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### 1A.1

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### 1 B.1

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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.

## 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 NTOs 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 fatal and severe crashes

3B.1	Incorporate Vision Zero data and recommendations into Transportation elements of future Small Area Plans	■■■■	Safety incorporated into Small Area Plans as they are developed.
3B.2	Automatically display the pedestrian walk signal where signal timing permits	■■■■	FY 2024 Work Plan includes task to develop policy on pedestrian signal actuation.
3B.3	Use the data that identifies high injury crash corridors and 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 the 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.

## Create a network of partnerships to ensure the success of Vision Zero

4B.1	Develop a network of "civic partners" who pledge to support Vision Zero through the dissemination of safety and educational information to their networks	■■■■	City partners with Alexandria Families for Safe Streets.
4B.2	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 Safe 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 major updates.
4B.5	Initiate a regional Vision Zero Task force to identify path toward regional Vision Zero education campaigns and policies	■■■■	A Vision Zero Regional Coordination Meeting takes place monthly.

## Craft a successful education campaign to inform the public of Vision 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 buses 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 was 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.

## Encourage City Staff to incorporate Vision Zero into Everyday Practices

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.2	Enhance recognition programs for safe driving of school buses, transit, and City fleet vehicles	■■■■	No major updates.
4D.3	Install Pedestrian Collision Avoidance systems on DASH buses	■■■■	Pilot program was initiated previously. No major updates.
4D.4	Develop walking and biking curriculum for elementary school students	■■■■	ACPS provides walking and biking education to students. The City also sponsors youth bike classes.

## Strengthen traffic safety enforcement policies and practices

4E.1	Require all Alexandria Police officers to participate in the NHTSA's pedestrian training for law enforcement	■■■■	Patrol roll call training provided by Traffic Safety staff.
4E.2	Focus enforcement on roadways with higher speeds and increase traffic stops in these areas	■■■■	Targeted enforcement is ongoing.
4E.3	Reduce driving under the influence through a collaboration with transit, taxi companies, transportation network companies, bar owners and retail outlets, especially targeting hot spot locations	■■■■	City promotes Washington Regional Alcohol Program campaign to offer free rides on major holidays.
4E.4	Regularly deploy high-visibility DUI enforcement in high-priority areas on nights with higher concentrations of severe and fatal crashes and major community events	■■■■	APD performs DUI enforcement regularly.
4E.5	Develop data-driven process to determine high crash intersections where red light violations are frequent, and install and rotate maximum allowed automated red light enforcement cameras	■■■■	Staff has identified locations with higher rates of crashes due to red light running and is in the process of expanding the red light camera program.
4E.6	Increase the number of crossing guards at schools through a volunteer training program	■■■■	City has procured crossing guards to fully staff all schools.
4E.7	Identify and install signage at critical intersections to permit increased fines for failure to stop for pedestrians in a marked crosswalk	■■■■	Signs are installed as needed.