


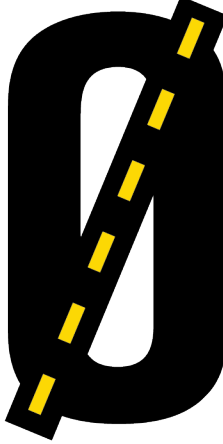


VISION   

ZERO 

SAFER STREETS FOR ALEXANDRIA

Year 3 (2020) Progress Report

Prepared by: T&ES Staff

Introduction

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 actions to reach the goal of Vision Zero, was adopted by City Council in December 2017. Implementation began in January 2018.

The Vision Zero Action Plan proposed the following overall guiding principles and strategies:



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.



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.



Build Safe Streets for Everyone

The City will improve prioritization of safety treatments to inform implementation and develop and implement infrastructure policies to reduce serious injuries and deaths on our streets



Promote a Culture of Safety

The City will work with external partners to inform the public of Vision Zero efforts, create a network of partnerships to ensure the success of Vision Zero, and craft public education campaigns that address safety issues. The City will work internally to encourage city staff to incorporate traffic safety into every facet of their work and strengthen traffic safety enforcement policies and practices.

This report provides a look at progress by the Department of Transportation & Environmental Services (T&ES) and other departments toward the implementation of the Vision Zero Action Plan for calendar year 2020.

2020 has been a unique year: the ongoing COVID-19 pandemic has changed many things related to the progress of Vision Zero, in the city and worldwide. There has been a dramatic reduction in traffic as a result of stay-at-home orders, budget shortfalls due to reductions in economic activity, and staff that were redirected to help manage the ongoing response to the pandemic and the care of our most vulnerable populations. Despite these challenges, staff was able to make progress on engineering priority items and action items, but not as much as planned.

Data

In support of the guiding principles above, the Vision Zero Action Plan provides strategies to eliminate serious injuries and fatalities by 2028. While there is not enough data to illustrate the effect of these efforts over time, the current status of police-reported crashes in Alexandria is

provided below.

Year	City-wide Crash Data (2016-2019)				
	Total # of Crashes	Total # of Deaths	Total # of Crashes with injuries	Total # of bicycle-involved crashes	Total # of pedestrian involved crashes
2016	1083	3	300	18	69
2017	1106	4	240	19	62
2018*	1102	5	353	21	62
2019	1079	4	335	15	60
2020**	681	4	212	10	52

***2018 showed a nationwide spike in pedestrian deaths and serious injuries**

****Note: Ongoing COVID-19 pandemic showed significant reductions in traffic volumes, resulting in fewer numbers of overall crashes and in many categories**

Of the four deaths recorded in 2020, two involved people walking and two were drivers. The two people walking were both crossing the street in different locations in the City. The first fatal crash included the person crossing the street at Cameron Station Drive and Duke Street and the other person was crossing at Wilkes and South Washington Streets. The two driver deaths were on North Van Dorn Street near Fort Ward Park and on North Washington Street near Powhatan Street. The driver deaths both occurred as the result of extremely high rates of speed, but one concluded that the driver was also driving under the influence of drugs or alcohol. Safety improvements were made prior to each of the pedestrian crashes, but further improvements are being investigated to avoid future pedestrian deaths in these areas and those with similar characteristics.

Progress Summary

Key Year 3 Highlights

Despite the challenges described above, staff was able to install or move forward a number of safety improvements identified as engineering priorities, summarized below. For a detailed list, please see Attachment 1.

- Installed:
 - Over 30 high-visibility crosswalks
 - Permanent crossing improvements (ramps, median refuges) at over 10 locations
 - New pedestrian signals at high pedestrian crash locations (Van Dorn and Holmes Run Pkwy)
 - Speed feedback signs to encourage speed limit compliance on Duke Street with more planned in CY 2021
- Undertook a volunteer-led project with Alexandria Families for Safe Streets to document all uncontrolled, marked crosswalks in the City to assist with future planning
- Made substantial progress on capital projects that include key safety features at high crash locations (e.g. King, Callahan, Russell Road and Duke at West Taylor Run)
- Analyzed all streets in the city with posted speed limits of over 25 mph to determine crash rates and priority rankings for speed limit reduction or other engineering priorities

- Updated all existing pedestrian signage to adhere to new legislation to stop for pedestrians
- Began work on an Automated Enforcement in School Zones program

Year 4 (CY 2021) Priority Items

The priority items for 2021 focus on safety countermeasures to the crash trends over the past three years. Staff plan to:

- Install streetlighting improvements (LED retrofits) at 10 locations
- Install 20 intersections with Lead Pedestrian Intervals (LPis) and coordinated No Turn on Red (NTORs) to prevent right turn and angle crashes at key locations
- Install left-turn crash mitigation measures on at least two high crash corridors
- Install one key sidewalk project near a school, recreation center, senior center, or transit station to improve safety and walkability
- Prioritize and improve 10 uncontrolled crossing locations with safety countermeasures appropriate to the location (e.g. markings, signage, parking removal, curb extensions, flashing beacons, HAWK signals, etc.)
- Prioritize and install safety improvements at 20 controlled locations to include
 - Curb extensions
 - Stop sign enhancements
 - Markings
- Conduct intersection audits at the top 5 KSI intersections in the City and install low-cost, quick installation improvements at each.

Highlighting Equity Areas

Based on crash history, risk, and where improvements and investments have been made, there are areas of the city that have been historically underserved by City services. In an effort to build safer streets for all Alexandrians, continue the citywide effort to advance equity as a priority, and continue to be data-driven in approaching planning, designing, and implementing safety improvements, staff have shifted focus to concentrate outreach, funds, and staff time to address the persistent safety issues of these areas. Further, studies have shown that black, indigenous and other communities of color tend to represent a higher percentage of severe or deadly crash victims.¹² It is for these reasons that staff has been utilizing MWCOG's Equity Emphasis Areas to prioritize new safety improvements.³ Staff will continue to prioritize safety improvements in these areas until crash data shows that the rates and severity are decreasing.

¹ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809956>

² <https://www.npr.org/2017/02/15/515336658/researchers-examine-race-factor-in-car-crashes-involving-pedestrians>

³ <https://www.mwco.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/>

ATTACHMENT 1



Progress Chart

Progress Key

- Not started
- Initiated
- Moderate progress
- Significant progress
- Complete

Timeframe Key

- Short: FY19-21
- Medium: FY22-25
- Long: FY26-28

This chart lists progress made on each of the action items in the Vision Zero Action Plan. For more details about Vision Zero, please visit alexandriava.gov/VisionZero

ACTION ITEM	LEAD AGENCY	TIME FRAME	PROGRESS	NOTES
Data Collection and Evaluation				
Make information easily available to the public				
1A.1	Establish dashboard for all crash and safety data on the Vision Zero website	OPA	Short Term	●●●● Work is ongoing to keep the dashboard up to date
1A.2	Publish an annual report on the progress of Vision Zero	T&ES	Short Term	●●●● Work is ongoing to maintain annual reports
1A.3	Provide annual citation data for infractions that potentially lead to serious injuries and deaths	APD	Short Term	●●●● Process initiated; development is forthcoming
Enhance data collection and coordination efforts				
1B.1	Develop electronic citation database pending funding and resources	APD	Short Term	●●●● Pilot program and user device selection complete. Working on improved interface with State Police
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	T&ES & APD	Short Term	●●●● Meetings and conversations began in 2018
1B.3	Standardize and establish definitions and training on crash reporting methods	APD	Short Term	●●●● Ongoing DMV TREDS training
1B.4	Work with the State to update crash reporting methods to differentiate between alcohol and drug related crashes.	APD	Short Term	●●●● DMV aware of our concern – will consider recommendation
1B.5	Improve existing Multi-department Response Team for all KSI crashes and develop T&ES crash form to document contributing crash factors related to street design	APD & T&ES	Short Term	●●●● Improved multi-department response for KSI crashes
1B.6	Continue existing and investigate new opportunities for partnerships with universities, technology companies, and researchers to develop a comprehensive traffic crash prediction and traffic exposure model	T&ES	Long Term	●●●● Research underway for model and other Vision Zero City experience
Evaluate successfulness of existing and planned programs to determine best way to allocate resources for change				
1C.1	Create standard data evaluation template to track before and after studies of all Complete Streets projects	T&ES	Short Term	●●●● Ongoing to apply evaluation to key safety projects
1C.2	Identify gaps in data in order to identify on-call data collection contracts that will help us more efficiently obtain data	T&ES	Short Term	●●●● Work is ongoing to fill gaps as well as improving and expanding real-time data
1C.3	Increase opportunities for interns and students to conduct research, compile data, and assist city with evaluation of programs	T&ES	Short Term	●●●● Work is ongoing to continue to provide opportunities
Enhance City Processes and Collaboration				
Support and encourage statewide legislative efforts to implement stricter traffic safety laws				
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	CAO	Mid Term	●●●● Staff is researching best practices across the country and world
2A.2	Pursue and support state legislation to allow the use of fixed automated enforcement cameras for speed violations	CAO	Mid Term	●●●● 2020 Legislation included school zones
2A.3	Support statewide efforts to revise distracted driving laws, including increase of fines	CAO	Mid Term	●●●● 2020 legislation for hands-free bill passed
2A.4	Pursue and support state legislation to require drivers to stop, rather than yield, for pedestrians in the crosswalk	CAO	Mid Term	●●●● 2020 legislation passed
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	T&ES & APD	Short Term	●●●● Complete for T&ES. APD maintains an internal complaint log and 311
2B.2	Implement graduated penalties for repeat offenders of infractions that contribute to KSI crashes and the City has the authority to change	CAO	Short Term	●●●● No Update

2B.3	Evaluate Traffic & Parking Board charter and consider revisions to make traffic safety a primary focus of the Board	T&ES	Short Term	●●●●	Charter has been updated
2B.4	Encourage and promote national and regional senior driving education programs, such as the "We Need to Talk" program	T&ES	Short Term	●●●●	Consider for future outreach and senior academy
2B.5	Evaluate Maintenance of Traffic (MOT) Plan requirements and revise to prioritize safe, accessible, and convenient routes for bicyclists and pedestrians	T&ES	Mid Term	●●●●	Memo to industry published for developers and construction crews

	ACTION ITEM	LEAD AGENCY	TIME FRAME	PROGRESS	NOTES
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Build Safe Streets for Everyone

3A.1	Use most recent crash data to continually prioritize implementation of recommendations from Pedestrian & Bicycle Master Plan	T&ES	Short Term	●●●●	Staff continue to use crash data to prioritize projects
3A.2	Identify criteria for installation of "No Right on Red" and LPIs for intersections and outline process for implementing changes	T&ES	Short Term	●●●●	Considered annually with Engineering priorities as well as crash data
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	T&ES	Short Term	●●●●	Staff have been implementing temporary treatments and testing the configuration options
3B.1	Incorporate Vision Zero data and recommendations into Transportation elements of future Small Area Plans	T&ES & P&Z	Short Term	●●●●	Ongoing as Small Area Plans are developed and updated
3B.2	Automatically display the pedestrian walk signal where signal timing permits	T&ES	Short Term	●●●●	No Update
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	T&ES	Short Term	●●●●	Ongoing to implement these changes in street repaving, development, or corridor safety projects
3B.4	When new public school facilities open or relocate to a new site, ensure appropriate agencies continue to work together to develop a transportation plan that prioritized safety for the new school facility	T&ES	Long Term	●●●●	Work is ongoing as school facilities are developed
3B.5	Explore a Citywide 25mph speed limit	T&ES	Mid Term	●●●●	Staff is evaluating corridors for applicability
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	T&ES	Mid Term	●●●●	Draft Alexandria Mobility Plan Chapters were released for comment in 2021
3B.7	Develop neighborhood slow zone program with selection criteria, a request process, and launch an application-based program, through engineering and design improvements to reduce vehicle speeds	T&ES	Mid Term	●●●●	State code update effective in March 2021 the localities can adopt ordinances to reduce speed limits below 25 mph

Promote A Culture of Safety

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	T&ES	Short Term	●●●●	Work ongoing to maintain the webpage
4A.2	Utilize social media to share information and promote dialogue	OCPI	Short Term	●●●●	Work is ongoing
4A.3	Provide Vision Zero logo, goal and message on back of parking receipts and City email signatures	T&ES	Short Term	●●●●	Work is ongoing to continue to provide this
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	OCPI	Short Term	●●●●	Work has initiated on a regional scale as media often covers all of DC metro area

Create a network of partnerships to ensure the success of Vision Zero

4B.1	Develop a network of "civic partners" who pledge to support Vision Zero through the dissemination of safety and educational information to their networks	T&ES	Short Term	●●●●	Work is ongoing to reach more of the city
4B.2	Develop a network of "Coalition partners" who pledge to support Vision Zero through implementation of one or more action items	T&ES	Short Term	●●●●	Work is ongoing to reach more of the city
4B.3	Form an interdepartmental group of Vision Zero Stakeholders as subgroups, as necessary, to ensure successful implementation of the plan	T&ES	Short Term	●●●●	Work is ongoing, groups meet ad hoc or at least annually
4B.4	Partner with VDOT's Northern Region Transportation Operations Center to further enhance public messaging of crashes and traffic disruptions within the City	APD	Short Term	●●●●	A meeting and discussions. Momentum lost awaiting APD PIO
4B.5	Initiate a regional Vision Zero Task force to identify path toward regional Vision Zero education campaigns and polices	T&ES	Mid Term	●●●●	Vision Zero Regional coordination occurs every other month. More groups needed on management level.

ACTION ITEM	LEAD AGENCY	TIME FRAME	PROGRESS	NOTES	
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)	T&ES	Short Term	●●●●	Campaigns in 2019 and 2020 to promote safety at intersections and SoberRide campaign
4C.2	Increase distribution of safety equipment including bike lights, helmets, bells, and reflectors at City events	T&ES	Short Term	●●●●	Complete and ongoing. Staff will order more of these when budgets are restored in FY2022
4C.3	Display the safety campaign at additional government facilities and on City fleet	DGS	Short Term	●●●●	2019 campaign was featured on DASH buses and using social media and in-person signs
4C.4	Provide handouts for APD to distribute at traffic stops educating the public on safety	T&ES & APD	Short Term	●●●●	Postcards designed, printed, and given to APD
4C.5	Explore mobile application-based technology to promote behavior change and safe driving habits	T&ES	Mid Term	●●●●	Regional Safest Driver Campaign was investigated, but could not reach an agreement
4C.6	Develop a program to foster and teach safe driving habits to teen drivers	ACPS & T&ES	Mid Term	●●●●	No Update
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	FINANCE	Short Term	●●●●	Training has been developed and presented to city employees in 2018. Additional capacity or resources needed to continue education
4D.2	Enhance recognition programs for safe driving of school buses, transit, and City fleet vehicles	ACPS, DASH, T&ES	Short Term	●●●●	Recognition continues
4D.3	Install Pedestrian Collision Avoidance systems on DASH buses	DASH	Short Term	●●●●	Pilot program initiated
4D.4	Develop walking and biking curriculum for elementary school students	ACPS	Mid Term	●●●●	Complete and work is ongoing with Safe Routes to Schools Coordinator
Strengthen traffic safety enforcement policies and practices					
4E.1	Require all Alexandria Police officers to participate in the NHTSA's pedestrian training for law enforcement	APD	Short Term	●●●●	Patrol roll call training provided by Traffic Safety staff
4E.2	Focus enforcement on roadways with higher speeds and increase traffic stops in these areas	APD	Short Term	●●●●	Targeted enforcement ongoing
4E.3	Reduce driving under the influence through a collaboration with transit, taxi companies, transportation network companies, bar owners and retail outlets, especially targeting hot spot locations	T&ES	Short Term	●●●●	Coasters deployed with Vision Zero Coalition Partner help to promote WRAP SoberRide Campaign whenever possible
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	APD	Short Term	●●●●	Special events, DUI data reviewed for deployments. Grant funded saturation patrols.
4E.5	Develop data-driven process to determine high crash intersections where red light violations are frequent, and install and rotate maximum allowed automated red light enforcement cameras	APD	Short Term	●●●●	APD and T&ES staff work together on these locations
4E.6	Increase the number of crossing guards at schools through a volunteer training program	APD	Mid Term	●●●●	No Update
4E.7	Identify and install signage at critical intersections to permit increased fines for failure to stop for pedestrians in a marked crosswalk	APD	Short Term	●●●●	APD and T&ES staff are working on identifying locations and installing the signs

Item Description	Department	Status	Notes
Priority Engineering Projects (Status as of close of the year)			
YEAR ONE (2018)			
Install Leading Pedestrian Intervals (LPIs) at ten intersections	T&ES	●●●●	15 intersections received LPIs
Install No Right on Red turn restrictions at ten intersections	T&ES	●●●●	29 intersections
Install Pedestrian count-down signals at five intersections	T&ES	●●●●	14 intersections received countdown signals
Reduce the speed limit from 35mph to 25mph on one high crash corridor	T&ES	●●●●	Route 1/ Richmond Highway north of Slaters Lane
Upgrade twenty crosswalks with high visibility, laddered markings	T&ES	●●●●	Over 40 upgraded
Install two major pedestrian intersection improvements	T&ES	●●●●	Completed in 2019 with installation of HAWK signal
Install fifteen low-cost safety improvements, including new road markings, signs and minor signal modifications	T&ES	●●●●	

Develop concept design for funding application for at least one high crash location	T&ES	●●●●	Duke and West Taylor Run
Upgrade curb ramps to improve accessibility at fifteen locations	T&ES	●●●●	
Upgrade three uncontrolled crossing locations with safety improvements	T&ES	●●●●	Installation nearly complete
Implement Safe Routes to School improvements at six schools	T&ES	●●●●	Implementation is in progress
YEAR TWO (2019)			
Establish crosswalk policy of when each type of crosswalk is called for, implement the policy with paving	T&ES	●●●●	Completed, staff is testing out the policy with repaving projects
Upgrade 20 more crosswalks with high visibility crossings, where warranted	T&ES	●●●●	Identified in 2019, striping complete in Spring 2020
Develop a concept design for at least one high crash location	T&ES	●●●●	Mt. Vernon Avenue and Glebe Road
Install 10 no right on red restrictions near pedestrian crash locations or intersections with high pedestrian volumes and LPIs to correspond	T&ES	●●●●	
Upgrade 25 curb ramps to improve accessibility	T&ES	●●●●	Completed with repaving
Install or upgrade 3 safe crossings for uncontrolled crossings or crossing locations, especially in neighborhoods of color and/or low-income areas	T&ES	●●●●	Upgrades installed at Duke and Telegraph southern ramps, Eisenhower Ave and Lake Cook, and is in progress for Braddock at Minnie Howard Campus
Implement or complete recommendations for safe routes to school improvements at 6 schools	T&ES	●●●●	Implementation is ongoing
Examine and improve pedestrian signal timings at 10 intersections near senior facilities, parks, playgrounds, or daycare centers	T&ES	●●●●	Examined Charles Houston, Fillmore, Wilkes Street Park, Van Dorn and Holmes Run Parkway. Improvements are pending implementation
Install 15 low-cost safety improvements, including road marking, signs, signal modifications, at intersections near affordable and/or public housing locations	T&ES	●●●●	Completed safety improvements along the Duke Street, W Glebe, and Beauregard corridors as well as schools within these areas
Implement one neighborhood slow zone, prioritizing areas with children, seniors, communities of color, and low-income areas	T&ES	●●●●	
Install speed control measures in 5 locations that meet traffic calming criteria	T&ES	●●●●	Speed cushions, curb extensions, and signage installed
Close 8 sidewalk gaps in the City, especially near schools and parks	T&ES	●●●●	Four installed
Install left-turn traffic calming at one priority intersection as appropriate	T&ES	●●●●	Identified locations and are working on implementation
YEAR THREE (2020)			
Install 10 Leading pedestrian intervals	T&ES	●●●●	Locations identified and checked for capabilities; implementation needed
Upgrade 20 crosswalks to high visibility markings	T&ES	●●●●	Complete
Install No turn on Red Restrictions at 10 locations	T&ES	●●●●	Locations identified to be installed with LPIs, Implementation needed
Install pedestrian signals at 5 intersections	T&ES	●●●●	Locations identified, but 98% of crosswalks at signalized intersections have pedestrian signals
Upgrade or install 25 curb ramps to improve accessibility	T&ES	●●●●	Completed with repaving streets
Upgrade or install safety countermeasures at 3 uncontrolled crossings	T&ES	●●●●	RRFBs installed, HAWK signal in design at Braddock and N Early
Continue implementation of Safe Routes to School improvements at 6 schools	T&ES	●●●●	Signs, markings, and other improvements in planning, design, and implementation. See Safe Routes to School Progress Report
Provide safety improvements at 4 high risk intersections	T&ES	●●●●	Complete
Reduce the speed limit from 35 to 25 mph on one road where appropriate	T&ES	●●●●	Crash analysis completed, priority location identified, awaiting approvals and implementation
Speed control measures for three locations (3)	T&ES	●●●●	Speed cushions and speed feedback signs installed
Pilot left-turn traffic calming measures in one location	T&ES	●●●●	Locations identified, design plan and installation needed
Develop a pilot program for a neighborhood slow zone program	T&ES	●●●●	Investigated best practices for slow zone implementation and authority to lower speed limits, location needs to be finalized and a process developed.
Update pedestrian paddle signage to reflect new legislation	T&ES	●●●●	Complete
Identify locations for speed cameras in school zones related to new legislation	T&ES	●●●●	Map completed of school zones, pilot ongoing on Beauregard
Install speed feedback signs on 2 high crash corridors	T&ES	●●●●	Installations occurred on Duke, waiting on equipment for others
<i>Programmatic Safety Priorities</i>			
Safe Routes to School Walk Audits for Middle and High School Campuses	T&ES	●●●●	In-person schooling and travel patterns to school heavily informs these audits, therefore are on-hold until in-person schooling and traffic normalization occurs
Intersections Audits for the top 5 highest crash locations	T&ES	●●●●	Defer to CY 2021. List of locations identified, top 5 need to be prioritized and services procured
Continue safety legislation recommendations	T&ES	●●●●	Staff have submitted and supported traffic safety legislation in the General Assembly
Craft an education campaign for new legislation effective in July 2020/January 2021	T&ES	●●●●	Social media, Enews for July, social media sharing for January
Perform a sign audit on high crash corridors to ensure all signs are retroreflective	T&ES	●●●●	Defer for staff capacity and budget

ATTACHMENT 2

Traffic Safety Legislative Update

In the Vision Zero Action Plan, the Legislative Action Items listed in the table below were proposed. Since the change in leadership in the General Assembly, many of these action items were able to pass and make their way to the governor for signature.

2A - Support and encourage statewide legislative efforts to implement stricter traffic safety laws

Item #	Description	Lead Agency	Timeframe	Status	Notes
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	CAO	Mid Term (2-3 Years)		Staff is researching best practices across the country and world
2A.2	Pursue and support state legislation to allow the use of fixed automated enforcement cameras for speed violations	CAO	Mid Term (2-3 Years)		2020 Legislation expanded use of automated enforcement to include school zones as well as work zones
2A.3	Support statewide efforts to revise distracted driving laws, including increase of fines	CAO	Mid Term (2-3 Years)		2020 legislation for hands-free bill passed
2A.4	Pursue and support state legislation to require drivers to stop, rather than yield, for pedestrians in the crosswalk	CAO	Mid Term (2-3 Years)		2020 legislation passed

Other relevant traffic safety legislation that was proposed is described below:

Bill	Title	Status
HB1903	Authority to reduce the speed limit in a business district or residence district. Highlights: <ul style="list-style-type: none"> The governing body of any county, city, or town may by ordinance, or may by ordinance authorize its chief administrative officer to: Reduce the speed limit to less than 25 miles per hour, but not less than 15 miles per hour, on any highway within its boundaries that is located in a business district or residence district, provided that such reduced speed limit is indicated by lawfully placed signs. 	Signed, Effective 3/1/2021
HB 2262	Bicycles; traffic regulations, report. Highlights <ul style="list-style-type: none"> Requires the driver of a motor vehicle to change lanes when overtaking a bicycle or certain other vehicles when the lane of travel is not wide enough for the overtaking motor vehicle to pass at least three feet to the left of the overtaken vehicle. The bill also removes the limitations on riding bicycles and certain other vehicles two abreast. The Department of State Police is directed to convene a work group to review issues related to allowing bicyclists to treat stop signs as yield signs, and to report any recommendations to the chairmen of the House and Senate Committees on Transportation in December 2021 	Passed, signed, Effective
SB 1335	Learner's permits; use of personal communication devices, restrictions. Highlights: <ul style="list-style-type: none"> Eliminates the provisions prohibiting a holder of a learner's permit or a holder of a provisional driver's license from operating a vehicle while using a wireless telecommunications device. Under a different current law, all drivers, including those with a learner's permit or a provisional driver's license, are prohibited from holding a handheld personal communications device while operating a vehicle. 	Passed, signed, effective 3/1/2021
HB1841	Crosswalk design; Commissioner of Highways to convene work group to determine model policies. Highlights:	Passed, Signed, and Effective

- Directs the Commissioner of Highways to convene a working group to determine whether there should be model policies for crosswalk design and installation and, if so, establish recommendations for such model policies.
 - o The bill directs the working group to monitor and provide input to the U.S. Department of Transportation and the Federal Highway Administration as updates to crosswalk designs in the Manual on Uniform Traffic Control Devices for Streets and Highways are considered.
- The working group shall submit to the Governor and the General Assembly a report on its findings and recommendations by November 1, 2021.