

VISION



ZERO

SAFER STREETS FOR ALEXANDRIA

Year 1 Review and Year 2 Look Ahead

Christine E. Mayeur, AICP
Complete Streets Program Manager
Department of Transportation & Environmental Services
City of Alexandria, Virginia

Today's Presentation

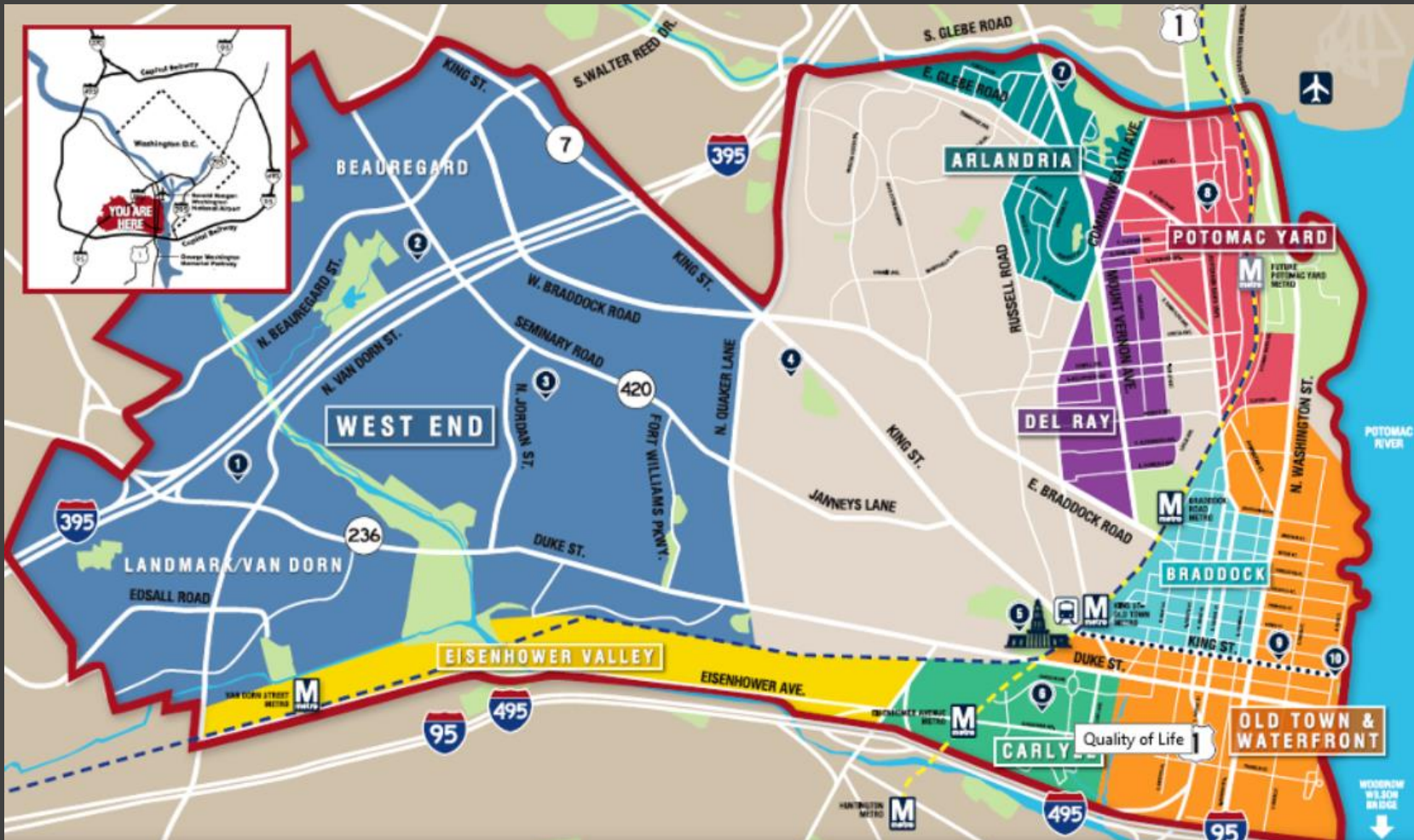


- Introduction to Alexandria
- Year 1 Progress
- Year 2 Plans
- Lessons Learned

Alexandria, Virginia



15 square miles of very dissimilar neighborhoods



Alexandria, Virginia



15 square miles of very dissimilar neighborhoods



Past- The Road to Zero



- 2001 – Traffic Calming Program
- 2008 – Transportation Master Plan
- 2011 – Complete Streets Policy
 - 2015 - Guidelines
- 2013 – Biking on sidewalks
- 2016 –
 - 25 MPH on Quaker, Seminary (March)
 - Pedestrian/Bicycle Master Plan (May)
 - King Street Complete Street Project (November)
- 2017 –
 - SR2S Walk Audits

Past- The Road to Zero



- **Adopted Pedestrian & Bicycle Master Plan – Spring 2016**
 - Key strategy: Calls for a Vision Zero Policy and Action Plan
- **Adopted a Vision Zero Policy – January 2017**
 - Goal: Zero traffic deaths and serious injuries by 2028
- **Police adopted a Traffic Safety Plan- Fall 2017**
- **Adopted Vision Zero Action Plan – December 2017**

Strategies



IMPROVE DATA COLLECTION AND EVALUATION

- 1A - Make information easily available to the public
- 1B - Enhance data collection and coordination efforts
- 1C - Evaluate success of existing and planned programs to determine best way to allocate resources for change

ENHANCE CITY PROCESSES AND COLLABORATION

- 2A - Support and encourage statewide legislative efforts to implement stricter traffic safety laws
- 2B - Evaluate City policy and administrative guidelines to improve safety outcomes

BUILD SAFE STREETS FOR EVERYONE

- 3A - Improve prioritization of safety treatments to inform implementation
- 3B - Develop and implement infrastructure policies to reduce KSIs

Strategies



PROMOTE A CULTURE OF SAFETY

- 4A - Inform the public of Vision Zero efforts
- 4B - Create a network of partnerships to ensure the success of Vision Zero
- 4C - Craft a successful public education campaign to inform the public of Vision Zero and Topic Areas
- 4D - Encourage city staff to incorporate Vision Zero into everyday practices
- 4E - Strengthen traffic safety enforcement policies and practices

Year 1 Engineering Items



Priority Engineering Improvements for Vision Zero Year 1

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

Install intersection improvements at ten high crash 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

Upgrade curb ramps to improve accessibility at fifteen locations

Year 1 Action Items



Year 1 Priority Action Items	
Action 1A	Make information easily available to the public
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
Action 1B	Enhance data collection and coordination efforts
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.
Action 2A	Support and encourage statewide legislative efforts to implement stricter traffic safety laws
2A.3	Support statewide efforts to revise distracted driving laws, including increase of fines.
Action 2B	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.
Action 3A	Improve delivery and implementation of safety treatments
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
Action 3B	Develop and implement infrastructure policies to reduce KSIs
3B.2	Automatically display the pedestrian walk signal where signal timing permits
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
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.

Year 1 Action Items Cont'd

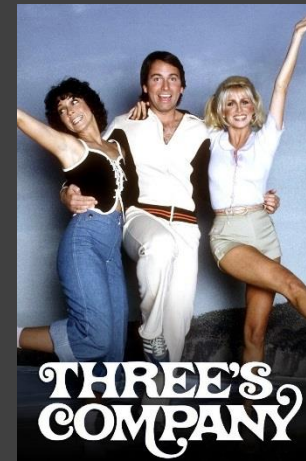


Year 1 Priority Action Items	
Action 4A	Inform the public of Vision Zero efforts
4A.1	Maintain a comprehensive website to provide information on the projects, programs, and progress of Vision Zero to include dashboard and annual reports
4A.4	Work with media partners to more accurately report traffic crashes to avoid victim-blaming and report crashes in the context of Vision Zero
Action 4B	Create a network of partnerships to ensure the success of Vision Zero
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 education campaigns and policies.
Action 4C	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).
Action 4D	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
4D.3	Install Pedestrian Collision Avoidance systems on DASH buses
Action 4E	Strengthen traffic safety enforcement policies and practices
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.7	Identify and install signage at critical intersections to permit increased fines for failure to yield to pedestrians in a marked crosswalk

Progress Highlights



- **91% of Year 1 Action Items** priorities have been initiated, are in progress, or are complete.
- **Over 20 other Action Items** have also been initiated, are in progress, or have been completed
- **Set up and held regular Regional VZ Meetings**



Progress Highlights (Engineering)



- **Nearly all Year 1 Engineering Priority Items** have been completed or are pending installation
- Exceeded the amount of locations or installations for most engineering priorities
- No Turn on Red at over 30 locations
- New LPIs at nearly 20 locations
- Over 50 new or upgraded High Visibility Crosswalks
- Safe Routes to Schools recommendations implemented at 6 elementary schools
- Temporary (paint and post) improvements implemented for reduced delivery times

Progress Highlights (Education)



- Designed our first neighborhood traffic garden
 - Opening May 5th
- Designed and gave Police Speeding Post Cards
- Participated in World Day of Remembrance walk with AFSS
- Printed Vision Zero Message on the back of all parking receipts (Spring 2018)

Speed is an ongoing focus of Vision Zero because the rate of speed at the time of a crash drastically alters the outcome. **Your speed is the difference between you or the person you may crash into walking away from a crash, being seriously injured, or killed.**

SPEED MATTERS

When drivers hit people walking while traveling at speeds of...



...people walking were seriously injured or did not survive the crash.

According to 2011-2016 TREDIS Data for Alexandria

To achieve safer streets **we must all look out for one another.**
Please follow the speed limit and obey all other traffic signs and signals.

In Alexandria,
traffic safety
means that
we look out
for one another.

VISION

ZERO

SAFER STREETS FOR ALEXANDRIA

#VisionZeroALX

Progress Highlights (Education)



- Presented Vision Zero to approx. 100 City Employees and several community groups to raise awareness
- Distributed hundreds of items of safety gear items to residents across the City
 - i.e. Farmer's Markets, National Night Out, Civic Association Meetings, and other special events, Project Illumination
- Promoted WRAP Sober Ride program through coasters at local restaurants and bars



Progress Highlights (Enforcement)



- APD Motor's Unit reorganized to the **Traffic Safety Section (TSS)** (2017)
 - Became primary responders to motor vehicle crashes and traffic safety
 - 6 officers added to the TSS (2019)
 - Total of 14 active officers
- Expansion of Photo Safety Program (**Red Light Cameras**) requested
 - Currently operate six photo-monitoring systems at four locations.
 - Red Light Photo Enforcement reduces crashes at monitored intersections by approximately 21%. (IIHS April 2018)

Progress Highlights (Enforcement)

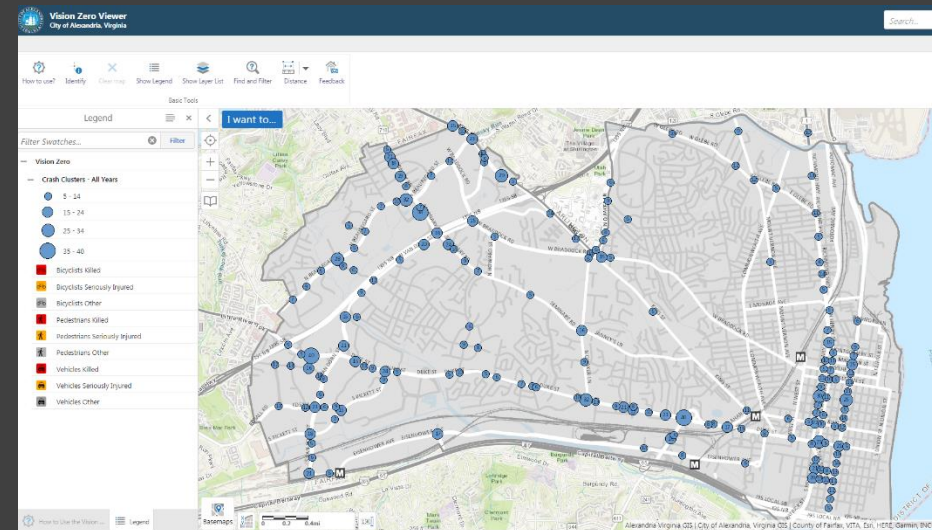
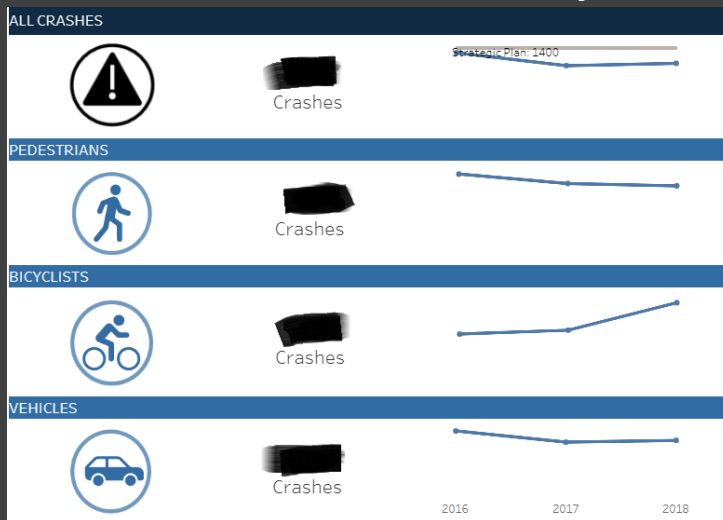


- Recommendations to **improve data capture** on State FR300 crash reports:
 - Separate section for bicycle
 - Add ability to document multiple driver actions,
 - Updating car body type
 - Changing infrastructures
- Including **near miss data** with crash data to highlight locations for increased enforcement/education.
- **Smart Mobility Program**
 - Bring live camera feeds to Department of Emergency Communication from 23 intersections
 - Next step to provide that feed to each officer's mobile computer
 - Used during serious/fatal crashes, high priority escorts, events, emergency situations

Progress Highlights (Evaluation)



- Upgraded our Data Dashboard and Crash Map to be more user friendly



- Met with State DMV to revise crash report (FR300) standards and collect better data
- APD and T&ES share data more readily to enhance engineering work

Year 2



- Crosswalk policy for each type of crosswalk
 - Implement with paving
- 20 high visibility crossings
- Concept design for at least one high crash location
- 10 No Right on Red restrictions
 - Near pedestrian crash locations or intersections with high pedestrian volumes
 - LPIs to correspond
- 25 curb ramps to improve accessibility
- 3 safe crossings for uncontrolled crossings or crossing locations
 - Especially in neighborhoods of color and/or low-income areas
- Safe Routes to School improvements at 6 schools

Year 2



- Pedestrian signal timings improvements at 10 intersections
 - Near senior facilities, parks, playgrounds, or daycare centers
- 15 low-cost safety improvements
 - i.e. road marking, signs, signal modifications
 - At intersections near affordable and/or public housing locations
- One neighborhood slow zone,
 - Prioritizing areas with children, seniors, communities of color, and low-income areas
- Speed control measures in 5 locations that meet criteria
- Close 8 sidewalk gaps in the City
 - Especially near schools and parks
- Left-turn traffic calming at one priority intersection

Lessons Learned



- It takes time to build systems
- Set up time for training
 - Staff, Engineers, Operations, Public Works
 - Engage with the community about what VZ is and what it is not
 - Train police on engineering/planning process and tools
- Make sure policies are clear and documented (what LOS is acceptable for you?)

Lessons Learned



- Build your coalition partner network and use them to help!
 - Educating
 - Train the trainers
- Don't overdo it with branding every fix
- Focus on priorities (high crashes and speeds)
- FUNDING is important, attach money to the policy in your budget and for each department involved

More Information



www.alexandriava.gov/VisionZero

Christine E. Mayeur, Complete Streets Coordinator

christine.mayeur@alexandriava.gov