

Near Miss Report Overview across Fairfax, Arlington, & Alexandria

January 1, 2025, through June 30, 2026

Danijel Pranjic & Leila Kalinichenko





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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), speeding (181), and failure to obey traffic signal or sign (152).

- **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 corridors 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 261 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 the crossing on Gallows Rd by Woodburn Elementary School.
- **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.

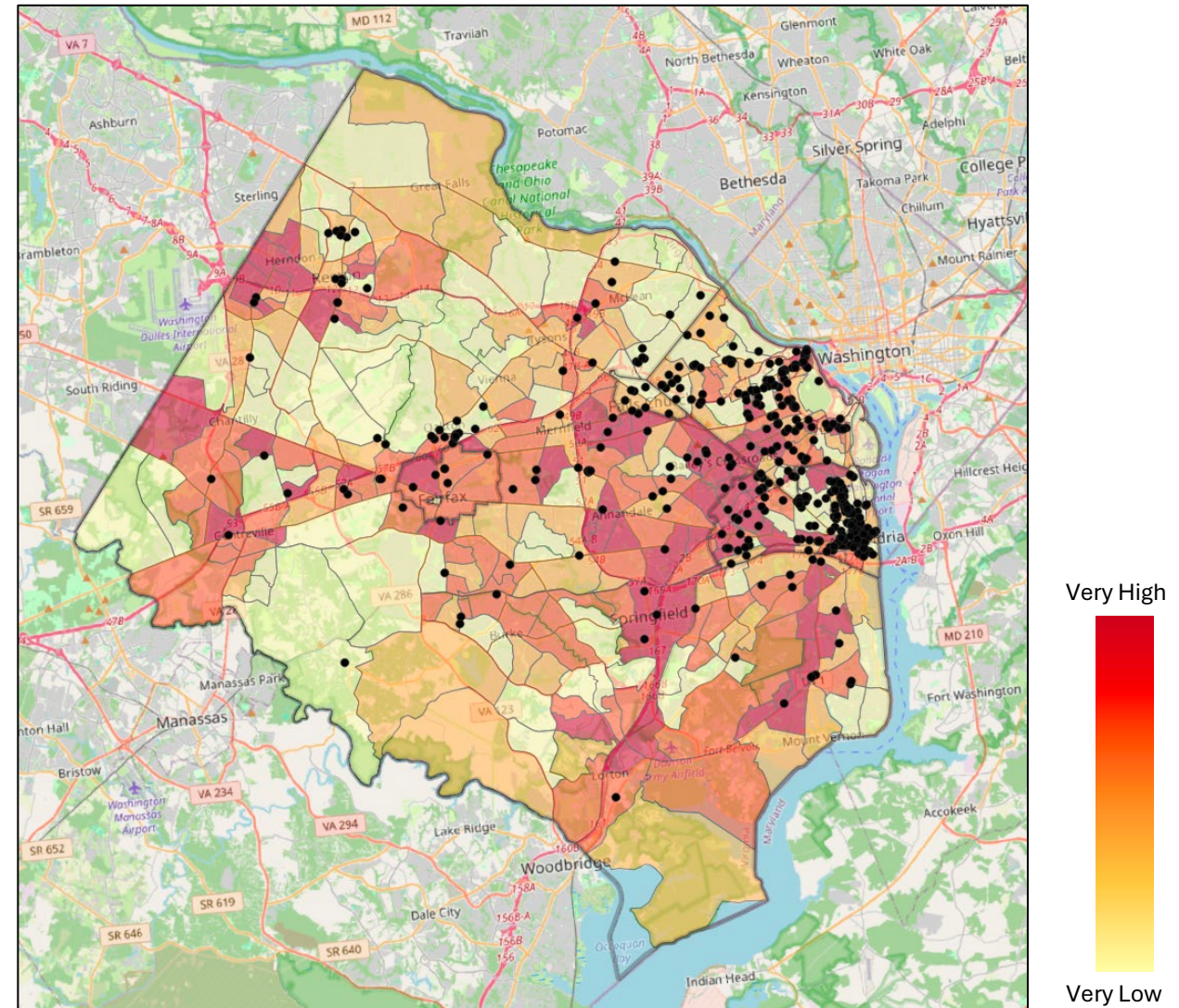
The *Socioeconomic Vulnerability Index* uses US Census data to learn the social vulnerability of counties and tracts—using various social factors that tie into four related themes:

- *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.

Here is a link to our web-based Near Miss Survey: [insert link]



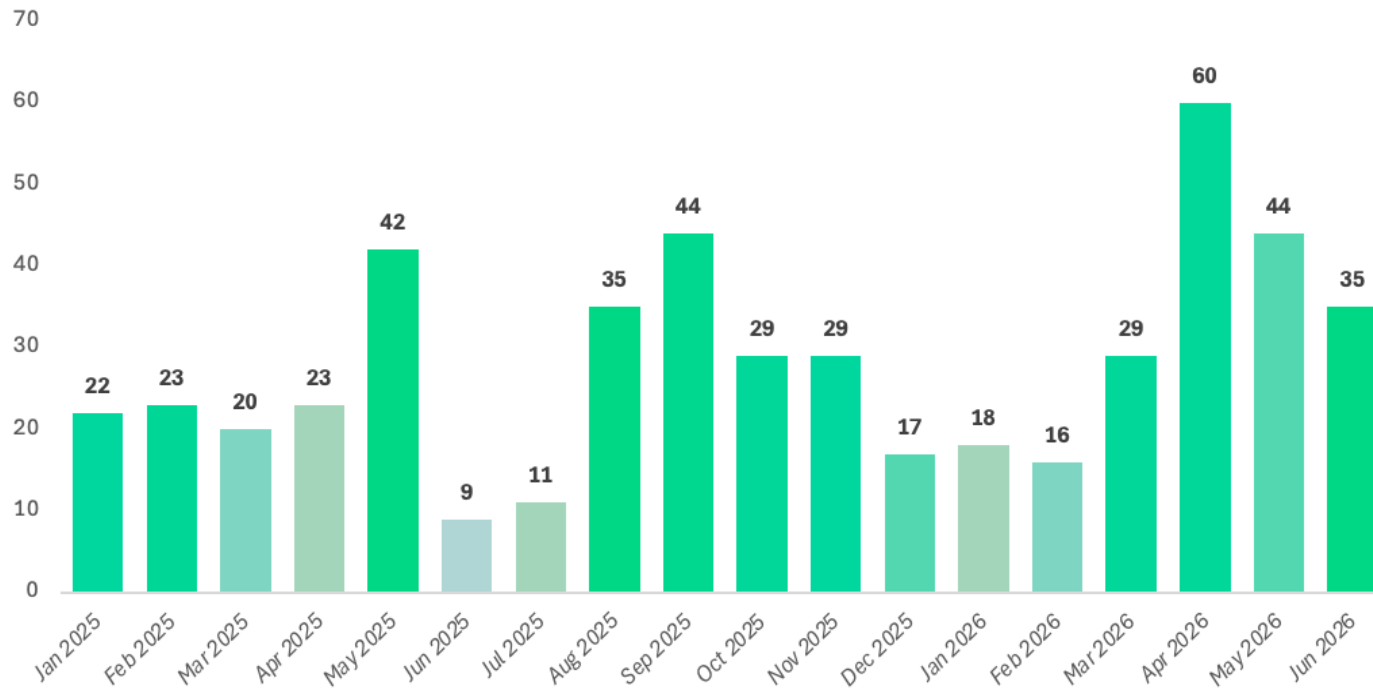
Between Jan 1, 2025, and Jun 30, 2026



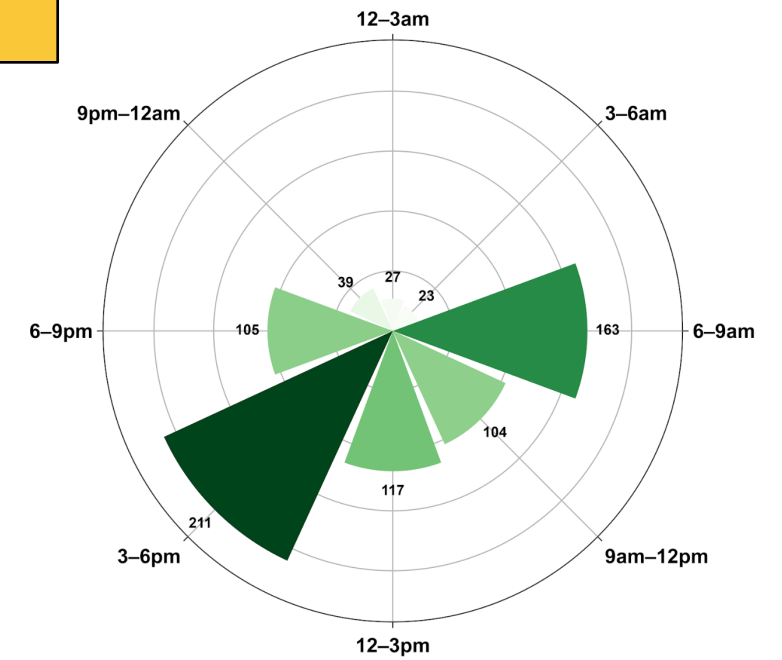
Overview of Northern Virginia Region

Dates and Times of Near Misses

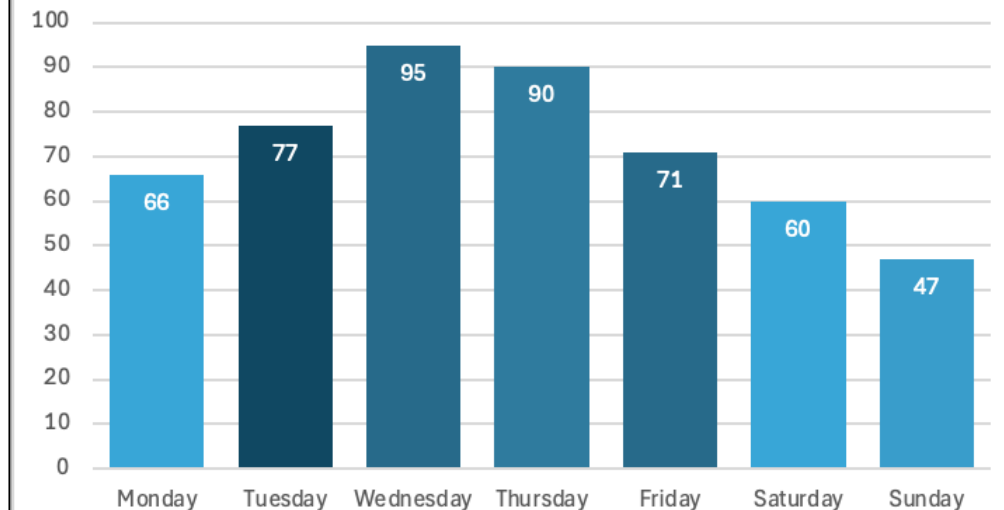
Near Miss Reports by Month



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



Near Miss Reports by Day of the Week



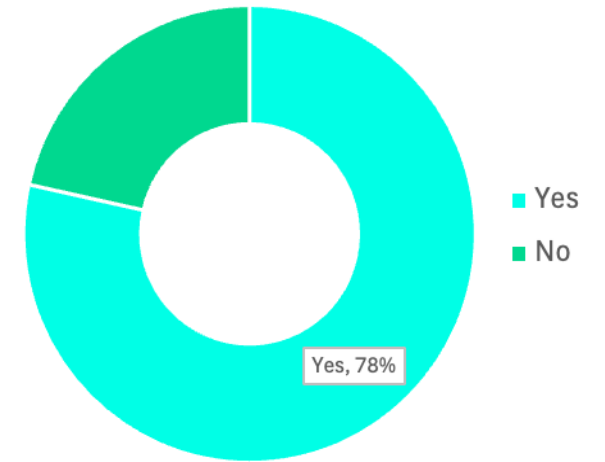


Overview of Northern Virginia Region

Incident Summary

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

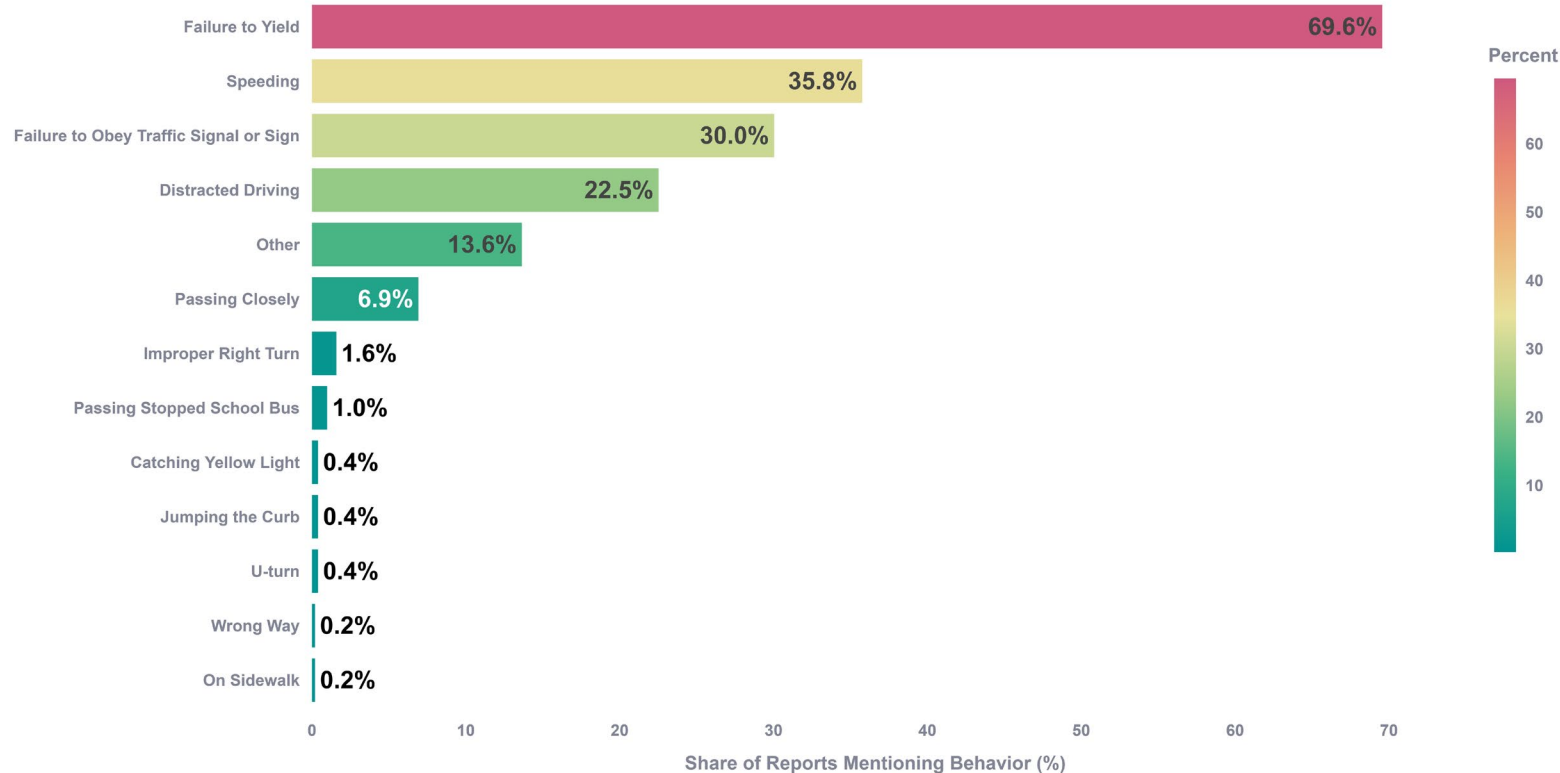
Is this a recurring incident?



*Note that 7 reports had been marked as neither

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.

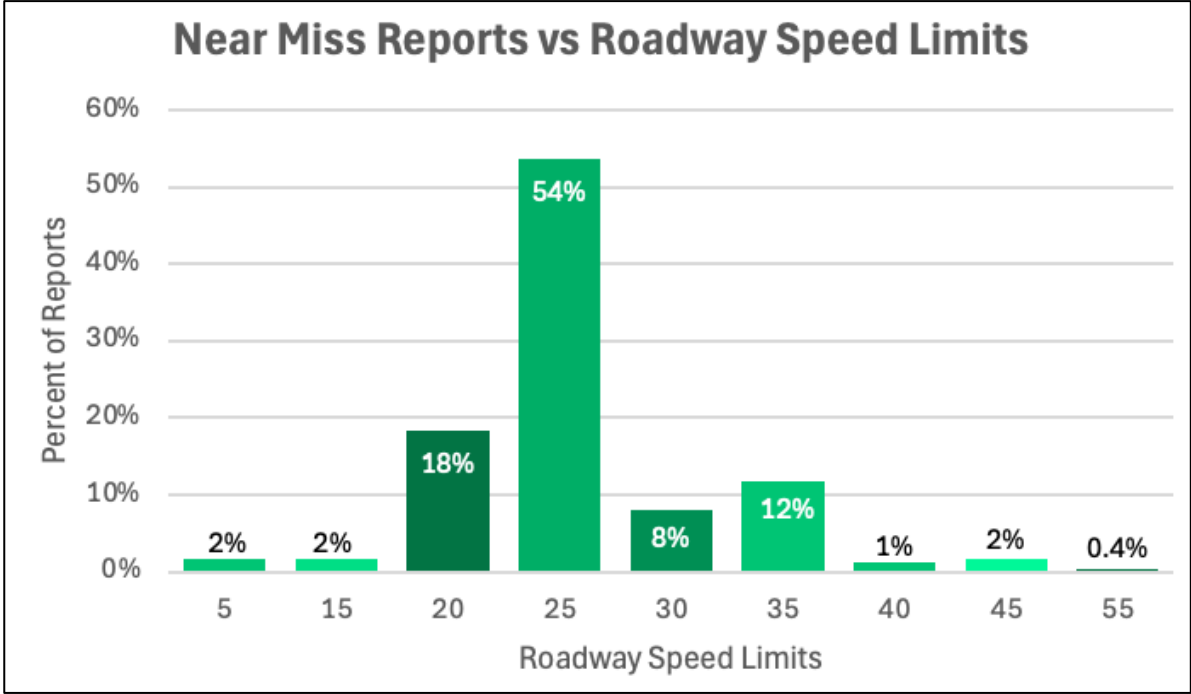
% of Reports Mentioning Each Behavior





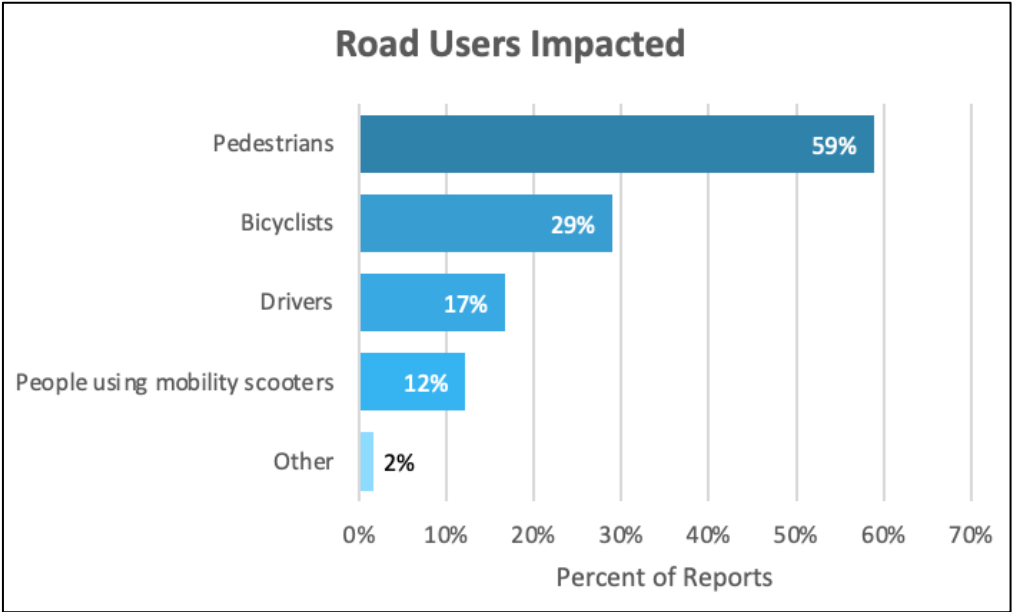
Dangerous Locations

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**

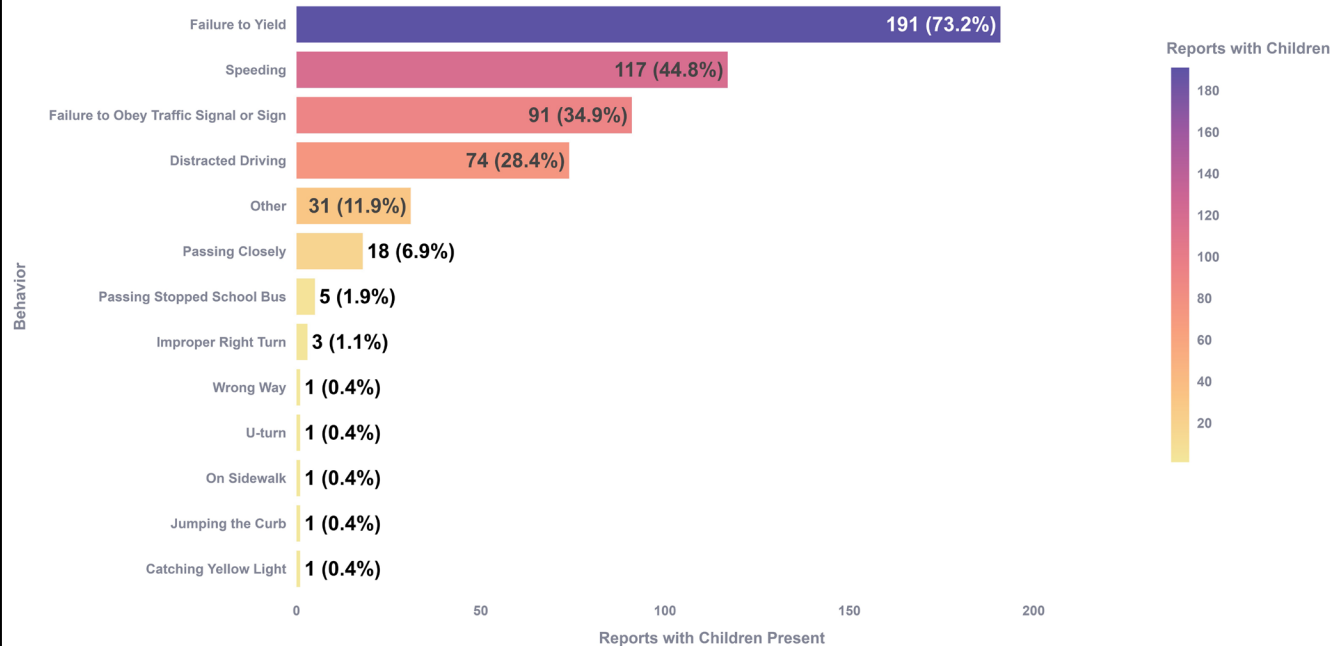




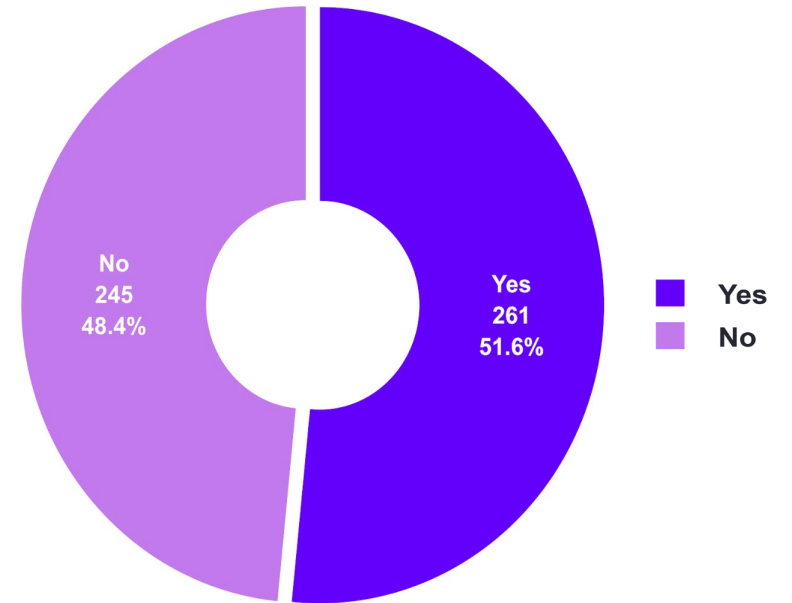
Overview of Northern Virginia Region

Dangers to Children

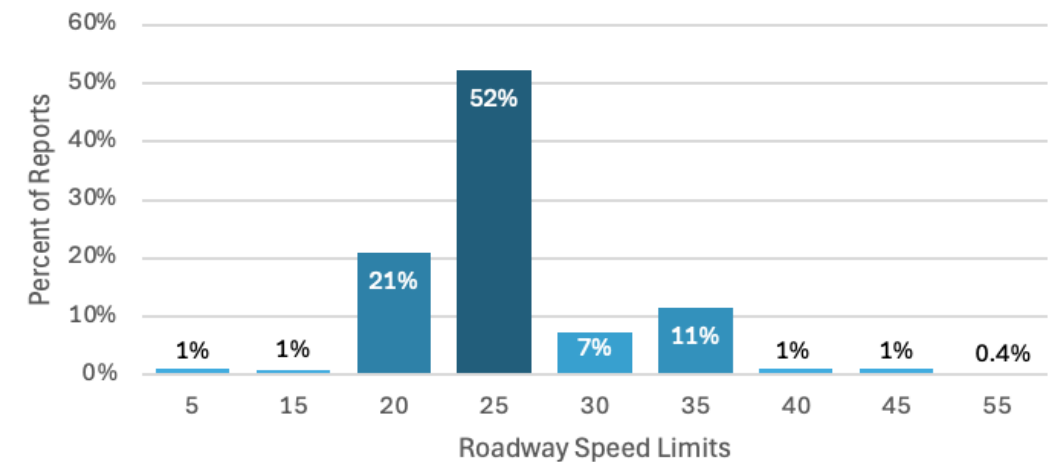
Reports with Children Present by Behavior



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





Arlington County, Virginia Near Miss Report

January 1, 2025 through June 30, 2026

Danijel Pranjic & Leila Kalinichenko



Executive Summary – Arlington County

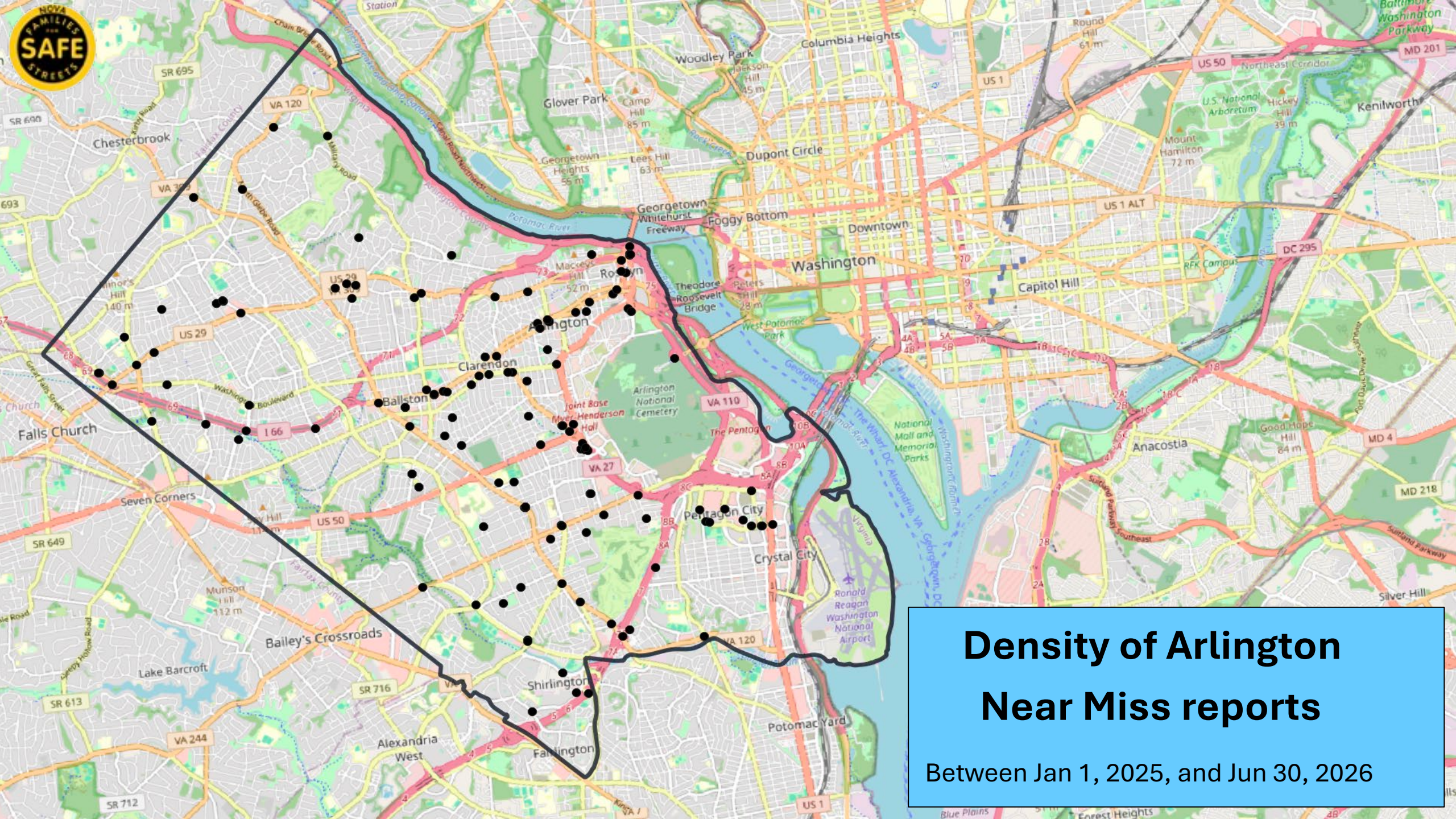
Report Snapshot

- **Volume & trend:** Arlington accounted for 136 of the 506 regional Near Miss reports (Jan 2025–Jun 2026), with April 2026 the busiest month (20 reports), followed by May (16).
- **When:** Reports cluster in three windows — 3–6pm (60), 6–9pm (41), and 6–9am (40) — together 58% of all reported times, with Wednesday, Saturday, and Monday the busiest days.
- **Driver behavior:** Failure to yield (64% of reports), speeding (35%), and failing to obey traffic signals (29%) are the leading cited behaviors, with failure to yield most closely linked to serious and fatal collisions.
- **Who is impacted:** Cyclists and pedestrians are disproportionately affected, reflecting Arlington's large cyclist population; S Glebe Rd alone accounts for almost 9% of the 79 reports citing pedestrians as impacted.

Key Risk Areas

- **Where:** Aurora Highlands and Virginia Square are the most-cited neighborhoods, and S Glebe Rd, Washington Blvd, and 7th St S the most-cited streets.
- **Dangers to children:** Children were present in 49% of reports (67 of 136), with failure to yield cited in 64% of those — Washington Blvd, Wilson Blvd, and Columbia Pike are the top corridors for child-present incidents.
- **Case studies:** Six corridor deep-dives — 7th St S & S Glebe Rd, Wilson Blvd, Langston Blvd, Columbia Pike, S Four Mile Run Dr, and Washington Blvd & S Walter Reed Dr — surface recurring red-light running, failure to yield, and short or absent pedestrian crossing time, three of which have already produced fatalities.
- **Socioeconomic equity:** Comparing reports against the CDC Social Vulnerability Index points to a reporting gap in underserved communities, which NoVA FSS's new QR-code survey access aims to close.

Overall takeaway: Arlington's Near Miss reports point to a small number of well-identified, high-frequency corridors driven by failure-to-yield behavior during predictable time windows — risks that are concentrated, recurring, and actionable.



Density of Arlington 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.

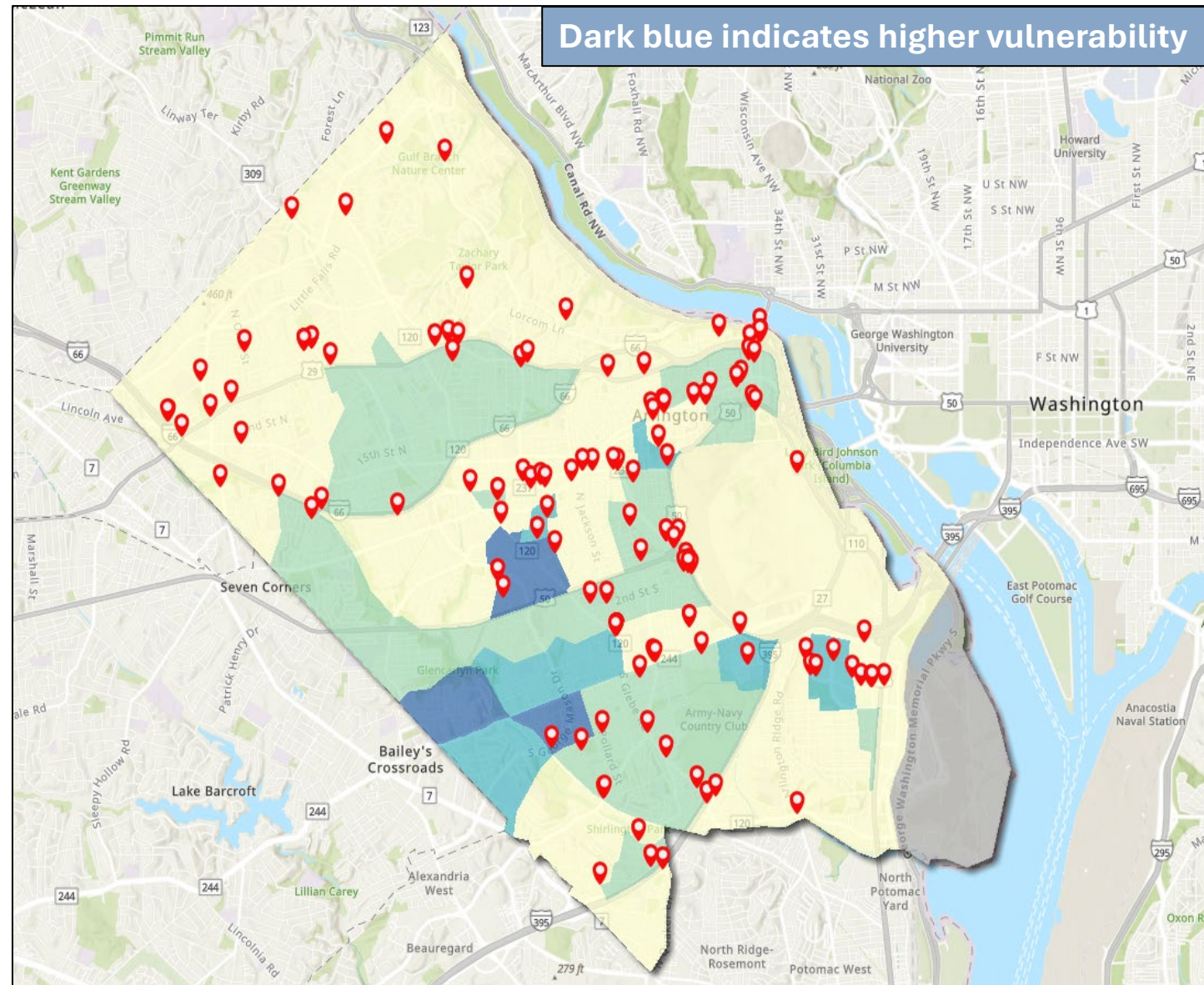
The *Social Vulnerability Index* uses US Census data to learn the social vulnerability of counties and tracts—using various social factors that tie into four related themes:

- *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 in Arlington.

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

Here is a link to our web-based Near Miss Survey: [insert link]

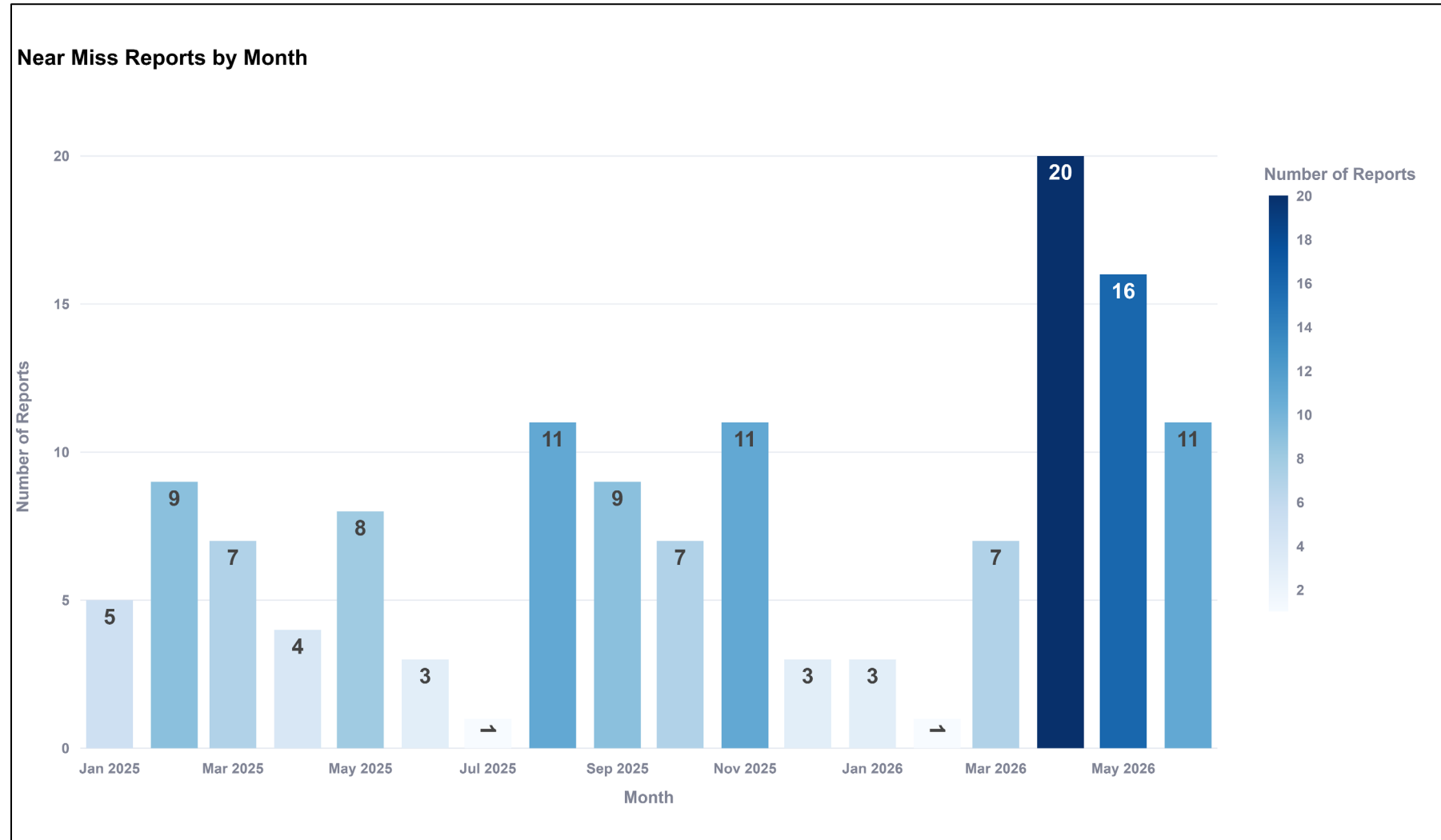




Monthly Near Miss Report – Arlington, Virginia

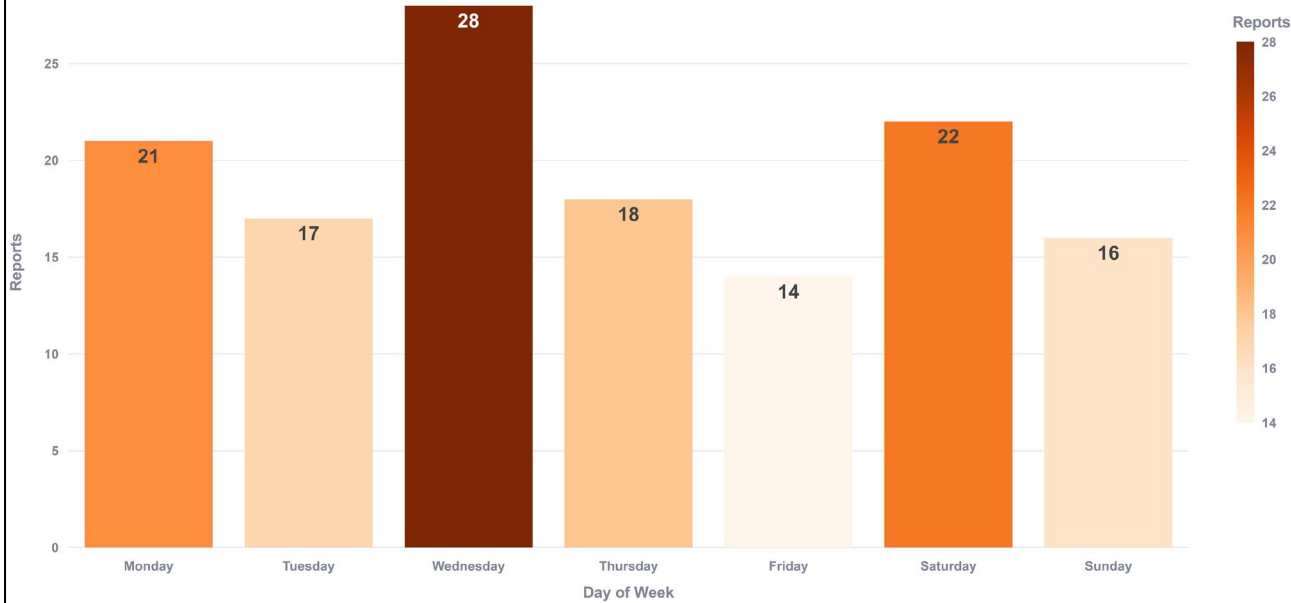
Arlington recorded **136** reports from January 1, 2025 to June 30, 2026.

April 2026 saw the most reports for this period—**20**; which is by May 2026—**16**.



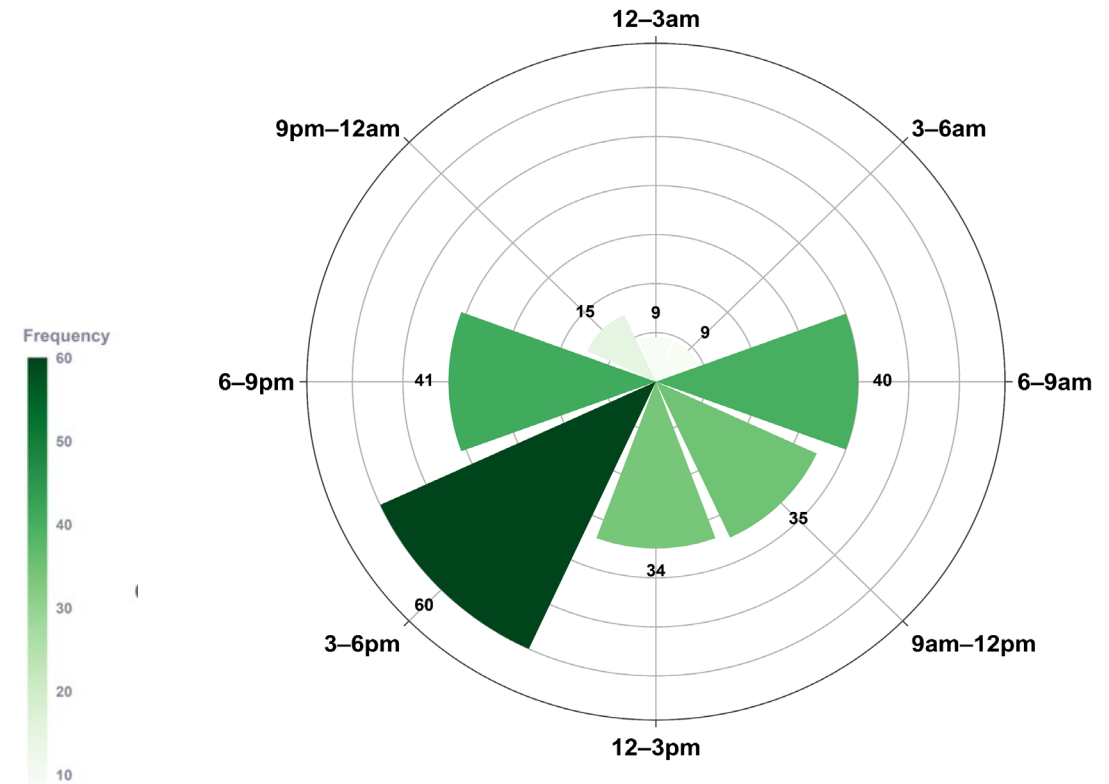
When?

Reports by Day of Week



The days of the week with the highest volume of reports were **Wednesday (28)**, **Saturday (22)**, and **Monday (21)**.

Near Miss Reports by Time of Day

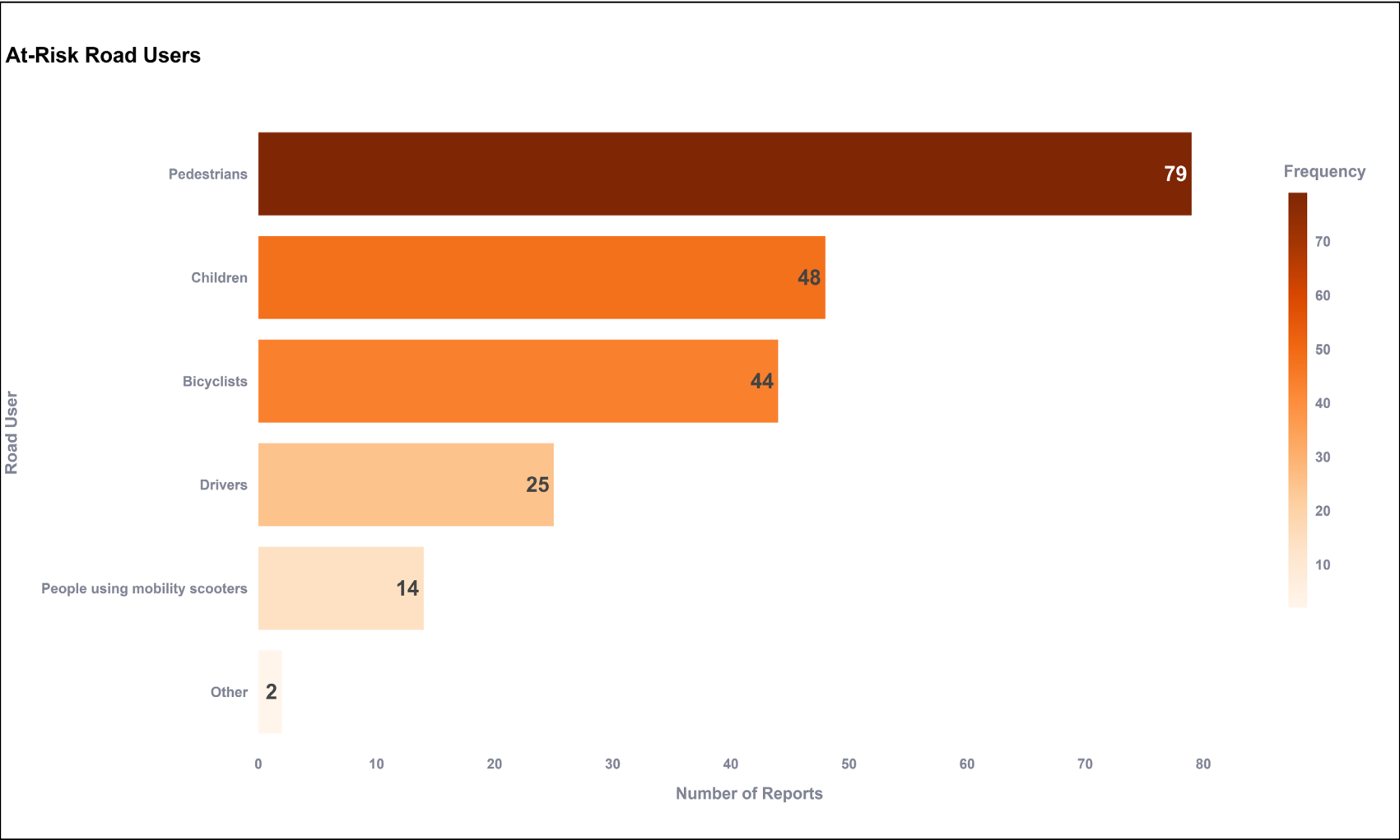


3pm-6pm, 6pm-9pm, and 6am-9am were the most reported times by Near Miss surveys:

- 3pm-6pm: **reported 60 times**
- 6pm-9pm: **reported 41 times**
- 6am-9am: **reported 40 times**

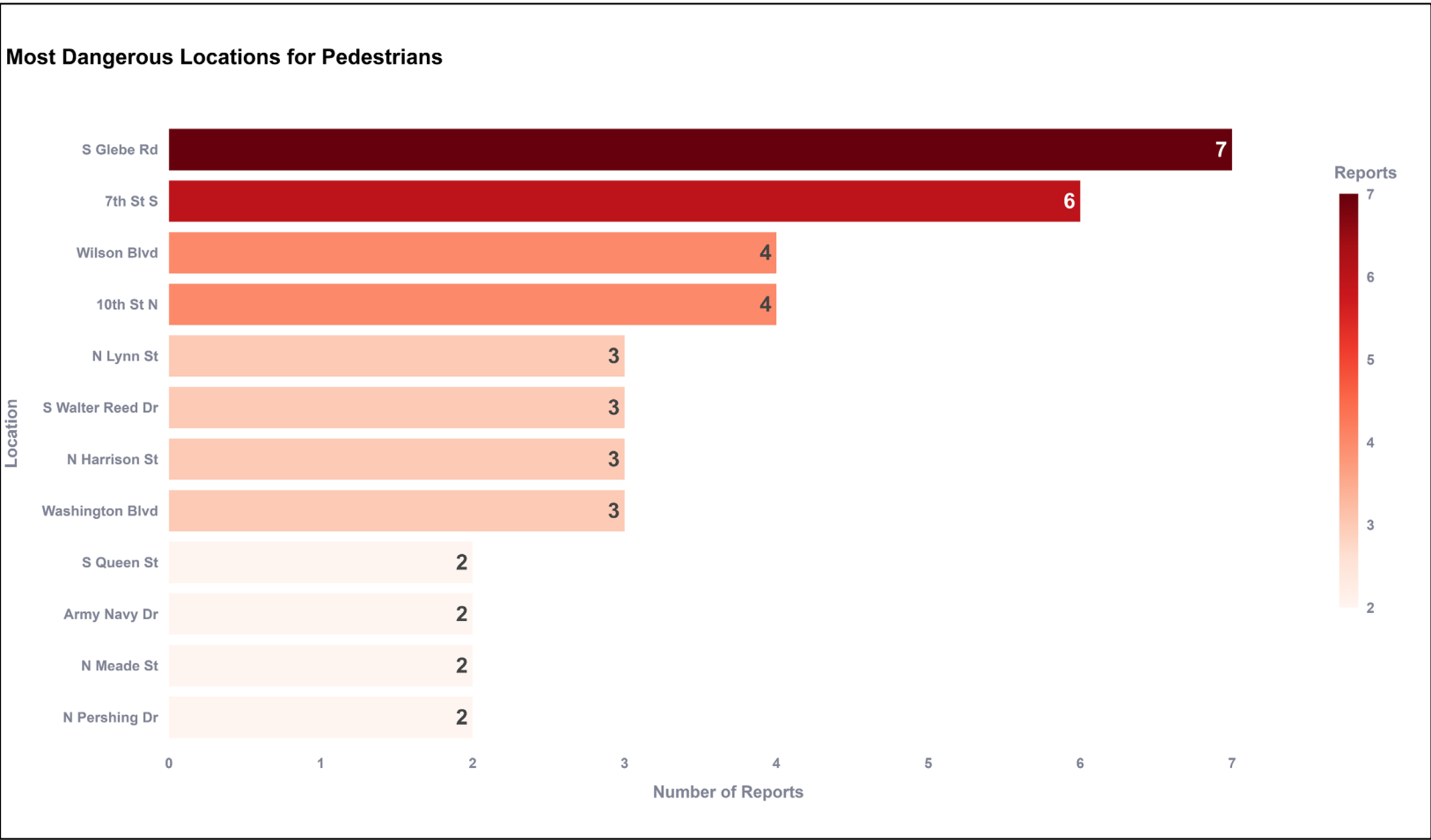
The top 3 time periods made up 58% of all reported times.

Who is Impacted?



Arlington County, Virginia is known for having an active cyclist population. Many of the Near Miss reports we receive from Arlington are made by cyclists recalling their own dangerous experience.

Where are pedestrians impacted?



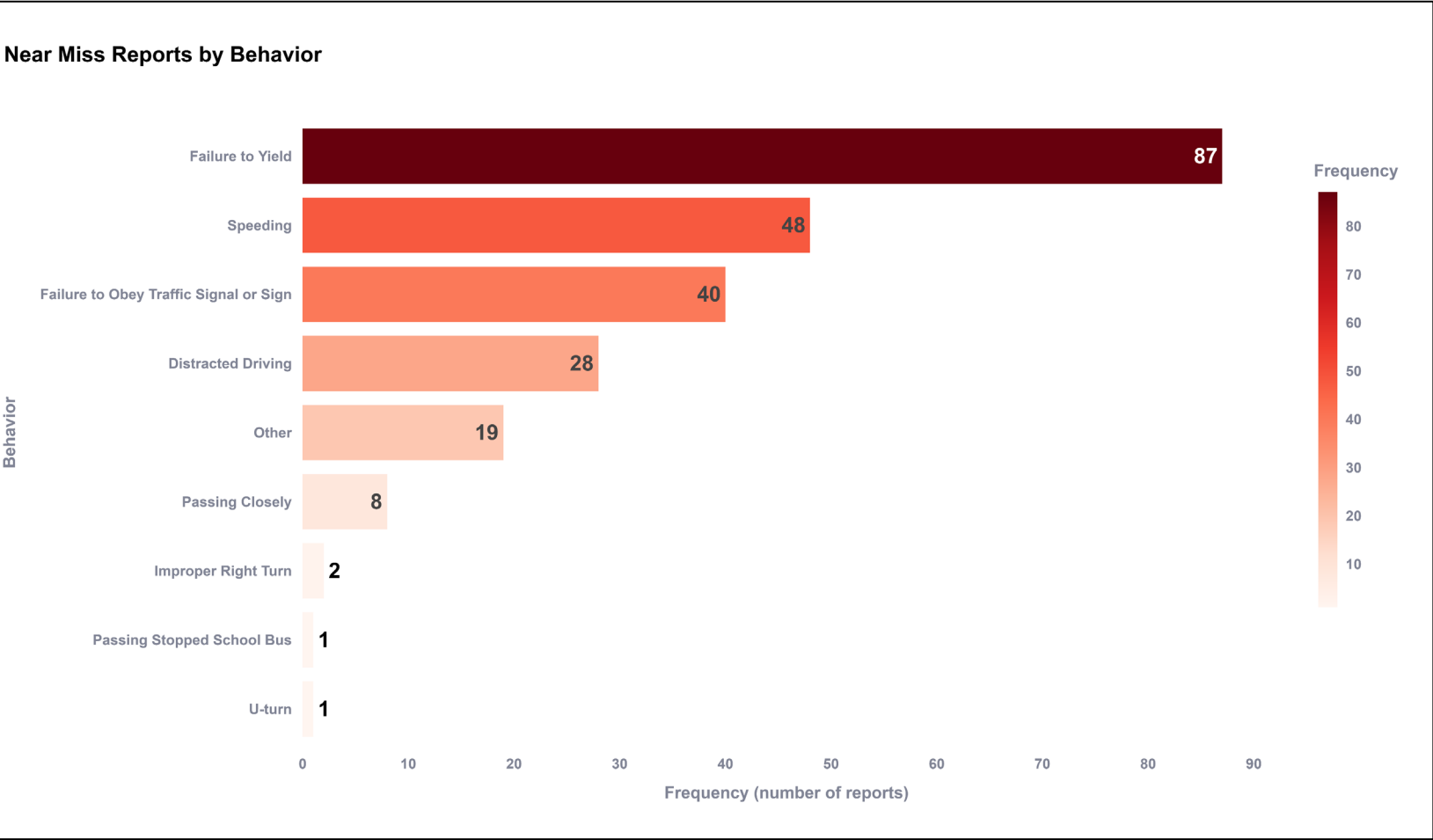
This chart looks at the most frequently cited streets in Arlington that are cited by survey respondents for being dangerous to **pedestrians**.

It gives insight into some of the most hazardous locations to pedestrians in Arlington.

Pedestrians were cited as at-risk on S Glebe Rd—almost 9% of the 79 pedestrian involved reports.



Driver Behavioral Analysis



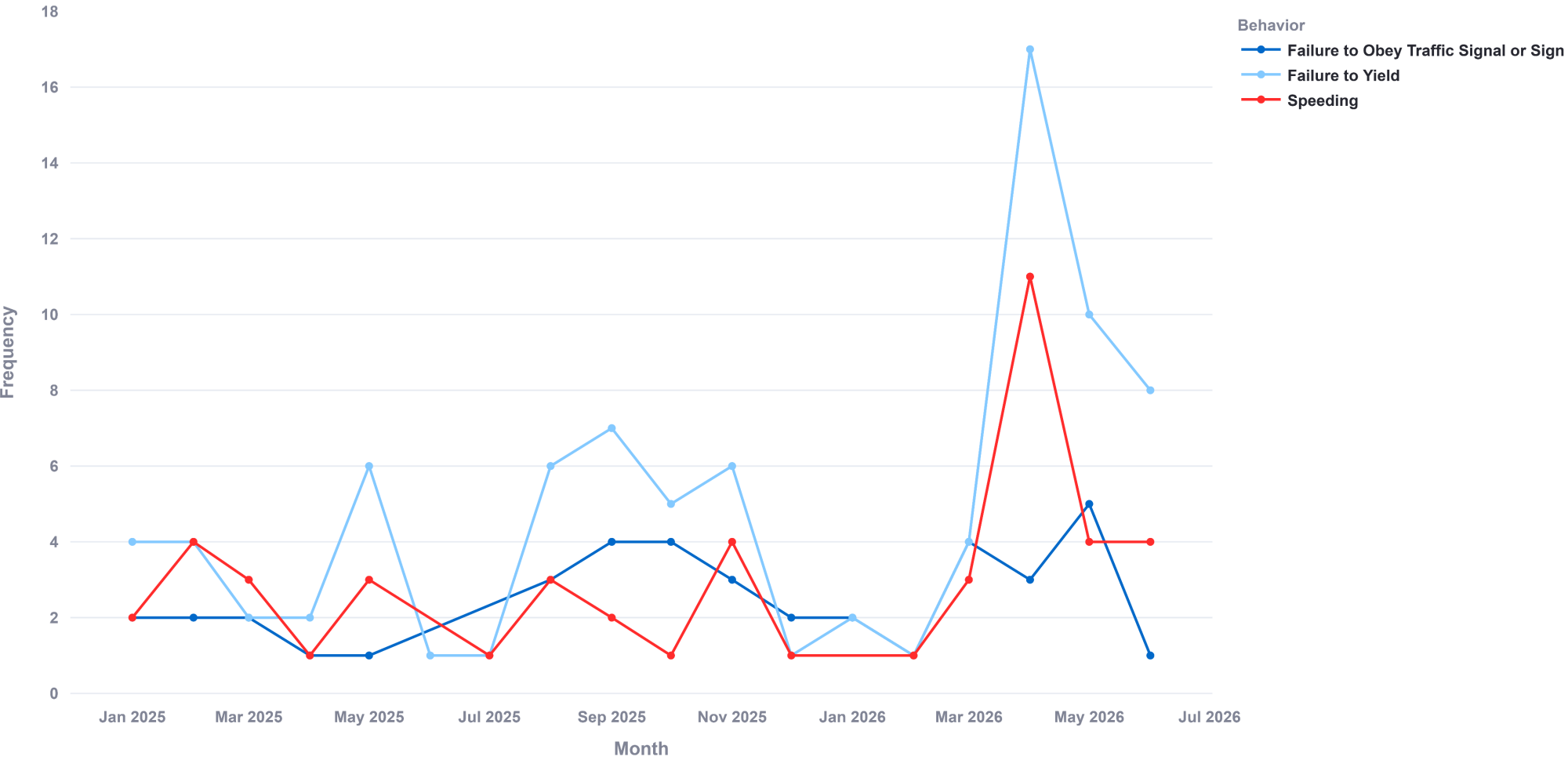
Failure to yield, speeding, and failing to obey traffic signals/signs are the three most frequently reported driving behaviors cited by survey respondents.

- **Failure to Yield**
 - cited in 64% of reports
- **Speeding**
 - cited in 35% of reports
- **Failure to Obey Traffic Signal/Signs**
 - cited in 29% of reports



Behavior Trends Over Time

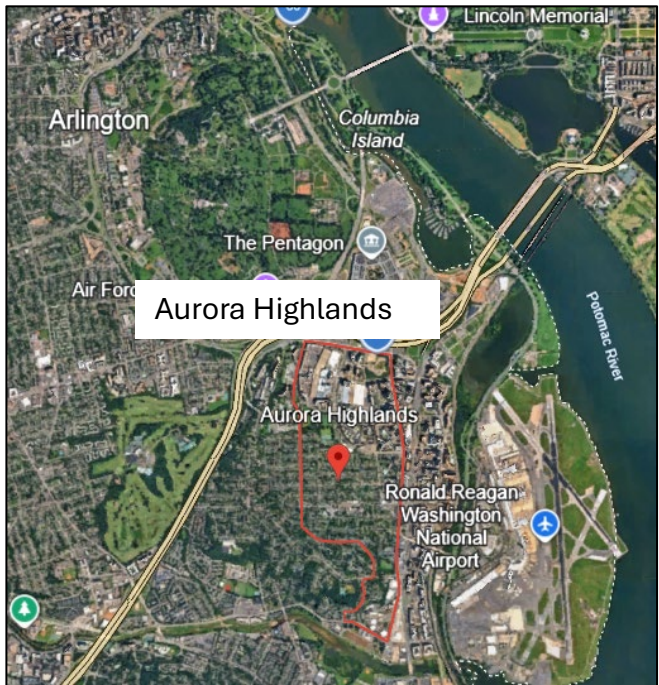
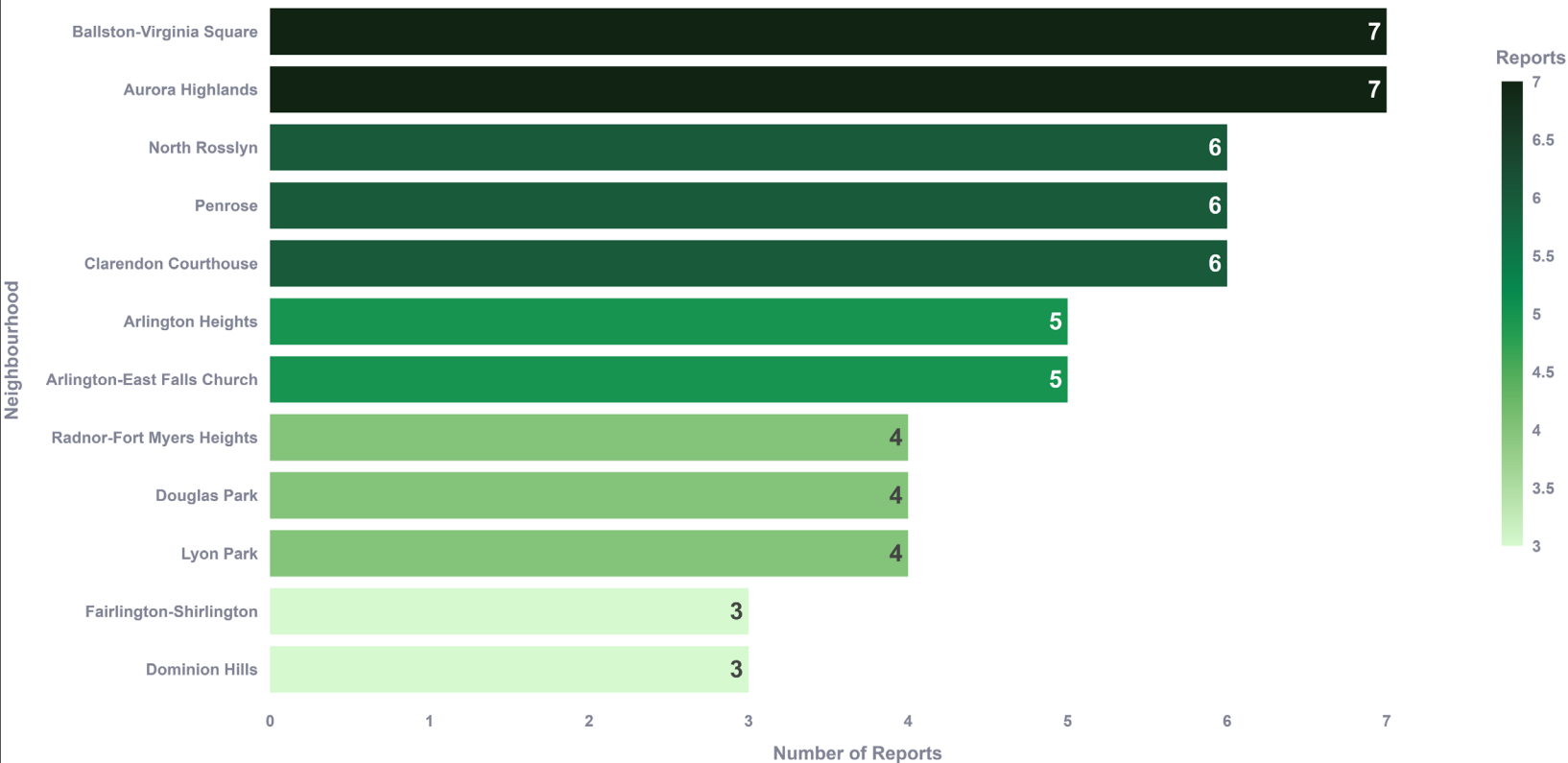
Monthly Behavior Trends



This chart shows the three top behaviors from this report over the past 18 months, with a being taking place in April

Where did most reports occur?

Near Miss Reports by Neighbourhood



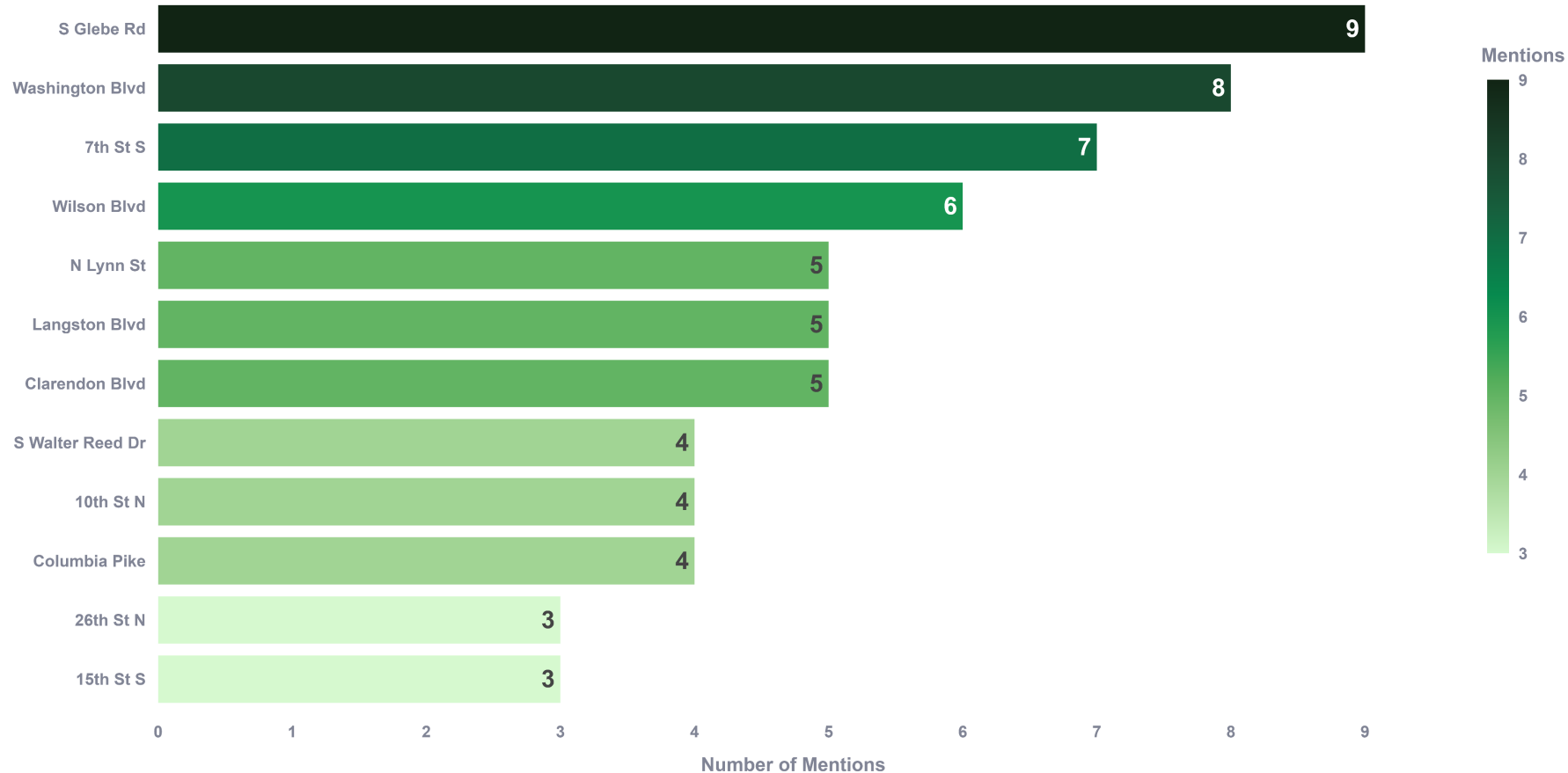
Aurora Highlands and Virginia Square are the most cited neighborhoods/subregions by Near Miss surveys.

Other frequently reported areas include North Rosslyn, Penrose, and Clarendon Courthouse.



What streets did most reports occur? (cont'd)

Reports by Street

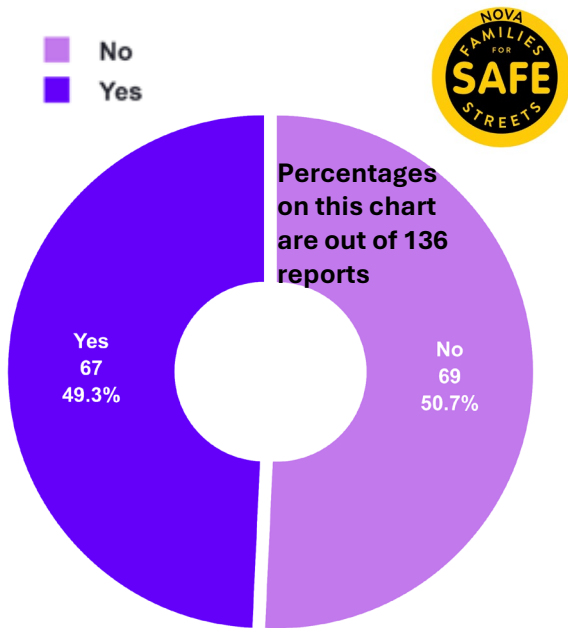


Let's look closer at the *most reported streets* in Arlington per Near Miss data.

S Glebe Rd (9), Washington Blvd (8), and 7th St S (7) were the three most reported streets.

Dangers to Children

Out of the 136 reports made from January 1, 2025 to June 30, 2026—**67 (49%) of them identified children as being present or nearby during the incident.**



Reports with Children Present

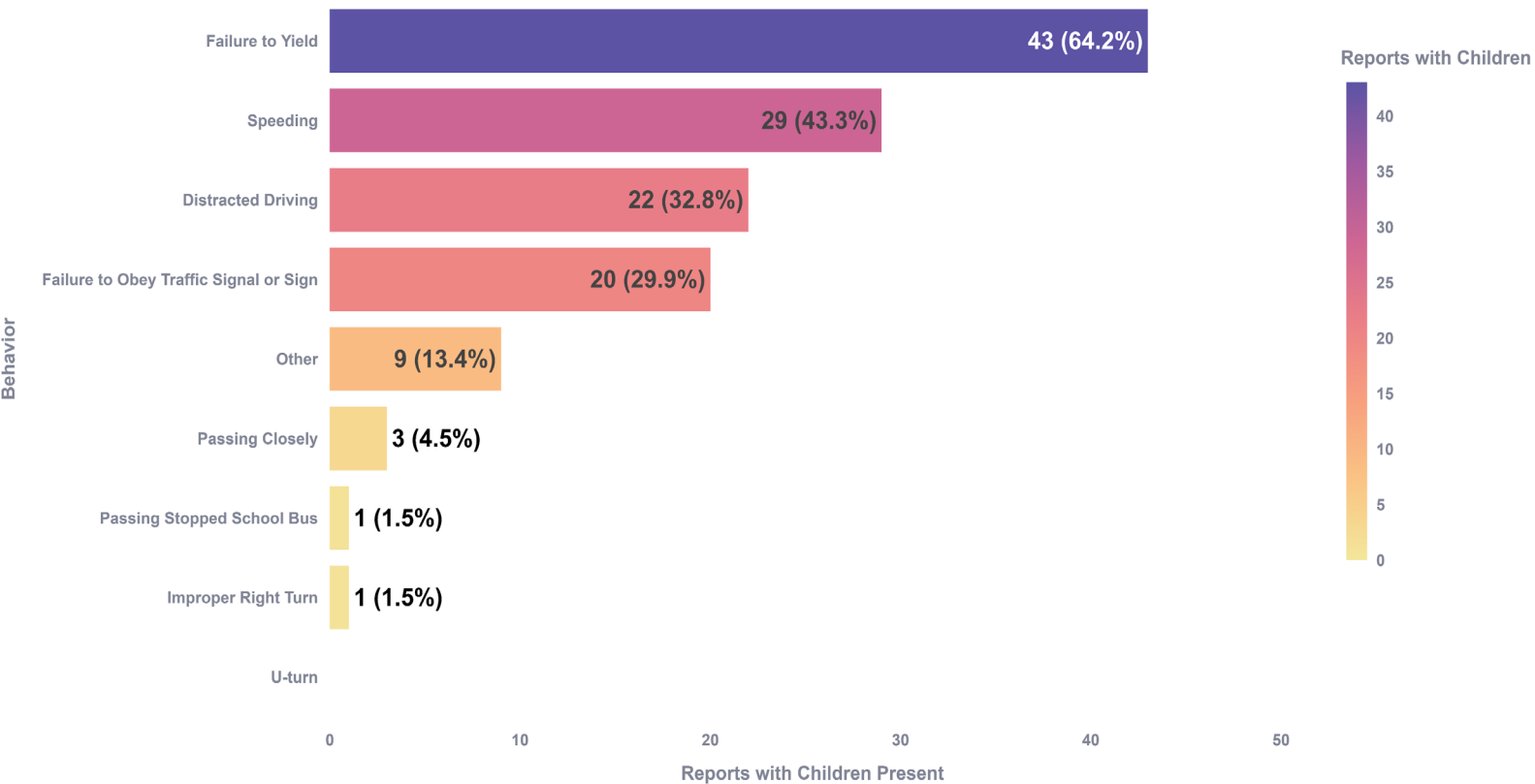
No
Yes

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

Out of the 67 reports involving children, failure to yield was reported in over 64% of them.

This points to **failing to yield** as the most dangerous behavior exhibited near children during Near Miss incidents.

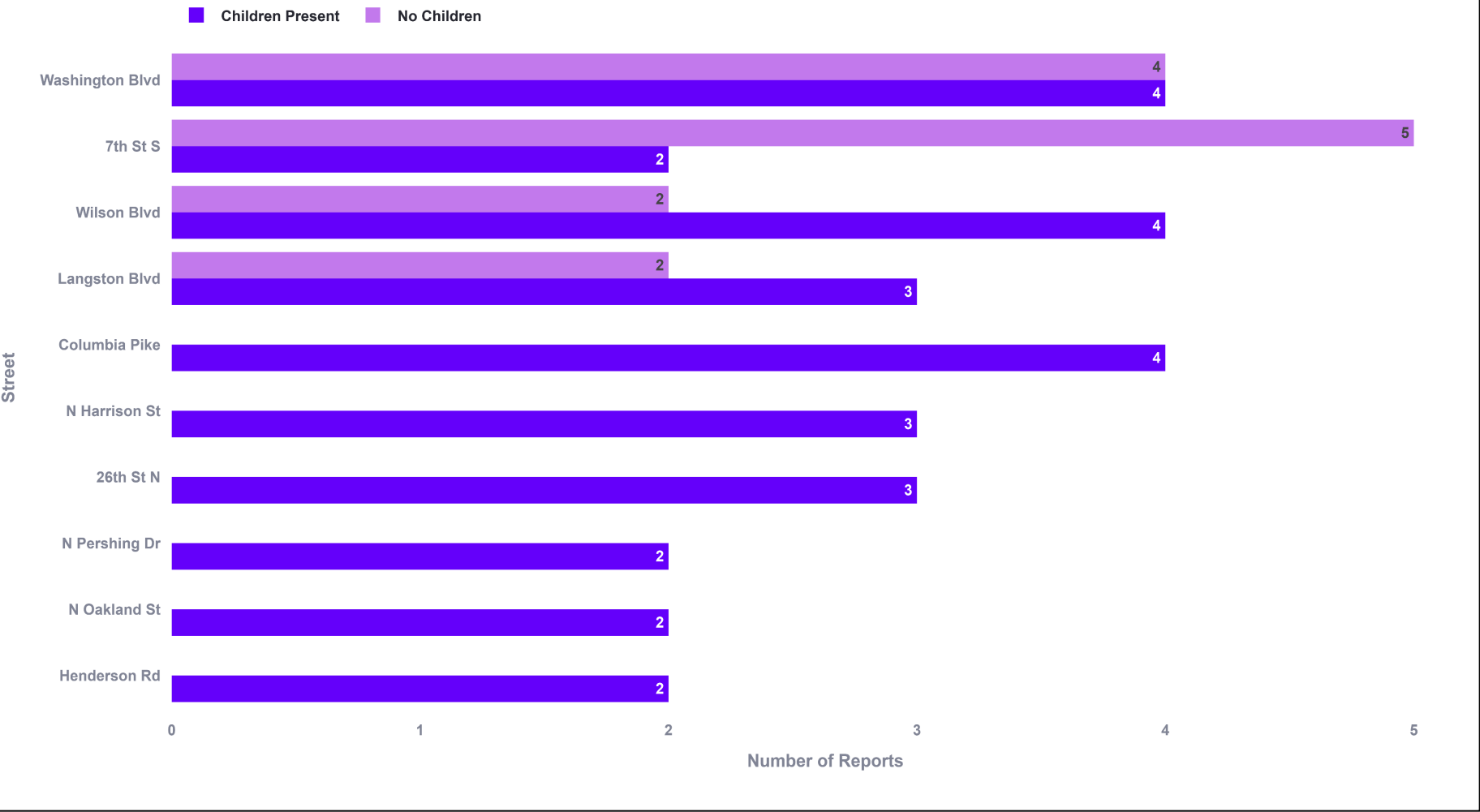
Reports with Children Present by Behavior





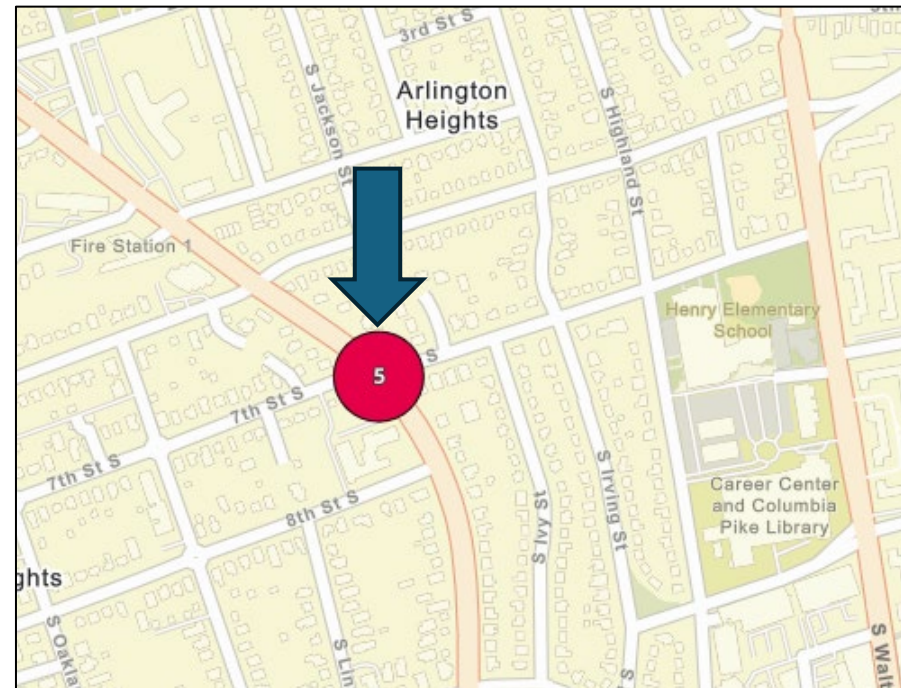
Where are children at risk?

Top Streets by Children-Present Reports



The three corridors with the highest number of incidents with children present were **Washington Blvd**(4), **Wilson Blvd** (4), and **Columbia Pike** (4).

Case Study: 7th St South & S Glebe Rd

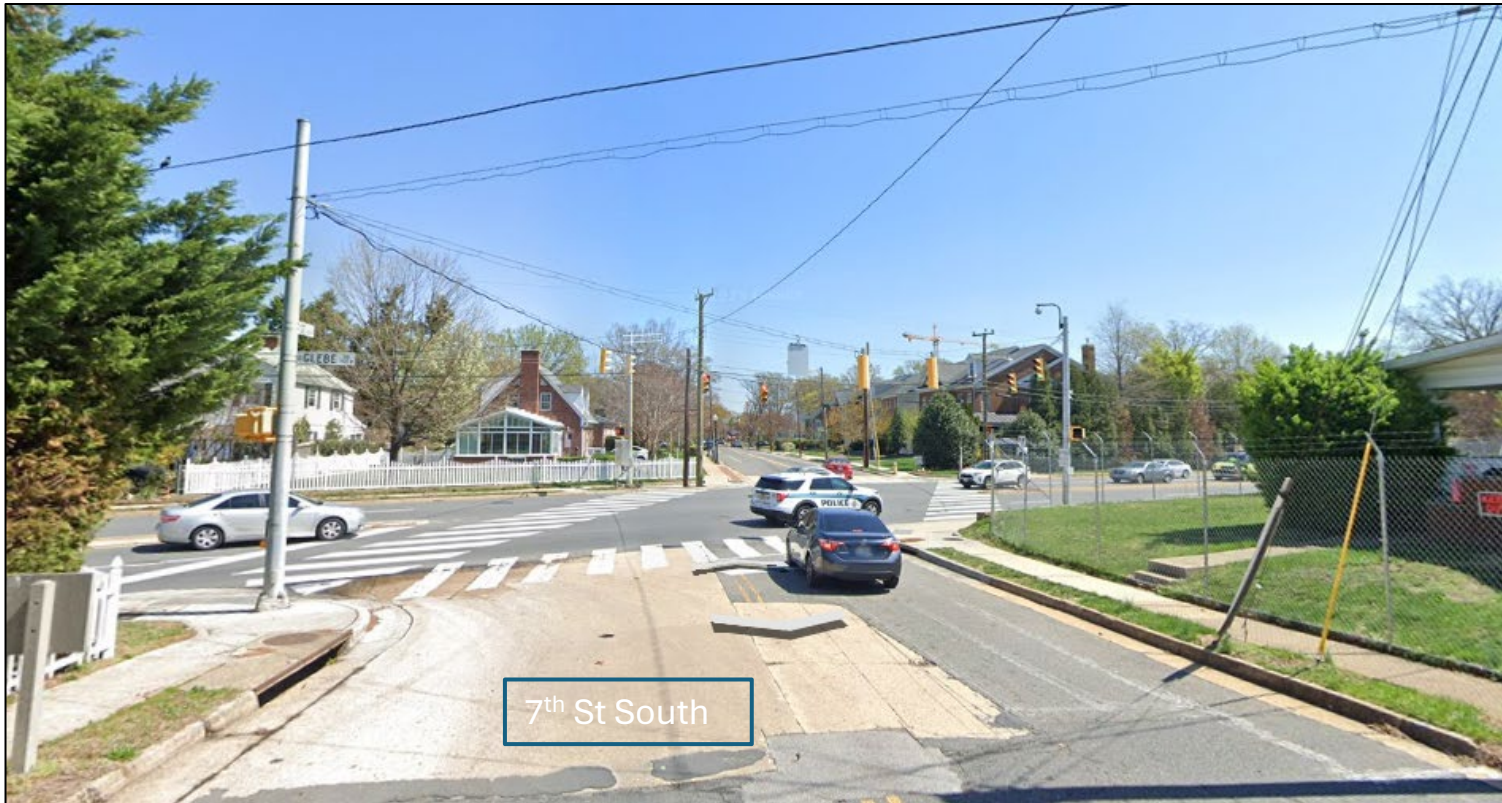


7th St South & S Glebe Rd is the most frequently reported intersection in Arlington.

Complaints about this location frequently mention drivers **failing to obey traffic signals**, often running red lights at the intersection.



Case Study: 7th St South & S Glebe Rd (cont'd)



Driver Behavior Patterns:

- Failing to obey traffic signals
- Speeding
- Failing to Yield to Pedestrians in Crosswalk

Potential Solutions:

- Install signs that warn drivers about pedestrians crossing.
- Improve police presence during times of busier traffic.

Testimony from 12/03/2025:

“South 7th and Glebe Rd. Drivers consistently **run the red light on Glebe Road** . In one instance one car going south on Glebe road ran the red light and was immediately tailgated by the driver behind him who also **ran the red**. A kid who was walking her bike across the street - the light was Green for HER- was almost hit. A few weeks ago on Glebe going north, a black tow truck was closely tailgating me — then he started weaving in and out of traffic at a high rate of speed and passed me. ...Then Nov 24 around 6 pm I was stopped at the light on South 7th. The light changed and I paused to advance across South Glebe — making sure the oncoming traffic going west on south 7th was not going to turn in front of me (which they often do, without using their turn signals). I’m glad I paused because an SUV going South on Glebe suddenly **ran the red light** at a very high rate of speed - no stopping, no pausing. **Had I proceeded into Glebe I would have been broadsided and killed or severely injured.**”

Testimony from 12/08/2025:

“Two cars **ran a red light** heading west on Glebe.”

Testimony from 01/02/2026:

“Car **ran red light** going north on Glebe.”

Case Study: Wilson Blvd

Per Near Miss reports, Wilson Blvd is commonplace for driving behaviors like **failing to yield**, **speeding**, and **failing to stop for pedestrians in crosswalks**.

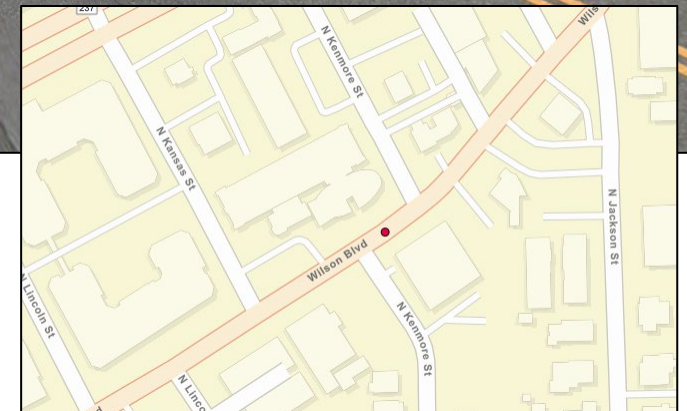
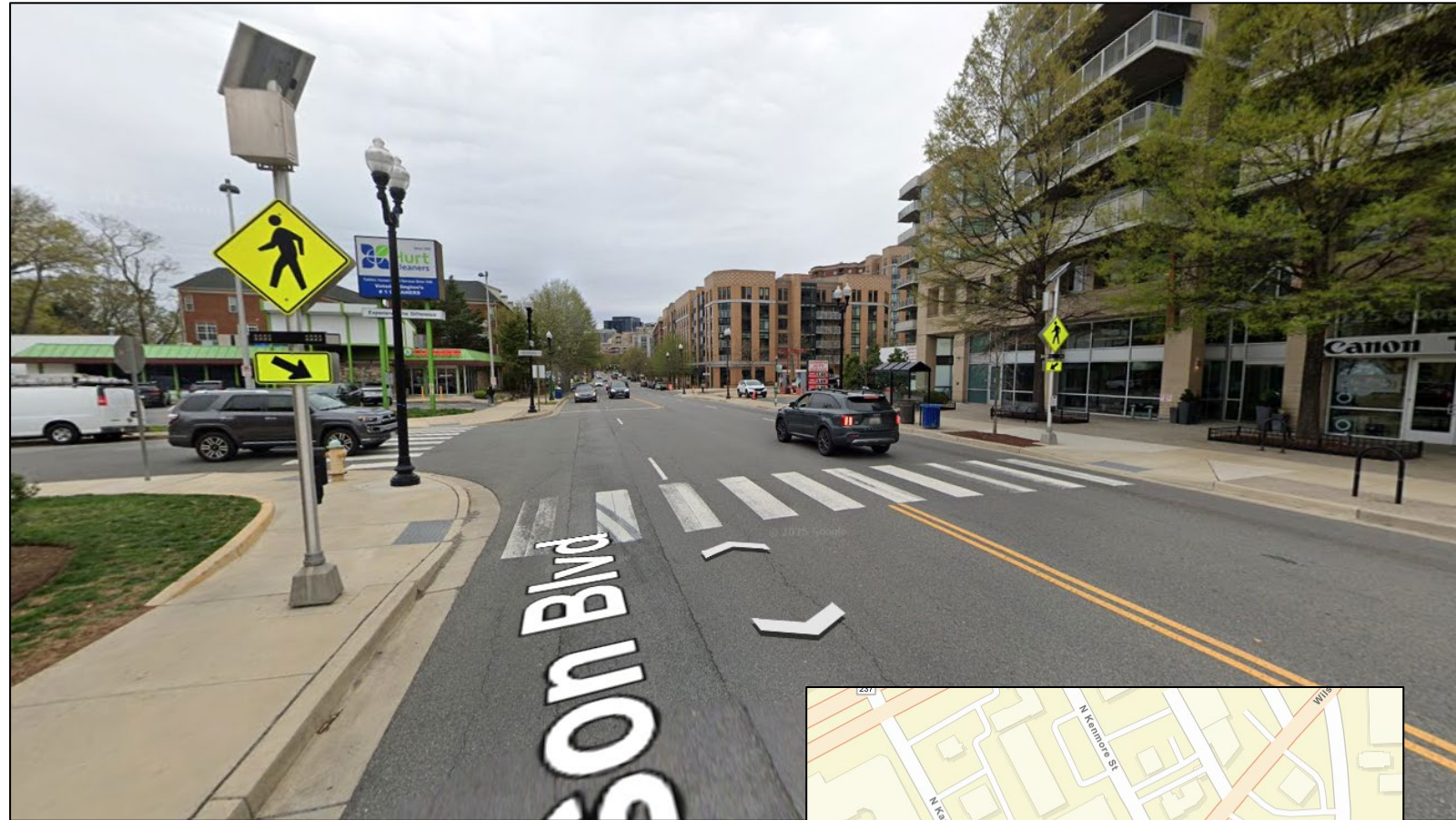
This first incident on Wilson Blvd occurred at the corner of **Wilson Blvd & N Kenmore St** at a crosswalk.

Testimony from 04/02/2026:

“This crosswalk -- which crosses 2 lanes of traffic in each direction on N. Wilson -- features flashing lights that can be activated by pedestrians wishing to cross, but not all vehicles stop for pedestrians.”

Driver Behavior Patterns:

- Failure to yield



Case Study: Wilson Blvd (cont'd)



This next Near Miss incident on Wilson Blvd occurred at the intersection of **Wilson Blvd & N Adams St**.

This location also happens to be located nearby Innovation Elementary School.

Testimony from 08/06/2025:

“Despite the 25 mph speed limit, drivers often zoom along Wilson Blvd. I was walking on the sidewalk to a coffee shop in the area when I saw a pedestrian begin to cross the street using the designated crosswalk. One vehicle calmly stopped for the pedestrian, but another vehicle in the second lane must not have seen the pedestrian or realized why the first vehicle stopped, and went to speed right through the intersection before seeing the pedestrian at the last second and screeching to a halt. The pedestrian was physically unharmed, but it was a close call.”

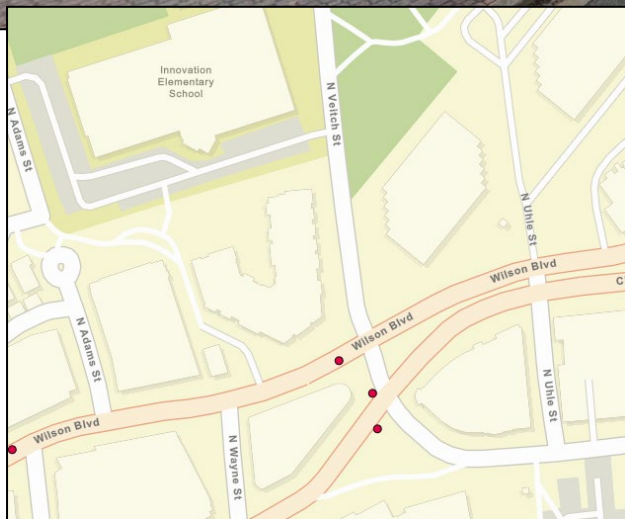
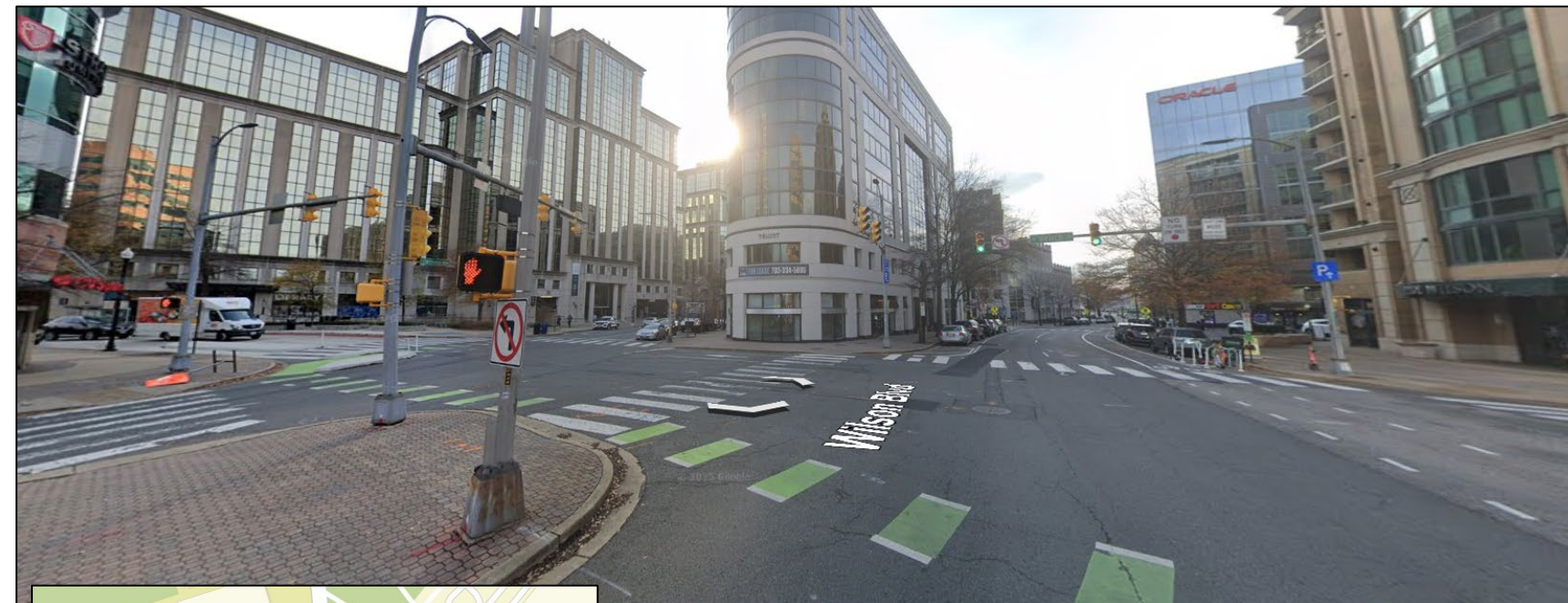
Driver Behavior Patterns:

- Speeding
- Failure to Yield

Case Study: Wilson Blvd (cont'd)

Wilson Blvd shares a large intersection with N Veitch St, Clarendon Blvd, and 15th St N.

Common driving behaviors posing risk to pedestrians are **Failure to Yield, Speeding, and Failing to Stop for Pedestrians in Crosswalks.**



Testimony from 02/11/2026:

“Short time to cross for pedestrians. A few times I was walking home with a walk sign and a turning left car onto Wilson almost hit me. Not sure the fix but frequently in that area people speed by without stopping for pedestrians.”

Testimony from 05/20/2026:

“**Car hit me while I was in the bike lane.** I was going straight towards CVS and he turned right through the bike lane.”

Testimony from 06/14/2026:

“The crosswalks near the Hyatt in Courthouse should have traffic signals. The cars don’t stop at the crosswalks and it is really dangerous. This is an ongoing issue that should be addressed.”

Case Study: Langston Blvd



Langston Blvd is a busy roadway through Arlington that is frequently reported for things like **Speeding and Failure to Yield**. It is known for having been the site of numerous fatalities along some of its busiest intersections.

This Near Miss incident along Langston Blvd occurred at the intersection with Washington Blvd.

Testimony from 04/13/2025:

“Was waiting on Langston Blvd at the light to cross Washington Blvd from the bridge side of the road to the Exxon gas station side of the road. The light turned red for Washington Blvd and the cars stopped, the light turned green for Langston Blvd and the "white man" signal appeared, indicating it was safe to cross. As I was walking across the street I noticed a black sedan approaching and though it was going too fast. I slowed down in crossing the street in case it was not going to stop. It ran the red light and went into oncoming traffic, T-Boning an SUV driving on Washington Blvd. If I had not noticed the car going too fast, it could have hit me.”



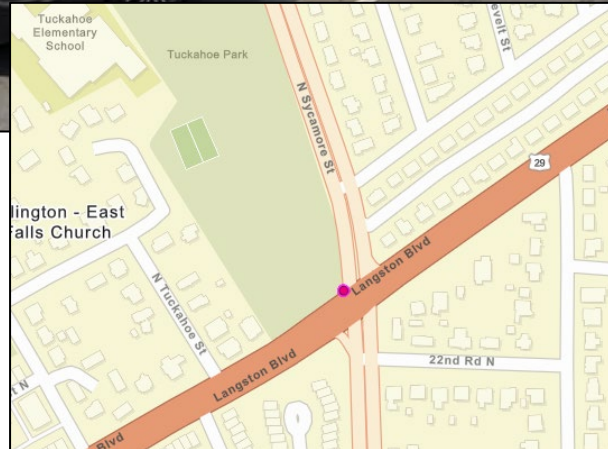
Case Study: Langston Blvd (cont'd)

Another incident along Langston Blvd happened at the intersection with N Sycamore St.

This intersection is very wide, making pedestrians have to walk further to get across each crosswalk. It is also located near Tuckahoe Elementary School and a surrounding neighborhood where children frequent.

Testimony from 03/24/2025:

“I was at the beginning of the cross walk when the sign had the white walk signal. This car pulled up into the crosswalk trying to turn while watching oncoming traffic, not seeing me. I stopped walking and waved trying to get her to notice me. She was still looking at oncoming traffic and when it was clear she pulled even further into the crosswalk and started to turn. I ran backward to avoid her hitting me. I tapped her window to let her know that I was right there and she almost hit me.”





Failure to Yield is the most problematic behavior here per Near Miss survey data. However, this area is not seldom to reckless driving—as seen in an incident in 2024 where a drunk driver crashed into multiple parked cars, ultimately ending the life of a 19-year-old passenger.

- [illegible]

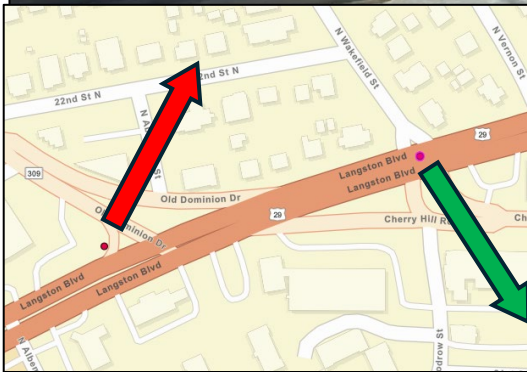
“Drivers going left on Langston from Harrison street often try to cut in front of oncoming traffic, causing frequent dangerous situations involving pedestrians. Also, drivers turning right on to Langston from Harrison fail to yield to pedestrians. Historically it has been fatalities in intersection.”



Case Study: Langston Blvd (cont'd)



At its intersections with **Old Dominion Dr** and with **N Wakefield St**, Langston Blvd is frequently cited by survey respondents for drivers **Failing to Yield, Speeding, Distracted Driving, and Failing to Obey Traffic Lights/Signals.**



Testimony from 02/20/2025 (Langston & N Wakefield):

“Cars speed and run red lights at this intersection quite often, this time I was walking to the public bus stop I use and was about to step out into the intersection when a car sped through a red light going at least 60 mph.”

Testimony from 09/18/2025 (Langston & Old Dominion):

“Driver on cell phone blew thru red lite heading west on Langston. Light had already turned green for old dominion. As cyclist using cross walk only reason I wasn't hit is because I hesitated to adjust bike. Driver swerved to avoid while on hand held phone.”

Case Study: Langston Blvd (cont'd)

Another intersection is Langston Blvd & Fort Myer Dr.

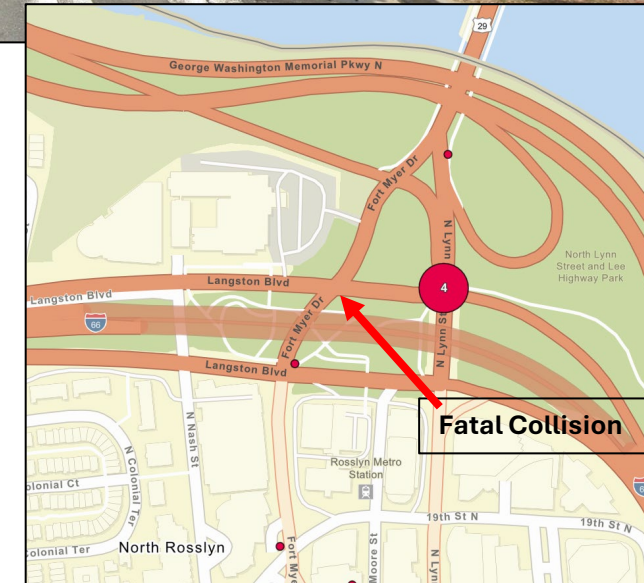
This intersection frequently experiences driving behaviors like **failing to obey traffic signals, failing to yield, and speeding.**

On April 18, 2026, Leah Carlomusto, 45, was riding an electric scooter when she was struck by a bus at this busy intersection. Tragically, she died from her injuries at the hospital.

“The bus driver was cited with Failure to Yield and released on a summons” ([ARLnow](https://www.arlnow.com/2026/04/28/just-in-woman-dies-after-being-struck-by-bus-while-riding-scooter-in-rosslyn/), 2026).

Image link: <https://www.arlnow.com/wp-content/uploads/2026/04/Screenshot-101.jpg>.

Article link: <https://www.arlnow.com/2026/04/28/just-in-woman-dies-after-being-struck-by-bus-while-riding-scooter-in-rosslyn/>.

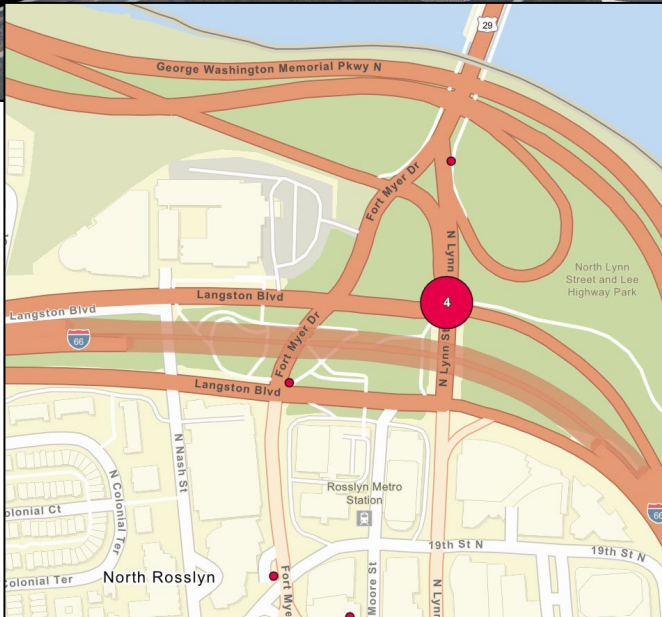


Case Study: Langston Blvd (cont'd)

Langston Blvd & Fort Myer Dr.

Testimony from 09/04/2025:

“Traffic turning left at this crosswalk has a green arrow. Drivers routinely blow through this left turn signal after it turns red for them and the time allowed for pedestrians only. I use this crosswalk in the mornings and evenings for my employment commute. Please address this safety issue. Thank you.”



Case Study: Langston Blvd (cont'd)

To conclude this case study—let's look at the intersection of Langston Blvd & North Lynn St.

Survey respondents often cite this location for drivers **failing to yield** to pedestrians and cyclists. Particularly, the crosswalks bordering the off-ramp from I-66 produces a dangerous environment for pedestrians and drivers.

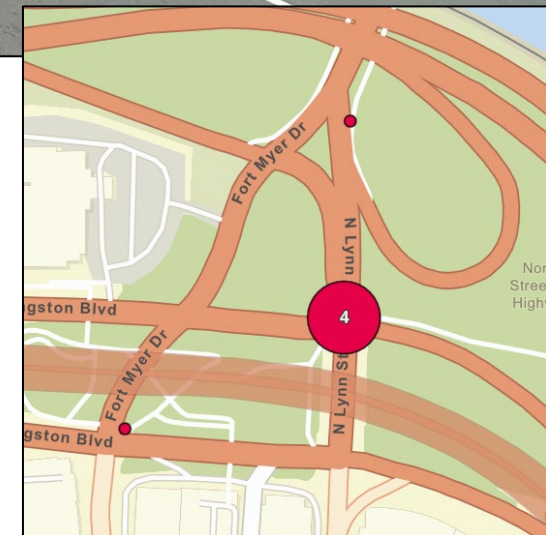


Testimony from 06/06/2025:

“There are two right turn lanes from I-66 to NB Lynn Street. I was riding my bike WB on the bike trail. Cars waited for me in the right-right turn lane. I was very nearly run over by a car from the left-right turn lane.”

Testimony from 05/12/2026:

“Once the light turns green, two lanes of drivers can turn right from the I66 of-ramp to Lynn Street in Rosslyn. Not only do they push through even when pedestrians/bikers are trying to cross with a walk signal, but frequently a truck or high vehicle will obstruct the sight line of a vehicle on the other lane, meaning that they cannot see the pedestrian/biker and this has led to several near accidents for me.”



Case Study: Columbia Pike

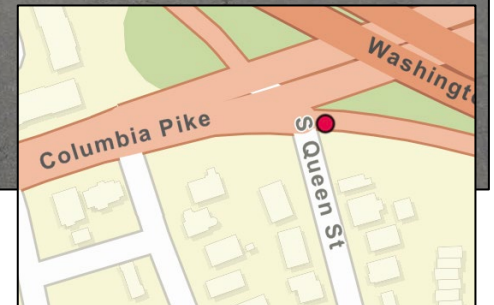
The reports around Columbia Pike show most often driving behaviors of **failing to yield** and **failing to stop for pedestrians in crosswalks**.

One of the reports occurred at the corner of **Columbia Pike & S Queen St** at a crosswalk.

Testimony from 10/07/2025:

“Drivers turning from Queen St constantly fail to yield for pedestrians, also crossing signal is very short so pedestrians are usually rushing to cross.”

- Failure to yield
- Short crossing signal



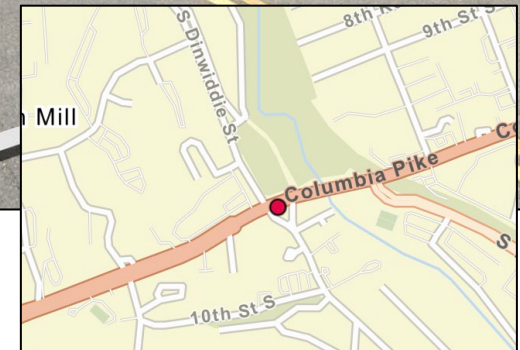
Case Study: Columbia Pike (cont'd)

Another report occurred at a crosswalk near **Columbia Pike & S Columbus St.**

Testimony from 06/11/2025:

“Pedestrians crossing Columbia Pike, walking north across the Pike on the east side of the intersection have to dodge cars that have a green light to turn left. Every single time I cross here (with a walk signal) I am almost hit by a driver who also has a green light and cannot understand why there is a pedestrian in the cross walk. There needs to be a dedicated time for pedestrians to cross the Pike before left turning cars get a green arrow.”

- Failure to Stop for Pedestrian in the Crosswalk



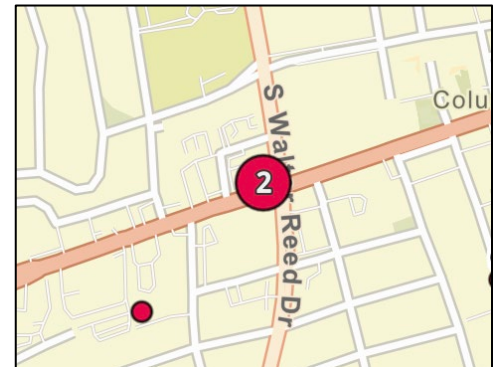
Case Study: Columbia Pike (cont'd)

Two reports had been filed at the intersection of **Columbia Pike & S Walter Reed Dr.**

Testimony from 06/22/2026:

“A kid riding an e-bike almost hit us after we stepped out of the restaurant. Screamed and yanked my companion out of the way.”

- Failure to yield (by Person on Scooter)



Case Study: S Four Mile Run Dr

The reports around S Four Mile Run Dr show most often driving behaviors of **failing to yield** as well as reports of **poor visibility in a complex environment**.

Two of the reports occurred at the intersection of **S Four Mile Run Dr & S George Mason Dr**.

Testimony from 04/27/2025:

“On coming car took right hand turn through crosswalk failing to yield to cyclist in crosswalk. Woman driver flipped off cyclist as they went through crosswalk showing she clearly saw the cyclist.”

- Failure to yield



Note that this and the following two segments of S Four Mile Run Dr are/will be under construction summer or fall of 2026 ([Arlington, VA](#))

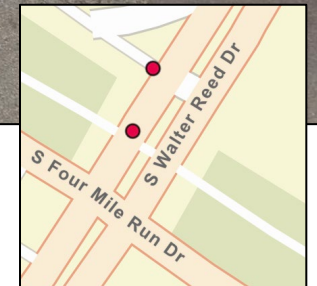


Case Study: S Four Mile Run Dr (cont'd)

Testimony from 04/24/2026:

“Extremely dangerous intersection especially when turning left from S. Four Mile Run Dr. onto S Walter Reed Dr. You have to rely on people stopping on the white line on the left to let you turn while also trying to make sure it’s clear on the right with only a short distance of visibility. There’s multiple other issues with that area even turning left onto South Foral Run Dr. from Walter Reed, if you spend five minutes there during rush-hour traffic, you can see the issues I have witnessed one head on collision in the year I have lived on S. Four Mile Run Dr.”

- Poor visibility
- Complex environment



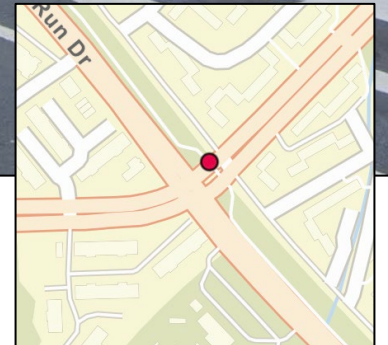
Case Study: S Four Mile Run Dr (cont'd)

One of the three reports filed across S Four Mile Run Dr occurred at the intersection of **S Four Mile Run Dr & S George Mason Dr.**

Testimony from 05/02/2026:

“Numerous cars sped through crosswalk while turning in front of me and another cyclist while we both had the light to cross.”

- Failure to yield





Case Study: Washington Blvd & S Walter Reed Dr

The intersection of Washington Blvd & S Walter Reed Dr is planted between a residential area and a highway corridor.

Often, this location is reported by survey respondents for drivers **failing to slow down and yield for pedestrians** after exiting the Washington Blvd highway.

Testimony from 08/15/2025:

“This is a very small merge area where drivers from Route 50 join Washington Blvd. The major issue is that these two merges are only a few dozen feet before an exit off of Washington Blvd into a neighborhood. Cars entering the Penrose Neighborhood from Washington Blvd frequently must take defensive action to avoid cars merging from Route 50.”



Case Study: Washington Blvd & S Walter Reed Dr (cont'd)



Additionally, this roundabout is also a point of concern. Drivers tend to slow down through it, **but often fail to fully stop for pedestrians in the crosswalks.**

Testimony from 06/12/2026:

“There is lack of stop signs so drivers don’t stop all the way for pedestrians.”



Conclusion



What the Data Shows

- **Recurring, not random:** Arlington logged 136 of the 506 regional Near Miss reports (Jan 2025–Jun 2026), and the same failure-to-yield, speeding, and signal-running behaviors recur across nearly every corridor in this report.
- **Low-speed roads, not highways:** The county's most-cited dangerous streets carry 20–25 mph limits, showing risk concentrated on residential and local arterials rather than high-speed corridors.
- **Predictable timing:** Nearly six in ten reports cluster in the 6–9am, 3–6pm, and 6–9pm windows, with Wednesdays and Saturdays seeing the heaviest reporting — and April 2026 the single busiest month.
- **Cyclists and pedestrians bear the risk:** Arlington's large cyclist population and heavy pedestrian activity along Wilson Blvd, Langston Blvd, and Columbia Pike are disproportionately affected by failure-to-yield and crosswalk violations.

Why It Matters

- **Children are frequently present:** 49% of Arlington reports (67 of 136) noted a child present or nearby, with failure to yield cited in 64% of those incidents.
- **Hotspots have already turned fatal:** Case studies at Langston Blvd (2024 fatal crash at N Harrison St; 2026 fatal scooter-bus collision at Fort Myer Dr) and S Four Mile Run Dr & Columbia Pike (2019 pedestrian fatality) confirm that near-miss patterns are leading indicators, not just close calls.
- **A reporting equity gap:** Comparison with the CDC Social Vulnerability Index suggests higher-vulnerability communities may be underrepresented in survey participation — a gap NoVA FSS's new QR-code access aims to close.
- **Bottom line:** These are identifiable, preventable, and geographically concentrated risks — not isolated bad luck — which makes them addressable through targeted engineering, enforcement, and outreach.

Recommendations



Infrastructure & Engineering

- **Signal & crosswalk upgrades:** Install 'State Law Enforced Crosswalk' signage at Wilson Blvd and Washington Blvd & S Walter Reed Dr, and extend pedestrian crossing time / add flashing beacons at Columbia Pike & S Queen St and S Columbus St.
- **Separated bike lanes:** Build protected bike lanes along Columbia Pike and S Four Mile Run Dr to match the county's high cyclist volume.
- **Traffic calming:** Add speed bumps and improve pavement markings at tight, low-visibility intersections such as Wilson Blvd and S Four Mile Run Dr & S Walter Reed Dr.
- **Cameras & enforced stops:** Install Stop Signs Cameras near schools and enforced stop signage at repeat-violation locations, including 7th St S & S Glebe Rd and Langston Blvd's cross streets.
- **Ramp & turn management:** Restrict peak-hour left turns and add merge-warning signage where highway ramps meet neighborhood streets, e.g., Washington Blvd & S Walter Reed Dr.

Enforcement, Outreach & Monitoring

- **Target peak windows:** Concentrate police presence during the 6–9am and 3–9pm peaks, and on Wednesdays/Saturdays, when reports are highest.
- **Focus on repeat offenders:** Prioritize enforcement at 7th St S & S Glebe Rd (red-light running) and the Langston Blvd corridor before expanding countywide.
- **School-zone outreach:** Pair infrastructure and camera technology fixes with safety campaigns near Tuckahoe and Innovation Elementary, given confirmed child-safety risk along Langston Blvd and Wilson Blvd.
- **Close the equity gap:** Expand the new QR-code web based, SMS & WhatsApp survey options in higher-SVI neighborhoods so underserved areas are better represented in future reporting.
- **Treat Near Miss data as an early warning:** Track monthly behavior trends to catch seasonal spikes (e.g., April) and prioritize Vision Zero funding at corridors with both high report volume and documented fatalities.

Maps & Data Sources

- [CDC/ATSDR Social Vulnerability Index 2022 USA](#)
- [Google Earth](#)
- NoVA FSS Near Miss & Dangerous Location survey data