

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 26, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: YON LAMBERT, DIRECTOR, and T&ES STAFF

SUBJECT: AGENDA ITEM # 5 – CY 2018 VISION ZERO ACTION PLAN PROGRESS REPORT FOR CY2018

ISSUE: Staff update to Transportation Commission on progress on the Vision Zero Action Plan for CY2018.

RECOMMENDATION: That the Commission receive the update on progress on the Vision Zero Action Plan for CY2018.

BACKGROUND: Since 2008, the City of Alexandria has made significant investments to improve conditions for walking and bicycling. The [City's Vision Zero Policy](#) was adopted by City Council in January 2017 to eliminate all traffic-related deaths and serious injuries by 2028. The [Vision Zero Action Plan](#), which outlines concrete steps to reach the goal of Vision Zero, was adopted in by City Council in December 2018.

This report provides a look at progress by T&ES and other entities towards the implementation of the Vision Zero Action Plan for calendar year 2018. The Vision Zero Action Plan proposed the following overall guiding principles and strategies:

- #1. Improve Data Collection:** The City will make information easily available to the public, enhance data collection and coordination efforts, and evaluate the success of existing and planned programs to determine the best way to allocate resources for change.
- #2. Enhance City Processes and Collaboration:** The City will support and encourage statewide legislative efforts to implement stricter traffic safety laws and evaluate city policy and administrative guidelines to improve safety outcomes.
- #3. Build Safe Streets for Everyone:** The City will improve prioritization of safety treatments to inform implementation and develop and implement infrastructure policies to reduce KSIs.
- #4. Promote a Culture of Safety:** The City will undertake the following:
 - Inform the public of Vision Zero efforts

- Create a network of partnerships to ensure the success of Vision Zero
- Craft a successful public education campaign to inform the public of Vision Zero and Topic Areas
- Encourage city staff to incorporate Vision Zero into everyday practices
- Strengthen traffic safety enforcement policies and practices

In support of these guiding principles and strategies, the Vision Zero Action Plan sets out to eliminate serious injuries and fatalities by 2028. While we do not yet have enough data to illustrate the effect of our efforts, we nonetheless present the current status of police-reported crashes in Alexandria.

Year	City-wide Crash Data (2016-2018)				
	Total # of Crashes	# of Fatalities*	# of Crashes with Injuries	# of bicycle-involved crashes	# of pedestrian-involved crashes
2016	1295	4	236	18	69
2017	1106	3	258	19	62
2018	1141	5	356	22	61
Total (2016-2018)	3542	12	850	59	192

*Note: 2018 data is considered preliminary until a final dataset is approved in March 2019

Safety improvements have been made and implemented with more set to be implemented in 2019. Since 2018 is the first year of implementation of the Vision Zero initiative, we do not have enough data to reflect any changes in crashes and safety. However, we should have data by 2021 that shows the improvement in safety and hopefully a reduction in crashes.

In terms of Action Plan Implementation, some key highlights are listed below:

- 91% of the Action Items identified as year one priorities have had work initiated, are in progress, or have been completed
- Over 20 other Action items have also seen work initiated, are in progress, or have been completed
- The majority of Year 1 Engineering Priority Items have been completed or are pending installation
- In most cases, City Staff have exceeded the number of safety improvements over the number outlined in the Action Plan, even more than the locations listed in **Attachment 3**.
- City Staff have presented about Vision Zero to close to 100 new and existing City Employees and given safety tips regarding use of City Fleet vehicles
- Staff and Coalition Partners have given away hundreds of items of safety gear to residents across the City via events at Farmer’s Markets, National Night Out, Civic Association Meetings, and other special events. This gear includes reflective and lighted keychains, wristbands, bags, bike lights, and stickers, as well as other safety gear like sunglasses and bicycle helmets.
- Staff have initiated or completed action items beyond those identified as year one action items, these can be viewed in **Attachment 2**

- The City has submitted ideas for, reviewed, and supported legislative items relating to traffic safety. Unfortunately, none of the 2018 safety related bills passed. Information on legislation proposed in the 2018 session is found in **Attachment 4**.
- In 2017, the APD Motor's Unit was reorganized to the Traffic Safety Section (TSS) and became primary responders to motor vehicle crashes and traffic safety around the City. In January 2019, 6 officers were added to the Traffic Safety Section for a total of 14 active officers.
- Expansion of the Photo Safety Program (Red Light Cameras) requested. We currently operate six photo-monitoring systems at four locations. Red Light Photo Enforcement reduces crashes at monitored intersections by approximately 21%. (IIHS April 2018)
- Recommendations to improve data capture on State FR300 crash reports: Separate section for bicycle, add ability to document multiple driver actions, updating car body type, and changing infrastructures.
- Including near miss data with crash data to highlight locations for increased enforcement/education.
- Smart Mobility Program will bring live camera feeds to Department of Emergency Communication from 23 intersections around the City. Next step will be to provide that feed to each officer's mobile computer. Used during serious/fatal crashes, high priority escorts, events, emergency situations.

With the finalization of the 2018 crash data a , more detailed annual report will be published in late April.

In 2019, the Year 2 engineering priority items are the following:

- Establish crosswalk policy of when each type of crosswalk is called for, implement the policy with paving
- Upgrade 20 more crosswalks with high visibility crossings, where warranted
- Develop a concept design for at least one high crash location
- Install 10 no right on red restrictions near pedestrian crash locations or intersections with high pedestrian volumes and LPIs to correspond
- Upgrade 25 curb ramps to improve accessibility
- Install or upgrade 3 safe crossings for uncontrolled crossings or crossing locations, especially in neighborhoods of color and/or low-income areas.
- Implement or complete recommendations for safe routes to school improvements at 6 schools
- Examine and improve pedestrian signal timings at 10 intersections near senior facilities, parks, playgrounds, or daycare centers. Install 15 low-cost safety improvements, including road marking, signs, signal modifications, at intersections near affordable and/or public housing locations
- Implement one neighborhood slow zone, prioritizing areas with children, seniors, communities of color, and low-income areas.
- Install speed control measures in 5 locations that meet traffic calming criteria
- Close 8 sidewalk gaps in the City, especially near schools and parks
- Install left-turn traffic calming at one priority intersection as appropriate

Attachment 1. Vision Zero Year One Action Items- Status

Subtopic	Item ID	Project/Item	STATUS
Engineering	N/A	Install Leading Pedestrian Intervals (LPIs) at 10 intersections	●●●●● Complete- See Attachment 1
Engineering	N/A	Install No Right on Red turn restrictions at ten (10) intersections	●●●●● Complete- See Attachment 2
Engineering	N/A	Install Pedestrian countdown signals at five intersections	●●●●● Complete- See Attachment 3
Engineering	N/A	Reduce the speed limit from 35mph to 25mph on one high crash corridor	●●●●● Complete- Route 1
Engineering	N/A	Upgrade twenty crosswalks with high visibility, laddered markings	●●●●● Complete- See Attachment 3
Engineering	N/A	Install two major pedestrian intersection improvements	●●●●○ Complete- See Attachment 3
Engineering	N/A	Install fifteen low-cost safety improvements, including new road markings, signs and minor signal modifications	●●●●● Complete- See Attachment 3
Engineering	N/A	Develop concept design for funding application for at least one high crash location	●●●●● Complete- Duke and West Taylor Run
Engineering	N/A	Upgrade curb ramps to improve accessibility at fifteen (15) locations	●●●●● Complete- See Attachment 3
Engineering	N/A	Upgrade three (3) uncontrolled crossing locations with safety improvements	●●●●○ Complete- installation almost complete- See Attachment 3
Engineering	N/A	Implement Safe Routes to School improvements at six schools	●●●○○ In progress- striping complete, recommended bulb-outs have been designed
Data Collection and Evaluation	1A.1	Establish dashboard for all crash and safety data on the Vision Zero website.	●●●●● Complete- Update with 2017 and 2018 data is pending approvals
Data Collection	1A.3	Provide annual citation data for infractions that potentially lead to serious injuries and deaths	●○○○○ Initiated

and Evaluation			
Data Collection and Evaluation	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	●●○○○ Initiated- Met with DMV to request changes to FR300
Data Collection and Evaluation	1B.3	Standardize and establish definitions and training on crash reporting methods	●●●○○ In progress- APD standardized
Data Collection and Evaluation	1B.4	Work with the State to update crash reporting methods to differentiate between alcohol and drug related crashes.	○○○○○ Work not started
Enhance City Processes	2A.3	Support statewide efforts to revise distracted driving laws, including increase of fines.	●●●○○ In progress with hands-free bill
Enhance City Processes	2B.1	Develop system to track, manage, respond to, and prioritize resident and customer requests for safety improvements.	●●○○○ Initiated- responses and prioritization in progress
Build safe Streets	3A.2	Identify criteria for installation of "No Right on Red" and LPIs for intersections and outline process for implementing changes	●●●●○ Established
Build safe Streets	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	●●●●● Work is ongoing
Build safe Streets	3B.2	Automatically display the pedestrian walk signal where signal timing permits	●●○○○ Initiated- working with City signal engineer to implement

Build safe Streets	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	●●●●● Work is ongoing
Build safe Streets	3B.5	Explore a Citywide 25mph speed limit	●○○○○ Initiated- identifying corridors over 25 mph and priority corridors
Build safe Streets	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.	●○○○○ Initiated- Work will coincide with the Alexandria Mobility Plan
Promote a Culture of Safety	4A.1	Maintain a comprehensive website to provide information on the projects, programs, and progress of Vision Zero to include dashboard and annual reports	●●●●● Work is ongoing
Promote a Culture of Safety	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	●●○○○ Initiated- forming communications page and will work with regional partners on this
Promote a Culture of Safety	4B.4	Partner with VDOT's Northern Region Transportation Operations Center to further enhance public messaging of crashes and traffic disruptions within the City	○○○○○ Work not started
Promote a Culture of Safety	4B.5	Initiate a regional Vision Zero Task force to identify path toward regional Vision Zero education campaigns and polices.	●●●●● Initiated and work is ongoing
Promote a Culture of Safety	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).	●●●●● Initiated and work is ongoing

Promote a Culture of Safety	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 certification every 3 years	●●●●● Initiated and work is ongoing
Promote a Culture of Safety	4D.3	Install Pedestrian Collision Avoidance systems on DASH buses	●●○○○ Initiated-DASH installed as a pilot on a few buses
Promote a Culture of Safety	4E.2	Focus enforcement on roadways with higher speeds and increase traffic stops in these areas	●●●●● Initiated and work is ongoing
Promote a Culture of Safety	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	●●●●● Initiated and work is ongoing
Promote a Culture of Safety	4E.7	Identify and install signage at critical intersections to permit increased fines for failure to yield to pedestrians in a marked crosswalk	○○○○○ Work not started

Attachment 2. Other Action Items- Completed or Initiated

- **2A- Legislative /Policy initiatives in the Vision Zero Action Plan:**
 - 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.
 - Additional pursuit of this initiative is needed; no legislation to address these issues was introduced in the 2019 legislative session.
 - 2A.2 Pursue and support state legislation to allow the use of fixed automated enforcement cameras for speed violations.
 - Additional pursuit of this initiative is needed; no automated speed enforcement legislation was introduced in the 2019 legislative session.
 - 2A.3 Support statewide efforts to revise distracted driving laws, including increase of fines.*
 - City of Alexandria and BPAC supported “Hands-Free Driving” legislation that is expected to reduce distracted driving.
 - Identical Hands-Free Driving bills were introduced in the House and Senate: [HB 1811](#), introduced by Del. Chris Collins (R) Winchester, and [SB 1341](#) by Sen. Richard Stuart, (R) Montrose. *[FYI – This legislation is supported in both houses by both parties and hence has a good chance of becoming law]*
 - BPAC is also supporting a “Due Care” bill, [SB 1154](#), Introduced by Sen. Richard Black (R) Leesburg, that requires drivers to pay “full time and attention” to driving and “Exercise Due Care to avoid a collision”.
 - Additional pursuit of increased fines is needed; no legislation to increase fines was introduced in the 2019 legislative session
- 2A.4 Pursue and support state legislation to require drivers to stop, rather than yield, for pedestrians in the crosswalk.
 - BPAC (and presumably the City of Alexandria) supported HB2155, that would “Prohibit passing a vehicle stopped at a crosswalk”. [HB 2155](#) was introduced by Del. Ken Plum, Reston. That bill was defeated in House Transportation Subcommittee #1.
 - Additional pursuit of this legislation is needed; no “Stop, rather than yield” legislation was introduced in the 2019 legislative session.

Other Traffic Safety Legislative Initiatives Not Identified in the Action Plan:

1. **Vulnerable Road User legislation-** Sen. Surovell, (D) Mount Vernon, introduced [SB 1550](#), “Bicyclists and other vulnerable road users” that would create a traffic violation for drivers who killed or seriously injured someone as a result of Careless Driving.
 - a. BPAC has worked with Sen. Surovell, City of Alexandria Commonwealth Attorney, Bryan Porter and others to help initiate legislation to better protect vulnerable users and hold drivers accountable for careless driving that kills or seriously injures someone. We also successfully recruited a 2nd Patron for SB1550 with the result that SB1550 is now a bi-partisan bill.

- b. Mike Doyle is also actively working with Sen. Surovell (and previously with Bryan Porter). That said, as Founding Manager of a AFSS, a non-profit, he would characterize his efforts at educating legislators.
- 2. **“Maiming, etc., of another; driving while intoxicated”** introduced by Robert Bell (R) Charlottesville. Increases from a Class 6 felony to a Class 4 felony the punishment for a person who, as a result of driving while intoxicated in a manner so gross, wanton, and culpable as to show reckless disregard for human life, unintentionally causes the serious bodily injury of another person resulting in permanent and significant physical impairment. Creates a Class 6 felony for such driving or operation that unintentionally causes the serious bodily injury of another person.
- **Strategies Completed and/or Initiated in 2018:**
 - **1.C.1-** Create a standard evaluation template to track before and after studies of all Complete Streets projects- *Complete*
 - **1.C.2-** Identify gaps in the data in order to identify on-call data collection contracts. – *Initiated with CS project evaluation*
 - **1.C.3-** Increase opportunities for interns and students to conduct research, compile data, and assist city with program evaluation- *Initiated with CS project evaluation, Special analysis with VA Tech Planning Department, Analysis and evaluations undertaken by summer intern*
 - **2.A-** *BPAC and AFSS have been working on legislation support in Richmond*
 - **2.B.3-** Evaluate Traffic and Parking Board charter and consider revisions to make traffic safety a primary focus of the Board- *Complete*
 - **2.B.5-** Evaluate MOT plan requirements and revise and prioritize safe, accessible, and convenient routes for bicyclists and pedestrians. Enforce in work zones. – *Complete*
 - **3.A.1-** Use most recent crash data to continually prioritize implementation of the Ped/Bike Plan- *Implemented as part of our process and work is ongoing*
 - **3.B.1-** Incorporate Vision Zero into transportation elements of Small Area Plans- *Work ongoing with new plans*
 - **4.A.2-** Utilize social media to share information and promote dialog- *Work begun and is ongoing*
 - **4.A.3-** Provide Vision Zero logo, goal and message on back of parking receipts and city email signatures. *Parking receipts are complete. Email signatures have not been initiated*
 - **4.B.1-** Develop a network of “civic partners” for support Vision Zero and disseminate information through their networks- *Initiated and, working on identifying and contacting more community groups.*
 - **4.B.2-** Develop a network of coalition partners who pledge to support VZ through implementation of one or more action items. *Initiated by Hillary and Ray, coalition partners are eager for opportunities to work on items. Working on*

building a bigger, more diverse network with Arlandria and West End community groups.

- **4.B.3-** Form an interdepartmental group of Vision Zero stakeholders as subgroups
 - **Work Groups:**
 - Communications- *Complete and ongoing*
 - Enforcement- *Complete and ongoing*
 - Engineering- *Complete and ongoing*
 - Data working group- *Complete and ongoing*
 - Crash Task Force- *Complete and Ongoing*
- **4.C.2-** Increase distribution of safety equipment including bike lights, helmets, bells, and reflective gear at City Events- *Complete and ongoing*
- **4.C.4-** Provide handouts to APD to distribute at traffic stops educating the public on safety- *Complete and ongoing*
- **4.C.5-** Explore mobile technology to promote behavior change and safe driving habits- *Initiated as a region with potential safest driver campaign/contest*
- **4.D.4-** Develop walking and biking curriculum for elementary school students- *Initiated in partnership with ACPS and BPAC*
- **4.E-** Strengthen traffic enforcement policies and practices- *Lt. May to provide updates on APD items.*

Attachment 3 - Year 1 Engineering Priority Item Activity

Install Leading Pedestrian Intervals (LPIs) at 10 intersections

Location
Route 1 and Gibbon
Route 1 and Wilkes
King and Washington
King and Henry
King and Patrick
Wilkes and Washington
Duke and Henry (both crossings)
Gibbon and Washington
Slaters and Washington
Cambridge and Duke (both crossings)
N. Quaker and Duke
Cameron Station and Duke
Whiting and Edsall
Slaters and Route 1
Duke and Holland

Install No Right Turn on Red at 10 intersections

Location (Primary Street)	Onto (Secondary street)
King Street	Henry Street
Gibbon	Route 1
King Street	Patrick Street
Mill Road	Eisenhower Ave
N Jordan	Duke Street
N Patrick	King Street
N Pickett	Duke Street

Prince Street	S Henry Street
Prince Street	S Patrick
Reading	N Beauregard
S Jordan	Duke Street
S Quaker	Duke Street
S Walker	Duke Street
Park Center Dr	King Street
S 28th St	King Street
Southern Towers	Seminary
Cambridge	Duke Street
Roth	Duke Street
Metro Road	Eisenhower Ave
Route 1	Slaters Lane
Cameron Station	Duke Street
Gibbon	S Washington
King Street	N Washington Street
Queen Street	N Henry Street
S Peyton	King Street
Edsall	Whiting
N Quaker	Fern
Whiting	Edsall Road
Valley	W Glebe
West	Cameron
Primary Street	Onto
King Street	Henry Street
Gibbon	Route 1
King Street	Patrick Street
Mill Road	Eisenhower Ave
N Jordan	Duke Street
N Patrick	King Street
N Pickett	Duke Street
Prince Street	S Henry Street
Prince Street	S Patrick
Reading	N Beauregard
S Jordan	Duke Street
S Quaker	Duke Street
S Walker	Duke Street
Park Center Dr	King Street
S 28th St	King Street
Southern Towers	Seminary
Cambridge	Duke Street
Roth	Duke Street
Metro Road	Eisenhower Ave
Route 1	Slaters Lane
Cameron Station	Duke Street

Install Pedestrian count-down signals at five intersections

Intersection
S Patrick St & Wilkes St
Duke St & Wheeler/Arell
Van Dorn St & Duke St
Washington & Franklin
Alfred & Gibbon
Braddock & North Hampton
Jordan & Howard St
Stevenson & Whiting
W Glebe & Valley Dr
Van Dorn & Taney
Duke & Dove/Roberts
Duke & West St
Metro Rd & Summers Grove
Russell Rd & Monroe

Install two major pedestrian intersection improvements

Location	Improvement Description	Status	Notes
S Patrick/Wilkes	Ped signal, crosswalk, ramps	Completed 2018	
Franklin/Alfred	HAWK signal	Pending	Installation targeted by Summer 2019

Install fifteen low-cost safety improvements, including new road markings, signs and minor signal modifications

Location	Improvement Description	Status	Notes
Jamieson Ave	Bike lane and bike box installed b/w Mill Rd & Dulany St	Completed 2018	
S Patrick St/Wilkes St	New high-visibility crosswalks	Completed 2018	
W Reed Ave/Edison St	Hi-viz crosswalks, bulb-outs	Pending	To be completed by Summer 2019
W Reed Ave & E Reed Ave	Flashing school zone signs	Pending	To be completed by Summer 2019
Beauregard St/Rayburn Ave	LPI	Completed 2018	
Beauregard St	School zone signage	Completed 2018	
Cameron Mills Blvd	Flashing school zone	Pending	To be completed by

	signs		Summer 2019
West St/Princess St	Hi-viz crosswalks & bulb-outs	Pending	To be completed by Summer 2019
Rayburn Ave	Flashing school zone signs	Pending	To be completed by Summer 2019
Lyles-Crouch	Hi-viz crosswalks and bulb-outs at 4 intersections	Pending	To be completed by Summer 2019
Matthew Maury	Hi-viz crosswalks and bulb-outs at 9 intersections	Pending	To be completed by Summer 2019
Commonwealth Ave/Uhler Ave	Hi-viz crosswalk and bulb-outs	Pending	To be completed by Summer 2019
Latham St/Taney Ave	Hi-viz crosswalks and bulb-outs	Pending	To be completed by Summer 2019
Ferdinand Day Dr	Flashing school zone sign	Pending	To be completed by Summer 2019
Route 1/Gibbon St	Crosswalk	Completed 2018	
Route 1/Franklin St	Crosswalk	Completed 2018	
Alfred St/Franklin St	Crosswalk	Completed 2018	
Alfred St/Gibbon St	Crosswalk	Completed 2018	
S Columbus St/Gibbon St	Crosswalk	Completed 2018	
Queen St/Payne St	Crosswalk	Completed 2018	
Prince St/S Henry St	Crosswalk	Completed 2018	
Pitt St/Princess St	Crosswalk	Completed 2018	
Washington St/King St	Crosswalk	Completed 2018	
Slater's Lane/Route 1	Crosswalk, signage and signal timing	Completed 2018	
Four Mile Run/Mt. Vernon Ave	Crosswalk	Completed 2018	
Executive Ave/Mt. Vernon Ave	Crosswalk	Completed 2018	
Mt. Vernon Ave/E Uhler Ave	Crosswalk	Completed 2018	
Mt. Vernon Ave/E Braddock Rd	Crosswalk	Completed 2018	
Commonwealth Ave/E Del Ray	Crosswalk	Completed	

Ave		2018	
Commonwealth Ave/Walnut St	Crosswalk	Completed 2018	
Janneys Ln/Quaker Ln	Crosswalk	Completed 2018	
Kenmore Ave/Van Dorn St	Crosswalk	Completed 2018	
Seminary Rd/Beauregard St	Crosswalk	Completed 2018	
Beauregard St/Mark Center Dr	Crosswalk	Completed 2018	
Beauregard St/Reading Ave	Crosswalk	Completed 2018	
Beauregard St/N Morgan St	Crosswalk	Completed 2018	
Park Center Dr/King St	Crosswalk	Completed 2018	
Fairbanks Dr/Seminary Rd	Crosswalk	Completed 2018	
Seminary Rd/Dawes Ave	Crosswalk	Completed 2018	
King St/S 28th St	Crosswalk	Completed 2018	
N Jordan Ave/Howard St	Crosswalk	Completed 2018	
Stevenson Ave/Whiting St	Crosswalk	Completed 2018	
Edsall Rd/Van Dorn St	Crosswalk	Completed 2018	
N Van Dorn St/Holmes Run Pkwy	Crosswalk	Completed 2018	
Duke St/Wheeler Dr	Crosswalk	Completed 2018	
Eisenhower Ave/Metro Rd	Crosswalk	Completed 2018	
Duke St/Cambridge Rd	Crosswalk	Completed 2018	
Eisenhower Ave/Mill Rd	Crosswalk	Completed 2018	
N Jordan Ct/N Jordan St	Crosswalk	Completed 2018	
N Kemper St/N Jordan St	Crosswalk	Completed 2018	
Peacock Ave/N Jordan St	Crosswalk	Completed 2018	
Juniper Pl/N Jordan St	Crosswalk	Completed	

		2018	
N Iverson St/N Jordan St	Crosswalk	Completed 2018	

Develop concept design for funding application for at least one high crash location

Location	Improvement Description	Status	Notes
Duke and West Taylor run	Geometric, signal, and safety changes to area between West Taylor Run and Telegraph Road on Duke Street	Completed 2018	Submitted to VDOT for SmartScale funding

Upgrade twenty crosswalks with High Visibility Laddered markings

Location
Route 1/Gibbon St
Route 1/Franklin St
Alfred St/Franklin St
Alfred St/Gibbon St
S Columbus St/Gibbon St
Queen St/Payne St
Prince St/S Henry St
Pitt St/Princess St
Washington St/King St
Slater's Lane/Route 1
Four Mile Run/Mt. Vernon Ave
Executive Ave/Mt. Vernon Ave
Mt. Vernon Ave/E Uhler Ave
Mt. Vernon Ave/E Braddock Rd
Commonwealth Ave/E Del Ray Ave
Commonwealth Ave/Walnut St
Janneys Ln/Quaker Ln
Kenmore Ave/Van Dorn St
Seminary Rd/Beauregard St
Beauregard St/Mark Center Dr
Beauregard St/Reading Ave

Upgrade three uncontrolled crossing locations with safety improvements

Location	Improvement Description	Status	Notes
Monticello Blvd / Old Dominion Blvd	Hi-viz crosswalk & curb extensions	Pending	Final design and implementation expected in 2019
Union St/Wilkes St	Mid-block hi-viz crosswalk	Pending	To be completed by DPI

Diagonal Rd	RRFB	Completed 2018	
Franklin/Alfred	HAWK	Pending	Undergoing procurement for signal equipment
N Van Dorn/ Holmes Run Parkway	RRFB and Crosswalk	Pending Installation	Pending installation when striping commences in Spring 2019

Implement Safe Routes to School improvements at six schools

School	Improvement	Status
Cora Kelly	Curb extensions and high-viz crosswalk at Reed/Edison	Pending installation of curb extension in Spring 2019
	Flashing school zone signs on W Reed and E Reed	Pending installation in Spring 2019
Ferdinand Day	LPI and extended crossing time at Beauregard/Rayburn	Completed 2018
	Static school zone signage on Beauregard	Completed 2018
George Mason	Flashing school zone signage on Cameron Mills	Pending installation in Spring 2019
Jefferson-Houston	Curb extensions and hi-viz crosswalks at West/Princess	Pending installation of curb extension in Spring 2019
John Adams	Flashing school zone signage on Rayburn	Pending installation in Spring 2019
Lyles-Crouch	Curb extensions and hi-viz crosswalks at 4 intersections	Pending installation of curb extension in Spring 2019
Matthew Maury	Curb extensions and hi-viz crosswalks at 9 intersections	Pending installation of curb extension in Spring 2019
Mount Vernon	Curb extensions and hi-viz crosswalks at Commonwealth/Uhler	Pending installation of curb extension in Spring 2019
Patrick Henry	Curb extensions and hi-viz crosswalks at Latham/Taney	Pending installation of curb extension in Spring 2019
Samuel Tucker	Flashing school zone sign on Ferdinand Day Dr	Pending installation in Spring 2019

Reduce the speed limit from 35mph to 25mph on one high crash corridor

Location
Route 1 (Slaters Lane to Four Mile Run)

Upgrade curb ramps to improve accessibility at fifteen locations

Location
Franklin St/Pitt St
Franklin St/Lee St
Chinquapin Dr (in front of aquatic center)
Russell Rd (multiple locations)

Wilkes St
Braddock Road near Howard (multiple ramps)
West Taylor Run and Angel Park
Jefferson Street (multiple ramps)
West Street at Braddock Metro
Pendleton Street
Princess (between Fayette and Payne)
Royal Street (Multiple Ramps)
Church Street (Multiple Locations)
Commonwealth and Mason
Commonwealth at Luray and Glendale

Attachment 4 – Relevant Legislation Activity (2018)

Bill	Title	Status	Primary Sponsor	City Position
HB9	Safety restraints; all occupants of motor vehicles required to utilize.	dead	Delegate Paul E. Krizek	
HB115	Reckless driving; penalty.	dead	Delegate Michael J. Webert	support
HB116	Distracted driving; authority of local government.	dead	Delegate Michael J. Webert	support
HB177	Distracted driving; handheld personal communications devices, driving with an animal.	dead	Delegate Terry G. Kilgore	support
HB180	Distracted driving; penalty.	dead	Delegate Christopher E. Collins	support
HB308	Bicycles; passing in a lane prohibited.	dead	Delegate Vivian E. Watts	support
HB426	Careless driving; cause of injury to vulnerable road user, penalty.	dead	Delegate Mark H. Levine	support
HB464	Pedestrians; drivers yielding the right-of-way.	dead	Delegate Lee J. Carter	support
HB506	Improper driving; use of handheld communication device while driving vehicle.	dead	Delegate Michael P. Mullin	support
HB510	Handheld personal communications device; prohibition on use while driving.	dead	Delegate Michael P. Mullin	support
HB811	Slow vehicles; leaving right-most lane for passing, penalty.	dead	Delegate Israel D. O'Quinn	
HB1272	Safety belt systems; requirement for rear passengers.	dead	Delegate Vivian E. Watts	
HB1384	Handheld personal communications devices in motor vehicles; hands-free operation, exceptions.	dead	Delegate Hala S. Ayala	support
SB46	Pedestrians; drivers yielding the right-of-way.	dead	Senator Barbara A. Favola	support
SB74	Handheld personal communications devices; use while driving.	dead	Senator Scott A. Surovell	support
SB87	Careless driving; cause of injury to vulnerable road user.	dead	Senator Scott A. Surovell	support

SB88	Bicycle lane; penalty for driver to pass another vehicle using lane.	dead	Senator Scott A. Surovell	
SB104	Reckless driving; raises threshold for speeding.	dead	Senator David R. Suetterlein	
SB275	Distracted driving; penalty.	dead	Senator George L. Barker	support
SB600	Distracted driving; penalty.	carry over to 2019 (dead in 2019)	Senator Jill Holtzman Vogel	support
SB874	Motor vehicle drivers; signals required when driving.	dead	Senator Janet D. Howell	
SB919	Careless driving; cause of injury to vulnerable road user, penalty.	dead	Senator Adam P. Ebbin	support