

Past, Present, and Future

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Today's Presentation



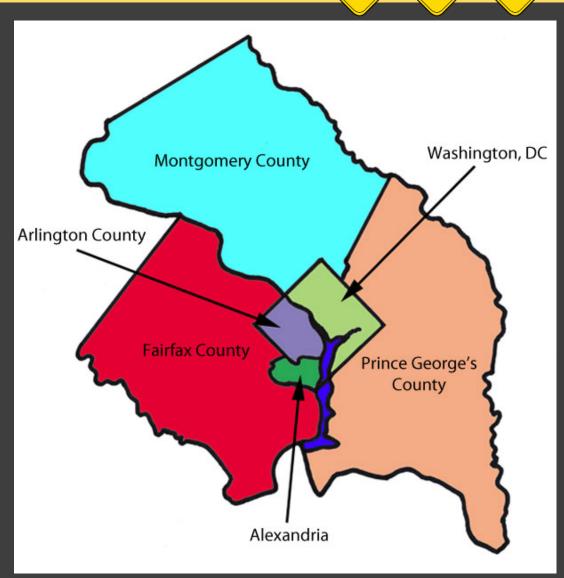
Introduction to Alexandria

•Past:

- Our path to Vision Zero
- Challenges of being a small city implementing Vision Zero
- How we drafted an Action Plan that attempts to address those challenges
- Present: Implement, Implement, and Implement
- Future: An ongoing effort

Alexandria, Virginia

- Located in DC Metro Region of Northern Virginia
- Approximately 150,000 people
- Low household sizes and high % of single-person households



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Alexandria, Virginia

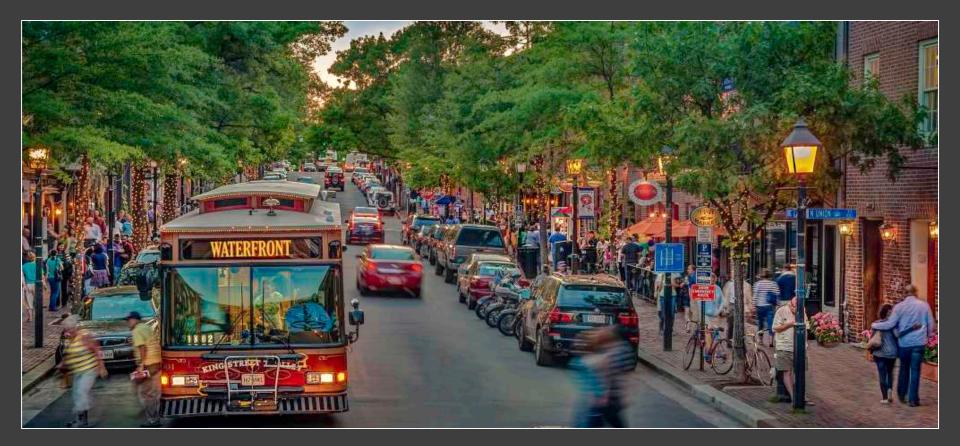


15 square miles of very dissimilar neighborhoods



Old Town





Del Ray

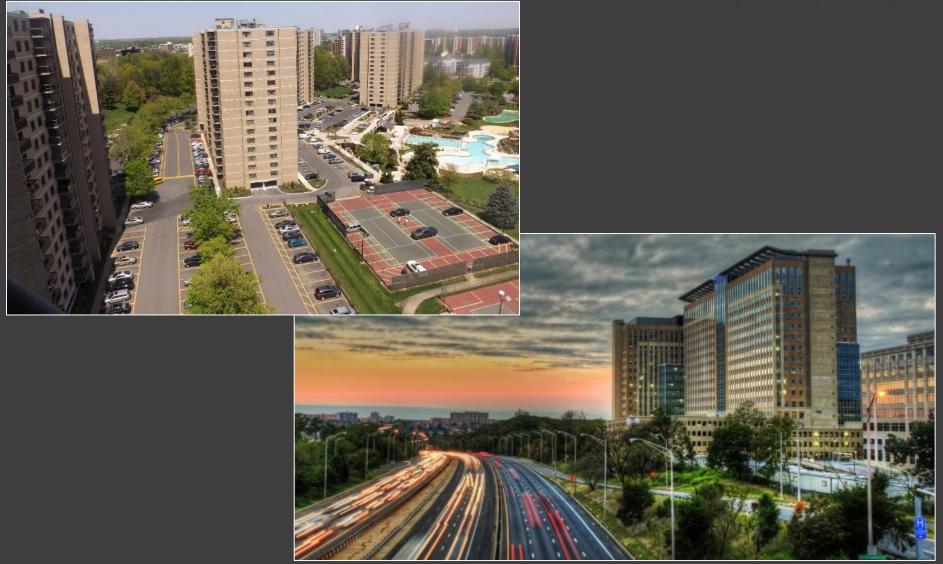






West End

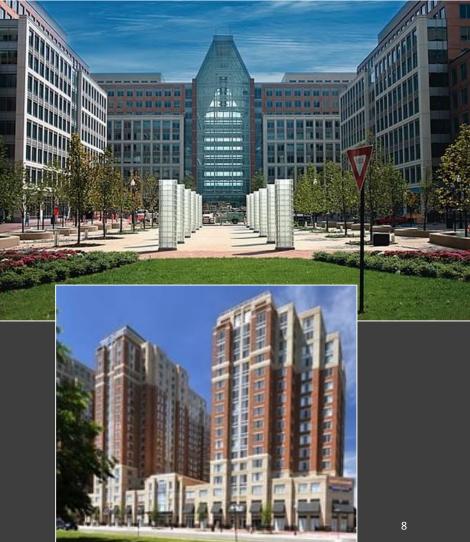




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Diverse Neighborhoods Diverse Roadways





Diverse Neighborhoods Diverse Roadways

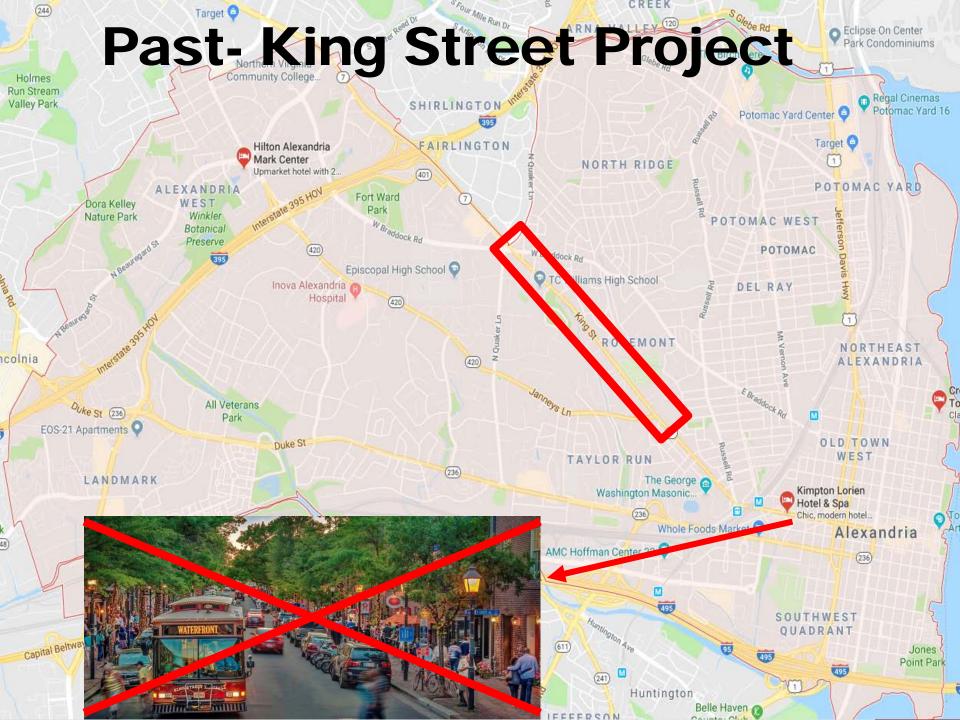




Past- The Road to Zero



- •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



King Street Complete Street

- **1.** Zero reported traffic crashes in the first year.
 - Annual average of 7 crashes during the 10 years prior to this project

2. Average vehicles speeds have reduced.

- -18% between Albany Ave. and Hermitage Ct.
- -4% near T.C. Williams High School

3. Traffic delay increased slightly more than anticipated.

AM Peak

BTS

Other intersections - minimal or no changes to delay.

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

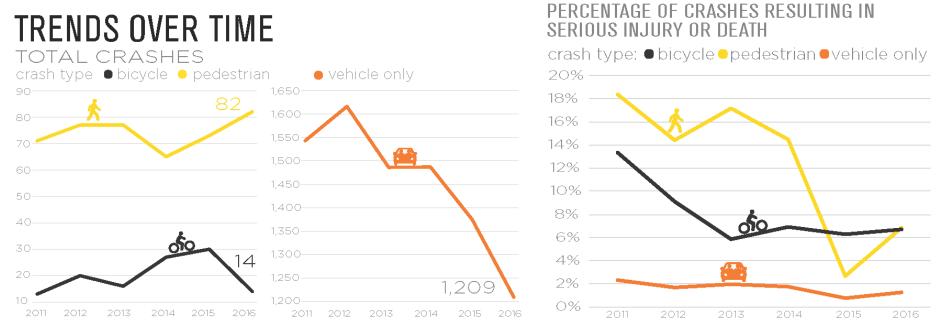




- Small city with a lot of low speed residential streets = low KSI and fatality numbers
- Developing a data driven plan with incomplete data
- Measuring success with incomplete data

Challenges: Low KSI





Note: Crash data provided by the Alexandria Police Department. Figures only include reports from the Alexandria Police Department, meaning that crashes where State agencies responded (such as on an interstate) or minor collisions that did not involve a police report are not recorded.

- Very low fatality numbers
- Low Killed or Seriously Injured (KSI) crashes

Challenge: Incomplete Data

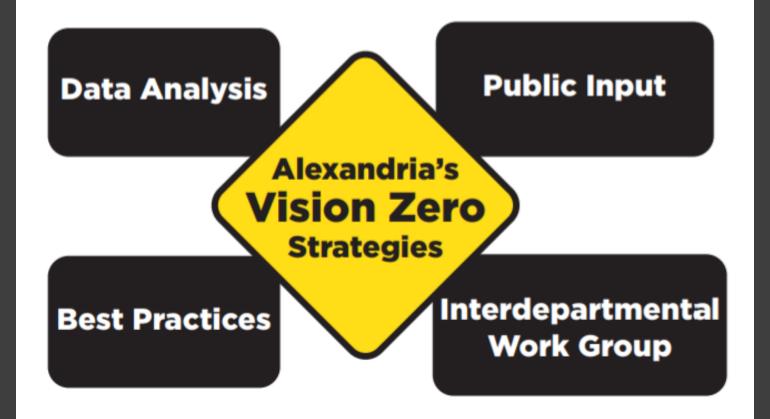
- State Crash form limitations
- Manual entry into Police Database
- Missing data fields
- Location entry errors
 - N QUAKER LN
 - NORTH QUAKER LN
 - N QUAKER LANE
- No "bicycle" category
- Limited "events"

Revised Report 🔾					GPS Lat.				GPS Long							
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Solution: 4-prong Approach



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Designing a Plan: Low KSI



• Analyzed total crashes to confirm high crash locations and corridors High Crash Locations



Priority Location Type (Select a type to filter page) High Priority

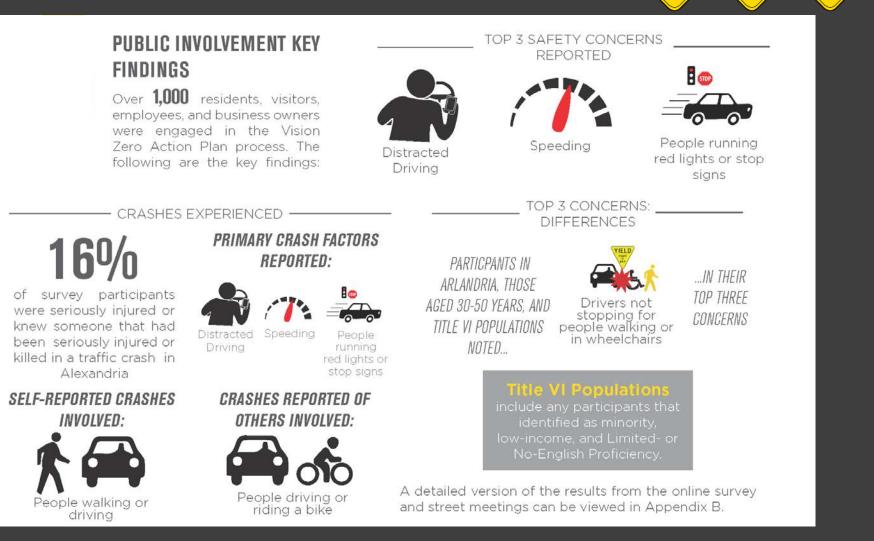
Count of Injury Crashes in Intersection Area

N QUAKER LN-DUKE ST	20	2
N HENRY ST-KING ST	17	1
S WALKER ST-DUKE ST	17	
S VAN DORN ST-EDSALL RD	13	1
MILL RD-EISENHOWER AVE	12	
ROTH ST-DUKE ST	12	
SEMINARY RD-MARK CENTER AVE	12	
W TAYLOR RUN PKWY-DUKE ST	11	
N JORDAN ST-DUKE ST	10	
S WALKER ST-STEVENSON AVE	10	1
W GLEBE RD-MOUNT VERNON AVE	10	ļ
N BEAUREGARD ST-READING AVE	9	
S TH ST-KING ST	9	
SEMINARY RD-FILLMORE AVE	9	
KING ST-CALLAHAN DR	8	

Breakdown of Crashes in Listed Areas

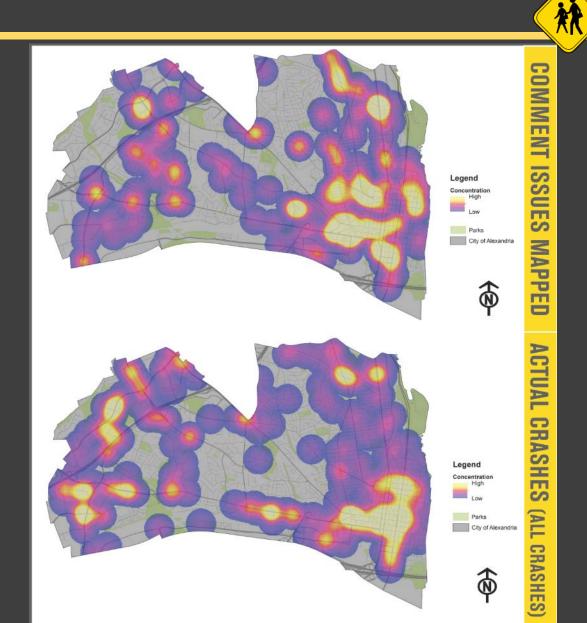
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KSI	Other In.,	Grand T	
3	7	10	
12	36	48	
25	132	157	
40	175	215	
	3 12 25	3 7 12 36 25 132	



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FROM 2011-2016,

445 PEDESTRIANS WERE INVOLVED IN CRASHES 1 in 7 CRASHES RESULTED COMMON PEDESTRIAN CRASH TYPES

LEFT-TURN CRASH AT P SIGNALIZED INTERSECTION

PEDESTRIAN CROSSING MID-BLOCK



10 people suffered serious injuries or fatalities

LEFT-TURN CRASH AT UNSIGNALIZED INTERSECTION



people suffered serious injuries or fatalities

12

PEDESTRIAN CROSSING FROM BEHIND PARKED CARS



4 people suffered serious injuries or fatalities

RIGHT-TURN CRASH AT SIGNALIZED INTERSECTION

X



4 people suffered serious injuries or fatalities

PEDESTRIAN CROSSING AGAINST SIGNAL



5 people suffered serious injuries or fatalities

Note: Crash data provided by the Alexandria Police Department does not include information on why the pedestrian chose to cross the street. or if there were factors that forced the pedestrians to cross the street.



COMMON MOTOR VEHICLE CRASH TYPES*





46% of all reported crashes were angle crashes. 2% of all angle crashes resulted in serious injury or loss of life.

SIDESWIPE, SAME DIRECTION



26% of all reported crashes were sideswipe, same direction crashes. 1% of all these crashes resulted in serious injury or loss of life.

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11% of all reported crashes were rear end crashes. 1% of all rear end crashes resulted in serious injury or loss of life.

MOTORCYCLIST



27% of crashes involving a motorcyclist resulted in a serious injury or fatality and accounted for less than 1% of all crashes.

*No other crash types comprised more than 3% of the dataset. Crash types listed have the highest percent share of total crashes.

Present-Implementation



YEAR 1 ENGINEERING PRIORITIES

Transportation & Environmental Services (T&ES) has developed a set of priority engineering improvements in the first year of Vision Zero. These priorities are listed below:

- Install Leading Pedestrian Intervals (LPIs) at ten intersections
- Install No Right on Red turn restrictions at ten intersections
- Install Pedestrian countdown signals at five intersections
- Reduce the speed limit from 35mph to 25mph on one high crash corridor
- Upgrade twenty crosswalks with high visibility, laddered markings
- Install two major pedestrian intersection improvements

- Install fifteen 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

Present-Implementation



	Year 1 Priority Action Item						
Action 1A	Make information easily available to the public						
.A.1	Establish dashboard for all crash and safety data on the Visio	ite.					
.A.3	Provide annual citation data for infractions that potentially le	ad to serious	s injuries and deaths				
Action 1B	Enhance data collection and coordination efforts						
	Work with State Police, DMV, VDOT and State Pedestrian Ta	sk Force to re	evise crash reporting standards				
.B.2	and information captured to better inform data analysis lead						
.B.3	Standardize and establish definitions and training on crash r						
	Work with the State to update crash reporting methods to d	ifferentiate b	etween alcohol and drug				
.B.4	related crashes.						
Action 2A	Support and encourage statewide legislative efforts to im	olement stric	cter traffic safety laws				
A.3	Support statewide efforts to revise distracted driving laws, in	ncluding incre	ease of fines.				
ction 2B	Evaluate City policy and administrative guidelines to impro	Action 4A	Inform the public of Vision Zero efforts				
	Develop system to track, manage, respond to, and prioritize		Maintain a comprehensive website to provide information on the projects, programs, and progress of				
B.1	improvements.	4A.1	Vision Zero to include dashboard and annual reports				
Action 3A	Improve delivery and implementation of safety treatment		Work with media partners to more accurately report traffic crashes to avoid victim-blaming and report				
	Identify criteria for installation of "No Right on Red" and LPI	4A.4	crashes in the context of Vision Zero				
A.2	implementing changes	Action 4B	Create a network of partnerships to ensure the success of Vision Zero				
	treatments for priority Pedestrian & Bicycle Master Plan and		Partner with VDOT's Northern Region Transportation Operations Center to further enhance public				
A.3	recommendations	4B.4	messaging of crashes and traffic disruptions within the City				
Action 3B	Develop and implement infrastructure policies to reduce H		Initiate a regional Vision Zero Task force to identify path toward regional Vision Zero education				
		48.5	campaigns and polices.				
B.2	Automatically display the pedestrian walk signal where signa		Craft a successful education campaign to inform the public of Vision Zero and topic areas				
	Use the data that identifies high injury crash corridors and in		Develop education "campaigns" with messaging that focuses on topic area(s) of importance (e.g.				
	and education efforts, and require comprehensive safety im		Speeding, Distracted Driving, and Driving Under the Influence).				
B.3	and intersections	Action 4D	Encourage City Staff to incorporate Vision Zero into Everyday Practices				
B.5	Explore a Citywide 25mph speed limit		Add Vision Zero education to defensive driving courses to training for all City employees receiving fleet				
P C	Update the Streets and Transit Chapters of the Transportation KSI crashes and elevate crash data as a priority in decision-m		driving permissions. Require employees to update this training certifications every 3 years				
B.6	KSI crashes and elevate crash data as a phonity in decision-in		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 Regularly deploy high-visibility DUI enforcement in high-priority areas on nights with higher				
		4E.4	concentrations of severe and fatal crashes and major community events				
		40.4	Identify and install signage at critical intersections to permit increased fines for failure to yield to				
		4E.7	pedestrians in a marked crosswalk				

Present-Implementation



- Regional Coordination
- Educational/ Outreach Plans
- Working closely with Police
- Establishing Work Groups
- Update data dashboard

• Prioritize our actions based on staff and budget

Future: Ongoing Work



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

Future: Ongoing Work



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

Future- Coordination



- Explore regional Vision Zero
 - Regional messaging- in conjunction with Street Smart
 - Building our culture of safety
- •Connect datasets for better data
 - Think regionally

Future- Evaluation



- Commitments to monitoring and refining our plans
- Transparency in our progress
- Manageable Action Items
- Short term plan with points for reevaluation





www.alexandriava.gov/VisionZero

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