City of Alexandria Near Miss Report

January 2024 through July 2025

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Overview

This report is an analysis of the data collected through the Near Miss and Dangerous Locations (NM) Survey developed by Northern Virginia Families for Safe Streets (NoVA FSS). The focus of this report is survey data from the City of Alexandria between January 2024 and July 2025. NoVA FSS has prepared and published this report for the informational benefit of local jurisdictional traffic and police authorities, policymakers, and the general public.

The purpose of this report is to identify and analyze locations on Alexandria's roads where people report feeling unsafe while walking or bicycling. The analysis is broken down with increasing granularity– from a citywide summary to specific locations of concern. Both structured (e.g. report attributes and locations) and unstructured (e.g. report descriptions and comments) survey data were considered in this analysis.

NoVA FSS welcomes suggestions on how the NM survey and report can be improved. We hope to continue raising awareness of this survey throughout Alexandria and the greater Northern Virginia area in order to highlight problem areas and ways to improve public safety. We welcome ideas and volunteers to help us achieve this goal.

Executive Summary

This report analyzes 318 Near Miss Survey reports submitted between Jan 2024 to July 2025 in Alexandria to identify trends and high-risk locations for people walking and biking. Both structured & unstructured data were reviewed to highlight unsafe behaviors, environmental issues, and areas needing urgent safety improvements.

Overall Findings

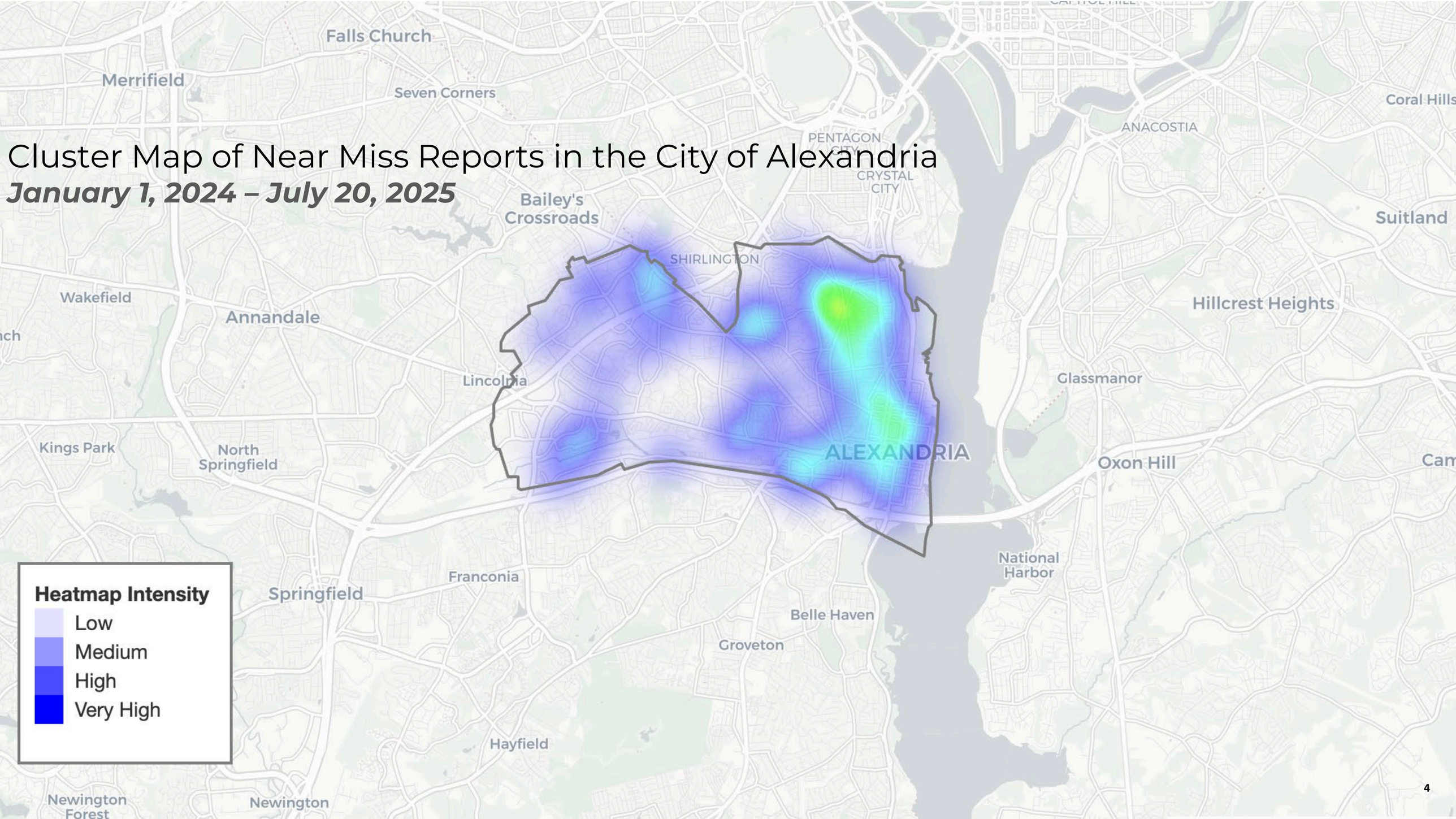
- Most incidents stemmed from unsafe driver behaviors such as failure to yield, distracted driving, and speeding, and they often occurred during school commuting hours from 6 to 9 AM and 3 to 6 PM.
- Nearly half (47%) involved children, with many occurring on 20–25 MPH roads in or near school zones.
- Infrastructure hazards included poor visibility, missing stop signs or signals, and lack of crosswalks or safe crossing time.

Key Takeaways on High-Incident Locations

- Hickory St & Kennedy St: Narrow streets, a roundabout with an intersection in the middle, and impatient driving create daily risks for children walking to school.
- Duke St & S Fayette St: Frequent rapid flashing light running and poor visibility endanger pedestrians & cyclists.
- Radford St & W Braddock Rd: No crossing protection on a fast, multi-lane road leads to repeated child-involved near misses.
- E. Braddock Road & Braddock Metro Station: Metro-area crosswalk routinely ignored despite flashing lights.
- Mt Vernon Ave & Herbert St: Drivers fail to yield even with flashing lights, so physical changes are needed.
- King St & S Henry St: Left-turn priority before pedestrians creates confusion and conflicts in a busy intersection.

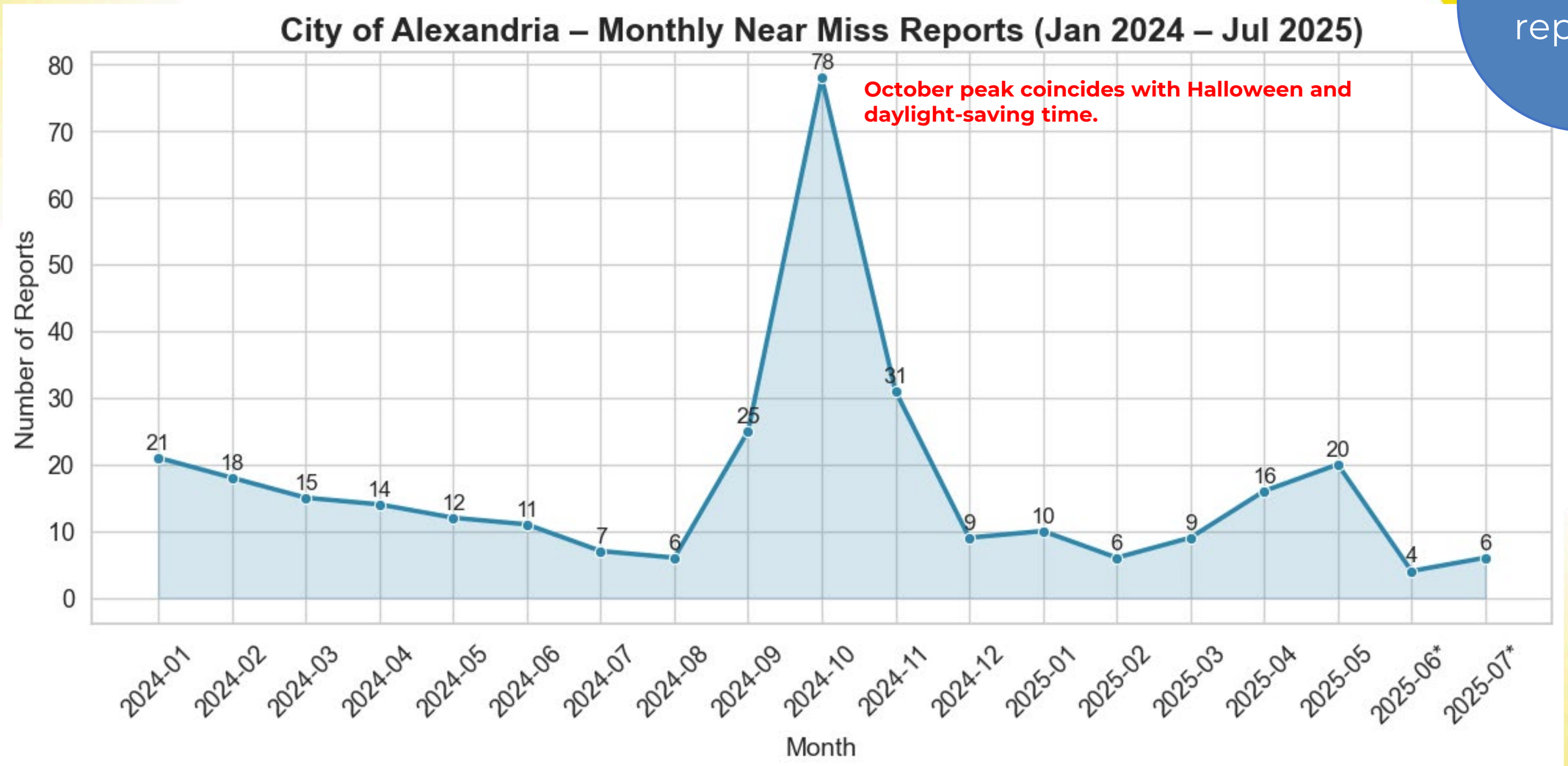
Cluster Map of Near Miss Reports in the City of Alexandria

January 1, 2024 – July 20, 2025



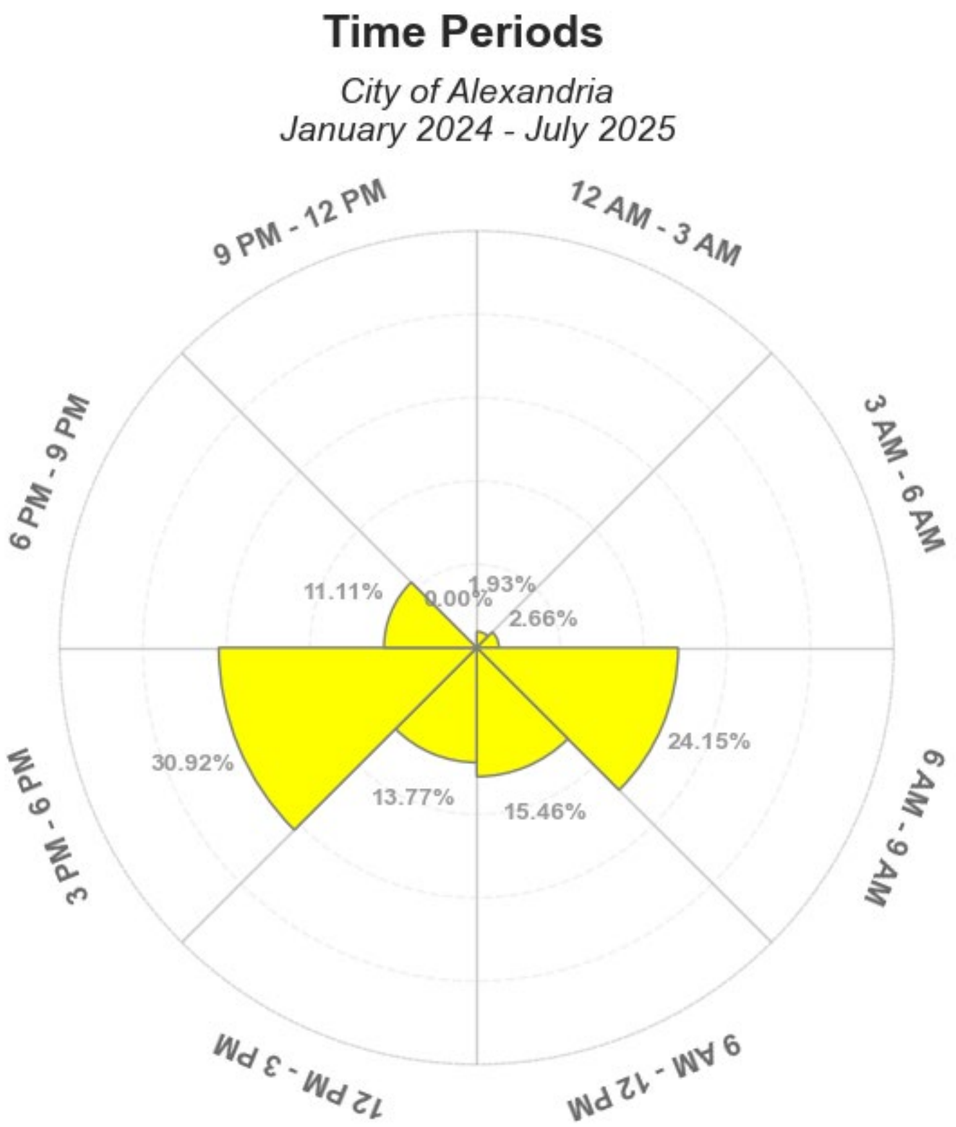
Monthly Near Miss Report

318 Total reports



*The Near Miss Survey was out of order for part of June through July 2025, which may have contributed to the decrease in reports during this period

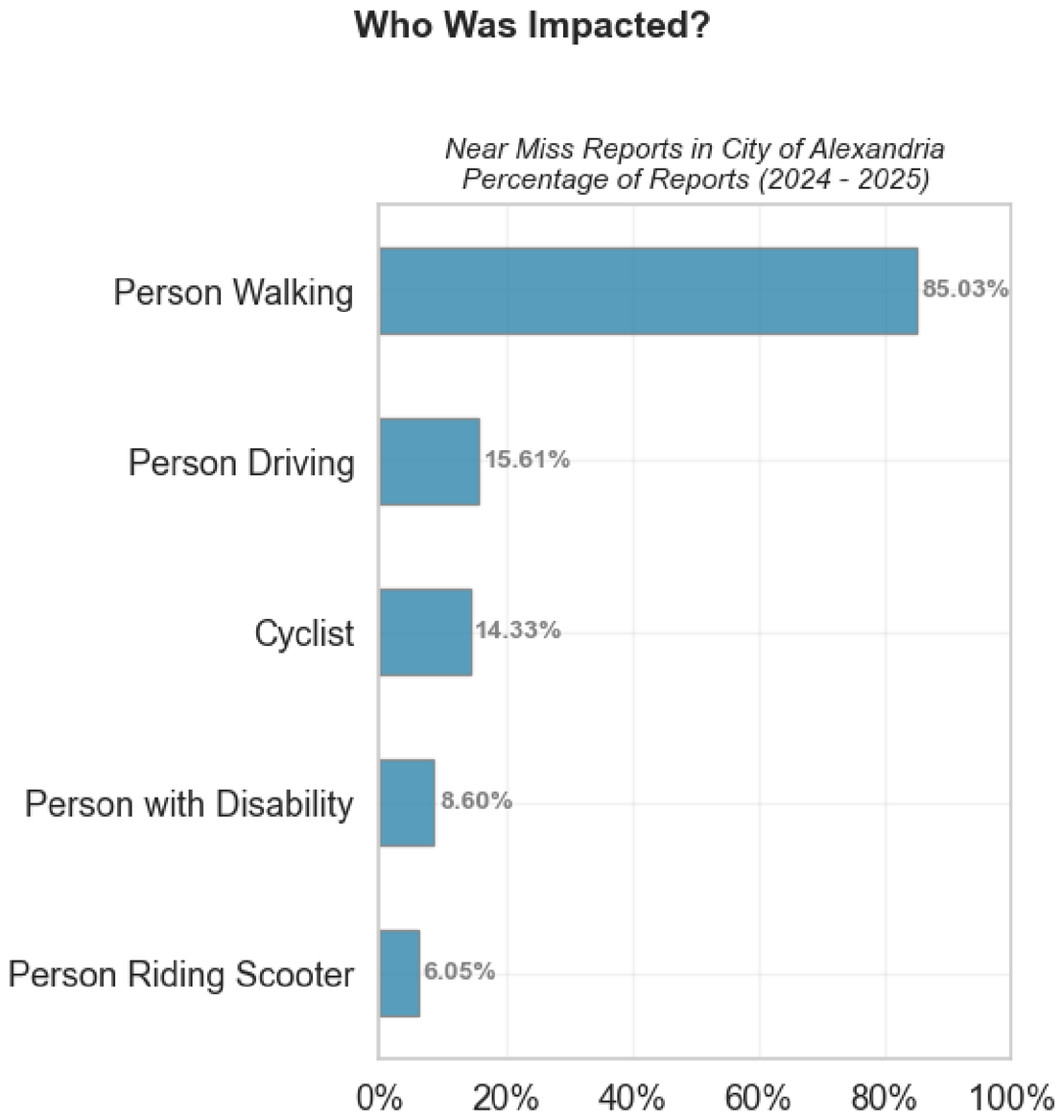
When?



Peak reporting hours are between **3 PM – 6 PM,** accounting for the largest share of incidents.

Morning spike observed from **6 AM – 9 AM,** likely linked to the start of work shifts and/or school openings.

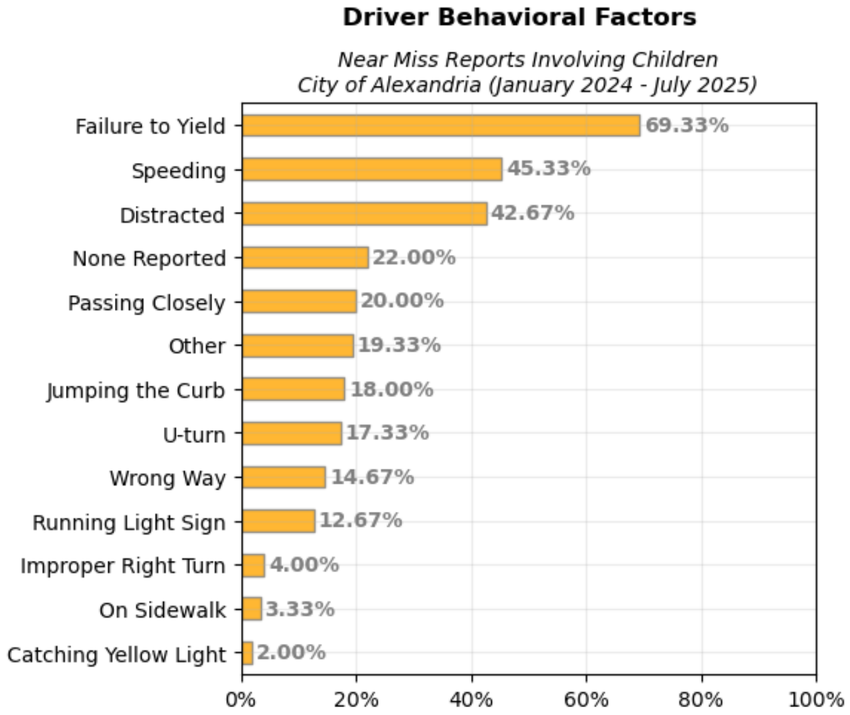
Who?

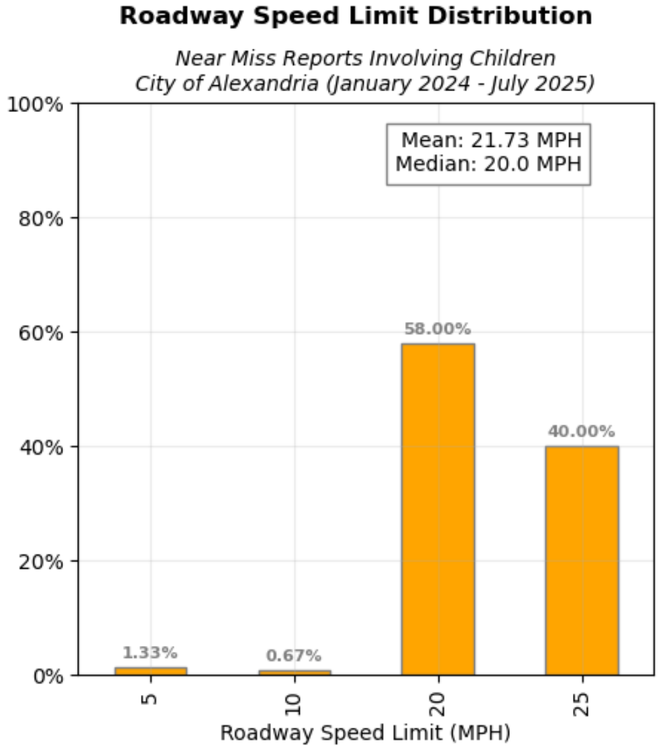


The vast majority of reported Near Miss incidents in 2024-2025 involved **people walking,** underscoring the heightened vulnerability of pedestrians in Alexandria.

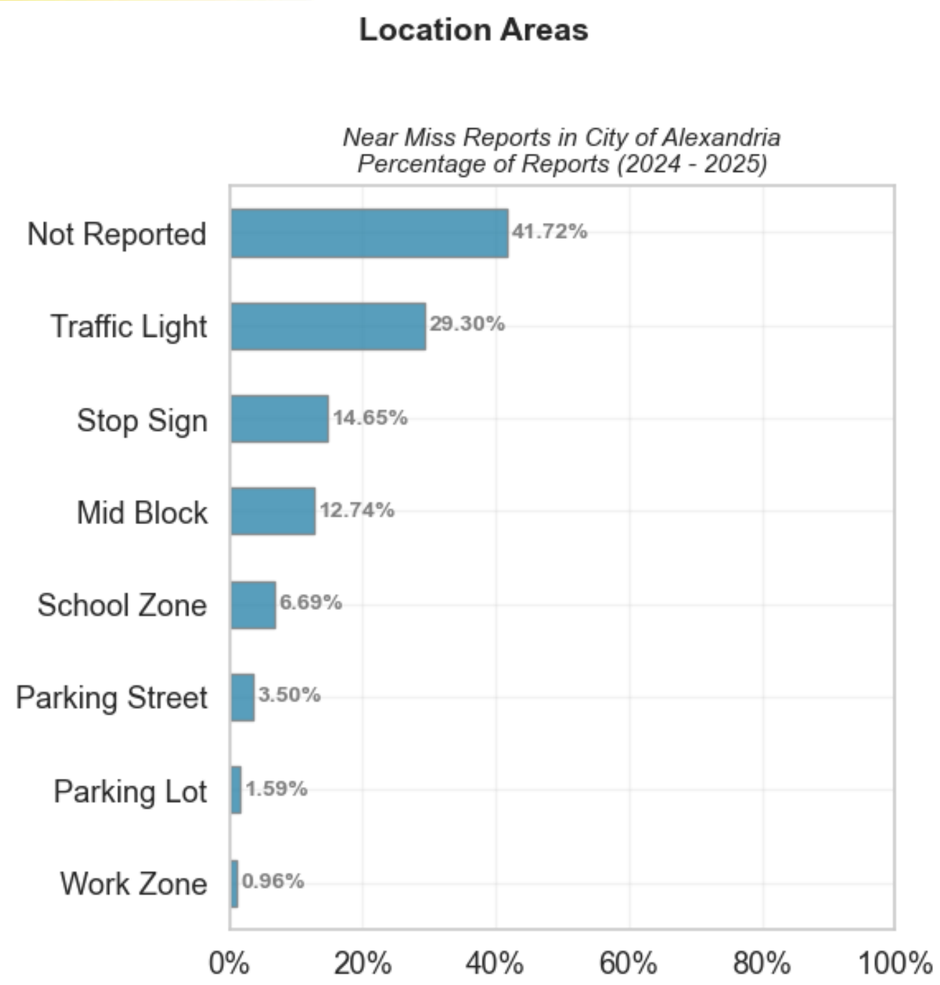
Children

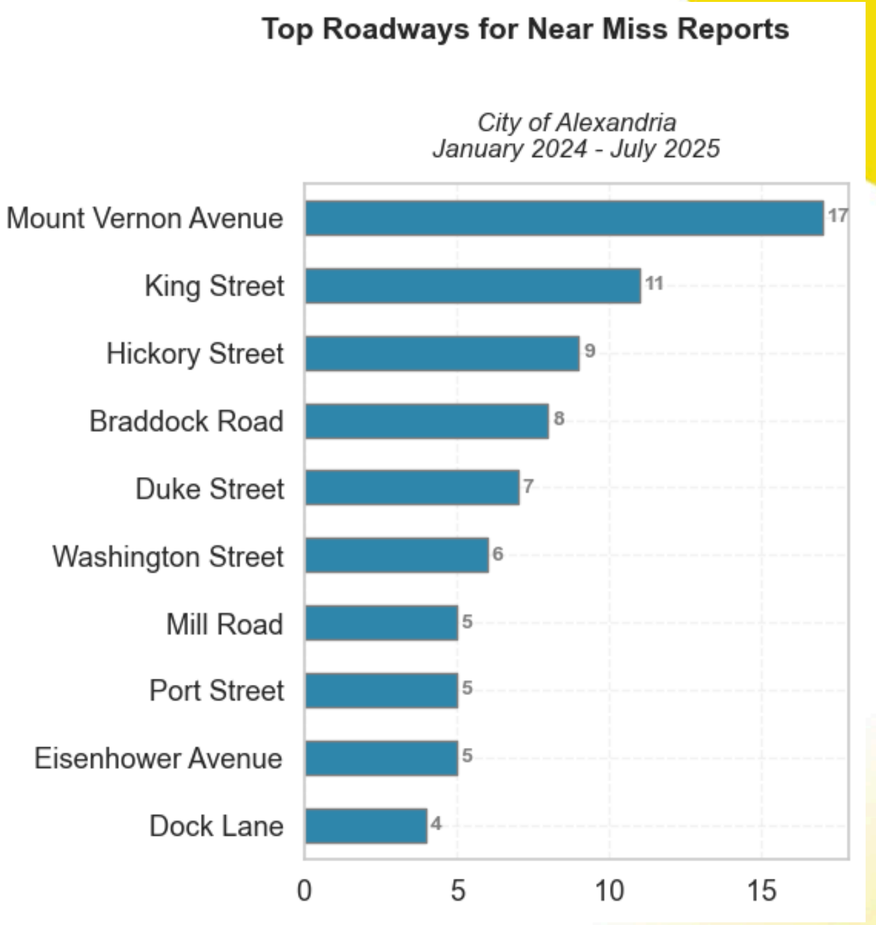
- **47%** of Near Miss reports in Alexandria between January 2024 and July 2025 included children
- The top roadways in Alexandria for Near Miss reports involving children were:
  - Kennedy St.
  - Mount Vernon Ave.
  - King Street
- Most reports were along 20 or 25 MPH speed limit roads and involved dangerous driving behavior such as failure to yield or speeding.





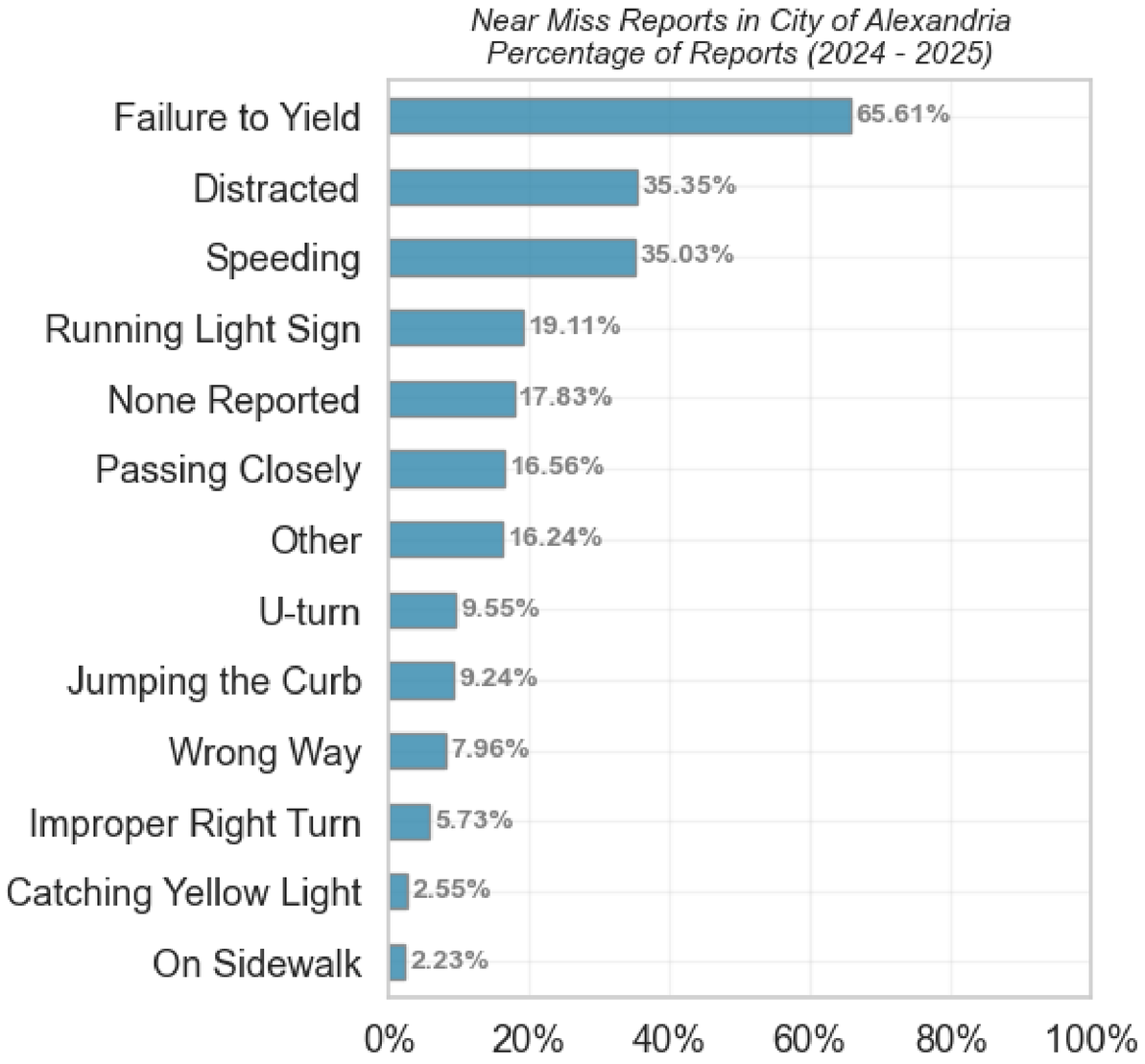
Where?





- Most reported Near Misses in Alexandria during 2024–2025 happened at traffic lights.
- Stop sign intersections and mid-block crossings were also common locations.
- Areas such as school zones appeared as the next highest cited locations.
- These findings highlight places where drivers need to adjust behavior to better account for pedestrians and cyclists.

Driver Behavioral Factors

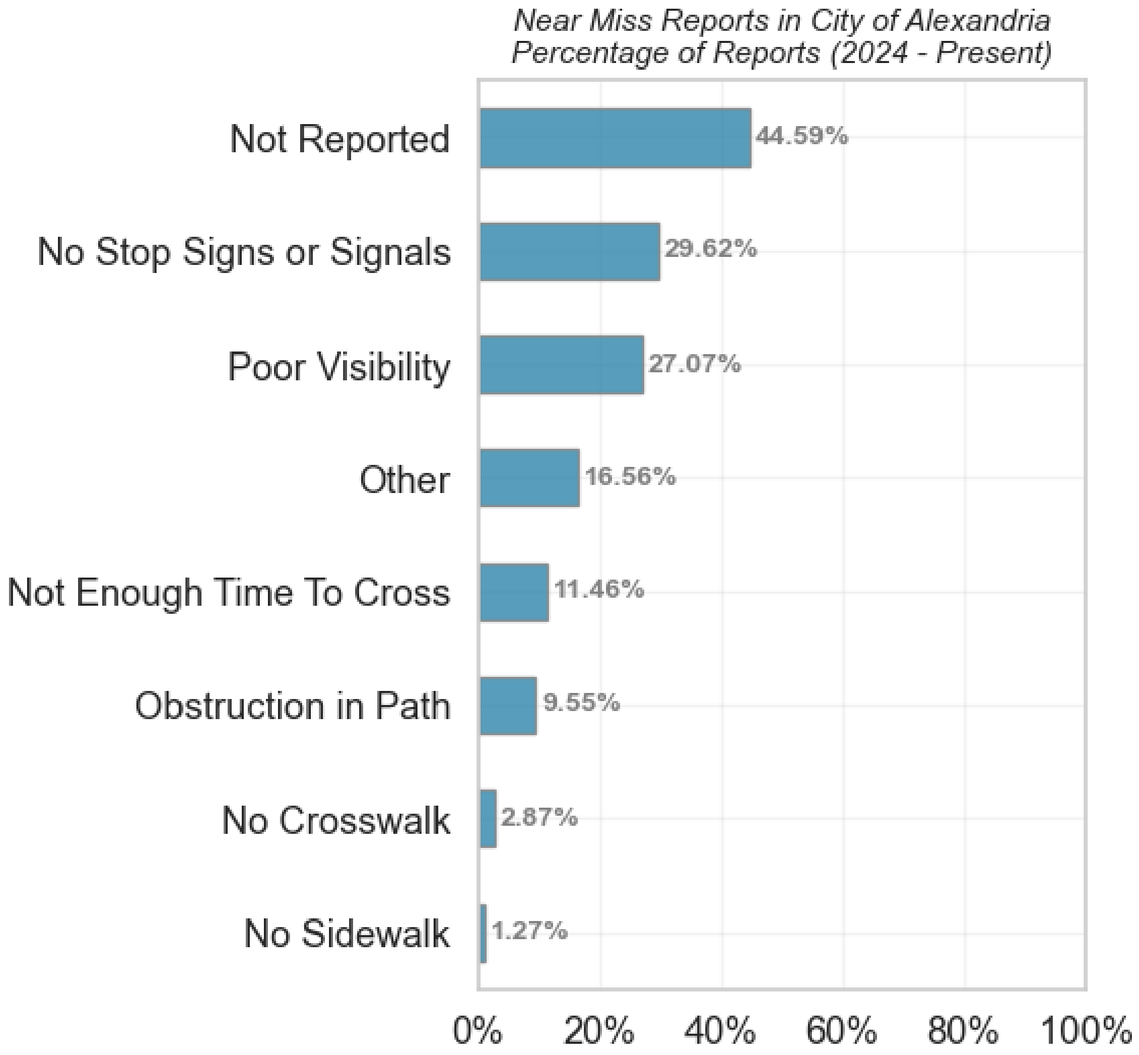


Most near-miss incidents in Alexandria during 2024 and 2025 were linked to unsafe driver or cyclist behaviors.

Failure to yield was the most common factor, followed by **distraction**, **speeding**, and **running lights or signs**.

These behaviors often put people walking, biking, or using mobility devices at risk. Even less frequent issues like improper turns and passing too closely highlight the need for greater attention to vulnerable road users.

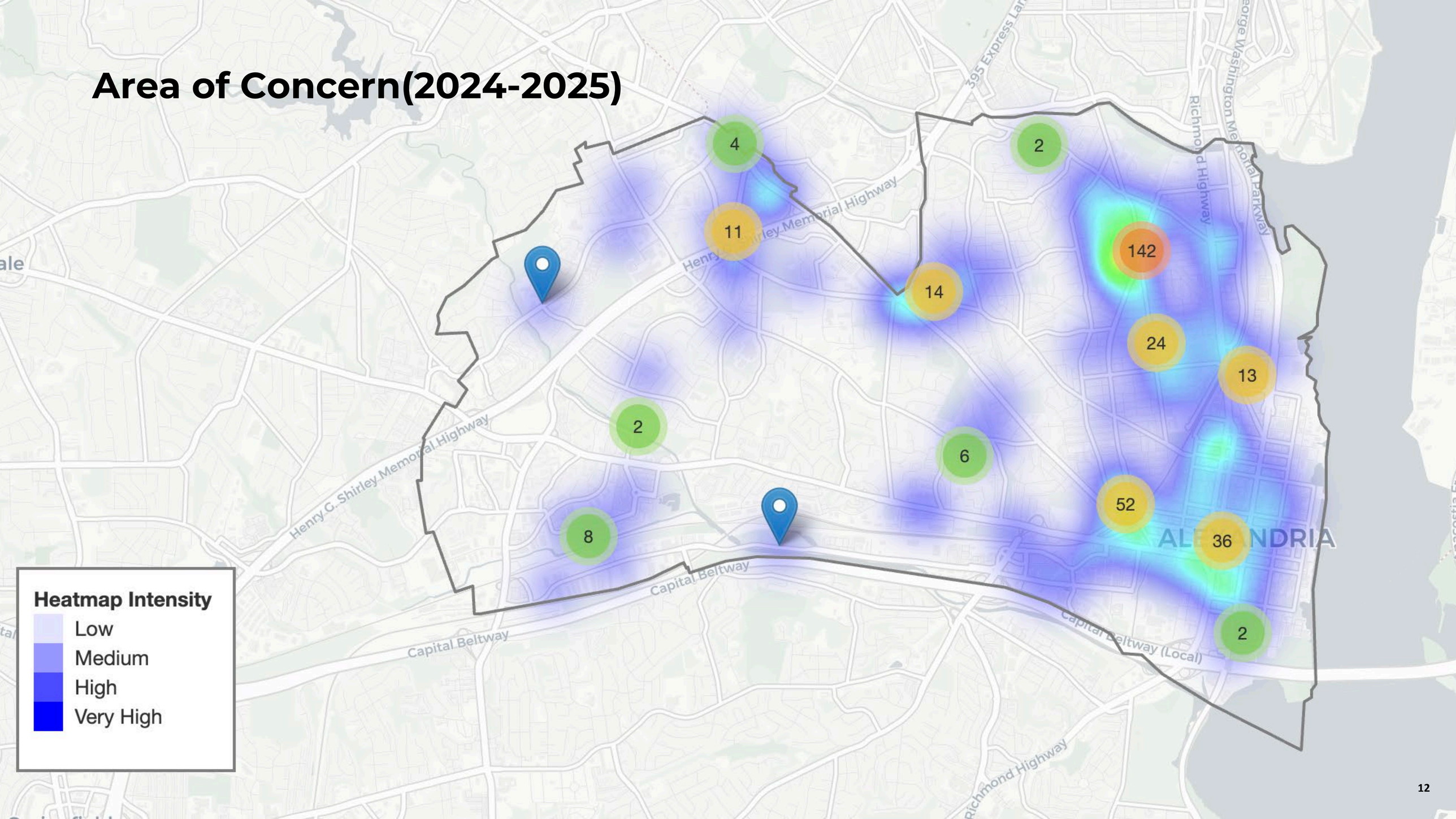
Unsafe Conditions



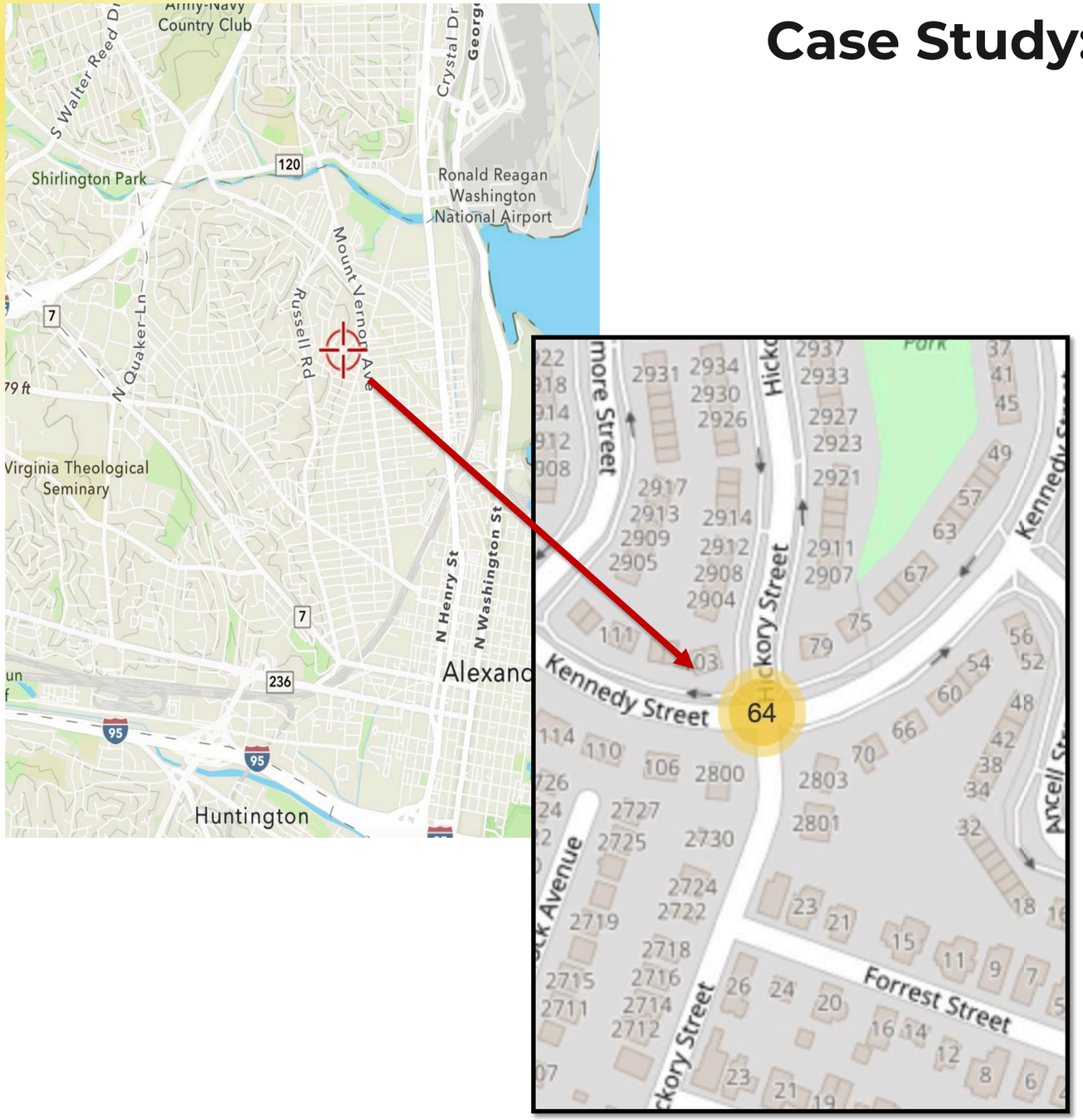
In Alexandria, the most reported unsafe infrastructure conditions were **no stop signs or signals** and **poor visibility.**

Other common issues included lack of crosswalks, limited crossing time, and path obstructions—indicating that the built infrastructure often falls short for people walking, biking, or rolling.

Area of Concern(2024-2025)



Case Study: Hickory St & Kennedy St:



Pedestrian Safety Concerns

- Insufficient time for pedestrians to cross safely
- Drivers often don’t yield despite others stopping
- High number of near-misses due to multiple intersections in the roundabout

Driver Behavior Patterns

- Impatient and distracted driving is common
- Speeding through narrow residential areas
- Yielding is inconsistent, creating unsafe conditions

Environmental Conditions

- Narrow streets and parked cars reduce visibility
- Several intersections at the roundabout increase complexity

Possible Solution

- Install stop signs at the Roundabout

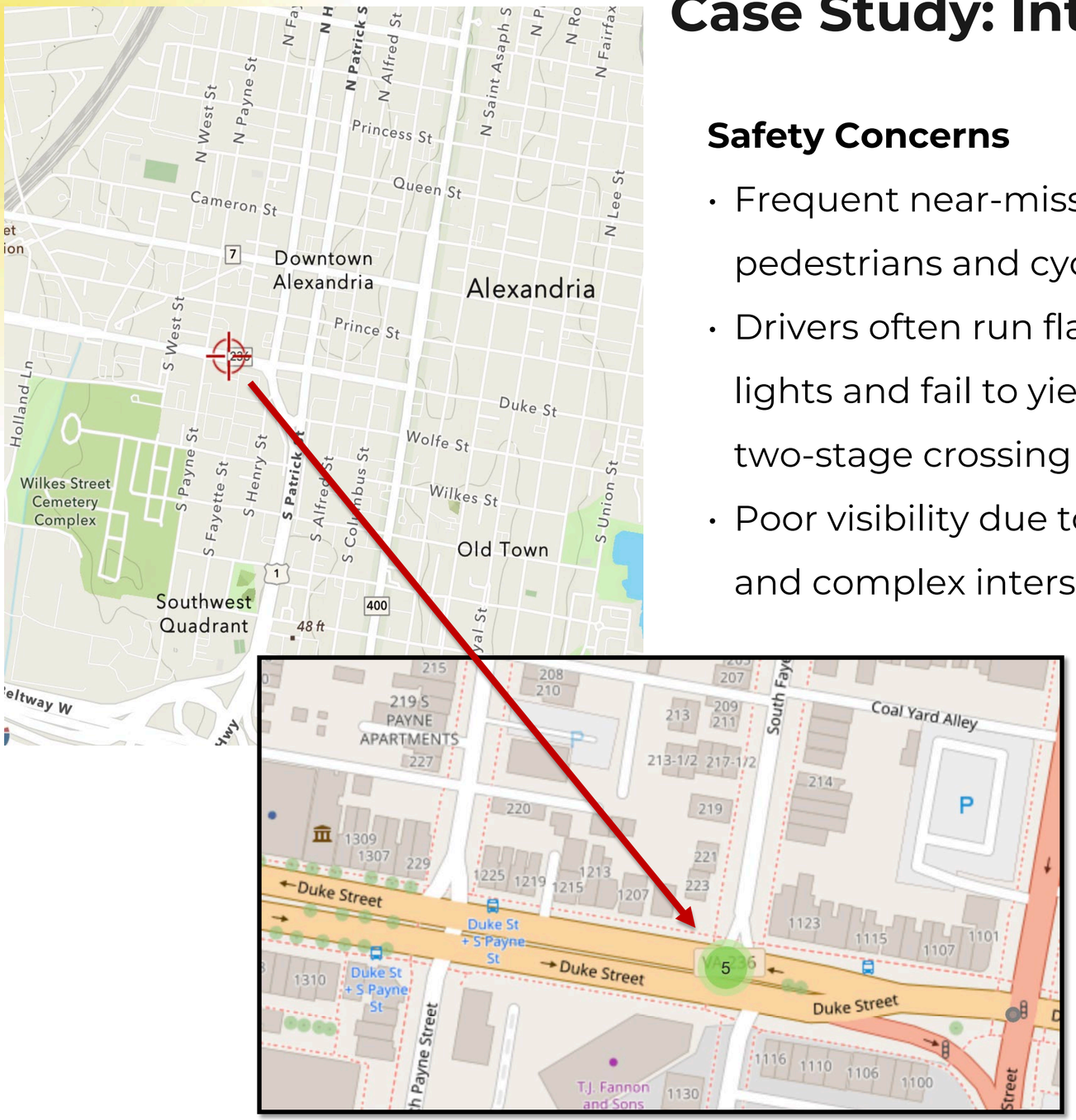
*Roundabout cluster shows 64 reports, reflecting neighborhood-wide reporting in 2023.

Case Study: Hickory St & Kennedy St:

“Dozens of kids & adults trying to cross Kennedy in both directions and at both sides of intersection, cars speeding both up & down the street failing to yield.”

“Failure to yield by vehicles zipping through the roundabout."

Case Study: Intersection of Duke St & S Fayette St



Safety Concerns

- Frequent near-misses involving pedestrians and cyclists
- Drivers often run flashing beacon lights and fail to yield during the two-stage crossing
- Poor visibility due to parked cars and complex intersections

Driver Behavior

- Aggressive right turning and speeding at the Duke St & S Fayette St intersection
- Inconsistent yielding

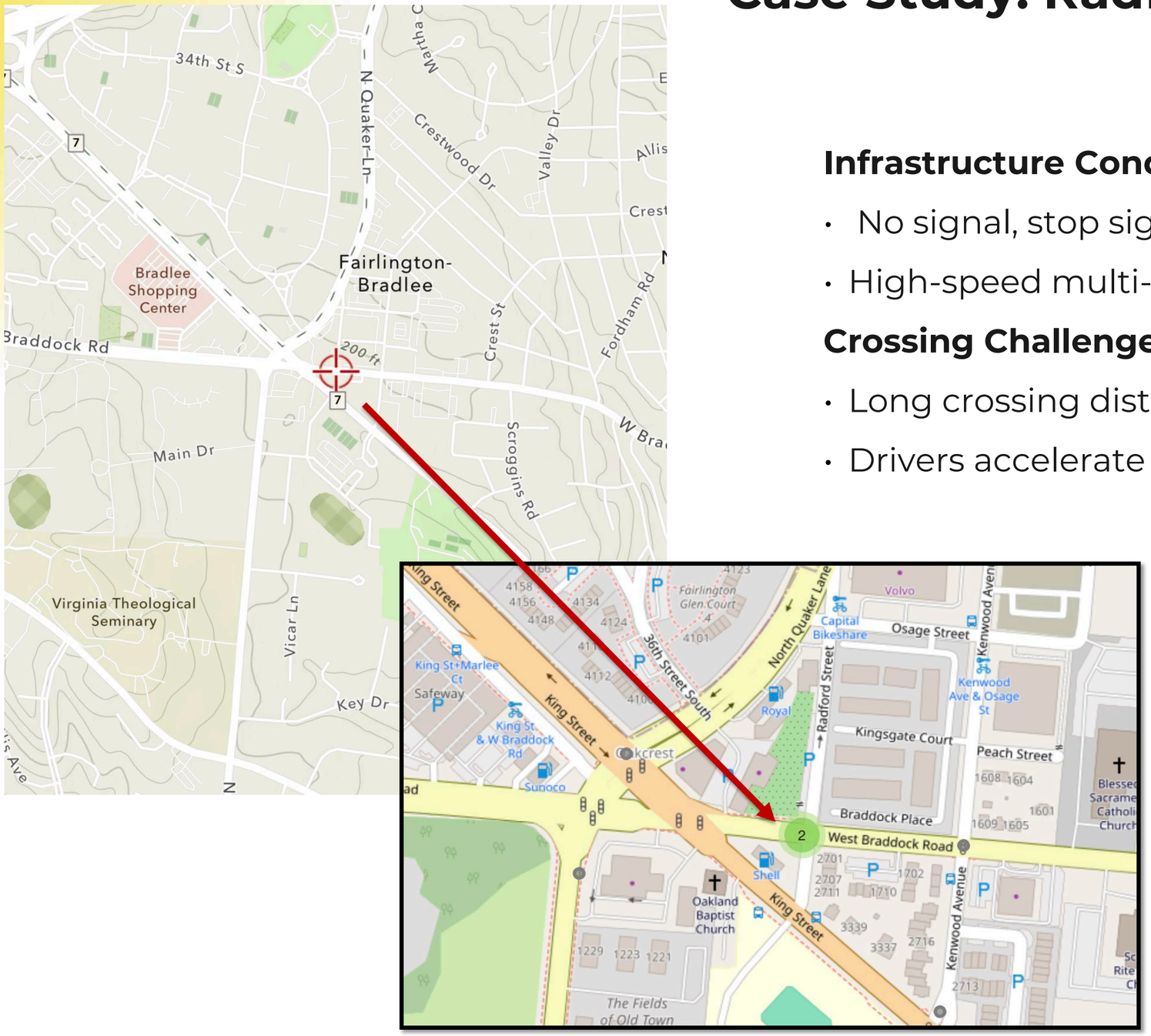
Infrastructure Issues

- Complex intersection layout reduces predictability
- Crosswalks and pedestrian signals not always respected, perhaps because of poor visibility

Case Study: Intersection of Duke St and S Fayette St

"Vehicles in neither direction on Duke street stopped despite the flashing signal. I was forced to take refuge in the median of Duke street in order to get across the street safely."

Case Study: Radford St & W Braddock Rd



Infrastructure Conditions:

- No signal, stop sign, or beacon at crosswalk
- High-speed multi-lane road (Braddock Rd)

Crossing Challenges:

- Long crossing distance, no refuge
- Drivers accelerate through intersection

Visibility & Expectations:

- Drivers not expecting pedestrians
- Fast traffic reduces reaction time

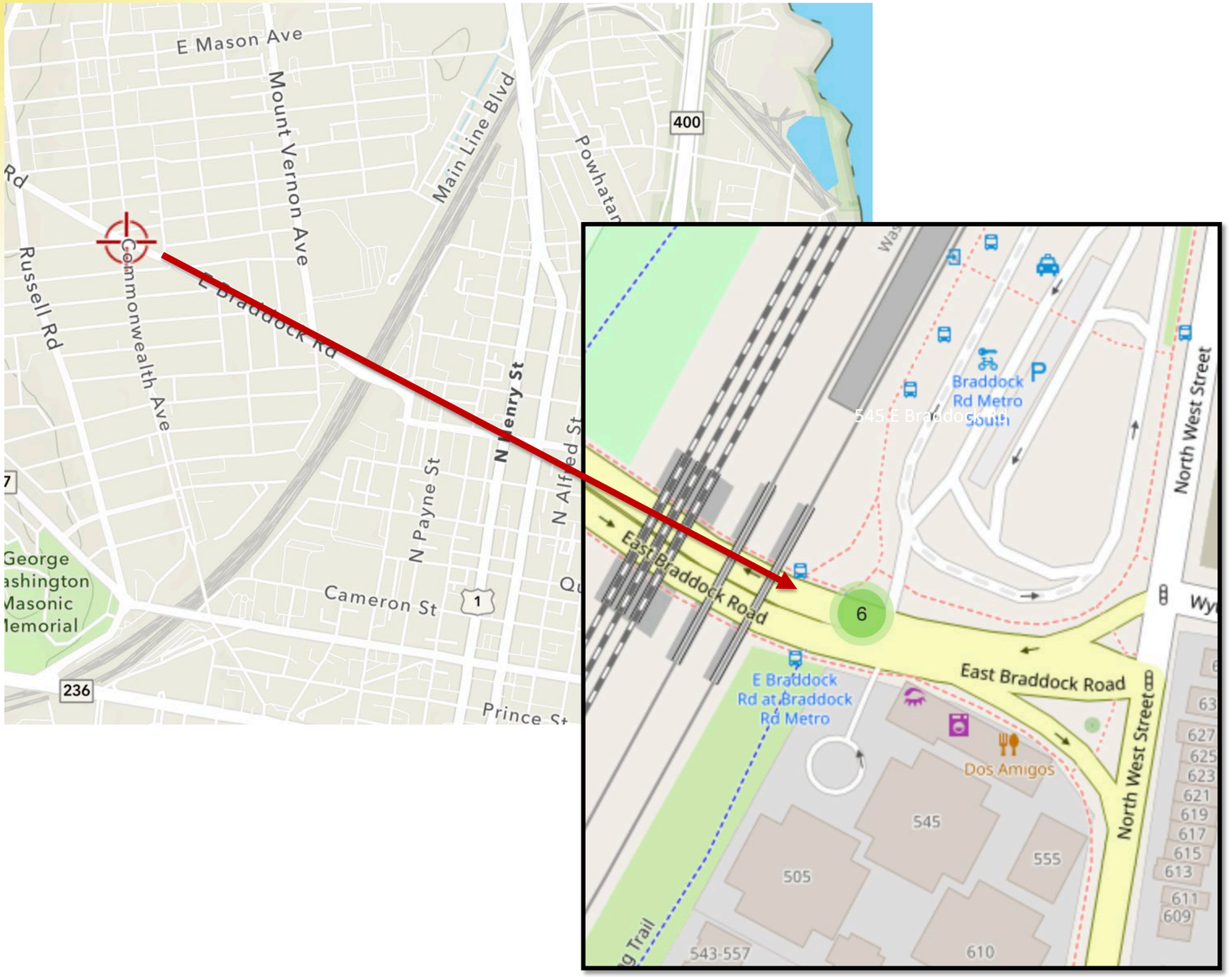
Driver Behaviors:

- Failure to yield to kids in crosswalk

Radford St & W Braddock Rd

"There is a painted crosswalk at Braddock Rd and Radford street. However, there is **no traffic light, stop sign, or rapid flash here.** Drivers never stop. I've seen them whiz past kids in the crosswalk, and I've seen **more than one collision** between vehicles as someone attempts to cross Braddock. I've had to go out into the road as an adult to stop traffic for kids trying to cross."

Case Study: E. Braddock Road & Braddock Metro Station



Pedestrian Safety Concerns

- Drivers often ignore the crosswalk and flashing beacon lights
- Several near-misses and a reported pedestrian crash
- High pedestrian activity near the Metro station plus high vehicle traffic

Driver / Pedestrian Behavior Patterns

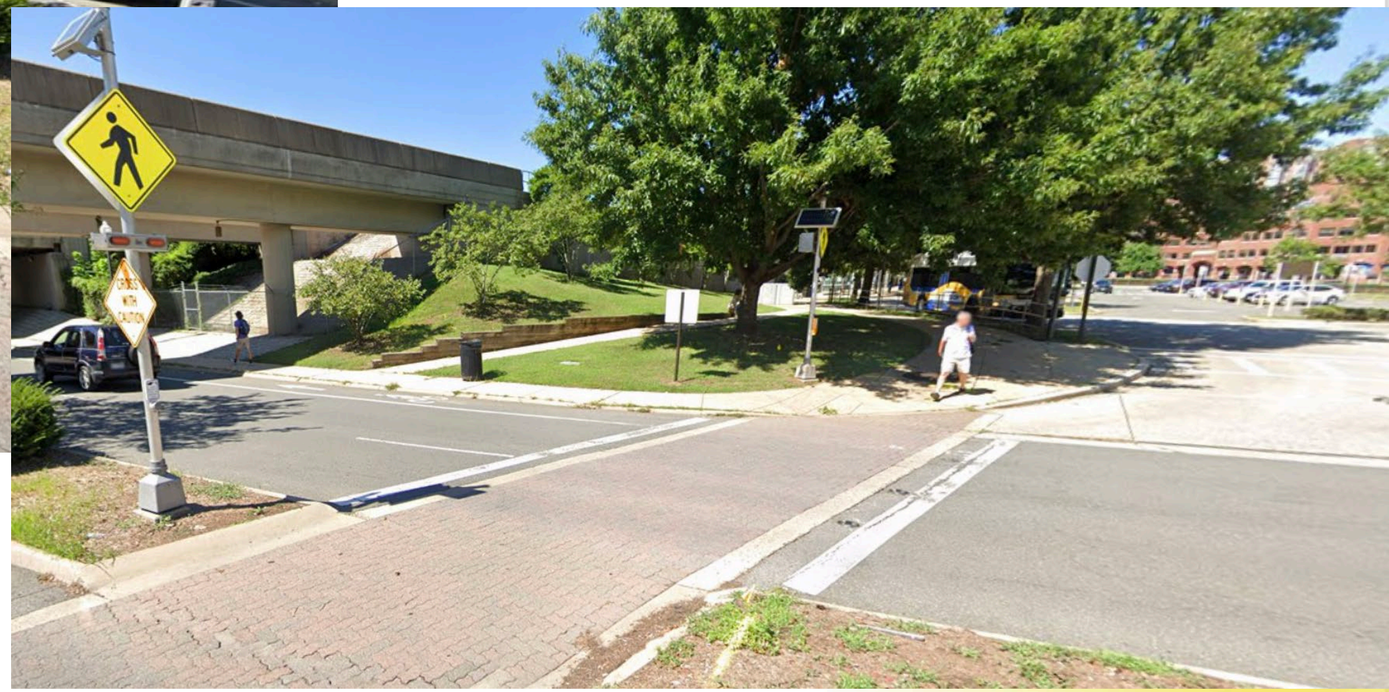
- Some drivers fail to stop despite warnings
- Inconsistent yielding & distracted drivers
- Pedestrians don't always activate the flashing lights

Infrastructure Conditions

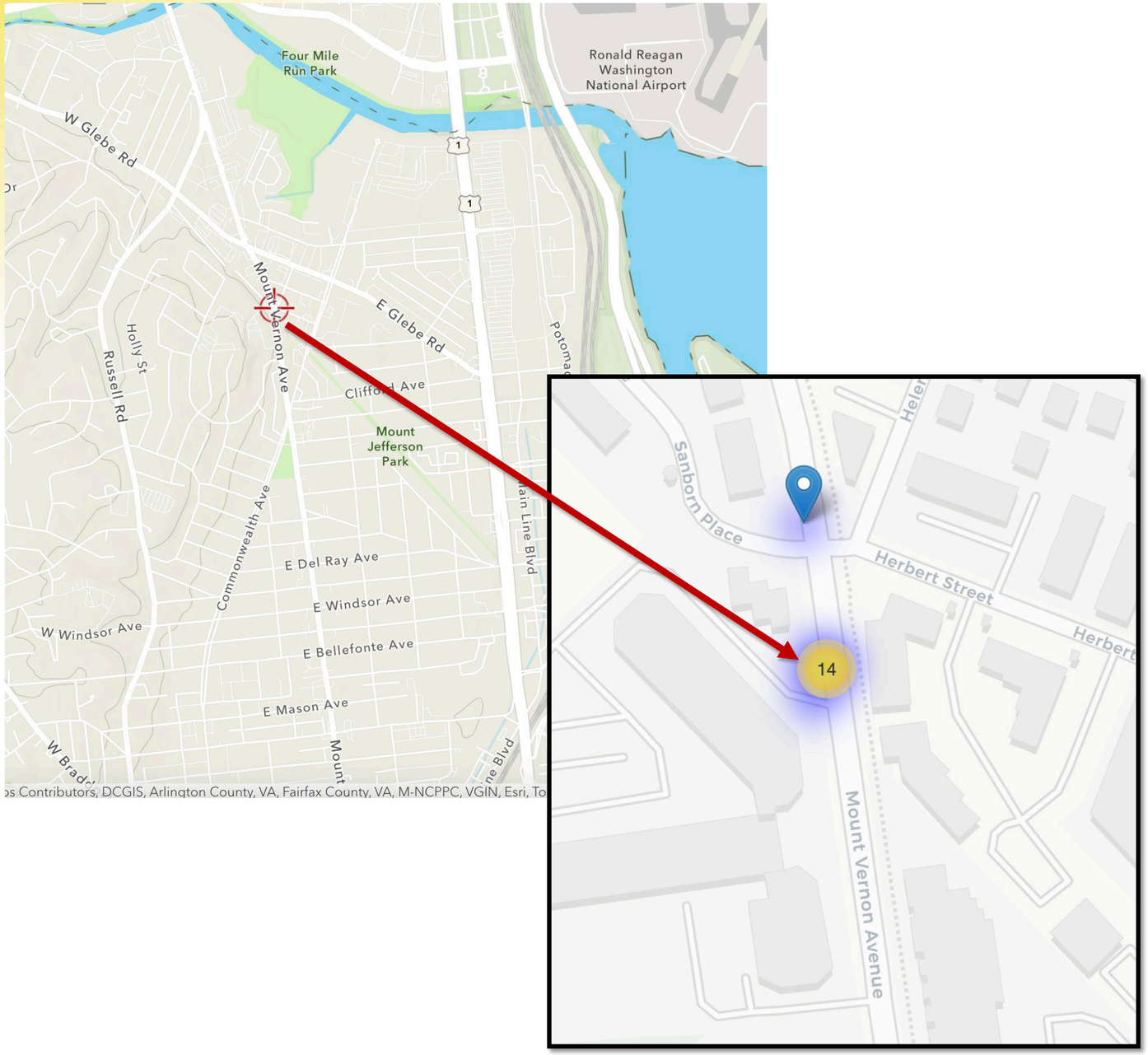
- Wide, multi-lane road with no median
- Safety depends upon driver's attention and compliance

Case Study: E. Braddock Road & Braddock Metro Station

"Drivers routinely ignore the pedestrian crosswalk and flashing lights at the intersection."



Case Study: Mt Vernon Ave & Herbert St



Pedestrian Safety Concerns

- Drivers fail to yield despite flashing lights
- Repeated near-misses at same crosswalk

Driver Behavior Patterns

- Ignoring flashing beacons
- Driving through crosswalks while pedestrian in the crosswalk

Infrastructure Conditions

- Poor visibility due to overgrown tree
- Effectiveness of flashing lights rely on driver attention & compliance

Case Study: Mt Vernon Ave & Herbert St

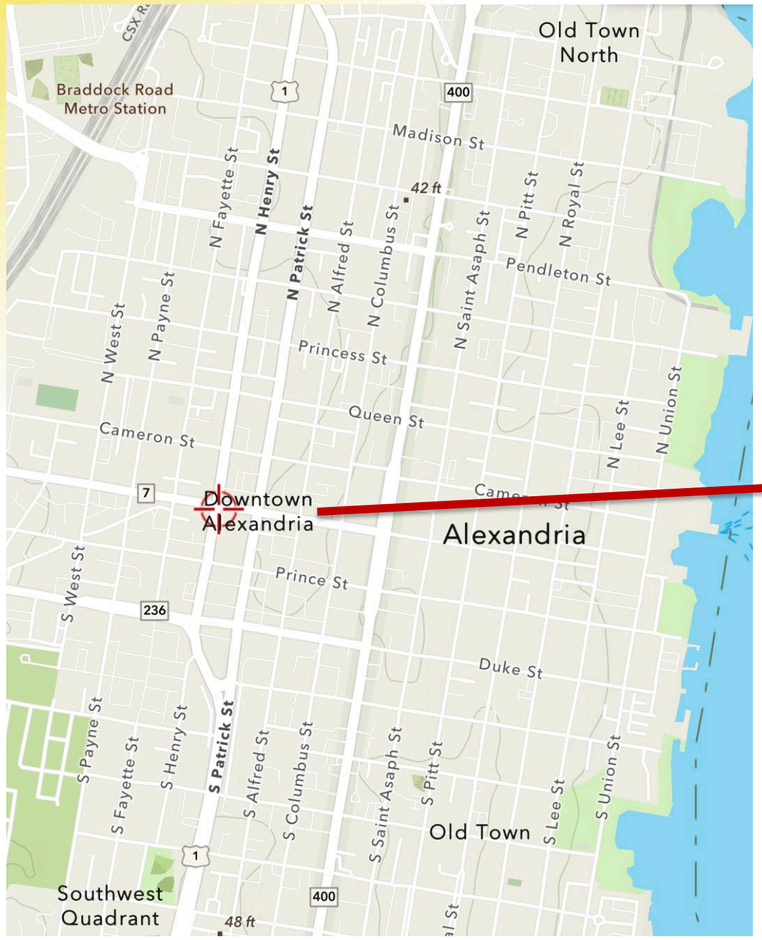
Overgrown trees at the intersection block drivers' view of pedestrians attempting to cross, creating poor visibility and increasing safety risks.

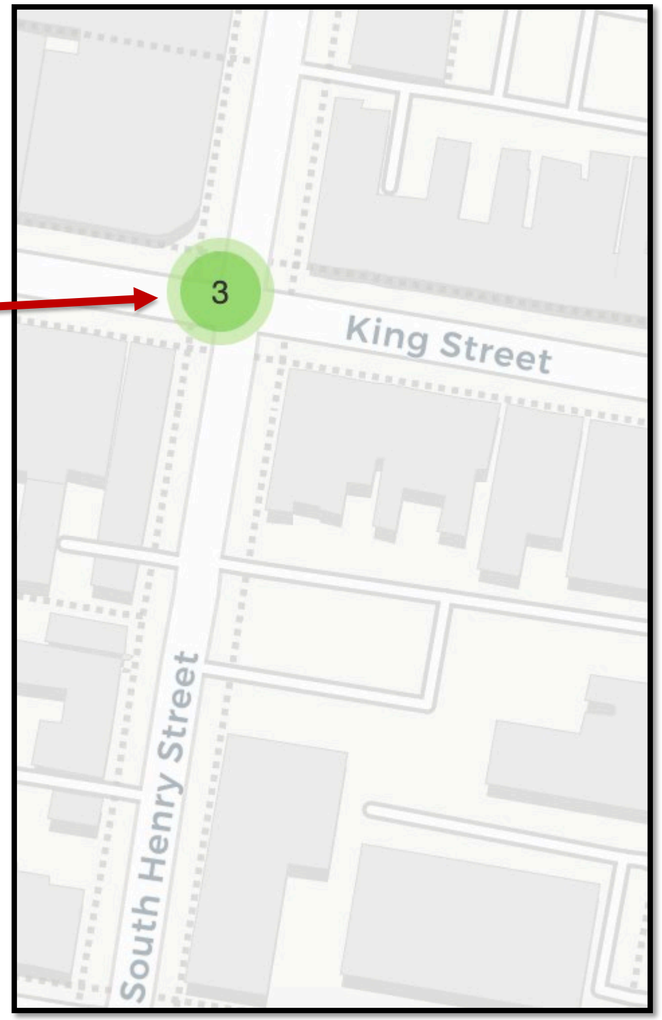
"Driver ignored flashing lights entered crosswalk while pedestrian was present."

"Driver failed to yield to pedestrians in crosswalk with flashing lights."

"Driver failed to yield to pedestrians in crosswalk."

Case Study: King St & S Henry St





Pedestrian Safety Concerns

- High pedestrian volume at King St intersections
- Multiple near-misses reported. Frequent distracted drivers.

Driver Behavior Patterns

- Turning before pedestrians can proceed
- Running red lights or failing to yield
- Distracted driving, including cell phone use

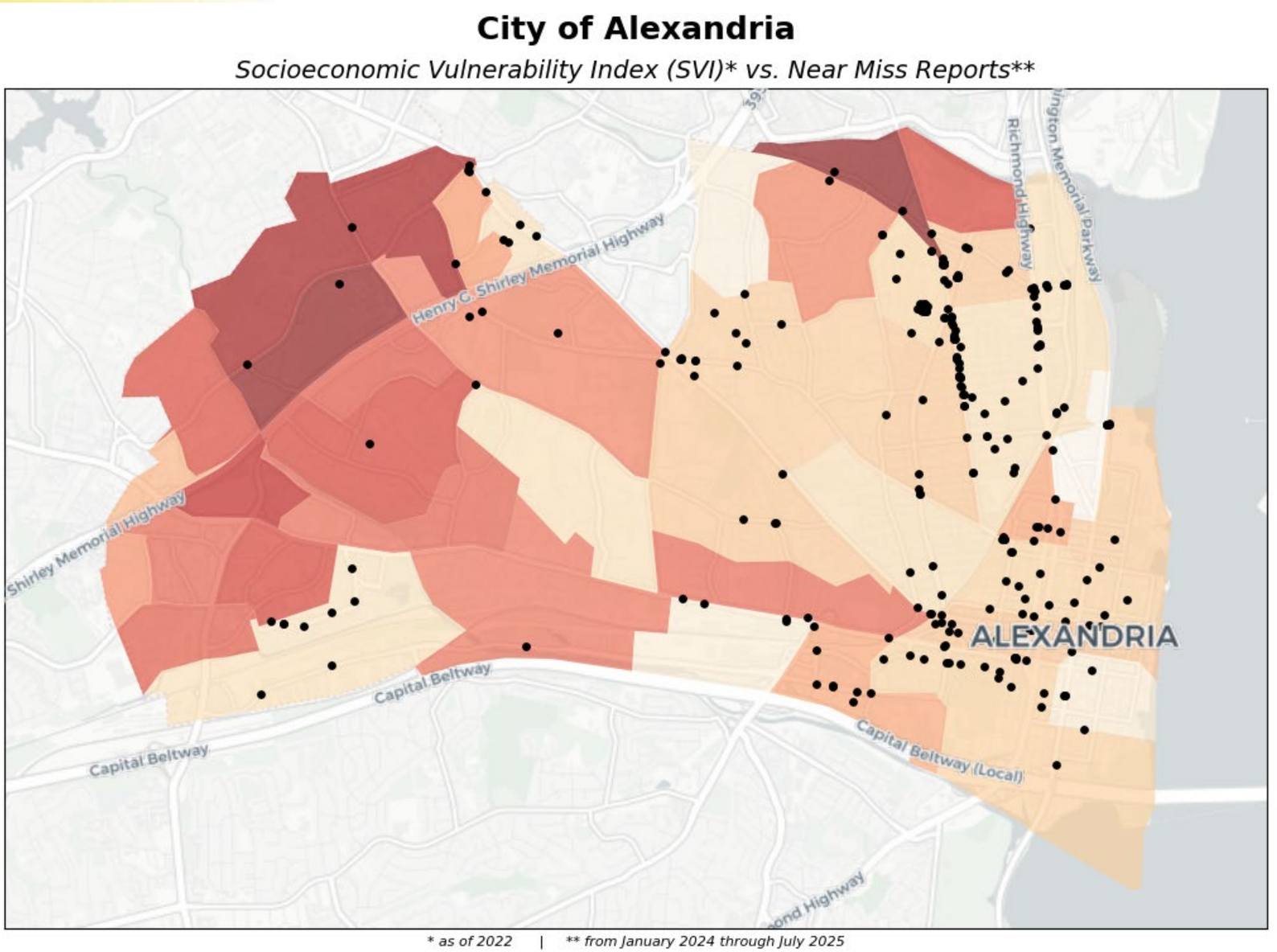
Infrastructure Conditions

- Complex intersections with heavy pedestrian & vehicle traffic

Case Study: King St & S Henry St

"At the intersection of King St and Henry and the intersection of Patrick and King St the cars on King St are allowed to turn left before the pedestrians can proceed. In an area with such high walking traffic this is unsafe. Pedestrians are used to proceeding when the light turns green. They frequently walk out without waiting for the walk light. Thinking the green light is the same as walk; just like it is everywhere else along King St."

Socioeconomic Vulnerability



This map compares near miss reports of the past 18 months from people walking or biking (black dots) with the Social Vulnerability Index (SVI), which highlights neighborhoods where residents may face greater social or economic challenges (darker red indicates higher vulnerability).

This map also highlights that AFSS needs to do a better job of raising awareness about the NM survey app in underserved communities.

Calls to Action Across NOVA – *reduce pedestrian / cyclist fatalities by 10% in 2026 vs 2025*

- As of August 2025, NOVA recorded 10 pedestrian / cyclist fatalities on its roads (2 in Alexandria)
- A 15% reduction in serious injuries should also be set as a 2026 goal vs. 2025 results

1. Increase efforts to reduce vehicle speed on high crash corridors, such as Mount Vernon Ave, King, etc.
   a) e.g., create more < 25 mph speed limits on residential roads,
   b) implement more vigorously the practice of “complete street” designs which protect pedestrians
   c) support safe transit and bicycling alternatives, and
   d) install truly “quick” build projects even more quickly on high-risk roads
   e) Near Miss Case Studies identify previously know and/or emerging dangerous locations that need to be fixed

2. Increase driver, pedestrian and cyclist safety campaigns during late summer through the fall
   a) Elevate awareness campaigns for drivers, pedestrians and cyclists regarding increased vulnerable road user crashes on roadways between 5pm - 10 pm

3. Improve traffic enforcement via technology to supplement the police
   a) Support legislation to broaden the use of speed safety cameras, stop sign cameras, etc. installed in residential communities based upon KSI crash data from VDOT.

NoVA FAMILIES FOR SAFE STREETS

NOVA includes the City of Alexandria, Arlington County, Fairfax County (including the towns of Clifton, Vienna and Herndon), City of Fairfax, City of Falls Church.

References

- **Data Sources:**
  - Northern Virginia Families for Safe Streets – Near Miss Survey
  - VDOT – Roadway Details
  - US CDC – Socioeconomic Vulnerability Index
- **Basemaps:**
  - Esri World Street Map
  - Carto Positron
- **Streetview Images:**
  - Google Earth
  - Apple Map

Thank you!