



DEPARTMENT OF ENVIRONMENTAL SERVICES  
Division of Transportation  
Transportation Engineering and Operations  
2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201  
TEL 703-228-3344 FAX 703-228-3719 [www.arlingtonva.us](http://www.arlingtonva.us)

---

**Vision Zero External Stakeholder Group Mid-Year Meeting & Public Forum  
December 6, 2022 from 7:00-8:30 PM**

**Location:** Virtual Meeting ([View Recording](#) / [View Slides](#) / [View Year 2 Mid-Year Report](#))

**Attendees:**

Arlington Families for Safe Streets, *Gillian Burgess, Hung Truong*  
Arlington Transportation Partners, *Henry Dunbar*  
Bicycle Advisory Committee, *Cynthia Palmer, Gillian Burgess*  
Pedestrian Advisory Committee, *Eric Goldstein*  
Transit Advisory Committee, *Richard Price*  
Transportation Commission: *Adjin Muratovic*  
Rosslyn BID, *Alli Henry*  
National Landing BID, *Rob Mandle*  
Arlington County Department of Environmental Services, *Christine Baker, Ana Mazidi, Dennis Leach, Hui Wang, Dan Nabors, Nate Graham*  
Arlington County Police Department, *Capt. Albert Kim*  
Rhodeside Harwell Consulting Staff, *Jennifer Koch*  
Neighborhood Complete Streets Commission, *Bill Braswell*  
Community At-Large, *about 25 community participants*

**Invited Organizations:**

Arlington Public Schools (APS)  
APS Advisory Committee on Transportation Choices  
Disability Advisory Commission  
Neighborhood Conservation Advisory Committee  
Climate Change, Energy and Environment Commission  
Commission on Aging  
Parks and Recreation Commission  
Site Plan Review Committee  
Housing Commission  
Ballston BID  
Clarendon Alliance  
Civic Federation  
Langston Boulevard Alliance  
Planning Commission  
Washington Area Bicyclist Association  
Columbia Pike Partnership  
Economic Development Commission

**Agenda:**

- Introductions (~10 min)
- Mid-Year Report Review + Highlights (~15 min)
- Updates from ESG Organizations (~15 min)
- Feedback & Open Discussion (~45 min)
- Closing Remarks (~5 min)



## Notes:

### ***Mid-Year Report Review + Highlights***

- Christine Baker walked through crash trend updates, recognizing that every piece of data represents someone who was involved in a potentially life-changing crash.
- Christine then discussed Vision Zero Year 2 Key Accomplishments for the mid-year period.
- Captain Kim discussed enforcement and community education activities from the year to date.
- Jenny Koch gave an overview of the ongoing Critical Crash Mitigation campaign.
- Christine gave an overview of actions coming up in Year 2 of the Vision Zero program.

### ***Updates from ESG Organizations***

- Alli Henry spoke about Rosslyn BID's activities related to Vision Zero.
- Eric Goldstein spoke about the Pedestrian Advisory Committee's activities related to Vision Zero.
- Hung Truong spoke about Arlington Families for Safe Streets' activities related to Vision Zero.
- Christine mentioned that the County is looking for commissioners for the Neighborhood Complete Streets Commission. Bill Braswell elaborated that Neighborhood Complete Streets Commission is a "bottom-up" commission that needs to hear from community members to know what to take action on.
  - In the chat, Christine shared a related message from Elisa Ortiz, Chair of the commission:
    - My name is Elisa Ortiz and I am the Chair of the Neighborhood Complete Streets Commission. The Commission is made up of volunteers (appointed by the County Board) who focus on making neighborhood streets in Arlington safe and welcoming for all users including pedestrians, cyclists, and motorists.
    - To do this, we meet regularly and work with County staff to review projects in Arlington that would help improve safety. For each project, we work with folks in the local neighborhood to identify what we can do to make their streets safer and more accessible.
    - If you are interested in joining or learning more about the Commission and the work we do, please check out the Neighborhood Complete Streets page on the County website, attend one of our quarterly meetings, or contact me directly. With only a few hours of your time each year, you can make a difference in Arlington!

### ***Feedback & Open Discussion***

- Nate Graham facilitated the discussion.
- Poll Question #1: How is the Vision Zero Program meeting your expectations?
  - Poll results:
    - Meets expectations: 31%
    - Falls short of expectations: 31%
    - Exceeds expectations: 25%
    - Far exceeds expectations: 13%
  - Comments/Discussion:
    - Ethan: Selected "falls short." You do a great job and I appreciate the effort, but I feel that on a case-by-case basis, things are not where they need to be. I live in Ashton Heights. I'm thinking of the recent re-striping of Wilson. Westbound from



- Glebe, there's a few blocks with no bike lanes. Spoke with staff and they said it's because the traffic volumes are too high right now. That's not the point of Vision Zero. The point is to be safe – no ifs, ands, or buts. Frustrated to hear things like that – that we have to be mindful of parking, turning volumes, and things like that.
- Eric: Selected "Meets Expectations." I have high expectations. Looking at the report, I couldn't really come away with an impression of where we stood on reaching the goal of Vision Zero. Bar charts were hard to get anything out of as far as knowing if we're on track to zero.
  - Christine mentioned that the County is completing before and after studies to assess what impact changes are having.
- Gillian: I selected that it falls short because I have such high expectations. It's not because of the work you are doing. The problem is coming from the top. I echo the previous commenter. We're not making a cultural change, both within County staff and outside. Not getting the message out that the most dangerous thing to do is get behind a wheel of a car, that people driving are causing the danger on our streets. The report hides the ball that all of the fatal crashes involve a car, truck, or other motorized vehicle. To Captain Kim, glad you're here. Communications from Police Department after recent fatalities have been disappointing. Saying that sun in someone's eyes is an excuse and not a reckless driving citation.
    - Captain Kim: Appreciate the feedback. The message is not that it's ok that someone died – that's a horrible tragedy. We're confined by the limits of the traffic code. The identification of what to charge is not decided by the police department. Decisions are made in based on the facts of the incident and what the code allows us to charge. It's not ok for someone to be struck in a crosswalk. I'll take this as feedback. We placed a VMS [variable messaging sign] nearby after that to note that it's important to look for pedestrians, and it remains there. We continue to strategize on ways to enhance safety around there.
  - Adjin: I'm on the Transportation Commission. Appreciate your work. How do you justify collecting this data and taking actions to a car-centric public? Vision Zero has been around a long time. Cities that have been successful have done obvious things like speed limits, traffic calming, and making it difficult to drive in city centers. Messaging is great, enforcement is great, but that can only go so far.
    - Hui: The practice is slowly evolving. Vision Zero has been around a long time, but not long in Arlington. Glad we have the policy now to give us support. We are getting out of our comfort zone and making decisions based on the Vision Zero policy and lessons learned from others. For example, you live along Columbia Pike. We introduced the no right on red, and have gotten a lot of push back. We're trying to respond to note that when you're not seeing clearly, it's risky. We didn't go out and collect data to see how many people are turning. We're trying to do more like that, but we want to make sure we're not getting ahead of ourselves. Speed study for lowering the speed limit – we use a lot of engineering judgment and look at other factors than the traditional highway speed study.
  - Cindy (via chat): Concerns: 1) 1st time hearing about Vision Zero - feel like others that there needs to be better broadcasting of this initiative. 2) Concern with how Arlington has put crosswalks in the middle of streets. For many of them, parking is allowed to be adjacent to the crosswalks. So if a huge van is parked in front of that crosswalk for example, people just walk out in the crosswalk and we cannot see them, especially when



it's so dark outside and they may be wearing dark clothing. Can that please be addressed?

- Nate: We are looking at mid-block crossings – want to make sure there is safety between other intersections.
- Dan: We recognize that there are a lot of things built a long time ago. We're doing a systemic review of sight distances and intersections. We're looking at simple ways to reduce that risk. Systemic means that we're looking at large-scale deployments of low-hanging fruit project. It's a proactive way to do things – looking at what types of crashes are happening, what conditions are there, and where are there other locations with similar locations.
- Cindy: It would help if the parking spaces for cars next to the crosswalks would be eliminated so we could see people in the crosswalks.
- Nate: That is part of what is reviewed in the systemic analysis.
- Poll Question #2: What would you like to see more of? (Choose 3.)
  - Poll results:
    - Quick-build project implementation: 24%
    - Policy changes: 18%
    - Speed limit changes: 18%
    - Large-scale project implementation: 15%
    - Pilot projects: 15%
    - Other: 9%
    - Communications/messaging campaigns: 3%
  - Comments/Discussion:
    - Bill: 26<sup>th</sup> and George Mason as an example. When we had pre-construction meetings, the County thought that was one of the highest-priority transportation issues. Thought we needed a way to protect kids crossing the street. Proposed and agreed that a crossing guard was essential. But then there were no crossing guards because there was no money for it. Then we were told the Police Department had money, but when I went to look, there was no crossing guard. We called APS and DES and they said the school said there was no need for crossing guards. The point is – communication. Don't conflict between different organizations. General population needs to hear a consensus answer or they will turn off and it becomes virtually impossible to make anything happen.
      - Captain Kim (from chat): ACPD currently has plenty of funding for the Crossing Guard Program. There is a significant staffing shortage. We don't have enough Crossing Guards. We are always looking to hire. If you want to fill out an application the link is here: <https://www.governmentjobs.com/careers/arlington/jobs/3629509/school-crossing-guard-i-multiple-vacancies>
      - Eric: I know in the past there was very little flexibility for crossing guards. For example, we wouldn't allow people to do only mornings or only afternoons. Or we wouldn't allow people who only were willing to do schools near there house. If that hasn't changed, and we are still having problems recruiting crossing guards, I think we need to consider changing our approach. I know it is more work on the staff managing the program, but doing what we have been hasn't seemed to solve the recruiting problem.



- Captain Kim (from chat): I will hire anyone who meets our qualifications and is wants to be a Crossing Guard.... Period.
- Gillian (from chat): Is there a way for teachers to be paid crossing guards? have you reached out to APS about making the timing work?
- Captain Kim (from chat): I am open to anything that will increase our crossing guard staff.
- Adjin (from chat): Great feedback but good road design almost obviates the need for crossing guards (raised crossing, streets that narrow at an intersection, etc. slow down cars to a crawl at an intersection where school kids are crossing).
- Notice that a number of deaths occurred at Little Falls near Nottingham. One of the few without a safe crossing of a major road within a block or so of the school. Is that a consideration you're looking at?
  - Hui: We are looking to explore more factors, including proximity to schools. We're trying to be sure that when we're doing that, we have a justified method that we can move forward. We want to make sure what we're doing can be repeatable, be effective, and not cross unnecessary impacts.
  - Christine: As part of school slow zone program, we're looking at retrofits for schools. Helping us to catch crossings that haven't been on our radar.
  - Gillian (from chat): Steven H and anyone else interested in APS transportation, please email me at [gillian.burgess@gmail.com](mailto:gillian.burgess@gmail.com) and I'll share more info about the ACTC meeting and what's going on.
- Beverly: I'm with the Arlington Forest Citizens Association. Thank you to staff, who has shown us a lot. We were able to advocate for higher fines for speeding on a road. But we've had a lack of any enforcement on that, so we don't see any real changes in speed and it's not as effective as we thought it would be.
  - Captain Kim: I don't have the data on that, so I can circle back. Looking at how we work with DES – we meet multiple times per week. We discuss ongoing transportation issues. The Little Falls and John Marshall project has been going on a long time. We've engaged about solutions for that particular area. I've discussed transportation safety complaints generated by residents. All are investigated. If you have an issue in your neighborhood, please go to our website and tell us what it is. It takes some time, but that's how we address things at a grassroots level.
  - Beverly: I'm looking to get more feedback and communication on those areas that were identified for the extra \$200 fine. If you can share data on those, that would be good to share back with those communities.
  - Adjin (from chat): Relying on police to enforce traffic is a recipe for failure. data across the world shows that driving violations are so numerous, that it is almost impossible to police (without speed cameras, which we are thankfully getting soon).
- Comments from the chat:
  - Neil: Less worrying about "getting ahead of ourselves" for net positive things like no turn on red countywide. Default leading pedestrian intervals!
  - Aldo: Large scale, quick build, speed limit



- Paul: We need more speed bumps! I hate 'em too, but they slow traffic. I'd put speed bumps all over and paint big wide crosswalks over many roads. Get these drivers used to sharing the road with pedestrians, bicyclists, people on scooters, etc. They're cheap, effective.
- Maureen: Raised crosswalks (effectively speed bump where the crosswalk is) have been effective in other cities
- Gillian:
  - Policy: Arlington County could use various authorities to discourage ownership of the largest, most dangerous vehicles through (e.g.) the car tax rebate.
  - The lack of a Safe Routes to Schools Coordinator in APS is a big problem.
- Toddy: Hoboken daylighting.
  - Rob (from chat): In Hoboken - is parking reduction paired with lane width reduction to ensure that the perceived increase in width doesn't induce additional speeding?
  - Adjin (from chat): I don't know if it is an automatic policy to narrow lanes, but the addition of so many protected bike lanes by default narrows the streets for cars. Hoboken also has a 20-mph max speed limit.
  - Dan Nabors (from chat): Their efforts largely entailed markings and bollards to offset any perceived widening. We have illustrations of daylighting similar to what Hoboken has done in the Engineering Toolbox on the VZ website.
- Aldo: Is the dangerous Langston/N Lynn intersection in Rosslyn (cars exiting 66 on way to Key Bridge) part of the Langston/Ft. Myer Dr Pilot? If not, is there anything that can be done to improve safety at the former intersection?
- Poll Question #3: What is working well with the Vision Zero Program? Where have you noticed progress? (open-ended responses)
  - Corrals @ crosswalks
  - Awareness is growing
  - No right turn on red
  - Curb bulb-outs/no slip lanes
  - Speed limits
  - Toolkit x2
  - Safety priority
  - Pilot projects & quick builds
  - Partnerships
  - Pilots!
  - Slow zone pilots
- Poll Question #4: What public education campaigns or strategies could we add to our program to enhance our reach into the community?
  - Social media campaign
  - Driving = danger x2
  - Public demonstrations
  - School messaging contests (posters, etc.)





- PR
- Media Coverage of Projects
- Open Discussion
  - Rob: Width of a lane has correlation with speeds. Can we use GIS to identify speed limit and lane width mismatches to see areas where speeds may inhibit other modes.
    - Dan: We're in the middle of a two-part process to look at that. With better tools, we'll be able to delve deeper into means for addressing and predicting issues.
    - Rob: I was really referring to posted speed limits. If you have a 25mph and a 14' or even 12' lane, elevating those in a visual would be useful. Lots in residential areas, maybe dure to fire standards. What other tools could you use to still give fire access but have a narrower roadway?
  - Cynthia (from chat): The magnificent new Jennie Dean playground is a child magnet, but it is sandwiched between two very dangerous intersections on 4MR Dr., that at Shirlington Road and that at Walter Reed. What is Arlington County willing to do in the near term to make those intersections safer?
    - Dan: We're looking at reducing the lane widths, the width of the crossing, to make that easier to get to, with less exposure for pedestrians.
  - Gillian: I appreciate the quick build projects. I've heard from others who do. Things like bike corrals near mid-block crossings to daylight those crosswalks. That stands in contrast to what Hui was saying. There's a danger of letting perfect being the enemy of the good, or the enemy of the try, especially on small streets. Please just try stuff and get it on the ground and make mistakes. If everything works the first time and doesn't need tweaking, probably haven't put enough stuff in. With the report-a-problems, a lot of closings aren't saying the problem is fixed, but they are saying it's someone else's responsibility to address. But I didn't route it to a specific place. If it's within Arlington County, shouldn't be closed until its fixed.
    - Hui: Support the statement about mot letting the perfect be the enemy of the good. That's what we are trying to do in practice. Some people are pulling us, some are pushing us. If we look back over two years, we are really moving forward, and picking up momentum and speed. Sometimes ugly bollards are out as an interim solution, for example.

### **Closing Remarks**

- Dennis Leach provided a thank-you to all ESG members in attendance, as well as members of the public. He noted that this is a two-way street and we appreciate input about what we can do better. You play an important role in the effort as well, in working with your civic associations, committees, BID members to get the word out. This is an all-community behavioral change effort. Getting to zero is the goal. We're a year and a half in. To get to zero, this can't be a staff-only effort – it's all of us. We all have a role to play. Crashes and fatalities are often Arlington residents injured or killed by other Arlington residents. This is not a short-term undertaking. Stay with us. Communities who have been successful in VZ are in it for the long haul.
- Hui: We heard about comparison of data for mid-year vs full year. That may be addressed by changing when we do the report. We were talking about culture change. In the traffic and transportation engineering group, there's also a culture change. Proud of this team that is really devoted. It's a team of true believers – we're not just doing this because it's our job.



**Attachment:**  
**Meeting Chat Log: December 6, 2022**  
**Comments & Responses (Live & Follow Up)**

*Note: Some comments from the chat are noted in the meeting notes above, where relevant.*

**Gillian**

*Arlington Families for Safe Streets*

Comment: Every fatal crash has involved a car or truck, right?

- Response: In 2022, yes.
- Follow-up comment: Is it possible to make that clear in the materials? The charts and graphs are great, but none support that data point.
- Response: To clarify, you'd like to see an indication of how many vehicle-involved severe and fatal crashes have occurred in the analysis period?
- Comment: Yes. There are charts titled "Pedestrian" and "Bicycle" crashes, but don't make clear that each of those involves a car or truck.

**Gillian**

*Arlington Families for Safe Streets*

Comment: For Captain Kim, does ACPD consider driving a vehicle when the operator cannot see to be reckless driving?

- Response: VA Traffic Code defines Reckless Driving as <https://law.lis.virginia.gov/vacodefull/title46.2/chapter8/article7/>
- Follow-up comment: Thanks for the citation, Captain Kim, but you didn't answer the question. It seems to me that driving a car when a driver cannot see would constitute reckless driving under § 46.2-853 and § 46.2-861

**Eric**

*Pedestrian Advisory Committee*

Comment: What's the difference between a pilot project and a quick build project?

- Response: A pilot project uses temporary materials. A quick build project use concrete and other more permanent materials. It's the municipal definition of "quick" - 6-18 months. Quick builds can also be done with bollards, markings, etc., or can be larger construction projects. Some get out in months, some up to a year or more. A pilot is not necessarily permanent – comes with an analysis period with data review before/after, and a public engagement opportunity. Quick build is something quickly that we know that works. A pilot might be more innovative (or a novel application of a normal tool) and we want to see how it works.

**Oliver**

*Community Member*

Comment: Capt Kim, I understand that Arlington is in the exploratory phase for implementation of automated traffic enforcement cameras for speeding and red-light violations. Is this so? Do you have a timeline?

- Response: Red-light cameras exist at 9 intersections and will be expanded to cover another 6 intersections this year. We are currently working to procure a vendor for speed cameras.
- Follow-up comment: Do you know when the RFP will take place? Has a vendor been found?





- Response: We are currently in the early stages of procurement. The timeline is dependent on the number of factors. We are hoping for sometime mid-year 2023. My timeline is for Photo Speed Enforcement.

**Eric**

*Pedestrian Advisory Committee*

Comment: Do reports of unsafe roads to the police vs reports to DES get handled differently? It sounds like they might, but seems like we should give the same response to a transportation issue regardless of who in the county it is initially reported to.

- Response: Anything transportation-safety related that comes in through [Report a Problem](#) gets routed to DES for investigation/action. If we find there's an issue (eg. speeding or pedestrian safety) we'll look into infrastructure action (eg. a speed feedback sign or RRFB) but if an infrastructure tool doesn't fit the context, we might lean in to police to help from their end (eg. portable speed feedback sign, enforcement detail, or VMS). Anything transportation-safety related that comes in through [ACPD's traffic complaint portal](#) gets routed through ACPD. They will do a field investigation and possibly enforcement. If they view the issue as needing an infrastructure improvement (rather than a behavioral improvement), they will pass it over to DES for review. In summary, the department who receives the request through their portal will review/triage the issue. Infrastructure action goes to DES. Behavioral/enforcement action typically goes to ACPD.

**Gillian**

*Arlington Families for Safe Streets*

Comment: Another issue: street, sidewalk & trail maintenance. I've filed a number of "report a problem" tickets and all took over two months to resolve - even basic potholes. Most were "closed" with notes that the issue was the responsibility of another group - often another group within Arlington (sometimes Washington Gas or APS). Can Arlington be more transparent about how long it takes to get Report a Problem tickets resolved and how many are resolved without actually fixing the issue?

- Response: The average response time is 14 days. Here is the link to the Report a Problem for those who might not be familiar! <https://arlingtonva.qscend.com/311/request/add>