



# Vision Zero 2025 Mid-Year Report

Department of Environmental  
Services (DES)

Transportation Engineering &  
Operations (TE&O)

September 2025



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# Executive Summary

## Summary of Vision Zero Activities

The following graphic and table provide a summary of activities through June 2025.



## Resulting Infrastructure Improvements

- ✓ Installed **tactical safety treatments** at **4** downhill bike lane/right turn locations
- ✓ Installed **RRFBs** at **2** crosswalk locations
- ✓ Implemented **tactical median closure** in collaboration with VDOT
- ✓ Installed **1** **bus boarding island**
- ✓ Installed **5** **tactical quick-build projects**
- ✓ Built **4** **concrete quick-build** curb or median improvements
- ✓ Upgraded **4** **traffic signals** and installed **1** **new traffic signal**

## Key Accomplishments in 2025 To-Date

- Published the Vision Zero 2024 Annual Crash Report
- Conducted 3 [HIN safety audits](#)
- Continued implementation of [Transportation Safety Equity Analysis](#) action items
- Assessed 20 [critical crash](#) locations
- Published the [Vision Zero Before After Studies](#) report on 5 safety tools
- Maintained the [Vision Zero Program Dashboard](#) and the [Crash Data Dashboard](#)
- Received 660+ feedback form responses and 1,000+ in-person interactions during the [Annual Safety Engagement](#)
- Coordinated with [VDOT](#) on 18 safety initiatives
- Published the [Vision Zero 2024 Annual Report](#)
- Constructed 12 [quick-build safety projects](#)
- Completed 2 [safety-driven capital projects](#) and recommended 3 new capital projects
- Completed 4 [traffic signal rebuilds](#)
- Received \$32.3 million in Smart Scale District Grant Program funds
- Reviewed all  $\geq 30$ mph county-owned roadways and recommended speed limit reductions along 5 corridors
- Updated the [Multimodal Safety Engineering Toolbox](#)
- Installed 4 [pilot projects](#) including a tactical median closure at the intersection of Route 50 and Highland St, and tactical safety treatments at 4 downhill bike lane/right turn locations
- Gathered community feedback for:
  - o Round 2 of the tactical speed hump pilot
  - o The temporary bus platform safety pilot
  - o Phase 2 of engagement of the County's [Comprehensive Plan Update](#)
- Launched 11 speed studies along VDOT-owned roadways
- Expanded the [Speed Safety Camera Program](#) (PhotoSPEED) to 8 school zone locations
- Hosted 10 pop-up community events
- Hosted 125+ events with 5,150+ attendees
- Conducted 101 [child safety seat checks](#)
- Distributed 2,361 [iRide cards](#) for students to travel by public transit
- Continued the [Critical Crash Mitigation campaign](#) and reached ~240,000 people per month
- Conducted 30 staff-led data collection/ observation efforts
- Added or updated 18 [micro-mobility corrals](#)
- Hosted Madison, Wisconsin's Vision Zero Team as part of the national [Vision Zero Community Pairing Program](#)

## Upcoming 2025

- Update the Vision Zero Action Plan for target adoption in 2026
- Conduct final 3 [HIN safety audits](#)
- Revise and update the County's HIN
- Shift to a one-year [Vision Zero Action Spots](#) analysis cycle and identify new Action Spots for 2025
- Review the equity metrics of the [Transportation Safety Equity Analysis](#) and integrate the action items into the Action Plan Update
- Continue [Arlington's Transportation Future](#) planning effort
- Continue design and construction of 30+ [quick-build safety projects](#)
- Deliver and progress on 17+ [safety-driven capital projects](#)
- Continue 11 speed studies along VDOT-owned roadways
- Expand the [tactical speed hump pilot](#) to 7 new locations
- Deploy [Speed Management Pilot](#) at 13 selected locations
- Collect before/after data and community feedback for median closure and downhill bike lane/right turn conflict [pilot projects](#)
- Expand [PhotoSPEED](#) to 10 new school zone locations
- Monitor and review [automated safety enforcement](#) initiatives
- Conduct annual repaving and resurfacing
- Progress maintenance of traffic (MOT) design guideline review for active construction zones
- Collect community feedback on 3 [Shared Street Pilot](#) projects (led by Neighborhood Complete Streets)
- Continue the [Critical Crash Mitigation Campaign](#)
- Coordinate with [VDOT](#) on safety initiatives
- Collaborate on 2026 Legislative Package
- Confirm [External Stakeholder Group](#) representatives and participation for Action Plan Update

# Introduction

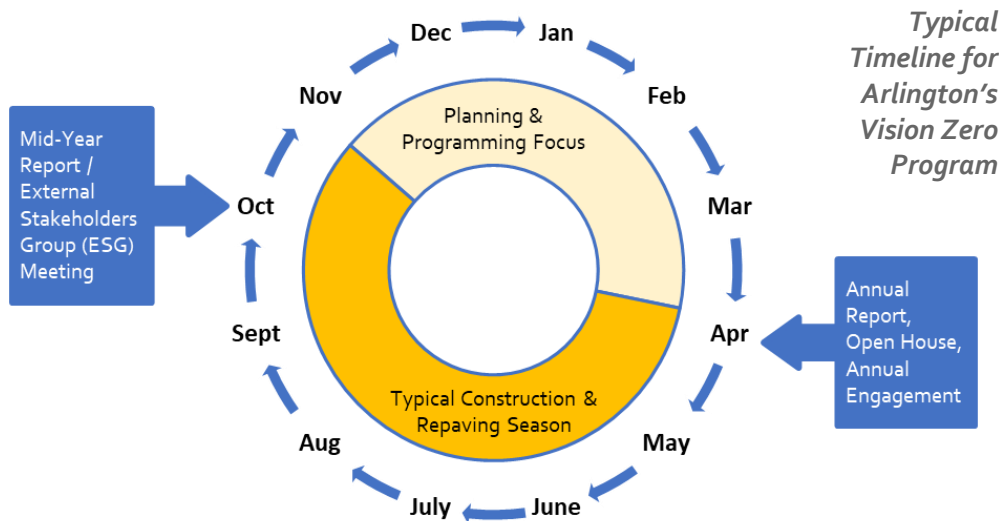
## Vision Zero in Arlington County

Vision Zero is an internationally recognized strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. In May 2021, the Arlington County Board adopted a [five-year Vision Zero Action Plan](#), which identifies key safety target areas and action items for each target area, and measures for tracking our progress towards eliminating severe and fatal transportation-related injuries in Arlington by 2030.

## Program Timeline

The following timeline illustrates key milestones and reporting timeframes over the five-year span of the Action Plan. During this time, we will:

- Implement action items, review their outcomes, and identify next steps in an iterative and collaborative process. We acknowledge that actions described in the plan may change over the five-year period, so we will provide updates on the project website and through [email newsletters](#), which you can sign up to receive on the Vision Zero [website](#).
- Release an [Annual Report](#) and host an open house every year to share progress.
- Collect feedback on our progress each year and share a summary in the Mid-year Report. This document is the fourth Mid-year Report.
- Host mid-year check-ins with the External Stakeholders Group to gather additional insights and input on the progress of the program.



### Year-Round Activities:

- ✓ Crash, High Injury Network (HIN), and Hot Spot Analysis
- ✓ Community Reports Responses
- ✓ Collaboration and Communication

### Multi-Year Activities:

- ✓ HIN Update (every three years)
- ✓ Hot Spot Analysis (every two years)
- ✓ Action Plan Update (2025)

# Program Performance

As defined in the Action Plan, performance metrics for the Vision Zero program are a set of measurements that will help assess progress towards achieving zero serious injuries or fatalities on the transportation system and track our progress on addressing our key target areas for improvement. Program performance is closely measured to focus resources on the most critical areas.

## Performance Measures

The following table and charts provide a summary of the Vision Zero performance measures set forth in the Action Plan. These include **crash data from January 1 through June 30, 2025** (the latest dataset available from the Department of Motor Vehicles/Virginia Department of Transportation (VDOT)). For comprehensive crash data by location, type and trends since 2013, visit the interactive Vision Zero [Crash Data Dashboard](#). Please note that because a crash may qualify for more than one category below, the sum of the individual lines may exceed the "Total Crashes" amount.

**\*\*Important Note\*\* Based on feedback from Arlington's Transportation Commission, Arlington County will not include crashes on the national interstate system in our Vision Zero crash reporting. Starting with the 2024 Annual Progress Report, we include program performance metrics that focus on non-interstate roadways in Arlington County. Arlington will continue to track crashes occurring on interstates (I-66 and I-395) and advocate for safety improvements when needs arise; however, these crashes will not be reported through Arlington's Vision Zero program metrics.**

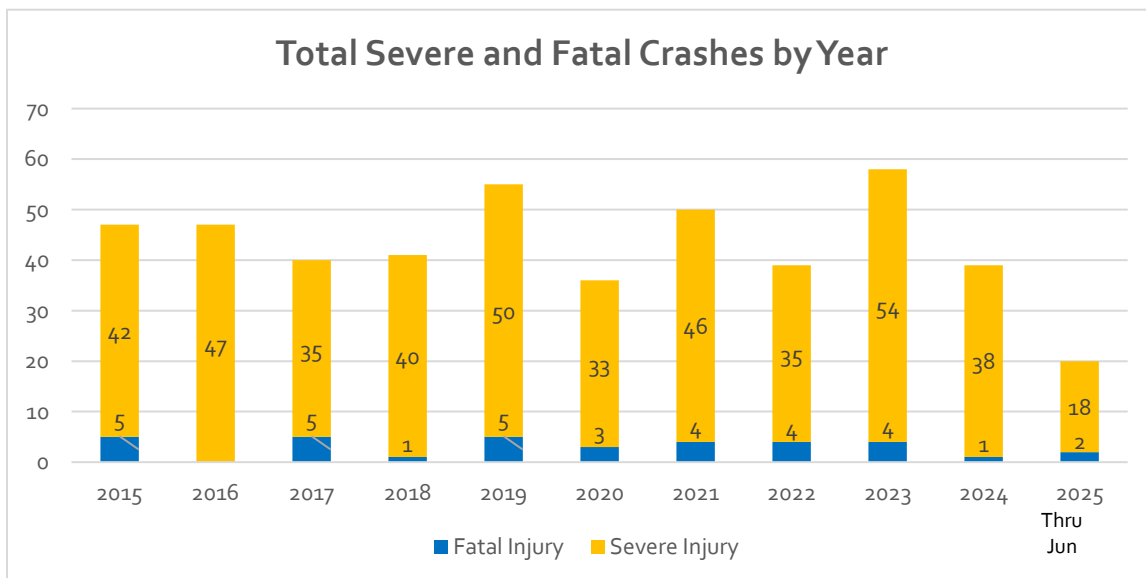
Through June 2025, Arlington has experienced **2 fatal** and **18 severe injury** crashes:

- Of which, 9 crashes (45%) occurred on Arlington-maintained roadways.
  - 2 of which involved pedestrians.
  - 2 of which involved speeding.
  - 3 of which involved people on bicycles.
- Of which, 11 crashes (55%) occurred on VDOT-maintained roadways or intersections.
  - 5 of which involved pedestrians.
  - 2 of which involved speeding.
  - 1 of which involved people on bicycles.
- One fatal rear end crash occurred at VA-110 and Marshall Dr, resulting in two fatalities. The crash involved a young driver and high rate of speed.
- There were 7 pedestrian crashes that resulted in severe injuries.
  - 2 of which occurred on Arlington-maintained roads in the Crystal City/Pentagon City area.
  - 5 of which occurred on roads or intersections maintained by VDOT, including four crashes on Langston Blvd and one on Arlington Blvd.
  - 1 severe pedestrian crash involved alcohol.
  - 1 severe pedestrian crash had confirmed drivers exceeding the speed limit.
  - 1 severe pedestrian crash had confirmed driver distraction.

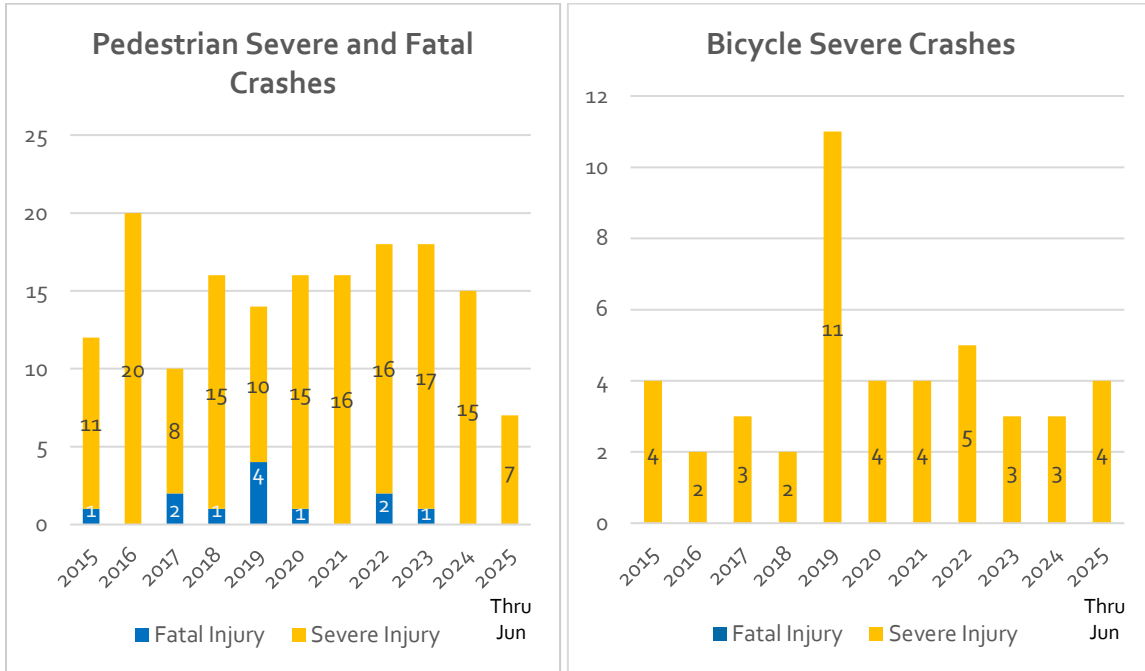
- There were 4 bicycle crashes that resulted in severe injuries.
  - Three occurred at intersections maintained by Arlington County.
  - One crash occurred at the intersection of the Custis Trail and W&OD trail and only involved two cyclists (no vehicles).
- 9 (50%) of severe injury crashes occurred at an intersection.
  - 3 of which involved a pedestrian.
  - 3 of which involved cyclists.
- Speeding-related crashes accounted for 4 (20%) of the critical crashes.
  - 2 of which occurred on VDOT-maintained roadways.

### Crash Data for January – June 2025

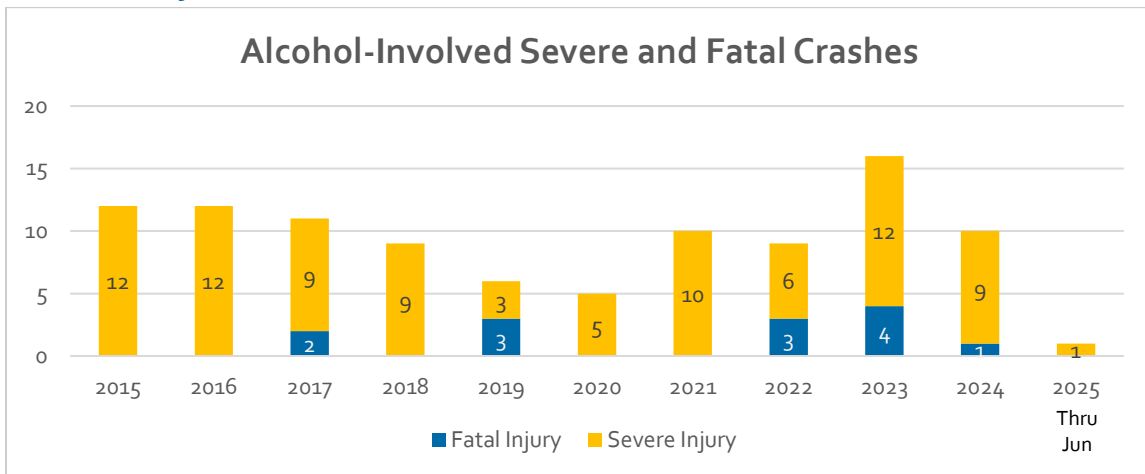
	Fatal	Severe Injury	Total
<b>Total Crashes</b>	2	18	20
<b>Intersection Crashes</b>	1	9	10
<b>Pedestrian Crashes</b>	0	7	7
<b>Bicycle Crashes</b>	0	4	4
<b>Alcohol-related Crashes</b>	0	1	1
<b>Speed-related Crashes</b>	1	3	4
<b>Distracted-related Crashes</b>	0	6	6
<b>Work Zone Crashes</b>	0	0	0
<b>Crashes on the High-Injury Network</b>	0	3	3
<b>Crashes in Equity Emphasis Areas</b>	1	12	13

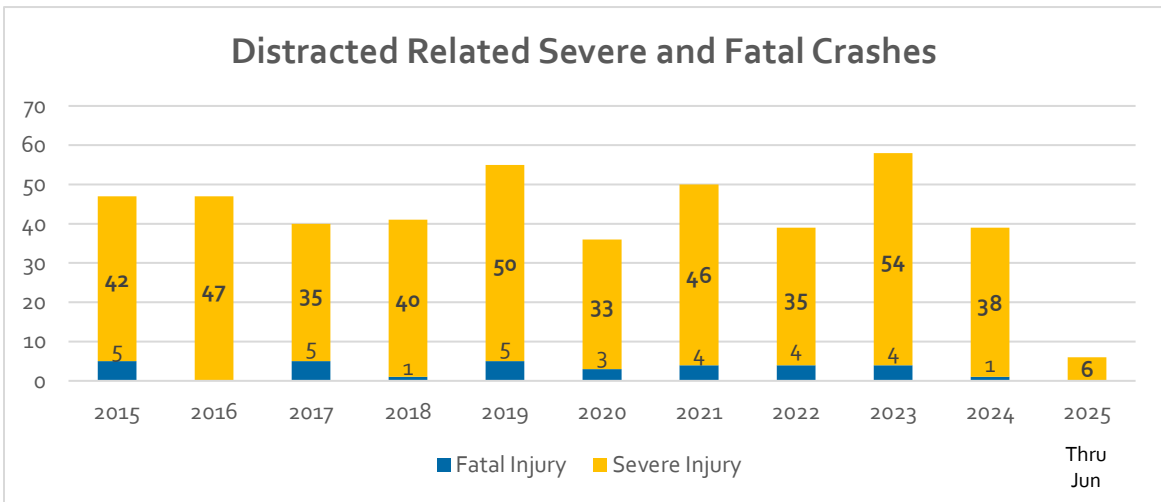
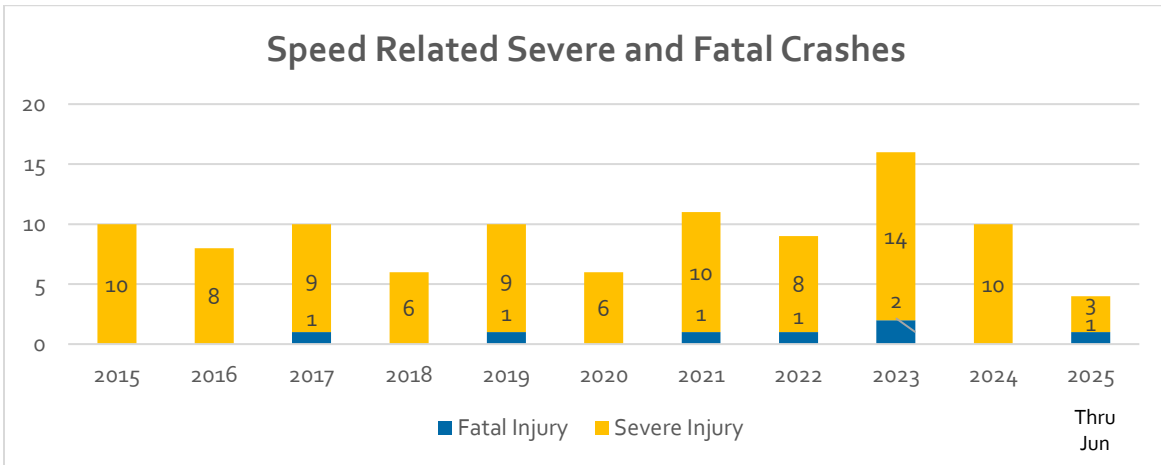


### Crash Data for Pedestrians and Bicyclists

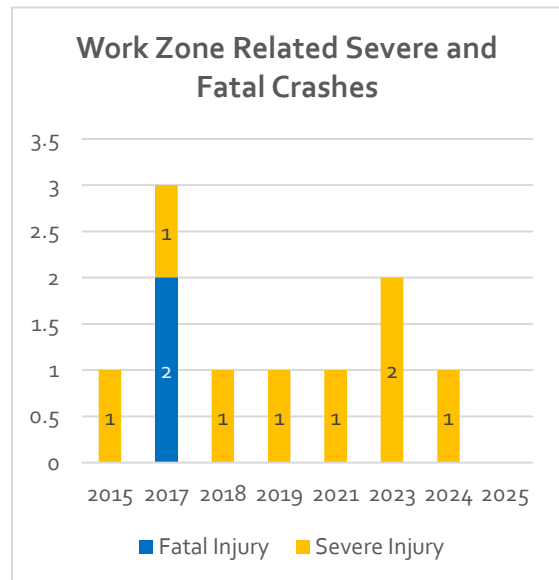
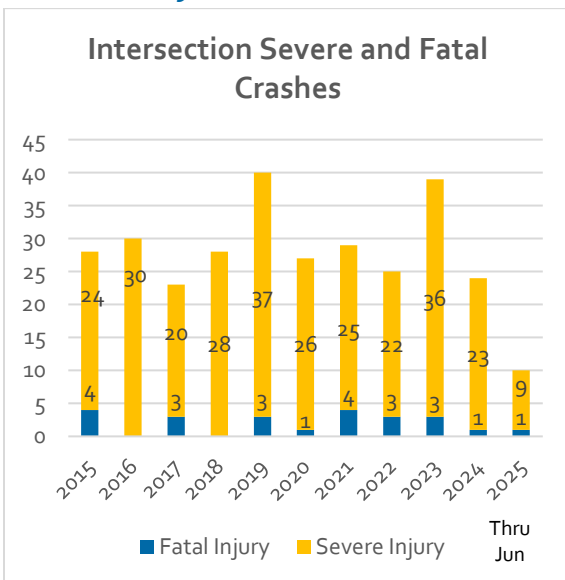


### Crash Data by Crash Factors





### Crash Data by Crash Location



# 2025: Progress Summary

This section summarizes the progress we made on implementing Action Items in the Vision Zero Action Plan in 2025. Each numbered item (e.g., A2) is an Objective from the Action Plan. In the Plan, each Objective has at least one related Action Item, but most Objectives have several items. **Appendix B includes a table with updates on all Objectives and Action Items.**

## 1. Category A: Data and Evaluation

### *A3: Annual Crash Analysis – 2024 Hot Spots Analysis Wrap Up*

The [Vision Zero Action Plan](#) states that the Vision Zero team will perform hot spot reviews of all reported crashes to identify individual intersections or locations that experience high numbers of crashes. This analysis informs the implementation of quick-build crash mitigation measures. Hot spots are identified for vehicle, bicycle, and pedestrian crashes. County staff review each location and identify/add safety improvements that will reduce crashes.

The [2024 Hot Spot Map](#) identified 60 hot spots: 35 new (first-time) and 25 repeat crash locations. Starting with the 35 new hot spots, the Vision Zero team organized and prioritized locations by number of crashes, crash type, crash factors, and crash severity. Traffic engineers then reviewed hot spots, collaboratively assessed treatment options, recommended treatments, and designed final plans for implementation.

Next, staff reviewed the latest crash data at previous hot spots to ensure any previously implemented strategies were successful at reducing crashes at the intersection. If crashes persisted, the engineer assessed and recommended additional crash mitigation measures.

As part of these analyses, the team identified hot spots at which there was a recent/ ongoing/ upcoming project. If there was a pre-existing project, staff reviewed the hot spot in partnership with the project team to ensure that the recent/ongoing/upcoming project addresses would address existing safety concerns.

In all, there were:

- 18 locations with existing or ongoing projects at the time of analysis,
- 28 locations at which County staff implemented safety improvements, and
- 14 locations where County staff are in the process of implementing or assessing new safety features.

The [2024 Hot Spots Action Summary](#) document available on the [Hot Spots page](#) details the recommended action and status for each hot spot.

### *A3: Annual Crash Analysis – Systemic Crash Analysis & Implementation*

We use [systemic analyses](#) to identify common contributing risk factors for crashes and then use that information to identify and address those risk factors all over the county to proactively prevent crashes. In other words, where we see a specific type of problem in one location, we try to fix that problem everywhere. For example, if we notice that there are several pedestrian-

involved crashes near bus stops, we may assess conditions near all bus stops to identify areas potentially at risk of experiencing crashes.

One example of systemic implementation in 2024 was a review of one-way signage along Clarendon Blvd as an action item following the [Clarendon Blvd High-Injury Network Safety Audit](#) conducted in March 2025. Staff assessed each intersection on the corridor to ensure that one-way signage was clear, consistent, and up to standard along Wilson Blvd.



*Staff safety audit of Clarendon Boulevard*

We are continuing the deployment of systemic safety treatments in the at-risk areas we identified throughout the county, starting with the Equity Emphasis Areas. We are completing investigations and plans for signage, marking, and other safety treatments. See the [website](#) for more information.

In 2025, the County has been working with a consultant to conduct a systemwide analysis of crash patterns in terms of severity, types, circumstances, roadway infrastructure, and other factors to identify key safety challenges and needs. This analysis will guide the upcoming Vision Zero Action Plan update and inform the county’s safety initiatives.

***A3: Annual Crash Analysis – 2024 Annual Crash Report Published***

We reviewed 2024 crash data to identify trends and spatial patterns and documented that analysis in the [annual crash report](#). This annual review allows us to understand if any locations in the county experienced a high number of crashes in the previous year, as well as to see if there are changes in the behaviors, modes, or infrastructure characteristics most commonly involved in crashes.

***A3: Annual Crash Analysis – Audits on New High-Injury Network (HIN)***

Arlington’s [Vision Zero High-Injury Network \(HIN\)](#) identifies streets within the county that have a relatively high number of serious injury and fatal crashes. In 2023, we developed a three-year schedule for conducting safety audits (see below), which we have followed into 2025.

2023	2024	2025
N Lynn St	Columbia Pike	Army Navy Dr
Washington Blvd	Wilson Blvd	Langston Blvd (west)
S George Mason Dr	S Walter Reed Dr (south)	Clarendon Blvd
S Hayes St	Henderson Rd	N Quincy St
S Fern St	S Courthouse Rd	2 <sup>nd</sup> St S
Langston Blvd (east)	N Monroe St	S Manchester St

*High Injury Network Safety Audit Schedule*



The audits were completed according to schedule in 2023 and 2024. In 2025, we have completed three audits and will complete the remaining three before the end of the year. Links to post-audit documentation are provided below, if available.

- [Langston Blvd](#) – This safety audit focused on the segment between the Arlington County line and John Marshall Dr. This segment is owned and maintained by the Virginia Department of Transportation (VDOT), and any proposed changes will require their coordination and approval. As a result of the safety audit, we will



*Staff safety audit of Langston Boulevard*

- pursue two [quick-build projects](#), one tactical quick-build project at Washington Blvd and one project that will install [Rectangular Rapid Flashing Beacons](#) at John Marshall Drive. Additional, short-term improvements include adding high-visibility crosswalk markings on side streets to help improve pedestrian visibility, and updating or repairing signage to ensure clarity and compliance with current standards. There is an upcoming project at [N Sycamore St](#) that will rebuild the intersection and improve overall safety and accessibility. Field observations and data analysis indicated that speeding is a concern along this corridor, therefore, we will work with VDOT to develop and implement speed mitigation strategies as part of an upcoming pilot program.

- [Clarendon Blvd](#) – This audit spanned from Clarendon Circle to N Nash St. A few intersections along this corridor overlap with intersections on the Wilson Blvd HIN safety audit. As a result, some safety improvements were already underway at the time of the Clarendon Blvd safety audit. Notably, the intersection of N Veitch St recently underwent safety upgrades through a [quick-build project](#) which included the addition



*Staff safety audit of Clarendon Boulevard*

and refreshing of pavement markings. Two additional quick-build projects are planned at the intersections of N Danville St, and N Cleveland St. Corridor-wide improvements include updating signage, with a focus on evaluating and standardizing one-way signage to ensure consistency and clarity. Additionally, a [pilot project](#) is currently testing the use of tactical materials designed to slow vehicle speeds before turning across bike lanes, aiming to reduce conflicts between drivers and cyclists.

- [S Manchester St](#) – This audit covered the stretch from Arlington Blvd to the Arlington County line near 2<sup>nd</sup> St S. Although relatively short in length, this segment was identified as part of the HIN due to a history of injury and fatal crashes at the intersection of Arlington Blvd and S Manchester St. Since the occurrence of two fatal crashes, the intersection has undergone several safety improvements. Notably, the installation of fully protected left-turn signals in 2021 has resulted in zero severe or fatal crashes at this location since the improvements. Additionally, a forthcoming project funded through the [Virginia Department of Transportation’s \(VDOT\) Smart Scale program](#) will further enhance safety by extending the left-turn lanes on Arlington Blvd at S Manchester St.

Documentation is typically available within four months of each audit on the [HIN Corridor Safety Audits page](#).

#### ***A5: Critical Crash Reviews***

Arlington police, state police, transportation engineers/planners, public health representatives, and a County Manager representative participate in a quarterly, interdisciplinary review of all critical crashes in Arlington. The reviews result in subsequent action items that may be engineering, education, or enforcement based. So far in 2025, we reviewed 20 critical crashes. Several follow up reviews and recommendations are now in progress. To learn more about critical crash reviews and responses, visit the [Critical Crash Response page](#).

Recognizing that critical crashes have a variety of factors, not all of which are related to engineering, we also used qualitative findings from these reviews to update the [Critical Crash Mitigation Campaign](#) to better cover the major behavioral factors that lead to severe crashes.

#### ***A6: Vision Zero Program Reporting***

We are continuing to maintain our [Crash Data Dashboard](#), which provides a complete crash dataset with various filtering capabilities, as well as our [Vision Zero Program Dashboard](#), which includes high-level crash data, infrastructure elements, Vision Zero initiatives, speed limit studies, and outreach work/results mapped for community viewing.

#### ***A7: Annual Benchmark Safety Analysis Results & Next Steps***

In April 2025, we conducted our annual safety engagement. Our team received 672 feedback form responses (including 13 mailed responses) and had over 1,000 in-person interactions. We are thankful for the community’s valuable feedback on transportation safety in Arlington. View the [executive summary](#) and the [full engagement report](#) on the [Annual Safety Feedback Engagement page](#).



To promote the engagement, we distributed multilingual outreach materials (including lawn signs and sidewalk stickers); hosted a [virtual Vision Zero Open House StoryMap](#); placed mail-in engagement stands at two public libraries; hosted a community walk along an HIN corridor; and held eight pop-up events in areas throughout the county near HIN corridors, hot spots, or Equity Emphasis Areas.

### ***A8: Before & After Studies***

The Action Plan states that we will review the efficacy of transportation safety mitigation measures (including both equipment and policies) by assessing conditions before and after implementation. These [before/after studies](#) inform future policies and implementation of such mitigation measures.

#### **Speed Before/After Studies**

Since the adoption of Vision Zero, Arlington has implemented several initiatives to reduce speeds and improve safety on arterial roads throughout the County. Speed is important to our Vision Zero goals because the [higher the speed, the higher the potential for injury or death](#).

We gathered data from [before and after implementations](#), to review how effective these initiatives have been at reducing driver speeds.

- In 2020 and 2021, we [installed "\\$200 Additional Fine"](#) signs on 12 roads. The addition of signage alone had a minimal impact on driver speeds.
- In 2021 and 2022, we [reduced the speed limit on 14 roads](#). Reducing the speed limit alone had little to no impact on driver speeds.
- From 2018 to 2022, we [reconfigured the lanes on 14 roads](#). Changing the physical characteristics of the road helped to reduce driver speeds.

In summary, findings showed that neither the addition of signs nor speed limit reductions alone were effective in significantly lowering driver speeds. What was effective were projects that physically changed the roadway such as:

- Roadway narrowing
- Addition of bike lanes
- Curb modifications
- New crosswalks
- All-way stop controls

#### **Tool-Based Before/After Studies**

We conducted before/after studies on five different tools from 2023 and 2024, with the support of a third-party consultant and published our findings in 2025. The objective of the project was to evaluate how five engineering tools affected safety when applied in different location types in the County.

The tools assessed and topline findings in the study include:

- Curb modifications: Resulted in minor decreases in right turn vehicle speeds; More effective when markings accompanied by flex posts; More effective when bike lane not present.

- Hardened centerlines: Resulted in significant decreases in left turn speeds and percentage of vehicles crossing the yellow line while turning; More effective when both mini speed humps and flex posts are installed for hardening.
- Tactical speed humps: Resulted in significant decreases in speeds and speeding in school zone corridors; More effective when placed away from STOP sign locations.
- Speed limit pavement markings in school slow zones: Resulted in minor decreases in average 85<sup>th</sup> percentile speeds but helpful in reducing vehicles traveling above 30mph.
- No-turn-on-red signage: Resulted in moderate reduction in vehicles turning right on red; Some locations showed an increase in the amount of pedestrian/vehicle conflicts on the vehicular green/concurrent walk signal phases.

View the [full report and appendices](#) on the Vision Zero [Before and After Studies](#) page.

### Location-Based Before/After Studies

We are continuing to track crash rates at previous hot spot, quick-build, and other recent safety improvement locations. View the ["Before & After Analysis" section of this report](#) to see successes and areas for improvement as identified through this new tracking system. From this point forward, the Mid-year Report will be a venue for sharing before/after crash reviews for recent quick-build, pilot, hot spot, HIN, and other safety improvements.

## 2. Category B: Process and Organization

### *B1: Comprehensive Planning – Arlington’s Transportation Future*

Arlington’s Transportation Planning team continues to work on the refresh of the County’s Transportation Element of the Comprehensive Plan. In early 2025, the project team asked the community to provide feedback on the plan’s Draft Vision and Goals to confirm that it reflected the priorities identified during the Phase 1 engagement (fall 2024) and to identify any priorities that were missing or not well-defined.



*Staff speaking with residents at community engagement event*

This Phase 2 of engagement consisted of a feedback form and a series of in-person events including open houses; pop-up events; canvassing; and listening sessions. Following Phase 2 of engagement, the project team refined the draft Vision and Goals based on feedback from stakeholders and the community. The proposed Vision and Goals will be presented to the County Board for endorsement in summer 2025.

As the process continues, the Vision and Goals will inform the development of the remainder of the Transportation Plan, including its policies, strategies, and modal priority networks. Phase 3 of engagement, anticipated in fall 2025, will solicit community input on the draft policies,

strategies, and modal priority networks. The refreshed plan is anticipated to be brought to the Board for adoption in fall 2026.

View the [Arlington's Transportation Future page](#) for more information and updates on the multiyear planning process.

### ***B2: Plan / Project Review – Integrate Safety Evaluation as Part of Site Plan Process***

We are continuing to require that site plan applications incorporate transportation safety reviews into the Multimodal Transportation Analysis (MMTA) [required for site plan development](#) to (1) provide substantive support for frontage improvements and (2) enhance discussions about safety in the vicinity of the development projects. We are monitoring the implementation and effectiveness of the new process.

### ***B3: Safety Project Prioritization & Implementation – Quick-Build Projects***

So far in 2025, we have constructed 12 [quick-build safety projects](#). Links to more information provided below, if available:

- [Clarendon Blvd & N Queen St/N Pierce St](#)
- [Clarendon Blvd & N Edgewood St \(Tactical Improvements\)](#)
- [Fort Myer Dr & Wilson Blvd \(Tactical Improvements\)](#)
- [N Carlin Springs Rd & N Galveston St \(Tactical Improvements\)](#)
- [Shirlington Rd & 24th St S \(Tactical Improvements\)](#)
- [N Veitch St & Wilson Blvd/Clarendon Blvd \(Tactical Improvements\)](#)
- [George Mason Drive and 22nd St N RRFB](#)
- [Spout Run Pkwy Midblock RRFB](#)
- [Wilson Blvd & N Nash St](#)
- [N George Mason Dr & 9th St N \(Phase 1\)](#)
- [N Carlin Springs Rd & N Greenbrier St](#)
- Washington Blvd & N Frederick St (project cut sheet coming soon!)



*Quick build completed at Clarendon Blvd & N Queen St/N Pierce St*

### ***B3: Safety Project Prioritization & Implementation – Safety-Driven Capital Projects***

So far in 2025, construction was completed on two [safety-driven capital projects](#):

- [Columbia Pike, S Oakland St to S Wakefield St](#): Utility undergrounding; streetscape improvements and widened sidewalks
- [N Park Dr & N George Mason Dr](#) - New traffic signal with curb extensions at three corners of the intersection



*New Signal at N Park Dr & N George Mason Dr*

This year, we've also completed four traffic signal rebuilds funded through the CIP, which directly improved safety conditions at these intersections:

- 2nd St & S Courthouse Rd
- Glebe Rd & Chain Bridge Rd
- Washington Blvd & Patrick Henry Dr
- Army Navy Dr & Joyce St

An additional two signalized intersection rebuild projects were funded and implemented through site plans or developer projects: Richmond Hwy & 20th St S and S Bell St & 20th St S. See the [Traffic Signal Upgrades Project page](#) and [Intelligent Transportation Systems Project page](#) for more information.

### ***B4: Safety Project & Program Funding – Capital Projects***

So far in 2025, there have been three safety projects recommended for capital safety improvements for the next CIP cycle: Washington Blvd & Langston Blvd, Clarendon Blvd & N Barton St, and N Glebe Rd & Henderson Rd. We will continue our work to program additional capital safety improvements through our various program initiatives.

### ***B4: Safety Project & Program Funding – Grants & Funding Opportunities***

So far in 2025, Arlington has received the following major grant to achieve safety-related outcomes: \$32.3 million in Smart Scale District Grant Program funds for improvements to the interchange of Washington Blvd (Route 27) & Arlington Blvd (Route 50). The project will redesign merge areas to be signalized intersections to reduce conflict points and improve safety for all users.

Through the Metropolitan Washington Council of Government's Regional Roadway Safety Program, Arlington was awarded \$80,000 in technical assistance to study safety improvements at the intersection of S George Mason Dr & S Four Mile Run Dr (a crash hot spot). This intersection was preliminarily reviewed during the [South George Mason Drive Multimodal](#)

[Transportation Study](#). This analysis has been exploring potential impacts and feasibility of concept designs and is anticipated for publication later this year.

We are actively monitoring other regional, state, and federal opportunities and strategically seeking funds to help support and fund safety improvements.

### ***B5: Speed Management***

In 2025, we continued making progress toward our action item of reviewing all speed limits of 30mph or above in the county. Review for all county-owned roads are completed, and we are moving forward with reviews of roads owned and maintained by VDOT.

In July, we moved forward with recommendations for speed limit reductions from 30mph to 25mph on five corridors through hearings with the County Board:

- Fairfax Drive between Little Falls Road and Langston Boulevard
- S. Arlington Mill Drive between Shirlington Road and S. Walter Reed Drive
- S. Carlin Springs Road between Arlington Boulevard and the Arlington County Line.
- S. Four Mile Run Drive between Shirlington Road and Columbia Pike
- Washington Boulevard between N. Glebe Road and N. Kirkwood Street.

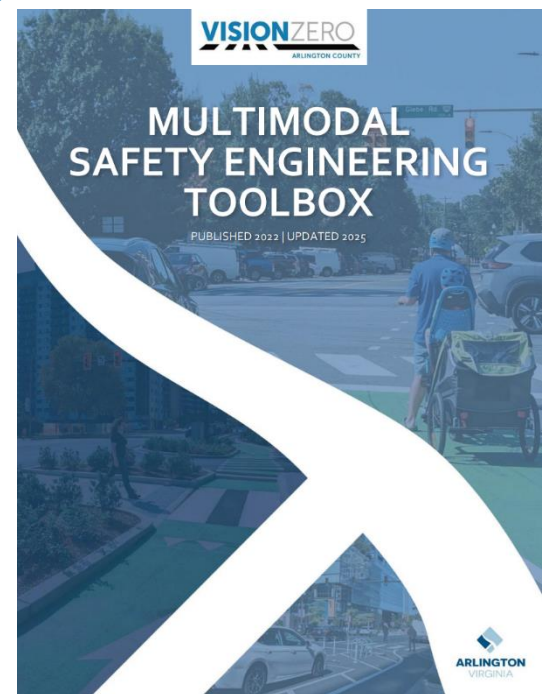
Speed limit reviews can now be tracked through the [Vision Zero Program Dashboard - "Speed Limits" tab](#).

### ***B7: Multimodal Engineering Safety Toolbox – Toolbox Update***

The [Vision Zero Multimodal Safety Engineering Toolbox](#) was created as a resource to inform internal and external stakeholders about safety improvement options and their appropriate uses and contexts. The first-generation Multimodal Safety Engineering Toolbox included 40 tools. The Multimodal Safety Engineering Toolbox is meant to be a "living document," and is anticipated to be revisited. In fall 2024, we initiated a review of the Toolbox to identify updates, such as new tools or updated national standards and guidelines pertaining to the existing tools in the Toolbox.

In June 2025, we published an update to the [Multimodal Safety Engineering Toolbox](#) to reflect updated national standards and guidelines, as well as local experience applying multimodal safety engineering tools. There are a few added or recategorized tools in the 2025 update.

We also included a helpful guide on [how to read the tools descriptions](#), as well as an Executive Summary that highlights key information and includes a matrix of all [44 tools](#) on the Vision Zero website.



*Multimodal Safety Engineering Toolbox cover*

## ***B7: Multimodal Safety Toolbox – Pilot Projects***

When we apply a new safety tool or strategy for the first time, or in a new type of location, it is called a pilot safety project. Pilot projects typically use temporary materials so they can be installed, adjusted, and removed easily. They may also be studied to design and install the most effective permanent design. There have been five ongoing Vision Zero safety pilots in 2025: (1) tactical speed humps in school zones, (2) temporary bus loading platform at S Glebe Rd & S Old Glebe Rd, (3) Route 50 & Highland Median Closure Pilot, (4) Downhill Bike Lane / Right Turn Conflict Pilot, and (5) Speed Management Pilot.

### **Tactical Speed Humps in School Slow Zones Pilot:**

- Due to the safety benefits [expressed by community members and the significant reductions in speeding](#) recorded along the corridors in the first round of the tactical speed humps in school slow zones pilot (2023), the County expanded the pilot to three additional sites in fall 2024. We identified expansion locations through before/after speed data collected across all school slow zones installed prior to 2024. The three new sites included:
  - S Irving St between Arlington Blvd and 2nd St S (Jefferson Middle / Fleet Elementary)
  - 22nd St S between S Monroe St and S Kenmore St (Drew Elementary)
  - S Dinwiddie St between S George Mason Dr and S Chesterfield Rd (Wakefield High / Claremont Elementary)
- We collected “before” data prior to the installation of the additional locations and collected “after” data once installed, which showed a 33% reduction in both average and 85th percentile speeds. Corridors also experienced major decreases in the percent of drivers traveling over 20mph: ranging from 26% to 72%.
- We also collected feedback from the community on the second round of the pilot in January 2025. Community feedback revealed that the proportion of respondents who reported feeling “safe” or “very safe” increased for all modes after the pilot was installed. This increase was highest among pedestrians, cyclists, and scooter riders.
- [View the before/after data and community feedback summary.](#)
- As the next steps: the County will expand the pilot in 2025, as well as continue to collect before/after speed data and input from the community to gauge the impact and efficacy of the pilot expansion at the following locations:
  - 7th Rd S (Campbell Elementary): 85th percentile speeds of 29mph.
  - N Trinidad St (Tuckahoe Elementary): 85th percentile speeds of 29mph.
  - 15th St N (Washington-Liberty High): 85th percentile speeds of 29mph.
  - N Ohio St (Nottingham ES): 85th percentile speeds of 28mph.



*Installation of a tactical speed hump*

- 16th St S (Randolph Elementary): 85th percentile speeds of 28mph.
- N Kensington St (Discovery Elementary / Williamsburg Middle): 85th percentile speeds of 28mph.
- N Lincoln St (Arlington Science Focus Elementary): 85th percentile speeds of 27mph.

### **S Glebe Rd & S Old Glebe Road Temporary Bus Platform Safety Pilot:**

- The intersection of S Glebe Rd & S Old Glebe Rd was identified during the Glebe Rd High-Injury Network safety audit due to: (1) pedestrian safety at an uncontrolled, five-lane crossing with no refuge and (2) risk of angle crashes due to intersection geometry, sight lines, and speeds.
- In fall 2024, we installed [temporary safety treatments](#) using tactical in-street materials (signs, markings, flex posts) and pilot a temporary bus stop platform to maintain bus stop accessibility.
- We collected “before” data prior to the installation of the pilot and collected “after” data once installed, which showed reduced turning speeds and a slight increase in drivers yielding to pedestrians in the crosswalk.
- We also collected feedback from the community on the pilot in January 2025, which revealed that over 60% of respondents reported an increase in safety for pedestrians and transit users.
- [View the before/after data and community feedback summary.](#)
- Next steps included adopting the temporary bus loading platform as a tactical quick build tool, building the project to a permanent condition, and incorporating an RRFB into the construction plan to help increase yield rates.



*S Glebe Rd & S Old Glebe Rd Safety Pilot*

### **Route 50 & Highland St Median Closure Pilot:**

- In collaboration with Virginia Dept of Transportation (VDOT), we installed a [tactical median closure at the intersection of Route 50 and N/S Highland St](#) in May 2025. The safety treatments restrict left turn movements from Route 50 to Highland, left turn movements from Highland St to Route 50, and through movements between N and S Highland St.

- The goal of the pilot is to reduce crash risks caused by uncontrolled left turn and through movements over multiple lanes of high-speed traffic on Route 50. Based on the results of this pilot project, Arlington and VDOT may consider implementing this treatment along Route 50 before construction begins on the permanent safety project in 2030.



*Installation of tactical median closure at the intersection of Route 50 and Highland St*

- [Watch the Route 50 & Highland St Pilot Explainer Video](#)

#### Downhill Bike Lane / Right Turn Conflict Pilot:

- The [Downhill Bike Lane / Right Turn Conflict Pilot](#) was installed in summer 2025 and is targeted to address potentially high-risk conflict points where a driver can make a right turn across a bicyclist traveling downhill in the bike lane. The pilot tests the use of tactical materials at four locations to slow drivers down before turning across the bike lane and to increase awareness of oncoming bicyclists, who have a high momentum due to the downhill slope.
- The pilot locations were chosen because they feature downhill bike lanes, where cyclists may not be able to stop quickly, and intersections where cars turn across the bike lane. Three of the locations were identified during the [High-Injury Network safety audit](#) of Clarendon Blvd and a fourth through a repaving effort:
  - Clarendon Blvd & 17th St N
  - Clarendon Blvd & N Scott St
  - Clarendon Blvd & Driveway Across from N Troy St
  - Wilson Blvd & N Manchester St



*Enhanced roadway markings, flex posts, and raised speed humps installed along downhill bike lane at right turn conflict*

### Speed Management Pilot:

- We planned a [countywide Speed Management Pilot Safety Project](#) to test new, context-appropriate ways of encouraging safer motor vehicle speeds on our arterial streets.
- The pilot will test signage and roadway markings along several higher-volume, higher-speed roads across the County. The six new-to-Arlington safety tools that will be applied during the pilot include:
  - Wider edge lines
  - Optical speed bars
  - Gateway treatments (rumble strips combined with speed limit markings)
  - Transverse markings
  - Physical narrowing with bollards
  - Slow Down informational signage.
- Installations will occur through summer/fall 2025, weather-permitting. We will collect data to measure their effectiveness and develop a proven set of tools for managing vehicle speeds and reducing the risks of severe and fatal crashes in our community.

### **Shared Street Pilot (led by Neighborhood Complete Streets):**

In addition to the Vision Zero Safety Pilot program, the County’s transportation engineering team supported the [Neighborhood Complete Streets program](#)’s launch of three [Shared Street Pilot Projects](#) in 2024. “Shared Streets” refers to a series of design treatments that enable people walking, biking and driving to share the roadway. Many low-volume residential streets that were originally designed without sidewalks currently function as shared spaces, where people walk, bike and drive in the roadway. Through specific roadway treatments and targeted design enhancements, the shared space, low-speed and low-volume nature of the current street can be reinforced.

All three pilot project locations were nominated by community members, evaluated by County Board-approved program criteria, and recommended by the [Neighborhood Complete Streets Commission](#) for design and public engagement:

- [S Lynn St \(16th to 20th St S\)](#)
- [N Wakefield St \(N Carlin Springs Rd to Wilson Blvd\)](#)
- [12th St S \(S Glebe Rd to Walter Reed Dr\)](#)

We are continuing to monitor these locations and expect that the project team will collect community feedback on the pilots in fall 2025.



*Shared Street Pilot Project at 12th St S*

### ***B8: Data-Driven/Equitable Enforcement – Automated Safety Enforcement***

In January 2025, Arlington expanded our Speed Safety Camera Program (PhotoSPEED) to an additional 8 school zone locations. The list below includes all PhotoSPEED locations operational in the first half of 2025:

- Began Operating in August 2024:
  - NB 1300 block of Kirkwood Road
  - WB 5800 block of Wilson Boulevard
  - SB 400 block of N. George Mason Drive
  - SB 600 block of S. Carlin Springs Road
  - SB Unit block of S. Carlin Springs Road
  - SB 1900 block of S. George Mason Drive
  - NB 1900 block of S George Mason Drive
  - SB 1200 block of S. George Mason Drive\*
  - EB 4500 block of Washington Boulevard\*
  - EB 5200 block of Yorktown Boulevard
- Began Operating in January 2025:
  - NB 700 block of N. George Mason Drive
  - SB 2500 block of S. Arlington Ridge Road
  - EB 5800 block of Williamsburg Boulevard\*
  - SB 1000 block of N. McKinley Road
  - EB 3500 block of 2nd Street S.\*
  - NB 1600 block of N. Veitch Street
  - WB 5800 block of Little Falls Road
  - NB 1100 block of Patrick Henry Drive

\* Camera location is active during Summer School Program



*PhotoSPEED Camera at N. Veitch Street near Innovation Elementary*

The Arlington County Board allocated additional funding to expand the PhotoSPEED program to an additional 10 locations in fall 2025, which will be announced in an ACPD press release in advance of the start of the 2025-2026 Arlington Public Schools school year.

We are continuing to assess before/after speed and crash data to better understand safety impacts and inform future automated safety enforcement based on that information. [Visit the Vision Zero page on automated safety enforcement for more information.](#)

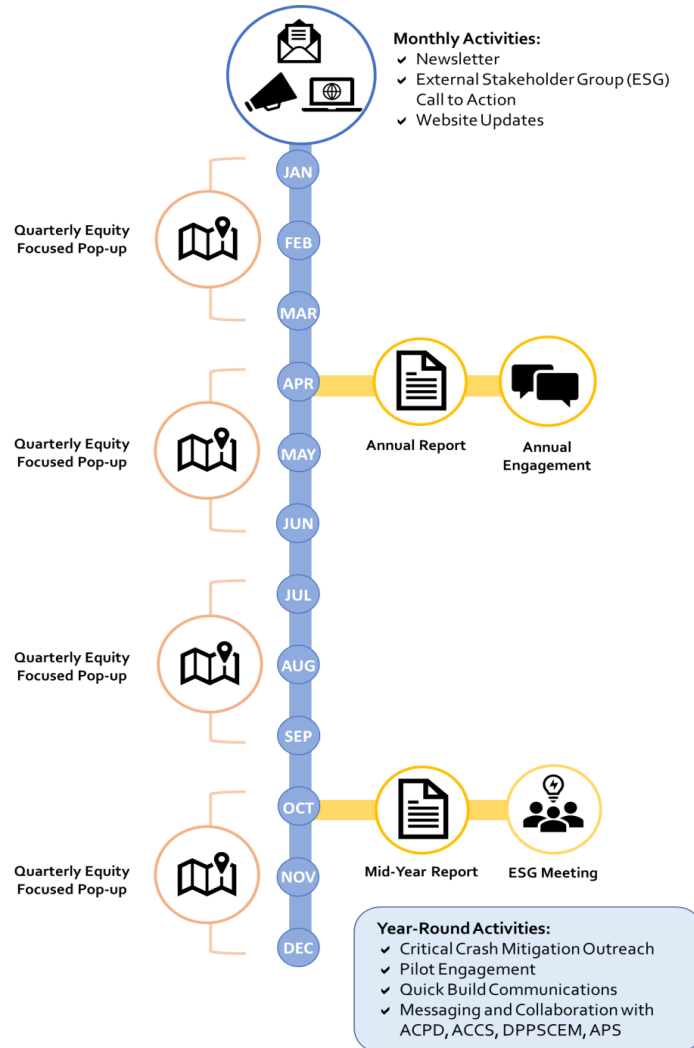
### 3. Category C: Engagement

#### C1: Ongoing Safety Engagement

Vision Zero includes year-round, constant public engagement. The graphic on the right provides an overview of all activities and associated timing throughout the year. [View the full Public Engagement Plan.](#)

#### C2: Accessible Feedback Channels – Community Response to Safety Issues

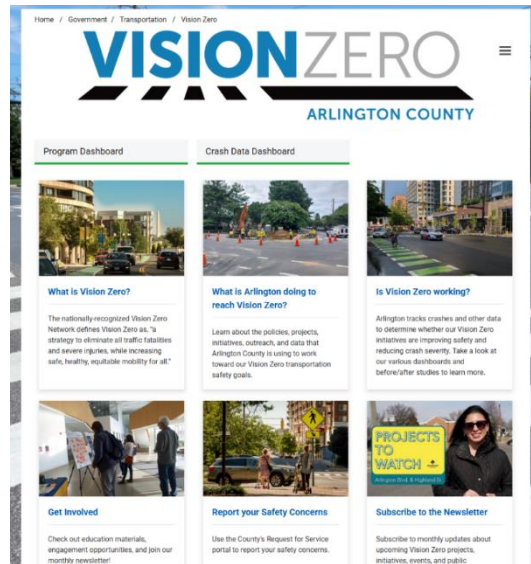
From January 1 through June 30, 2025, we received 3,020 public requests related to safety or maintenance. The average time for us to respond to a service request was 34 workdays (excluding weekends/ holidays), or 50 calendar days. In that same period, we received 265 requests pertaining to maintenance of traffic (MOT) / active construction area concerns. The average time for us to respond to these requests was 75 workdays or 108 calendar days.



Vision Zero Public Engagement Cycle

### C3: Program Communications – Website

Since the launch of Arlington’s Vision Zero program, our website has significantly expanded with new content. We recognized that the content outgrew the original website configuration and that structural changes were necessary to make information easier to locate on the site. In spring 2025, we updated the website structure to enhance navigation and make information on Vision Zero initiatives and information more easily accessible to all website users.



Updated Vision Zero Website

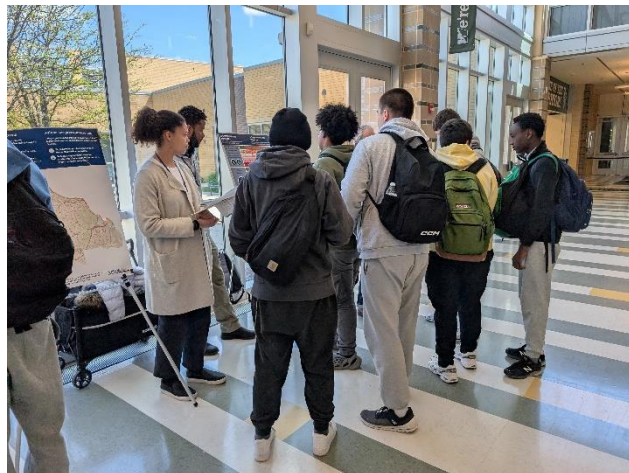
### C4: Community Knowledge Building – Education and Support Programs

Community knowledge building is imperative in achieving our goal of zero fatalities or serious injuries on the transportation system. The Department of Public Safety Communication and Emergency Management, the Arlington County Commuter Services Bureau (including BikeArlington and WalkArlington), and the Arlington County Police Department (ACPD) are the key leads on many of these transportation centered community outreach initiatives.

So far in 2025, the County hosted over 125 events related to safe transportation with a total of over 5,150 attendees. Additionally, the County participated in over 30 campaigns or initiatives to help encourage safe multimodal travel. The lists below provide a breakdown of the community education programs hosted in 2025, by provider.

#### Classes and events include:

- Vision Zero Pop-Up Events (Outside of the Annual Safety Feedback Engagement)
  - “Pedestrian Safety in Dark Conditions” information at Arlington Food Assistance Center in January 2025
  - Safety program awareness at Arlington Palooza at Lubber Run Community Center in May 2025
- Public Safety Communication & Emergency Management:
  - Offered [Until Help Arrives \(UHA\)](#) courses: Number of attendees not available
- Arlington County Commuter Services (ACCS):



Vision Zero pop-up event

- Offered adult biking classes: 6 classes / 93 attendees
- Hosted Bike Rodeos or other types of safety events: 2 events / 44 attendees
- Promoted Capital Bikeshare membership discounts for low-income residents, and promoted safety and distributed helmets through the Community Partners Program: 63 events / 3,099 attendees / 240 discount codes
- Offered Capital Bikeshare station demos, bike demos, learn to ride classes, and group rides to promote safety and teach residents how to use Capital Bikeshare through the Community Partners Program: 2 events / 20 attendees
- Attended local universities outreach events to promote Capital Bikeshare, Arlington biking informational materials, and transit options in Arlington: 13 events / 976 attendees
- Offered Capital Bikeshare and Bike Safety information and transit options to employees at Corporate Commuting Open House events: 30 events / 915 attendees
- ACPD:
  - Auxiliary Unit inspected 101 child safety seats through the [County's car seat inspection program](#) (Note: The Child Safety Seat Inspection program is suspended until further notice.)
  - WRAP Don't Press Your Luck Anti-Drunk Driving Event ([X](#) | [Facebook](#))
  - MWCOG Spring Street Smart Campaign (Washington Blvd) ([X](#) | [Facebook](#))
  - MWCOG Spring Street Smart Campaign (S. Joyce Street) ([X](#) | [Facebook](#))
  - 2025 Bike and Roll to School Day ([X](#) | [Facebook](#) [Facebook](#))

**Campaigns, messaging, or other outreach initiatives include:**

- ACCS:
  - Worked with Arlington Public Schools (APS) to distribute iRide transit passes to students at schools via Mobile Commuter Store, at Commuter Store locations, and at in-school tabling events: 2,361 cards distributed, 202 at Commuter Stores, 2,159 by APS
  - ACCS/BikeArlington had 10 mentions in media coverage
- ACPD:
  - School Zone Speed Safety Cameras Warning Period ([X](#) | [Facebook](#))
  - Fatal Crash Wilson Blvd ([X](#) | [Facebook](#) | [Press Release](#))
  - Fans Don't Let Fans Drive Drunk ([X](#) | [Facebook](#) | [Press Release](#))
  - WRAP Sober Ride- Super Bowl ([X](#) | [Facebook](#))
  - WRAP Sober Ride – St. Patrick's Day Reminder ([X](#) | [Facebook](#))
  - WRAP Sober Ride – St. Patrick's Day Reminder ([X](#) | [Facebook](#))
  - PhotoSPEED Expansion Warning Period Reminder ([X](#) | [Facebook](#))
  - Vision Zero Scoot Cute ([X](#) | [Facebook](#))
  - Distracted Driving Awareness Month ([X](#) | [Facebook](#))
  - MWCOG Spring Street Smart ([Press Release](#) | [X](#) | [Facebook](#))
  - Drive Smart-Distracted Driving ([X](#) | [Facebook](#))
  - Motorcycle Safety Awareness Month ([X](#) | [Facebook](#))
  - WRAP Sober Ride – Cinco De Mayo ([X](#) | [Facebook](#))
  - WRAP Sober Ride- Cinco de Mayo (reminder) ([X](#) | [Facebook](#))

- Click It or Ticket-Memorial Day ([X](#) | [Facebook](#) | [Press Release](#))
- Move Over ([X](#) | [Facebook](#))
- Summer School PhotoSpeed Cameras Operational ([X](#) | [Facebook](#) | [Press Release](#))
- NHTSA Prevent Child Hot Car Deaths ([X](#) | [Facebook](#))
- WRAP Sober Ride-July 4 ([X](#) | [Facebook](#))
- Drive Smart- Virginia is for Bucklers/ Click It or Ticket ([X](#) | [Facebook](#))
- Summer School PhotoSpeed Cameras Operational Reminder ([X](#) | [Facebook](#))

#### ***C4: Community Knowledge Building – Regional Anti-Drunk Driving Report***

In May 2023, Arlington was [awarded \\$80,000 in short-term consultant assistance](#) from the National Capital Region Transportation Planning Board for a Regionwide, Data-Driven Anti-Drunk Driving project. Arlington submitted the request for professional services in partnership with the region’s other Vision Zero jurisdictions: Montgomery County, Prince George’s County, City of Alexandria, Fairfax County, and the District Department of Transportation.

The objectives for the project were to:

- Research successful anti-drunk driving strategies,
- Analyze local data to identify drunk driving patterns,
- Create a strategic package of recommendations for regional municipalities to address local drunk driving issues,
- Foster a consistent anti-drunk driving strategy across the region, and
- Inform future development of anti-drunk driving campaigns.

The [Regional Anti-Drunk Driving Report](#) details the consultant team’s findings and analysis results. It includes recommendations from the consultant team on various actions that local jurisdictions can initiate both together and individually to address drunk driving challenges. Recommendations range from actions related to planning, prevention, legal, communications, treatment, and evaluation.

Arlington is evaluating next steps to address drunk driving in partnership with other local agencies using this report as a resource and looks forward to sharing updates on our initiatives.

[Learn more about anti-drunk driving initiatives and the study findings here.](#)

#### ***C4: Community Knowledge Building – Critical Crash Mitigation Campaign***

Arlington County first launched the Critical Crash Mitigation Campaign in 2022 as a way to foster safer driver behaviors by educating community members on the top safety risk factors seen in Arlington's crash data. We share the campaign through the Vision Zero website and newsletter, local advertisements, safety stakeholders, social media, and other Arlington newsletters and emails.

The 2025 campaign provides messaging around a different theme each month. The themes were released on a rolling basis and were identified through Arlington's Critical Crash Review

team based on common factors involved in severe and fatal crashes in Arlington. See bullets below for themes. The estimated reach of the campaign is about 240,000 impressions per month.

- January/November: Slower is safer for everyone - [Multilingual Brochure](#)
- February: Safe Lane Changes - [Multilingual Graphic](#)
- March: Scoot Cute - [Multilingual Brochure](#)
- April: Focused advertisements and messaging on the Annual Safety Feedback effort
- May: Look out for bikes - [Multilingual Brochure](#)
- June: Slow down in work zones! [Multilingual Brochure](#)

#### 4. Category D: Partnerships

##### *D2: Virginia Department of Transportation - Coordination*

About 20% of roadway centerline miles in Arlington are [owned and operated by VDOT](#). This mileage includes major interstates (I-66 / I-395) and a few major arterials (Arlington Blvd/Route 50, Langston Blvd/Route 29, Old Dominion Dr, and Glebe Rd). We collaborate with VDOT to address safety issues along corridors and at intersections that are owned by VDOT.

In 2025, we continued or initiated work on the following projects and initiatives in coordination with our partners at VDOT:



*On-site safety collaboration between Arlington County and VDOT staff*

- [Langston Blvd STARS Study](#)
- [Route 50 / Highland St Safety Pilot Project](#) (and analysis of a corridor-wide treatment)
- [PhotoSPEED](#) safety camera permit pursuits (multiple locations)
- Washington Blvd & N Frederick St (quick-build project completion)
- Langston Blvd & John Marshall Dr (quick-build project in progress)
- [Langston Blvd \(county line to John Marshall Dr\) HIN Safety Audit](#) follow up marking and signage updates
- Langston Blvd & N Quinn St (advanced signage / hot spot response)
- S Glebe Rd & S Old Glebe Rd (quick-build project design)
- Langston Blvd & N Buchanan St (quick-build project design)
- Langston Blvd & N Edison St (quick-build project design)
- Langston Blvd & N Kensington St (quick-build project design)
- N Glebe Rd and I-66 Eastbound Ramp (marking improvements permit)
- N Glebe Rd & Cathedral Ln (capital project design)

- [Project Pipeline US Route 50/Arlington Blvd and VA Route 27/Washington Blvd Study \(NV-23-06\)](#) funding acquisition
- Washington Blvd & Arlington Blvd trail crossing updates (2 locations for permit)
- Langston Blvd & N Scott St (hot spot improvement permit)
- Langston Blvd & N Quantico St (bus stop, ramp, and crossing signage/pavement marking improvements design)
- N Glebe Rd & N Henderson Dr/ N Quincy St (tactical quick-build project design)

### ***D3: Regional Agency Coordination***

Arlington is collaborating with the City of Alexandria on the [West End High-Crash Intersection Safety Audits](#) project. We share the first engagement opportunity, participated in a walk audit, and will support the development of safety recommendations for the following intersections along the Arlington-Alexandria border:

- King Street and Dawes Avenue
- King Street and 28th Street
- King Street and Park Center Drive

We have also been in coordination with the City of Alexandria on the [King Street-Bradlee Safety & Mobility Enhancements](#) project that is currently undergoing short term, tactical safety improvements in advance of future project activity.



*King St audit with Alexandria Transportation staff*

### ***D5: Stakeholders – External Stakeholders Group***

The Vision Zero External Stakeholders Group members and the organizations they represent are taking many actions to help improve transportation safety, including safety or advocacy initiatives and extensive information sharing:

- [Arlington Families for Safe Streets:](#)
  - Hosting a multilingual [near miss survey](#) to collect information about safety.
  - Collaborating with Arlington Public Schools on student outreach initiatives.
  - Advocating for safety-related legislation at the state-level.
- [Commission on Aging:](#)
  - Assisting with the [Age-Friendly Arlington Initiative: Us Bus](#) that matches senior adult volunteers with Arlington elementary students/families to engage seniors and support students walking to school.
  - Planning to host a safety and accessibility event for older adults.
- [National Landing BID:](#)
  - Advocating for Vision Zero/safety amenities within [VDOT’s Route 1 Multimodal Improvements Study](#) and the [Crystal City to Reagan National Airport Multimodal Connection \(CC2DCA\)](#) project.
- [Rosslyn BID \(RBID\):](#)
  - Supporting the County’s education and awareness of various projects.



- Sharing Vision Zero information via the BID's communications outlets (newsletter and social media), targeted commercial and residential PM emails, RBID Executive Committee, and Board updates.
- [Columbia Pike Partnership:](#)
  - Investigating feasibility of supporting asphalt art projects in the future.
- Arlington Bicycle Advisory and Pedestrian Advisory Committees: The Pedestrian Advisory Committee and the Bicycle Advisory Committee were critical advocates for the establishment of the Vision Zero program in Arlington County, and both committees continue to support and advocate for the program.
  - [Pedestrian Advisory Committee \(PAC\):](#)
    - County budget support: The PAC requests funding for specific Vision Zero support as well as for Vision Zero related projects, for both the annual general budgets and for the CIP budgets.
    - Legislative Priorities: The PAC encourages relevant new and modified Virginia legislation that improves pedestrian safety, such as automated enforcement.
    - PAC hosts updates from Vision Zero staff during PAC meetings and provides feedback during and after these meetings.
    - PAC encourages its members and others to engage in County Vision Zero programs through regular sharing of Vision Zero program updates, specific Vision Zero project engagements, and Vision Zero public engagement opportunities through the PAC public GoogleGroup.
    - PAC members volunteer as PAC representatives to key County groups, such as the Vision Zero External Stakeholders Group, Neighborhood Complete Streets Commission, and Site Plan Review Committees. PAC members advocate to ensure safe, accessible, convenient, and connected pedestrian (and bike) facilities are available for pedestrians of all ages and abilities.
    - PAC also works closely with WalkArlington staff to promote safe, accessible, convenient, and connected pedestrian routes. The PAC promotes and participates in the WalkArlington walks and volunteer PAC members support the WalkArlington program at events.
    - The PAC advocates for safe pedestrian facilities on specific, major projects.
    - PAC members volunteer with Safe Routes to Schools related programs.
  - [Bicycle Advisory Committee \(BAC\):](#)
    - County budget support: The BAC requests funding for specific Vision Zero support as well as for Vision Zero related projects, for both the annual general budgets and for the CIP budgets.
    - Legislative Priorities: The BAC encourages relevant new and modified Virginia legislation that improves pedestrian safety, such as automated enforcement.
    - The BAC hosts updates from Vision Zero staff during BAC meetings and provides feedback during and after these meetings.
- Arlington Roadway Safety (ARS) Club at Washington Liberty High School:

- The ARS Club worked with Vision Zero staff to host a pop-up event during Washington-Liberty's lunch periods during which staff were present to talk about students' experiences with transportation safety. Students were also offered an opportunity to test out ACPD's impairment goggles while trying to play a game of Mario Kart to gather an understanding of how impairment impacts your driving ability.
- [Sustainable Mobility for Arlington](#):
  - Shares engagement opportunities and advocates for transportation safety in active projects.

Additionally, in June 2025, members of the Transportation Engineering & Operations group provided a Vision Zero program update to the Arlington County Transportation Commission. The [presentation](#) provided a recap of 2024 crash data trends, summary of progress made toward the 90+ action items in our [Vision Zero Action Plan](#) throughout 2024, highlights of new program public engagement and education initiatives, preliminary results from the 2025 Annual Safety Feedback Engagement, and a glimpse of initiatives coming in 2025 and beyond.

Following the presentation, the Transportation Commissioners provided a variety of constructive feedback and recommendations that the Vision Zero team will be considering and integrating into next steps for the program:

- Support for increasing the use of tactical tools that have been proven effective within the safety pilot project including tactical speed humps, temporary bus loading platforms, and centerline hardening.
- Additional engagement for collaboration and engagement with high school youth.
- Researching possible solutions to make the transition from road to tactical speed hump easier for bicyclists.
- Making successful pilots become design standards for the county when designing intersections.

### ***D5: Stakeholders – Arlington Public Schools***

We collaborate with Arlington Public Schools (APS) on safety-related issues through the following initiatives:

- Monthly Joint Committee on Transportation Choices (JCTC) meetings
- The [school zone retrofits process](#)
- Monitoring and assessment for the tactical speed hump [safety pilot project](#)
- Other as-needed coordination on transportation safety issues



*Buses queued at S Four Mile Run Dr & S George Mason Dr*

**D6: Service Providers – Shared Micromobility Device Coordination**

Arlington County Commuter Services (ACCS) has been working directly with ebike and shared micro-mobility service providers to promote safe riding and parking for ebikes and scooters. They have also been hosting educational events to promote safe riding, as well as building scooter corrals to provide a designated, out-of-the-way space for parking scooters and ebikes.



*Micro-mobility Corral on 23<sup>rd</sup> St S*

Through June 2025, ACCS added one new corral, installed parking blocks at 3 corrals, re-installed 7 corrals to accommodate repaving work, moved 2 corrals to accommodate bicycle races, and repaired or replaced 5 corrals. There are currently a total of 137 corrals in the county.

ACCS launched the Meet the Corrals campaign in June 2024 to encourage better parking practices by users and deployment to corrals by operators. It includes posters in 42 Capital Bikeshare stations around the county, promotional videos in 51 office and residential elevators in Arlington, and postcards and flyers distributed in transportation kiosks around the county and at BikeArlington outreach events.

In mid-2024, County contractor MetroBike began monitoring the usage of the corrals for shared mobility devices (scooters, ebikes, etc.), and the number of improperly parked shared use devices. They are compiling usage data to help inform and measure the impact of the Meet the Corrals campaign. See the following table for metrics on improperly parked devices and devices parked at corrals from January through June. The 2025 data now reflect reporting on a quarterly, rather than monthly basis.

Month	Observations	% Improperly Parked	% Parked at Corrals
Jan-Mar 2025	398	17.8%	10.9%
Apr-Jun 2025	375	19.2%	11.5%
Averages for FY25	386.5/quarter	18.5%	11.2%

## Recognitions and Knowledge Sharing

### *American Association of State Highway Transportation Officials GIS-T Symposium*

The American Association of State Highway Transportation Officials (AASHTO) held their annual Geographic Information Science in Transportation Symposium in Portland, Oregon in April 2025. The conference brings together engineers, planners, agency leaders, and data professionals from across the country to share best practices and techniques to better utilize GIS and mapping technologies in transportation projects. As part of the conference, county staff presented their work on updating and developing the new Bike Comfort Map, a tool county staff have been using to help find potential areas in the county that could benefit from enhanced bike safety infrastructure.

### *Streetlight Summit*

County staff presented on how they used traffic volumes and speeds to inform the development of the Bike Comfort Map at the 2025 Streetlight Summit, a one-day event showcasing projects using metrics from big data and connected vehicle data.

### *DMV GIS Day 2025: Midpoint Meetup*

GIS Day is an international, annual event that takes place in the fall to promote the use of GIS technologies. County staff presented at a midyear event in April, hosted by the regional DMV GIS Day organization on the development and use of the Bike Comfort Map in Arlington.

### *National Association of City Transportation Officials Designing Cities Conference*

The National Association of City Transportation Officials (NACTO) held their annual Designing Cities Conference in Washington, D.C. in May. The conference brings together engineers, planners, government agency leaders and transportation professionals from all over North America to engage, connect and learn from one another. The County sent over a dozen staff to the conference; staff participated in walk-shops, bike tours and peer exchanges. As a part of the conference agenda, County staff led participants on five walking and bike tours in Arlington. Arlington was honored to share our projects and learn about best practices across the country through the many conference offerings. Arlington also participated in a “Meet the Cities” session to share successful community engagement techniques and lessons learned with peer jurisdictions across the US using informational presentation boards.



*Arlington County staff attending a biking tour of Washington, DC during the conference*

### ***Federal Highway Administration Vision Zero Community Pairing Program***

In spring 2024, the Federal Highway Administration (FHWA) accepted Arlington’s application to join the next cycle of the national [Vision Zero Community Pairing Program](#). In June 2025, Vision Zero staff were happy to host Madison Wisconsin’s Vision Zero Team, who were in town for the NATCO conference. Madison staff braved the rainy weather for a walk and bike tour around Gateway Park and the Courthouse-Rosslyn corridor. It was a wonderful opportunity to meet in person and exchange ideas on a range of safety from engineering best practices to successful community education methods.



***Madison County Vision Zero staff on a bike ride around Gateway Park***

### ***John’s Hopkins Safe Systems Academy***

In June, Johns Hopkins University, in partnership with the Swedish Transport Administration, AAA Foundation for Traffic Safety, and the Institute of Transportation Engineers, offered the 2025 [Safe System Academy](#). The academy, held in DC, is a five-day workshop featuring international instructors alongside U.S. road safety leaders to provide attendees with an in-depth understanding of Safe System theory and knowledge to implement Safe System principles effectively. Arlington was honored to partner with the City of Alexandria to present a session for the academy on arterial roadway safety in a mixed urban/suburban context. It was great to share with and learn from transportation professionals from across the world.



# Annual Safety Feedback Summary

As part of the Vision Zero Action Plan, Arlington County committed to conducting an annual feedback period to collect input about transportation safety in the county, including perceptions and experiences. This section provides a high-level summary of public engagement activities and feedback received during the second annual Safety Feedback Engagement, which occurred from April 1 through 30, 2025. [View the full engagement summary on the Vision Zero website.](#)

## Activity Overview

Community engagement for the Annual Safety Feedback Engagement consisted of several activities in April 2025:

- From April 1 through 30, the County accepted written comments via an online or paper feedback form.
- The Vision Zero Team hosted eight pop-up events around the County, and the locations, times, and durations were thought out to reach a diverse audience near high-crash corridors. We collected feedback both verbally and on interactive posters.
- The County partnered with WalkArlington to educate community members about the application of recent safety improvements and their impact

### By the numbers...

- 672 feedback form responses
- 8 pop-up events with 1,005 in-person interactions
- 113 lawn signs distributed
- 50 sidewalk stickers
- 2 library kiosks with mail-in feedback forms
- 1 community walk with 30 attendees

### Who we heard from on the feedback form...

- 93% of respondents live in Arlington County
- 22% of respondents work in Arlington County
- 86% of respondents typically walk
- 81% of respondents typically use a personal vehicle
- 58% of respondents typically use transit
- 40% of respondents typically use a bicycle

Sidewalk Sticker



Flyer



Lawn Sign



## Feedback Highlights

Input received from the feedback form and in-person pop-ups revealed important information about perceptions of safety while traveling in Arlington. In general, most people feel safe while driving and taking transit, but there is less agreement related to safety of walking and biking.

The top three concerns reported at the pop ups and on the feedback forms were the same concerns reported in the 2024 engagement:

- 1.) Speeding and aggressive driving
- 2.) Distracted travelers
- 3.) Drivers not following laws and signals

When asked what else the County can do to make traveling safer, repeated themes included:

- Expand and improve protected bike infrastructure
- Enhance pedestrian safety with signals and traffic calming, expand sidewalk networks, and fix accessibility issues
- Improve intersection safety and design
- Reduce vehicle speeds through engineering and enforcement, and strengthen Enforcement of traffic laws for all users
- Enhance communication, signage, and public education
- Address driver aggression and recklessness
- Increase safety near schools and residential neighborhoods

## How We are Using Your Feedback

Here is how we're incorporating the feedback we received into the Vision Zero Year 5 agenda:

- Continue to prioritize infrastructure improvements and systemic changes to enhance safety for people walking and biking.
- With 43% of survey respondents reporting that they feel less safe on Arlington's roads compared to last year, we will conduct further outreach and analysis during the Five-Year Action Plan Update process to better understand the specific factors contributing to this perception.
- Enhance efforts to implement speed reduction strategies on both neighborhood and arterial roads.
- Continue expanding educational initiatives aimed at promoting safe driver behavior including obeying traffic laws and reducing distracted driving.
- Continue to build on this year's scooter and e-bike safety campaigns to promote safe riding and parking practices for all micromobility users.

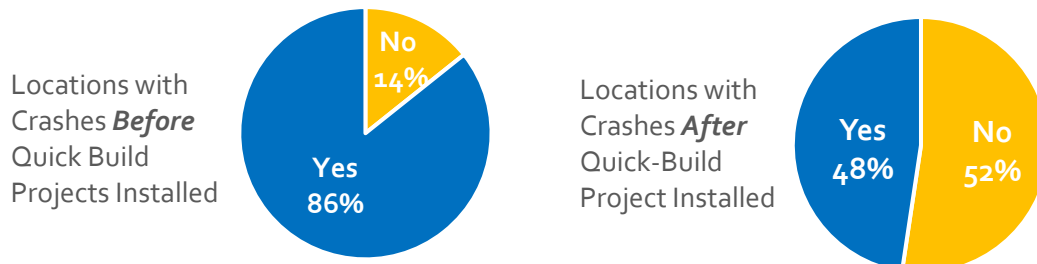


## Before & After Analysis

The Vision Zero Action Plan states that we will review the efficacy of transportation safety projects by assessing conditions before and after safety treatments. The objective of these reviews is to understand the impacts of our projects, identify areas for improvement, and inform future policies. This section summarizes initial findings and examples from before/after monitoring of quick-build projects, hot spot improvements, and HIN safety audit action. These figures provide a high-level understanding of the impacts of the initiatives.

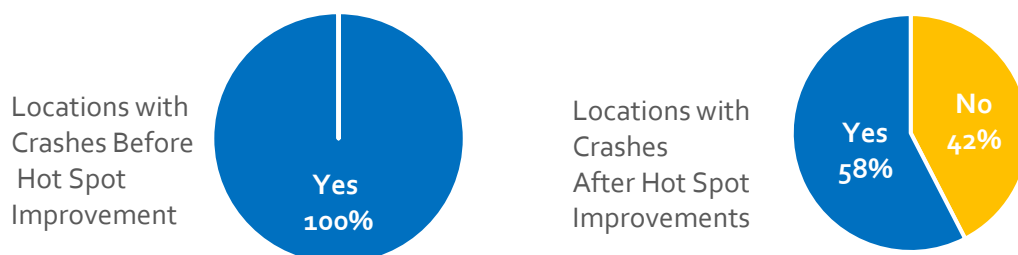
### Quick-Build Impact Tracking

We monitor crash patterns at [quick-build safety project](#) sites to understand their impact on safety. Since the Vision Zero program launch in 2021, we have installed 80+ quick-build projects. About 86% of quick build locations had crashes reported at the intersection prior to the installation. Following the installation, about 47% of the locations have reported crashes. **Specifically looking at injury crashes, quick build projects to-date have resulted in about a 38% reduction in locations with a reported injury crash.**



### Hot Spot Safety Improvement Tracking

We also monitor crash patterns at recent [crash hot spot improvement](#) sites to understand their impact on safety. Looking between 2022 and 2024 Hot Spots action items to-date, we installed 66 hot spot improvements (of varying size and scale). All (100%) of the hot spot locations had crashes reported at the intersection prior to the improvement. Following the installations, about 57% of the locations have reported crashes. **Specifically looking at injury crashes, hot spot improvements projects to-date have also resulted in about a 41% reduction in locations with a reported injury crash.**



### ***High Injury Network Safety Audit Post Action Tracking***

Following each [High-Injury Network Safety Audit](#), we keep a tracking list of each action item. This list is actively reviewed and updated to reflect the latest progress. Some action items can be accomplished within days of the audit while other (like [quick-build projects](#)) may take a year or more. To provide a comprehensive view of the audit follow up action and crash patterns, we provide a follow up summary sheet three years following each audit.

The following audits were conducted in 2022. View each summary sheet to learn about the findings, actions, progress, and follow up crash review for each corridor:

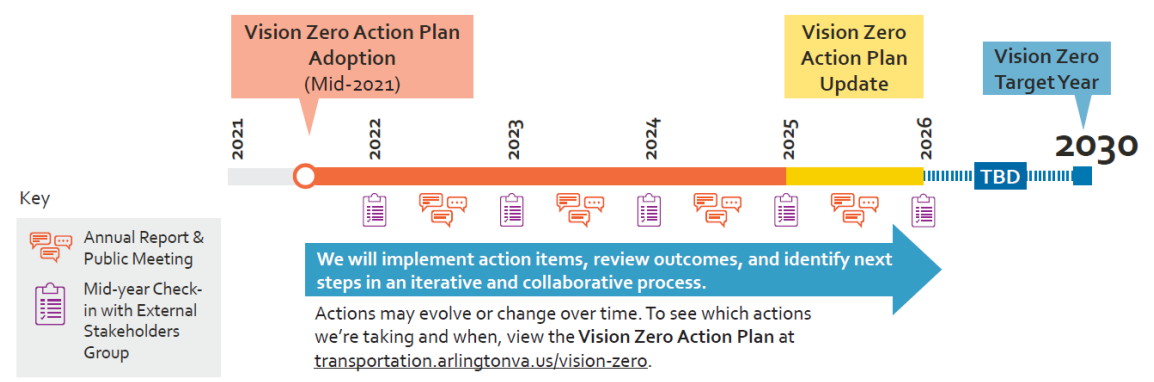
- [Four Mile Run from Columbia Pike to Walter Reed Drive](#)
- [N Carlin Springs Rd from N Glebe Rd to N Edison St](#)
- [S Glebe Rd from 24th St S to Route 1/Richmond Hwy](#)

# 2025: Upcoming

Before the end of 2025, we expect to make progress on the following action items:

## Action Plan Update

The 2021 [Vision Zero Action Plan](#) was a five-year roadmap to launch Arlington County on its Vision Zero safety journey. We will begin the process to update the Action Plan in fall 2025 with a target adoption of the updated Action Plan in 2026. This planned update will include two key community engagement checkpoints and will follow closely with the development of Arlington Transportation Future plan. Look forward to news on the Vision Zero Action Plan update process through the [Vision Zero Newsletter](#).



### Action Plan Update Timeline from the 2021 Vision Zero Action Plan

## 1. Category A: Data and Evaluation

### A1: Annual FR-300 Best Practice Discussion

In December 2024, Vision Zero staff conducted annual meetings with police on each active patrol squad to discuss best practices for consistent and thorough completion of the FR-300 crash report form, which is the source for Arlington’s crash database.

### A3: Annual Crash Analysis – Audits on New High-Injury Network (HIN)

The [High-Injury Network](#) program runs on a three-year cycle, which has entailed staff auditing six corridors per year for the 2023 HIN (developed using data from years 2018-2022). The last three audits of the 2023-2025 HIN cycle are scheduled through the end of 2025 and include:

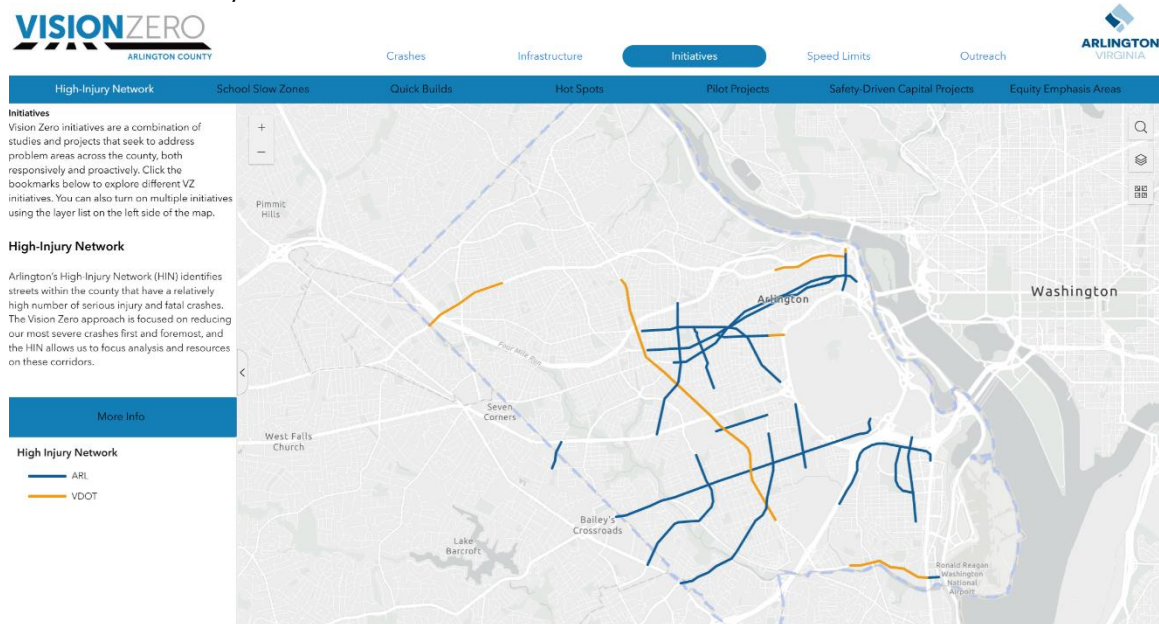
- 2nd St S (S Glebe Rd to S Fillmore St)
- N Quincy St (15th St N to Wilson Blvd)
- Army Navy Dr (20th St S to S Eads St)

Audit documentation will typically be available within four months of an audit; stay tuned for documentation and updates on the [HIN Corridor Safety Audits page](#).

### A3: Annual Crash Analysis – High-Injury Network (HIN) Three-Year Update

The [High-Injury Network](#) program runs on a three-year cycle. Our current HIN was developed in late 2022 and uses data from 2018-2022. The network covers 52% of all fatal, severe, or injury crashes in Arlington and 6.8% of all roadways.

In fall 2025, staff will revisit and update the HIN using new crash data to conduct a density calculation of severe and fatal crashes along roadways in Arlington. We plan to publish the new HIN corridors map and safety audit schedule prior to the start of 2026 so we can kick off 2026 with our first safety audit of the new network.



*Vision Zero Program Dashboard*

### A3: Annual Crash Analysis – New 2025 Action Spots

The Hot Spots program has traditionally flagged about 60-70 intersections for evaluation over a two-year period. The project team found that this cycle and approach was limiting in the following ways:

1. A two-year cycle was long and did not keep up with changing crash patterns and location needs.
2. Applying five years of crash data prevented us from being able to identify short-term upticks in crashes (and instead flagged locations with crash patterns that stemmed further back but had already been addressed).
3. The hot spot methodology often flagged intersections with known crash patterns, so projects were already planned or implemented at the locations.

Starting this year, we will move to an annual (one-year) analysis cycle and rename the initiative "Action Spots." The analysis will apply a similar location identification process as past years and identify locations with new crash patterns that do not have upcoming or planned work and require quick action. The initiative will focus on about 25-30 locations per year. [Visit the Action Spots page](#) to view the 2025 Action Spots and the methodology used to identify these locations.

#### ***A4: Equity Analysis – Action & Tracking***

We will continue to implement the [Transportation Safety Equity Analysis](#) report by:

- Using Equity Emphasis Areas as part of quick-build project ranking criteria in quarterly project candidate reviews
- Using Equity Emphasis Areas as part of capital project ranking criteria for the FY25-26 Capital Improvement Program update
- Wrapping up inventories and installing updates on the systemic safety analysis segments in Equity Emphasis Areas
- Using the equitable engagement checklist for all Vision Zero engagements
- Hosting pop-ups each quarter at events in or near Equity Emphasis Areas to share information about the County's safety channels and resources

We will also revisit the equity metrics set forth in the Equity Analysis and integrate action items into the five-year Action Plan update beginning in fall 2025.

#### ***A8: Before & After Studies***

We will continue to work on before/after collision analyses at previous hot spots, as well as for other quick-build projects, capital projects, pilot projects, or repaving projects. All studies and findings will be posted on the [Safety Before & After Studies page](#). We typically wait a minimum of two years after an improvement to create a before/after summary, but we actively track and monitor crashes after an improvement.



*Hardened Centerlines Safety Pilot*

## **2. Category B: Process and Organization**

### ***B1: Comprehensive Planning – Arlington's Transportation Future***

The refined Vision and Goals will be presented for stakeholder and community feedback for finalization in mid-2025. As the process continues, the Vision and Goals will inform the development of the remainder of the Transportation Plan, including its policies, strategies, and modal priority networks. Phase 3 of engagement, anticipated in fall 2025, will solicit community input on the draft policies, strategies, and modal priority networks. The refreshed plan is anticipated to be brought to the Board for adoption in summer 2026. Visit the [Arlington's Transportation Future page](#) for more information or to sign up for updates.

### ***B3: Safety Project Prioritization & Implementation – Quick-Build Projects***

We have over 30 quick-build safety projects currently in progress (design or construction phases). In the remainder of 2025, we will begin construction on some of these projects, and begin the design phase for others. View the [Quick-Build Safety Projects page](#) for updates on these and other new quick-build projects.

### ***B3: Safety Project Prioritization & Implementation – Safety-Driven Capital Projects***

We plan to deliver or progress on [safety-driven capital projects](#) at 17 locations in 2025. Links provided below, if available:

- In construction:
  - [N Ohio St & 12th St N](#): Trail crossing improvements
  - [Army Navy Dr Complete Streets](#): Bicycle, transit, environmental, and pedestrian facilities improvements
  - [Columbia Pike, S Orme St to S Joyce St](#): Utility undergrounding; streetscape improvements
  - [Military Rd & Nelly Custis Dr](#): Permanent build out of tactical roundabout (previous Vision Zero pilot)
  - [15th Street S/S Clark-Bell St Realignment](#): Realignment of sections of 15th St S and S Clark St, bicycle facility improvements, protected intersections, sidewalk/ramp improvements
  - [S Eads St Complete Street, 12th St S to Army Navy Dr](#): Streetscape and bicycle facility improvements in coordination with adjacent projects
- In design:
  - [Rosslyn-Ballston Corridor ADA Improvements Phase 2](#): Pedestrian accessibility improvements
  - [S Glebe Rd & 9th St S](#): Multimodal safety improvements
  - [Wilson Blvd & N Rhodes St](#): Multimodal safety improvements at intersection
  - [Lorcom Ln, 24th Rd N to Nelly Custis Dr](#): New sidewalks, widened sidewalks, realignment (previous Vision Zero pilot)
  - [Lorcom Ln & Vacation Ln](#): Intersection project currently in design
  - Wilson Blvd & N Livingston St: Curb extensions; new signal
  - Clarendon Blvd & N Oak St: New sidewalk to replace temp barriers; curb extensions
  - Eastbound Langston Blvd & Fort Myer Dr: Curb extensions; signal improvement
  - N Glebe Rd & Cathedral Ln: Curb extensions and intersection improvements
  - 15th St S, S Joyce St to S Hayes St: Curb extensions; improved crossings
  - S Courthouse Rd & 2nd St S: Curb extensions; bus stop improvements

### ***B5: Safety Project & Program Funding – Capital Improvement Planning***

In fall 2025, we will begin the FY27-36 Capital Improvement Plan (CIP) budgeting process during which we will request funding to support: Vision Zero quick-build efforts, Vision Zero safety analysis and support services, and safety-driven capital transportation projects. We will also advocate for support for any funding requests submitted by the Police Department to expand automated safety enforcement programs.

### ***B5: Speed Management – Review of Roads with Posted Speeds 30mph+***

We are continuing progress toward our action item of reviewing all speed limits of 30mph or above in the county in 2025. Speed limit reviews can now be tracked through the [Vision Zero Program Dashboard - "Speed Limits" tab](#). The current segments of roads with speed limits under review or with upcoming speed limit reviews include roadways owned by VDOT:

- Langston Blvd from N Veitch St to N Nash St (40mph)
- S Glebe Rd from Walter Reed Dr to Richmond Hwy (35mph)
- Langston Blvd from N Sycamore St to Lorcom Ln (30mph)
- N Glebe Rd from N Quincy St to Arlington Blvd (30mph)
- N Glebe Rd from Langston Blvd to Washington Blvd (30mph)
- S Glebe Rd from Arlington Blvd to S Walter Reed Dr (30mph)
- N Glebe Rd from Langston Blvd to Military Rd Ramp (35mph)
- Old Dominion Dr from Fairfax County Line to N Glebe Rd (35mph)
- Old Dominion Dr from N Glebe Rd to N Abingdon St (30mph)
- Langston Blvd from Lorcom Ln to N Veitch St (35mph)
- Cherry Hill Rd from Langston Blvd to N Quincy St (30mph)

### ***B7: Multimodal Engineering Safety Toolbox – Pilot Projects***

We will continue to progress five [pilot safety projects](#):

- [Tactical Speed Humps](#): We will conduct another round of community feedback following the pilot expansion to seven additional locations. Using this information in combination with before/after data, we will determine next steps for the pilot locations and general guidelines for the use of speed humps.
- [Route 50 & Highland St Median Closure Pilot](#): We will monitor conditions at the pilot throughout summer 2025, then collect after data and community feedback in the fall of 2025. We expect to arrive at next steps for the pilot in the winter of 2025/2026.
- [Downhill Bike Lane / Right Turn Conflict Pilot](#): We will monitor the pilot, collect before/after data, and gather community feedback in fall 2025. Based on findings from these efforts, we will determine next steps for the pilot.
- [Speed Management Pilot](#): Installations will occur through summer/fall 2025, weather-permitting. We will collect data to measure their effectiveness and develop a proven set of tools for managing vehicle speeds and reducing the risks of severe and fatal crashes in our community.
- [Leading Through Interval Pilot](#): Stay tuned for more information on this upcoming pilot project.

We are always reviewing and identifying safety needs at locations across Arlington. Locations with unique problems or needs may be candidates for new pilot safety projects.

### ***B8: Data-Driven/Equitable Enforcement – Automated Safety Enforcement***

In fall 2025, Arlington will launch ten additional new speed safety camera locations in school zones. Arlington will closely monitor and review all red-light and speed safety camera locations. We will update and adjust the program as permitted by the program and needs identified through safety analysis. Stay tuned for updates through ACPD press releases as well as the [Vision Zero Newsletter](#).



*PhotoSPEED warning sign*

### ***B9: Facilities Maintenance – Repaving & Resurfacing***

The repaving and resurfacing program plays an important role in improving safety. Each year, we conduct routine [repaving and resurfacing on roads throughout the county](#). Street paving conditions are assessed annually by a specialized contractor that generates a Pavement Condition Index for every block evaluated following the completion of paving operations each fall, using the national standards. Roads are prioritized for the annual repaving based on their index scores. Curb, sidewalk, and curb ramp improvements may be conducted in advance of the repave. Repaving will occur throughout the summer and into the fall of 2025 and deliver safety improvements through routine maintenance.

### ***B10: Maintenance of Traffic Design & Active Construction***

The development of more detailed Maintenance of Traffic Design (MOT) guidelines for active construction zones has started as interdepartmental/interdisciplinary conversations and work groups to identify needs and next steps for improving planning and compliance for safety conditions around active work zones. In parallel, County staff are investigating possibilities for a work zone data exchange platform that would create a centralized system for managing and communicating active work zones throughout the county in real time.



*Construction site on S George Mason Dr*

### 3. Category C: Engagement

#### *C1: Ongoing Safety Engagement*

We will host public feedback opportunities on the following three activities later this year:

- Downhill Bike Lane & Right Turn Conflict Pilot Safety Project
- Route 50/Arlington Blvd & Highland St Median Closure
- Vision Zero Five-Year Action Plan Update (Round 1)

Look out for notices on these engagements via the [Vision Zero Newsletter](#).

#### *C4: Community Knowledge Building – Critical Crash Mitigation Campaign & Pop-Ups*

We will continue to create intentional messaging for distribution via the Critical Crash Mitigation Campaign through the end of 2025 to educate community members on the top safety risk factors seen in Arlington's crash data. All themes are identified based on patterns seen in severe and fatal crashes in Arlington. We will share these messaging themes and giveaways at pop-up events (especially in equity emphasis areas) throughout the remainder of the year.



*Vision Zero Pop up at Arlington Food Assistance Center*

### 4. Category D: Partnerships

#### *D2: Virginia Department of Transportation - Coordination*

We will continue to collaborate with VDOT to address safety issues along corridors and at intersections that are owned by VDOT. This includes continuation of the initiatives listed in the Key Accomplishments section, as well as other initiatives as identified through the hot spots program, HIN safety audits, systemic safety needs, and community reports.

#### *D4: Legislative Advocacy – 2026 Legislative Package for General Assembly*

This fall, we will collaborate with the County Manager's Office to provide subject matter expert guidance related to transportation safety policy needs as the County prepares the Legislative Package to be approved by the County Board and submitted for consideration in advance of the 2026 Virginia General Assembly.

#### *D5: Stakeholders – External Stakeholders Group*

In October 2019, Arlington formed the [Vision Zero External Stakeholders Group](#) by bringing together representatives from existing committees, commissions and community organizations identified by the Vision Zero Interdepartmental Stakeholder Group. The External Stakeholders Group met bimonthly through the development of the County's first Vision Zero Five-Year Action Plan, and now meets on an annual basis to check in on Vision Zero progress and needs. The group also receives monthly emails from the Vision Zero team regarding recent progress, information sharing, and other program-related activities.

In the fall of 2025, we will be working with the External Stakeholder Group representatives to confirm representatives and participation in the 2025-2026 Five-Year Action Plan update process. We expect that representatives will participate in the following activities:

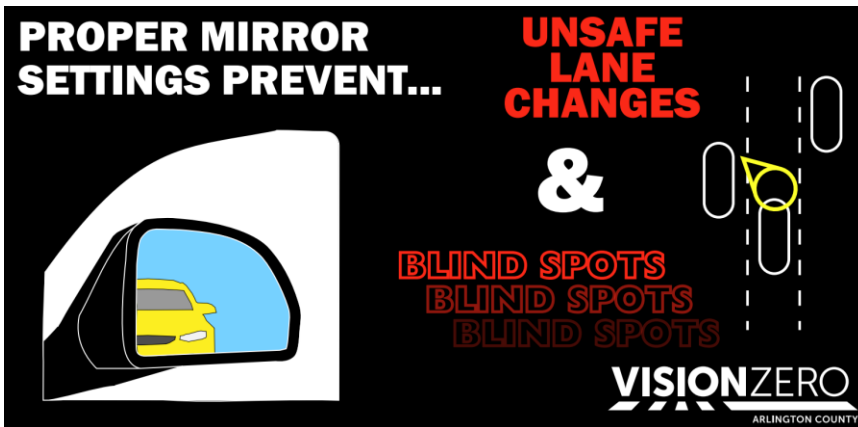
- Attend three VZESG 1.5-hour virtual meetings over the course of the year,
- Provide Vision Zero Action Plan progress updates to their organization at their regularly scheduled meetings,
- Gather collective feedback from their organization during two community feedback checkpoints of the planning process, and
- Help share the two community feedback opportunities with the public.

We look forward to engaging with External Stakeholder Group organizations. Organizations who are not already involved with the External Stakeholder Group may reach out to [csbaker@arlingtonva.us](mailto:csbaker@arlingtonva.us) to learn more about getting involved.

# Appendices

## 1. Critical Crash Mitigation (CCM) Graphics

All CCM graphics are being distributed via the Vision Zero newsletter and website as well as Meta and ArlNow advertisements that link to images in English, Spanish, Arabic, Amharic, Chinese, and Mongolian.



## Scoot Cute





**LOOK FOR BIKES**



No one wants a vehicle speeding by while they're at work.



**SLOW DOWN**  
in work zones!



**VISION ZERO**  
ARLINGTON COUNTY




**Under 18?**  
*There are other options!*

- ✓ **USE YOUR OWN WHEELS!**  
Ride personal, non-motorized bikes and scooters.
- ✓ **RIDE THE BUS!**  
Kids ride ART and Metrobus for free with an iRide card.

\* Capital Bikeshare users can be 16+ with parent or guardian approval.



## 2. Pop Up Materials & Graphics

### Handouts

<p>Pedestrian crashes in dark conditions are <b>twice as likely</b> in the winter.</p> <p> <b>When driving</b></p> <p>Go the speed limit and <b>always check for people.</b></p> <p> <b>When walking</b></p> <p>Cross at marked crosswalks.</p>	<p>በከረምት ወቅት በጨለማ ጊዜ የእግረኞች ግጭት የመፈጠር እድሉ አጥፍኑ።</p> <p> <b>በሚያሸከርከሩ ጊዜ</b></p> <p>በፍጥነት ገደቡ ይሂዱ እና ሁልጊዜ ሰዎች መኖር አለመኖራቸውን ያረጋግጡ።</p> <p> <b>በእግር በሚጓዙበት ጊዜ</b></p> <p>የእግረኛ ማቋረጫ ምልክቶች ባለባቸው ቦታዎች ላይ ብቻ ያቋርጡ።</p>
<p>Los choques peatonales <b>tienen el doble de probabilidad</b> de ocurrir durante los meses más oscuros de invierno.</p> <p><b>Al conducir</b> </p> <p>Maneje al límite de velocidad y <b>espere por la gente</b> en los cruces peatonales.</p> <p><b>Al caminar</b> </p> <p>Utilice siempre los cruces peatonales.</p>	<p>Өвлийн улиралд харанхуй нөхцөлд явган зорчигч мөргөх магадлал <b>хоёр дахин их</b> байдаг.</p> <p><b>Жолоо барих үедээ</b> </p> <p>Хурдны хязгаарыг мөрдөж <b>эргэн тойрны хүмүүсийг анзаараарай.</b></p> <p><b>Явган явах үедээ</b> </p> <p>Явган хүний гарцаар гараарай.</p>
<p><b>VISIONZERO</b> ARLINGTON COUNTY</p> <p></p>	<p><b>VISIONZERO</b> ARLINGTON COUNTY</p> <p></p>

*T-shirt and Car Magnet Giveaways*



### 3. Action Item Update Table

Obj	Action Item	Performance Metrics   Status
A1: Crash Data	Link crash reports and calls for service data directly from Arlington County Police Department (ACPD) to Department of Environmental Services (DES).	<b>Linkage on hold</b>   ACPD crash reports and calls for service have been redacted for security purposes. We will coordinate with ACPD staff on data sharing in the future.
	Improve officer crash report training using feedback from the data audit and annual analysis to ensure consistency in report completion and geolocation.	<i>Completed 2021 – Changes incorporated into trainings/materials</i> <i>Completed 2023 &amp; 2024 – FR-300 best practice discussions</i> <b>Annual FR-300 Best Practice Discussion</b>   In December 2024, Vision Zero staff met with police on each active patrol squad to discuss best practices for consistent and thorough completion of the FR-300 crash report form, which is the source for Arlington’s crash database.
	Improve access to crash data reported by Virginia State Police (VSP) and National Park Police (NPP).	<i>Completed 2023 – Explored NPP Database</i> <b>Continued collaboration with VSP</b>   We collaborate with VSP on all severe and fatal crash responses and assess crash reports and information on an ad-hoc basis.
	Obtain micro-mobility crash data and use for analysis.	<b>233 Report a Problem-reported parking complaints, 1,962 vendor-reported complaints, and 30 vendor-reported crashes received in 2025</b>   The dataset includes information from scooter operators and includes scooter complaint information, which allows us to understand key scooter safety issues. We have also learned about scooter crashes through hospital injury records. We are coordinating with Arlington County Commuter Services (ACCS)/ACPD to continuously improve information.
A2: Supporting Data	Link select traffic citation data directly from ACPD to DES staff for analysis and reporting.	<b>Linkage on hold</b>   ACPD citation data have been redacted for security purposes. We will coordinate with ACPD staff on data sharing in the future.
	Collect and analyze data as part of safety investigations including behavioral and observational information (e.g., field and site visits).	<i>Completed 2021 - 31 staff-led data collection/observation efforts</i> <i>Completed 2022 - 10 staff-led data collection/observation efforts</i> <i>Completed 2023 - 15 staff-led data collection/observation efforts</i> <i>Completed 2024 - 37 staff-led data collection/observation efforts</i> <b>30 staff-led data collection/observation efforts so far in 2025</b>   We have collected a variety of observational/behavioral data and speed data, including for before/after studies of permanent and pilot projects.
	Link volume and crash data to allow for countywide crash rate/normalization analysis.	<i>Completed 2021 – Normalization incorporated into 2022 Hot Spot &amp; Systemic Analysis methodologies</i> <b>Linkage in use</b>   Arlington purchased access to a database with approximate volumes and speed to allow for easy crash rate development and normalization for safety studies.
	Create a geodatabase of community-reported concerns reported through community feedback channels for use in safety analysis.	<b>Request tracking is publicly available</b>   To check the status of community-reported investigations, visit the <a href="#">Request for Service Portal</a> and scroll down to “Data Transparency” to view our <a href="#">Data Dashboard for Service Requests</a> or <a href="#">Open Data service request results</a> . We also use this dataset as we investigate hot spots, HIN corridors, and other ad-hoc safety issues.
	Invest in “smart” equipment that supports the collection of data in daily operations.	<b>Pursuit of smart equipment ongoing</b>   All new electric rectangular rapid flashing beacons actively collect pedestrian pushes and vehicle

Obj	Action Item	Performance Metrics   Status
		speeds, and new speed feedback indicator signs collect speed data. The County continues to pursue smart infrastructure options whenever possible.
	Obtain hospitalization data on vehicle, cyclist, scooter, and pedestrian injuries to supplement injury data in crash reports.	<b>Hospital data maintained / in-use</b>   We established a contact with the Virginia Hospital Center trauma center and are continuously compiling and analyzing monthly data on crash-related injuries. We have also been working on obtaining data from other local trauma centers. The data summaries are used as part of Action Item A4: Equity Analysis.
	Maintain spatial inventories of key transportation assets (e.g., sidewalks, ramps, signs, bus stops, streetlights) in the County, which can be used in systemic analysis to identify patterns where certain infrastructure exists.	<b>Completed 2021 – Sidewalk Inventory complete / neighborhood streets inventory initiated</b> <b>Completed 2022 – Neighborhood and Arterial Streets Inventories</b> <b>Asset management system in use</b>   These inventories are being aggregated in an asset management system and assist in systemic and planning-level safety efforts.
A3: Annual Crash Analysis	Perform a systemic review of common factors in severe/fatal crashes with supporting data.	<b>Completed 2021 – 2017-2019 Systemic Critical Crash Analysis</b> <b>Completed 2022 – 2016-2020 Systemic Spatial Analysis</b> <b>Another systemic critical crash review is taking place to prepare for the 2025 Action Plan update</b>   Results of the previous systemic evaluations are available <a href="#">on the website</a> .
	Review the High-Injury Network (HIN) every three years using the most recent three-year severe injury/fatal crash data and supporting data.	<b>Completed 2021 – 4 HIN Audits</b> <b>Completed 2022 – 3 HIN Audits</b> <b>Completed 2023 – Updated HIN; 6 HIN Audits</b> <b>Completed 2024 – 6 HIN Audits</b> <b>3 HIN Audits Completed in 2025 so far</b>   We completed roadway safety audits of three HIN corridors in 2025: Langston Blvd, Clarendon Blvd, and S Manchester St. Audit schedule and findings are documented <a href="#">here</a> .
	Perform an annual hot spot review.	<b>Completed 2021 – 2020 Hot Spot Program wrap up</b> <b>Completed 2023 – 2022 Hot Spot Program wrap up</b> <b>2024 Hot Spot Analysis Program wrap up complete</b>   All 34 newly identified and 26 past hot spot locations were assessed and next steps were identified.
	Publish an annual crash report identifying annual and long-term crash patterns using consolidated police data (ACPD / Virginia Department of Transportation (VDOT)) that will serve as the central source for County crash reporting.	<b>Completed 2021 – 2020 Annual Crash Report published</b> <b>Completed 2022 – 2021 Annual Crash Report published</b> <b>Completed 2023 – 2022 Annual Crash Report published</b> <b>Completed 2024 – 2023 Annual Crash Report published</b> <b>2024 Annual Crash Report published</b>   The 2024 annual crash report is available on the <a href="#">Maps &amp; Safety Data page</a> .
A4: Equity Analysis	Develop maps of equity-related indicators overlaid with crash data, supporting data, and inventory data to identify how transportation safety relates to areas of disparity.	<b>Completed 2023 – Title VI areas updated and in use</b> <b>Initial equity analysis complete</b>   We published the Vision Zero Transportation Safety <a href="#">Equity Analysis</a> and will conduct monitoring and further analysis in 2025.
	Use the findings from the overlay analysis to identify safety projects that will close gaps in access to safe transportation.	<b>Equity metrics to be evaluated as part of 2025-2026 Five-Year Vision Zero Action Plan Update work</b>   The Vision Zero Transportation Safety <a href="#">Equity Analysis</a> details actions and tracking

Obj	Action Item	Performance Metrics   Status
		metrics to be deployed and tracked over the next two years leading up to the 2025 <a href="#">Action Plan</a> update, which will include an assessment of progress and next steps for the equity analysis.
A5: Critical Crash Reviews	Participate in a quarterly, interdisciplinary review of all critical crashes.	<b>20 meetings since <a href="#">Action Plan</a> adoption</b>   We hold meetings every quarter (and as needed).
	Implement follow up action items based on findings from the critical crash meetings.	<b>Completed 2021 – 55 crashes reviewed; 7 improvements implemented; 1 campaign initiated</b> <b>Completed 2022 – 50 crashes reviewed; 7 improvements implemented</b> <b>Completed 2023 – 70 crashes reviewed; 4 improvements implemented</b> <b>Completed 2024 – 54 critical crashes reviewed</b> <b>20 critical crashes reviewed</b>   We've reviewed 20 critical crashes, implemented safety improvements at one location, are in the process of implementing engineering improvements at four locations, and are actively assessing potential engineering improvements at eight new locations.
A6: Vision Zero Program Reporting	Publish an annual Vision Zero report to document efforts related to implementation of the Action Plan; crash statistics; results of the Annual Safety Feedback Engagement and overall impacts of/opportunity for the program.	<b>Completed 2021 – Mid-year and Annual Reports published</b> <b>Completed 2022 – Mid-year and Annual Reports published</b> <b>Completed 2023 – Mid-year and Annual Reports published</b> <b>Completed 2024 – Mid-year and Annual Reports published</b> <b>Program reporting up to-date</b>   This is the program's fourth annual report, which covers progress from calendar year 2024 to-date. All Mid-year and Annual Reports are available on the <a href="#">Action Plan &amp; Progress Reports page</a> .
	Post a Vision Zero tracking dashboard on the Vision Zero website that allows community members to review crash data through an interactive map and charts.	<b>Completed 2021 – Dashboard published and subsequently enhanced</b> <b>Completed 2024 – Crash Dashboard updated, published new Program Dashboard</b> <b>Maintaining Crash Data Dashboard &amp; Program Dashboard</b>   Our <a href="#">Crash Data Dashboard</a> provides the most up to date crash data with map and filtering capabilities. Our <a href="#">Vision Zero Program Dashboard</a> maps high-level crash data, infrastructure elements, Vision Zero initiatives, speed limit studies, and outreach work/results.
A7: Annual Benchmark Safety Assessment	Design an annual assessment of perceived safety that will identify and track transportation-related safety issues in Arlington over time and across demographics and locations.	<b>Completed 2021 – Form developed</b> <b>Completed 2022 – 2024 – Form used for annual engagement</b> <b>Form in use</b>   Our annual engagement continued to use the same form in 2025 for longitudinal analysis. We use information from the interactive maps for hot spot, HIN, and other safety analysis.
	Conduct assessment each year collecting responses from residents, workers, and visitors in Arlington.	<b>Completed 2022 – Engagement complete; 1,350 people engaged</b> <b>Completed 2023 – Engagement complete; 1,450 people engaged</b> <b>Completed 2024 – Engagement complete; 1,510 people engaged</b> <b>2025 Annual Engagement complete; 1,680+ engagements</b>   See the <a href="#">Annual Engagement</a> report for more information on what we heard.
A8: Before & After Studies	Review the efficacy of transportation safety mitigation measures by assessing conditions before and after implementation based on established measures of effectiveness.	<b>Completed 2022 – 3 pilot before/after analyses complete</b> <b>Completed 2023 – 12 before/after hot spot treatments evaluated</b> <b>Completed 2024 – Developed internal before/after tracking dashboards and added summaries to the Mid-year Report</b> <b>Maintained before/after crash data tracking system, Published Before/After Tools Report, Published Speed Before/After Analyses, and 2 before/after pilot analyses complete</b>   We have before/after studies in progress and will highlight key successes and areas for

Obj	Action Item	Performance Metrics   Status
		improvement in Mid-year Progress Reports going forward. Before/after studies are also completed on each pilot project and for specific tools and projects. More will be reported as the program progresses.

Objective	Action	Performance Metrics   Notes
<b>B1: Master Planning</b>	Begin a Master Transportation Plan (MTP) update, with all modal elements combined, that recognizes the Vision Zero safety program and principles as one of its cornerstones.	<b>Completed 2024 – Launched Transportation Plan Update Arlington’s Transportation Future</b>   We launched the development of a new, realigned countywide transportation plan (named “Arlington’s Transportation Future” in fall 2024 with a major, community-wide public engagement effort. The planning effort is anticipated to continue through 2026.
	Integrate safety as a priority into project evaluation criteria for all new capital projects and incorporate these elements into project design.	<b>Completed 2022 – Project ranking tool developed / safety criteria included</b> <b>Implementation ongoing</b>   In 2022, the County developed a capital projects prioritization tool to assist in the development and implementation of the Transportation Capital Improvement Plan (CIP). The tool places a heavy emphasis on health and safety projects, especially those with known safety concerns and crash history. This tool was used to guide the FY23 CIP and will be used to guide the FY25 CIP in collaboration with TE&O and Transit and other County agencies which may have overlapping projects.
	Integrate the principles of Vision Zero into other planning updates, ensuring that effective transportation and transportation safety policies are incorporated.	<b>Studies actively in coordination</b>   Several efforts in progress: <a href="#">Arlington’s Transportation Future</a> , <a href="#">S George Mason Dr / S Four Mile Run Dr Intersection Study</a> , <a href="#">Gateway Park project</a> , <a href="#">Columbia Pike Bike Boulevards</a> , <a href="#">Mobility Hub Pilot Courthouse Plaza</a> , <a href="#">Langston Boulevard Multimodal Intersections Study (Areas 2 &amp; 3)</a> , and <a href="#">VDOT Langston Blvd STARS Study</a> include Vision Zero considerations.
	Coordinate land use and transportation planning efforts to balance safety improvements with affordability/equity needs across plans and projects.	<b>No metric identified</b>   We will initiate action on this item as larger-scale safety projects come into the pipeline.
<b>B2: Plan/Project Review</b>	Implement a standard and documented approach for integrating safety as a priority into the private site plan development review process through incorporating a safety review and set of recommendations into the Multimodal Transportation Analysis (MMTA) and throughout project design and review.	<b>Completed 2021 – Draft Crash &amp; Safety Analysis template developed</b> <b>Completed 2022 – 2 site plans piloted crash/safety analysis (1616 Fort Myer Dr and Ballston Macy’s (701 N Glebe Rd).</b> <b>Completed 2023 – Integration of safety into Standard MMTA Safety Analysis Embedded within Site Plan MMTAs</b>   We developed a methodology for incorporating safety reviews as part of our MMTAs for special exception site plan projects and piloted for two projects. Any upcoming site plans in the scoping process that are required to submit an MMTA will include the safety analysis in their MMTA submittals.
	Document and implement a standard approach to conducting safety analysis at the onset of a transportation capital improvement project.	<b>No metric identified</b>   We currently assess conditions and safety needs at the onset of capital project planning. We have a target to formalize a standard process over the next year.
	Collaborate on the plan and design of all new or improved parks and trails to ensure safe access and mobility.	<b>Completed 2021 – 6 park/trail projects reviewed</b> <b>Completed 2022 – 5 park/trail projects reviewed</b> <b>Completed 2023 – 9 park/trail projects reviewed</b> <b>Completed 2024 – 21 park/trail projects reviewed</b>



Objective	Action	Performance Metrics   Notes
		<p><b>Reviewed 13 park/trail projects in partnership with the Department of Parks and Recreation:</b> Army Navy Country Club Trail Connector CIP, Custis Trail long range study, Long Bridge Bike/Ped bridge (VPRA), Four Mile Run Trail repaving and realigning, Goodwill site CEP, W&amp;OD comprehensive sign inventory, Arlington Blvd Trail study, Four Mile Run flash flood warning signage, Arlington Ridge Rd bridge over Four Mile Run Trail MOT, W&amp;OD trail routing near Benjamin Banneker Park, NOVA loop trail, John Marshall Dr &amp; 22nd Rd N trail repaving and realigning, Bluemont Junction trail spurs</p>
<b>B3: Safety Project Prioritization &amp; Implementation</b>	<p>Develop and implement criteria to review and prioritize quick-build and large scale/long-term safety projects identified through Vision Zero analysis, HIN audits, critical crash reviews, or ad-hoc crash analysis.</p>	<p><i>Completed 2021 – Evaluation criteria developed for capital projects</i>  <i>Completed 2022 – Evaluation criteria developed for quick-build projects</i>  <b>Evaluation criteria for all projects in practice</b>   Prioritization tools for ranking each quick-build, Rectangular Rapid Flashing Beacon (RRFB), and capital safety project consider whether a project is on the HIN, if it's at a hot spot or has recent crashes, if it's within an Equity Emphasis Area, and whether it is near a school zone. See the <a href="#">quick-build page</a> for updated information on our project prioritization and project workflow processes.</p>
	<p>Develop a process for moving large scale investment projects identified through safety reviews into the capital investment/implementation pipeline.</p>	<p><b>Capital project programming process developed</b>   We initiated a process for moving safety-driven tactical and quick-build projects into the Capital Project program. We also bring projects identified through HIN or Hot Spot evaluations into the capital budgeting cycle.</p>
	<p>Implement quick-build safety projects via the Vision Zero CIP Program.</p>	<p><i>Completed 2021 – 9 quick-build projects</i>  <i>Completed 2022 – 11 quick-build projects</i>  <i>Completed 2023 – 17 quick-build projects</i>  <i>Completed 2024 – 31 quick-build projects</i>  <b>12 quick-build projects completed</b>   See list of quick-build projects in the 2025 Progress section. Visit the <a href="#">quick-build page</a> for information on upcoming quick-build projects.</p>
	<p>Implement large-scale, long-term safety projects via the Capital Improvement Plan (CIP) Program.</p>	<p><i>Completed 2021 – 12 safety-driven capital projects completed</i>  <i>Completed 2022 – 8 safety-driven capital projects completed</i>  <i>Completed 2023 – 4 safety-driven capital projects completed</i>  <i>Completed 2024 – 4 safety-driven capital projects completed</i>  <b>2 capital projects completed / 17 in progress</b>   See list of safety-driven capital projects on the <a href="#">Vision Zero Safety-Driven Capital Projects webpage</a>.</p>
<b>B4: Safety Project &amp; Program Funding</b>	<p>Secure Vision Zero program funding in the CIP for immediate action, quick-build projects.</p>	<p><b>\$2.1M in FY25 (includes rollover and new funding)</b>   We confirmed Street Safety Improvements in the CIP. In 2025, we will begin a new CIP budgeting cycle to secure funding for future years.</p>
	<p>Secure funding for larger scale investment projects identified through the safety program.</p>	<p><i>Completed 2023 – 3 safety-driven capital projects programmed</i>  <i>Completed 2024 – 3 safety-driven capital projects programmed</i>  <b>3 safety-driven capital projects recommended</b>   The projects elevated for capital safety improvements in 2024 included (1) Washington Blvd &amp; Langston Blvd, (2) Clarendon Blvd &amp; N Barton St, and (3) N Glebe Rd &amp; Henderson Rd/N Quincy St .</p>
	<p>Maintain resources for equipment and treatments introduced by Vision Zero safety improvement projects.</p>	<p><b>Upcoming</b>   We are developing infrastructure inventories to help estimate funds needed to maintain recent safety improvements.</p>

Objective	Action	Performance Metrics   Notes
	Identify staff dedicated to the County's transportation safety program, including a full-time Vision Zero program coordinator.	<i>Completed 2022 – 2 full-time Vision Zero positions hired</i> <i>Completed 2023 – 1 full-time Vision Zero position hired</i> <b>Vision Zero Team is staffed</b>   The Vision Zero team now consists of three full-time, permanent employees and two full-time interns.
	Apply for grants strategically, focusing on funding larger-scale, longer-term safety projects.	<i>Completed 2021 – \$95K awarded in technical assistance</i> <i>Completed 2022 – Awarded funding for 5 safety related projects</i> <i>Completed 2023 – \$80K awarded in technical assistance</i> <i>Completed 2024 – \$7.25M awarded in project grants and \$80K awarded in technical assistance</i> <b>\$32.3M awarded in project grants</b>   Additional details and updates on funding are provided in the main body of the annual report.
B5: Speed Management	Conduct a review of speeds and posted speeds on the <a href="#">High-Injury Network</a> that considers roadway and land use characteristics and deploy speed mitigation measures based on findings.	<i>Completed 2022 – 3 HIN speed studies</i> <i>Completed 2023 – 5 HIN speed studies</i> <b>3 HIN speed studies in progress</b>   We identified corridors for evaluation through HIN audits or through the systemic evaluation of all roadways with a posted speed of 30mph or higher. Studies have been delayed due to data collection contractor challenges.
	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.	<i>Completed 2021 – 7 speed limits reduced</i> <i>Completed 2022 – 7 speed limits reduced</i> <i>Completed 2024 – 5 speed limits reduced</i> <b>5 speed limits reduced</b>   See list of speed management activities in the 2025: Progress Summary for details on corridors and timeline.
	Develop and adopt a process to reduce speed limits below 25mph on County roads.	<i>Completed 2021 – Adopted &amp; implemented process</i> <i>Completed 2022 – Implemented 13 20mph school slow zones</i> <i>Completed 2023 – Implemented 14 20mph school slow zones</i> <i>Completed 2024 – Implemented 19 20mph school slow zone</i> <b>School slow zone installation process completed for all 40+ schools in Arlington</b>   We confirmed a process for lowering speeds below 25mph. In 2024, we completed installation of 20mph school slow zones at all remaining 19 school zone locations, marking the completion of the <a href="#">school zone update process</a> .
B6: Guidelines/Standards	Revisit and update existing guidelines for infrastructure specifications and placement and adjust to ensure best practices for safety considerations.	<i>Completed 2021 – 6 guidelines updated</i> <i>Completed 2022 – 1 guideline updated</i> <i>Completed 2023 – 2 guidelines posted</i> <b>No new guidelines posted in 2024</b>   All guidelines are posted on the <a href="#">Tools &amp; Guidelines page</a> .
	Consider and create new guidelines for development and implementation to enhance safe access and operations on the transportation system.	<b>5+ guidelines in development or review</b>   We have five new guidelines under development for publication likely in 2025/26: (1) Maintenance of Traffic (MOT) during construction plan review, (2) \$200 additional speeding fine signs, (3) leading pedestrian intervals (LPIs), and (4) trail/street intersection crossings. There is also one guideline under review: marked crossing guidelines.
	Refine school zone guidelines to establish consistent signage, signage placement, speed limit reductions, and pavement markings in school areas.	<b>Refined and implemented school zone guidelines</b>   We developed draft school zone guidelines and demonstrated them at 13 schools in 2021. Given positive feedback from the community, Arlington Public Schools (APS), and ACPD, we finalized the school zone guidelines and updated all school zones to align with the guidelines (2021-2024).

Objective	Action	Performance Metrics   Notes
	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.	<b>Completed 2021 – Crossing guard location prioritization complete</b> <b>Prioritization process and criteria in use</b>   Each year, APS and ACPD collaborate to prioritize the locations for crossing guard deployment.
<b>B7: Multimodal Safety Toolbox</b>	Develop a Multimodal Safety Toolbox that identifies strategies available to address safety concerns for all modes.	<b>Completed 2022 – First generation Toolbox published</b> <b>Toolbox in use</b>   The first generation of the “living” Toolbox is available on the <a href="#">Tools &amp; Guidelines page</a> .
	Actively maintain and update the Multimodal Safety Toolbox over time, as well as reporting metrics on the County's implementation of each tool in the Vision Zero Annual Report.	<b>Tool metrics reported in the Annual Report / Toolbox Updated in 2025</b>   The Vision Zero annual reports (published in the spring) include the annual tool count. We have also posted a tool tracking summary on the <a href="#">Tools &amp; Guidelines page</a> . We published an updated version of the Toolbox to ensure it aligns with all recently updated standards or guidelines in 2025.
	Establish a methodology for deploying pilot projects. The methodology shall include monitoring and evaluating based on data/public input collected on the pilot.	<b>Completed 2021 – Developed pilot process; 5 pilot projects installed</b> <b>Completed 2022 – 2 pilot projects installed</b> <b>Completed 2023 – 1 pilot projects installed</b> <b>Completed 2024 – 3 pilot projects installed</b> <b>4 pilot projects installed in 2025, more pilots being planned</b>   View the <a href="#">Safety Pilot Project page</a> to learn more about upcoming, ongoing, and past pilot projects.
	Conduct system-wide, holistic reviews of deployed tools and implement updates to ensure consistent and equitable safety treatments throughout the County.	<b>Completed 2021 – 6 tools evaluated/updated</b> <b>Completed 2023 – 2 tools evaluated/updated</b> <b>5 tool evaluations completed in 2025</b>   See A8: Before/After Studies section to learn more.
<b>B8: Data-Driven/Equitable Enforcement</b>	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 Virginia Law).	<b>Completed 2022 – Speed cameras ordinance adopted</b> <b>Completed 2024 - 6 new red-light safety camera intersections installed, Launched speed safety camera program at 10 locations</b> <b>Expanded speed safety camera program to 8 more locations in 2025</b>   The County expanded the speed safety camera program to another 8 locations in January 2025, growing the program to a total of 18 locations by the end of the 2024-2025 school year.
	Explore new and/or automated monitoring or enforcement options.	<b>Upcoming</b>   No official action on this item yet due to legal limitations.
	Review and report demographic data captured through enforcement activities throughout the County.	<b>Reviewing data on an ongoing basis</b>   Information regarding demographics for people involved in traffic stops is reviewed periodically by staff and available to the public on the <a href="#">Virginia Open Data Portal</a> .
<b>B9: Facilities Maintenance</b>	Monitor and adjust maintenance strategy when a safety concern is identified by staff or the community.	<b>In progress</b>   We actively review and respond to maintenance concerns reported through the <a href="#">Request for Service Portal</a> , as well as incoming calls and messages.
	Identify and implement safety improvements through the County's annual repaving process through a standardized and transparent methodology.	<b>Completed 2021 – Over 10,000 linear ft of new or enhanced safety design elements</b> <b>Completed 2022 – Repaved 70+ miles of roadway; 3.86 miles of new or enhanced bike lanes or skips</b> <b>Completed 2023 – Repaved 50+ miles of roadway and 2.3 miles of off-street multiuse trails</b>

Objective	Action	Performance Metrics   Notes
		<p><i>Completed 2024 – Repaved 52+ miles of roadway and 1.02 miles of off-street multiuse trails. Conducted 14,281 sidewalk shaving repairs; replaced 148 curb ramps and approximately 5,800 feet of sidewalk.</i></p> <p><b>Repaving/remarking, sidewalk saving, and curb/sidewalk repairs part of standard maintenance practices</b>   Staff have established <a href="#">an annual public engagement process</a> to communicate and obtain input for repaving projects.</p>
<b>B10: Maintenance of Traffic Design &amp; Active Construction</b>	Ensure coordination when a park, trail, or other public space is being developed to ensure safe space and continuity for both motorized and non-motorized travel.	<p><i>Completed 2021 – 180 Total MOTs reviewed / 8 MOTs reviewed with Arlington County Department of Parks &amp; Recreation (DPR)</i></p> <p><i>Completed 2022 – 157 MOTs reviewed / 3 MOTs reviewed with DPR</i></p> <p><i>Completed 2023 – 179 MOTs reviewed / 9 MOTs reviewed with DPR</i></p> <p><i>Completed 2024 – 189 MOTs reviewed</i></p> <p><b>MOT reviews in progress</b>   We review MOTs for safety features as part of public and private plan reviews.</p>
	Apply a temporary lower speed limit (at least 5mph lower than posted speed) in work zones, starting with County reviewed projects.	<b>In progress</b>   We apply temporary lower speed limits on a case-by-case basis, typically for long-term construction durations, construction on arterials that affect 2 or more lanes of travel in a direction, construction areas that propose new elements such as crossings (temporary RRFBs), and construction zones that are complex due to right-of-way constraints.
	Develop MOT plan guidance that enhances safety considerations for all modes in public and private construction projects, including a policy for temp lower speed limits in work zones.	<b>Draft guidance in progress</b>   Final review and publication of the guidelines are pending due to staff availability.
	Expand the County’s ability to monitor active construction to ensure all signage, materials, temporary access, and detour routes follow established guidelines.	<p><i>Completed 2022 – Enhanced the <a href="#">Request for Service Portal</a> to include MOT reporting; responded to 237 requests with an average 16-workday closure rate</i></p> <p><i>Completed 2023 – Responded to 384 requests with an average 44-workday closure rate</i></p> <p><i>Completed 2024 – Responded to 265 requests with an average 11-workday closure rate</i></p> <p><b>In progress</b>   We are working on training an inspector team that will support the goals of Vision Zero for site and MOT inspections.</p> <p><b>Responded to 265 requests</b>   These requests are filtered for MOT-related items only.</p>

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Objective	Action	Performance Metrics   Notes
<b>C1: Ongoing Safety Engagement</b>	Provide public and stakeholder engagement opportunities specific to the Vision Zero program once the Action Plan is in implementation.	<p><i>Completed 2021 – 8 safety engagements</i></p> <p><i>Completed 2022 – 5 safety engagements</i></p> <p><i>Completed 2023 – 3 safety engagements</i></p> <p><i>Completed 2024 – 5 safety engagements</i></p> <p><b>4 engagements completed so far in 2025</b>   We have completed the Annual Safety Engagement, as well as the tactical speed humps pilot round 2 and S Glebe Rd/S Old Glebe Rd pilot engagements. We also helped to review and then advertise follow up engagements a safety-related VDOT studies (Langston Blvd STARS Study).</p>



Objective	Action	Performance Metrics   Notes
	<p>Prioritize engagement with vulnerable or hard-to-reach user groups in transportation safety-related efforts or projects, including making sure information is available to people of different languages and abilities.</p>	<p><i>Completed 2022 – Annual engagement; three focus groups</i>  <i>Completed 2023 – Ongoing accessible engagement; Annual Safety Engagement; 2 focus groups; 1 pop-up event</i>  <i>Completed 2024 – Ongoing accessible engagement; Annual Safety Engagement (incl. 7 pop-ups); 5 additional pop-up events</i>  <b>Ongoing accessible engagement; Annual Safety Engagement (incl. 9 events); 2 additional pop-up events</b>   We translate public engagement and communication materials into different languages based on the scope of the effort. Our website content is also designed for auto-translation. Our Annual Safety Engagement includes strategic engagement/pop-up events to connect with harder-to-reach populations, and we began quarterly pop-up events in Equity Emphasis Areas to educate and inform community members on safety issues and resources.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>C2: Accessible Feedback Channels</b></p>	<p>Merge Arlington County Customer Care &amp; Communications (C3) and Report-a-Problem to create an easy-to-find/use/track, one-stop-shop on the County's website. Provide links and contact information to ensure this channel is accessible to all people.</p>	<p><i>Completed 2021 – Integrated 'Transportation Investigation Form' into the <a href="#">Request for Service Portal</a></i>  <i>Completed 2022 – Added links to websites; printed business cards to share Report-a-Problem information</i>  <i>Completed 2023 – Began quarterly pop-ups to share information</i>  <i>Completed 2024 – Continued quarterly pop-ups</i>  <b>Continuing to host pop-ups and find other ways to promote the Report a Problem tool</b>   Moving forward, our awareness and education efforts about community reporting channels will focus on Equity Emphasis Areas per the recommendations of the <a href="#">Vision Zero Equity Analysis</a>.</p>
	<p>Complete timely review of and response to concerns submitted in the community reporting channel.</p>	<p><i>Completed 2021 – 3,079 public requests (Jan 2021– Mar 2022) with a 12-day completion average</i>  <i>Completed 2022 – 3,523 public service requests with a 25-day completion average</i>  <i>Completed 2023 – 5,856 public service requests with a 30-day completion average</i>  <i>Completed 2024 – 6,087 public service requests with a 42-day completion average</i>  <b>3,020 public service requests with a 50-day completion average</b>   From Jan 1 – June 30, 2025, we received 3,020 public requests related to safety or maintenance. The average time for us to respond to a service request was 34 workdays (excluding weekends/holidays) / 50 calendar days. These requests are filtered for transportation safety-related items only. Note: these numbers are higher than in the past because we began tracking more investigations in the system (now includes all traffic safety investigations, MOT issues, Blocked Street/Sidewalk/Bike Lane reports, and Scooter issues).</p>
<p><b>C3: Vision Zero Program Communications</b></p>	<p>Maintain a comprehensive Vision Zero website that is updated frequently with educational materials, project updates, resources, progress reports, upcoming events, public-facing crash data/maps, a Vision Zero tracking dashboard, action item tracking, and contact information.</p>	<p><i>Completed 2021 – Transitioned to web platform; Added 6 sub-pages</i>  <i>Completed 2022 – Reorganized website to make more user-friendly</i>  <i>Completed 2023 – Added 2 sub-pages</i>  <i>Completed 2024 – Added new subpage and updated dashboards</i>  <b>Updated semi-monthly; Reorganized and set up new website navigation</b>   We updated the website several times per month and delivered an overall content reorganization/navigation update to make information easier to find on the site.</p>



Objective	Action	Performance Metrics   Notes
	Build and maintain a Vision Zero listserv that disseminates information about ongoing projects and programs that relate to transportation safety.	<p><i>Completed 2021 – 11 newsletters sent</i>  <i>Completed 2022 – 11 newsletters sent; 2,081 subscribers</i>  <i>Completed 2023 – 12 newsletters sent; 2,395 subscribers</i>  <i>Completed 2024 – 12 newsletters sent; 5,426 subscribers</i>  <b>6 newsletters sent; 5,122 subscribers</b>   We send one bilingual Vision Zero <a href="#">newsletter</a> per month. The number of subscribers (5,122 as of June 2025) decreased by 304 since February 2025.</p>
	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.	<p><b>In progress</b>   The <a href="#">Interdepartmental Stakeholders Group</a> has been sharing Vision Zero messaging through County emails and social media channels.</p>
<b>C4: Community Knowledge Building</b>	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.	<p><i>Completed 2022 – Critical Crash Mitigation Campaign (May-Dec)</i>  <i>Completed 2023 – Critical Crash Mitigation Campaign (Jan-Dec) + In-Street Tool campaign launched</i>  <i>Completed 2024 – Critical Crash Mitigation Campaign (Jan-Dec); In-Street Tool campaign expanded; DMV Quiz launched; bar/restaurant coasters/posters implemented</i>  <b>Critical Crash Mitigation Campaign updated</b>   We host critical crash mitigation campaign running year-round and focusing on a different theme each month, with themes identified through our quarterly critical crash reviews.</p>
	Share materials from regional, state, or Federal education and communications campaigns to maximize reach by sharing messaging and information.	<p><i>Completed 2022 – 16 campaigns shared</i>  <i>Completed 2023 – 26 campaigns shared</i>  <i>Completed 2024 – 30 campaigns shared</i>  <b>20+ campaigns shared</b>   ACPD conducted outreach and social media promotion for events in partnership with Metropolitan Washington Council of Governments (regional), Department of Motor Vehicles (state), and National Highway Traffic Safety Administration (federal).</p>
	Provide transportation education and support to the community.	<p><i>Completed 2021 – 55 classes/events; 25 campaigns shared</i>  <i>Completed 2022 – 80+ classes/events; 35 campaigns shared; 476 car seats inspected</i>  <i>Completed 2023 – 100+ classes/events; 26 campaigns/initiatives shared; 475 car seats inspected; 2,300 iRide cards distributed</i>  <i>Completed 2024 – 165 classes/events; 8,850+ attendees; 30 campaigns/initiatives shared; 385 car seats inspected; 3,007 iRide cards distributed</i>  <b>126 classes/events; 5,150+ attendees; 30 campaigns/initiatives shared; 101 car seats inspected; 2,361 iRide cards distributed</b>   See list of classes/event and other outreach campaigns in the <a href="#">Progress Highlights section</a>.</p>
	Tailor education efforts to address negative transportation-user behaviors as identified through systemic crash analysis through targeted outreach campaigns.	<p><i>Completed 2022 – Critical Crash Mitigation Campaign complete; estimated reach of 150,000 people/month</i>  <i>Completed 2023 – Critical Crash Mitigation Campaign complete; estimated reach of 150,000 people/month</i>  <i>Completed 2024 – Critical Crash Mitigation Campaign complete; estimated reach of 240,000 people/month</i>  <b>Average reach of about 240,000 people/month</b>   We used the results of the systemic crash analysis to create targeted messaging.</p>



Objective	Action	Performance Metrics   Notes
	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.	<b>In progress</b>   We are working to develop a speed/volume dataset for the county. We will discuss dataset completeness and formatting with the ultimate goal of providing this information in the open data portal.

5.

Objective	Action	Performance Metrics   Notes
<b>D1: Interdepartmental Collaboration on Safety</b>	Maintain interdepartmental representatives who carry the Vision Zero message and coordinate/track action items with their departments.	<b>14 departments/bureaus actively participating</b>   (1) Fire Department, (2) Manager’s Office, (3) Development Services Bureau, (4) Police Department, (5-9) Department of Environmental Services – Transit, TE&O, Water Sewer Streets, TPCPM, ACCS (Arlington Transportation Partners (ATP) + BikeArlington + WalkArlington), (10-11) Community Planning, Housing and Development (CPHD) – Arlington Neighborhood Program, Current Planning, (12) Department of Human Services – Public Health, Risk Management, (13) Communications, (14) Public Safety
	Hold regular meetings and communication with representatives from each of the County’s departments and bureaus to coordinate Vision Zero action items and document progress.	<b>Bi-monthly meetings</b>   We meet every other month to discuss progress toward Vision Zero action items and ongoing safety needs and updates.
	Host a Vision Zero staff training video required for all County employees to instill a unified awareness of safety issues for transportation safety.	<b>Completed 2024 – Vision Zero Staff Training Video added to Onboarding Process</b> <b>Training added to onboarding</b>   We created a staff education video to improve Vision Zero understanding and training for all County staff and contractors. The video launched internally in early 2024.
<b>D2: Virginia Department of Transportation</b>	Engage in a quarterly meeting to address safety issues, hot spots, target or emphasis areas, or projects on VDOT-maintained roadways.	<b>Completed 2021 – 3 meetings; 2 quick-build projects; 3 corridor improvements; 14 crossing improvements</b> <b>Completed 2022 – 2 meetings; 4 safety initiatives implemented</b> <b>Completed 2023 – 1 meeting; 15 ongoing safety initiatives</b> <b>Completed 2024 – 1 meeting; 15 ongoing safety initiatives</b> <b>1 Meeting; 18 ongoing safety initiatives</b>   See detailed list of activity in the in the 2025: Progress Summary.
	Collaborate with VDOT on reducing speeds and speed limits on VDOT-maintained roadways.	<b>Completed 2022 – 1 speed limit reduced (Glebe Rd)</b> <b>12 speed studies in progress</b>   We are assessing speeds on 12 VDOT-owned corridors, with studies targeted for completion in late 2025.
<b>D3: Regional Agency Coordination</b>	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.	<b>Completed 2021 – 9 meetings with regional partners; 1 regional event</b> <b>Completed 2022 – 2 meetings with regional partners; 3 regional events</b> <b>Completed 2023 – 9 regional partner meetings; 2 regional events; 1 national event</b> <b>Completed 2024 – 10 regional partner meetings; 6 national events</b> <b>6 regional partner meetings; 5 national events/programs</b>   We meet monthly with Vision Zero teams from across the region to discuss ongoing initiatives. We also attend regional MWCOC Transportation Safety Subcommittee meetings where we and other local jurisdictions share data, information, and strategies to improve safety. We presented at the following events: (1) Streetlight Spotlight on Bike Level of Comfort Map, (2) 2025 National Association of City Transportation Officials “Meet the Cities” session, hosted 4 walking tours, and 1 bike tour of Arlington’s transportation system, (3) 2025 John’s Hopkin’s Safe Systems Academy, (4) MWCOC’s Safety Subcommittee in June on

Objective	Action	Performance Metrics   Notes
		before/after studies, (5) Federal Highway Administration Vision Zero Communities Pairing Program.
	Engage in meetings and communication on transportation safety issues with regional agencies.	<p><b>In progress</b>   In addition to the MWCOG subcommittee meetings listed above, we also meet regularly with a group to discuss projects, specifically the operation of regional bus service in areas where the MOT forces relocation of the buses.</p> <p><b>Participating in the Federal Highway Administration’s Information Sharing Program</b>   The Federal Highway Administration (FHWA) accepted Arlington’s application to join the next cycle of the national Vision Zero Community Pairing Program, so we have been building a relationship with the Vision Zero Team from Madison, WI. We also actively engaged with the US Vision Zero Network’s Early Adopted peer exchange.</p>
D4: Legislative Advocacy	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.	<p><i>Completed 2021 – <a href="#">2022 Legislative Package</a></i>  <i>Completed 2022 – <a href="#">2023 Legislative Package</a></i>  <i>Completed 2023 – <a href="#">2024 Legislative Package</a></i>  <i>Completed 2024 – <a href="#">2025 Legislative Package</a></i></p> <p><b>Legislative package to be developed</b>   The County Board will discuss the legislative package for the 2026 General Assembly later this year. We will be coordinating safety asks and priorities (e.g., expansion of automated enforcement) across departments to prepare the package.</p>
D5: Stakeholders	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.	<p><b>25+ groups invited</b>   Mid-year meeting with the ESG (open to the public) took place in October 2024. Invited participants included: APS Joint Committee on Transportation Choices; APS Advisory Committee on Transportation Choices; Bicycle Advisory Committee; Disability Advisory Committee; Pedestrian Advisory Committee; Transit Advisory Committee; Transportation Commission; Arlington Neighborhoods Program Commission; Commission on Aging; Parks and Recreation Commission; Planning Commission; Site Plan Review Committee; Housing Commission; Civic Federation; Washington Area Bicyclist Association; Ballston Business Improvement District (BID); National Landing BID; Rosslyn BID; Columbia Pike Partnership; Langston Boulevard Alliance; Arlington Families for Safe Streets; Sustainable Mobility for Arlington; Arlington Roadway Safety Club (Washington-Liberty High); and the Street Advocates Student Coalition (Arlington Career Center High).</p>
	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.	<p><b>Information sharing &amp; various advocacy efforts and events</b>   See list of initiatives and efforts in the 2025: Progress Summary.</p>
	Enhance transportation safety around schools by conducting school zone or intersection audits to identify areas to improve safety conditions or retrofit the school zone based on the new school zone guidelines.	<p><i>Completed 2021 – 6 intersections reviewed; 4 pilot projects identified; 13 school zone updates; 18 walk audits</i>  <i>Completed 2022 – 2 pilot projects identified; 14 school zones updated</i>  <i>Completed 2023 - School Zone guidelines published; tactical speed humps in School Zones Pilot launched</i></p>



Objective	Action	Performance Metrics   Notes
		<p><i>Completed 2024 – 19 school zone updates completed; speed safety camera program launched; school zone tactical speed hump pilot expanded</i></p> <p><b>Maintaining/expanding speed safety camera program; school zone tactical speed hump pilot expanded  </b> See the 2025: Progress Summary.</p>
<b>D6: Service Providers</b>	<p>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.</p>	<p><b>In progress  </b> We are developing Vision Zero requirements to integrate into contracts and a timeline for the integration.</p>
	<p>Establish relationships with transportation service providers that operate in Arlington (e.g., ride hailing services, scooter companies, taxis, shuttles, etc.) to share experiences/data and identify opportunities for improvement of safety in operations.</p>	<p><i>Completed 2021 – Established 6 contacts; hosted meetings on pick-up/drop-off zone best practices; hosted 2 events with 30+ people</i></p> <p><i>Completed 2022 – Issued all available permits (1,000) for dockless ebikes; Installed 70 micro-mobility corrals</i></p> <p><i>Completed 2023 – Added bike/scooter options to Report-a-Problem; Installed 53 micro-mobility corrals</i></p> <p><i>Completed 2024 – Installed 9 new micro-mobility corrals and updated 77 corrals; Initiated data collection for micro-mobility parking trends</i></p> <p><b>Host bike/scooter options to Report-a-Problem; installed 1 micro-mobility corral, added parking blocks to 3 corrals, re-installed and/or moved 9 corrals, and repaired and/or replaced 5 corrals  </b> ACCS is working directly with ebike and shared micro-mobility service providers to promote safe riding and parking for ebikes and scooters. They have also been hosting educational events to promote safe riding. ACCS is also monitoring the usage of the corrals and the number of improperly parked shared micro-mobility devices.</p>
	<p>Establish relationships with trucking and delivery services to improve curbside operations and allow prompt coordination on safety issues.</p>	<p><b>Upcoming  </b> We have not taken action on this item yet.</p>
	<p>Establish relationships with utility companies to allow prompt coordination on safety issues with infrastructure or repair work.</p>	<p><i>Completed 2021/22 – Established 2 contacts</i></p>

