

Near Miss Report Overview across Fairfax, Arlington, & Alexandria

January 1, 2025, through June 30, 2026

Danijel Pranjic & Leila Kalinichenko





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This report summarizes crowdsourced data collected by Northern Virginia Families for Safe Streets (NoVA FSS) through its Near Miss and Dangerous Locations Survey, covering Fairfax County, Arlington County, and the City of Alexandria between January 1, 2025, and June 30, 2026. It was prepared to give policymakers, law enforcement, transportation agencies, and community members a picture of where residents feel unsafe or have experienced dangerous encounters while walking or biking.

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Northern Virginia Regional Executive Summary

The report examines Near Miss and dangerous-location data across Fairfax, Arlington, and Alexandria between January 1, 2025, and June 30, 2026, drawing on 506 total Near Miss reports.

- **Incident Summary:** The majority of incidents are repeat problems — 391 of 506 reports (about 77%) were flagged as "recurring." The top three cited driver behaviors were failure to yield (312 instances), failure to stop for pedestrians in the crosswalk (187), and speeding (181).
- **Dangerous Locations & Road Users:** Streets with 20–25 mph speed limits were most frequently cited as dangerous, suggesting risk isn't confined to high-speed corridors. Top dangerous intersections were identified per jurisdiction: S Glebe Rd & Washington Blvd (Arlington), Mount Vernon Ave & Kennedy St (Alexandria), and Gallows Rd & Lake Newport Dr (Fairfax).
- **Dangers to Children:** Children were present in 264 of the 506 reports (about 52%), highlighting a significant child-safety dimension. The most dangerous locations specifically for children were largely consistent with the general dangerous-location list, with Fairfax's child-risk hotspot shifting to Gallows Rd & Reston Pkwy.
- **Socioeconomic Context:** Maps Near Miss reports against the CDC's Socioeconomic Vulnerability Index (SVI), which scores communities on socioeconomic status, household characteristics, racial/ethnic minority status, and housing/transportation factors. The comparison underscores a need to boost Near Miss reporting awareness in underserved communities, and notes that NoVA FSS recently introduced new QR-code access (SMS, WhatsApp, and web) to make the survey more secure to enter data.

Overall takeaway: The data points to a persistent, recurring safety problem — not isolated incidents — concentrated on lower-speed residential/local roads, with a substantial child-safety component and a clear socioeconomic-equity gap in reporting participation that NoVA FSS is now addressing via easier survey access.

Socioeconomic Vulnerability

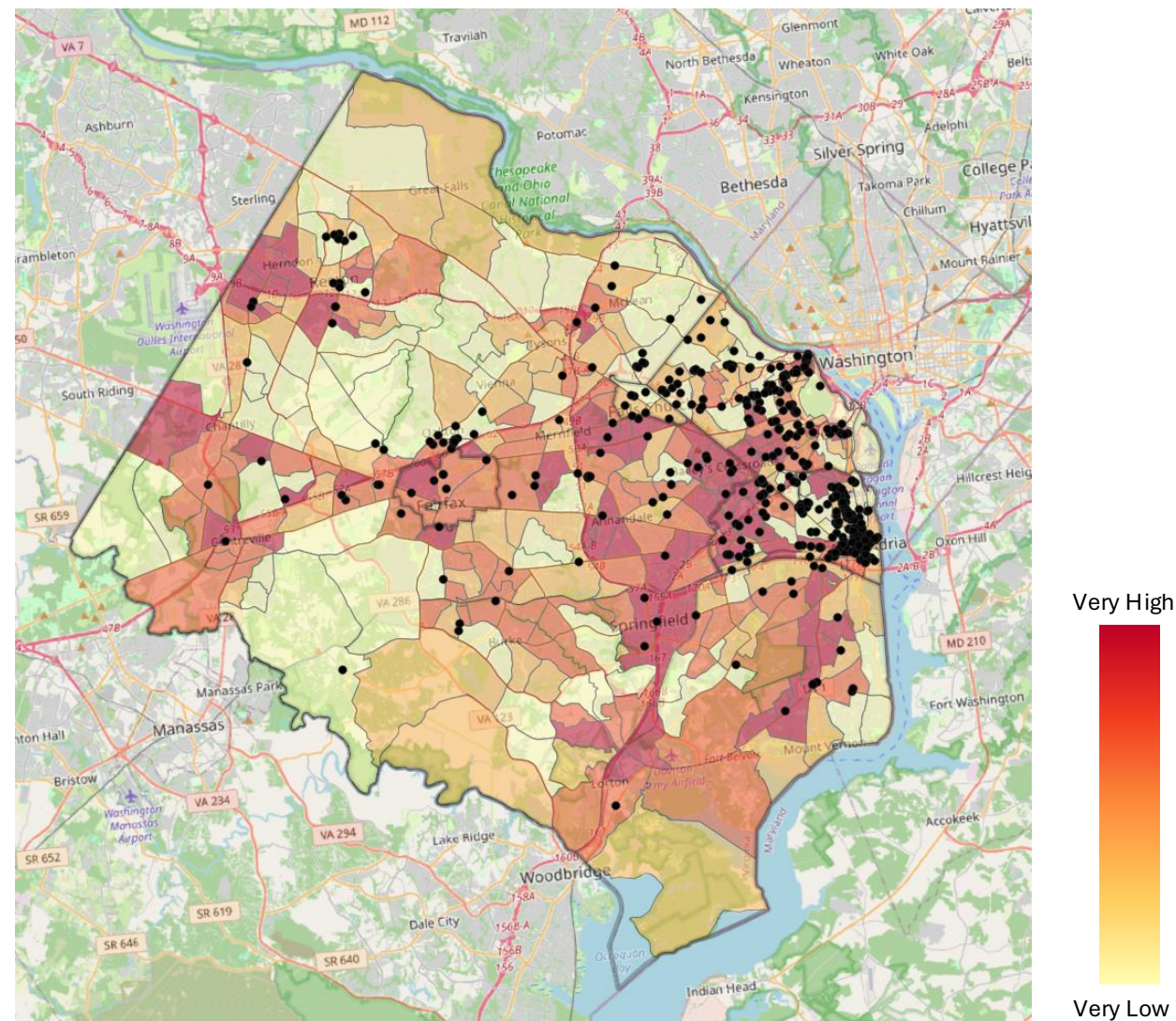
Comparison of Socioeconomic Vulnerability Index across Fairfax, Arlington, and Alexandria (CDC SVI Data, 2022) with Near Miss reports between January 1, 2025, and June 30, 2026.

The *Socioeconomic Vulnerability Index* uses US Census data to learn the social vulnerability of counties and tracts—using various social factors that tie into four related themes:

- *Socioeconomic Status*
- *Household Characteristics*
- *Racial & Ethnic Minority Status*
- *Housing Type & Transportation*

This map emphasizes the need to spread awareness about NoVA FSS's ***Near Miss & Dangerous Location Survey***, so that we can better represent and advocate for underserved communities across Northern Virginia.

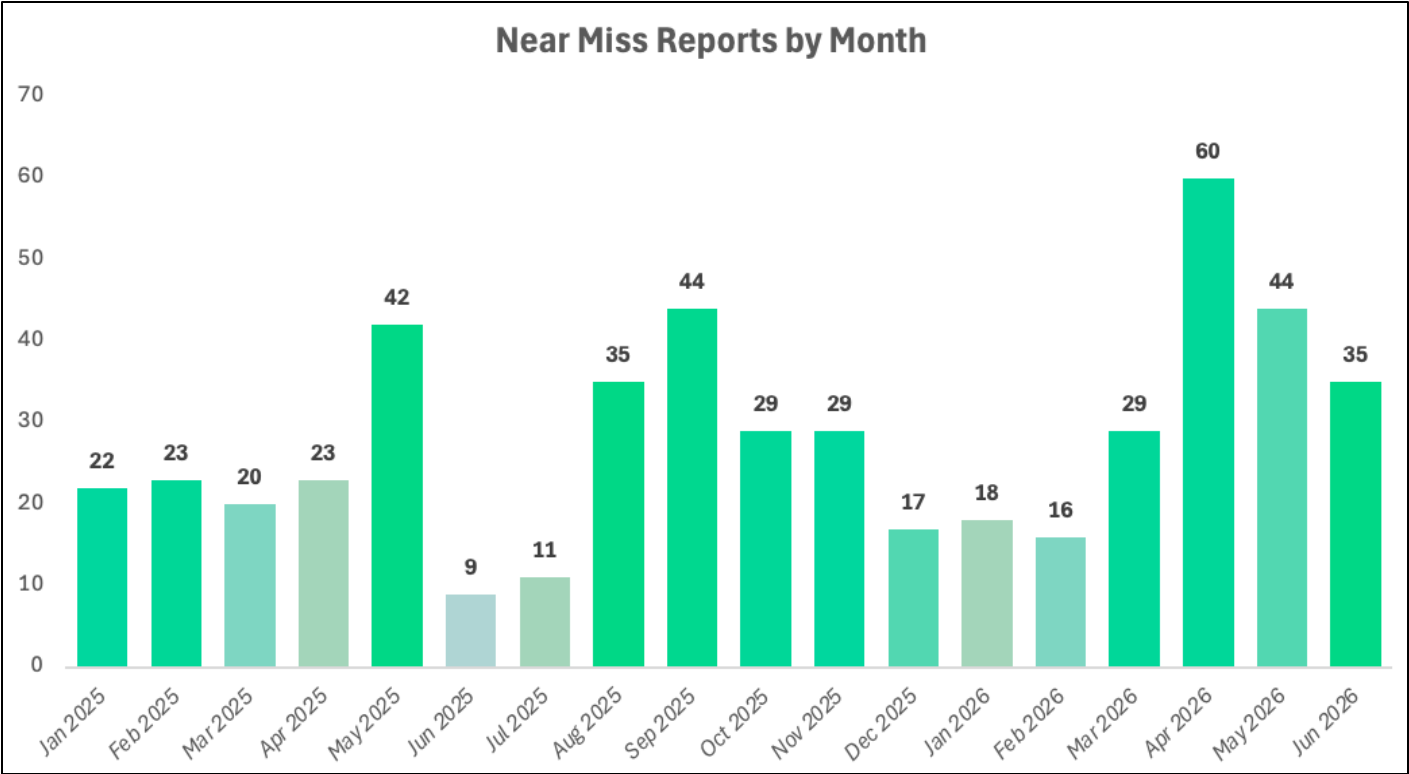
To help improve Near Miss reporting, NoVA FSS just released QR codes for either an SMS, WhatsApp or a web-based NM survey.



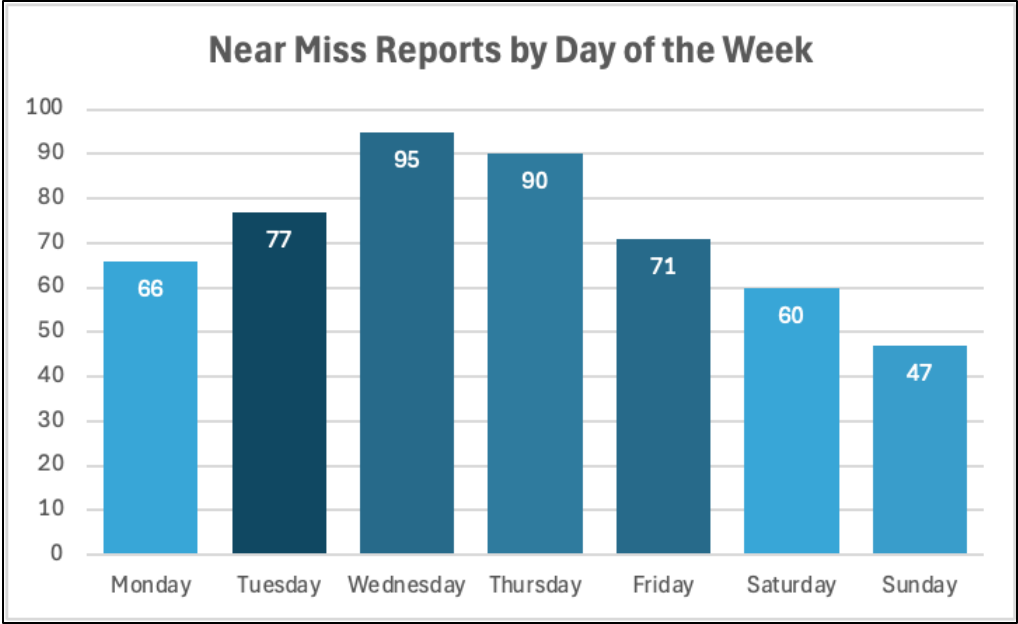
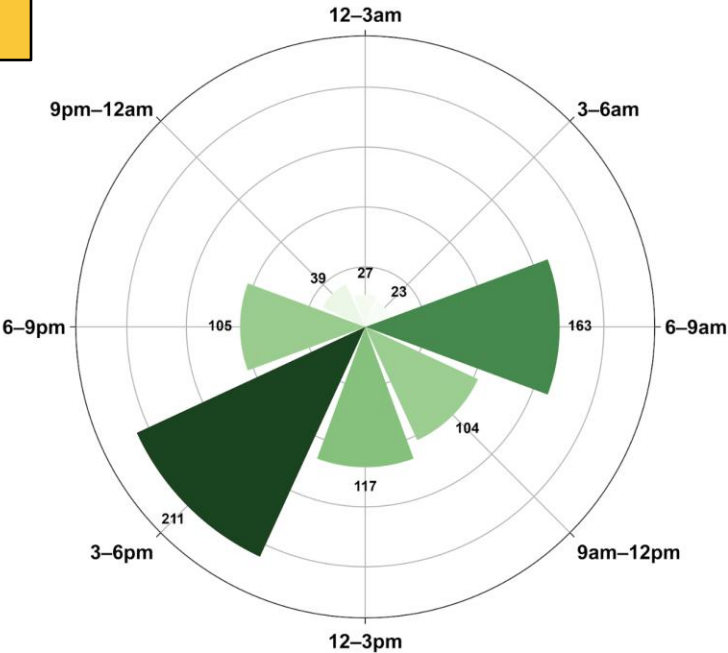


Overview of Northern Virginia Region

Dates and Times of Near Misses



A total of **506** Near Misses had been reported between January 1, 2025, and June 30, 2026.



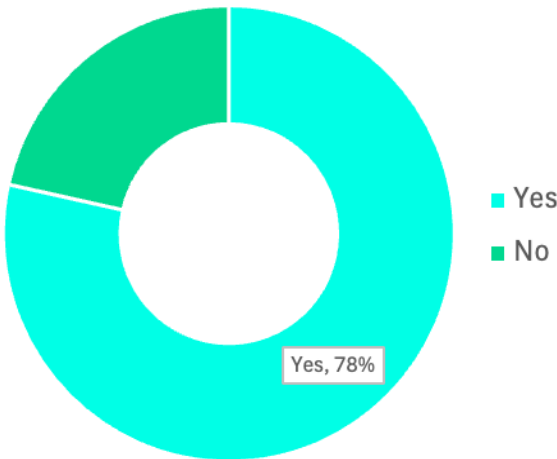


Overview of Northern Virginia Region

Incident Summary

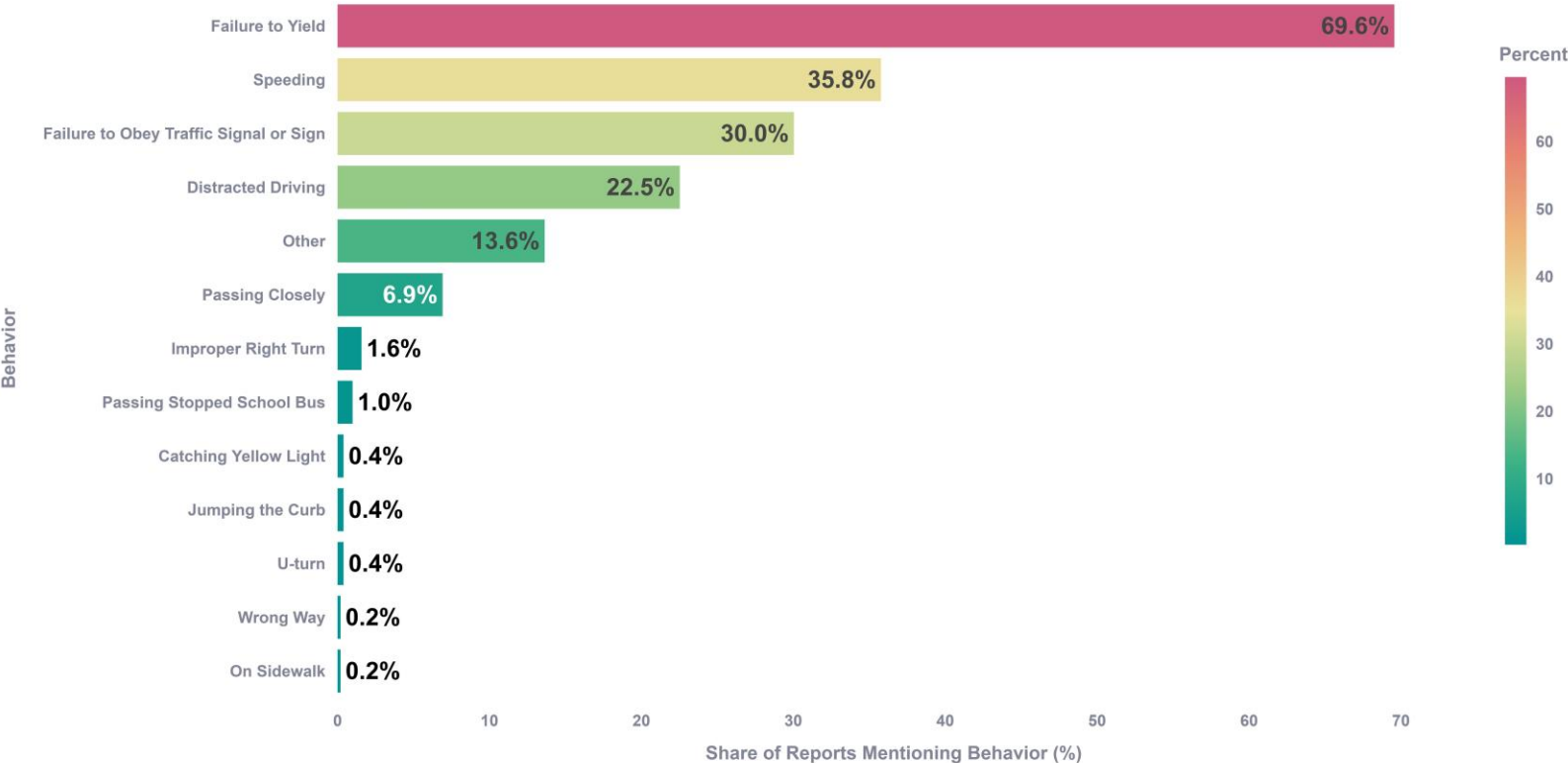
391 out of the 506 Near Miss reports were marked as "recurring."

Is this a recurring incident?



*Note that 7 reports had been marked as neither

% of Reports Mentioning Each Behavior

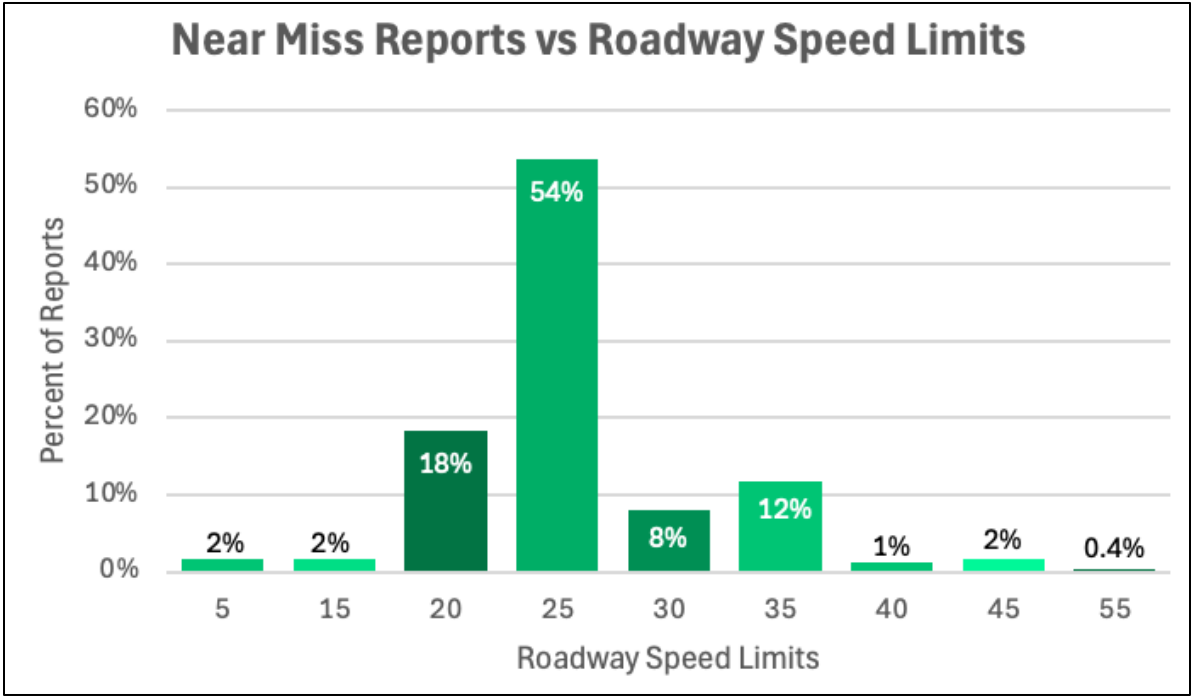


Failure to Yield (353 reports), Speeding (181 reports), and Failure to Obey Traffic Signal or Sign (# of reports) were the top three cited driver behaviors across all Near Misses reported between January 1, 2025, and June 30, 2026.



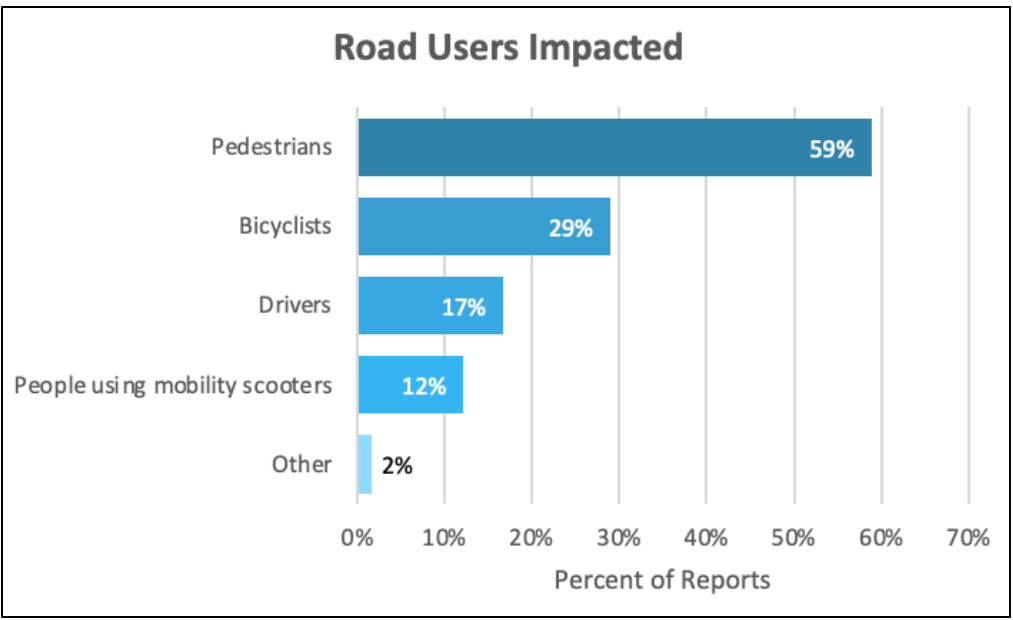
Dangerous Locations

Top 2 Most Dangerous Corridors per Jurisdiction:
Arlington: **S Glebe Rd** and **Washington Blvd**
Alexandria: **Mount Vernon Ave** and **Kennedy St**
Fairfax: **Gallows Rd** and **Lake Newport Dr**



Roadways with speed limits of **25 miles per hour (271 reports)** and **20 miles per hour (93 reports)** were the locations of most Near Miss reports.

Top Dangerous Locations for Children per Jurisdiction:
Arlington: Corridors of **Washington Blvd, Wilson Blvd, and Columbia Pike**
Alexandria: Corridor of **Mount Vernon Ave**
Fairfax: **Gallows Rd at Woodburn Elementary**

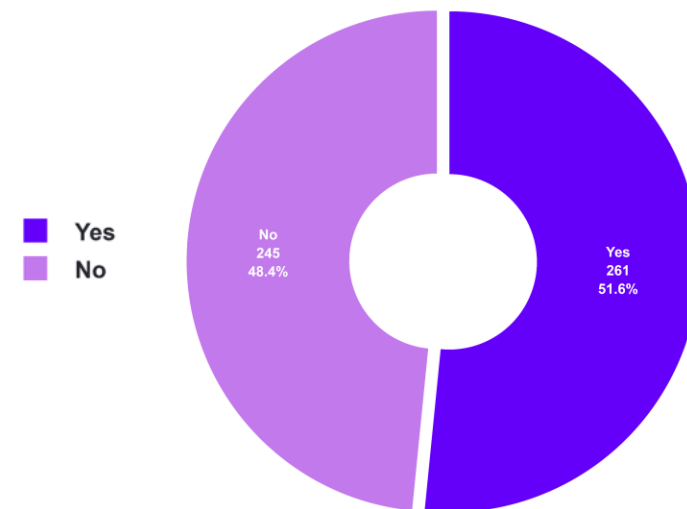




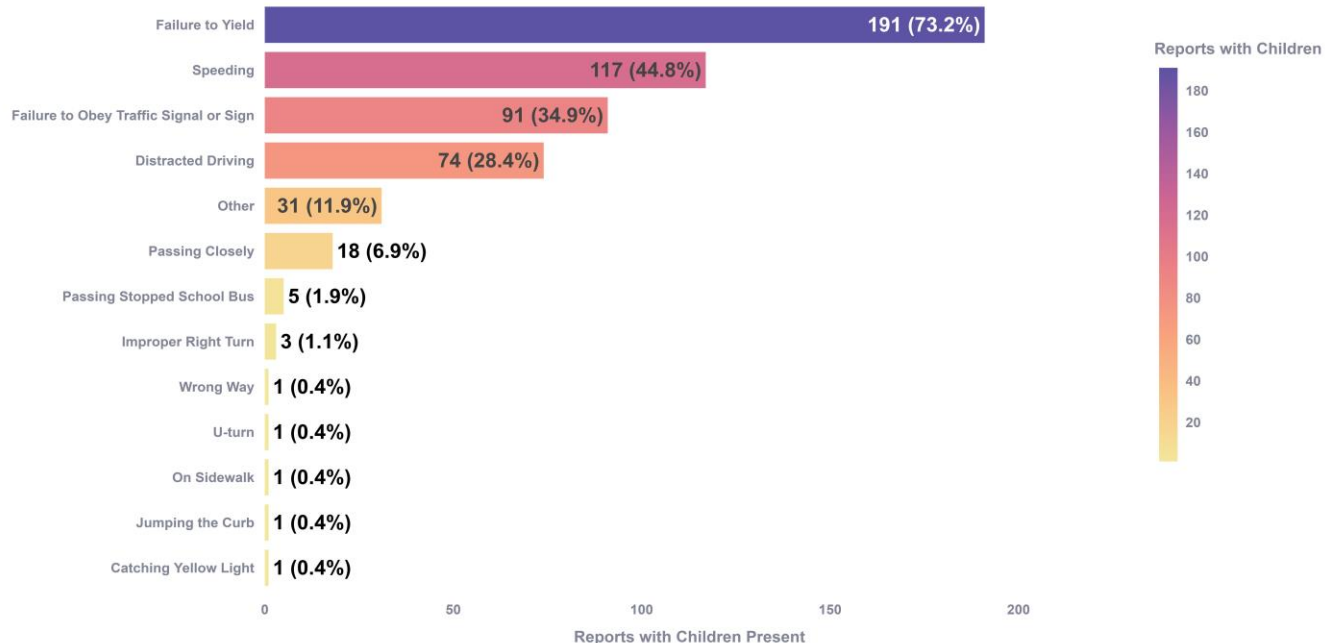
Overview of Northern Virginia Region

Dangers to Children

Reports with Children Present



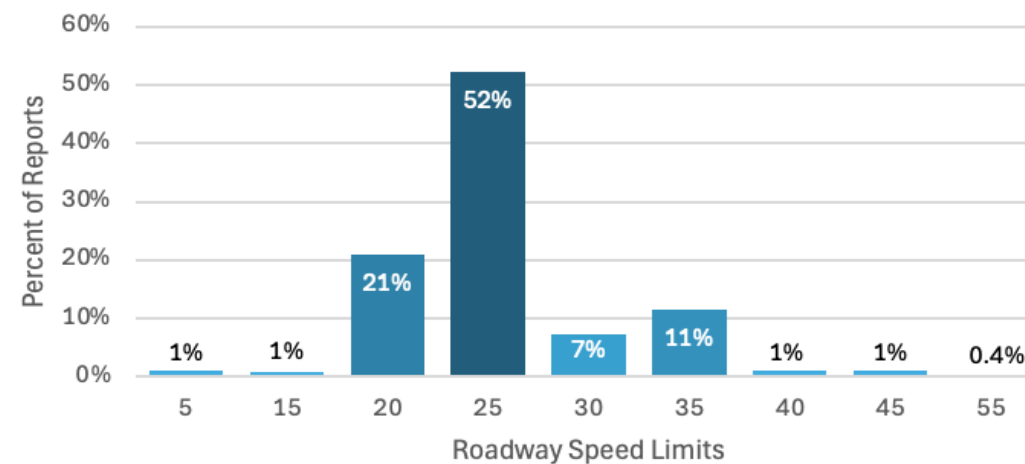
Reports with Children Present by Behavior



Percentages on this chart are out of 261 reports

Children were present in **261** out of the 506 Near Miss reports across reported roadways in Northern Virginia

Near Miss Reports with Children Present vs Roadway Speed Limits



City of Alexandria Near Miss Report

January 1, 2025, through June 30, 2026

Danijel Pranjic & Leila Kalinichenko





Executive Summary – City of Alexandria

The Pattern

Near Miss reports in Alexandria concentrate during **commute hours (6–9am, 3–6pm)**, peak on **Thursdays**, and cluster in **Potomac West/Del Ray**, along **Mount Vernon Ave** and **Kennedy St**, and near schools. **Failure to yield (76%)** and **speeding (36%)** are the dominant driver behaviors. **Children were present in 52% of all reports**, and failure to yield appears in 77% of those.

Nine High-Risk Intersections

Detailed case studies — built from resident testimony, behavioral data, and telematics (hard-braking) data — highlight recurring, unresolved danger at:

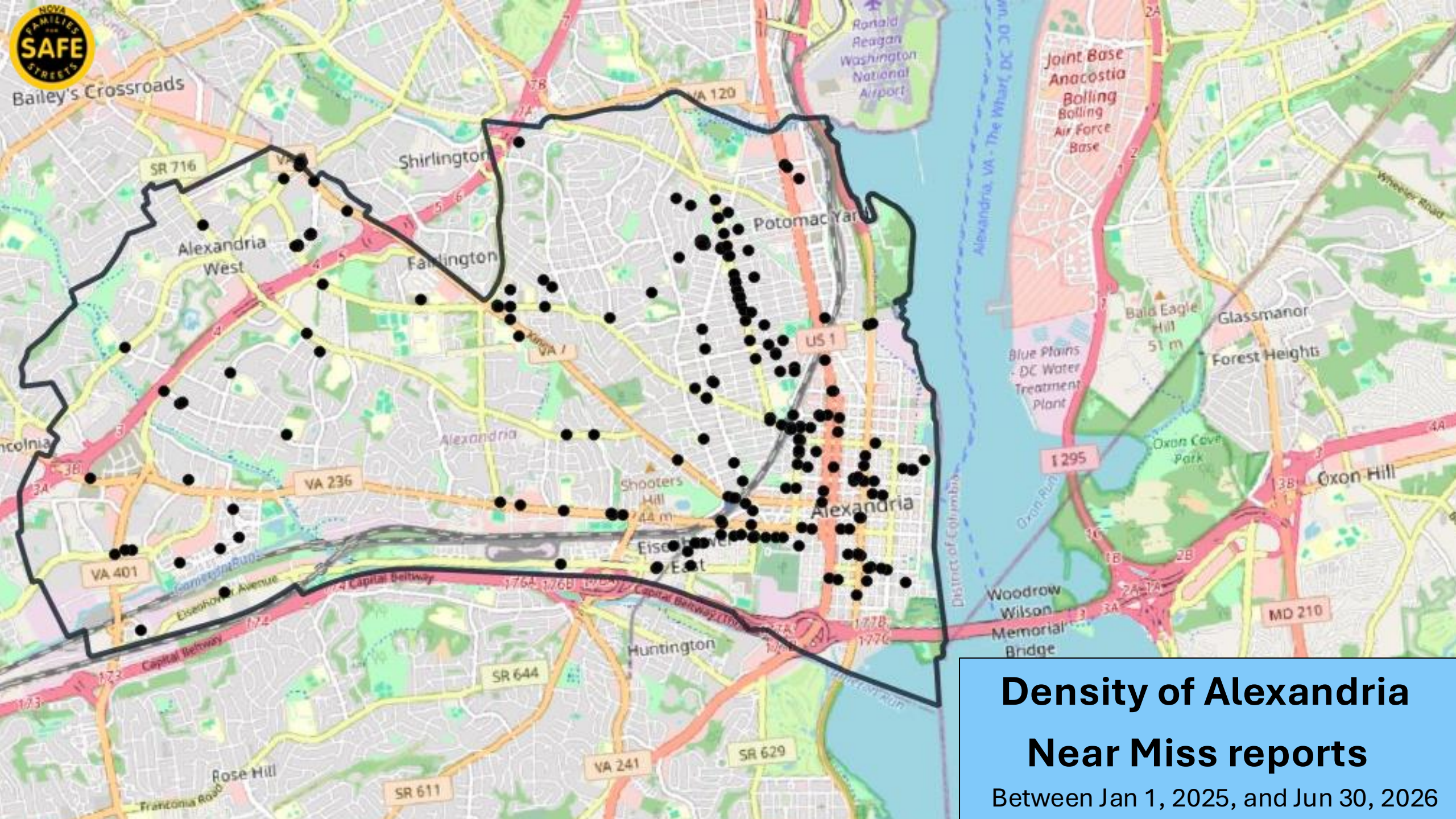
- **Kennedy St & Hickory St** — confusing mini-roundabout, dangerous crosswalk "safety islands"
- **S Washington St & Wilkes St** — near a school; site of a 2020 pedestrian **fatality**
- **Mount Vernon Ave** (at Del Ray, Custis, and Oxford Aves) — corridor bordering seven schools
- **Duke St & W Taylor Run Pkwy** — red-light running through active crosswalks
- **Cameron Station Blvd** — speeding near an elementary school zone
- **N Hampton Dr** — speeding on a hill grade, near a major bus stop
- **N Beauregard St & King St** — cyclists/pedestrians struck by turning vehicles
- **Radford St & W Braddock Rd** — unsignalized crossing to housing and schools
- **Kenwood Ave & W Braddock Rd** — red-light running, narrow sidewalks, no bike lane

Common Threads

Across all nine locations: **failure to yield and speeding dominate, schools and children are consistently nearby**, and **infrastructure gaps** (missing signals, unenforced school zones, narrow sidewalks, confusing roundabout design) compound driver behavior. Proposed fixes converge on a small toolkit: enforced-crosswalk signage, four-way stops, flashing pedestrian signals, bolder striping, and speed-calming measures.

Bottom Line

A small number of corridors near schools are absorbing repeated, well-documented near-misses driven by failure to yield and speeding during commute hours — with one confirmed fatality. These nine intersections represent a clear, evidence-backed priority list for engineering and enforcement action.



Density of Alexandria Near Miss reports

Between Jan 1, 2025, and Jun 30, 2026

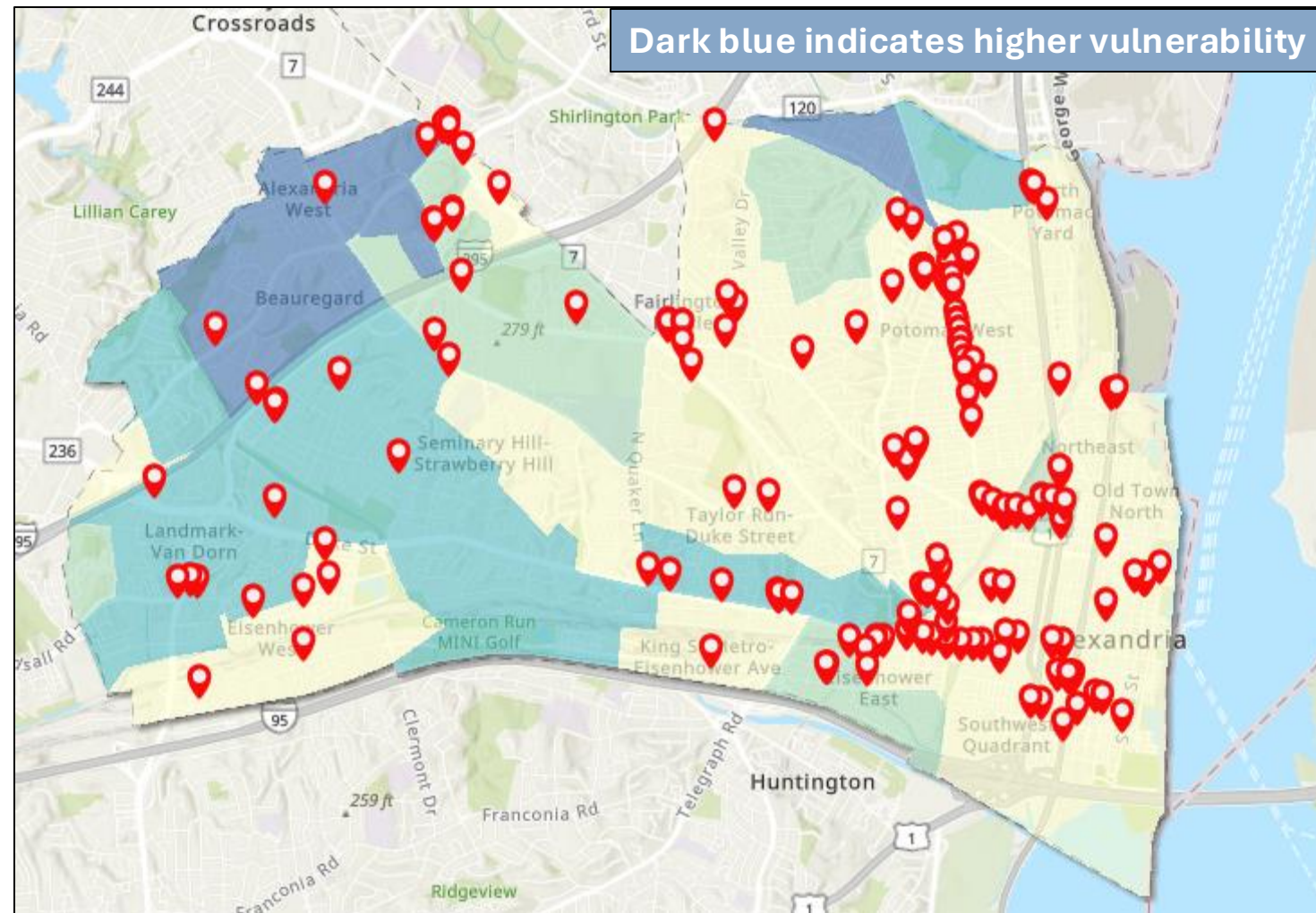
Socioeconomic Vulnerability

This map compares the **2022 CDC Social Vulnerability Index (SVI) USA** with Near Miss reports (red pinpoints) between January 1, 2025 and June 30, 2026.

The *Socioeconomic Vulnerability Index* uses US Census data to learn the social vulnerability of counties and tracts—using various social factors that tie into four related themes:

- *Socioeconomic Status*
- *Household Characteristics*
- *Racial & Ethnic Minority Status*
- *Housing Type & Transportation*

This map emphasizes the need to raise awareness about NoVA FSS's ***Near Miss & Dangerous Location Survey***. To help improve Near Miss reporting, NoVA FSS just released QR codes for either an SMS, WhatsApp or a web-based NM survey.



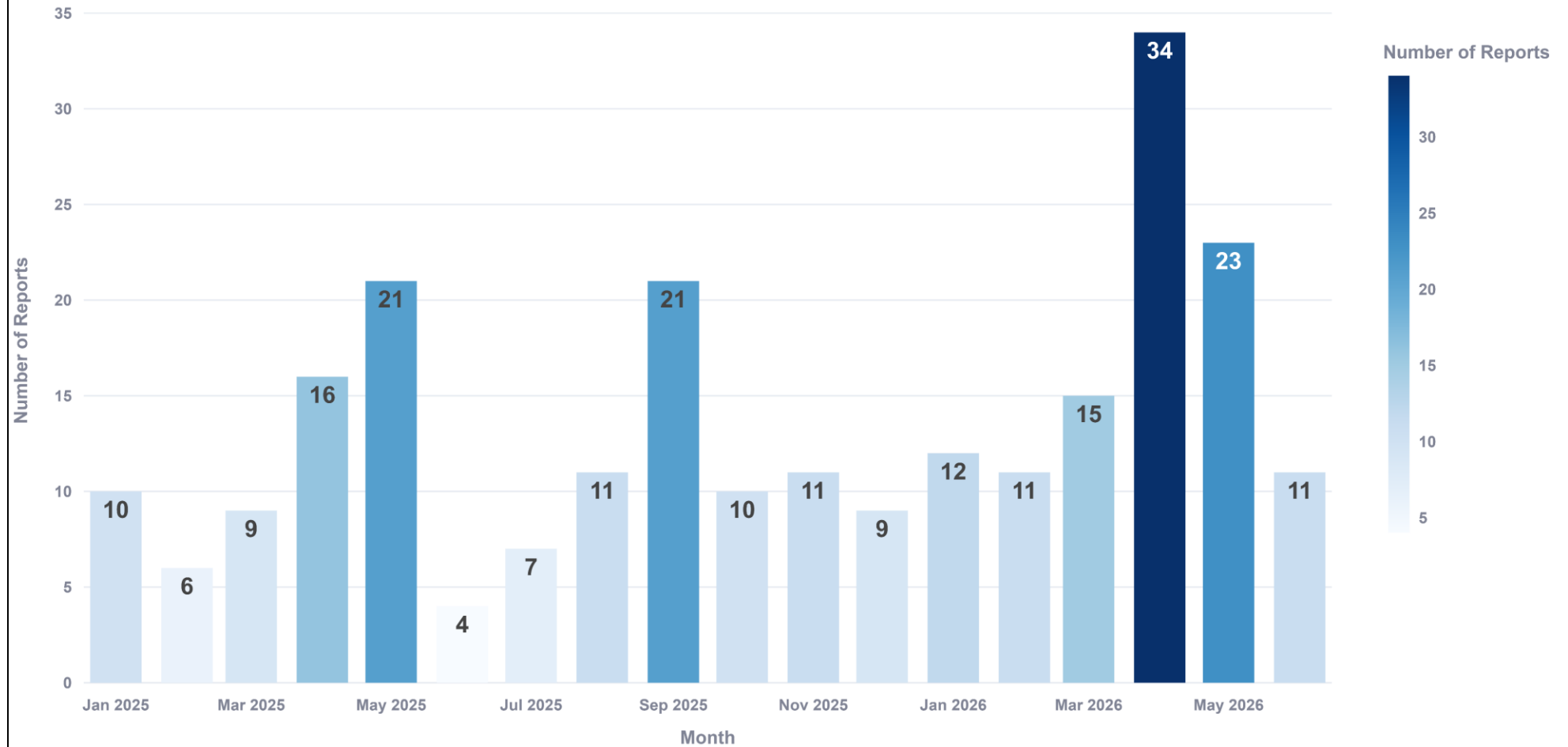
Monthly Near Miss Report – City of Alexandria

241 Total Reports
from January 2025
to June 30, 2026

The highest volume
of reports occurred
in **April 2026** and
May 2026.

- April 2026: **34** reports
- May 2026: **23** reports

Near Miss Reports by Month

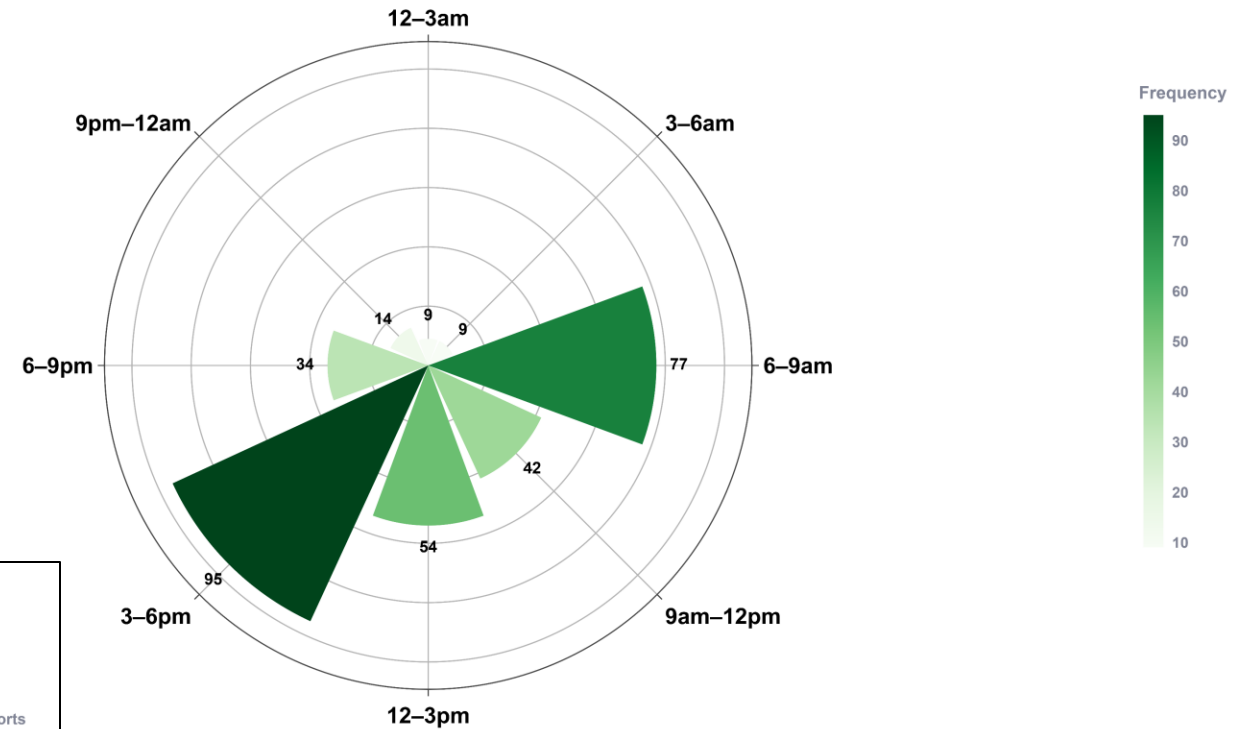


When?

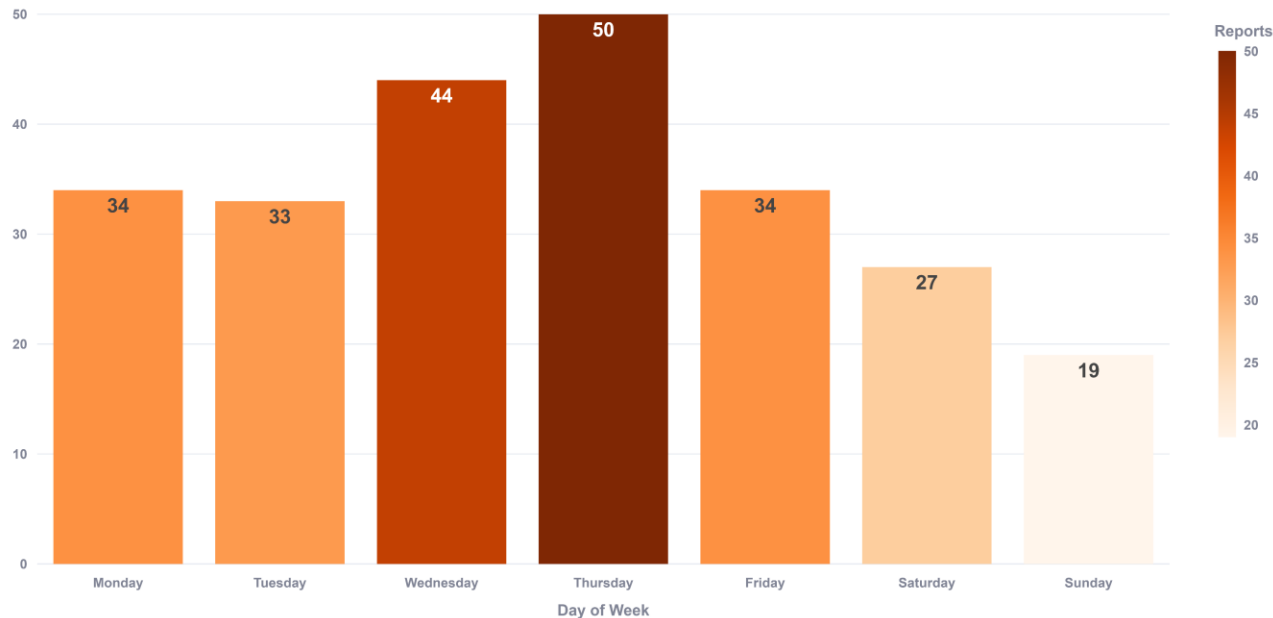
6am-9am and **3pm-6pm** are the most frequently reported times by Near Miss Surveys.

- The top three periods share 68% of all time windows that are reported.

Near Miss Reports by Time of Day

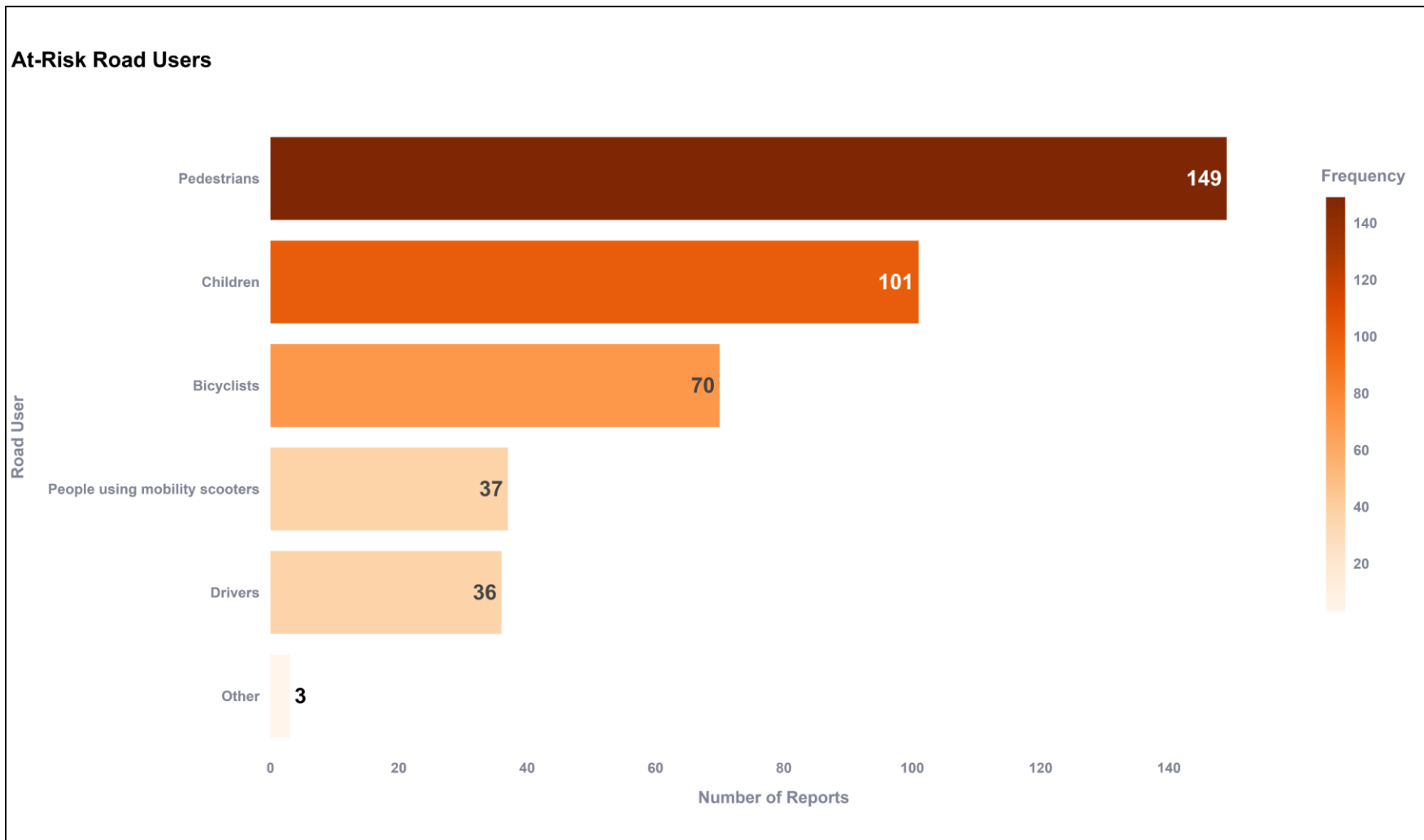


Reports by Day of Week

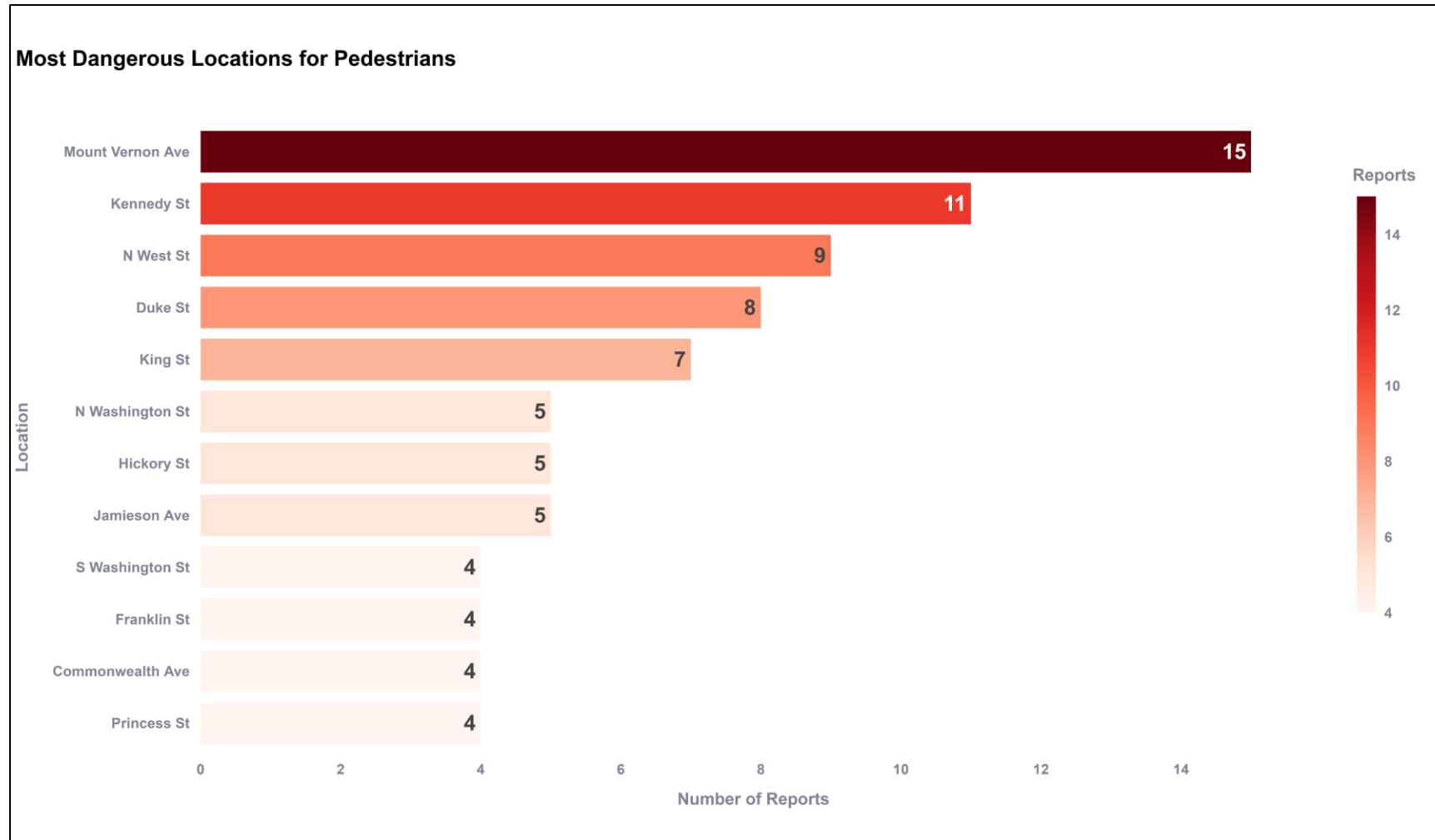


The middle of the week saw the highest volume of reports—**Thursday** being the busiest and making up 20% of all reports.

Who is Impacted?



Where are pedestrians impacted?

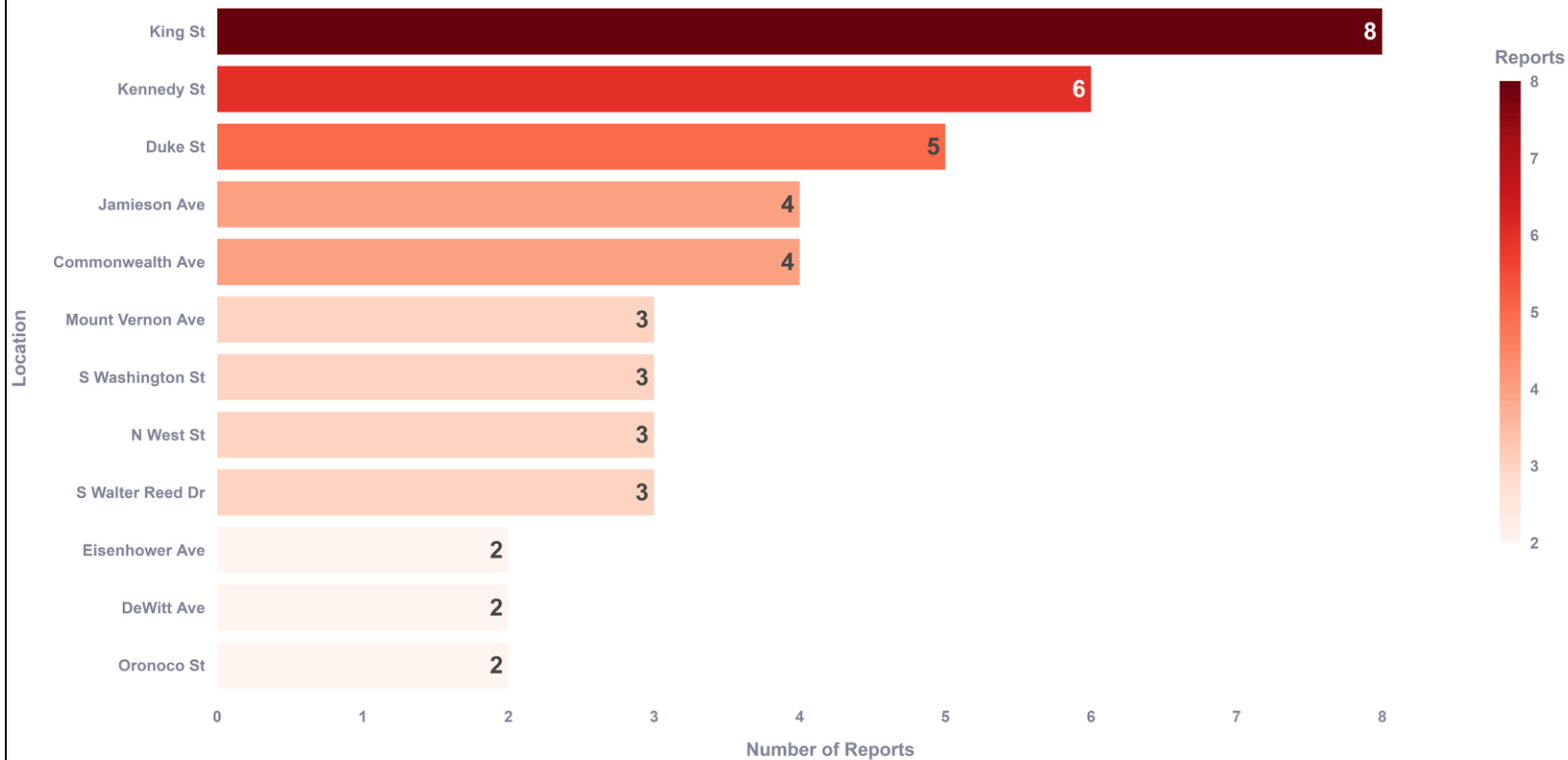


This chart looks at the most frequently cited streets in Alexandria that are cited by survey respondents for being dangerous to **pedestrians**.

The most frequently reported locations that are higher risk to pedestrian safety are **Mount Vernon Ave, Kennedy St, N West St, Duke St, and King St**.

Where are bicyclists impacted?

Most Dangerous Locations for Bicyclists

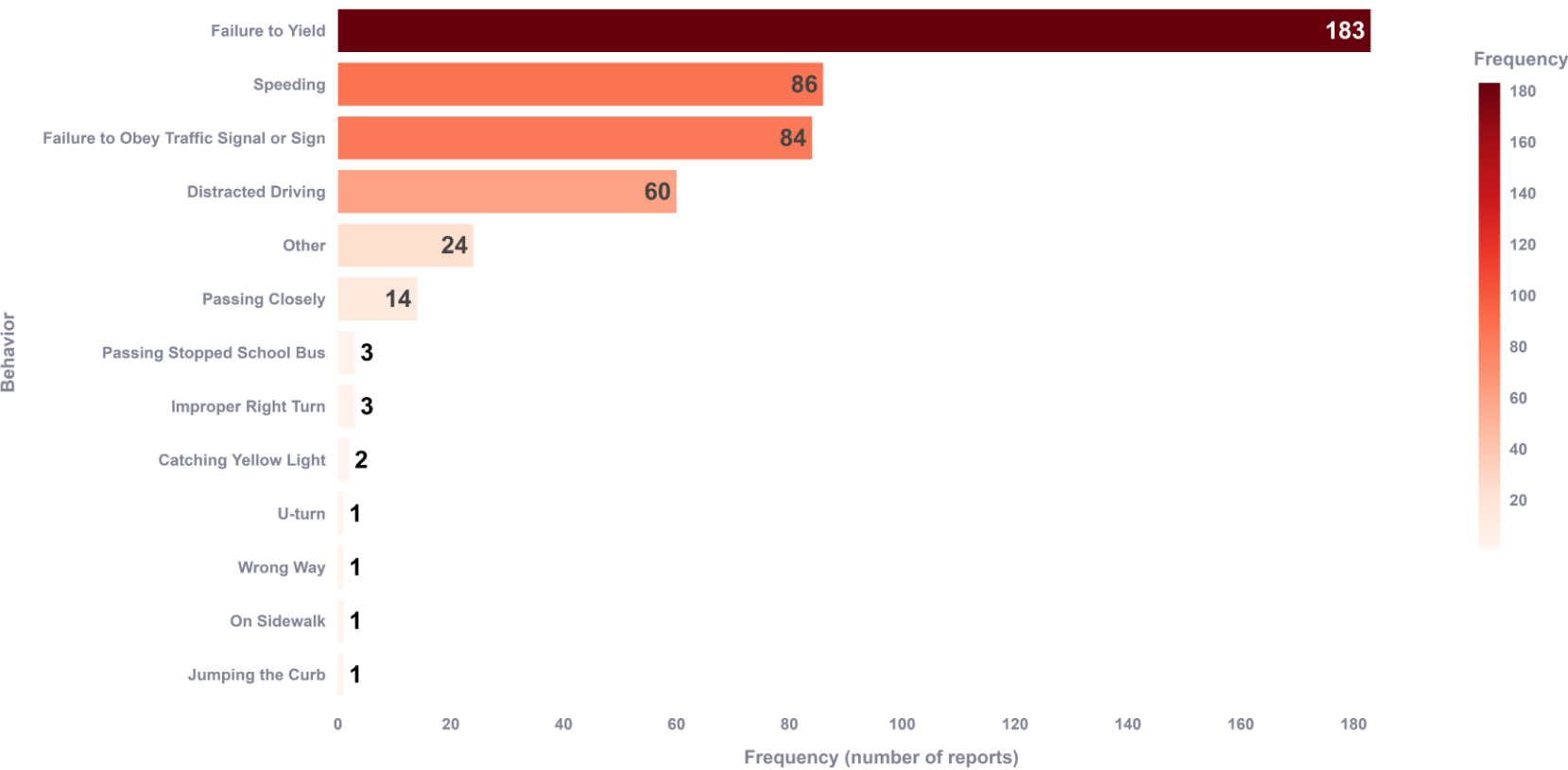


This chart looks at the most frequently cited streets in Alexandria that are cited by survey respondents for being dangerous to **bicyclists**.

The most frequently reported locations that are higher risk to bicyclist safety are **King St**, **Kennedy St**, and **Duke St**.

Driver Behavioral Analysis

Near Miss Reports by Behavior



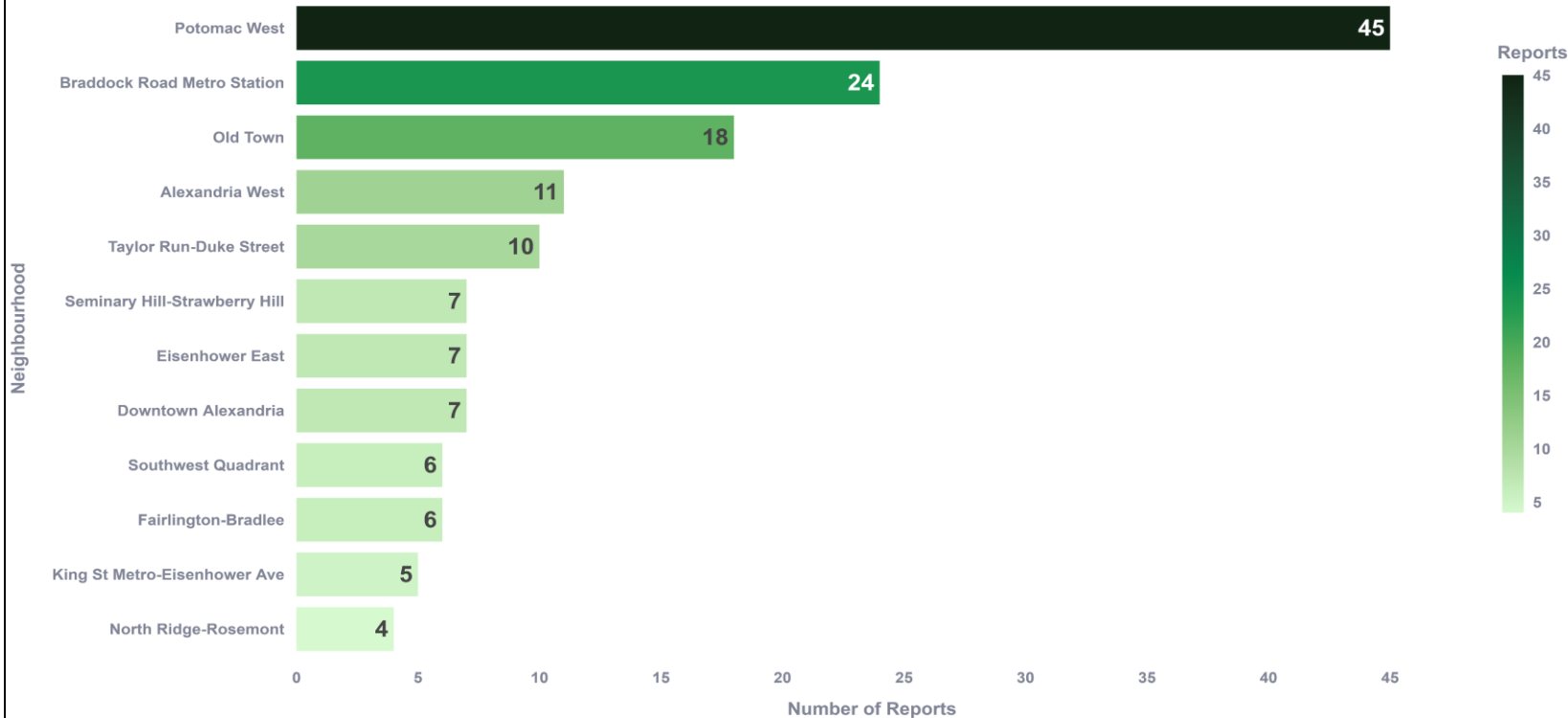
Failing to yield, speeding, and failing to obey traffic signals/signs are the three most frequently reported dangerous driving behaviors:

- **Failure to Yield**
 - cited in 76% of reports
- **Speeding**
 - cited 36% of reports
- **Failure to Obey Traffic Signal/Sign**
 - cited in 35% of reports



Where did most reports occur?

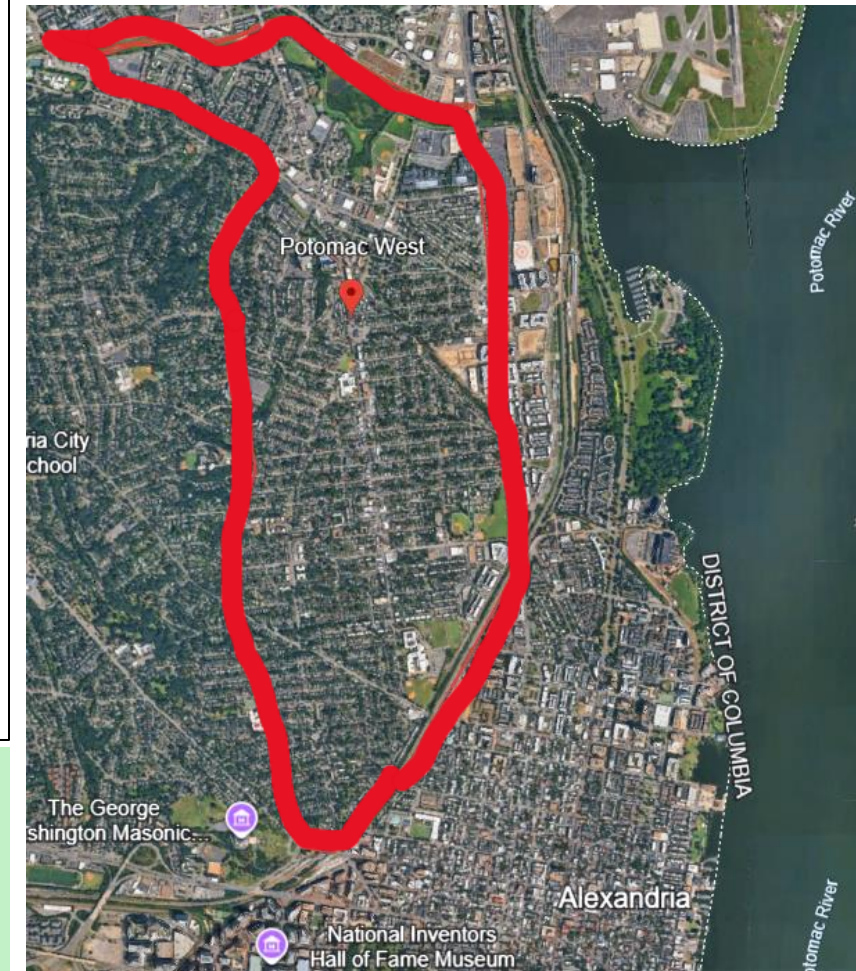
Near Miss Reports by Neighbourhood



Potomac West (commonly known as the **Del Ray** area) reigns as the most densely reported subregion with 45 Near Misses/Dangerous Locations reported there.

- It is one of the most population-dense areas in Alexandria and is abundant in young families and schools such as Mount Vernon Community School, the Nest Academy Learning Preschool, and Madison Day School.

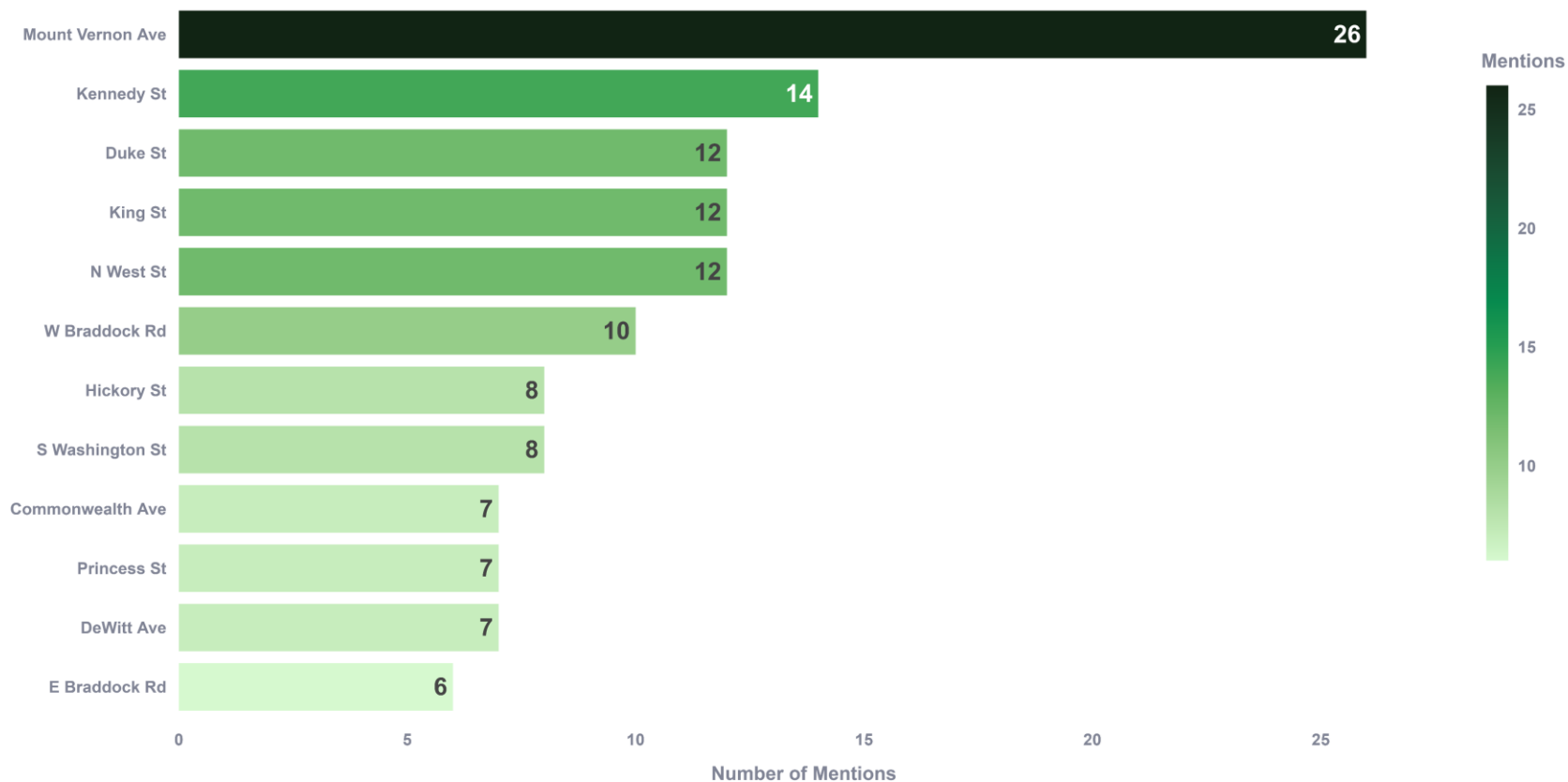
Braddock Road Metro and **Old Town** also appear frequently in our surveys. E Braddock Road is currently under maintenance, so this pattern may be subject to improvement.



Where did most reports occur? (cont'd)



Reports by Street



Let's look closer at the *most reported streets* in Alexandria per Near Miss data.

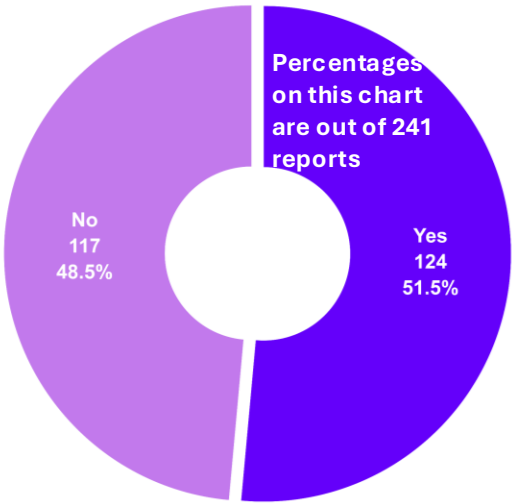
Mount Vernon Ave (26) and **Kennedy St (14)** were the two most reported streets.

Dangers to Children

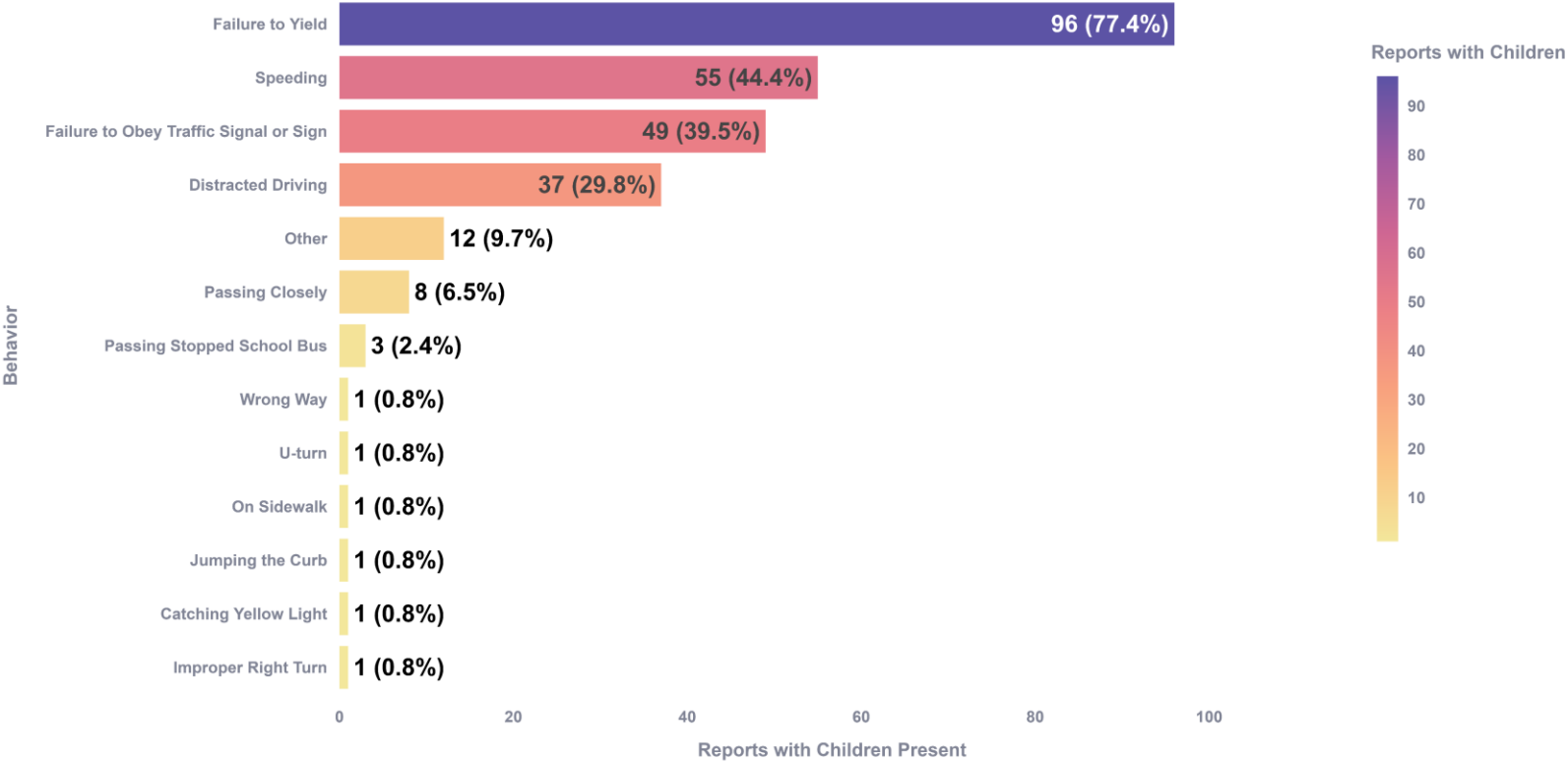
Out of the 241 reports made from January 1, 2025 to June 30, 2026—**124 (52%) of them identified children as being present or nearby during the incident.**

Reports with Children Present

Yes
No



Reports with Children Present by Behavior



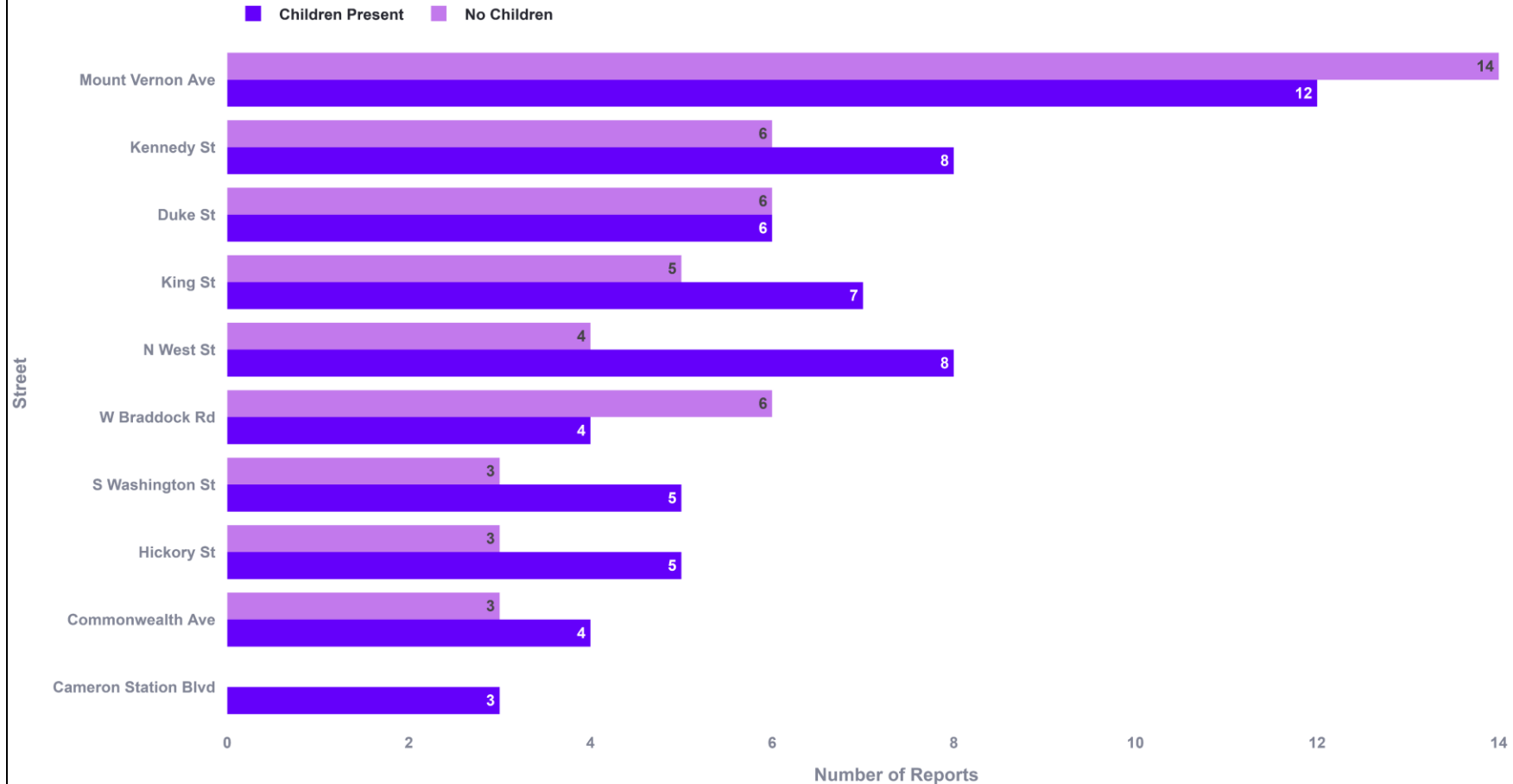
Failing to yield is the most frequently cited behavior in reports involving children.

Out of the 124 reports involving children, failure to yield was reported in over 77% of them.



Where are children at risk?

Top Streets by Children-Present Reports



The three corridors with the highest number of incidents with children present were:

- **Mount Vernon Ave** (12),
- **Kennedy St** (8),
- **N West St** (8).

Case Study: Kennedy St & Hickory St



The intersection of Kennedy St & Hickory St is one of the most frequently reported locations in Alexandria per NoVA FSS surveys.

Complainants often remark the small roundabout depicted in the image, noting that the mini roundabout is difficult to recognize for downhill traveling drivers and a dangerous location to pedestrians (including children).

Testimony from 12/16/2025:

“The Kennedy/Hickory street roundabout is horrible for multiple reasons. The specific incident today was a driver speeding up Kennedy street, failing to both slow down and yield, as I was pulling out of hickory street in my vehicle and entering the roundabout. This intersection needs to be a 4-way stop. Drivers do not seem to understand the yield signs and the roundabout is too small to force a yield or slow down as traffic from Hickory tries to enter. If I had not stopped (again) the driver would have hit me.”

Case Study: Kennedy St & Hickory St (cont'd)

Reports about this intersection frequently note the dangers of the small islands along the crosswalk (painted blue and enveloped by small rubber barriers).

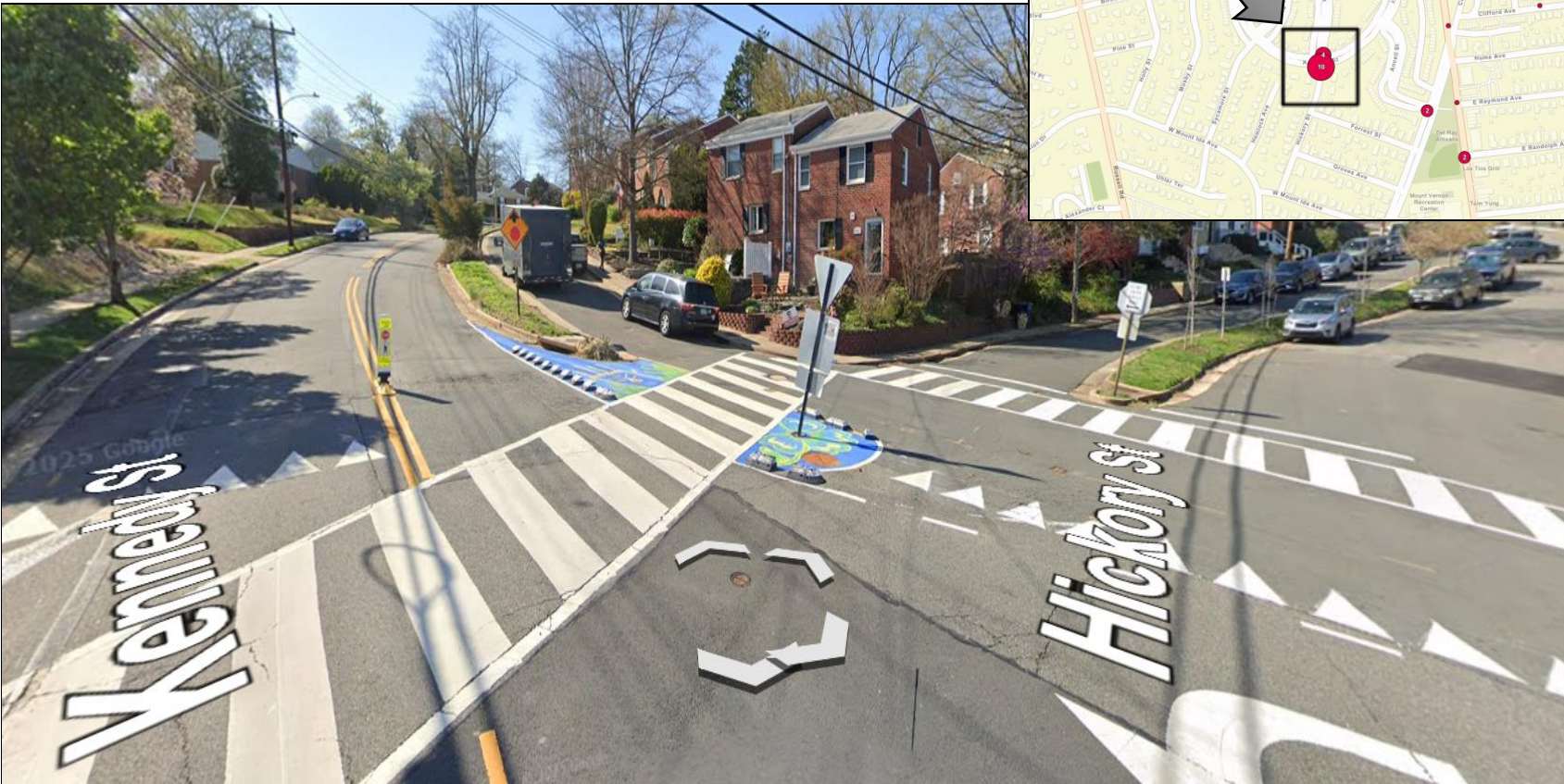
Critiques often mention the counter-productiveness of the islands—citing them as quite dangerous to find yourself in one while cars are passing.



Testimony from 02/24/2026:

“Kids walking to MVCS with parents/adults. Crossing Kennedy at Hickory, a line of cars failed to yield in both directions in Kennedy while a car exited the one-way segment of hickory into the circle without stopping because the city removed the stop sign to put in this death trap. No one was hit but the pedestrians were stuck on an “island” for several minutes while cars (speed) past inches away on either side. The “island” is painted blue and very slick from rain & melting snow.”

Case Study: Kennedy St & Hickory St (cont'd)



Pedestrian Safety Concerns:

- Small islands put pedestrians dangerously close to oncoming traffic in the middle of crosswalks.
- Children frequent the area.
- Insufficient time for pedestrians to get across the street.
- Residential area

Driver Behavior Patterns:

- Failure to yield
- Failure to stop for pedestrians in the crosswalk
- Speeding

Environmental Conditions:

- Tight roads and parked cars reduce visibility.
- Several intersections at this roundabout makes for higher complexity for drivers and pedestrians.

Potential Solutions:

- Install a four-way stop at this intersection (most pedestrian-friendly).
- Install speed bumps prior to each entrance of the roundabout.

Testimony from 04/08/2026:

“Motorists traveling up Kennedy from Mount Vernon Ave are driving into the sun in the late afternoon and evening which makes it even more dangerous to cross the road if they’re at speed. 4 vehicles crossed the intersection while I stood stranded in the “safety island” with one crossing into the safety area and nearly hitting me anyway.”

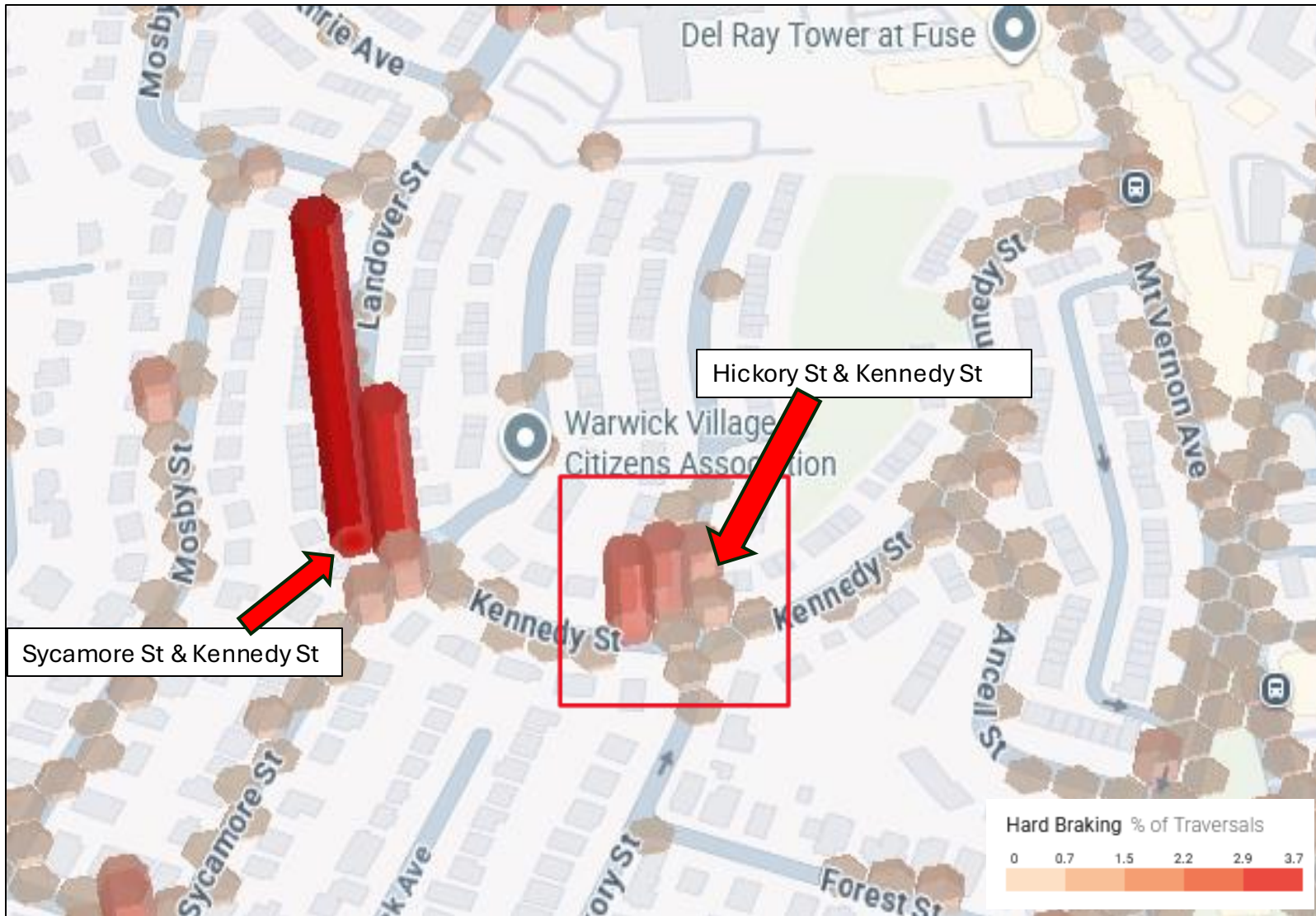
Kennedy St & Hickory St – Hard Breaking Data

These images were pulled from StreetVision by Cambridge Mobile Telematics (CMT) and shows us **hard breaking** data along Kennedy St from January 1, 2025 to June 30, 2026.

Each hexagon represents a small geolocation on the map where vehicles passing through them exhibit hard breaking—the taller and redder the hexagon, the more vehicles exhibiting hard breaking through them.

The tallest hexagons (to the left) are located at a stop sign at the intersection of Kennedy St & Sycamore St. The stop sign is located as the street declines, so this could be related to hard breaking here.

At the Kennedy St & Hickory St intersection, Kennedy St is further downhill from Sycamore St. CMT data on the Kennedy / Hickory intersection suggests a significant amount of frequency of drivers needing to break hard as they arrive at the mini roundabout.



Case Study: S Washington St & Wilkes St



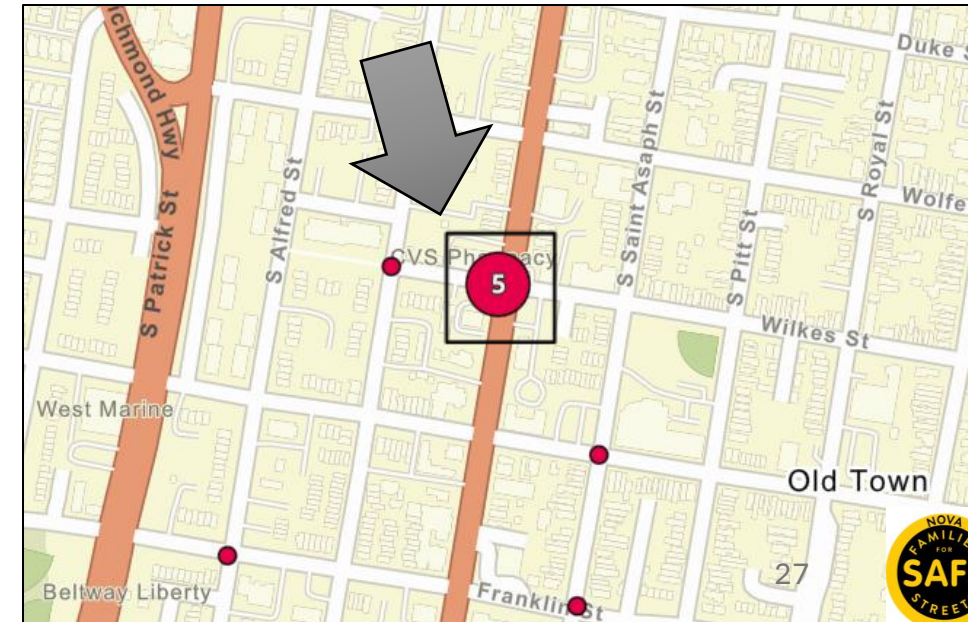
This intersection is located near a school zone (Lyles-Crouch Elementary) and raises safety concerns for families in the area.

Testimony from 02/26/2025:

"I was cycling west on Wilkes towards the intersection of Washington and Wilkes. I had the green light. The light had been green for at least 6 seconds as I was watching the pedestrian signal. There were 10 more seconds before the light changed. All the vehicles were stopped as I entered the intersection. Suddenly an SUV comes barreling through the intersection at a high rate of speed (I am estimating she was going 40-45mph). All I can say is thank goodness for hydraulic brakes. I was able to jam on my brakes and stop in time. She slowed down and then proceeded through the intersection even though the light was red. I saw that she had her cell phone in her left hand."

Testimony from 05/05/2025:

"I witnessed a child using a crosswalk almost get run over by a driver hurrying to turn left onto Wilkes from S. Washington this morning. I captured the incident on video. There used to be a bollard at this intersection that helped prevent drivers from cutting this corner, and it may have helped clue in the driver that their turn was dangerous. It's a primary route to school for Lyles Crouch families but invites hazardous driver behavior like the one I captured on my camera."



Case Study: S Washington St & Wilkes St (cont'd)



Testimony from 05/30/2025:

“Driver turning left onto Wilkes failed to yield to me travelling eastbound on Wilkes. The driver was hurrying to make a green light cycle at the intersection of Wilkes and Washington.”

Testimony from 02/17/2026:

“A driver cut the left turn from Washington onto Wilkes using oncoming lanes and cutting over the Wilkes crosswalk amidst the morning school rush.”

Testimony from 02/17/2026:

“A driver sped through the intersection of Wilkes and Washington while the crosswalk walk sign was on, and as a parent and child were stepping into the crosswalk to cross. The driver would have hit them if they had started crossing with the walk sign.”

Pedestrian Safety Concerns:

- Children frequent the area.
- Residential area

Driver Behavior Patterns:

- Speeding
- Failure to yield to pedestrians in crosswalks.
- Distracted Driving

Potential Solutions:

- Install hard centerlines or turn wedges so that drivers avoid taking sharp, 45 degree turns .

Case Study: S Washington St & Wilkes St (cont'd)



Crash history:

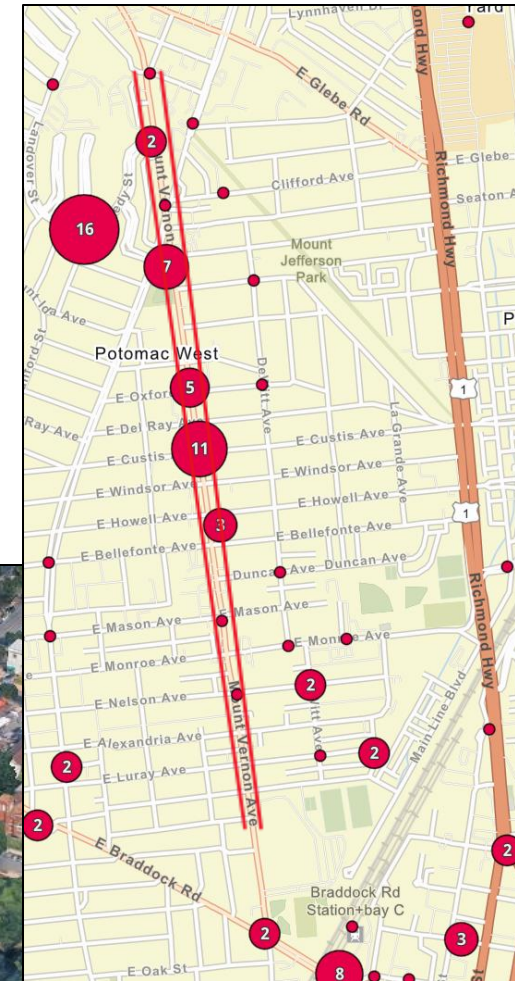
On November 20, 2020, Justin Benedict (55) was crossing the street at the intersection of S Washington St & Wilkes St when he was struck by a driver of an SUV.

A few days later, he died in the hospital after succumbing to his injuries (ALXNow - Miles, 2020).

Case Study: Mount Vernon Ave

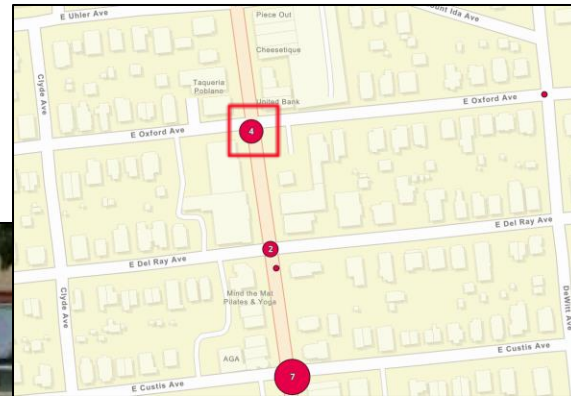
Mount Vernon Ave in its entirety is a complicated corridor and is one of the most frequently reported locations in Alexandria per NoVA FSS surveys.

Some particularly worrisome intersections along Mount Vernon Ave include but are not limited to those with E Del Ray Ave, E Custis Ave, and E Oxford Ave.



Case Study: Mount Vernon Ave (cont'd)

Mount Vernon Ave & E Oxford Ave



Pedestrian Safety Concerns:

- Nearby schools
- Families and children regular the area

Driver Behavior Patterns:

- Failure to yield
- Distracted driving

Environmental Conditions:

- Heavy foot traffic
- Tight roads reduce visibility

Potential Solutions:

- Installation of 'State Law Enforced Crosswalk' signs prior to crosswalks.
- Install STOP SIGN Cameras

There are numerous schools spanning Mount Vernon Ave:

- Mount Vernon Community School
- Nest Academy Learning Preschool
- Madison Day School
- George Washington Middle School
- ChildSpace Learning Center
- St Rita's Catholic School
- Children's House Montessori School



Testimony from 01/10/2025:

"Car driving north on Mount Vernon nearly hit me as I was attempting to cross to the west on the south side of E Oxford. This is a recurring problem exacerbated by poor daylighting at this intersection."

Testimony from 09/24/2025:

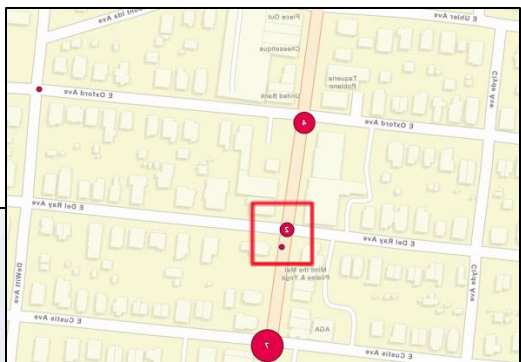
"Car going north on Mount Vernon Ave drove through intersection at E Oxford while pedestrian was in crosswalk. Did not slow, did not yield."

Testimony from 01/11/2026:

"Drivers traveling in both directions on Mt Vernon stopped to allow us to cross (good!). Distracted driver on cross street assumed they were stopping for him and turned into crosswalk without looking, nearly hitting us."

Case Study: Mount Vernon Ave (cont'd)

Mount Vernon Ave & E Del Ray Ave



Pedestrian Safety Concerns:

- Nearby schools
- Families and children regular the area

Driver Behavior Patterns:

- Failure to yield

Environmental Conditions:

- Heavy foot traffic
- Tight roads reduce visibility

Potential Solutions:

- Installation of 'State Law Enforced Crosswalk' signs prior to crosswalks.
- Improve visibility

Testimony from 02/22/2025:

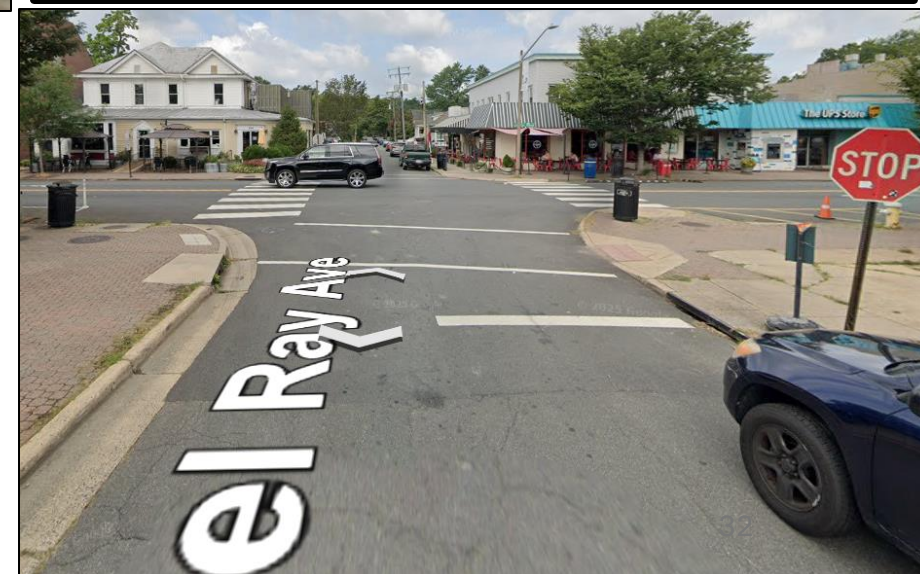
"A BMW SUV almost hit a pedestrian who was already in the crosswalk."

Testimony from 01/18/2026:

"SUV northbound on Mount Vernon Ave did not stop for pedestrians in the north side crosswalk in a timely manner. Only finally stopped in the middle of the intersection to avoid hitting them. Pedestrians were clearly visible and the SUV had plenty of time to stop before entering the intersection."

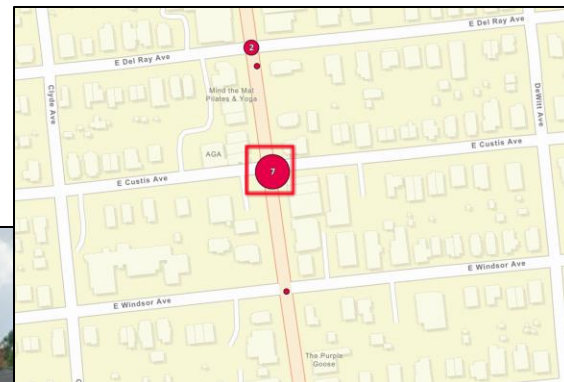
Testimony from 05/06/2025:

"In this near miss a driver making a right turn from Del Ray (EB) onto Mount Vernon (NB) came out so far over the crosswalk and into Mount Vernon Ave that a student cyclist with the right of way on Mount Vernon (northbound) had to swerve over the double yellow line to avoid the hood of the vehicle protruding into their lane."



Case Study: Mount Vernon Ave (cont'd)

Mount Vernon Ave & E Custis Ave



Pedestrian Safety Concerns:

- Nearby schools
- Families and children regular the area

Driver Behavior Patterns:

- Failure to yield

Environmental Conditions:

- Heavy foot traffic
- Tight roads reduce visibility

Potential Solutions:

- Installation of 'State Law Enforced Crosswalk' signs prior to crosswalks.
- Improve visibility



Testimony from 07/25/2025:

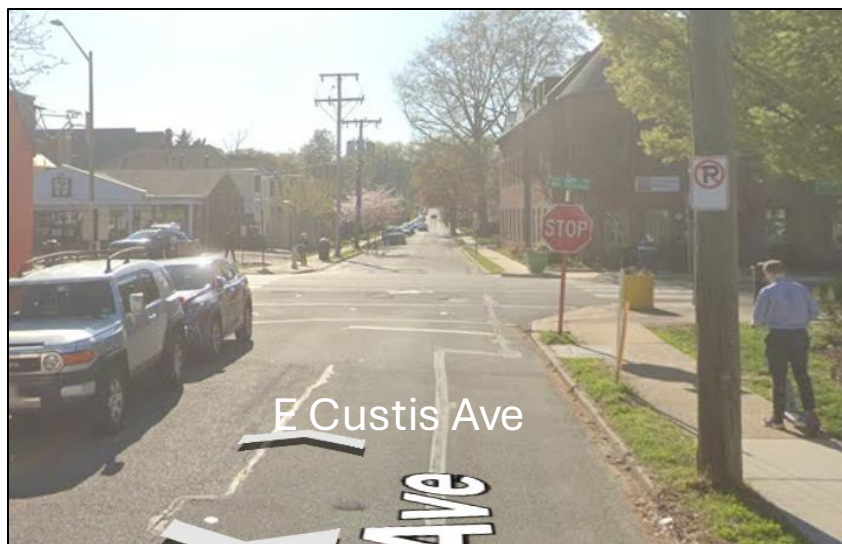
"I was crossing Mount Vernon Ave on Custis Ave from east to west. I was already across the northbound lane when a car coming on Mount Vernon southbound began beeping his horn, clearly signaling he had no intention of stopping for me. He passed right by me as I was in the middle of the road. It was witnessed by several cars and a person at the bike shop..."

Testimony from 03/17/2026:

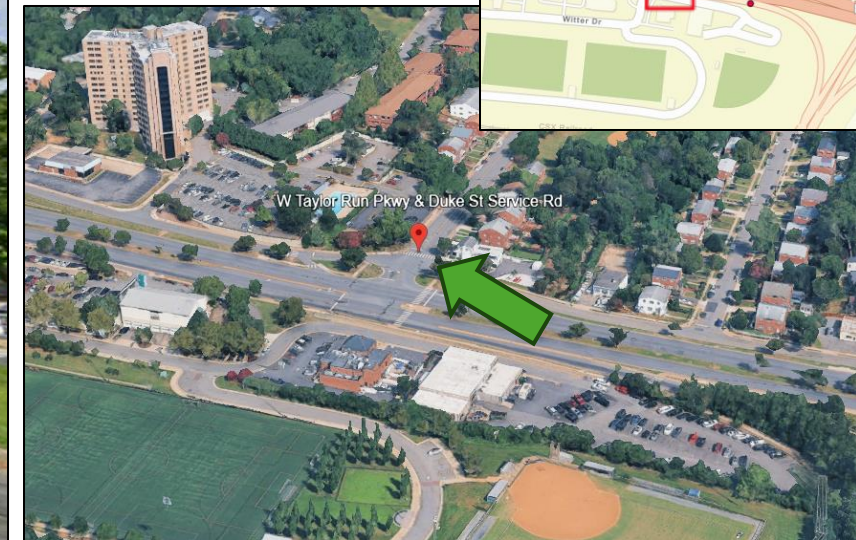
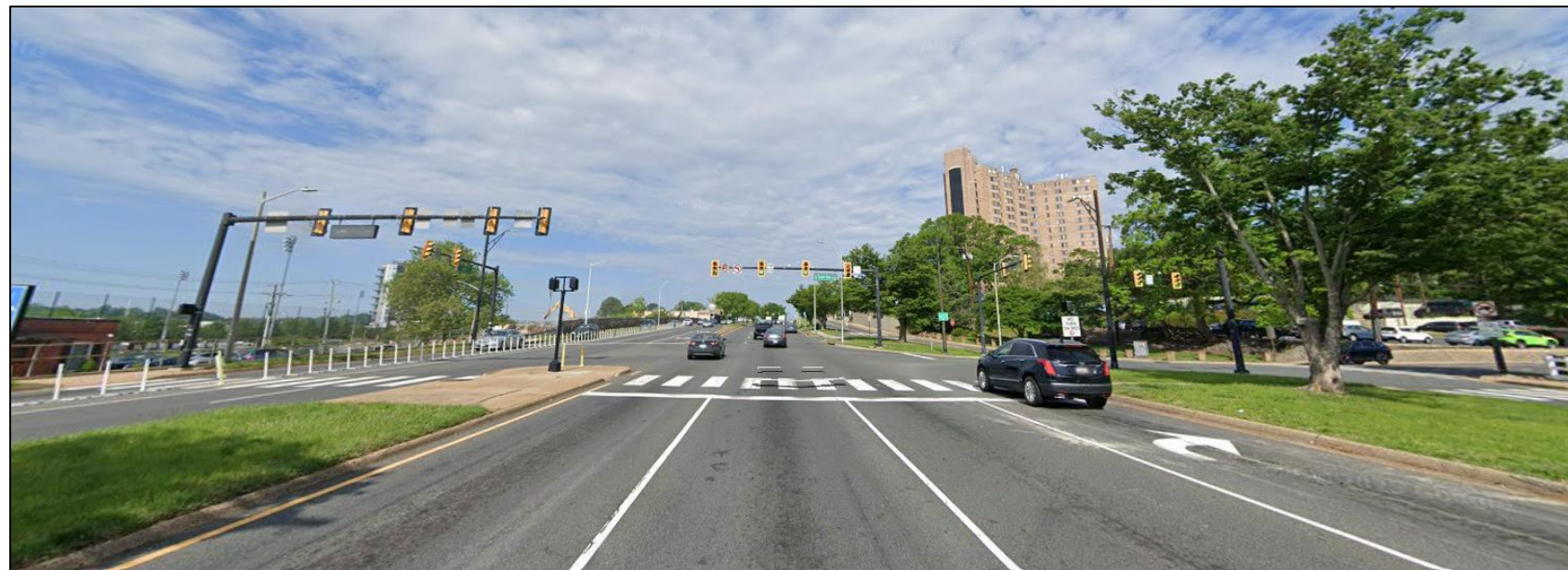
"Custis and Mount Vernon is the actual worst intersection on MV. Sight lines are terrible! People pull into the crosswalk all the time!"

Testimony from 04/11/2026:

"In the particular near miss I witnessed this morning a vehicle proceeded to cross Custis eastward in front of a cyclist who had the right of way, causing the cyclist to have to brake to avoid them."



Case Study: Duke St & W Taylor Run Pkwy



Testimony from 01/14/2026:

"A car stopped for red light in the exit lane on Duke St. at the W. Taylor Parkway. Then proceeded even though the light was still red and there were three construction workers crossing. Driver stopped just before hitting pedestrians."

Testimony from 04/12/2026:

"I was waiting to ride north across Duke St. at the W. Taylor Pkwy intersection. The walk sign was about to change so I positioned my bike so I would be visible to the drivers in the exit lane. Three drivers ignored the red light and drove through the crosswalk. I began to cross the lane with the walk sign. As I was three quarters of the way through the lane a car came speeding at me. They managed to jam on their brakes coming within two feet of me. I have seen drivers in the exit lane ignore the red light many times."

Pedestrian Safety Concerns:

- Near a school zone
- Residential area
- High traffic

Driver Behavior Patterns:

- Failure to yield
- Running red lights
- Speeding

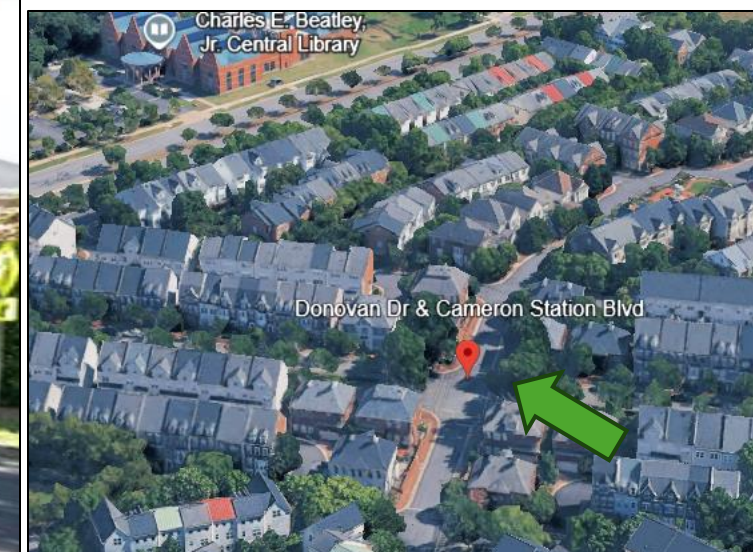
Environmental Conditions:

- Heavy foot traffic

Potential Solutions:

- Longer crosswalk signals

Case Study: Cameron Station Blvd



Cameron Station Blvd passes through a neighborhood stemming from Duke St. Survey respondents often cite speeding or yielding to pedestrians—Cameron Station Blvd intersects **Donovan Dr** twice:

- **Testimony from 05/07/2025:**

“Drivers going too fast and not stopping for pedestrians on Cameron Station Blvd, at John Ticer and Donovan Dr intersection.”

- **Testimony from 05/07/2025:**

“My 2 year old was crossing the st with me on the way to school and 2 cars came flying around the bend and almost hit both of us. Neither slowed down until I threw my hands up in the air and screamed. This happens at least once a week to us.”

Case Study: Cameron Station Blvd (cont'd)



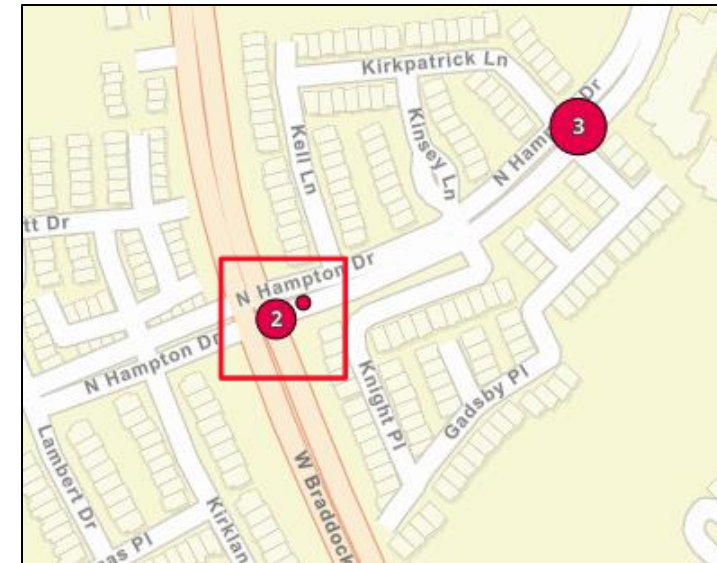
Cameron Station Blvd passes Samuel W. Tucker Elementary School at its intersection with **Harold Secord St**—where speeding is a recurring driving behavior:

- **Testimony from 05/06/2025:**

“I was walking my children to school and a car was going fast and did not stop. We were in a crosswalk and in a school zone that is 15 mph. This car was going estimated going 30 while the school zone lights were on. If I had not grabbed my child and pushed them out of the way, they would have been hit.

Unfortunately, this happens about once a week at this spot as cars are racing to work or school drop off and aren't paying attention at this crosswalk. They also know the school zone speed limit has never been enforced so no cars follow it.”

Case Study: N Hampton Dr



The intersection of **W Braddock Rd & N Hampton Dr** is in the middle of the Stonegate neighborhood—where survey respondents often name speeding and running red lights as common dangerous driving behaviors.

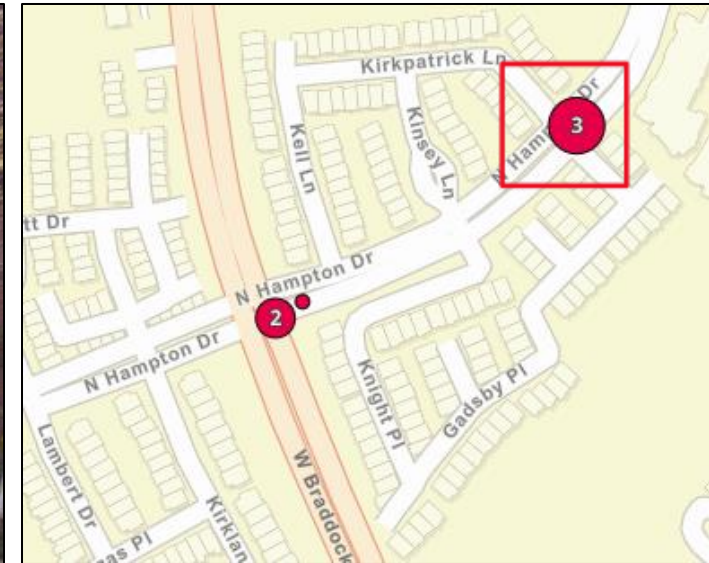
Testimony from 04/29/2025:

“This is as common near-miss location between pedestrians and speeding autos. Autos are climbing up a hill (in both directions) on Braddock heading N/NW and S/SE frequently speed to make the climb and to make as changing light. Pedestrians are at risk, and this is a major bus stop (Dashbus 35)”

Testimony from 03/27/2026:

“A car approaching a red light did not slow down, and went full speed to make a right on red. A man on a scooter was nearly hit as he was passing through the crosswalk.”

Case Study: N Hampton Dr (cont'd)



Testimony from 07/31/2025:

“Speeding drivers and not yielding to pedestrians in crosswalk. “

Testimony from 08/12/2025:

“Driver did not stop for pedestrians in the walkway. Driver was also speeding much faster than 25mph posted limit.”

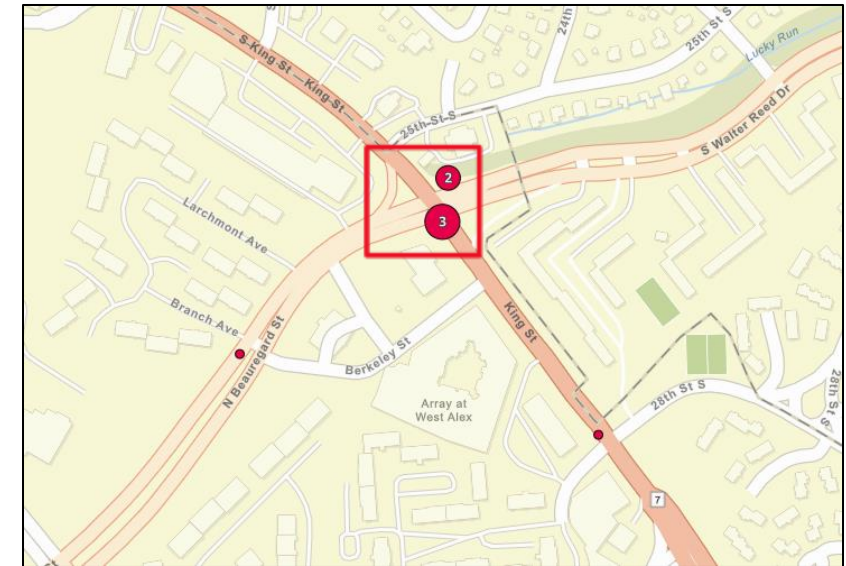
Testimony from 08/14/2025:

“I was in the crosswalk, and the driver did not yield. I have video recording of the incident.”

N Hampton Dr also intersects with **Kirkpatrick Ln**, where survey respondents have cited multiple dangerous driving behaviors:

- Speeding
- Failing to Yield
- Failing to Stop for Pedestrians in the Crosswalk

Case Study: N Beauregard St & King St



This intersection is on the border of Alexandria and Arlington and is shared by N Beauregard St and S Walter Reed Dr; and is often reported for drivers **failing to yield to pedestrians & cyclists in the crosswalks.**

Testimony from 09/26/2025:

"I was hit by a DASH bus that turned into the crosswalk while I had the signal to cross. I was able to jump off my bike upon the impact and didn't sustain any serious injuries besides sore muscles from the impact against the right pillar of the front of the bus."

Testimony from 01/01/2026:

"Numerous car drivers have turned in front of me while I am cycling in the crosswalk, this puts cyclists not confident enough to ride in the dangerous road and pedestrians at risk."

Testimony from 01/22/2026:

"Numerous cars pulled out in front of me and almost hit me when I was biking through the crosswalk, with the walk sign on. Happens almost every time I use this intersection."

Case Study: N Beauregard St & King St



Pedestrian Safety Concerns:

- Cyclists regular the area and are often the most impacted.

Driver Behavior Patterns:

- Failing to yield
- Distracted driving
- Failing to obey traffic signals

Environmental Conditions:

- Heavy traffic
- Complex intersection

Potential Solutions:

- Longer crosswalk times would allow pedestrians a safer window to cross.
- Flashing pedestrian crosswalk signs in each median/divider.



Testimony from 04/28/2025:

“Car at stop light heading west on Walter Reed (toward Beauregard) at intersection with King Street, turning right north/northwest on King/Hwy 7. Bicycle to its immediate right waiting on light change to proceed. Driver of car was texting or otherwise operating their iphone, and focused on the phone. Car's passenger window was open. Bicyclist saw that driver was distracted and alerted the driver with "I am going to proceed", repeated twice. When light changed, bicyclist began to proceed but driver immediately turned in front of them (to the right, across the path of the bicyclist). This type of interaction with cars and bicyclists at this location is frequent.”

Testimony from 09/10/2025:

“Driver making right on red without looking almost hit me as I rode my bike, with the light, in the crosswalk”

Case Study: Radford St & W Braddock Rd

The intersection of Radford St & W Braddock Rd has been seen multiple Near Miss reports—most notably for drivers **failing to yield** to pedestrians, **nearly missing** pedestrians, and for **speeding** to beat traffic lights.

Testimony from 04/29/2025:

“There is a painted crosswalk at Braddock Rd and Radford street. Notably, this crosswalk connects the Alexandria Redevelopment and Housing Authority complex to fairlington center, Bradlee center, and Minnie Howard campus of ACHS. 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. Worst, drivers are impatient to make it through the Bradlee intersection, and gun it through here.”

Testimony from 05/07/2025:

“I was crossing Radford street on W Braddock, heading west. I was on the north sidewalk of w Braddock. Traffic was medium-heavy. There is a stop sign pair on Radford here, but cross traffic in Braddock does not stop. A sedan waiting to cross Braddock at Radford saw a break in cars and gunned across the intersection. I had to stop abruptly to avoid being hit. This happens repeatedly at this location as drivers try to "beat" oncoming traffic to go straight. “



Case Study: Radford St & W Braddock Rd (cont'd)

This location sees heavy traffic regularly and sits nearby Alexandria City High School—posing a greater risk to children in the area.

Pedestrian Safety Concerns:

- Short proximity to a school zone & residential area
- Lack of pedestrian safety traffic signs

Driver Behavior Patterns:

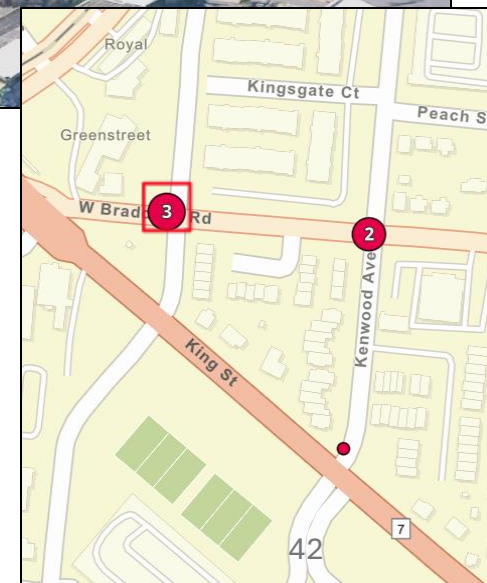
- Failing to yield
- Speeding
- Failing to obey traffic signals/signs

Environmental Conditions:

- Heavy traffic

Potential Solutions:

- Install flashing pedestrian crossing signs near the intersection.
- Repaint crosswalks with a focus on a bolder contrast to the pavement so that it stands out better.
- Install 'State Law Enforced Crosswalk' signs in the middle of each crosswalk.



Case Study: Kenwood Ave & W Braddock Rd

This intersection is located directly over from Radford St & W Braddock Rd. So, it comes as no surprise that it experiences similar heavy traffic.

Pedestrian Safety Concerns:

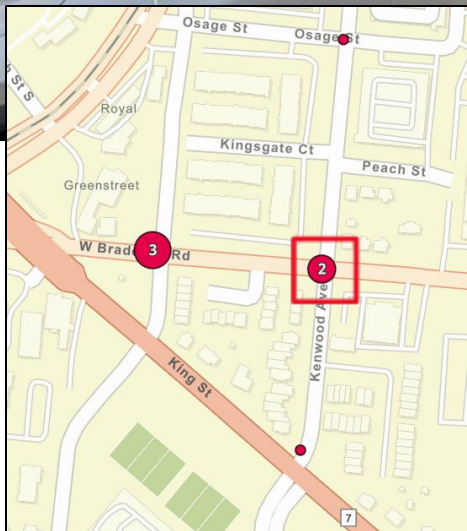
- Short proximity to a school zone & residential area
- Lack of cyclist lane

Driver Behavior Patterns:

- Failing to yield
- Failing to obey traffic signals/signs

Environmental Conditions:

- Heavy traffic
- Narrow sidewalks



Testimony from 04/27/2025:

“I cross Braddock at Kenwood every day to catch the bus to work, and I also frequently cross with my daughter (1 yo) to get to fairlington center. Drivers routinely run this light. They seem to think they can go right after it turns red. I've had people run the light with us in the crosswalk. It doesn't help that Braddock is overbuilt here, with narrow sidewalks and no where for cyclists. Given almost four lanes and a straightaway, motorists act like the own the whole road.”

Testimony from 07/25/2025:

“Motorcycle going west on Braddock Rd ran a red light and forced me to step back from crossing.”

Conclusion

Behavior, Not Just Design

- Failure to yield is the dominant issue citywide — cited in 76% of all reports, and in 77% of reports where children were present.
- Speeding and failure to obey signals round out the top three driver behaviors.

Risk Is Concentrated

- A small set of corridors — Mount Vernon Ave, Kennedy St, and the Del Ray/Potomac West area — account for a disproportionate share of incidents.
- This makes targeted intervention realistic rather than requiring a citywide overhaul.

Schools Are a Common Thread

- Children were present in 52% of all reports, and most case-study locations sit on or near a school route.

Testimony Is Corroborated

- Independent telematics (hard-braking data) and crash history confirm what residents report — this is not anecdotal.

A Reporting Gap Remains

- Socioeconomic Vulnerability Index overlays suggest reporting is not yet even across communities, so true risk may be under-represented in higher-vulnerability areas.

Bottom line: This is a solvable, targeted problem — a handful of known locations, a dominant behavior (failure to yield), and a clear population at stake (children on school routes).

Recommendations



1. Fix the Highest-Risk Intersections

Implement the site-specific engineering measures identified in the case studies — e.g., stop signs and speed bumps at Kennedy St & Hickory St, turn wedges at S Washington St & Wilkes St, and enforced-crosswalk signage along Mount Vernon Ave.

2. Target Failure-to-Yield Behavior

Prioritize automated enforcement (cameras), signage, and police enforcement campaigns at hotspot corridors, since this single behavior appears in the large majority of reports.

3. Strengthen School-Zone Safety

Increase speed-limit enforcement and traffic calming near schools along Mount Vernon Ave and other case-study corridors, particularly during arrival/dismissal windows.

4. Concentrate on Peak Risk Windows

Focus enforcement presence and install Stop Sign Cameras around selected school zones and extend speed safety cameras. Institute temporary traffic controls on 6-9 am and 3-6 pm, and on Thursdays, when reports are most frequent.

5. Expand and Equalize Reporting

Promote the new SMS/WhatsApp/web QR-code survey specifically in higher-vulnerability communities to close the reporting gap identified in the SVI overlay.

6. Pair Testimony with Independent Data

Continue validating survey reports with telematics and crash data, as done at Kennedy St & Hickory St, to build a stronger evidence base for funding requests.

7. Monitor Locations Under Active Change

Track corridors undergoing construction or maintenance (e.g., E Braddock Road) to measure whether infrastructure work is reducing Near Miss volume, and apply lessons learned elsewhere.

Maps & Data Sources

- [CDC/ATSDR Social Vulnerability Index 2022 USA](#)
- [Google Earth](#)
- [NoVA FSS Near-Miss Dashboard](#)
- NoVA FSS Near Miss Survey Data
- [StreetVision by Cambridge Mobile Telematics](#)