

City of Alexandria

Jiayu Zhao - Data Analyst
June 2024



Alexandria Near Miss Report Summary

This Near Miss / Dangerous Location (NM) report is Northern Virginia Families for Safe Streets (NoVA FSS) first summary of the NM data collected that we are publishing and sending to the local jurisdictional traffic and police authorities, relevant policymakers and the public at large.

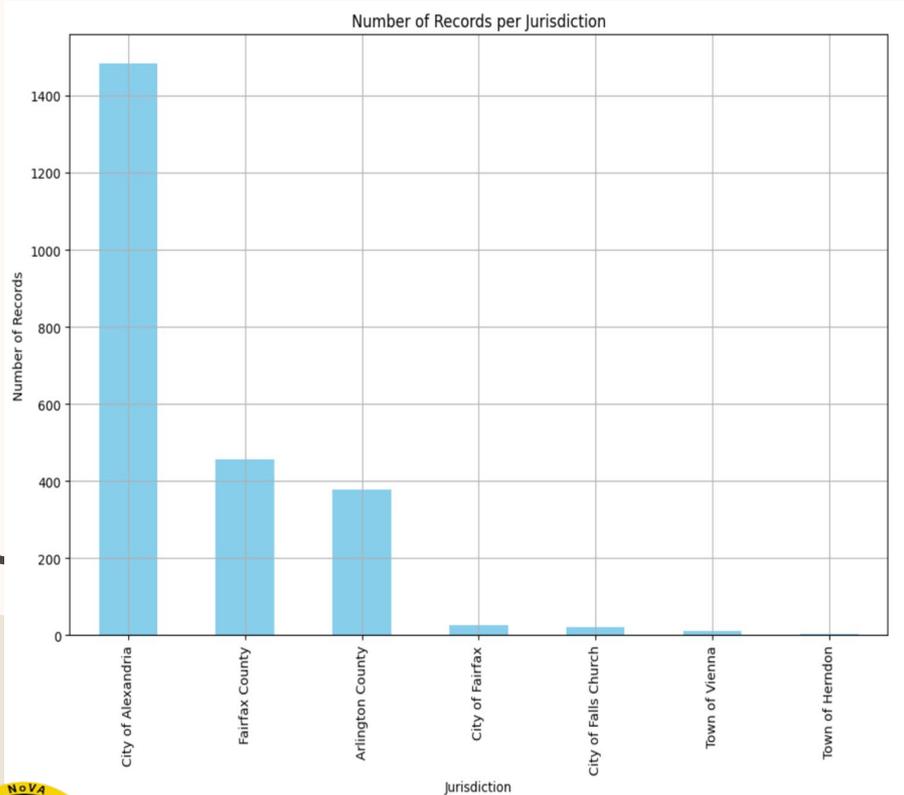
The purpose of the summary NM report is to identify and analyze intersections or locations on Alexandria's roads where people in the community feel unsafe when walking or biking. We are sharing this crowdsourced data with ACPD, T&ES, Alexandria's City Council plus AFSS members and the public at large. This report focuses primarily on the NM incidents collected in Alexandria since January 2023. Selected locations may have only one or two NM reports, but we decided to publish these reports because of the illuminating insight provided by that submission.

We welcome suggestions on how our NM summary report can be improved. We recognize that one of NoVA FSS's challenge is to collect more NM submissions along some of the high pedestrian / bike crash corridors in Alexandria and which is often where pockets of the underserved community live and work. We hope to raise awareness of the NM survey in the communities located along these high crash corridors. We welcome ideas and volunteers to help us achieve such a goal.

Mike Doyle



General Analysis



Above graph note: NM data from 2019 to June 2024

Post-Pandemic (Jan 2023 - June 2024) Near-Misses:

- **203 Reports** in Alexandria, accounting for **39.4%** of all NoVA post-pandemic reports.

Key Locations:

- 128 Incidents at stop signs and traffic lights

Most Problematic Road Corridors:

- Mount Vernon Avenue
- Duke Street
- Patrick Street
- Lyles Crouch area
- Seminary Road

Driver Behavior Factors:

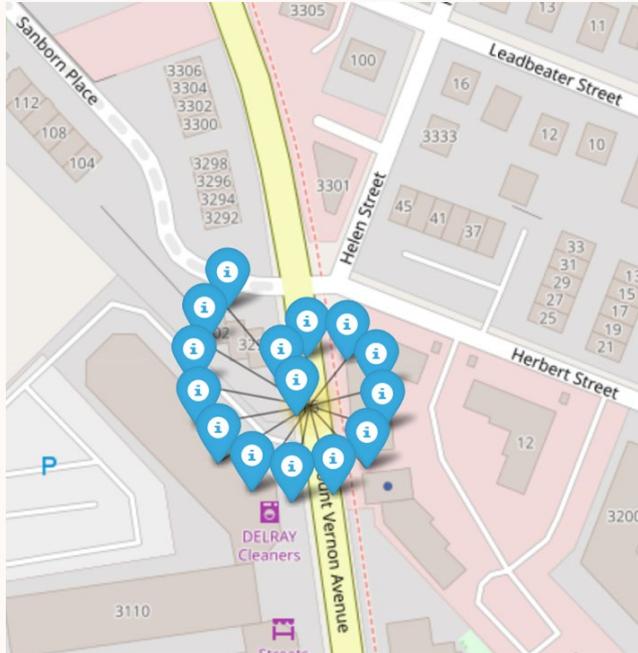
- **Most Common Issue:** Failure to yield, reported **147** times. (72% of the time)
- **Other Significant Factors** (each contributing **14.5%**):
 - Speeding
 - Running Red Lights
 - Distracted Driving

Environmental Factor:

- **Most Reported:** Poor road design.



1. Mount Vernon Avenue (close to the intersection of Sanborn Place/Herbert Street & Mount Vernon Avenue)



- **Behavioral Factors:** Speeding, Failure to Yield, Distracted Drivers
- **Environmental Factors:** Poor Visibility
- **Recurrence:** Yes
- **Children** were involved in 5 incidents

Descriptions:

- Drivers failing to yield to pedestrians in crosswalks with flashing lights.
- “... As **the angle of the right turn onto Helen Street is very shallow**, cars off Mount Vernon can take the turn at full speed...Intersection is awkward and unsafe because the Herbert St stop sign is 10ft before Mount Vernon Ave so bikers and **drivers on Herbert must inch forward to see traffic** where someone turning right from Mt Vernon at full speed could hit them.”

Insights:

- ◆ Increasing number of dangerous locations reports made after Jan 2023
- ◆ The site continues to pose problems and requires immediate attention to prevent accidents.



2. Mount Vernon Community School (MVCS) (both before and after 2023)



Correlated Factors

- Happened on both protected and unprotected bike lane
- Failure to yield to pedestrians, passing closely, speeding

Descriptions

- Vehicles **illegally stopped/parked in crosswalks to drop off their child for school** while pedestrians had the WALK sign.
- A recurring problem for southbound traffic on Mt. Vernon Ave is not noticing the crosswalk at the Commonwealth Avenue intersection.
- From the NE corner of Stewart and Mt. Vernon Ave to cross west across Mt. Vernon Ave, pedestrians have to step into the crosswalk to see traffic around the cars parked close to the crosswalk.

2. (Continued) - Mount Vernon Community School (Before 2023)

Area: Mid-block, school zone, traffic light, street parking

Behavioral Factors:

- Failure to yield (67%)
- Speeding (33.3%)
- Passing closely, U-turn, distracted drivers

Travel Lane: Unprotected bike lane

Environmental Factors: Poor visibility

Children Involved: Yes

Descriptions:

- Drivers speeding in School Zone, ignoring waiting pedestrians.
- Mt Vernon Avenue at Randolph and Stewart: need calming features to better alert drivers of pedestrians.
- Poor visibility at the northern crosswalks of Mt Vernon Ave and Stewart is due to cars parked too close to the intersection on the northbound side.
- Speeding during school rush hour (southbound on Mt Vernon at the intersection of Stewart)
- Intersection of E Oxford Ave: “there is a takeout window now which leads to Uber and Doordash cars parking illegally. Cars are dodging when they turn or pulling far into Mt Vernon”
- Every day at MVCS schools, parents idle their cars near Mount Ida and Commonwealth, blocking children’s paths and making unsafe U-turns across traffic and pedestrians.



3. Commonwealth Ave & Mount Jefferson Park Trail (& Ashby St)



Correlated Factors

- Speeding in the crosswalk, and distracted drivers fail to yield to pedestrians
- Not enough time to cross
- Recurring problem with children involved

Descriptions

- Drivers slam the brakes in the crosswalk
- “... a driver sped through and didn’t stop for us, potentially, because they did not see us, even though I was waving my hand. Please **improve pedestrian visibility and shorten the crossing distance** at this intersection.”

Insights

- ◆ The intersection connects to the park trail, **where pedestrians walk at slower speeds** and may pay less attention to traffic. The trail appears wider than regular roads, so **extending the traffic light** duration for pedestrian crossings could improve safety.
- ◆ Check for potential issues with **visibility of the entire crosswalk length**. Since multiple reports mention drivers slamming on the brakes, better visibility should reduce the frequency of these incidents.



4. Intersection of Slaters Lane & George Washington Memorial Parkway



Correlated Factors

- Recurring problem
- Occurred at the traffic light
- Behavior: Running the light, failure to yield

Descriptions

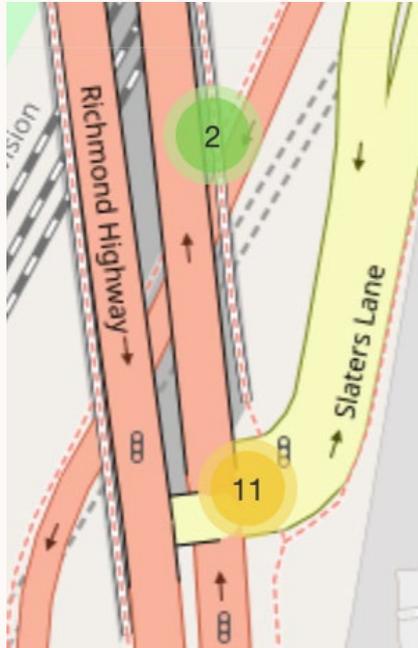
- ◇ Recurred instances of vehicles running red lights and failing to yield to pedestrians.

Insights

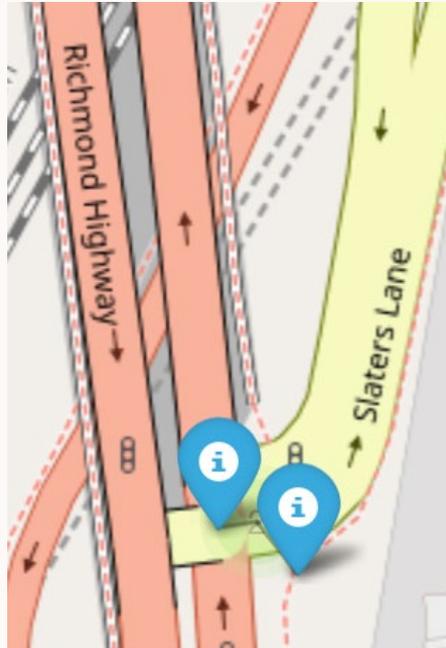
- ◇ Increase surveillance measures (cameras) or obvious sign at the traffic light to reduce instances of failure to strictly comply with traffic light regulations



4. a.- Slaters Lane (cont'd) & US Rt 1; before and after 2023



Before



After

Before 2023:

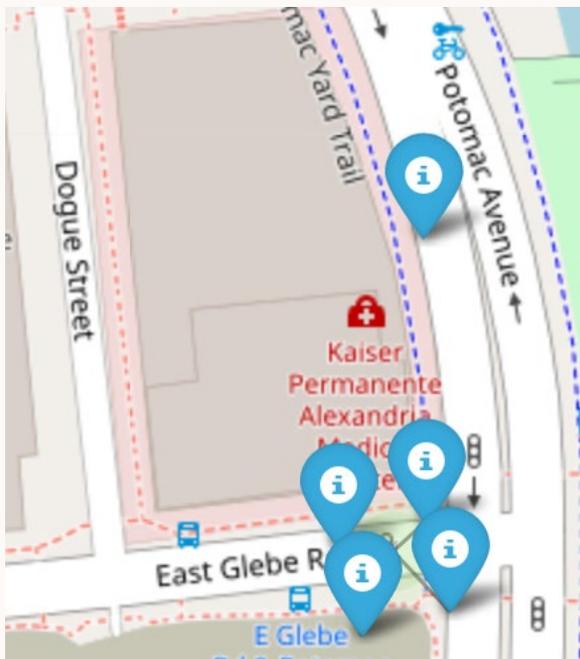
- "Cars turning right onto Slater's Lane from Richmond Highway are easily exceeding 25 mph. Even when they see pedestrian in crosswalk, they accelerate."
- Person submitting NM report was nearly hit during evening run when car made left turn onto Slater's lane

After 2023: Illegal left and right turn onto Slaters Lane.

Insights

Since reports consistently highlight recurring issues with vehicles failing to yield when turning left or right onto Slaters Lane, the problem at this intersection has remained largely unchanged, warranting consideration of redesign intersection measures to protect pedestrians from turning vehicles as well as more diligent enforcement in the near term.

5. Intersection of East Glebe Road & Potomac Avenue



Descriptions

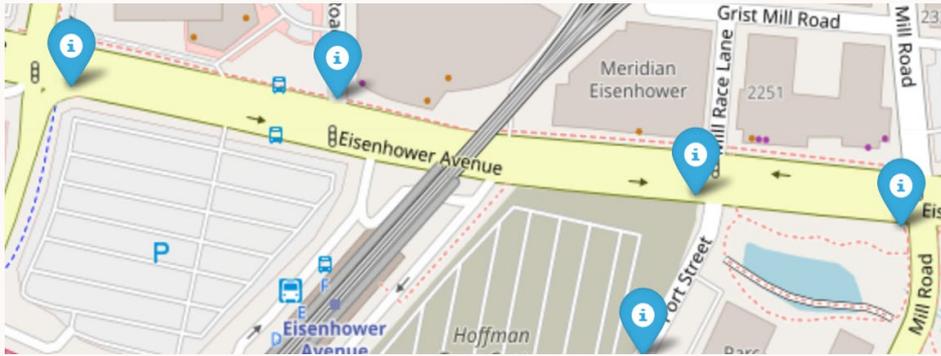
- 'Vehicles are constantly in the bus lane impacting bus operations.'
- Four descriptions all mentioned the illegal use of bus lane preventing bus from moving and proceeding during their light.

Insights

- Signage for bus-only lane needs to be more visible.
- Longer term consideration; change entire Potomac Ave to local traffic & bus lane only, given the proximity of Richmond Hwy North. This will help reduce some of the conflicts with drivers versus pedestrians / cyclist.

6. Eisenhower Avenue

(Almost every intersection has a near miss occurred)



Correlated Factors

- Speeding is the common problem for all these reports

Insights

- ◇ Stop signs in this section are not adequately visible.
- ◇ Traffic design improvements have been ineffective due to a **lack of enforcement**, so surveillance or other enforcement methods should be considered and installed.
- ◇ Complete street redesign is a better long-term solution

Descriptions

- “...The stop sign posted at the intersection of Port St and Dock Ln may be **invisible** because people run it all day, every day, with reckless abandon...”
- “...excessive speed, ignoring stop signs, and blocking crosswalks when traffic is backed up. The City updated the Eisenhower - Mill Rd intersection yet people still use these two residential streets as their **shortcut** on a daily basis. APD often runs the same stop sign and there is **zero enforcement.**”
- “...people are making this right onto Port St to use as a shortcut for accessing 495....”



7. Duke Street & South Henry Street



Correlated Factors

- Failure to yield, speeding, running traffic light
- Not enough time to cross the street

Description

The City has recently presented plans to redesign this intersection, but questions remain about why the left turn lane onto S. Henry coming from Duke St south is kept intact. If eliminated, Duke St traffic could be rerouted to Gibbon (which is one way and avoids part of the ped conflict on Duke & Henry).

Insights

- Need a **No Turn on Red sign**
- According to both correlations and report descriptions, failure to yield is the major problem in this very busy, high traffic volume intersection.
- Flashing lights for pedestrians crossing the intersections do not stop vehicles, so more visible stop signs and enforcement should be implemented.

Duke St & Jordan St Near Miss Analysis

Jiayu Zhao - Data Analyst

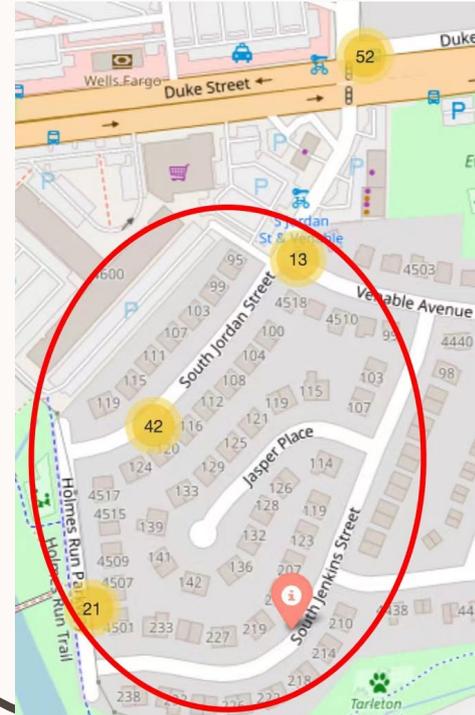
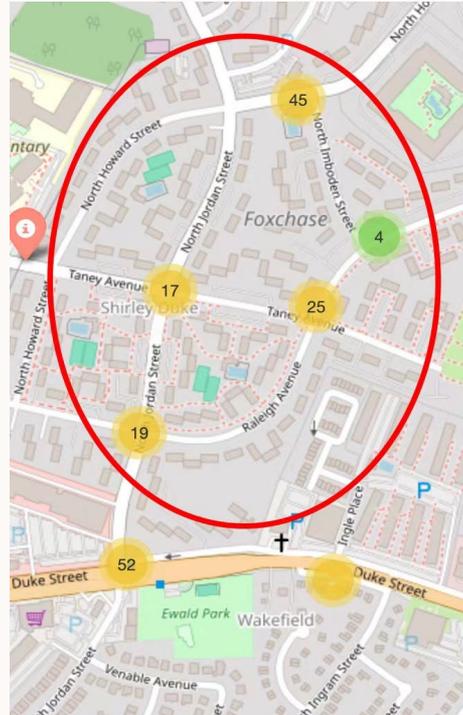
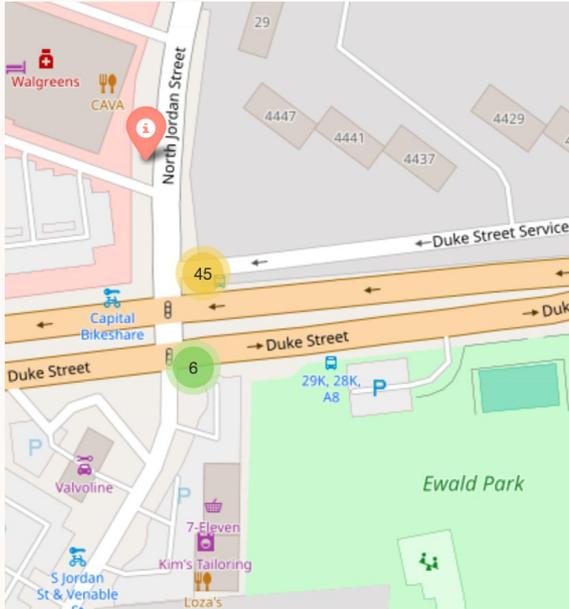


Three Parts

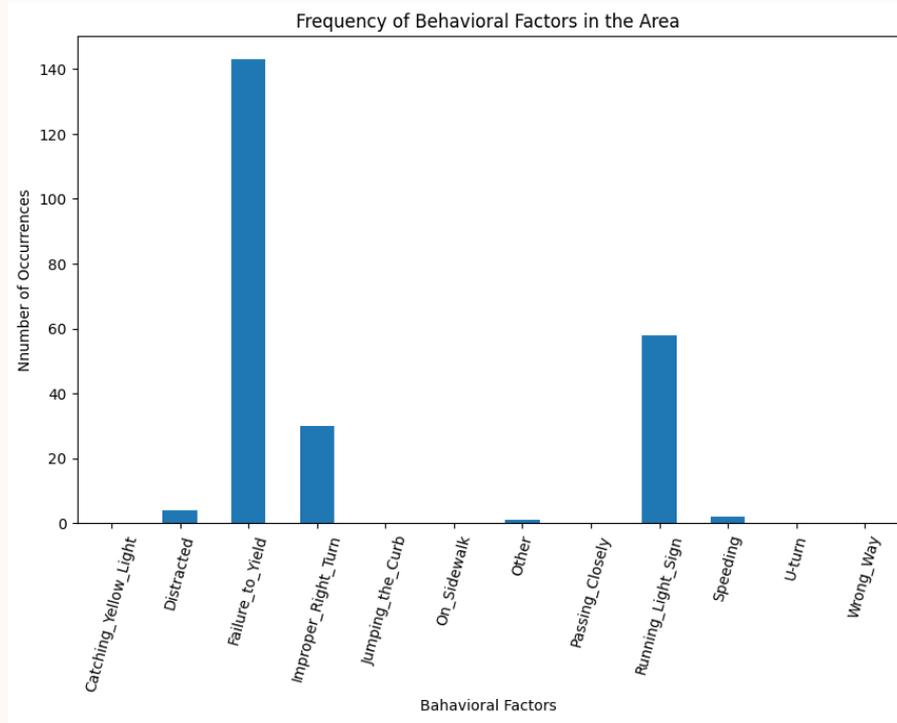
Major Intersection of Duke & Jordan

North Jordan

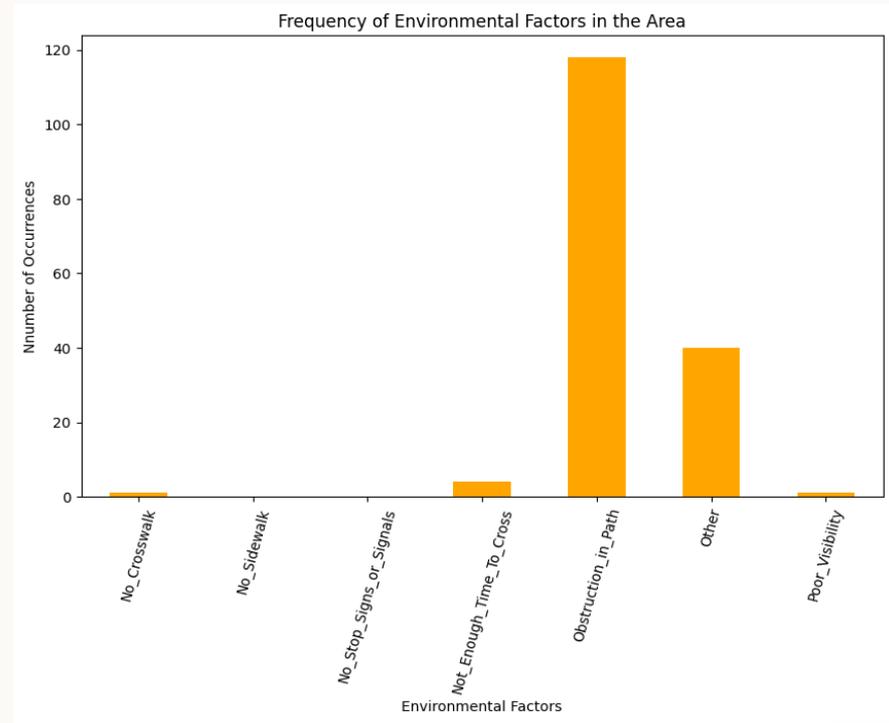
South Jordan



Overall Analysis



151 values



134 values



Duke & Jordan (51 reports)

Area: Traffic light, on **Right Turn Lane**

Behavioral Factors:

- Failed to yield to pedestrians (100%)
- Improper right turn (16.7%, 7 out of 42 reports)

Environment Factors: Obstruction in path

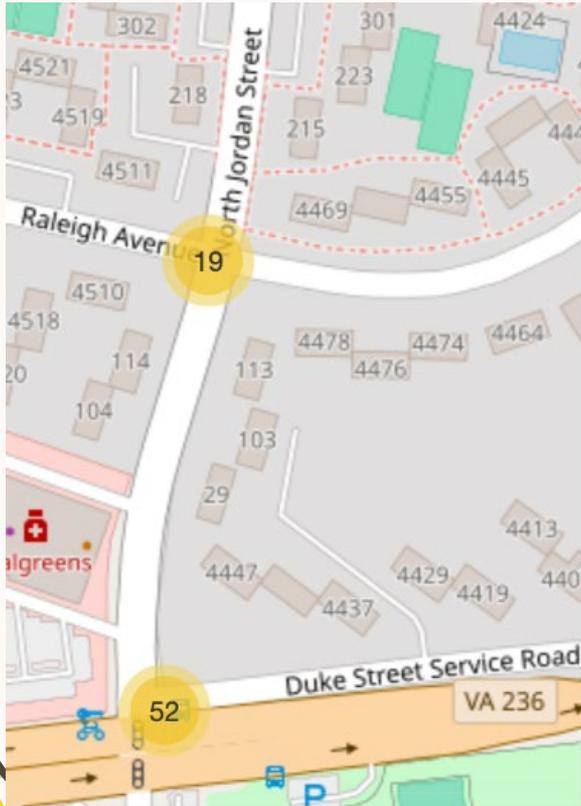
Descriptions:

- No turn on red sign, but many vehicles stopped in crosswalk and turned right on red while people were crossing with a walk sign.
- No crosswalk on the side of Duke St “...Crossing from shopping plaza toward Aldi, on the side of duke w/o a crosswalk”
- The walk signal is so short, there is not sufficient time for elderly or disabled or moms with children to cross. **(Infrastructural Issue)**
- Driver pulled halfway into the active crosswalk

Insights: Major redesign of this intersection is warranted for a longer term solution.



7A - N. Jordan St. & Raleigh Av.



Area: Stop sign, on both turning lane

Correlated Factors:

Behavioral:

- Failure to yield to pedestrians (100%)
- Running red light
- Improper right turn

Environmental:

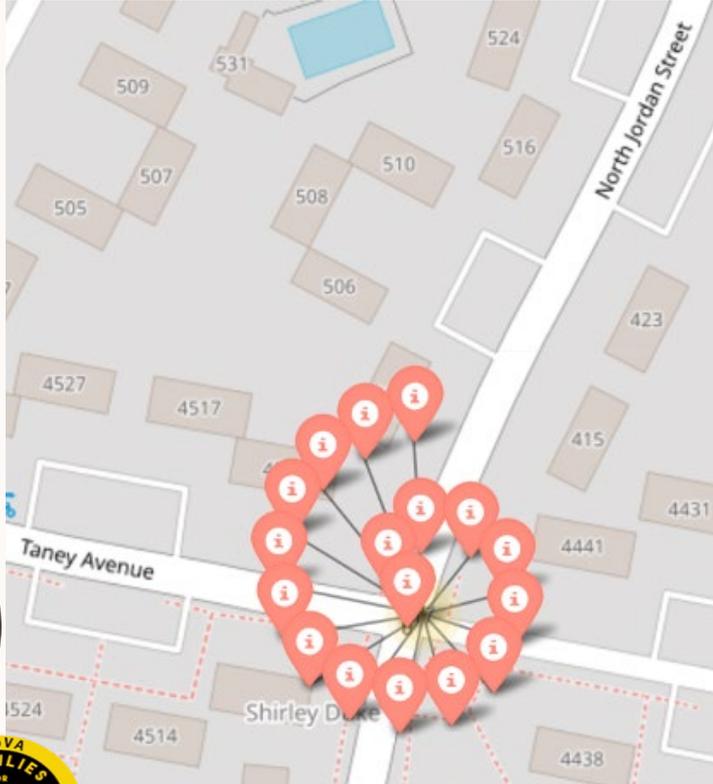
- Obstruction in path
- Not enough time to cross the street

Descriptions:

- There are stop signs in all directions from Raleigh Av into N. Jordan St, but drivers run the stop signs and stop in the crosswalk.
- On the N. Jordan Street at this intersection, southbound drivers may have their view obscured by parked vehicles and thus not see pedestrians crossing the street.



7B. - N. Jordan St & Taney Av



Area: Traffic light, on right turn lane

Behavioral Factors:

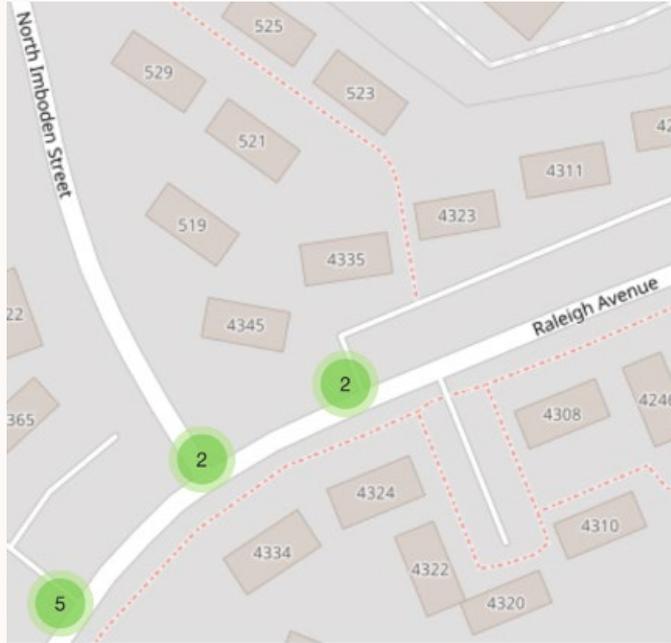
- Failure to yield to pedestrians
- Running red light
- Improper right turn

Descriptions:

- Vehicles turning onto Taney Ave from N. Jordan St failed to yield to pedestrians in the crosswalk with a walk sign, stopping in the crosswalk
- Driver was staring at her cell while running the red light.



7C. - Raleigh Av between Taney Av and N. Imboden St



Area: Street parking, stop sign

Environmental Factors: Obstruction in path (major cause)

Descriptions:

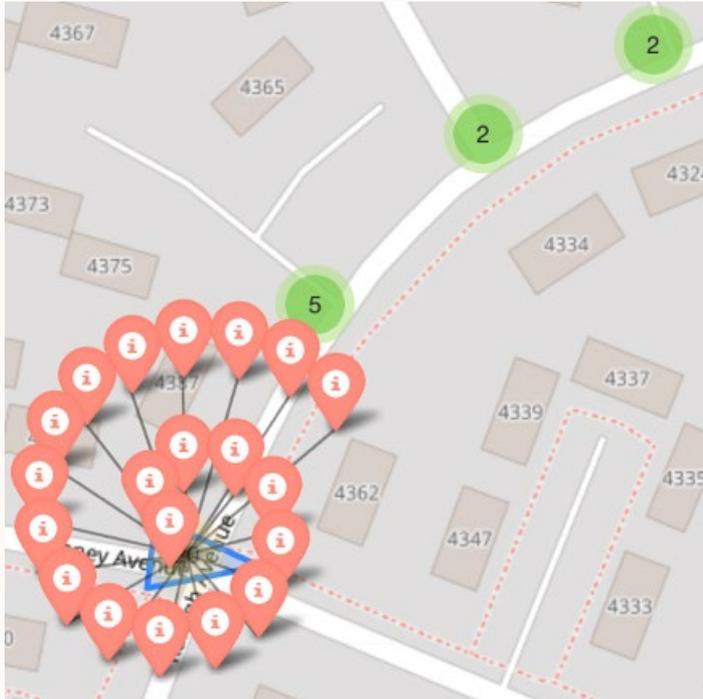
- Crosswalk and wheelchair ramp **blocked by parked cars**, which forces pedestrians with strollers and wheelchairs to walk in the street instead of on the sidewalk. (*two mid-block locations*)
- Vehicles turning onto Raleigh Av from N Imboden St and from Raleigh Av onto N Imboden Street failed to yield to pedestrians in the N Imboden St crosswalk.

Insights:

- ◆ High visibility cross walk
- ◆ Daylighting signage warning drivers not to park at corners edge & in mid-block crosswalk



7D. - Taney Av & Raleigh Av



Area: Stop sign (3 reports)

Environmental Factors: Obstruction in path

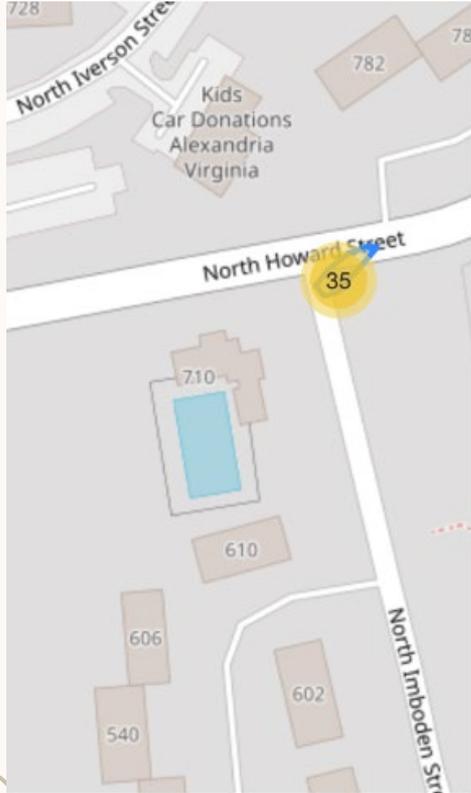
Descriptions:

- Crosswalk and wheelchair ramp blocked by parked vehicles. (Major factor)
- Vehicles run the stop sign on the Raleigh.

Insights:

- ◇ Install daylighting setbacks at corners
- ◇ Install bulb-out curbs
- ◇ Create high visibility cross walks

7E. - N. Imboden St & N. Howard St



Area: Stop sign, on right turn lane

Behavioral Factors:

- Fail to yield to pedestrians (100%)
- Running red light (57%)
- Improper right turn

Descriptions:

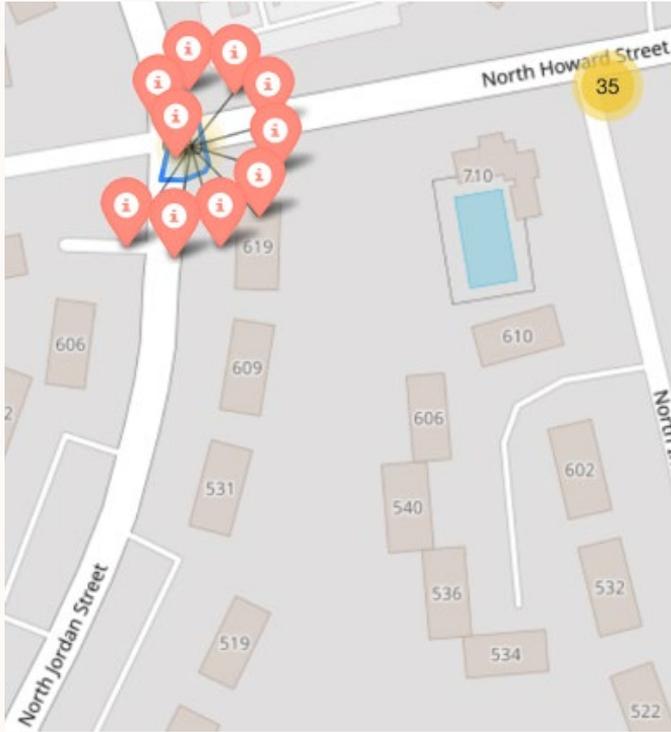
- Drivers go from N Imboden St to N Howard St run stop sign and stop in the crosswalk, **turn without signaling** as well.
- Drivers refuse to yield when pedestrians try to cross the street
- The two corners of N Howard St have sidewalks but **no marked crosswalk**.

Insights:

- ❖ Recommend installing high visibility crosswalks
- ❖ Enforcement issue as well



7F. - N. Jordan St & N. Howard St



Area: Traffic light

Behavioral Factors:

- Failure to yield to pedestrians (90%)
- Running red light (50%)
- Improper right turn

Descriptions:

- The near miss was caused by the driver failing to signal while turning from all directions at the intersection and disregarding the pedestrian walk sign in the crosswalk.

Insights:

- ◆ Infrastructure redesign is perhaps warranted given the chronic red light running / failure to yield issues
- ◆ Near term – greater enforcement vigilance

7G. - Venable Av & S. Jordan St

Area: Stop sign for right turn lane

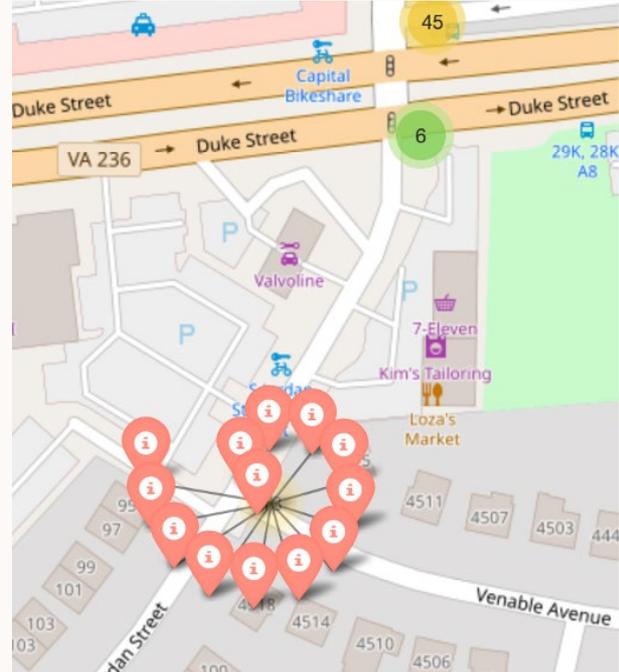
Behavioral Factors: Running red light, Failure to yield to pedestrians

Descriptions:

- Vehicles turning right onto S. Jordan St. from Venable Av run the stop sign and not even slow down.
- One description mentioned that "It's **not a painted crosswalk**", but there are wheelchair ramps on each corner; legally it's a crosswalk" on Jan.19, 2022.

Insights:

- Install high visibility crosswalk
- Redesign candidate to mitigate stop sign running



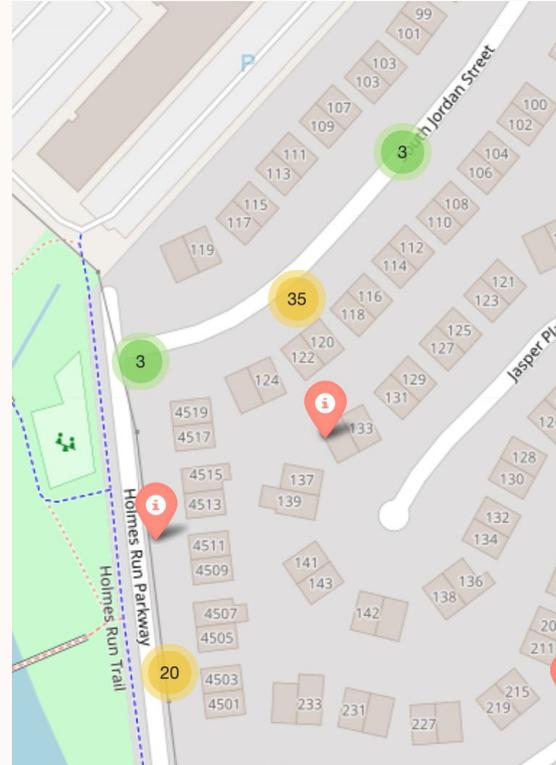
7H. - Mid of S Jordan St & Mid of Holmes Run Parkway

Area: Mid-block

Environmental Factors: Obstruction in path (100%)

Descriptions:

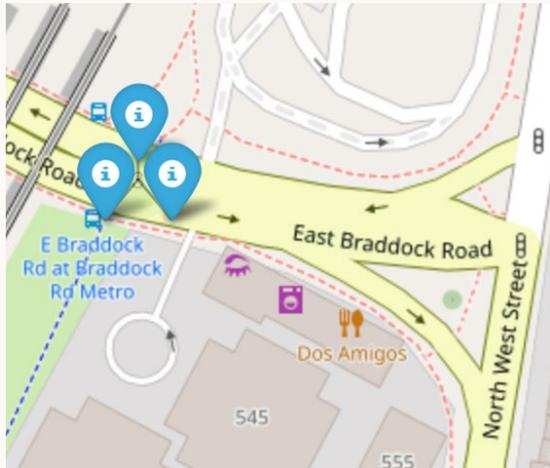
- Sidewalks are blocked by parked vehicles on both roads, and people have to walk in the street.
- Drivers speeding toward Duke St, as the residential roads are wide and have no markings.



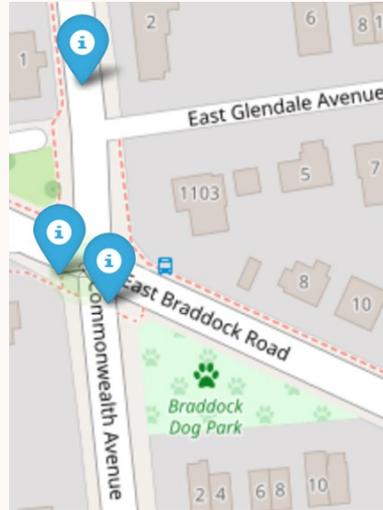
8. Braddock Road Metro Area

Streets included in the location:

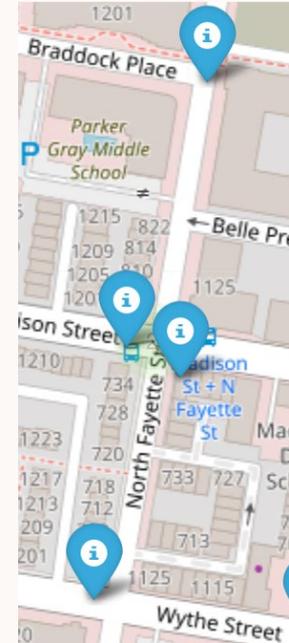
(1) E Braddock Rd & N West St



(2) Commonwealth Ave
& E Braddock Rd & E
Glendale Ave



(3) N Fayette St (intersect with
Braddock Pl, Madison St, Wythe St)



Recurrence: Yes (for all reports)

Children: one incident in (2) involves children



Descriptions

(1) In the crosswalk, vehicles swerved around pedestrians at full speed instead of stopping to yield.

(2) **Turning vehicles** failing to yield to pedestrians.

(3) “The newer stop signs at this intersection are ignored on a daily basis and there **needs to be enforcement. ...A lot of people are trying to avoid US-1 and use this as a cut through.**”

- Two reports noted that Hi-Viz clothing and bright lights did not prevent near misses:

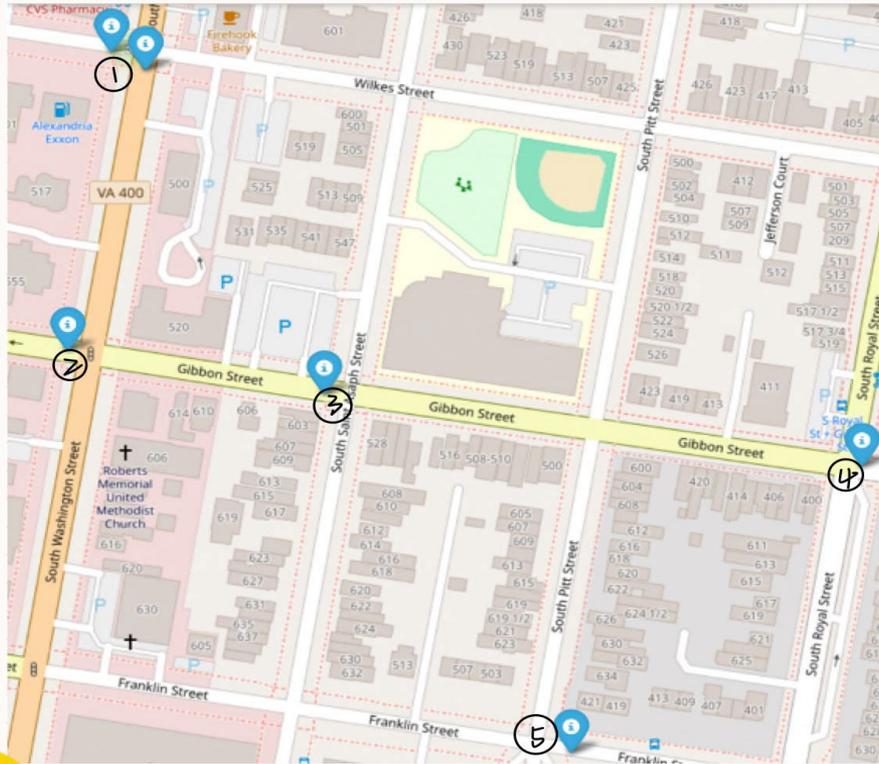
“Huge work truck floored it through the intersection and nearly hit me in the crosswalk, even though I was wearing Hi-Viz clothes and a bright light. They didn't see me until I frantically waved them down.”

Insights

- For location, enforcement should address the issue of failure to yield.
- Since visible clothing and bright lights aren't effective, installing high-powered streetlights at these two locations should be considered.



9. Area of Lyles – Crouch Traditional Academy



Specific locations included in this area:

- (1) South Washington Street & Wilkes Street
- (2) South Washington Street & Gibbon Street
- (3) Gibbon Street & South Saint Asaph Street
- (4) Gibbon Street & South Royal Street
- (5) Franklin Street & South Pitt Street



9. Area of Lyles – Crouch Traditional Academy - continued

Descriptions & Insights

(1) Missing Traffic Control Device:

- A traffic control device on S. Washington St. that prevented dangerous left turns onto Wilkes St. has not been replaced.
- A previously installed low bollard that effectively managed this issue has since disappeared.

Intersection Safety Concerns:

- Drivers frequently run red lights and cut through a gas station to turn right onto Gibbon St.
- The intersection is often blocked during afternoon rush hour, creating a hazardous situation.

(2) Drivers on Washington St. use the leading pedestrian walk signal as a cue to make left turns onto westbound Gibbon St., even before their traffic signal turns green.

(3) People run the stop signs on Gibbon

(4) Distracted drivers:

“...The driver's attention was entirely on the other car, and they never looked at me...”

(5) Frequent Stop Sign Violations

- Painted pedestrian crossing has improved safety but issues persist.
- Stop sign visibility is poor (faded, not in plain view), especially for drivers exiting the freeway and speeding.

Insights: Add lights to the stop sign or install flashing road lights to enhance visibility and safety.



Locations before 2023

1. Patrick St
2. King St east of Washington to the river
3. Seminary Rd



Patrick Street

- (1) North Patrick Street (between Princess Street and Oronoco Street)**
- (2) North Patrick & Oronoco**
- (3) South Patrick St between Duke and King (Princess)**
- (4) South Patrick Street (South of Duke).**



(1) North Patrick Street (between Princess Street and Oronoco Street)

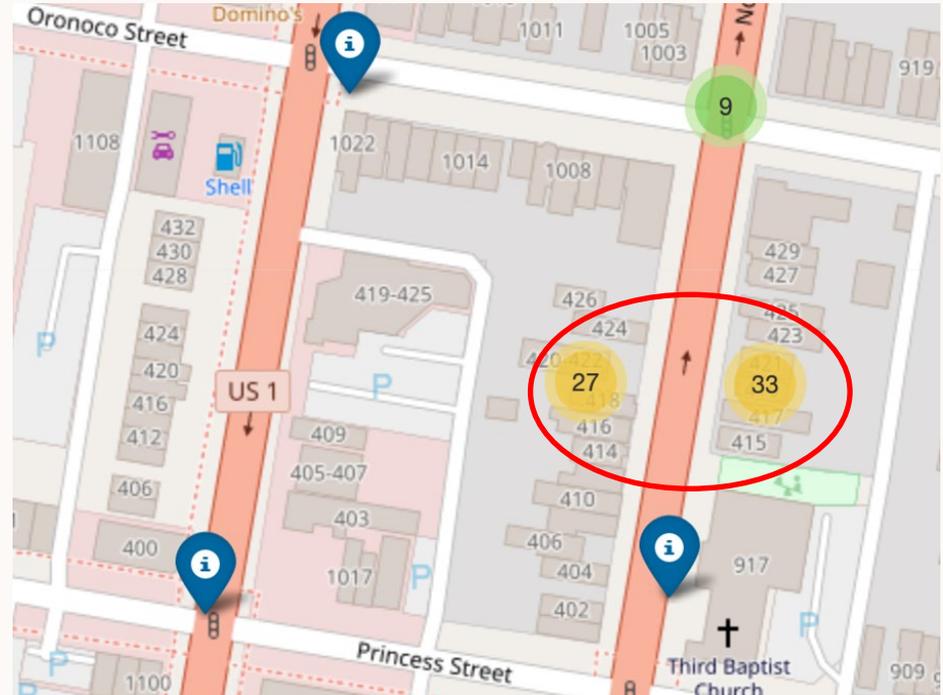
Area: Mid-block

Behavioral Factors:

- **Speeding** (99%, major cause)
- Wrong way

Descriptions:

- Cars and trucks speeding in excess of at least 40 mph in the 25-mph zone.
- Driving **wrong way on one-way street.**



(2) North Patrick & Oronoco

Area: Traffic light

Behavioral Factors:

- Running red light & Speeding (78%)
- Failure to yield

Descriptions:

- **Cars drag racing** on N. Patrick St, which drive right through the red light.
- The red light was solid for a long period of time and was not in a transition from yellow to red.



Insight:

- Enforcement issues
- Infrastructure: Install red light running cameras



(3) South Patrick St between Duke and King

Area: Traffic light

Behavioral Factors:

- Failure to yield (100%)
- Speeding & running red light

Recurrence: Yes

Descriptions:

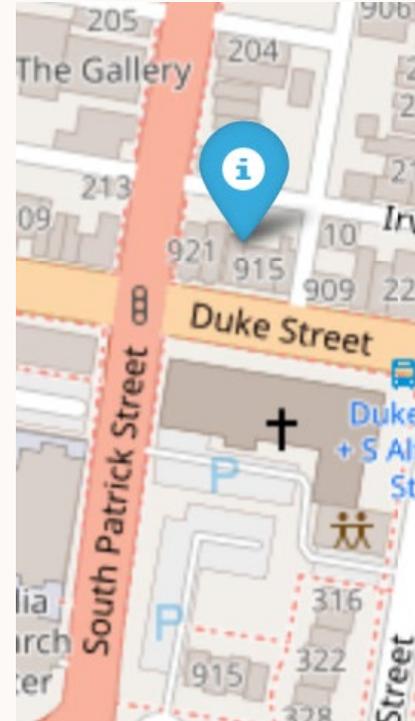
- Driver on the mini-bike turning left at high speed from eastbound King St onto northbound N Patrick St. did not signal or sound the horn. Made a turn against the red arrow.
- Drivers run the lights in both directions at Duke and Alfred, Duke and Columbus, Duke and Washington with so much regularity I wait several seconds after it changes to cross.



(3) S. Patrick Street: After 2023

Description:

- “After waiting for the light to change to walk south across Duke Street from the northwest corner of Duke and Alfred, a vehicle that had also been waiting for the light to change to turn right/east onto Duke Street sped through the intersection without regard for me, the pedestrian, and did not slow or change direction as I stepped backward and called out to alert her to my presence.”



(4) South Patrick St (South of Duke)

Area: Traffic light

Behavioral Factors: Distracted, Running red light, Speeding, Failure to yield

Descriptions:

- One car turning left onto Route 1 did not notice pedestrians.
- Speeding at the intersection of Wilkes and S. Patrick St.

(After 2023)

- Northbound drivers on Hwy US-1 have recurring problems running red lights, especially at night. In this intersection, there are often families with kids going to and from schools in Old Town.
- At the intersection where kids go to school in Lyles Crouch in the morning rush hour, a car stops in the crosswalk and drivers are looking at their cell phones.



King Street

East of Washington to the river

- (1) From S. Fairfax St to the river
- (2) King St & N/S Royal Street



(1) From S. Fairfax Street to the river



Area: Traffic light, stop sign

Behavioral Factors:

- Failure to yield, Running light signal (50%)
- Speeding

Descriptions:

- Vehicle turning from King going north on Fairfax almost struck pedestrians in sidewalk with walk sign. (Particularly on Farmers Market day)
- In the intersection of S. Fairfax St. and King St., vehicles turning right onto King St. fail to yield to pedestrians in the crosswalk.



(2) King Street & N/S Royal Street

Area: Traffic light, stop sign

Behavioral Factors:

- Failure to yield (76.5%)
- Speeding (37.2%)
- Distracted, running red light

Environmental Factors:

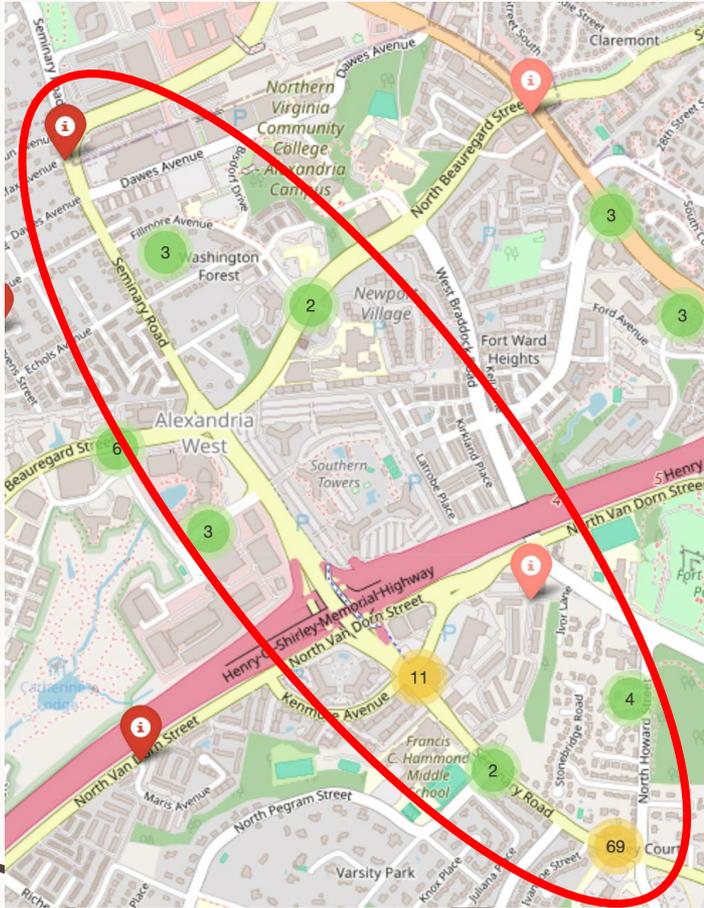
- Not enough time to cross

Descriptions:

There are some data collection problems in incidents descriptions, all reports in this exact same location have mismatched incidents descriptions. (MPR Associates, Inc., 326, King Street, Captains Row, Lyles-Crouch, Alexandria, Virginia, 22314, United States)



Seminary Road



Between N Howard St and S George Mason Dr:

- (1) & N. Howard
- (2) & N. Jordan St
- (3) & Kenmore Ave, & Library Lane
- (4) North part of Seminary (between I-395 and S. George Mason Dr)



(1) Seminary Rd & N. Howard

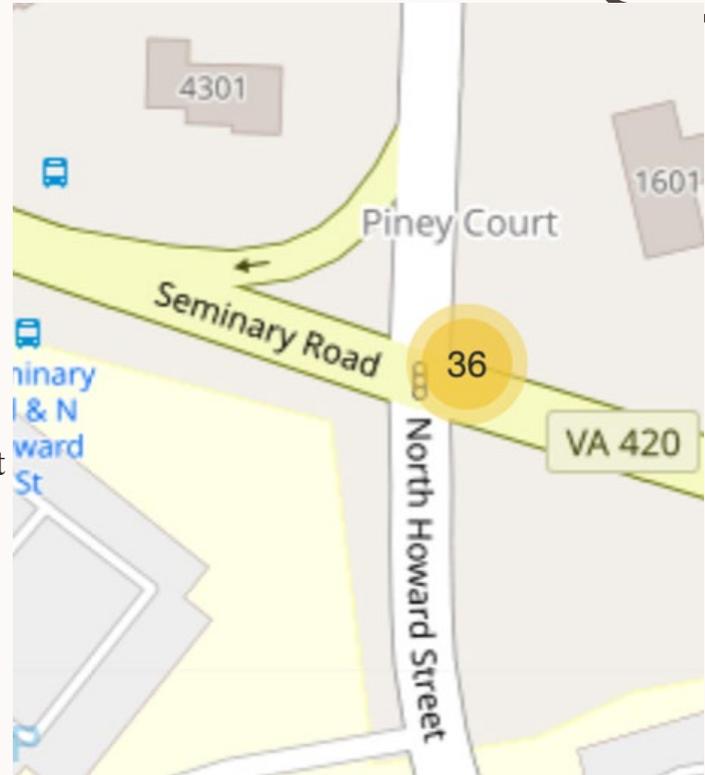
Area: Traffic light, on right turn lane

Behavioral Factors:

- Improper right turn (74%)
- Failure to yield

Descriptions:

- A recurring problem of vehicles on westbound Seminary Road illegally turning right onto N Howard St on red, disregarding signs of No Turn On Red When Pedestrians Are Present.
- The button for the walk sign on the NW corner of the intersection didn't work.



(2) Seminary Rd & N. Jordan St

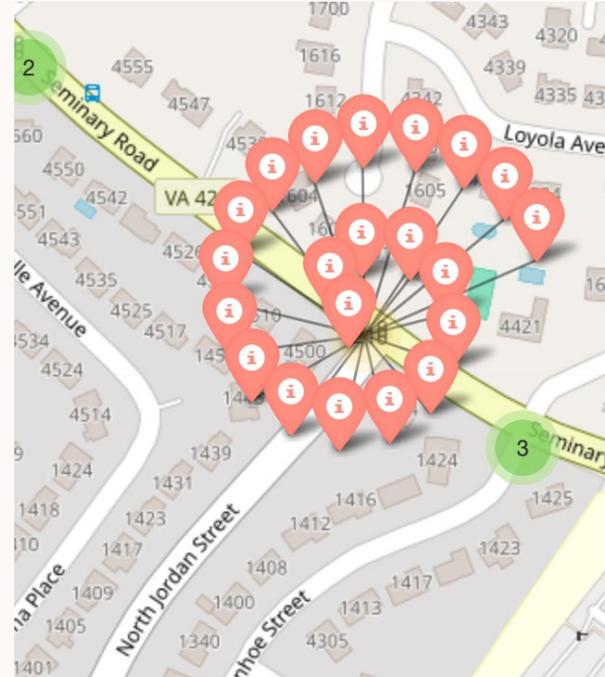
Area: Traffic light, on right turn lane

Behavioral Factors:

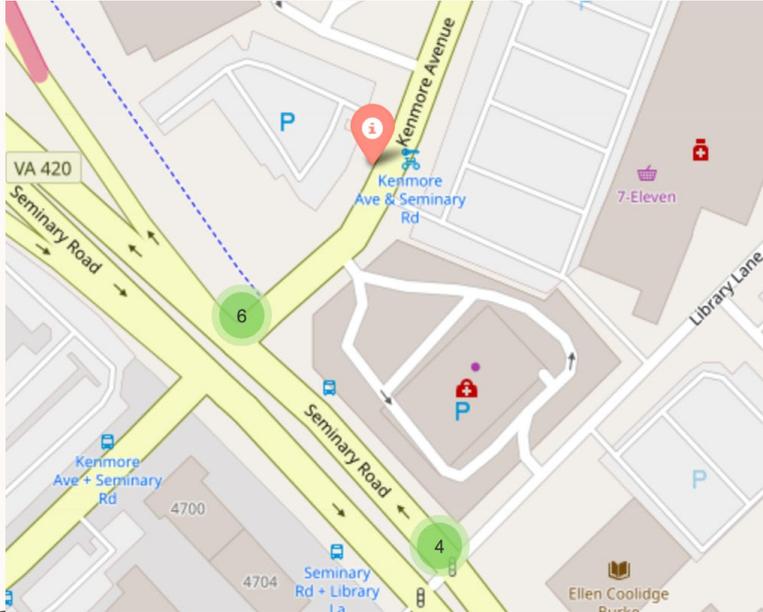
- Failure to yield (95.24%)
- Running red light

Descriptions:

- Multiple right-turning vehicles failing to yield when there is a pedestrian walk sign in the crosswalk on N Jordan St.
- Recurring issue of drivers running red light and stopping in the crosswalk on Seminary Rd.



(3) Seminary Rd & Kenmore Ave & Library Lane



Area: Traffic light (on right turn lane), stop sign

Behavioral Factors: Failure to yield, running red light

Environmental Factors: Obstruction in path

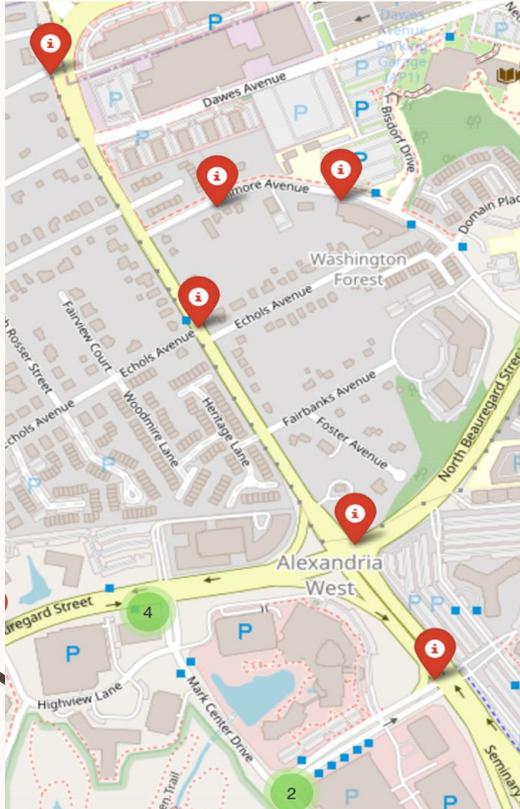
Descriptions:

- “The **bus stop is mid-block**, and it seems to be a regular habit for folks to cross Seminary Road here just before the I-395 overpass. Very dangerous as cars are entering Seminary Rd. from I-395 exit there as well”.
- Vehicles stop in the crosswalk on Kenmore Ave, blocking the way of pedestrians.
- Turn right despite No Turn On Red sign at the intersection of Seminary and Library Lane.

Insights: Longer term this is a redesign intersection candidate



(4) North part of Seminary (between I-395 and S. George Mason Dr)



Area:

- Traffic light, stop sign
- Mid-block, street parking (two reports on Fillmore Ave)

Behavioral Factors: Failure to yield

Environmental Factors: Obstruction in path

Descriptions:

- At the intersection with Echols Av: “This is a crosswalk mid-block...This is a clearly marked crosswalk, but drivers do not stop for pedestrians. **There needs to be lights installed to improve the visual site of pedestrians in the crosswalk.**”
- All three other intersections on Seminary Rd have issues with running red lights/stop signs not yielding to pedestrians.
- There are **parked vehicles** blocked the road on Fillmore Ave at St James housing area.