



WE ARE
T&ES

VISION 
ZERO
SAFER STREETS FOR ALEXANDRIA

Vision Zero Annual Report

January 2022 - June 2023



Summary

Vision Zero is an international movement founded on the belief that traffic deaths and severe injuries are unacceptable. In Alexandria, we recognize that deaths and severe injuries are not inevitable “accidents”, but rather crashes that can be prevented through engineering, enforcement, and education and by using a safe system approach.

In 2017, Alexandria adopted a Vision Zero Policy and Action Plan to eliminate fatal and severe traffic crashes by 2028. Each year, safety improvements are implemented citywide to work towards this goal and create safer streets for everyone. This report provides an update on progress made between January 2022 and June 2023.

*A note on the reporting period:
This annual report encompasses both Calendar Year 2022 and Fiscal Year 2023 to account for the transition to a calendar-year-based reporting cycle to a fiscal-year-based reporting cycle.*

The City of Alexandria’s adopted Vision Zero goal is zero fatal and severe crashes by 2028.

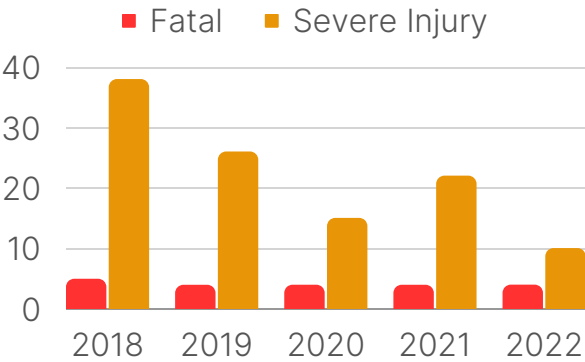


The Roadway Safety Problem

Over 130 people were killed or severely injured in traffic crashes in Alexandria between 2018 and 2022. These are mothers, fathers, sons, daughters, husbands, wives, friends, neighbors, and colleagues.

This exacts a heavy toll, including deep emotional trauma, healthcare expenses, wage and productivity losses, and significant taxpayer spending on emergency response. Moreover, these crashes were preventable.

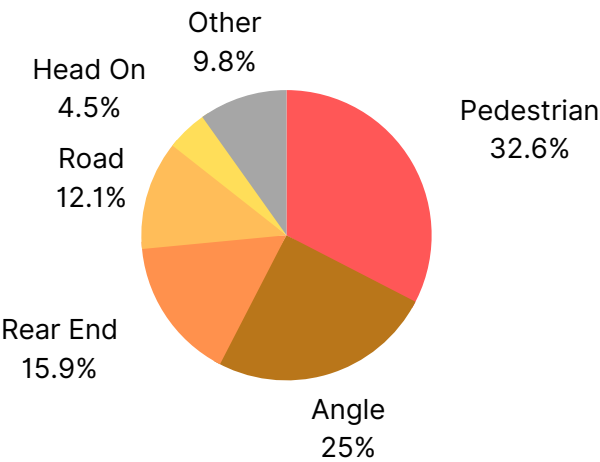
Fatal and Severe Crashes in Alexandria, 2018-2022



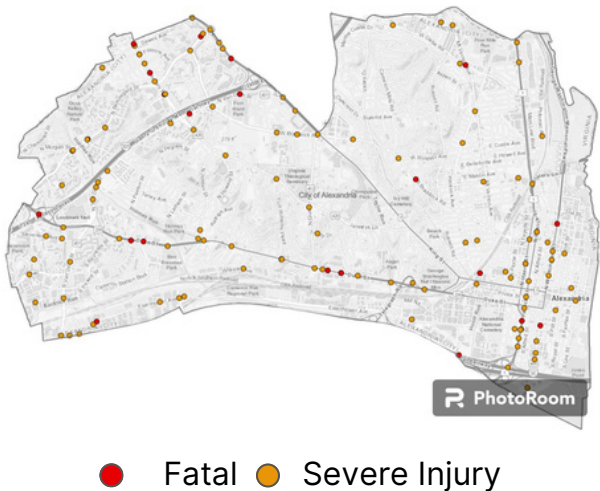
In total, fatal and severe crashes have trended downward over the past five years, but there is still work to do to reach zero.

Together, pedestrian crashes and angle crashes comprise over half of all fatal and severe crashes in Alexandria.

Fatal and Severe Crashes by Crash Type, 2018-2022



Fatal and Severe Crashes, 2018-2022



The Road to Zero: A Safe System

The City of Alexandria utilizes what's known as a "Safe System Approach" to enhancing traffic safety. This is a holistic, comprehensive approach to improving roadway safety that has also been adopted by U.S. Department of Transportation in its National Roadway Safety Strategy.

The Safe System Approach works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. This approach centers human mistakes and vulnerability in safety planning and decision-making and ensures redundancies are in place to protect the traveling public.



Safe System Approach Principles:

- **Death and Serious Injuries are Unacceptable.** While no crashes are desirable, the Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
- **Humans Make Mistakes.** People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.
- **Humans Are Vulnerable.** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
- **Responsibility is Shared.** All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.
- **Safety is Proactive.** Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
- **Redundancy is Crucial.** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

More information about the Safe System Approach and the National Roadway Safety Strategy can be found at <https://www.transportation.gov/NRSS>.

Progress At-A- Glance



3

speed limit
reductions



9

intersections
daylighted



300+

linear feet of
new sidewalk



90+

new or upgraded
crosswalks



33+

intersections with added
safety treatments



30+

leading pedestrian
intervals (LPIs) and No
Turn on Red restrictions



1800

linear feet of new or
improved bike lanes



5

new grants awarded to
support roadway safety

Work Plan Progress

In early 2022, the City established a series of project priorities for calendar year 2022 and fiscal year 2023 to support Vision Zero.

Staff performed dozens of safety improvements at various locations citywide, with a particular focus on high-crash or high risk locations and equity emphasis areas.

The following pages detail project priorities identified in the Fiscal Year 2023 Work Plan and the progress against each task. Some projects that require additional time for development carry over into the following fiscal year.

The progress and successes reported herein are the result of countless hours of work and dedication by dozens of City staff, partner agencies, resident advocates, board and commission members, and elected officials who continue to strive every day to make Vision Zero a reality.



Conduct safety audits at (2) high-crash intersections and identify countermeasures

Safety audits performed for Duke Street & South Patrick Street, and Duke Street & South Henry Street at part of Regional Roadway Safety Grant.



Pilot a neighborhood slow zone

Completed design and began implementation of a Neighborhood Slow Zone Pilot in the Lynhaven neighborhood.



Perform speed management measures on (2) corridors

Installed speed feedback signs on North Beauregard Street and on West Braddock Road.



Implement safety countermeasures at (2) priority uncontrolled crossings

Installed rectangular rapid flashing beacons (RRFBs) at Sanger Avenue & Knole Court, Glebe Road & Montrose Avenue & Ashby Street, and Braddock Road & Crest Street.



Perform left-turn traffic calming on (1) corridor

Completed planning and conceptual design.

Install No Turn on Red Restrictions on (2) Major Corridors with High Pedestrian Traffic

Installed No Turn on Red restrictions and Leading Pedestrian Intervals (LPIs) on Patrick Street and Henry Street between First Street and Prince Street.

Amend City Code to allow for speed limit reductions below 25 mph in select slow zones

City Council adopted a slow zone ordinance in March 2022.



Reduce the speed limit on (1) high-speed corridor and explore citywide speed limit reductions

The City reduced the speed limit on North Beauregard Street and on West Braddock Road from 35 mph to 25 mph. School zone speed limits contained herein were reduced from 25 mph to 15 mph.



Provide 10 citywide bicycle safety classes for adults and children

Provided a mix of bicycle education classes, including youth learn to ride, adult learn to ride, and city cycling classes.

Conduct and support educational campaigns throughout the year

The City conducted promoted and provided messaging for Distracted Pedestrian Safety Month and Driving Awareness Month, Operation Illumination, and World Day of Remembrance for Road Traffic Victims.

Expand APD driver education efforts via social media

The City conducted safety messaging regarding seatbelt usage and distracted driving.

Identify additional locations for automated red-light enforcement

City staff analyzed crash data related to red-light running and identified candidate locations for future red light cameras.



Initiate automated speed enforcement pilot program for school zones

Staff gained City Council approval of a speed camera ordinance, secured a contract, performed data analysis, identified camera locations, and piloted speed cameras in three school zones in Spring 2023.

Pursue interjurisdictional reciprocity agreement for automated enforcement violations

The Metropolitan Washington Council of Governments approved a letter to the Governors of Maryland and Virginia and the Mayor of the District of Columbia in support of establishing interjurisdictional reciprocity of automated enforcement citations to improve regional traffic safety.

Develop legislative proposals to expand automated enforcement authority

The City's legislative agenda expressed support for efforts to help Alexandria reach its Vision Zero goals.

Target enforcement on high-speed roadways

The Alexandria Police Department continues to target enforcement on corridors where speeding is common and deploys portable speed trailers to discourage speeding.

Utilize eCitations to expedite traffic stops and expand enforcement capacity

Pilot program concluded and full funding has been secured. Program rollout is underway, with most officers expected to be trained by the end of FY 2024.

Perform seatbelt education and enforcement

The Alexandria Police Department performed a Click It or Ticket campaign in Summer 2023.

Conduct enforcement and education campaign regarding Virginia's "move over" and bicycle safety laws

Alexandria Police performed targeted enforcement for pedestrian & bicycle safety-related infractions and attended bike rodeos to educate children about bicycle safety.

Support Bike to School Day, Bike to Work Day, and Walk to School Day

City staff provided messaging and event support for each event.

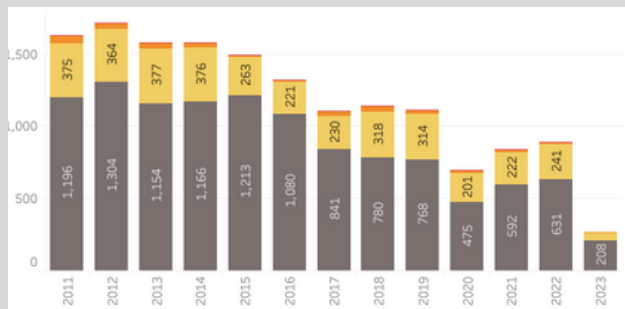
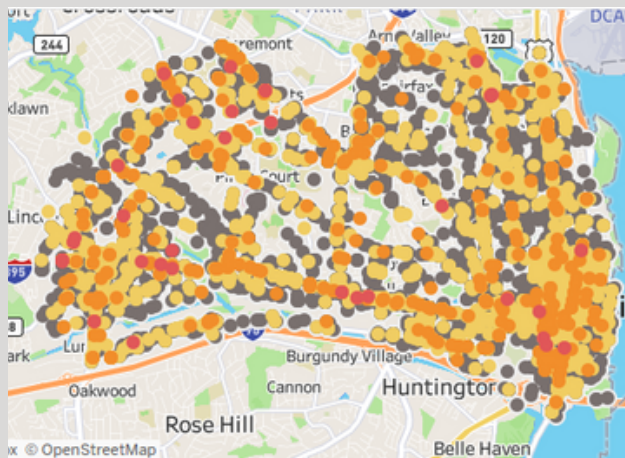
Distribute safety equipment at community events

Staff distributed bike lights, helmets, and reflective materials at community events like RecFest and Bike to Work Day.



Integrate Vision Zero messaging into Transportation Management Programs

Staff initiated conversations about a newsletter for TMPs, but this effort was put on hold due to the restructuring of the TMP program.



Publish updated Vision Zero viewer on the City website

The City published a public-facing crash dashboard, linked on the Vision Zero webpage. The dashboard is filterable by year, severity, and mode of transport involved.



Publish an annual Vision Zero Progress Report

This report satisfies this task.



POST-PROJECT IMPLEMENTATION EVALUATION

SEMINARY ROAD COMPLETE STREETS PROJECT



Conduct evaluations of major projects

The City continues to perform evaluations for major projects, such as the Seminary Road Complete Streets Project, to identify project impacts and lessons learned.



Publish updated crash data analysis report

In 2022, the City completed an updated citywide crash analysis report, which identified recent crash trends, high-crash locations, and a high-injury network.



Safe Routes to School Walk Audits Phase 2

Performed planning and outreach for safety improvements at five schools.



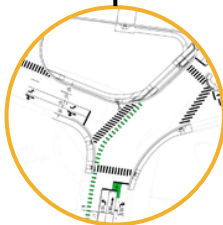
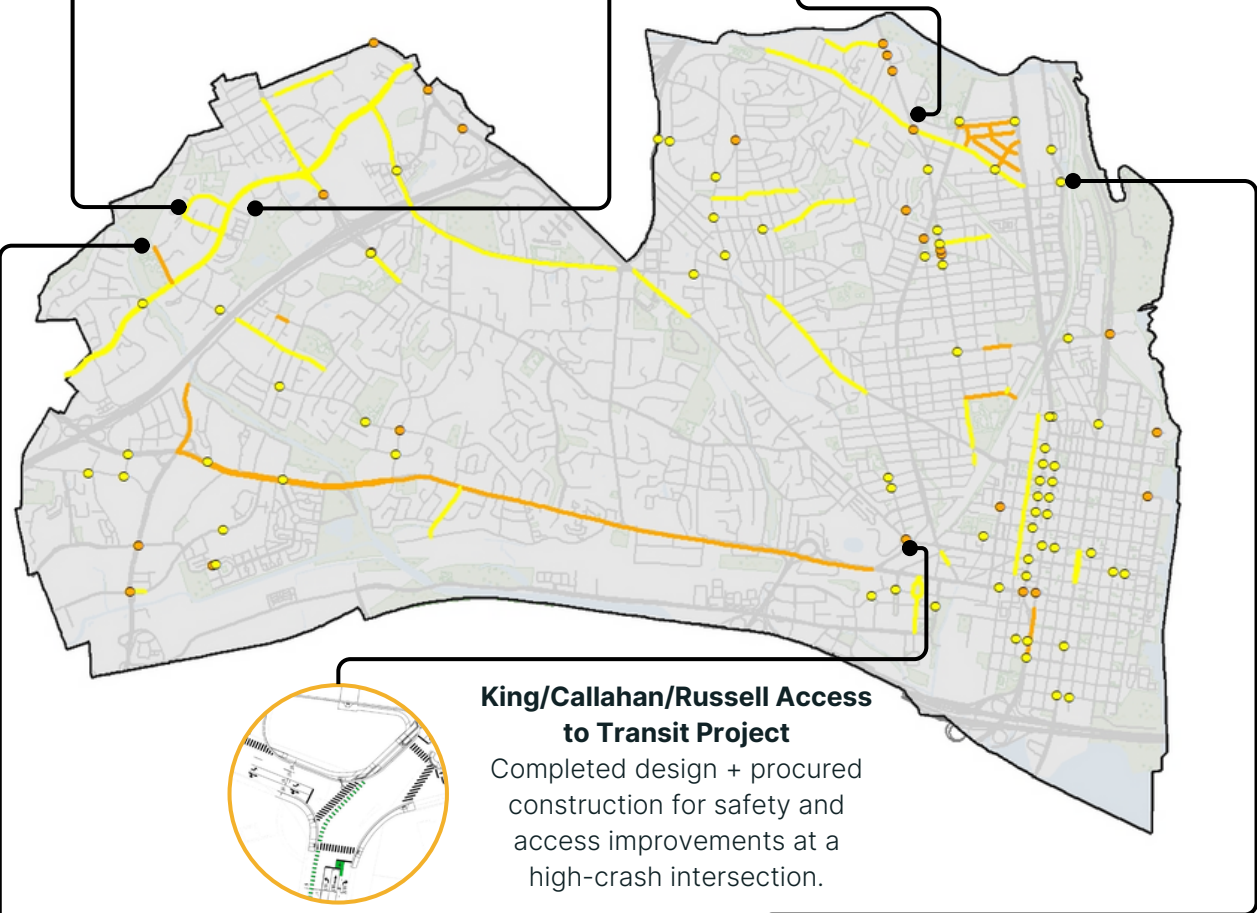
Rayburn & Reading Avenues Complete Streets Project

Completed project. Provided 10 new or upgraded crosswalks, 5 median refuges, and more.



Mount Vernon Avenue North

Performed planning, outreach, & concept design for safety improvements at four intersections.



King/Callahan/Russell Access to Transit Project

Completed design + procured construction for safety and access improvements at a high-crash intersection.



William Ramsay Safe Routes to School Project

Completed planning and concept design for multiple safety improvements.



Potomac Avenue & Glebe Road Intersection Improvements

Completed design and implemented improvements at the south entrance to the Potomac Yard Metrorail Station.

See the Impact

The map above is a near-exhaustive representation of the work that has been completed or advanced in Alexandria during the last reporting cycle to improve traffic safety. Select projects are highlighted for additional context.

Fiscal Year 2024 Work Plan



Engineering

- West End High-Crash Intersection Audits
- Duke St/Route 1 High-Crash Intersection Audits
- Lynhaven Neighborhood Slow Zone Pilot
- Neighborhood Slow Zone Program
- Corridor Turn Calming on (1) Corridor
- Speed Limit Reductions on (1) Corridor
- Develop Process to Replace Unwarranted Traffic Signals with Stop Signs
- Develop Policy for Pedestrian Actuation at Intersections
- Leading Pedestrian Intervals and "No Turn on Red" Restrictions on (1) Major Corridor
- Glebe Rd/Montrose Ave/Ashby St Intersection Improvements Design
- Speed Mitigation Treatments on (1) Corridor
- Safety Improvements at (3) Locations with a History of Pedestrian Crashes
- Pedestrian Lighting Study



Enforcement

- Launch Speed Cameras in School Zones
- Propose Funding for Red Light Camera Expansion



Education

- Safety Videos + Messaging for Social Media
- Provide At Least (4) Bicycle Safety Classes



Encouragement

- Support Community Events (e.g. Bike to Work Day)



Evaluation

- Vision Zero Annual Report
- Major Project Evaluations



WE ARE

T&ES



To learn more
about what the City
of Alexandria is
doing to reach
Vision Zero, visit:

**[alexandriava.gov/
VisionZero](http://alexandriava.gov/VisionZero)**

Appendix A

Vision Zero Action Plan Progress Report

□ □ □ □

■■■■

4441

■■■■

Make information easily available to the public

1A.1

□ □ □ □

1A.2

□ □ □ □

1A.3

□ □ □ □

Enhance data collection and coordination efforts

1B.1

■ ■ ■ ■ ■

1 B.2

■ ■ ■ ■

1B.3

□ □ □ □

1B.4

■ ■ ■ ■

1B.5

□ □ □ □

1 B.6

□ □ □ □

1C.1

□ □ □ □

1C.2

□ □ □ □

1C.3

□ □ □ □



Support and encourage statewide legislative efforts to implement stricter traffic safety laws

2A.2

□ □ □ □

2A 3

□ □ □ □


2A.4


□ □ □ □

Legislation passed in 2020.

Evaluate City policy and administrative guidelines to improve safety outcomes

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.