Progress Key

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Not Started	Initiated	Moderate Progress	Significant Progress	Complete

Action Item #	Action Item Description	Progress	Notes
N	Data Collection and Evaluation		
Make in	formation easily available to the public		
1A.1	Establish dashboard for all crash and safety data on the Vision Zero website		Dashboard is published and regularly updated.
1A.2	Publish an annual report on the progress of Vision Zero	****	Report is produced annually.
1A.3	Provide annual citation data for infractions that potentially lead to serious injuries and deaths	••••	Citation data is not publicized, but staff evaluate crash trends. APD prioritizes enforcement on high-speed corridors.
nhance	e data collection and coordination efforts		
1B.1	Develop electronic citation database pending funding and resources		eCitation program being expanded to all motor officers.
1B.2	Work with State Police, DMV, VDOT and State Pedestrian Task Force to revise crash reporting standards and information captured to better inform data analysis leading to projects and programs	••••	Have provided comments in the past to DMV. Staff utilize crash diagrams and narratives to understancerash trends.
1B.3	Standardize and establish definitions and training on crash reporting methods		DMV TREDS training is ongoing.
1B.4	Work with the State to update crash reporting methods to differentiate between alcohol and drug related crashes.	••••	Comments made to DMV previously.
1B.5	Improve existing Multi-department Response Team for all KSI crashes and develop T&ES crash form to document contributing crash factors related to street design	••••	Staff has identified high-crash locations and developed a template for safety audits.
1B.6	Continue existing and investigate new opportunities for partnerships with universities, technology companies, and researchers to develop a comprehensive traffic crash prediction and traffic exposure model	••••	Technology pilot with VTTI underway.
	e successfulness of existing and planned program	ns t <mark>o d</mark> eterr	nine best way to allocate resources for
hange			
1 C.1	Create standard data evaluation template to track before and after studies of all Complete Streets projects		Basic data points established for project evaluation
1C.2	Identify gaps in data in order to identify on-call data collection contracts that will help us more efficiently obtain data	••••	On-call data collection contract established.
1C.3	Increase opportunities for interns and students to conduct research, compile data, and assist city with evaluation of programs	••••	City hosts students and interns annually.
盦	Enhance City Processes and Colla	boration	1
upport	and encourage statewide legislative efforts to in	nplement st	ricter traffic safety laws
2A.1	Support statewide efforts to reform Driving Under the Influence (DUI) standards related to Blood Alcohol Content, arrest and adjudication process, and repeat offenders	••••	DUI reform discussed with Washington Regional Alcohol Program and identified as potential legislative priority.
2A.2	Pursue and support state legislation to allow the use of fixed automated enforcement cameras for speed violations	••••	Legislation passed in 2020 to allow speed camera in school zones and work zones. The City has create a school zone speed camera program.
2A.3	Support statewide efforts to revise distracted driving laws, including increase of fines		Hands-free driving legislation passed in 2020.
2A.4	Pursue and support state legislation to require drivers to		Legislation passed in 2020.

2B.1	Develop system to track, manage, respond to, and prioritize resident and customer requests for safety improvements		Internal resident request database is established and maintained regularly.
2B.2	Implement graduated penalties for repeat offenders of infractions that contribute to KSI crashes and the City has the authority to change	••••	No update.
2B.3	Evaluate Traffic & Parking Board charter and consider revisions to make traffic safety a primary focus of the Board	••••	Charter was updated in 2019 to include safety as a priority objective.
2B.4	Encourage and promote national and regional senior driving education programs, such as the "We Need to Talk" program	••••	No update.
2B.5	Evaluate Maintenance of Traffic (MOT) Plan requirements and revise to prioritize safe, accessible, and convenient routes for bicyclists and pedestrians		The City has an existing memo to industry on MOT safety and access requirements.
A	Build Safe Streets for Everyone		
Improve	prioritization of safety treatments		
3A.1	Use most recent crash data to continually prioritize implementation of recommendations from Pedestrian & Bicycle Master Plan		Staff continue to use crash data to prioritize projects.
3A.2	Identify criteria for installation of "No Right on Red" and LPIs for intersections and outline process for implementing changes	••••	LPIs and NTORs are identified and implemented annually.
3A.3	Reduce delivery timelines for safety improvements by implementing near-term, temporary treatments for priority Pedestrian & Bicycle Master Plan and Safe Routes to School engineering recommendations		Projects employ near-term improvements when feasible and appropriate.
Develop	and implement infrastructure policies to reduce	e fatal and s	evere crashes
3B.1 3B.2	Incorporate Vision Zero data and recommendations into Transportation elements of future Small Area Plans Automatically display the pedestrian walk signal where		Safety incorporated into Small Area Plans as they are developed. FY 2024 Work Plan includes task to develop policy
3B.3	signal timing permits Use the data that identifies high injury crash corridors and	****	on pedestrian signal actuation.
02.0	intersections to help prioritize engineering and education efforts, and require comprehensive safety improvements when designing these corridors and intersections	••••	Staff continually use crash data to prioritize projects and tailor projects to address crash history.
3B.4	When new public school facilities open or relocate to a new site, ensure appropriate agencies continue to work together to develop a transportation plan that prioritized safety for the new school facility		Safety is prioritized in the development of all new school site plans.
3B.5	Explore a Citywide 25mph speed limit		City continues to reduce speed limits on major corridors to 25 MPH. Two corridors were reduced to 25 MPH in 2022.
3B.6	Update the Streets and Transit Chapters of the Transportation Master Plan to prioritize the reduction of KSI crashes and elevate crash data as a priority in decision-making		The Alexandria Mobility Plan was adopted in 2021 and prioritizes traffic safety.
3B.7	Develop neighborhood slow zone program with selection criteria, a request process, and launch an application-based program, through engineering and design improvements to reduce vehicle speeds	••••	A pilot project is underway, and the FY 2024 Vision Zero Work Plan includes development of a slow zone program.
	Promote A Culture of Safety		
Inform t	he public of Vision Zero efforts		
4A.1	Maintain a comprehensive website to provide information on the projects, programs, and progress of Vision Zero to include dashboard and annual reports		The Vision Zero webpage has been renovated and is updated regularly.
4A.2	Utilize social media to share information and promote dialogue	••••	The City regularly shares safety information on social media.
4A.3	Provide Vision Zero logo, goal and message on back of parking receipts and City email signatures		No update.
4A.4	Work with media partners to more accurately report traffic crashes to avoid victim-blaming and report crashes in the context of Vision Zero	••••	Local media coverage has improved and recognizes crash trends vs. isolated incidents.

	a network of partnerships to ensure the success of	f Vision Zer	0
4B.1	Develop a network of "civic partners" who pledge to support Vision Zero through the dissemination of safety		City partners with Alexandria Families for Safe Streets.
4B.2	and educational information to their networks Develop a network of "Coalition partners" who pledge to support Vision Zero through implementation of one or more action items		City departments partner on Vision Zero initiatives. City also partners with Alexandria Families for Saf- Streets.
4B.3	Form an interdepartmental group of Vision Zero Stakeholders as subgroups, as necessary, to ensure successful implementation of the plan		Staff coordinate regularly on ongoing Vision Zero initiatives.
4B.4	Partner with VDOT's Northern Region Transportation Operations Center to further enhance public messaging of crashes and traffic disruptions within the City	••••	Discussions have taken place previously, but no ma updates.
4B.5	Initiate a regional Vision Zero Task force to identify path toward regional Vision Zero education campaigns and polices		A Vision Zero Regional Coordination Meeting takes place monthly.
craft a s	successful education campaign to inform the pub	lic of Visior	Zero and topic areas
4C.1	Develop education "campaigns" with messaging that focuses on topic area(s) of importance (e.g. Speeding, Distracted Driving, and Driving Under the Influence)		Messaging campaigns are completed annually.
4C.2	Increase distribution of safety equipment including bike lights, helmets, bells, and reflectors at City events	****	Safety equipment is distributed annually.
4C.3	Display the safety campaign at additional government facilities and on City fleet	••••	Vision Zero was previously featured on DASH buse and is regularly promoted on social media.
4C.4	Provide handouts for APD to distribute at traffic stops educating the public on safety	****	Postcards were previously provided to APD.
4C.5	Explore mobile application-based technology to promote behavior change and safe driving habits	****	Previously, a Regional Safest Driver Campaign wa investigated, but no major updates.
4C.6	Develop a program to foster and teach safe driving habits to teen drivers	••••	Vision Zero partner Alexandria Families for Safe Streets provides presentations to high school students.
ncoura	ge City Staff to incorporate Vision Zero into Ever	yday Practi	ces
4D.1	Add Vision Zero education to defensive driving courses to training for all City employees receiving fleet driving permissions. Require employees to update this training certifications every 3 years		Vision Zero is incorporated into defensive driving courses for City employees.
4D.0			courses for City employees.
4D.2	Enhance recognition programs for safe driving of school buses, transit, and City fleet vehicles	****	No major updates.
4D.3	Enhance recognition programs for safe driving of school	••••	
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