-term crash patterns using consolidated police data (ACPD /VDOT) that will serve as the central source for County crash reporting.	A1, A2	Annual review completed; Annual report published				X	TE&O	ACPD; VDOT; ACCS										X		X
A4	Equity Analysis: Identify the inequitable impacts of transportation on safety in Arlington County communities and integrate this work with other countywide efforts in furtherance of the County’s Equity Resolution.	Develop maps of Census data, MWCOG’s equity emphasis areas, and other equity-related indicators overlaid with crash data, supporting data, and inventory data to identify more clearly how transportation safety relates to areas of disparity.	A1, A2, B9	Demographic overlay maps developed; Disparity area assessment completed	X				TE&O; CMO	DHS; Transit									X	X		X
		Use the findings from the overlay analysis to identify safety projects that will close gaps in access to safe transportation.		Description of activities and next steps		X			TE&O; CMO; DHS	All Departments									X	X		X
A5	Critical Crash Reviews: Review and evaluate critical crashes to identify Action Items for quick-build response.	Participate in a quarterly, interdisciplinary review of all critical crashes. Team members include local police, state police, transportation engineers/planners, public health representatives, and a County manager representative.	A1, A2	Quarterly meetings held				X	TE&O	DHS; ACPD; VA Police; CMO	X	X	X	X	X	X	X		X	X		X
		Implement follow up action items (engineering, education, or enforcement based) based on findings from the critical crash meetings.		Location reviews completed; # of strategies implemented				X	TE&O	All Departments	X	X	X	X	X	X	X		X	X		X

(A) Data & Evaluation Action Items (Continued)

#	Objective	Action	Related Objectives	Measurement	Timeline (Years)				Lead Agency	Supporting Agencies	Target Areas											
					1-2	3-4	5+	Ongoing			Intersections	Pedestrians	Bicycles	Alcohol	Speed	Distraction	Work Zones	High-Injury Network Corridors	Equity	Information Quality	Safety Culture	Transparency & Accountability
PROGRESS REPORTING																						
A6	Vision Zero Program Reporting: Regularly report our progress on the Vision Zero Action Plan both in terms of (a) individual Action Items and (b) our goal of zero serious injuries or deaths on Arlington's transportation system.	Publish an annual Vision Zero report to document all efforts related to implementation of the Action Plan, crash statistics, results of the Annual Benchmark Survey and the overall impacts of/opportunity for the program.	A7	Annual report completed				X	TE&O	All Depts.								X	X	X	X	X
		Post a Vision Zero tracking dashboard on the County's Vision Zero website that allows community members to review recent crash data through an interactive map and charts.	C3	Dashboard posted; Dashboard updated	X				Decision Support	TE&O; ACPD; VDOT										X	X	X
A7	Annual Benchmark Safety Survey: Implement an annual benchmark survey of Arlington residents, commuters, and visitors to understand and track perceived transportation safety issues.	Design an annual survey of perceived safety that will identify and track transportation-related safety issues in Arlington over time and across demographics and geographic locations.		Survey instrument developed	X				Comms	TE&O; ACCS									X	X	X	X
		Conduct survey each year collecting responses from residents, workers, and visitors in Arlington.	A2	Annual survey completed				X	TE&O; Comms	All Departments									X	X		X
A8	Before & After Studies: Perform before and after evaluations to assess the efficacy of new strategies or infrastructure improvements using established safety metrics.	Review the efficacy of transportation safety mitigation measures (equipment or policies) by assessing conditions before and after implementation based on established measures of effectiveness. These before and after studies will inform future policies and implementation of such mitigation measures.		# of before/after studies				X	TE&O		X	X	X		X				X		X	

(B) Process & Organization Action Items

#	Objective	Action	Related Objectives	Measurement	Timeline (Years)				Lead Agency	Supporting Agencies	Target Areas											
					1-2	3-4	5+	Ongoing			Intersections	Pedestrians	Bicycles	Alcohol	Speed	Distraction	Work Zones	High-Injury Network Corridors	Equity	Information Quality	Safety Culture	Transparency & Accountability
PLANNING																						
B1	Master Planning: Continue a unified planning process that ensures a safe and connected transportation network for all users, building upon the current Master Transportation Plan.	Begin an MTP update, with all modal elements combined, that recognizes the Vision Zero safety program and principles as one of its cornerstones.	B3	MTP update initiated		X			TPCPM	TE&O; Comms; DPR; WSS	X	X	X		X			X	X		X	X
		Integrate safety as a priority into project evaluation criteria for all new capital projects and incorporate these elements into project design.		Safety criteria included				X	TPCPM	TE&O; DPR	X	X	X		X			X	X		X	X
		Integrate the principles of Vision Zero into other planning updates, ensuring that effective transportation and transportation safety policies are incorporated.	D1	List of plans or policies that reference Vision Zero				X	TPCPM; CPHD	All Departments								X	X		X	X
		Coordinate land use and transportation planning efforts to balance safety improvements with affordability/equity needs across plans and projects.	D1	Description of activities				X	TPCPM; CPHD	TE&O								X	X		X	X
B2	Plan/Project Review: Revisit the established processes for review and implementation of private development and county-led capital projects to affirm that safety is the first priority in proposed transportation infrastructure and services.	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 (MMTA) and moving forward through project design and review.		Approach Documented; # of safety improvements implemented through the site plan review process				X	DSB	TE&O, CPHD, TPCPM	X	X	X		X		X			X	X	X
		Document and implement a standard approach to conducting safety analysis at the onset of a transportation capital improvement project (specifically for capital projects that were not initiated through the County's safety programs).		# of Capital Project Safety Reviews & Design Enhancements				X	TPCPM	TE&O	X	X	X		X					X	X	X
		Collaborate on the plan and design of all new or improved parks and trails to ensure safe access and mobility (per the County’s future trail guidelines).	B6	# of projects planned and designed with safe access and mobility review				X	DPR	TE&O	X	X	X							X	X	X
B3	Safety Project Prioritization & Implementation: Establish criteria to identify and prioritize locations for quick-build and large scale/long term safety improvements.	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 community feedback. This will include prioritizing corridors on the High-Injury Network. Additional criteria to consider include equity, usage, crash histories, proximity to transit and public facilities, conditions, and cost.	A3, A5, C2	Evaluation criteria developed; # projects on the HIN				X	TE&O									X	X	X		X
		Develop a process for moving large scale investment projects identified through safety reviews into the capital investment/ implementation pipeline.	A3, A5, B1	CIP Safety Project process developed.		X			TPCPM; TE&O									X	X	X		X
		Implement quick-build safety projects via the Vision Zero CIP Program.	B4	# of quick-build safety projects				X	TE&O	WSS; DPR; TPCPM; Transit	X	X	X		X			X				X
		Implement large scale, long term safety projects via the CIP Program.	B4	# of safety projects completed via CIP pipeline				X	TPCPM	TE&O	X	X	X		X			X				X

(B) Process & Organization Action Items (Continued)

#	Objective	Action	Related Objectives	Measurement	Timeline (Years)				Lead Agency	Supporting Agencies	Target Areas											
					1-2	3-4	5+	Ongoing			Intersections	Pedestrians	Bicycles	Alcohol	Speed	Distraction	Work Zones	High-Injury Network Corridors	Equity	Information Quality	Safety Culture	Transparency & Accountability
B4	Safety Project & Program Funding: Establish a dedicated funding source for safety projects and programs that includes resources for program management, communications/ engagement, and safety action.	Secure Vision Zero program funding in the CIP for immediate action, quick-build projects.	B3	Funds for quick-build safety projects				X	TE&O	TPCPM	X	X	X		X			X	X			X
		Secure funding for larger scale investment projects identified through the safety program.	B3	Funds for longer term safety projects				X	TE&O; TPCPM; DOT Admin		X	X	X		X			X	X			X
		Maintain resources to maintain equipment and treatments introduced by Vision Zero safety improvement projects.		Funds available for maintenance				X	TE&O; WSS; SW		X	X	X		X			X				X
		Identify staff dedicated to the County’s transportation safety program, including a full-time Vision Zero program coordinator .		Full time Coordinator filled; Staff identified	X				TE&O													X
		Apply for grants strategically, focusing on funding larger-scale, longer-term safety projects (reserving local funds for smaller projects that require the most flexibility in terms of contracting and implementation).		Dollars in awarded grant funds for safety projects				X	RP; DOT Admin	TE&O; TPCPM; Transit	X	X	X	X	X	X	X	X	X			
DESIGN																						
B5	Speed Management: Promote safe and context-appropriate vehicle speeds on the county's transportation network.	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.	A2, A3	# speed treatments implemented on HIN; 85th Percentile speed deltas after implementation	X				TE&O	TPCPM	X	X	X		X			X	X			X
		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.	A2	# speed treatments implemented on 30mph+; 85th Percentile speed deltas after implementation		X			TE&O	TPCPM	X	X	X		X				X			X
		Develop and adopt a process to reduce speed limits below 25mph on County roads, as appropriate.		Adopted process; # Speed limit adjustments to under 25mph		X			TE&O	TPCPM					X				X			X
B6	Guidelines/Standards: Update existing or create new County design standards and guidelines to reflect the latest safety research, standards and best practices; include lessons learned from systemic crash analysis, and provide the flexibility to respond quickly to safety issues.	Revisit and update existing guidelines for infrastructure specifications and placement (for example: crossings, signage, pavement markings, speed humps, bus stops, horizontal standards for curbs and sidewalks, etc.) and adjust to ensure best practices for safety considerations.		# of guidelines/standards reviewed or updated				X	TE&O	TPCPM	X	X	X		X			X				X
		Consider and create new guidelines for development and implementation (e.g., trail design standards per the Public Space Master Plan; pick-up/drop-off zones; etc.) to enhance safe access and operations on the transportation system.		# new guidelines developed				X	TE&O	DPR	X	X	X		X			X				X
		Refine school zone guidelines to establish consistent signage, signage placement, speed limit reductions, and pavement markings in school areas.	D5	School Zone Guidelines update completed	X				TE&O	APS	X	X	X		X			X				X
		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.	D5	Crossing guard Location Standards review completed				X	APS; ACPD	TE&O	X	X	X					X		X		X

(B) Process & Organization Action Items (Continued)

#	Objective	Action	Related Objectives	Measurement	Timeline (Years)				Lead Agency	Supporting Agencies	Target Areas											
					1-2	3-4	5+	Ongoing			Intersections	Pedestrians	Bicycles	Alcohol	Speed	Distraction	Work Zones	High-Injury Network Corridors	Equity	Information Quality	Safety Culture	Transparency & Accountability
B7	Multimodal Safety Toolbox: Establish and deploy a set of tools and strategies available to the County to address safety issues based on their scale and context.	Develop a Multimodal Safety Toolbox that identifies strategies available to address safety concerns for all modes. The Multimodal Safety Toolbox will be a living document and communication tool for staff, the public, developers, and other transportation partners to illustrate (1) which tools County staff consider when faced with a transportation safety problem, (2) how each tools works and its application context, and (3) how County staff select, deploy, and monitor these tools. This includes tools targeted to increasing safety for each mode to work towards more complete streets.		Multimodal Safety Toolbox published	X				TE&O	DPR; Transit; TPCPM; ACCS	X	X	X		X	X	X		X	X	X	X
		Actively maintain and update the Multimodal Safety Toolbox to include new strategies, research (including before/after studies), links to applicable guidelines, and technology over time, as well as reporting metrics on the County’s implementation of each tool, which will be reported in the Vision Zero Annual Report.	A6, A8	Multimodal Safety Toolbox updates completed; Active tracking of tool deployment				X	TE&O	DPR; Transit; TPCPM	X	X	X		X	X	X			X	X	X
		Establish a methodology for deploying pilot projects where unique conditions exist or existing interventions are not achieving the needed safety outcomes. The methodology shall include monitoring and evaluating based on data/public input collected on the pilot.	C1	Pilot Project Methodology developed; # pilots deployed	X				TE&O	DPR; Transit; TPCPM	X	X	X		X	X	X		X	X	X	X
		Conduct system-wide, holistic reviews of deployed tools and implement updates to ensure consistent and equitable safety treatments throughout the county. (For example, assess all signalized intersections for high visibility crosswalks, and update all locations where the high visibility crosswalks are not present.)	A2	Summary of tools evaluated; Active tracking of tool deployment				X	TE&O	DPR, Transit, TPCPM	X	X	X		X	X	X		X	X	X	X
OPERATIONS & MAINTENANCE																						
B8	Data-Driven/Equitable Enforcement: Evaluate crash data, citation, and observational data to identify locations for traffic enforcement, to be administered in as equitable and non-biased a way as possible.	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).	A1, A2, A3, B5	# of locations automated enforcement added; Change in citations/ citation rate per volume	X				ACPD	TE&O	X				X		X		X	X	X	X
		Explore new and/or automated curbside monitoring or enforcement options.		Automated reporting and enforcement methodology reviewed				X	ACPD	TE&O, TPCPM	X	X	X	X	X	X	X		X	X		X
		Review and report demographic data captured through enforcement activities (citations or documented warnings) throughout the County—subsequently recommending changes to address existing imbalances.	A4	Citation demographic analysis completed				X	ACPD (PPG)										X	X		X

(B) Process & Organization Action Items (Continued)

#	Objective	Action	Related Objectives	Measurement	Timeline (Years)				Lead Agency	Supporting Agencies	Target Areas											
					1-2	3-4	5+	Ongoing			Intersections	Pedestrians	Bicycles	Alcohol	Speed	Distraction	Work Zones	High-Injury Network Corridors	Equity	Information Quality	Safety Culture	Transparency & Accountability
B9	Facilities Maintenance: Improve maintenance planning and procedures through improved inventories and coordination practices.	Monitor and adjust maintenance strategy when a safety concern is identified by staff or the community.	A3, C2	Description of activities				X	TE&O	WSS	X	X	X								X	X
		Identify and implement safety improvements (roadway reconfigurations, bike lanes, sidewalk/ramp improvements, bus stop improvements, etc.) through the County's annual repaving process through a standardized and transparent methodology.	A3	Documented methodology; Linear feet of safety projects; # crossing enhancements, # concrete improvements (ramps, driveways)	X			X	TE&O; WSS	TPCPM; Transit	X	X	X		X			X	X			X
B10	Maintenance of Traffic Design & Active Construction: Develop and implement Maintenance of Traffic (MOT) plans for development and capital improvement projects that protect the safety of all modes of transportation during construction.	Enhance coordination when a park, trail, or other public space is being developed to ensure safe space and continuity for transit, non-motorized, and vehicular travel.		# of construction projects coordinated; Descriptions of collaboration				X	DPR; TE&O; TPCPM	Transit	X	X	X				X		X		X	X
		Apply a temporary lower speed limit (at least 5mph lower than posted speed) in work zones, starting with County reviewed projects.	D6	Application of a lower speed limit on county-led projects	X				TE&O; WSS; EB	TPCPM; CPHD; DPR					X		X					X
		Develop new MOT plan guidance that enhances safety considerations for all modes (especially pedestrians, bicycles, people accessing transit, and people with accessibility needs) in public and private construction projects - including a policy for applying temporary lower speed limits in work zones.	D6	MOT guidance published and implemented		X			TE&O; WSS; EB	TPCPM; CPHD; DPR		X	X		X		X			X		X
		Expand the County's ability to consistently monitor active construction to ensure all signage, materials, temporary access, and detour routes follow established guidelines.	D6	# of additional review staff for active construction			X		DSB			X	X		X		X			X		X

(C) Engagement Action Items

#	Objective	Action	Related Objectives	Measurement	Timeline (Years)				Lead Agency	Supporting Agencies	Target Areas											
					1-2	3-4	5+	Ongoing			Intersections	Pedestrians	Bicycles	Alcohol	Speed	Distraction	Work Zones	High-Injury Network Corridors	Equity	Information Quality	Safety Culture	Transparency & Accountability
PUBLIC INVOLVEMENT																						
C1	Ongoing Safety Engagement: Continue community involvement in the Vision Zero program by seeking and incorporating public feedback on the implementation of the Vision Zero program and safety activities.	Provide public and stakeholder engagement opportunities specific to the Vision Zero program once the Action Plan is in implementation. This will include engagement efforts for development and maintenance of the Multimodal Toolbox, deployment of pilot projects, planning for larger scale safety projects, and at program or action item milestones.	B7, D5	# engagement efforts				X	TE&O; Comms										X	X	X	X
		Prioritize engagement with vulnerable or hard-to-reach user groups (as identified in systemic and equity analysis) in transportation safety-related efforts or projects - including making sure information is available to people of different languages and abilities.	A3, A4	Description of engagement				X	TE&O; Comms										X	X	X	X
C2	Accessible Feedback Channels: Establish clear and easily accessible channels and response timeframes for community-reported safety issues.	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 for anyone looking to report an issue—safety or maintenance related. Provide links and contact information to ensure this channel is accessible to all people.		New community reporting platform deployed	X				TE&O	Decision Support									X	X	X	X
		Complete timely review of and response to concerns submitted in the community reporting channel.	B9	Avg response time; # of tickets completed				X	TE&O										X	X	X	X

(C) Engagement Action Items (Continued)

#	Objective	Action	Related Objectives	Measurement	Timeline (Years)				Lead Agency	Supporting Agencies	Target Areas											
					1-2	3-4	5+	Ongoing			Intersections	Pedestrians	Bicycles	Alcohol	Speed	Distraction	Work Zones	High-Injury Network Corridors	Equity	Information Quality	Safety Culture	Transparency & Accountability
EDUCATION & ENCOURAGEMENT																						
C3	Vision Zero Program Communications: Create and broaden awareness of the Vision Zero program, transportation safety information and project updates using the County's communications channels.	Maintain a comprehensive Vision Zero website that is updated frequently with educational materials, project updates (both quick-build and longer term), resources, progress reports, upcoming events, public-facing crash data/maps, a Vision Zero tracking dashboard, Action Item tracking, and contact information.	B3	Vision Zero website update frequency				X	Comms	TE&O; TPCPM								X	X	X	X	X
		Build and maintain a Vision Zero Listserv that disseminates information about ongoing projects and programs that relate to transportation safety.		# of subscribers; # of e-blasts				X	Comms	TE&O									X	X	X	X
		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.	A3, A4, A5	Description of outreach; # of people reached				X	TE&O; Comms	ACCS; DHS									X	X	X	X
C4	Community Knowledge Building: Promote community knowledge of safe transportation practices and options through targeted education efforts both through school and public programs.	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 (e.g., Neighborhood Conservation program, Neighborhood Complete Streets program, Shared Street Initiative, BikeArlington and WalkArlington programs, Community Outreach centers, Adopt a Bus Stop program, etc.)	A3, A4, A5	# of crash trend spotlights				X	TE&O; Comms	ACPD	X	X	X	X	X	X	X	X	X	X	X	X
		Share materials from VDOT and the Division of Motor Vehicles education and communications campaigns to maximize reach by sharing messaging and information.		# of campaigns shared				X	Comms	VDOT									X	X	X	X
		Provide transportation education and support to students and teachers (e.g., communication specific to APS teachers and families, Capital Bikeshare student discounts, iRide transit student discounts, BikeArlington and WalkArlington programs with schools, etc.).		Descriptions of campaigns; # of campaign participants/ attendees				X	ACCS; APS	TE&O		X	X						X	X	X	X
		Tailor education efforts to address negative transportation-user behaviors as identified through systemic crash analysis (e.g. driving under the influence and distracted driving) through targeted outreach campaigns.	A3	Descriptions of campaigns; # of campaign participants/ attendees				X	ACPD; Comms; TE&O	TE&O; Comms				X	X	X	X		X	X	X	X
		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.	A2	Data published through Open Data portal		X				TE&O	Decision Support; GIS									X	X	X

(D) Partnership Action Items

#	Objective	Action	Related Objectives	Measurement	Timeline (Years)				Lead Agency	Supporting Agencies	Target Areas												
					1-2	3-4	5+	Ongoing			Intersections	Pedestrians	Bicycles	Alcohol	Speed	Distraction	Work Zones	High-Injury Network Corridors	Equity	Information Quality	Safety Culture	Transparency & Accountability	
INTRA-AGENCY																							
D1	Interdepartmental Collaboration on Safety: Collaborate on ongoing transportation safety activities across County departments and bureaus and ensure that all County plans and policies contribute to a safe, equitable, and accessible transportation network, consistent with Vision Zero safety and equity values.	Maintain interdepartmental representatives who carry the Vision Zero message and coordinate/track action items with their departments.	A6, B1	Ongoing list of departments represented				X	TE&O	All Departments									X	X	X	X	
		Hold regular meetings and communication with representatives from each of the County’s departments and bureaus to coordinate Vision Zero action items and document Vision Zero program progress.		# of IDSG meetings; Publication of IDSG meeting notes/actions				X	TE&O	All Departments									X	X	X	X	
		Host a Vision Zero staff training video required for all other County employees (for existing staff and then part of onboarding for new staff) to instill a unified awareness of safety issues for transportation safety for all County staff regardless of trade or discipline.		Vision Zero staff training video developed; # of staff taken the training	X					TE&O; CMO	All Departments							X		X	X	X	X
INTERAGENCY																							
D2	Virginia Department of Transportation: Coordinate with the Virginia Department of Transportation (VDOT) for safety issues on VDOT-maintained roadways.	Engage in a quarterly meeting to address safety issues, hot spots, target or emphasis areas, or projects on VDOT-maintained roadways.		# of VDOT meetings; # of projects administered in coordination with VDOT				X	TE&O; TPCPM; VDOT		X	X	X						X	X	X	X	X
		Collaborate with VDOT on reducing speeds and speed limits on VDOT-maintained roadways.	B6	Speed reduction tactics deployed; Speed deltas on VDOT roadways				X	TE&O; TPCPM; VDOT						X			X	X		X	X	
D3	Regional Agency Coordination: Maintain effective partnerships with neighboring jurisdictions, authorities, agencies, and other organizational bodies to ensure safety concerns can be addressed promptly and constructively.	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.		Description of coordination meetings and activities				X	TE&O	MWCOG, DDOT, Alexandria, PG, MoCo										X	X	X	
		Engage in meetings and communication on transportation safety issues with regional agencies like the Northern Virginia Transportation Authority, the Northern Virginia Transportation Commission, the National Park Service, the Metropolitan Washington Airports Authority, the Washington Metropolitan Area Transit Authority, other transit service providers, and other transportation organizations.		Description of coordination meetings and activities				X	TE&O	All Departments										X	X	X	
D4	Legislative Advocacy: Advance legislative solutions for transportation safety at the Virginia General Assembly.	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.		Vision Zero legislative agenda developed; Description of activities conducted related to legislative policy				X	RTP	TE&O; CMO; TPCPM	X	X	X	X	X	X	X	X	X	X	X	X	

(D) Partnership Action Items (Continued)

#	Objective	Action	Related Objectives	Measurement	Timeline (Years)				Lead Agency	Supporting Agencies	Target Areas											
					1-2	3-4	5+	Ongoing			Intersections	Pedestrians	Bicycles	Alcohol	Speed	Distraction	Work Zones	High-Injury Network Corridors	Equity	Information Quality	Safety Culture	Transparency & Accountability
COLLABORATORS																						
D5	Stakeholders: Facilitate discussions with local organizations and interest groups to understand the needs of different transportation users in Arlington and promote transportation safety, education, community involvement, awareness, operations, and improvement.	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.	C1	# stakeholder groups engaged; Annual program meeting; Mid-year program report				X	TE&O; Comms; ESG Members									X	X	X	X	
		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. (Includes activities like giving local presentations on Vision Zero, sharing information on social or local media, representing transportation safety interests in local politics, initiating community programs or activities targeted at increasing safety, etc.)		Description of activities; # stakeholder groups engaged				X	ESG Members		X	X	X	X	X	X	X	X	X	X	X	
		Enhance transportation safety around schools by conducting school zone or intersection audits (particularly if there is a new project coming at or adjacent to an APS site) to identify areas to improve safety conditions or retrofit the school zone based on the new school zone guidelines.	B6	School zone and intersection audit reviews completed; # of schools engaged in transportation safety analysis and improvements				X	TE&O; APS; APS Groups (including Safe Routes to School)		X	X	X					X	X	X	X	
D6	Service Providers: Coordinate with transportation service companies to ensure alignment with Vision Zero safety practices in company policies and day-to-day operations.	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.	B10	VZ Contract Language developed; # of contracts that included Vision Zero Contract Language				X	TE&O	All Departments						X		X		X		
		Establish relationships with transportation service providers that operate in Arlington (e.g., ridehailing services, scooter companies, taxis, shuttles, etc.) to share experiences/data and identify opportunities for improvement of safety in operations.	A2	Description of initiatives taken in partnership with transportation service providers				X	TE&O; ACCS	CMO; TPCPM	X	X	X					X	X	X	X	
		Establish relationships with trucking and delivery services to improve curbside operations and allow prompt coordination on safety issues.	A2	Description of initiatives taken in partnership with delivery service providers				X	TE&O	CMO; TPCPM	X	X	X					X	X	X	X	
		Establish relationships with utility companies to allow prompt coordination on safety issues with infrastructure or repair work.	B10	Description of initiatives taken in partnership with utility providers				X	TE&O	CMO; TPCPM						X		X	X	X	X	

5 Measuring Our Success



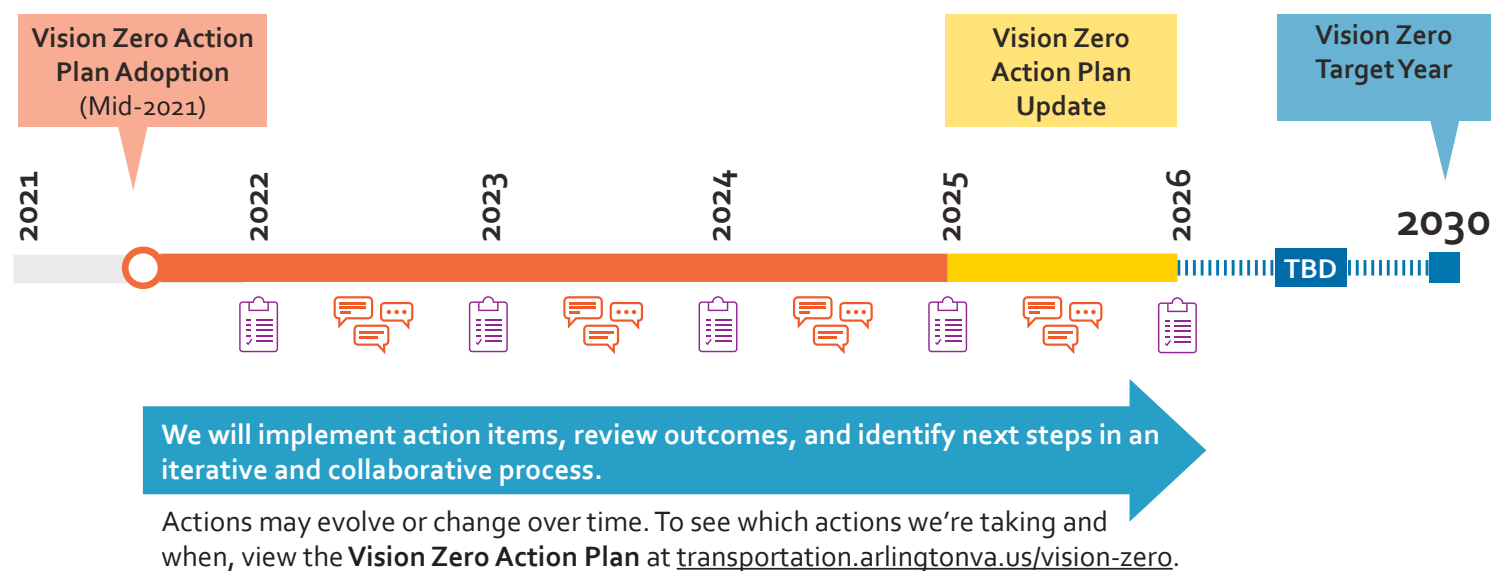
5.1 Measuring Our Success

The Vision Zero Action Plan outlines an initial set of actions that Arlington County and its partners will take to work toward the goal of achieving zero transportation related deaths and serious injuries on our streets and trails by 2030.

The County will implement this plan by providing dedicated staff and funding to carry out the action items. The Interdepartmental Stakeholders Group and External Stakeholders Group will continue to coordinate during plan implementation to assist in progress reporting and evaluation, and we will be working together within the community to collaborate and build a culture of safety.

The Vision Zero Action Plan is intended to be a living and evolving plan. The timeline below provides an overview of our Vision Zero program moving forward.

We will use both data-driven and qualitative metrics to track if and how our actions are changing transportation safety in Arlington. As we track our progress, we may need to adjust our actions or rearrange our action timelines.



Key



Annual Report & Public Meeting



Mid-year Check-in with External Stakeholders Group

PERFORMANCE MEASURES

In addition to the measurements listed for each Action Item, the County will report on the following overall performance measures in the Vision Zero Annual Report and the mid-year program check in. These performance measures directly reflect the program target areas and will show how we are stacking up to Arlington's key safety needs.

Target Areas

Performance Measures

Vision Zero	 <ul style="list-style-type: none"> • # of Serious Crashes • # of Fatal Crashes
Intersections	<ul style="list-style-type: none"> • # of Intersection Crashes*
Pedestrians	<ul style="list-style-type: none"> • # of Pedestrian Crashes*
Bicycles	<ul style="list-style-type: none"> • # of Bicycle Crashes*
Alcohol	<ul style="list-style-type: none"> • # of Alcohol-related Crashes*
Speed	<ul style="list-style-type: none"> • # of Speed-related Crashes*
Distraction	<ul style="list-style-type: none"> • # of Distraction-related Crashes*
Work Zones	<ul style="list-style-type: none"> • # of Work Zone Crashes*
High-Injury Network Corridors	<ul style="list-style-type: none"> • # of Crashes on the High-Injury Network*
Equity	<ul style="list-style-type: none"> • # Crashes in Areas of Higher Poverty or Diversity*
Information Quality	<ul style="list-style-type: none"> •  • •
Safety Culture	
Transparency & Accountability	

Qualitative Program Assessment

**Reported by Severity Level*

Information Quality, Community Culture, and Transparency & Accountability are program Target Areas that are not easily captured in data metrics. So how will Arlington know if we are making progress in these areas?

Information Quality

- Arlington's analysts work with crash data on a daily basis and will continue to provide feedback on the quality of the data and areas for improvement to ACPD officers.
- Many of our action items focus on obtaining new information and data. As we collect and assess new information, we will post information onto the Arlington Open Data Portal to demonstrate how our information base is growing.

Transparency & Accountability

- Arlington will publish the Annual Vision Zero Program Report and the Annual Crash Report each year to explain the actions that we are taking to reach Vision Zero and provide the crash data to show how those actions are measuring up to our goals.
- Arlington will post projects coming out of the Vision Zero Program on the Vision Zero website's Safety Projects page. This page will provide information on quick-build safety projects, larger-scale safety projects, pilot projects, and details into other County programs that directly relate to safety.
- The Multimodal Toolbox, once developed, will be posted on the Vision Zero website and provide a list of all

safety tools that Arlington County staff deploy to make our streets and trails safer. The list of tools will also include a running tally (since the adoption of the Vision Zero Action Plan) of the tools that we have deployed, so you can see where/when/how these tools are being used.

Safety Culture

- Community Culture is the hardest Target Area to quantify. It is a blend of our performance in all of the other Target Areas combined. We will know that we are succeeding in achieving a culture of safety throughout the Arlington Community when:
 - ▶ We see fewer speed-, alcohol- or distraction-related crashes.
 - ▶ Our before/after studies show slower speeds or safer behaviors.
 - ▶ The Annual Benchmark Survey shows that people feel safer on Arlington's streets and trails.
 - ▶ ***Fatal and serious crashes go down.***

ANNUAL PROGRESS REPORT

Arlington County will share the progress of the Vision Zero Action Plan using an annual Vision Zero Progress Report. The Progress Report will track progress on Vision Zero actions and inform subsequent Action Plan updates.

The progress report will be released every year and include:

- A report of program performance measures,
- A summary of crash locations and top contributing factors,
- Progress on Vision Zero actions (identifying staff/partner actions and outcomes), and
- Next steps for plan implementation.

VISION ZERO DASHBOARD

An important element of the Vision Zero program is data transparency. As part of program implementation, Arlington County has developed a Vision Zero Dashboard.

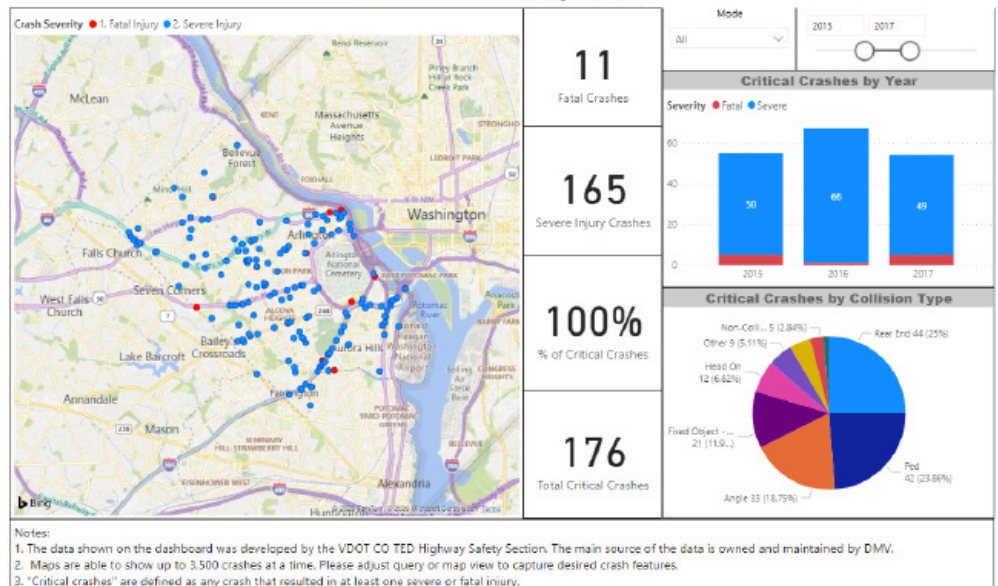
The Vision Zero Dashboard is a web-based tool that maps and summarizes crash data for Arlington County. It allows users to visualize and explore crash data to understand crashes and trends. The dashboard displays total crashes, fatal and serious injury crashes, crash locations, critical crashes by year, critical crashes by type and crash trends. Through an interactive map, users can zoom in to learn more about individual crashes, including travel modes involved and level of crash severity.

The dashboard will be updated as data is available to provide users with the most up to date information. It can be accessed on the Vision Zero “Maps and Safety Data” page, transportation.arlingtonva.us/vision-zero/maps-and-safety-data/.

Arlington County Crash Analysis - Critical Crashes

Last Updated: 10/30/2020 3:05:55 PM

Crash Data from 1/01/2013 through 12/31/2017



Arlington Vision Zero Dashboard

USING TECHNOLOGY TO ACHIEVE VISION ZERO

Technology has a significant role to play in achieving Vision Zero. We will leverage technology to expand our ability to collect and analyze information, conduct real time monitoring, and to enforce safer behavior on the transportation system.

We are committed to actively pursuing and using technology as part of the Vision Zero program and will incorporate new technology as it becomes available in the Multimodal Toolbox and implement it in the appropriate contexts.

For example, a new Virginia law (Virginia Acts of Assembly (2020) Chapter 1232 (HB 1442) and Code of Virginia § 46.2-882) authorized speed cameras in school zones in the State of Virginia in 2020.

Arlington County is exploring this opportunity to implement technology to reduce speeds and enhance safety in school zones, and is currently working on setting prioritization measures and guidelines to support their deployment.



6 Join the Movement



6.1 How to Participate

Everyone deserves safe, accessible streets, sidewalks and trails. The Vision Zero Action Plan is Arlington's commitment and action-driven approach to eliminating transportation-related deaths and serious injuries.

Getting to zero will not be easy. In addition to addressing design and operational aspects of our transportation system, it will require collaboration and a shared responsibility by all people in Arlington to make safe choices when traveling.

On the next page, you will see a pledge. This is our collective commitment to collaboratively work toward zero transportation related deaths and serious injuries in Arlington County.





6.2 Safety Pledge

Vision Zero is a bold approach to changing the way we, as a community, view transportation safety. The Vision Zero Action Plan is Arlington's commitment to achieve zero transportation-related deaths and serious injuries on our streets and trails by 2030.

No matter how you move around Arlington – whether you walk, use a wheelchair, bike, scoot, skate, ride transit or drive – we all contribute to creating a culture of safety on our transportation network.

Our streets belong to all of us and so we have an inherent responsibility to share the streets with everyone else using them, in a courteous and safe manner. Share our streets with others by being Predictable, Alert and Lawful:

Predictable – travel in a predictable way; do not make sudden, unexpected moves

Alert – pay attention to your surroundings and to others around you

Lawful – obey the traffic laws, whether in a car, on a bike, on a scooter, or on foot

We ask all community members to join in taking the pledge to help make our streets, sidewalks and trails safe and accessible for everyone. Together, we can save lives.

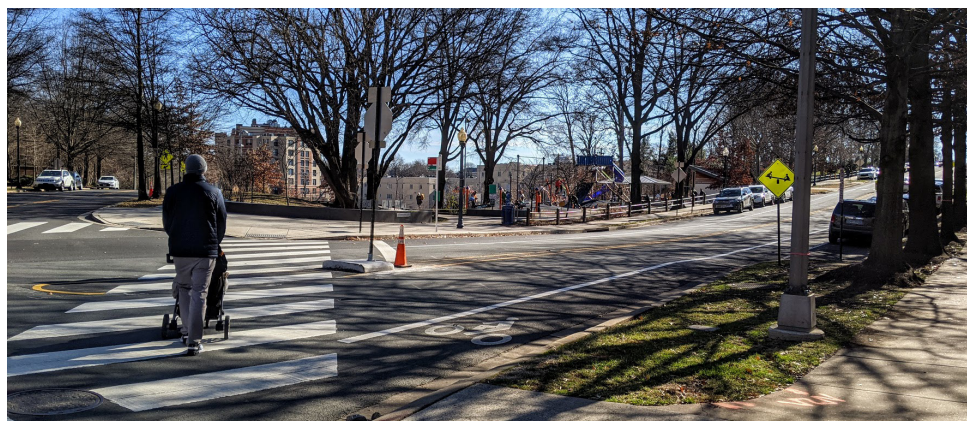
Please visit the Vision Zero website to sign the pledge!

transportation.arlingtonva.us/vision-zero

Thank You

From all the staff and partners of Arlington County, thank you for taking the time to learn about this important transportation safety program.

We look forward to implementing these key actions to work toward our safety goals and appreciate your support in building our community culture of safety.



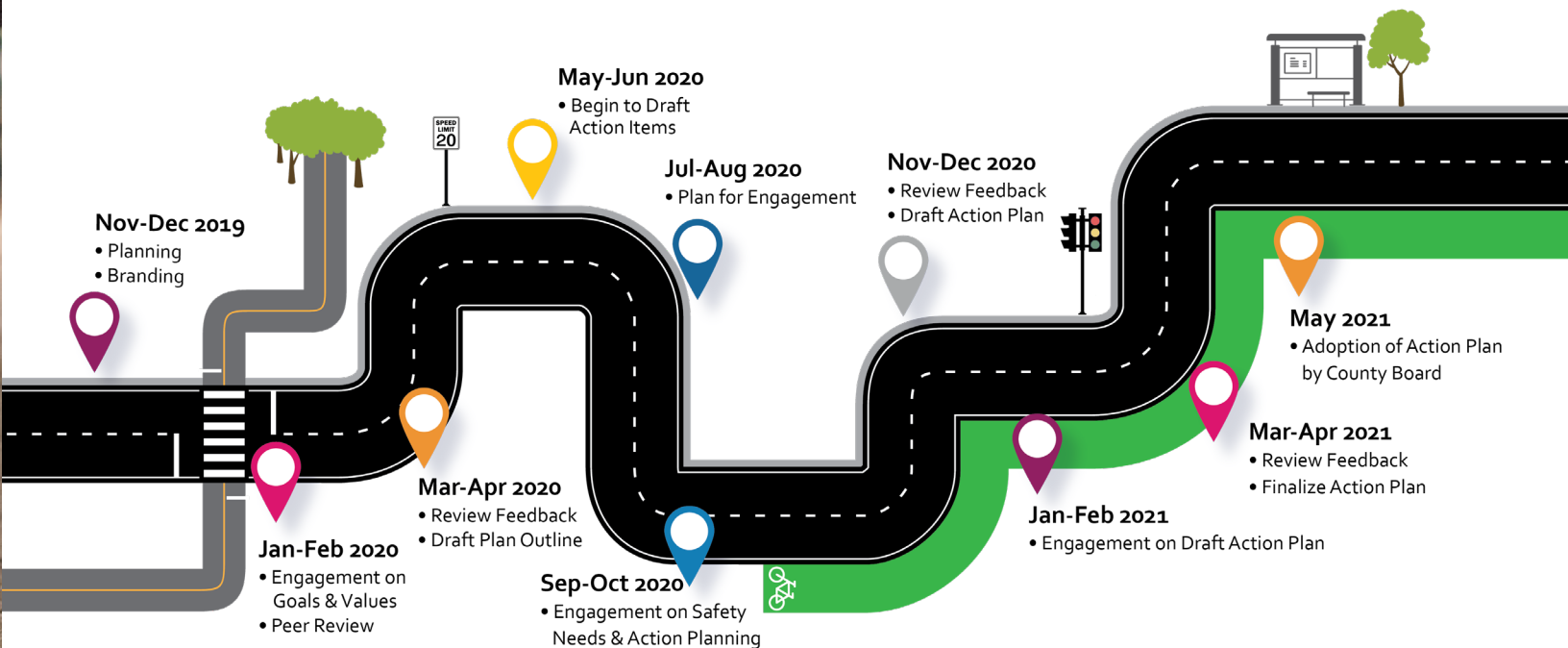
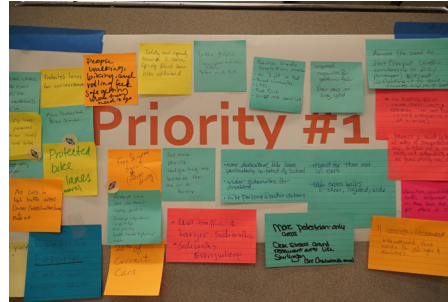
7 Appendix: Developing the Action Plan



7.1 A Community Plan

The development of the Arlington County Vision Zero Action Plan was a collaborative effort among community members, County departments, community-led organizations, local peer Vision Zero jurisdictions and other regional, state and federal partners. Input gathered through this meaningful collaboration informed the plan framework, goals, identification of issues and opportunities and the development of actions.

As we implement the actions set forth in this plan, we will continue to share our progress and work together to eliminate transportation-related deaths and serious injuries on our streets, sidewalks and trails.



7.2 Stakeholder Engagement

INTERDEPARTMENTAL STAKEHOLDERS GROUP

Vision Zero emphasizes multi-disciplinary and cross-departmental collaboration to address traffic safety. The Vision Zero project team assembled an Interdepartmental Stakeholders Group with representatives from multiple County departments to improve communication and coordinate the implementation of Vision Zero.

This Interdepartmental Stakeholders Group contributed subject-area expertise that guided the direction of the Vision Zero program and Action Items. The group met monthly during Action Plan development and will continue to meet during implementation to ensure integrated delivery of the Vision Zero program.

A full list of the Interdepartmental Stakeholders Group participants can be found in the Acknowledgments.

EXTERNAL STAKEHOLDERS GROUP

Stakeholder groups representing the County's various committees, commissions and community organizations that relate to the Vision Zero program were invited to participate in an External Stakeholders Group. A full list of the External Stakeholders Group participants can be found in the Acknowledgments.

Stakeholder group representatives provided a wide range of interests, perspectives, strategies and recommendations for developing the Vision Zero Action Plan. The mission of the group was to support the County's Vision Zero program by:

- Extending the importance of safety culture and commitment to the public through assisting with education and engagement programs.
- Guiding public outreach, messaging and strategies related to Vision Zero.
- Providing insight, feedback and local knowledge to the County's Vision Zero team.

The External Stakeholders Group met eight times (every other month) during the development of the Action Plan, with a pause during the onset of the COVID-19 pandemic.

Because the External Stakeholders Group is comprised of individuals representing County-organized groups and partners, communication with representatives will continue after the Action Plan is adopted. Specifically, the External Stakeholders Group will be an outlet to communicate with each individual organization and continue coordinating on safety-related communications, messaging, engagement and progress tracking.

More information about each meeting can be found on the Arlington Vision Zero website.

The External Stakeholders Group will continue to meet twice a year following the adoption of this Action Plan. Key objectives will include providing feedback on the implementation of the Action Plan, sharing information about the Vision Zero program, and participating in community engagement and education programs.

ESG Meetings			
#	Date	Time	Location
1	November 14, 2019	6:00 to 7:30 p.m.	Central Library, Barbara M. Donnellan Auditorium
2	January 16, 2020	6:00 to 7:30 p.m.	Bozman Government Center, Cherry/Dogwood Room
3	March 5, 2020	6:30 to 8:00 p.m.	251 18th Street South Conference Center – Crystal City
4	September 10, 2020	6:00 to 8:00 p.m.	Virtual
5	November 10, 2020	7:00 to 8:30 p.m.	Virtual
6	January 5, 2021	7:00 to 8:30 p.m.	Virtual
7	March 2, 2021	7:00 to 8:30 p.m.	Virtual
8	May 4, 2021	7:00 to 8:30 p.m.	Virtual



LOCAL VISION ZERO PEER AGENCIES

Just as many of the jurisdictions in the region share boundaries, we also share many of the same issues and challenges. Cross-collaboration allows us to tackle issues collectively and ensure consistency across our boundaries. Arlington County Vision Zero program staff meet with local peer agencies (including the District Department of Transportation (DDOT), Montgomery County, Prince George's County and the City of Alexandria) monthly to share Vision Zero program progress, discuss lessons learned and exchange innovative ideas to address transportation safety.

REGIONAL, STATE AND FEDERAL PARTNERS

Arlington County met with regional, state and federal partners to discuss opportunities to enhance safe transportation. A key partner in implementing Vision Zero is VDOT. The project team met with VDOT quarterly during the development of the Vision Zero Action Plan to share experiences, discuss data needs and identify potential actions. We look forward to continued collaboration with VDOT to further the mission toward zero transportation-related deaths and serious injuries in Arlington County.

Arlington County's Public Engagement Principles

1. Inclusion and mutual respect
2. Early involvement and timely communications
3. Transparency and accountability
4. Clear and accessible communication
5. Open, two-way communication
6. Fiscal sustainability
7. Continuous improvement

Learn more about all of Arlington County's engagement activities at engage.arlingtonva.us

7.3 Public Engagement

Meaningful engagement and ongoing communication are long-established cornerstones of Arlington County's planning efforts. The public engagement program focused on hearing from the full range of Arlington community members.

Tools to Promote Engagement Opportunities

- Event flyers
- Bus advertisements
- Email newsletters
- Advertisements
- Social media
- News releases
- Postcard mailings
- Partnership outreach

Tools to Gather Feedback

- Public meetings with interactive activities (e.g., sticky note activities, input at information boards)
- Virtual meetings
- Pop-up events (i.e., mobile workshops, drop-in sessions)
- Organizational briefings
- Online engagement surveys
- Online interactive map
- Dial-in comment line

VISION ZERO
ARLINGTON COUNTY

**HOW CAN YOUR TRIP BE SAFER?
¿CÓMO PUEDE SER MÁS SEGURO SU VIAJE?**

We are working toward eliminating all transportation-related serious injuries and fatalities. No matter how you get around, we want you to be safe.

Estamos trabajando para eliminar todas las lesiones graves y muertes relacionadas con el transporte. No importa cómo viaje, queremos que esté seguro.

Visit us at: transportation.arlingtonva.us/vision-zero/

We are developing our first Action Plan. Learn more about Vision Zero and provide your input today!

Estamos desarrollando nuestro primer Plan de Acción. ¡Obtenga más información sobre Visión Cero y proporcione su opinión hoy mismo!

Photo Credit/Autor de la Foto: Sam Kittner, Kittner.com



VISION ZERO
ARLINGTON COUNTY

Let's work together to improve transportation safety!

We want to hear about the circumstances and places where you have felt unsafe or experienced a close call while traveling in Arlington.

Your input will be used to identify priorities and develop actions for our first Vision Zero Action Plan.

Two ways to share your input (through Oct. 30, 2020):

- 1. Complete an online form & leave comments on the interactive map!**
Pinpoint key transportation safety issues and opportunities
- 2. Call the toll-free phone line! 833-459-2289**
Call in to hear questions and share your responses by phone.

Join Us for a Virtual Presentation and Q&A with Arlington County staff
Date: October 1, 2020 (English) Join us: transportation.arlingtonva.us/vision-zero/
Time: 7:00 pm Join us live or watch the recording anytime after October 1!

transportation.arlingtonva.us/vision-zero/

What is Vision Zero?

Arlington County is working to eliminate all transportation-related serious injuries and fatalities and increase safe, healthy, and equitable mobility for all.

Whether you take the bus or train, walk, ride a bicycle, scooter, drive, or get around in another way, we want to make it safer for you to get around!

Learn more and get involved today!
transportation.arlingtonva.us/vision-zero/

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VISION ZERO
ARLINGTON COUNTY

Provide your feedback through February 28, 2021
Envíe sus comentarios hasta el 28 de febrero de 2021

View the Plan
Ver el plan

On the website *En el sitio web*
transportation.arlingtonva.us/vision-zero/

At the library *En la biblioteca*
1015 N Quincy Street, Arlington, VA 22201

Online Form
Formulario en línea
transportation.arlingtonva.us/vision-zero/
There will be a mail-in option available at the library.
Habrá una opción de envío por correo disponible en la biblioteca.

Join Us!
¡Participe!

Virtual Q&A Session with County Staff
Sesión virtual de preguntas y respuestas con el personal del condado

- February 11, 2021, 7:00 PM
- February 23, 2021, 7:00 PM

Submit your questions ahead of time on the website (Optional.)
Envíe sus preguntas con anticipación en el sitio web. (Opcional.)

Link to join/enlace para conectarse: bit.ly/VisionZeroArl

ARLINGTON VIRGINIA transportation.arlingtonva.us/vision-zero/

Outreach Strategies

- Event flyers
- Email newsletters
- Social media
- News releases
- Partnership outreach

KEY ENGAGEMENT CHECKPOINTS

There were three public engagement checkpoints during the development and review of the Action Plan.

Engagement Checkpoint #1

Your Transportation Safety Goals and Priorities

Engagement Objective

Understand our community's goals and values regarding safe transportation

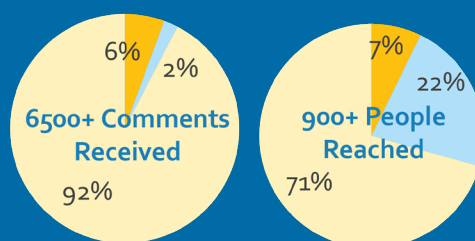
How We Shared & Gathered Information

- Open house
- Online engagement form
- Five pop-up engagements

The first public open house for the Vision Zero Program was held on January 28, 2020 at Washington-Liberty High School. More than 65 people attended the meeting and participated in informative and interactive activities targeted at understanding our community's goals and values related to safe transportation.

Number of Participants

- Online Engagement Form
- Five Pop-up Engagements
- January 28 Open House



Spanish interpreters were available at the meeting.

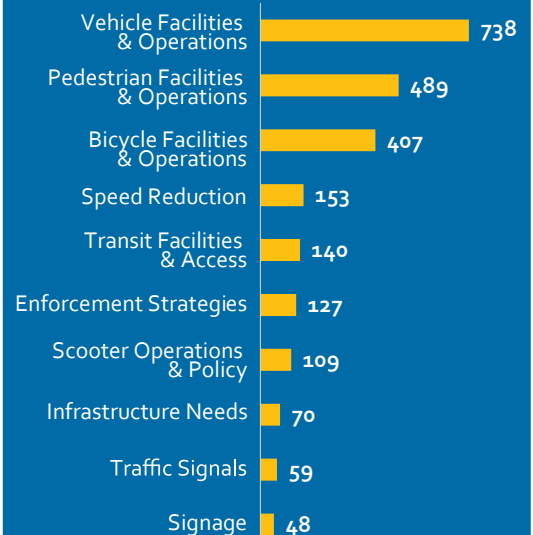
How Input was Used

Community input on transportation safety priorities helped to further refine our draft goals to reflect the community's values and vision for safe transportation in Arlington. Community feedback was also used to identify Action Items.

What We Heard

We asked the community about priorities related to safe transportation and visions for the future. Responses supported the importance of safe facilities and operations for all modes. Reducing speeds, improving access to Metro and buses and ensuring holistic enforcement on the transportation system were also viewed as key safety priorities for the Vision Zero Action Plan.

Top 10 Transportation Safety Priority Categories Indicated in Responses



Number of comments mentioning each category (for the top 10 categories)

Engagement Checkpoint #2

Learning from Your Experiences

Engagement Objective

Learn more about our community's experiences traveling and identify areas of safety concern.

How We Shared & Gathered Information

- Two virtual presentations with Q&A (63 attendees/ viewers), conducted in Spanish and English
- 495 engagement form responses
- 2,137 interactive map comments from 466 people related to 1,657 map points
- 4 phone line participants

To promote awareness of opportunities, we reached out to the community through postcards, bus advertisements, social media posts and emails shared through community interest groups. Postcards were

mailed to ZIP codes which had low 2020 Census return rates (using that as a proxy to identify communities that may not typically be involved in civic engagement efforts).

Arlington County hosted two virtual public engagement meetings for the community to learn about the County's analysis of crash data and help build a shared knowledge about transportation safety.

We provided an online feedback form for community members to share experiences when walking, biking, rolling or driving in Arlington. The form included an interactive map, where users could mark the location of transportation safety issues that they have noticed or experienced first-hand.

We also accepted comments on transportation safety experiences by phone, with prompts available in English or Spanish.

How Input Was Used

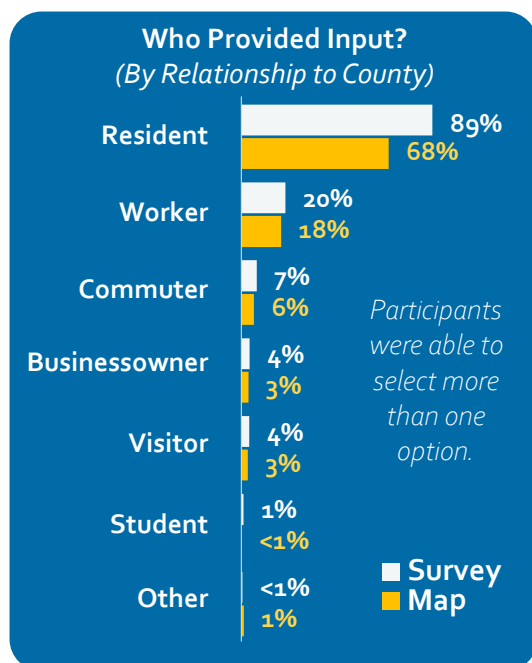
Community input was used to finalize the Vision Zero Action Items within the framework of the Vision Zero goals and priorities.

What We Heard

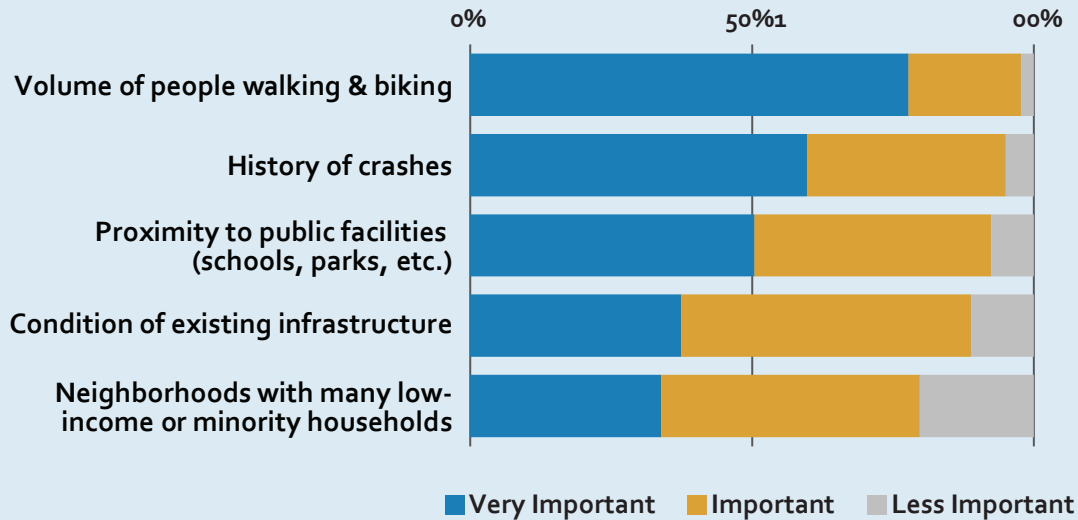
Community members shared their experiences related to transportation safety, as well as their implementation priorities. More information is available on the next page.

Outreach Strategies

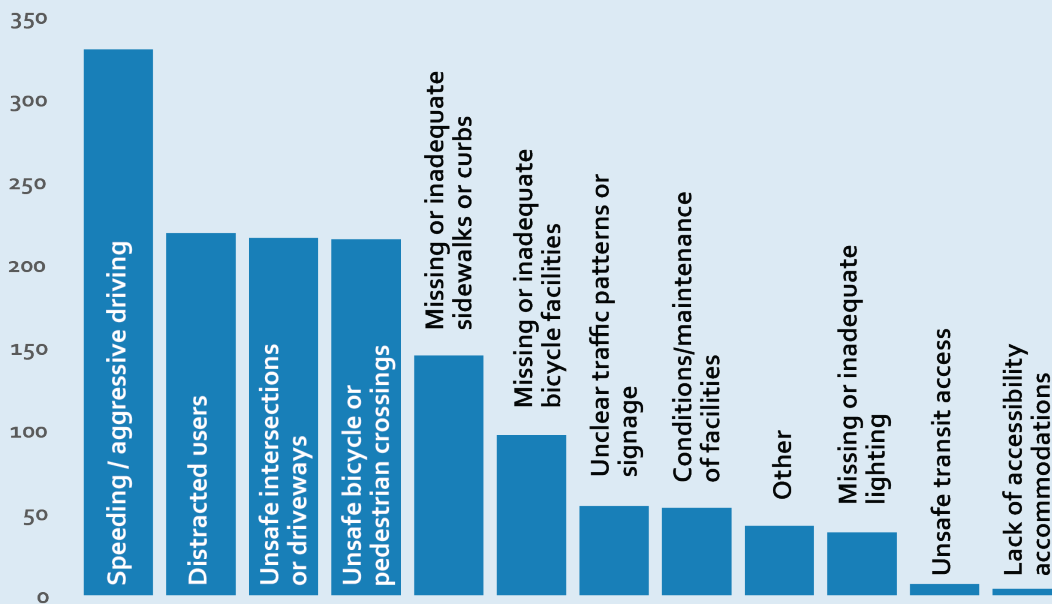
- Event flyers
- Bus advertisements
- Email newsletters
- Social media
- News releases
- Postcard mailings
- Partnership outreach
- Toll-free phone line



PRIORITIZING SAFETY INVESTMENTS – WHICH FACTORS ARE MOST IMPORTANT?



TOP CHALLENGES TO TRAVELING SAFELY IN ARLINGTON



Community members also used an interactive web mapping tool to identify areas of concern. An overview map with those findings can be found on page 29.

Engagement Checkpoint #3

Review of the Draft Action Plan

Engagement Objective

Collect feedback on the Draft Action Plan.

How We Shared & Gathered Information

- One virtual presentation with Q&A (43 attendees, 18 recording views)
- 338 engagement form responses (including 4 via mail and 6 in Spanish)

Arlington County hosted a virtual public engagement meeting for the community to learn about the Action Plan and to share comments and questions.

We provided an online feedback form for community members to provide their thoughts on whether the strategies outlined in the draft Action Plan would make the County a safer place to travel.

How Input Was Used

Community input was used to finalize the format and content of the Vision Zero Action Plan.

What We Heard

The Arlington County Vision Zero team compiled all comments we received from the community, including comments from the External Stakeholders Group (ESG), community comments on the online engagement form, and mailed comments.

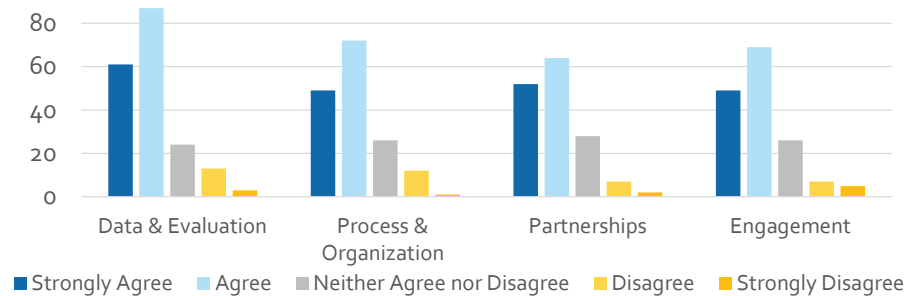
In general, we heard that the community believes the Action Plan can improve safety for those traveling in Arlington.

Comments were summarized within specific themes, and were considered by the team. In some cases, changes were made to the plan to clarify language of action items or other text, or to restructure the plan sections for clarity. Where requested changes were already included in the Plan, the Vision Zero team worked to ensure that those elements are clearly communicated.

Outreach Strategies

- Event flyers
- Email newsletters
- Advertisements
- Social media
- News releases
- Postcard mailings
- Partnership outreach
- Library poster and mail in survey station

How much do you agree that the actions described in each category will help us achieve our transportation safety goals?



If Arlington County implements the Draft Action Plan as shown, how would you expect to feel while traveling in Arlington in the future?

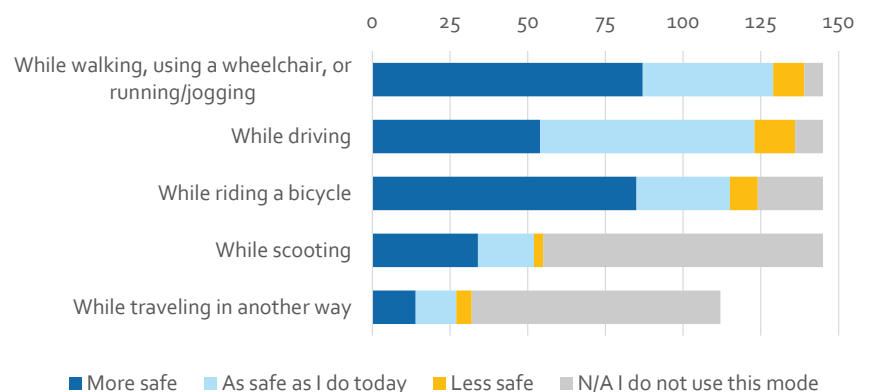


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Pg. 6 County Staff	Pg. 47 Seattle Vision Zero Action Plan, pg 12.	Pg. 81 County Staff (Photo on Flyer Image) Sam Kittner, Kittner.com
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Stay Connected



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- transportation.arlingtonva.us/vision-zero/
- Sign up for Vision Zero e-newsletters
- Learn more about the Arlington Vision Zero program
- View more information about the Vision Zero project team



Social Media

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- facebook.com/ArlingtonVA



- instagram.com/arlingtoncountyva/



- nextdoor.com/agency-detail/va/arlington/arlington-county/



- flickr.com/photos/arlingtonva



- DES-TEO@arlingtonva.us



- 2100 Clarendon Blvd, Arlington, VA 22201



- 703-228-3000

Other Arlington County Contact Information

