On behalf of the Board of Directors of AFSS, thank you, the community of Alexandria, for your support. We couldn't have accomplished half of the projects that we've undertaken to make our streets safer without so many terrific volunteers helping us.

In this edition of our AFSS newsletter, we'll share our accomplishments from the past 3 months, what we're working on for the remainder of 2021 to make our streets safer for pedestrians and all vulnerable road users, some exciting news regarding a major upgrade to our "Near Miss/Dangerous Location" survey, and more.

If you'd like to learn more about what we do, join us for one of our meetings, scheduled for the third Tuesday of every month. Our next meetings are on Tuesday, April 20, 2021 and Tuesday, May 18, 2021. All meetings start at 6:30 p.m. and end promptly at 8 p.m. (EDT).

Sincerely,
Mike Doyle
AFSS Founding Member
Spring2Action is AFSS’s major fund raiser of the year. This year we hope to raise $4,000 in order to fund our costs of over 1,500 3-way blinkers that we give away to organizations like ALIVE, Carpenter’s Shelter, Senior Services of Alexandria, West End Food Panty, etc. We also provide street safety educational material to ACPS schools and advocate for traffic regulations like the “Hands Free” law and most recently, the “Stop at Crosswalks for Pedestrians or other Vulnerable Road Users” and the new 15 mph speed limit law in residential neighborhoods (at the discretion of the jurisdiction).

As an all-volunteer organization with no staff expenses, donated dollars are efficiently utilized to help make the above programs successful. We are looking to all of our supporters to contribute whatever they can on Spring2Action to help continue our critical work of keeping our streets safe for all.

Visit AFSS Spring2Action Page on April 28 to donate (early donations start April 14). Thank you for your support!
AFSS, along with other street safety advocacy organization, successfully advocated for the new 15 miles-per-hour (mph) speed limit bill, which allows a jurisdiction to impose 15 mph or 20 mph speed limits in residential neighborhoods or business districts if the jurisdiction elects to do so. AFSS volunteers sent out around 200 handwritten postcards (the NoVA FSS chapters collectively sent 400 postcards) to House of Delegates and Senate policymakers during this General Assembly 2021 season, asking them to vote “yes” on the 15 mph bill. The 15 mph Speed Limit bill is now awaiting the governor’s signature.

We encourage Alexandria City’s Transportation & Environmental Services Department to use this opportunity to make our residential neighborhood streets safer and move the City to #VisionZero #VisionZeroALX.

Visit AFSS online at www.alxffss.org

Email inquiries to Mike Doyle contact@novafss.org

Fox 5 News report on AFSS’s advocacy for the 15 mph speed limit law effective July 1, 2021: https://novafss.us17.list-manage.com/track/click?u=2eb0003290e8185771865ebbc&id=caa39a7422&e=5184aabbdc
ENHANCED NEAR MISS SURVEY

AFSS and its affiliated Families for Safe Streets (FSS) chapters in Arlington and Fairfax County (collectively referred to as the Northern Virginia Families for Safe Street or “NoVA FSS”), have the Near Miss survey on their respective web sites where pedestrians and other vulnerable road users can report vehicle / pedestrian “near miss” incidents that were almost crashes as well as describe dangerous locations so that pedestrians and/or bikers.

Currently, there is limited data analytics regarding the Near Miss/Dangerous Location survey on the AFSS website, but it will soon be upgraded to an Esri software platform with GIS mapping thanks to the work that the capstone studio class at the VT Graduate School of Urban Planning is about to complete. The VT Graduate students have also built the platform so that VDOT’s TREDs crash data involving pedestrians and cyclists can be displayed by the jurisdictions of Alexandria, Arlington, and Fairfax and then the Near Miss data can overlay the TREDs crash sites to compare where the history of crashes have happened versus where the NM incidents are happening in more of a real time setting. One can visually see the correlation (or not) of reported Near Miss incidents versus historical crash sites.