VISION ZERO

SAFER STREETS FOR ALEXANDRIA

Building a Vision Zero Action Plan for Safer Streets in Alexandria

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Adopting a Vision Zero Policy

Adopted Pedestrian & Bicycle Master Plan – Spring 2016

- Key strategy: Evaluate traffic deaths and develop a Vision Zero program that outlines the framework and necessary resources

Drafted Vision Zero Resolution - Summer/Fall 2016

- Work with subcommittee to develop policy resolution and build support and receive feedback from Boards & Commissions

Adopted Vision Zero Policy – January 2017

- Resolution adopted by City Council
- Goal: <u>Zero traffic deaths and serious injuries by 2028</u>.
- Directs staff to build action plan

Citywide Traffic Deaths & Serious Injuries

Calendar Year	Crashes			Deaths		Serious Injuries	
	Total	Ped	Bike	Total	Ped & Bike	Total	Ped & Bike
2012	1,713	78	23	2	2	635	75
2013	1,578	77	24	3	2	663	66
2014	1,580	65	29	1	0	724	58
2015	1,488	73	33	2	1	691	81
2016	1,162	69	18	4	4	645	73

- Notable increase in pedestrian deaths last year
- No bicyclist death in past 6 years
- Comparable killed or serious injury (KSI) rate to Arlington & peer communities
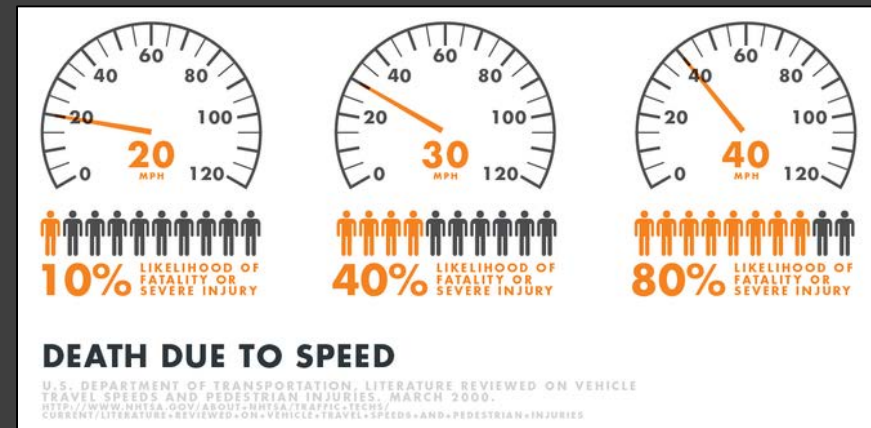
Action Plan Principles

Data-Driven

The Action Plan will be based upon a comprehensive <u>analysis of ALL traffic deaths and serious injuries</u>.

Strategic

The Action Plan will identify the <u>strategies and funding.</u>

Equitable

The Action Plan will address the <u>inequity</u> in traffic deaths and serious injuries through a combination of <u>equitable engineering, enforcement, education and evaluation</u>.

DEATH DUE TO SPEED

U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES, MARCH 2000.
HTTP://WWW.NHTSA.GOV/ABOUT-NHTSA/TRAFFIC-TECHS/
CURRENT/LITERATURE-REVIEWED-ON-VEHICLE-TRAVEL-SPEEDS-AND-PEDESTRIAN-INJURIES

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Action Plan Principles

Community Driven

The Action Plan will be developed and implemented by an <u>engaged community and its partners.</u>

Multidisciplinary

The Action Plan will build on the existing successful <u>partnerships between City departments and agencies</u>.

Measurable

The Action Plan will require staff to provide an <u>annual report</u> to the Transportation Commission and City Council on implementation including <u>progress toward eliminating traffic deaths and serious injuries by 2028.</u>

Action Plan Timeline

- Form interdepartmental work group – Feb 2017

- Review existing program, policies and plans – May 2017

- Extensive community engagement effort – May 2017

- Complete comprehensive crash analysis – July 2017

- Identify applicable data-driven best practices – July 2017

- Draft Action Plan for public review – Aug 2017

- Endorsement by Transportation Commission – Sept 2017

- Adoption by City Council – Oct 2017

- Implementation of Action Plan – Oct 2017 & beyond until we achieve Zero

Consultant Team

nspiregreen™

Toole Design Group

Multidisciplinary: Interdepartmental Work Group

- 14 partner agencies and departments

- Draws upon expertise in 5 E's
  - engineering, education, enforcement, evaluation, and equity

- Recommend and review <u>Action Plan strategies</u> to advance traffic safety

- Work group is expected to take ownership of select strategies

<u>Partner Agencies</u>
Transportation & Environmental Services
Alexandria Police Department
Alexandria Fire Department
General Services – Fleet Management
Commonwealth Attorney's Office
Health Department
Geographical Information Services
DASH (Alexandria Transit Company)
Office of Human Rights
City Manager's Office
Recreation, Parks, & Cultural Activities
Office of Performance & Accountability (OPA)
Office of Communications & Public Information
Planning & Zoning

Data-Driven:
Crash Analysis

- Analysis led by Office of Performance & Accountability
  - With help from transportation, police, GIS staff, and consultant team

- Using police crash data 2011 – 2016
  - Created through TREDS

- Street characteristics, individual actions, mode, time/day, environmental conditions, speed, DUI, etc.

- Augmented by Ped/Bike Crash Response Study by Health Department
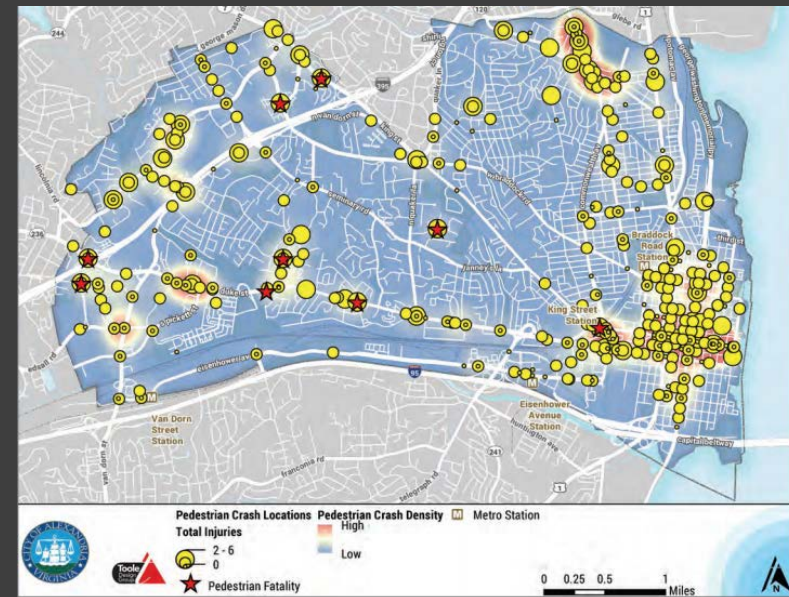
Community Driven: Meaningful Engagement

6 unannounced pop-up events

- Transit centers, farmers markets, high school cafeterias, and grocery stores
- Different approach – Better feedback
- Free giveaways to drive participation and increase "brand" awareness

Online survey

- Challenges to safely moving around the City
- Have they, or someone they know, been injured/killed in a crash?

Online wikimap

- Pinpoint specific safety issues and locations of "near misses"
- Compare with results of crash analysis
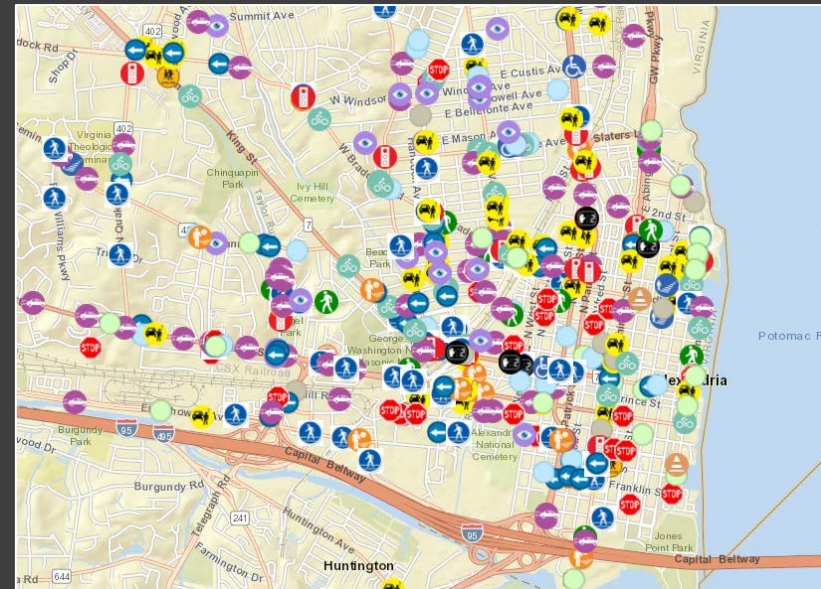
Action Plan Strategies

- Currently in development stage and to be informed by crash analysis and data-driven best practices
- Type of Strategy (5 E's)
  - Determine lead agencies and coalition partners to own implementation
- Implementation Timeframe
  - Rapid, Mid-term (within a year), Long-term (more than year)
- New Resources or Reprogramming Existing Resources
  - Re-structure Capital Improvement Program and resurfacing schedule, if necessary to accelerate priority engineering strategies/projects
- Budget Impact
- Performance Measure for Each Strategy
  - Evaluate and iteratively adjust strategies as necessary based on data

Lessons Learned

Build Support Early

- Explain how Vision Zero approach different from traditional traffic safety approach
- Engage a wide spectrum of potential champions and groups, beyond usual advocates

Limitations of Crash Analysis

- Quality of data is lacking
- Small dataset makes it difficult to determine causations
- Crash analysis is retrospective

Engage with People Beyond Usual Critics and Advocates

- Pop-up events, online survey, and wikimap (Over 1000+ unique survey responses and 2500+ interactions)
- More representative population than w/ traditional meetings
- Useful to understand "near misses" and people's perceptions of safety

More Information

www.alexandriava.gov/VisionZero

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