

# City of Alexandria, Virginia

## MEMORANDUM

DATE: DECEMBER 6, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: MATT MELKERSON, ACTING DEPUTY DIRECTOR T&ES

SUBJECT: AGENDA ITEM #6 – VISION ZERO CONSIDERATION FOR ENDORSEMENT

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**ISSUE:** Staff update to Transportation Commission on Draft Vision Zero Action Plan

**RECOMMENDATION:** That the Transportation Commission endorse the Vision Zero Action Plan.

**BACKGROUND:** On January 24, 2017, the City of Alexandria adopted Vision Zero with the goal of eliminating all traffic deaths and serious injuries by 2028. The Draft Vision Zero Action Plan (the Action Plan) was released to the public on November 8, 2017<sup>1</sup>.

The Alexandria Office of Performance and Accountability (OPA) conducted an analysis of traffic data provided by the Alexandria Police Department (APD) from the Traffic Records Electronic Data System (TREDS). Their findings, as well as those by the consultant team, were used to develop strategies and action items in the plan. The Action Plan outlines the elements involved in developing the plan and the action items that will help the City achieve zero fatalities and severe injuries by 2028. For more information, please visit:

<https://www.alexandriava.gov/VisionZero>

**DISCUSSION:** The public comment period for the Draft Vision Zero Action Plan closed on November 26, 2017. Overall, public input on the plan was largely positive with 86% of respondents stating that they support the Vision Zero Action Plan and 79% stating that the City of Alexandria should increase resources in order to implement the plan. Staff received nearly 200 written comments about the overall action plan as well as the strategies. When asked to select the four strategies that were most important to the respondent (of twelve), the top strategies noted were:

- Strengthen traffic safety enforcement policies and practices (18%)
- Develop and implement infrastructure policies to reduce KSIs (16%)
- Improve delivery and implementation of safety treatments (12%)
- Enhance data collection and coordination efforts (10%)

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<sup>1</sup> <https://www.alexandriava.gov/uploadedFiles/tes/info/Action%20Plan%20Final%20Draft.pdf>

In general, the public comments from the plan were largely balanced in terms of supporting or requesting to expedite specific areas such as education, engineering and enforcement. While most respondents felt that one should be prioritized over another, the specific requests were fairly evenly distributed across themes. The comments received highlighted the importance of promoting a culture of safety through taking responsibility for individual actions no matter the mode of travel.

The City has taken on the challenge of accomplishing the goal of Vision Zero within ten years of the adoption of this Action Plan. However, City Staff cannot accomplish these goals alone. Part of the success of this plan is having our residents, visitors, businesses, and workers take responsibility for their individual actions, look out for one another on the roads, and embrace the culture of safety Alexandria is trying to build. To date, nine organizations have signed on as “Coalition Partners” to help the City achieve its goal.

Staff aimed to incorporate the comments provided by the Transportation Commission to the extent possible. The following summaries outline major changes that were made based on the Commission as well as the public comments.

- A detailed [Three-year work plan](#)<sup>2</sup> was developed that can be found on the Vision Zero website. This document breaks the action items into measurable milestones that will provide the foundation for the Vision Zero annual report
- **Year 1 Priority Action Items** were highlighted in the plan (Attachment 1)
- **High Crash Intersections**, that are based on injuries as well as KSIs, will be prioritized and are highlighted on the website
- An updated High Injury Network map to “**High KSI Network**” map to include Seminary Road, as is shown in the data analysis
- **Year 1 Priority Engineering Action Items** were identified in the plan (Attachment 2)

A Vision Zero dashboard is currently being developed to report the City’s progress as we work toward zero. A draft snapshot of the dashboard can be viewed in Attachment 3. City Staff will provide an annual report to the Transportation Commission detailing the status of the action items and in conjunction with the annual Complete Streets program update.

Staff is seeking the Transportation Commission’s endorsement of the Final Plan. The Action Plan will be brought before City Council for adoption during their public hearing scheduled for December 16, 2017.

**FISCAL IMPACT:** Many of the action items are funded through existing resources, but additional capital and operating money will be required to implement them in the recommended timeframe. Many of the short-term action items (1-2 years) are funded through FY 2018 dollars that were included in the Complete Streets budget. For FY 2019, staff is requesting an additional \$100,000 in operating funding to support additional data collection and education campaign strategies.

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<sup>2</sup> Work plan web link

An additional \$375,000 is being requested in Complete Streets Capital funding for FY 2019 which would provide:

- \$50,000 to supplement the existing \$47,000 for Safe Routes to School engineering projects
- \$300,000 for high crash intersection design
- \$25,000 to supplement the existing \$30,000 for pedestrian signal technology.

For FY 2020 and 2021, a supplemental request for \$300,000 each year will be requested for the design and implementation of improvements to high crash locations and establishment of a Neighborhood Slow Zone program. A supplemental request for \$300,000 in FY 2020 for Sidewalk Capital Maintenance will also be include in the request package this year.

**ATTACHMENTS:**

Attachment 1: Year One Priority Action Items

Attachment 2: Year One Priority Engineering Action Items

Attachment 3: Vision Zero Draft Dashboard

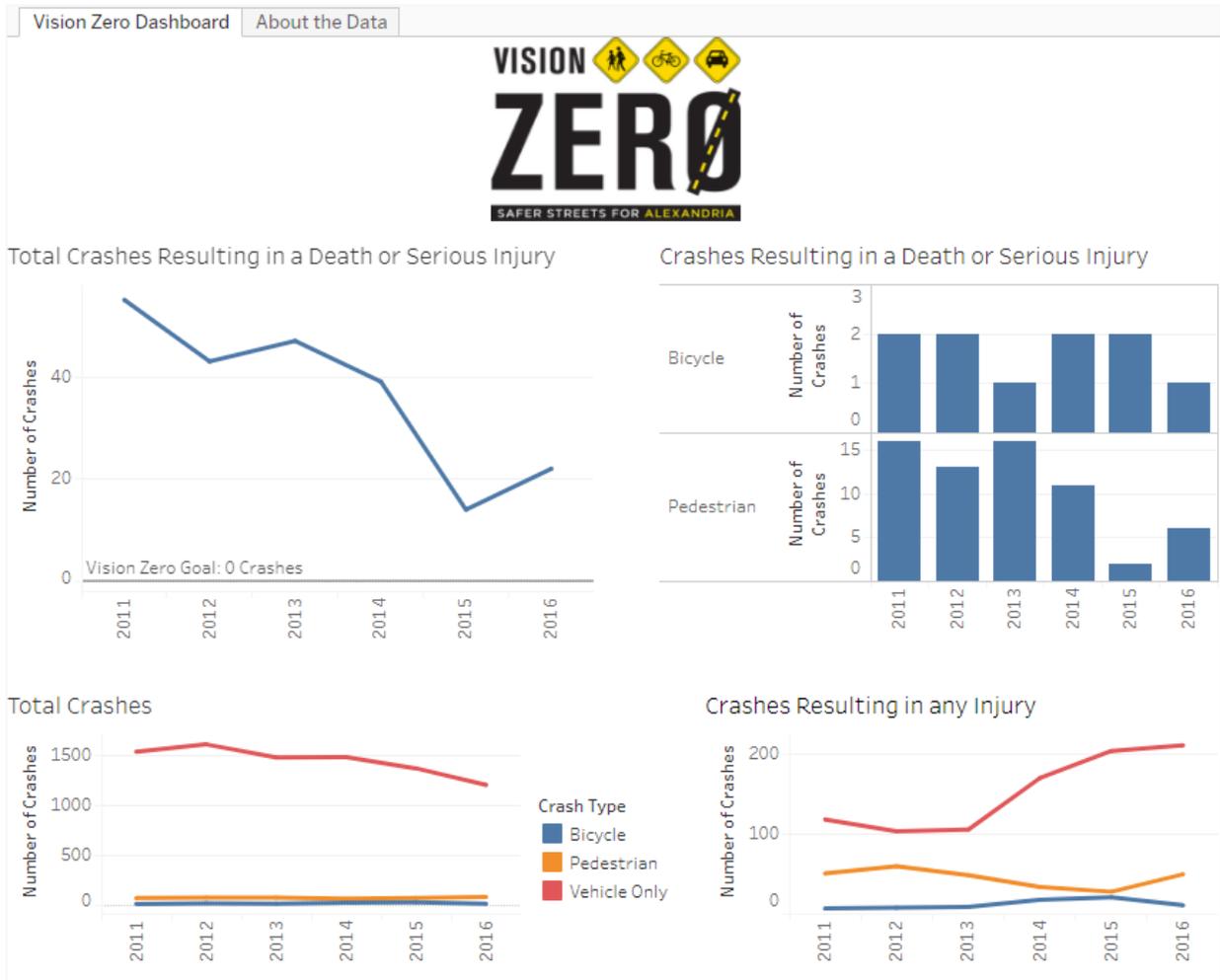
Attachment 1:

Year 1 Priority Action Items	
<b>Action 1A</b>	<b>Make information easily available to the public</b>
1A.1	Establish dashboard for all crash and safety data on the Vision Zero website.
1A.3	Provide annual citation data for infractions that potentially lead to serious injuries and deaths
<b>Action 1B</b>	<b>Enhance data collection and coordination efforts</b>
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
1B.3	Standardize and establish definitions and training on crash reporting methods
1B.4	Work with the State to update crash reporting methods to differentiate between alcohol and drug related crashes.
<b>Action 2A</b>	<b>Support and encourage statewide legislative efforts to implement stricter traffic safety laws</b>
2A.3	Support statewide efforts to revise distracted driving laws, including increase of fines.
<b>Action 2B</b>	<b>Evaluate City policy and administrative guidelines to improve safety outcomes</b>
2B.1	Develop system to track, manage, respond to, and prioritize resident and customer requests for safety improvements.
<b>Action 3A</b>	<b>Improve delivery and implementation of safety treatments</b>
3A.2	Identify criteria for installation of "No Right on Red" and LPIs for intersections and outline process for implementing changes
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
<b>Action 3B</b>	<b>Develop and implement infrastructure policies to reduce KSIs</b>
3B.2	Prioritize concurrent pedestrian signals and retrofit timing where green currently allows for concurrent pedestrian phases
3B.3	Use the data that identifies high KSI crash corridors and intersections to help prioritize engineering and education efforts, and require comprehensive safety improvements when designing these corridors and intersections
3B.5	Explore a Citywide 25mph speed limit
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.
<b>Action 4A</b>	<b>Inform the public of Vision Zero efforts</b>
4A.1	Maintain a comprehensive website to provide information on the projects, programs, and progress of Vision Zero to include dashboard and annual reports
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
<b>Action 4B</b>	<b>Create a network of partnerships to ensure the success of Vision Zero</b>
4B.4	Partner with VDOT's Northern Region Transportation Operations Center to further enhance public messaging of crashes and traffic disruptions within the City
4B.5	Initiate a regional Vision Zero Task force to identify path toward regional Vision Zero Policy
<b>Action 4C</b>	<b>Craft a successful education campaign to inform the public of Vision Zero and topic areas</b>
4C.1	Work with other local governments to develop regional and City-based "campaigns" with messaging that focuses on topic area(s) of importance (e.g. Speeding, Distracted Driving, and Driving Under the Influence).
4C.4	Use signs and electronic messaging as public service announcements related to "campaign" messages as well on roadways with higher speeds
<b>Action 4D</b>	<b>Encourage City Staff to incorporate Vision Zero into Everyday Practices</b>
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
4D.3	Install Pedestrian Collision Avoidance systems on DASH buses
<b>Action 4E</b>	<b>Strengthen traffic safety enforcement policies and practices</b>
4E.2	Focus enforcement on roadways with higher speeds and increase traffic stops in these areas
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
4E.6	Identify and install signage at critical intersections to permit increased fines for failure to yield to pedestrians in a marked crosswalk

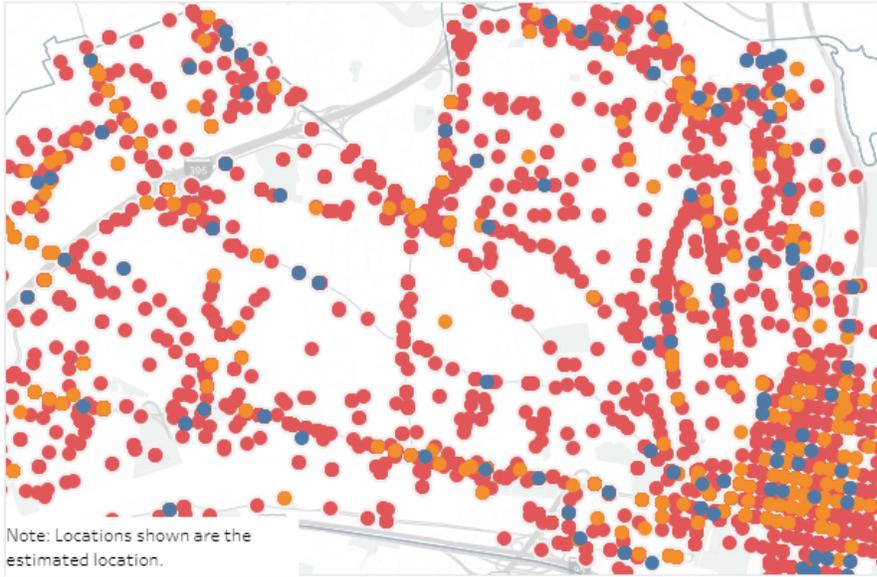
## Attachment 2

<b>Priority Engineering Improvements for Vision Zero Year 1</b>
Install Leading Pedestrian Intervals (LPIs) at ten high crash intersections
Install No Right on Red turn restrictions at ten intersections
Install Pedestrian count-down signals at five intersections
Install two major pedestrian intersection improvements
Install twenty low-cost safety improvements, including new road markings, signs and minor signal modifications
Develop concept design for funding application for at least one high crash location
Upgrade curb ramps to improve accessibility at fifteen locations
Upgrade three uncontrolled crossing locations with safety improvements
Implement Safe Routes to School improvements at six schools
Reduce the speed limit from 35mph to 25mph on one high crash corridor

# Attachment 3



## Interactive Crash Map



Use the buttons to filter the crashes shown on the map.

**Crash Type**

- Bicycle
- Pedestrian
- Vehicle Only

**Year Filter**

All

**Crash Outcome Filter**

All

	KSI	Minor Injury	No Reported Injury
Vehicle Only	146	771	7,799
Pedestrian	64	208	173
Bicycle	10	64	46

Note: Locations shown are the estimated location.

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