

Near Miss Report Overview across Fairfax, Arlington, & Alexandria

January 1, 2025, through June 30, 2026

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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 (353 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.

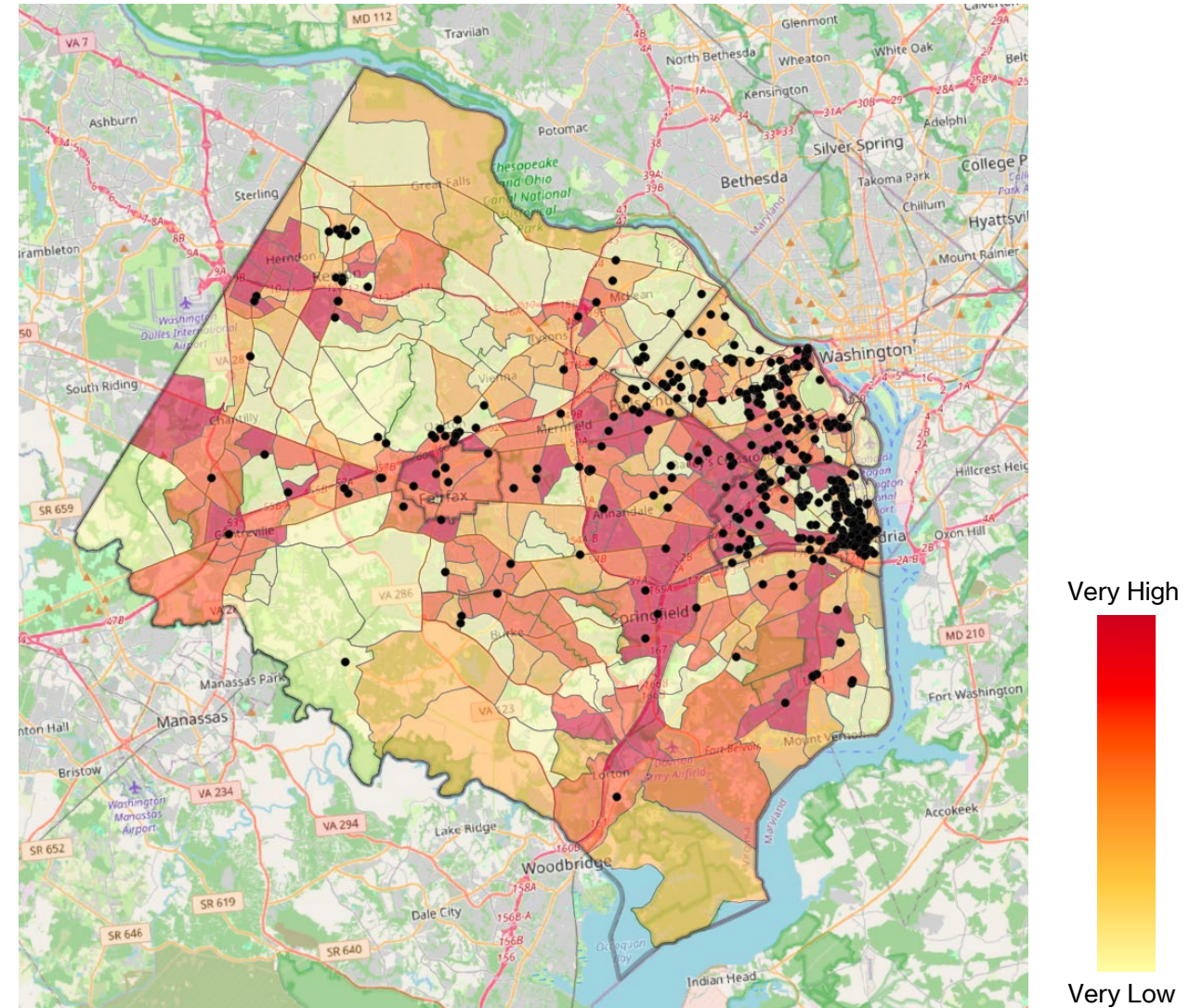
The *Socioeconomic Vulnerability Index* uses US Census data to identify the social vulnerability of counties and tracts – using various social factors that tie into four related themes:

- *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 has released updated versions of QR codes for either an SMS, WhatsApp or a web-based NM survey.

Here is the link to our web-based Near Miss Survey: [Click Here](#)





Overview of Northern Virginia Region

Who is Reporting?

While the majority of responders are White, female, between the ages of 35 and 44, and 75% have an annual income of over \$150,000 (see *Appendix for more detail*), the Near Miss Survey has still collected data from a wide range of people in the community.

Below are the demographics of a few responders:

- White
- Female
- 35-44
- Annual Income Between \$50,000 and \$74,999

- White
- Male
- 55-64
- Annual Income Between \$30,000 and \$49,999

- Asian or Asian American
- Female
- 25-34
- Annual Income Over \$200,000

- Hispanic or Latino
- Male
- 25-34
- Annual Income Between \$75,000 and \$99,999



Overview of Northern Virginia Region

Near Miss Survey

The **Near Miss Survey** collects citizen reports on locations where people have experienced a near miss, or that they consider dangerous for pedestrians or cyclists. Each report captures details like time, location, whether children were present, and driver behavior, giving a fuller picture of what happened and what's contributing to the danger.

This data feeds into the [Near Miss and Dangerous Locations Dashboard](#), which NoVA Families for Safe Streets uses to spot patterns and advocate for safer roads. **Every report matters: it's the community's input that makes this advocacy possible.**

3 WAYS TO REPORT

3 FORMAS DE REPORTAR



SCAN QR CODE
ESCANEA EL QR



TEXT 88 TO
844-427-3078



WHATSAPP
844-427-3078



Overview of Northern Virginia Region

Near Miss Survey

Web Option

English

Reset

Near Miss Survey

Select date of Near Miss incident*

If reporting a Dangerous Location, you may use today's date

9/8/2026

Select the time period of Near Miss incident*

If reporting a Dangerous Location, indicate when the location is most dangerous (select all that apply)

☐ Middle of the Night (12 AM - 3 AM)

☐ Early Morning (3 AM - 6 AM)

☐ Morning (6 AM - 9 AM)

☐ Late Morning (9 AM - 12)

☐ Midday (12 PM - 3 PM)

☐ Late Afternoon (3 PM - 6 PM)

Desktop View

11:56

English

Near Miss Survey

Select date of Near Miss incident*

If reporting a Dangerous Location, you may use today's date

Sep 8, 2026

Select the time period of Near Miss incident*

If reporting a Dangerous Location, indicate when the location is most dangerous (select all that apply)

☐ Middle of the Night (12 AM - 3 AM)

☐ Early Morning (3 AM - 6 AM)

☐ Morning (6 AM - 9 AM)

☐ Late Morning (9 AM - 12)

☐ Midday (12 PM - 3 PM)

Mobile View

11:56

English

Use the map below to place a pin on the exact location or type the address or the intersection into the field provided*

Press to set location

VGIN | Earthstar Geographics

Powered by Esri

No geometry captured yet.

Were children present during the Near Miss, or are children typically present at the Dangerous Location?*

☐ Yes

☐ No

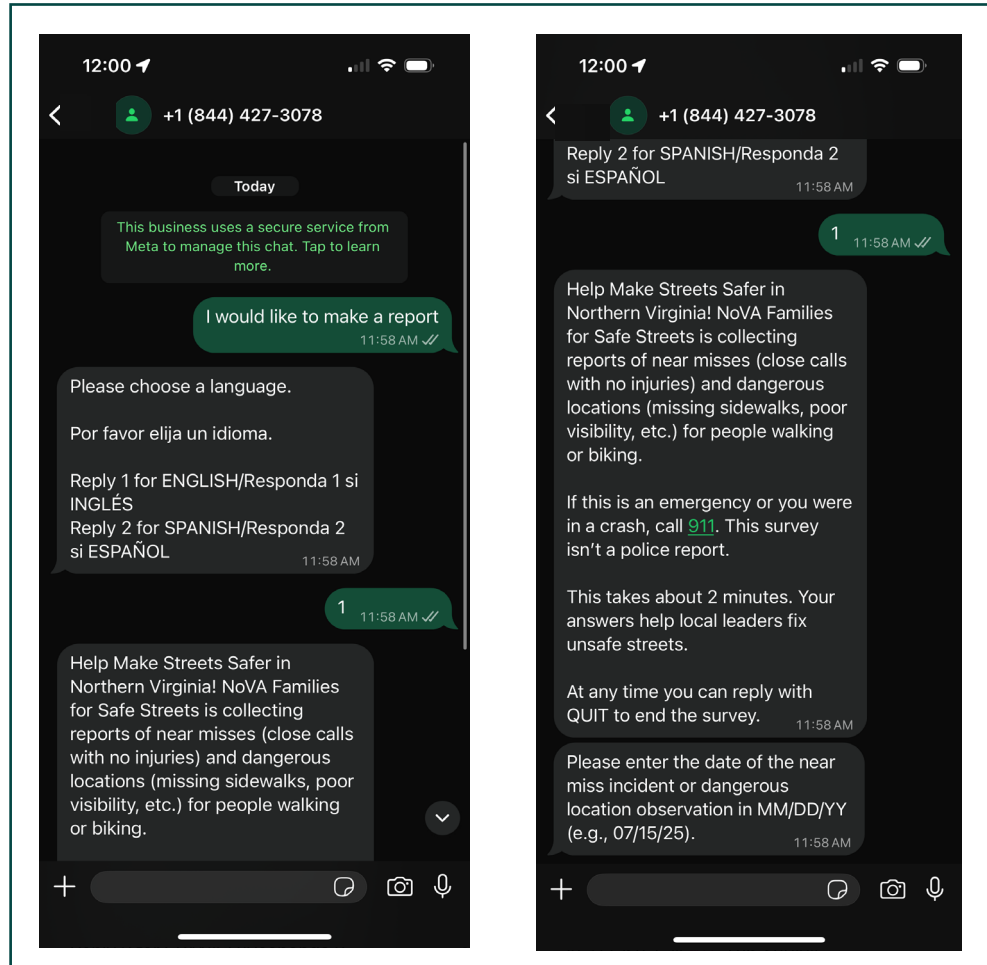
Is this a recurring incident?*



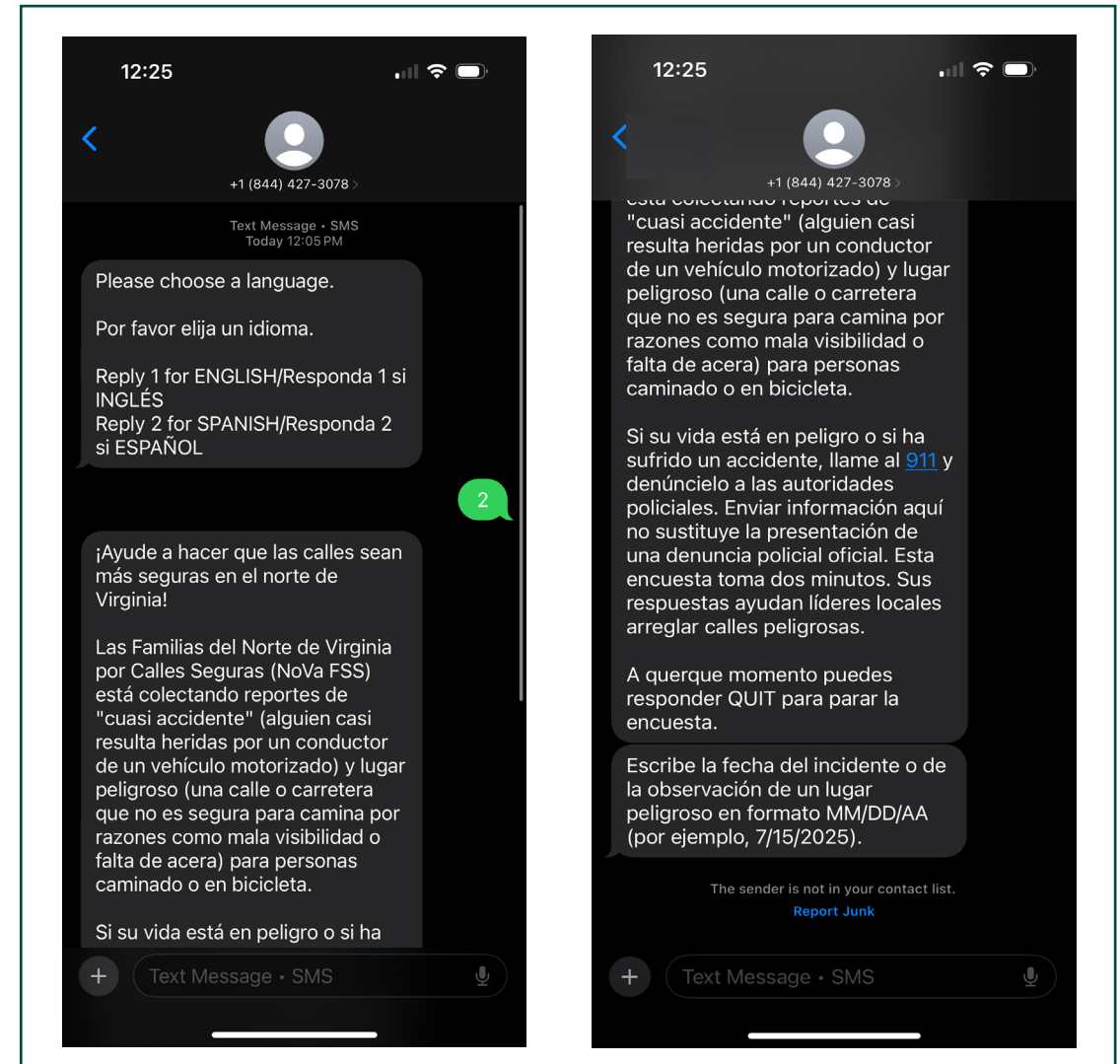
Overview of Northern Virginia Region

Near Miss Survey

WhatsApp/SMS Option



WhatsApp

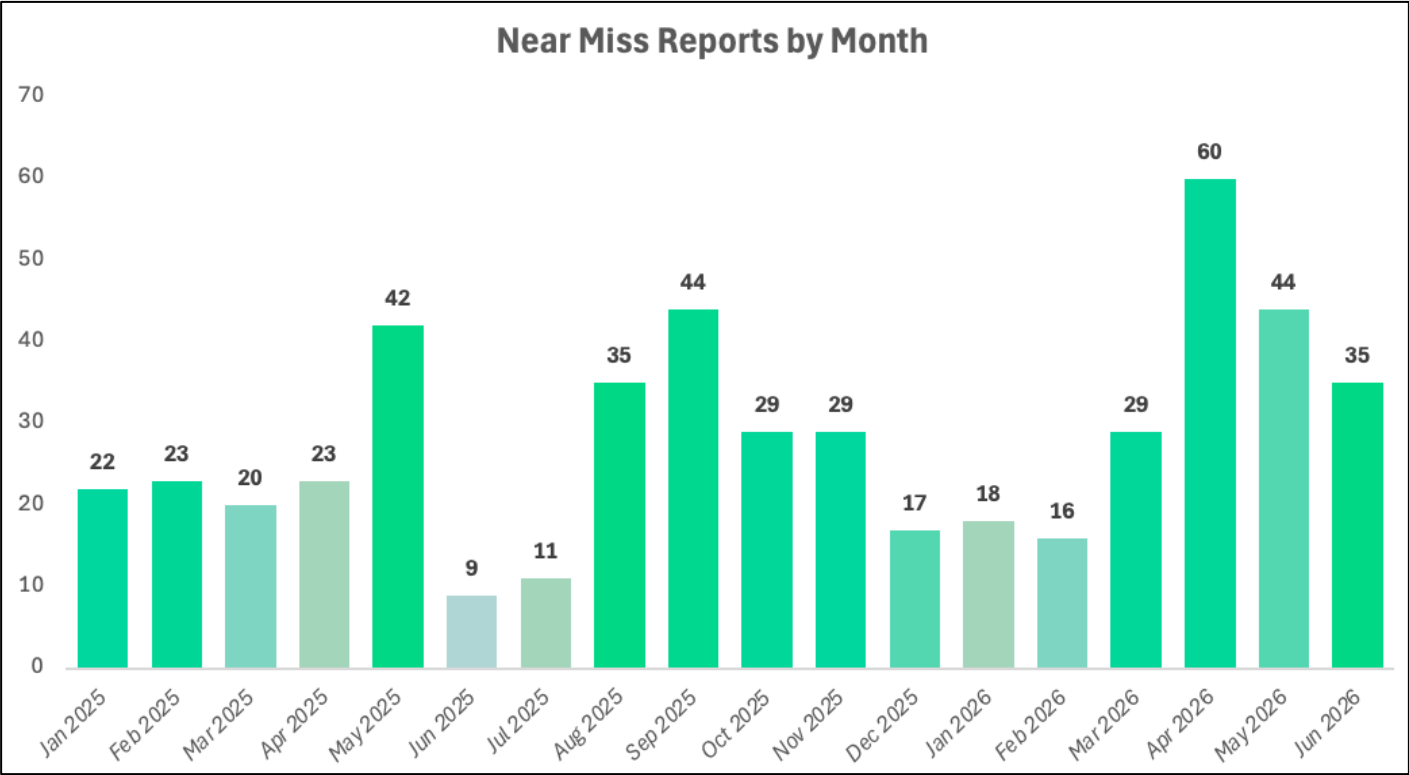


SMS

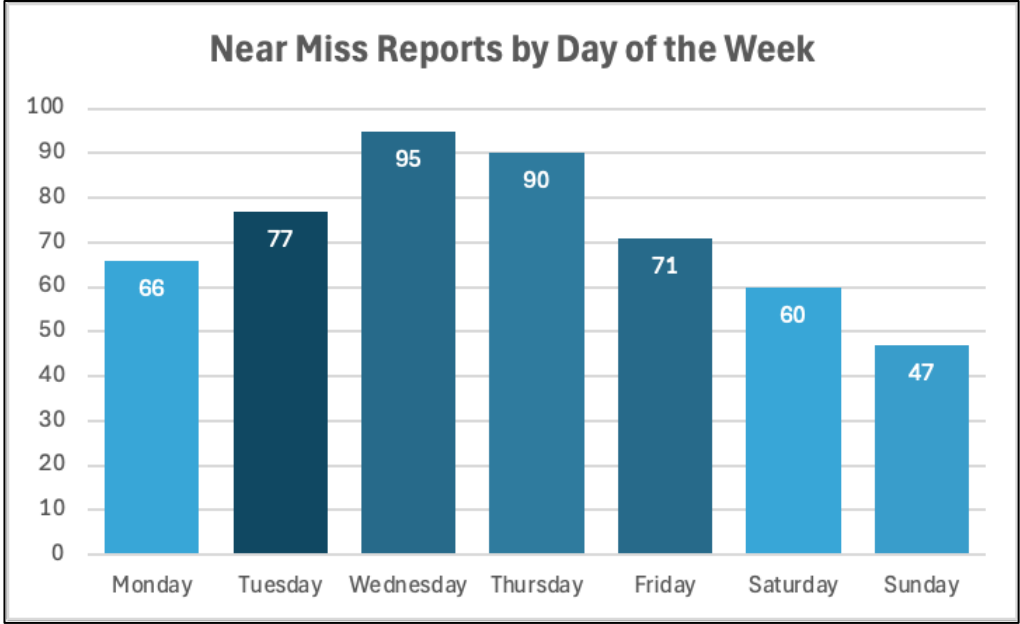
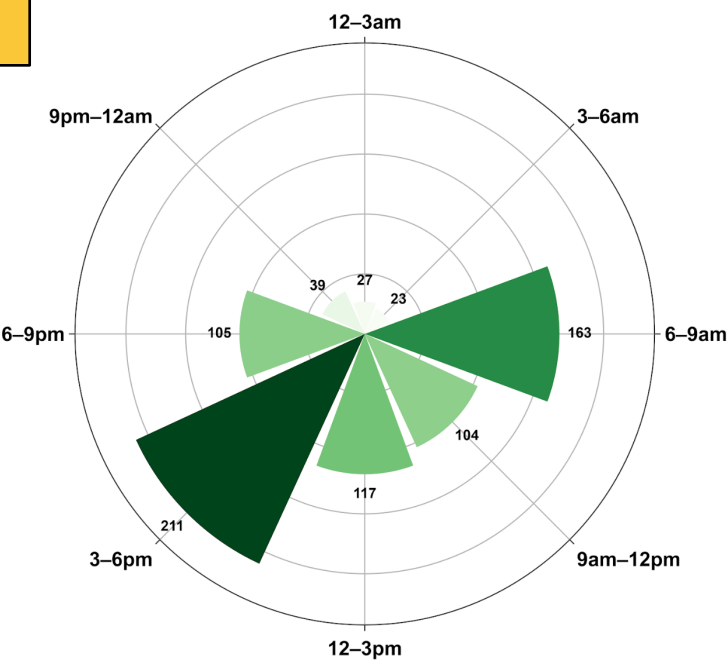


Overview of Northern Virginia Region

Dates and Times of Near Misses



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



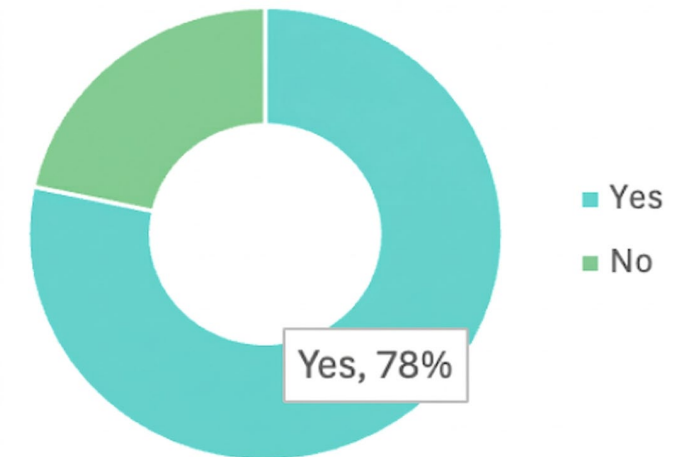


Overview of Northern Virginia Region

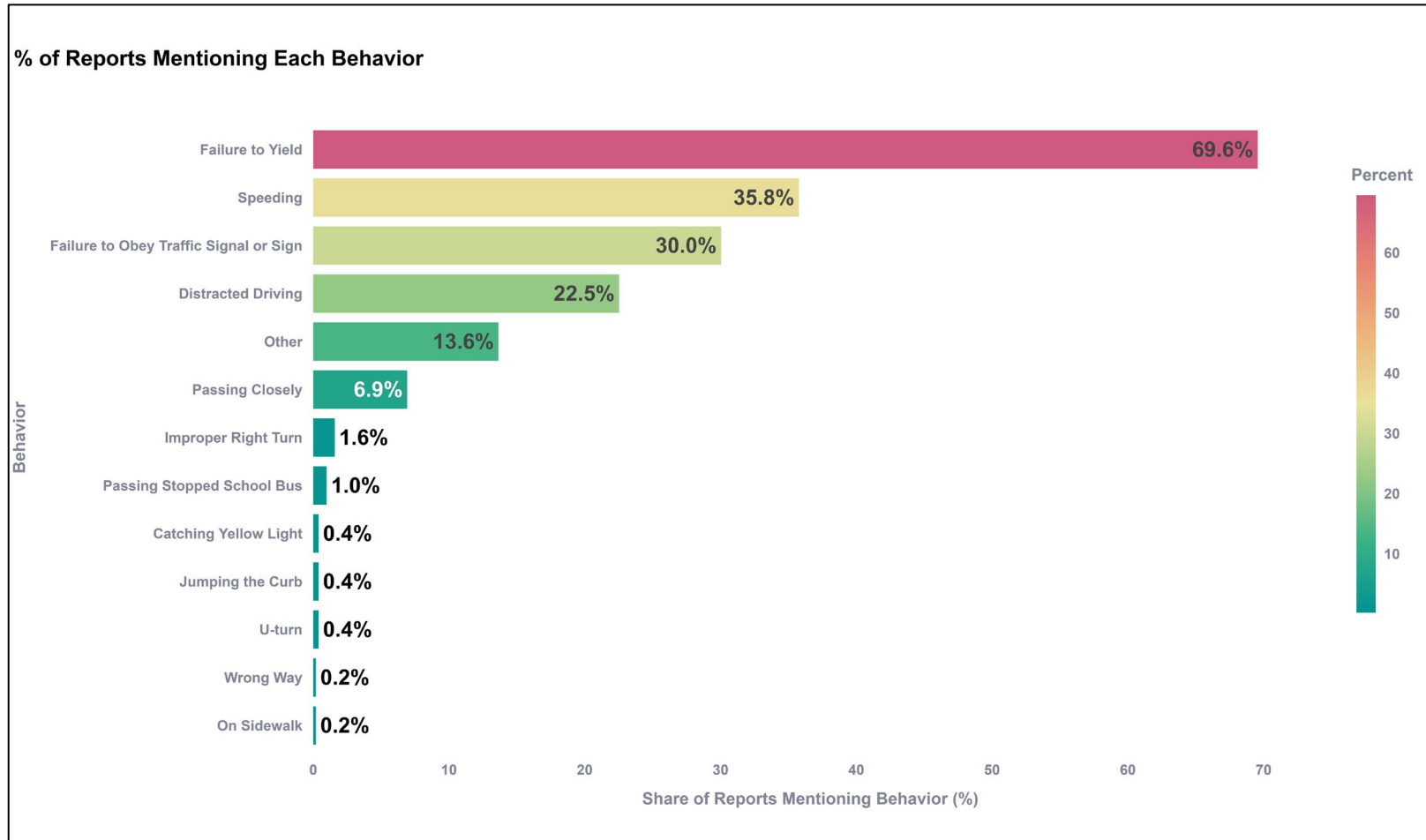
Incident Summary

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



Failure to Yield (353 reports), Speeding (181 reports), and Failure to Obey Traffic Signal or Sign (152 reports) were the top three cited driver behaviors across all Near Misses reported between January 1, 2025, and June 30, 2026.

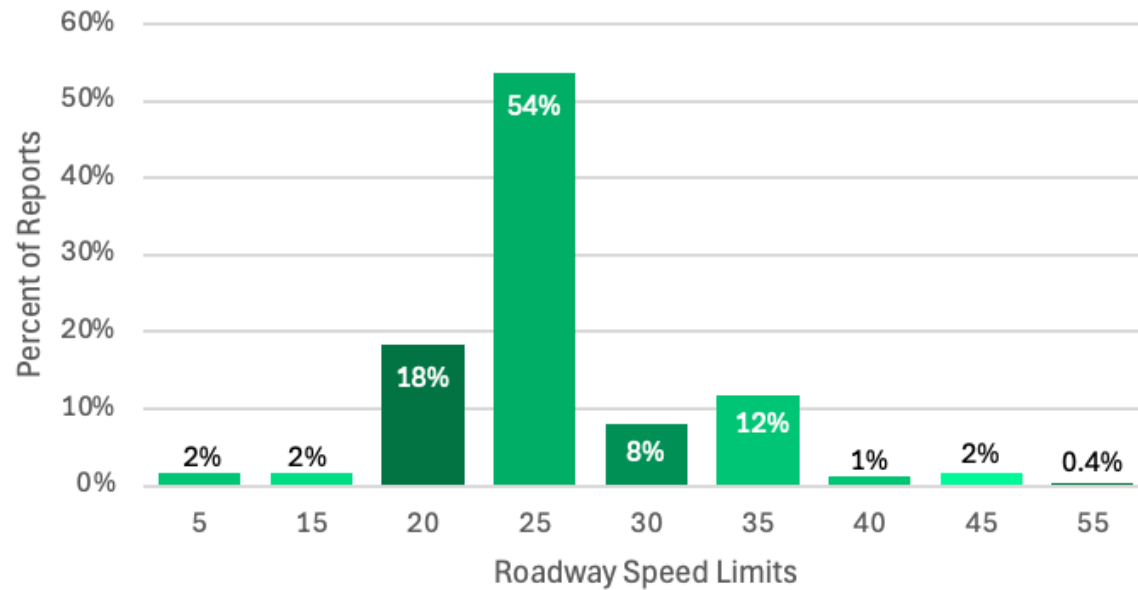


Overview of Northern Virginia Region

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**

Near Miss Reports vs Roadway Speed Limits

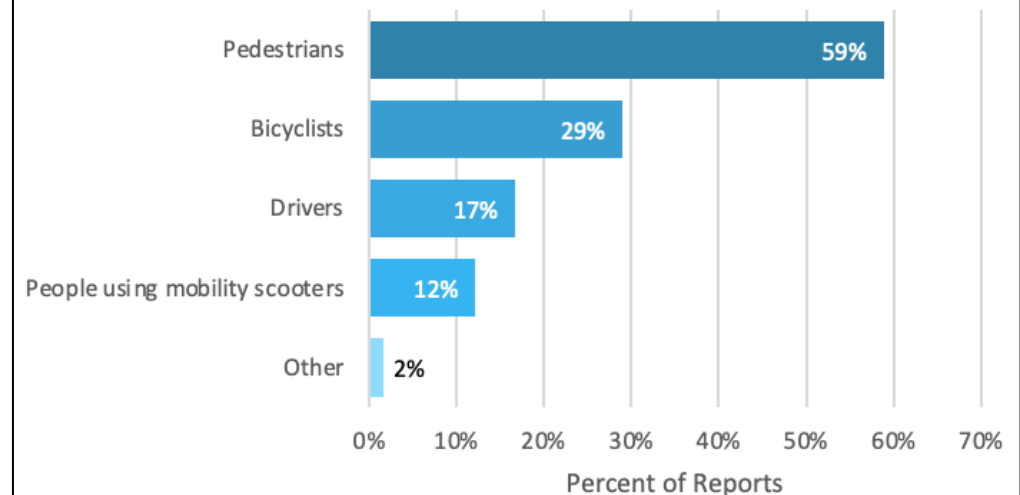


Roadways with speed limits of **25 miles per hour (271 reports)** and **20 miles per hour (93 reports)** were the locations of most Near Miss reports.

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**

Road Users Impacted

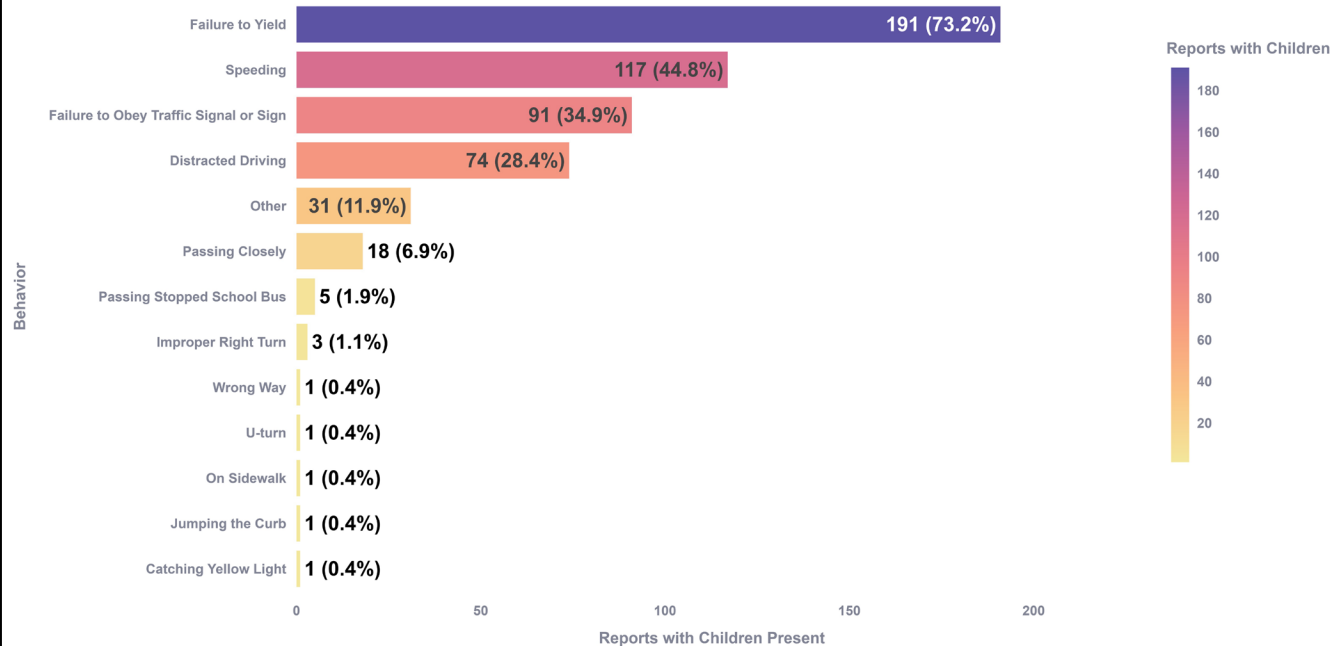




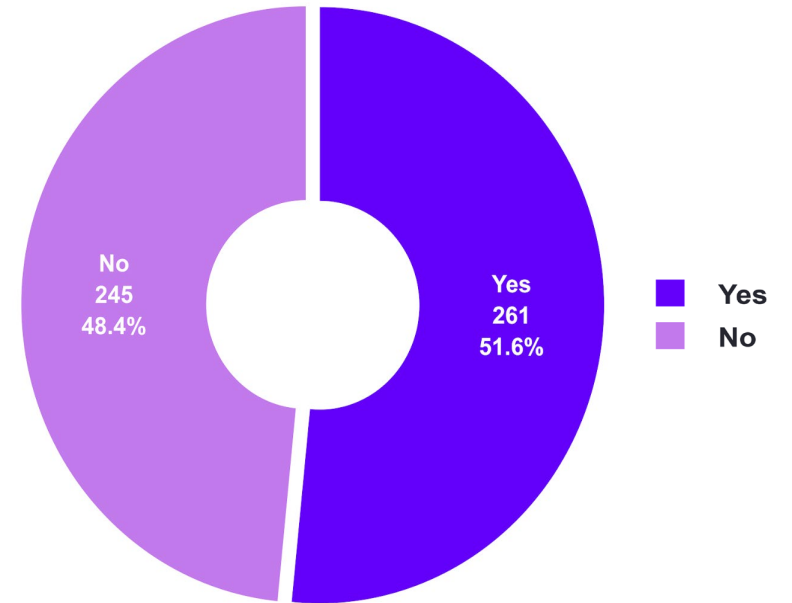
Overview of Northern Virginia Region

Dangers to Children

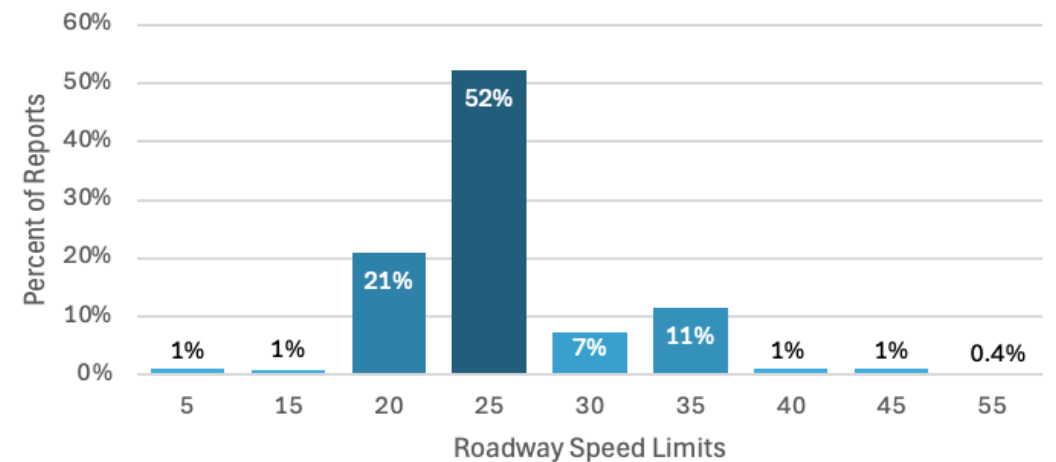
Reports with Children Present by Behavior



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



Fairfax Near Miss Report

January 1, 2025, through June 30, 2026

Leila Kalinichenko

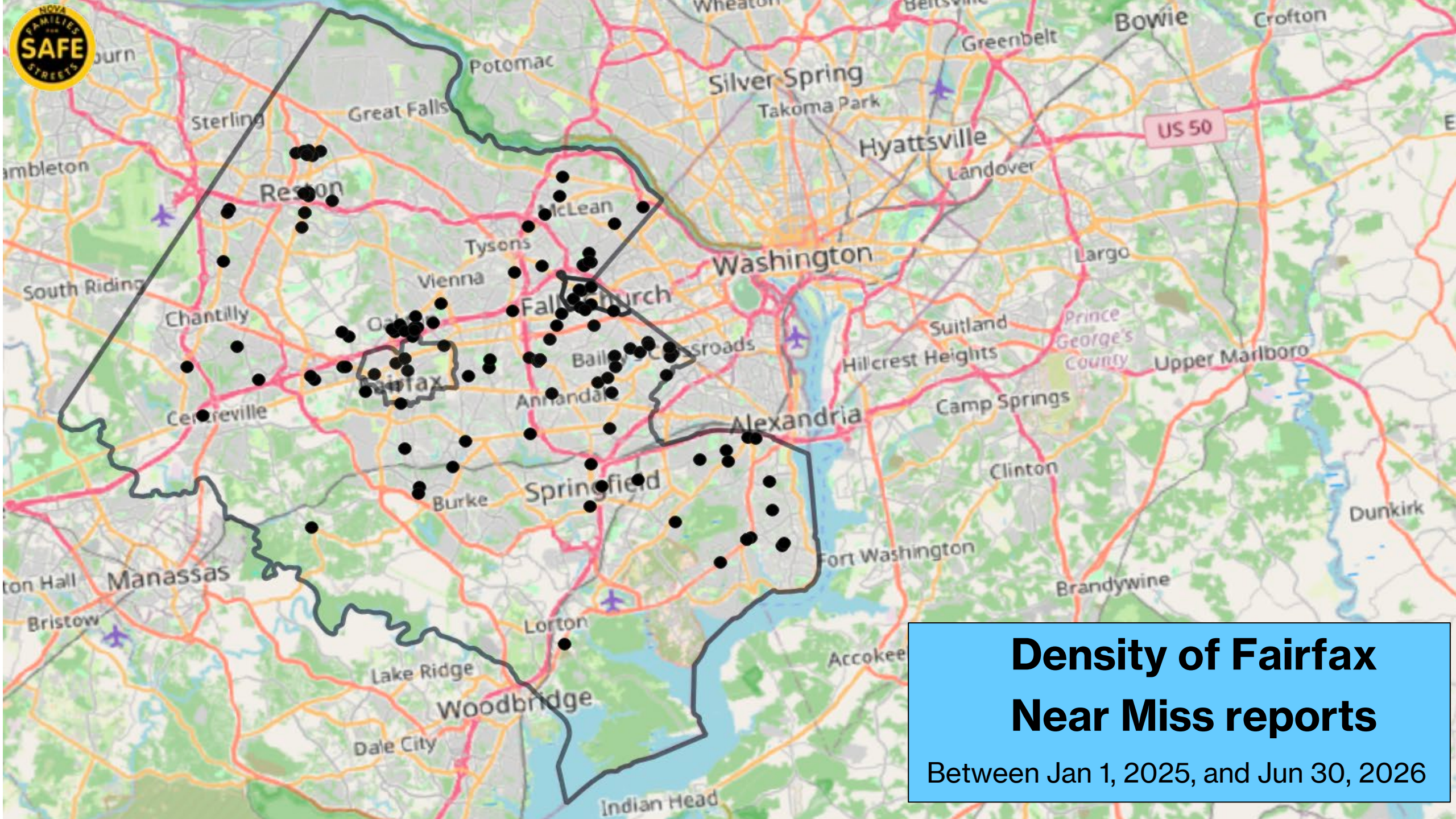




Executive Summary for Fairfax

Near Miss survey reports across Fairfax County, the City of Fairfax, and the City of Falls Church were analyzed between the period of January 1, 2025 and June 30, 2026 to identify locations where pedestrians and bicyclists feel unsafe.

- **129 Near Miss reports** were submitted across Fairfax during this time.
 - **73%** (94 of 129) were marked as recurring incidents.
- The top reported driver behaviors were:
 - **Failure to Yield** (64%)
 - **Speeding** (36%)
 - **Distracted Driving** (20%)
- **Children were present in 54%** of reports (70 of 129).
- Roadways posted at **25 mph (39%)** and **35 mph (29%)** accounted for the majority of reports, once again showing that lower speed limits alone don't stop risky driving.
- Environmental or infrastructure factors cited pointed largely to **poor visibility** and missing crosswalks/sidewalks.
- The busiest corridors were **Gallows Rd, Lake Newport Rd, Reston Pkwy, Collingwood Rd, and Fairfax Blvd**. The most cited location was the **Gallows Rd crosswalk at Woodburn Elementary School**, with 9 reports.
- The largest concentration of reports took place in **Mason, Providence, and Hunter Mill districts** – other districts may need more outreach about the survey.



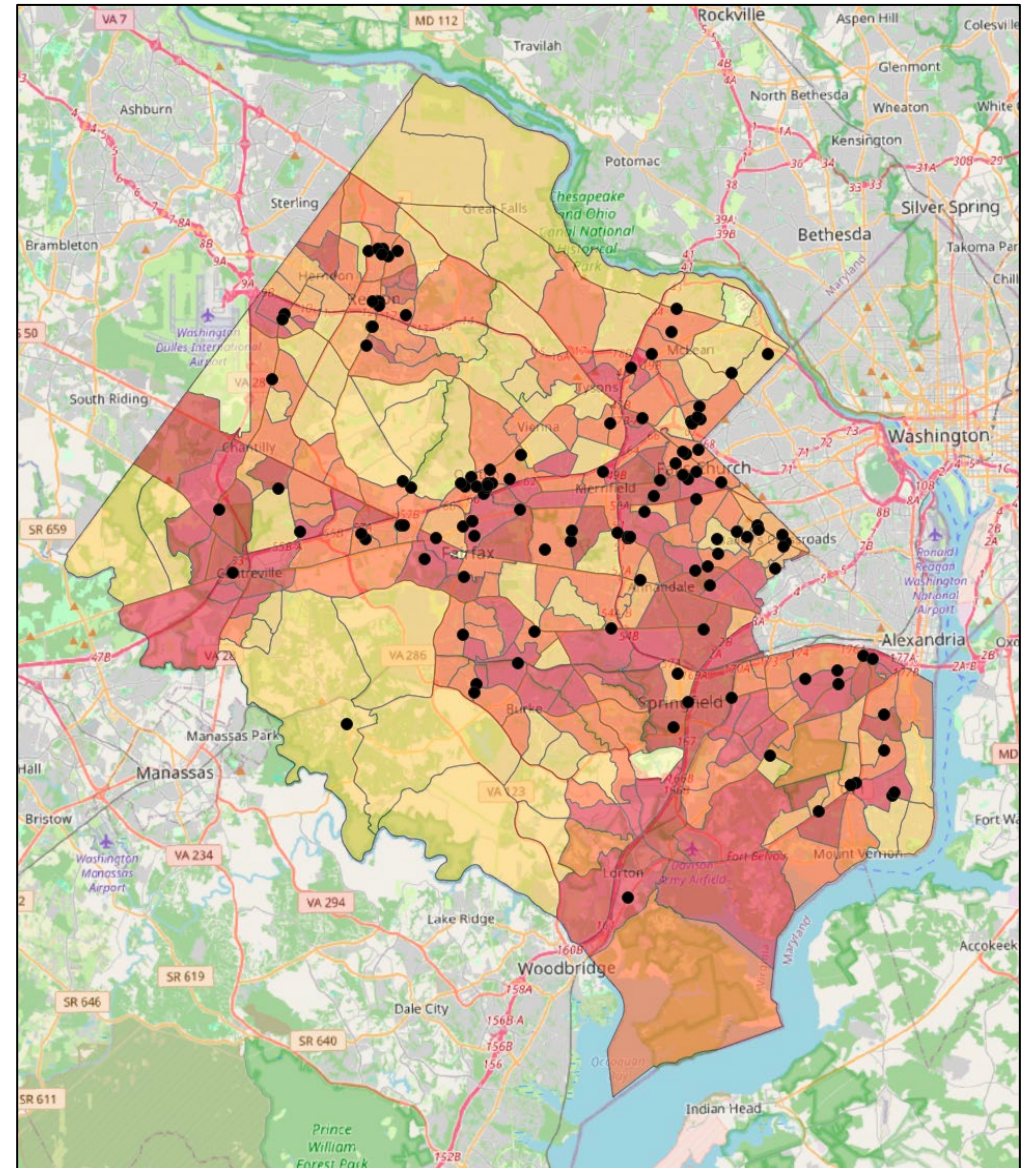
Density of Fairfax Near Miss reports

Between Jan 1, 2025, and Jun 30, 2026

Socioeconomic Vulnerability for Fairfax

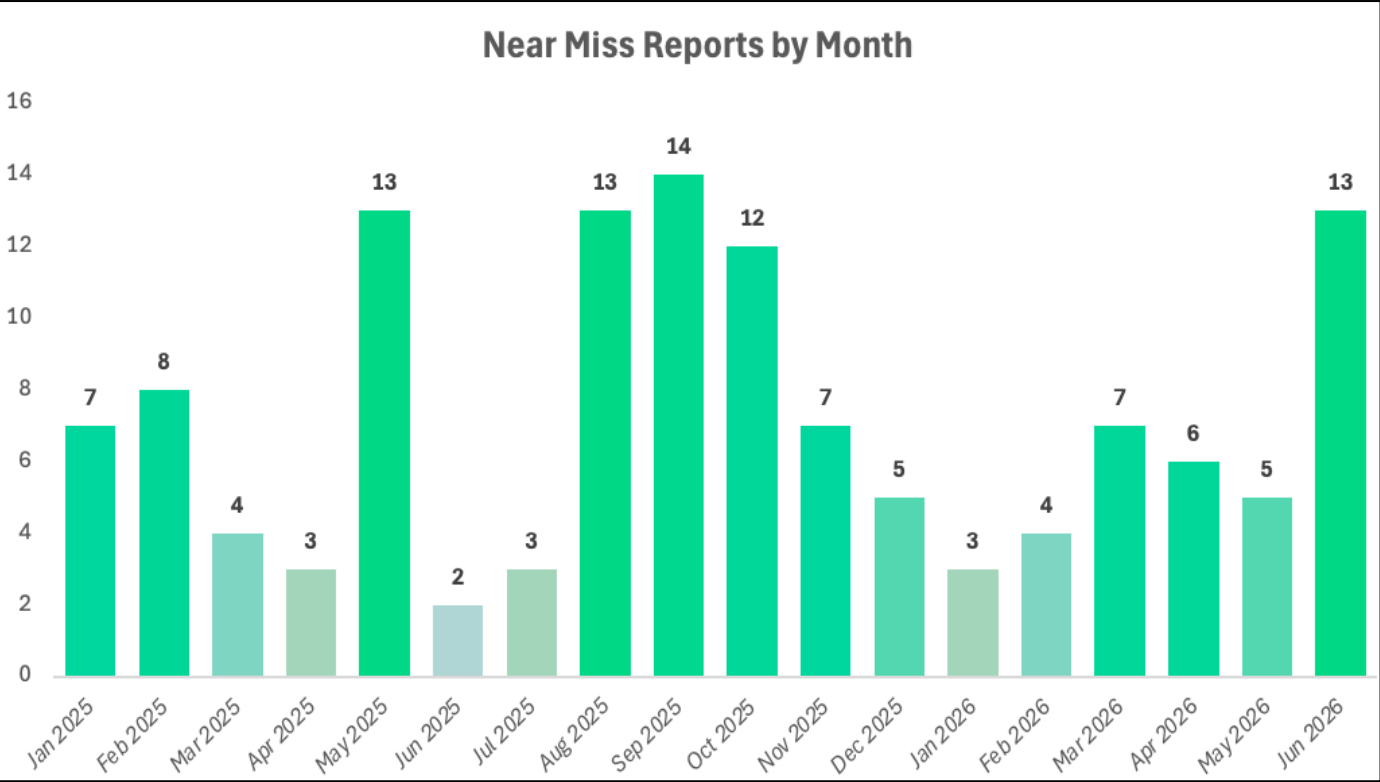
This map compares Socioeconomic Vulnerability Index across Fairfax (*Fairfax County, Virginia, Open Geospatial Data - Vulnerability Index Census Tract 2021*) with Near Miss reports between January 1, 2025, and June 30, 2026.

The map demonstrates areas where further outreach may still be needed, such as the high-vulnerability areas in the south/south-east region of the jurisdiction.

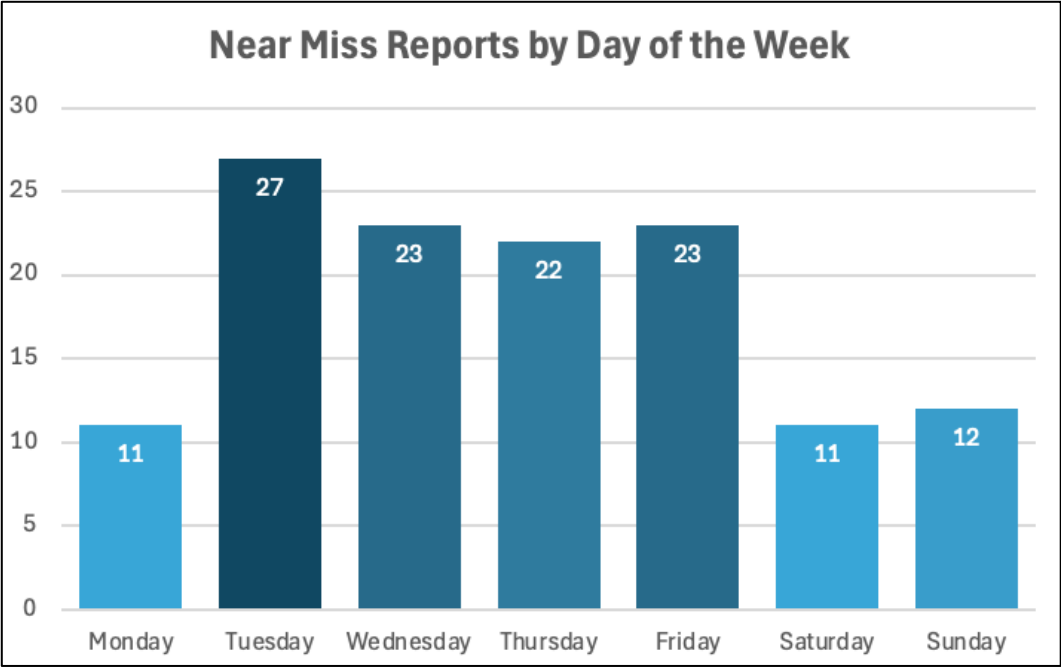
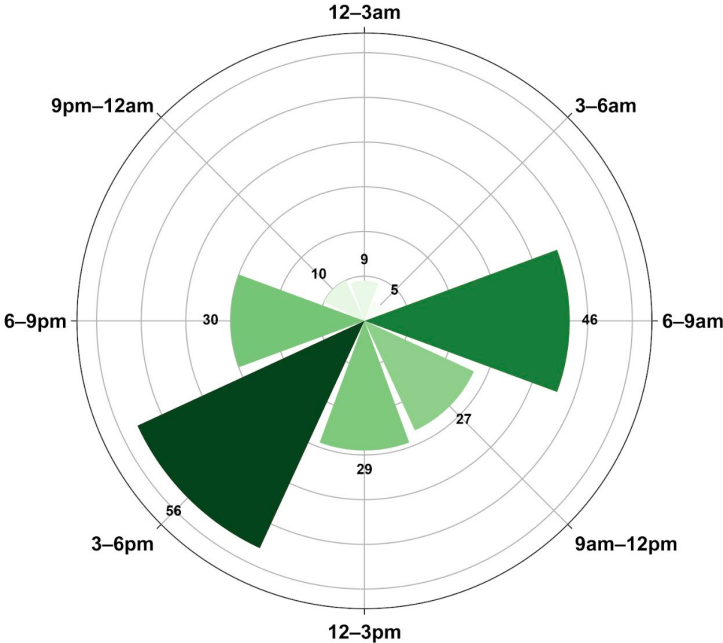




Dates and Times of Near Misses



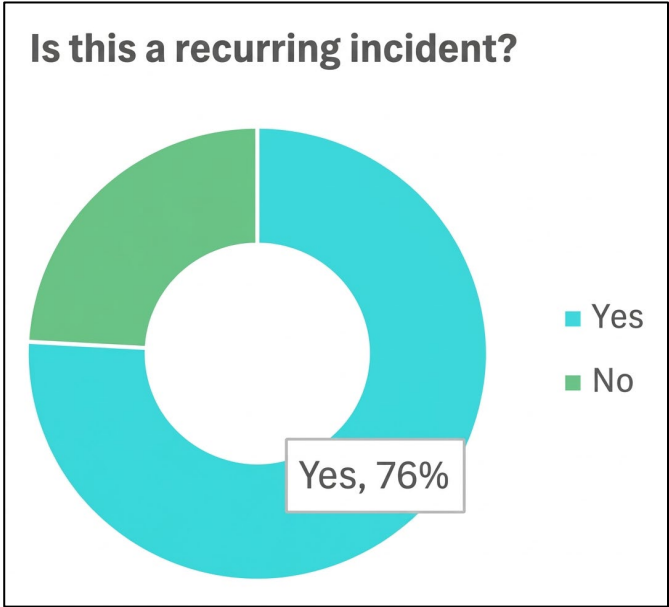
A total of **129** Near Misses were reported between January 1, 2025, and June 30, 2026.



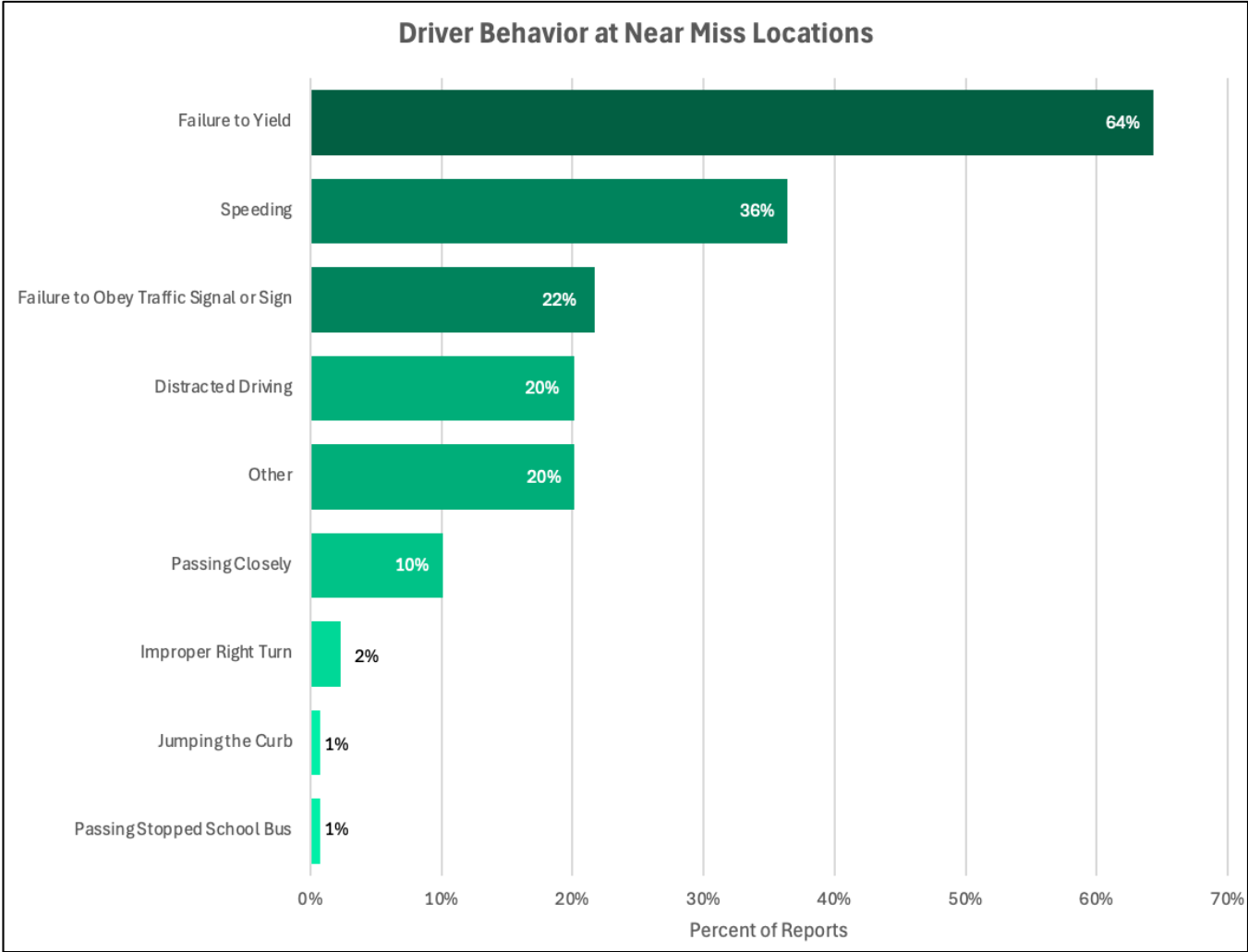


Incident Summary

94 out of the 129 Near Miss reports were marked as "recurring."



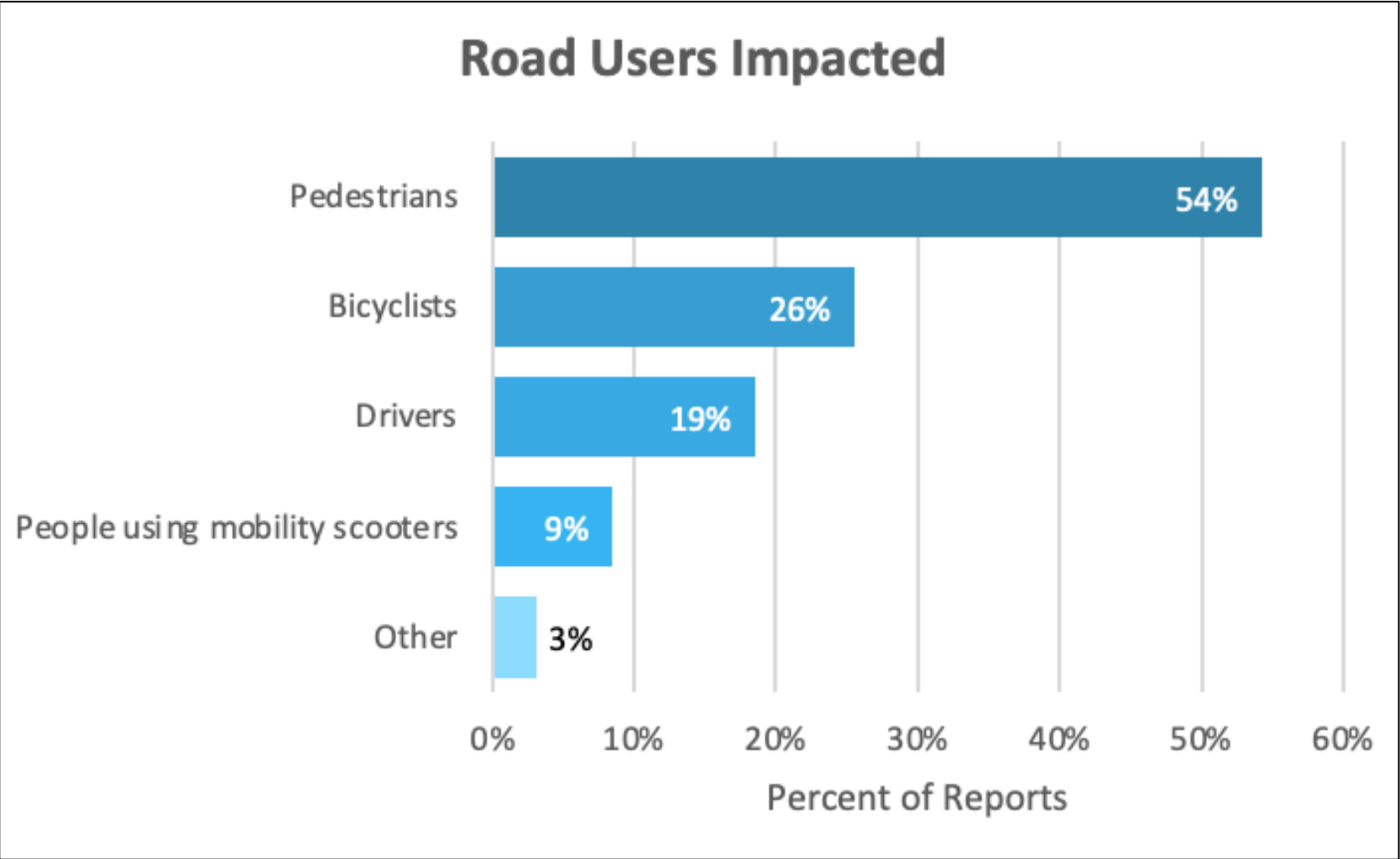
*Note that 5 reports had been marked as neither



Failure to Yield (83 instances), Speeding (47 instances), and Distracted Driving (26 instances) were the top three cited driver behaviors across Near Misses reported in Fairfax between January 1, 2025, and June 30, 2026.



Road Users Impacted

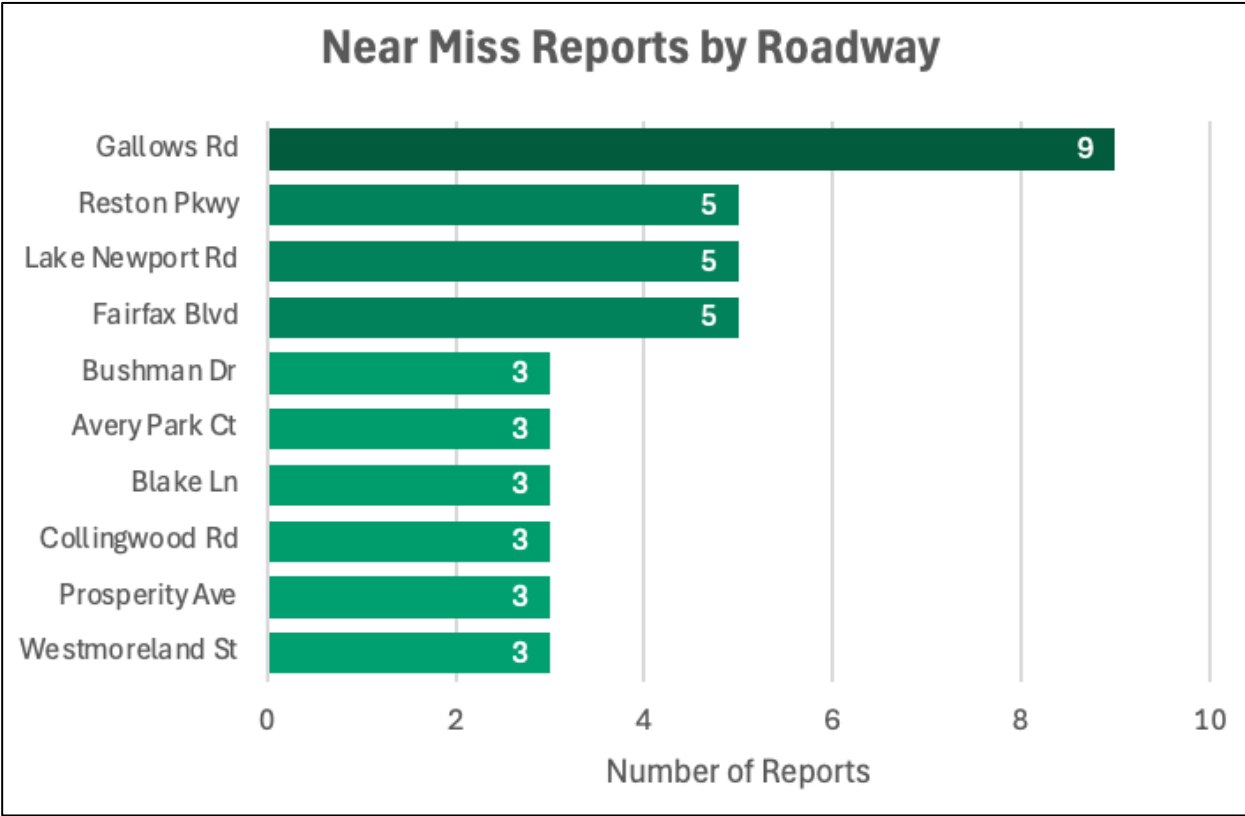
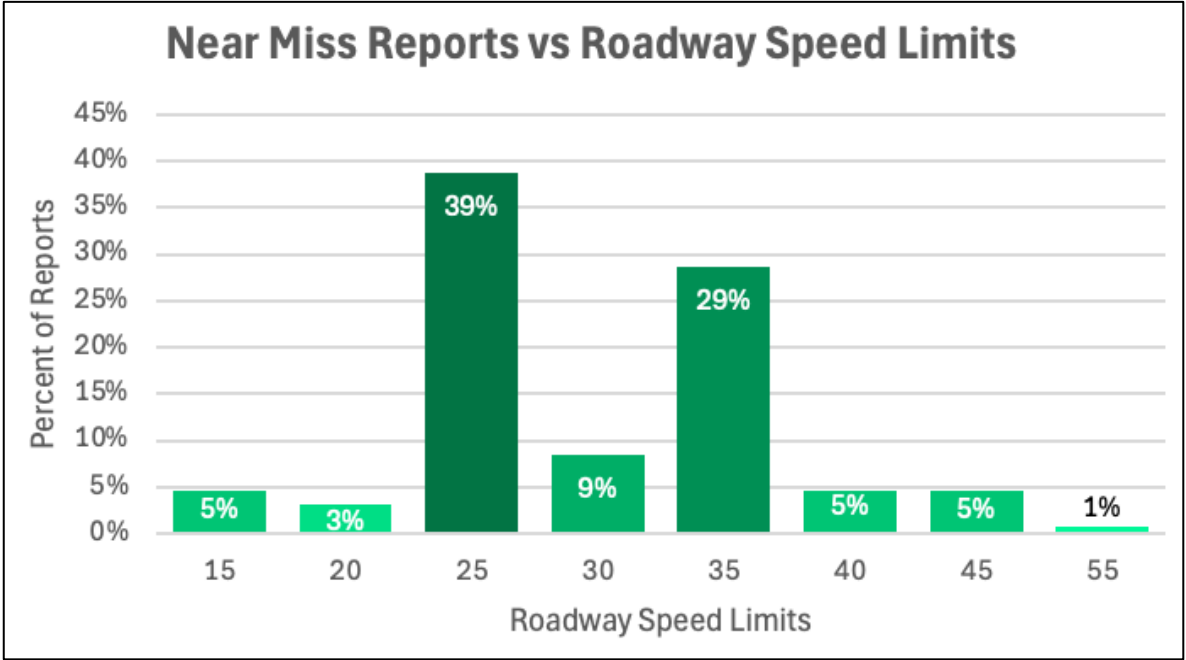


Pedestrians were marked as impacted road users in **70** reports, while **bicyclists** were marked in **33** reports across all reports in Fairfax.



Dangerous Locations

Roadways with speed limits of **25 miles per hour (50 instances)** and **35 miles per hour (37 instances)** were the locations of most Near Miss reports across Fairfax.



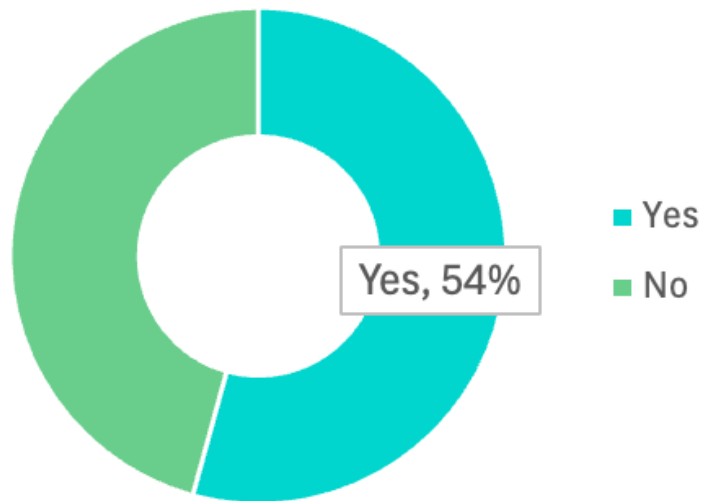
Gallows Rd, Fairfax Blvd, and Lake Newport Rd recorded the highest concentration of near-miss entries by location.



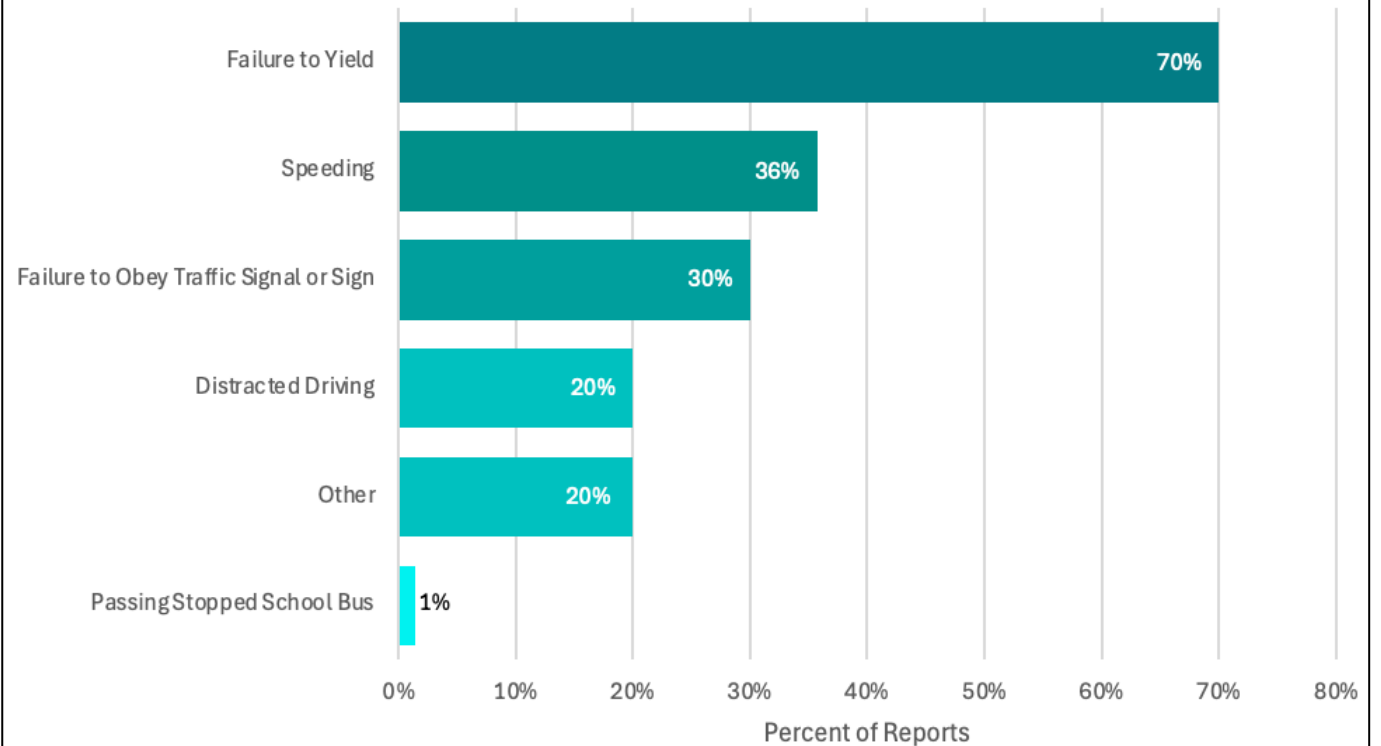
Dangers to Children

Children were present in **70** out of the 129 Near Miss reports

Were children present?



Driver Behavior When Children are Present

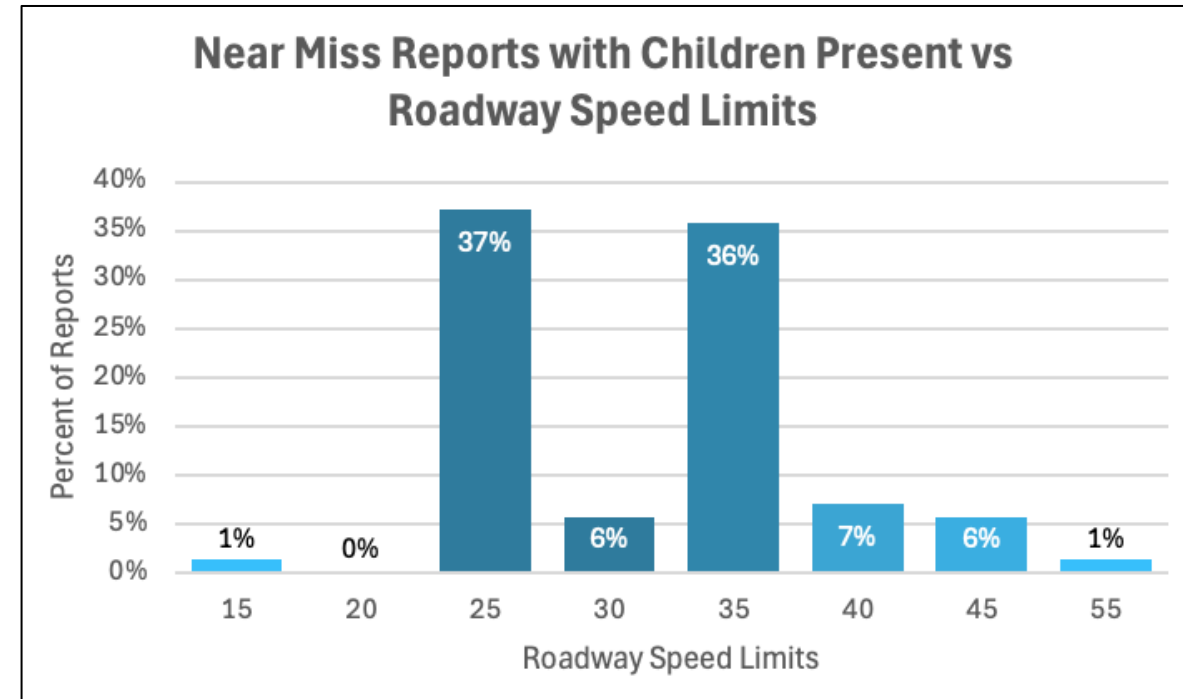
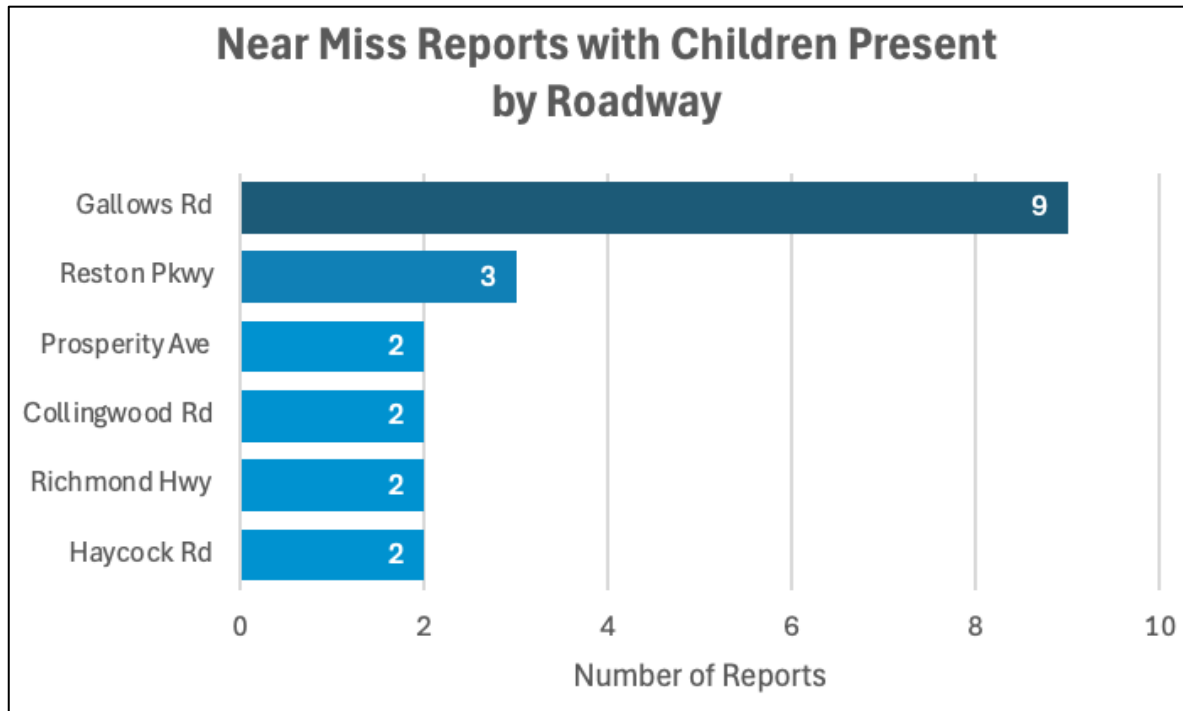


Failure to Yield (49 instances), Speeding (25 instances), and Failure to Obey Traffic Signal or Sign (19 instances) were the top three cited driver behaviors when children were present.



Dangers to Children – Dangerous Locations

Gallows Rd, Reston Pkwy, and Prosperity Ave were cited most frequently in the descriptions of Near Miss reports across Fairfax when children were present.



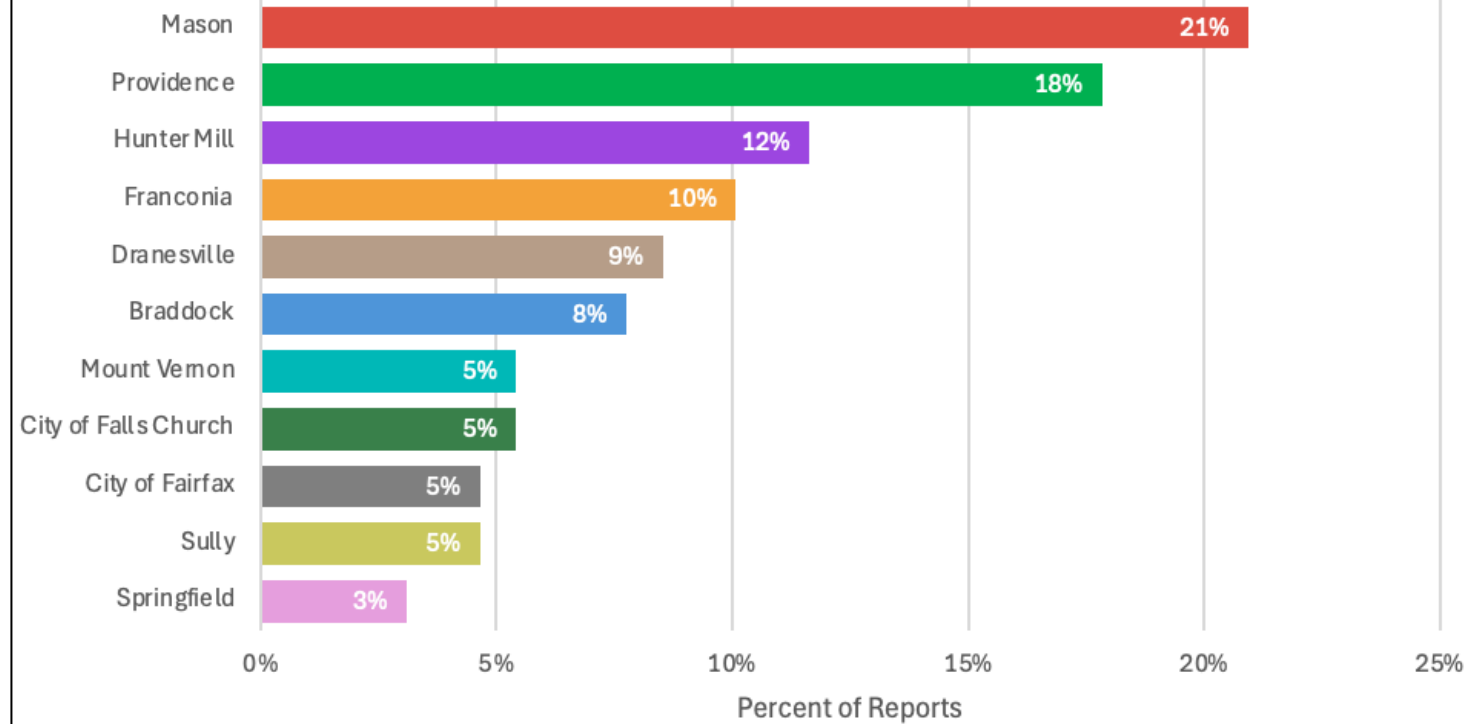
Roadways with speed limits of **25 miles per hour** and **35 miles per hour** were the locations of most Near Miss reports with Children Present across Fairfax.



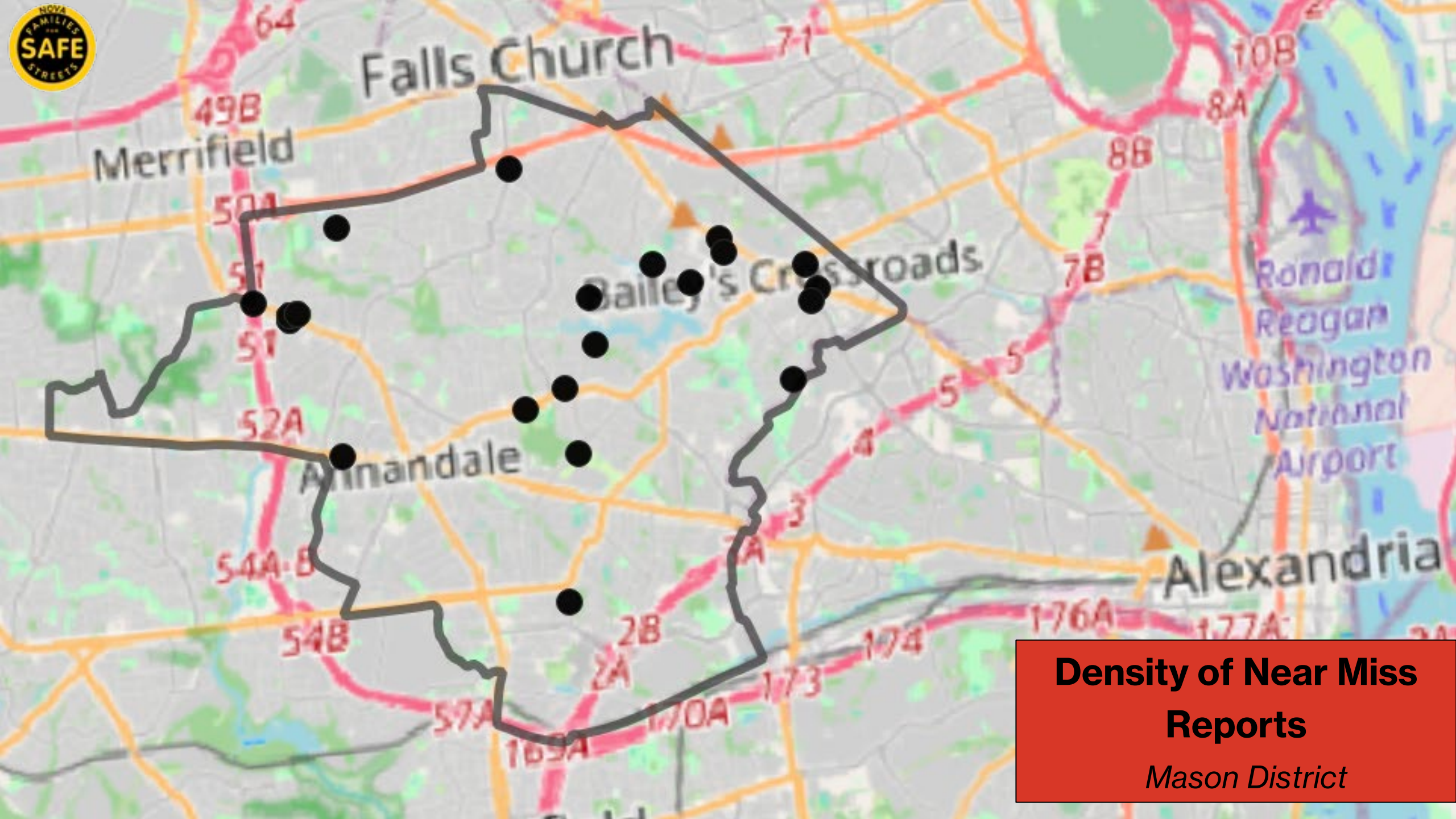
Fairfax Supervisory Districts



Near Miss Reports by District



Near Misses were most reported in the **Mason (27 instances), Providence (23 instances), and Hunter Mill districts (15 instances).**



Falls Church

Merrifield

Bailey's Crossroads

Annandale

Alexandria

Ronald Reagan Washington National Airport

Density of Near Miss Reports

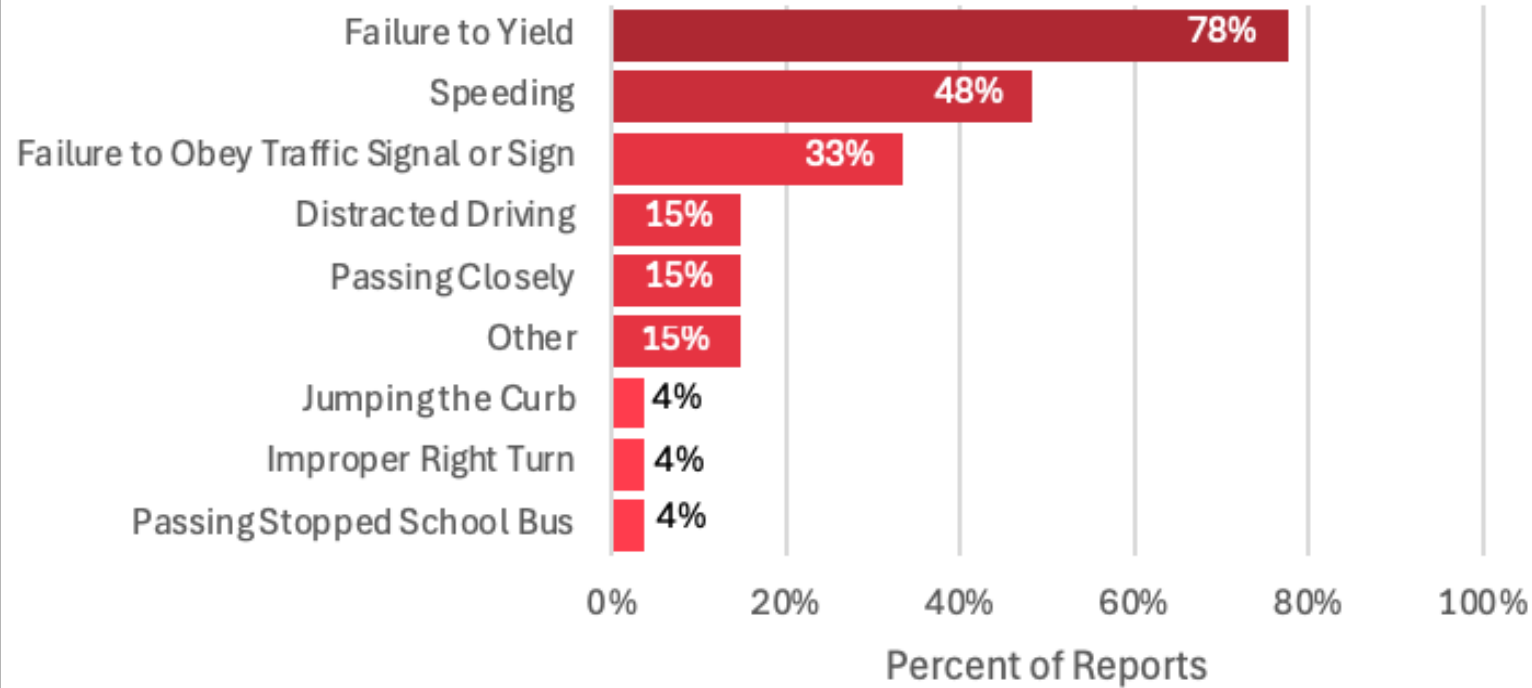
Mason District



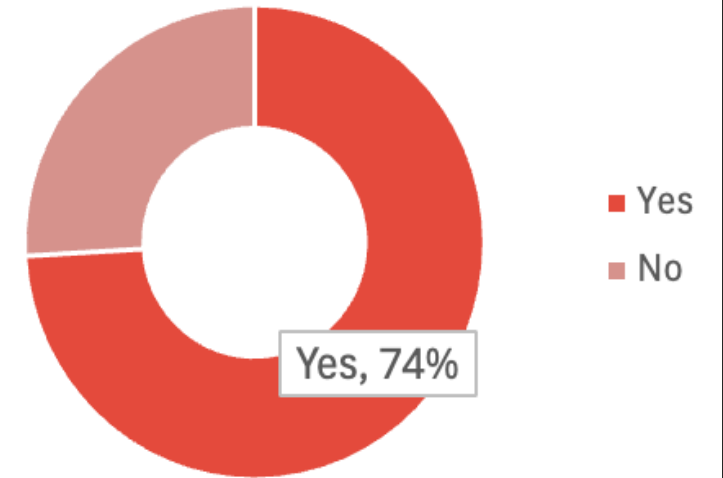
Mason District

Driver Behavior at Near Miss Locations

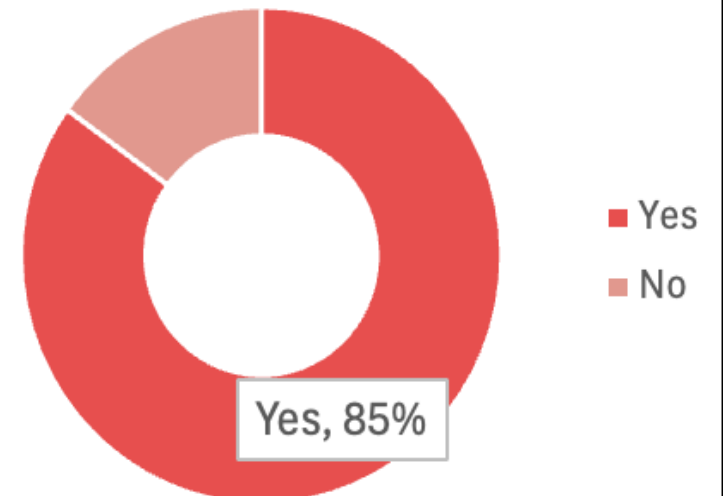
Mason District



Were children present?



Is this a recurring incident?





Mason District Case Study: Gallows Rd

*"While crossing at a crosswalk in front of Woodburn elementary school **a car refused to stop for my son and I.** The proceeded to honk and drive through the crosswalk." - March 4, 2026*



*"In **an active school zone at Woodburn elementary** my son and I were crossing gallows rd. with a cross walk and signal. 2 lanes had stopped but the far lane was coming at a high rate of speed towards the cross walk. They had to come to a very quick stop or they would have hit my son and I" - October 24, 2025*

*"This occurred **at a school crosswalk**, near a bus stop, and between two neighborhoods. A teen had pressed the button and was halfway across the street, crosswalk lights flashing, when not one but two cars attempted to sped past him before he crossed the next lane, even though he was already stepping into that lane. Neither driver slowed or acknowledged the pedestrian." - January 22, 2026*

*"My son and I were crossing Gallows Rd at cross walk beside Woodburn Elementary school. We waited for cars to stop and started across the crosswalk. While in the crosswalk a car that was previously stopped on Aston Rd turn onto Gallows Rd and **came within 4 feet of hitting my son** and while in the crosswalk." - March 4, 2026,*

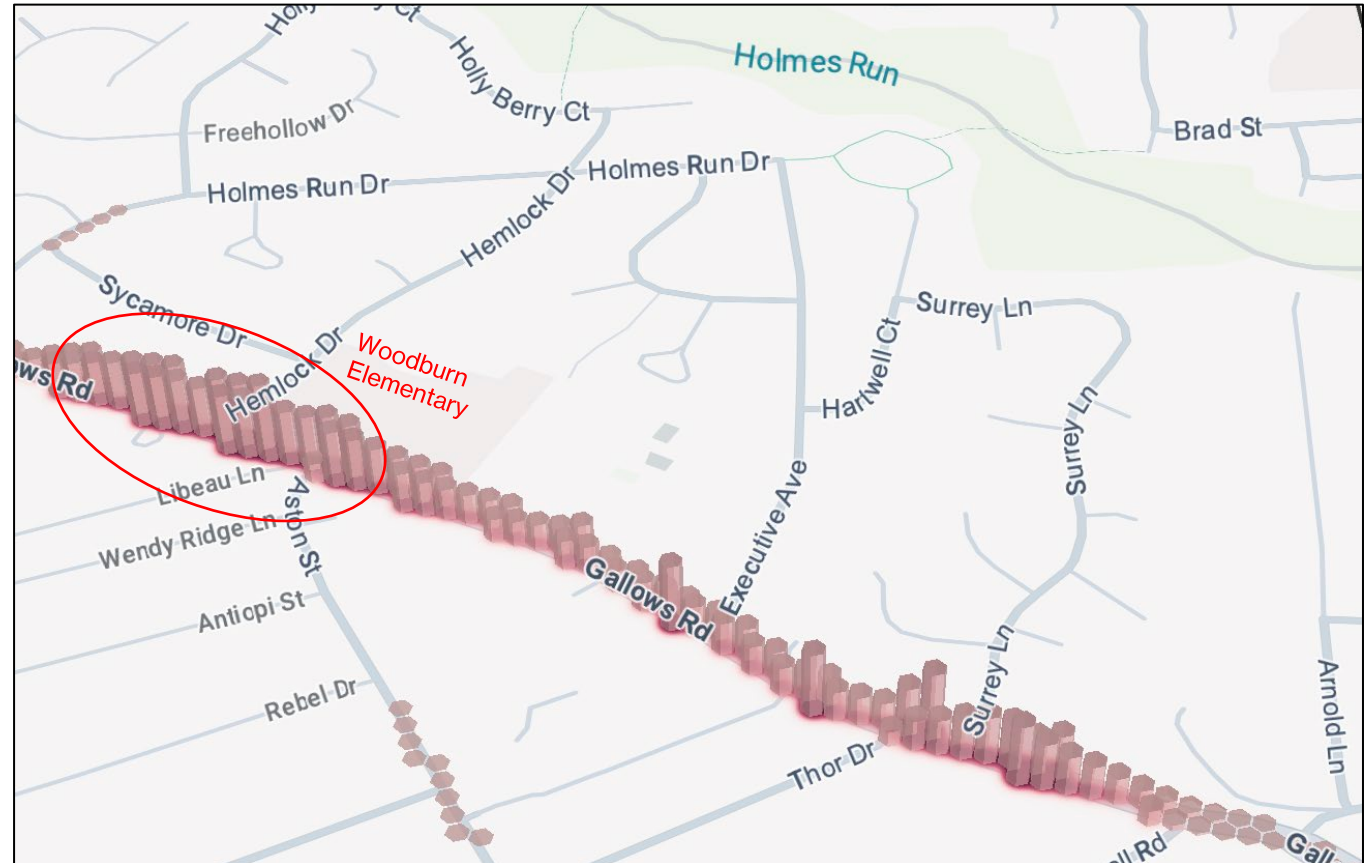


Mason District

Case Study: Gallows Rd

This image demonstrates CMT Excessive Speeding data collected via an insurance-based mobile app that tracks driver behaviors. This data shows that a **rates of excessive speeding are significantly higher across Gallows Rd, especially near Woodburn Elementary School than on any other roads in the area**. The data on Gallows Rd between January 1, 2025, and June 30, 2026, ranges from 0.1% out of 124,500-126,000 traversals showing excessive speeding right as they exit the school zone (equivalent to approximately 124.5-126 occurrences) to 6.9% out of 132,000-133,500 traversals right as they approach the school (equivalent to approximately 9,108-9,211.5 occurrences).

Excessive Speeding



Excessive Speeding % of Traversals

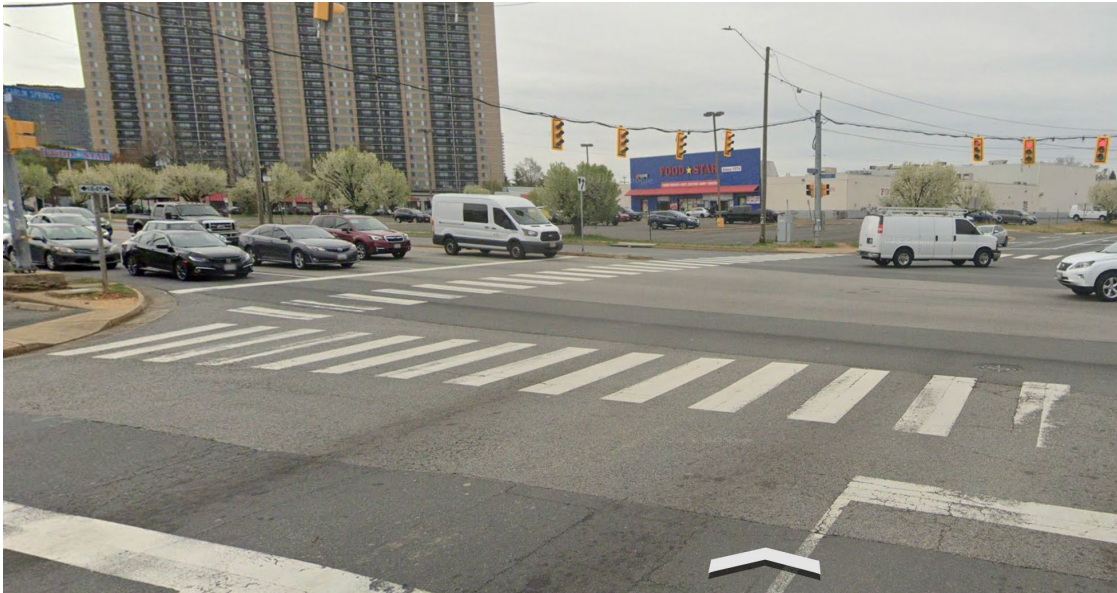




Mason District

Case Study: Leesburg Pike

Leesburg Pike & Carlin Springs Rd



*"Car failed to yield (right on red) to cyclists on crosswalk, **happens repeatedly**" - June 21, 2026*

*"Driver turning right **didn't yield to pedestrians or cyclists**. Happens frequently here." - April 26, 2026*



Leesburg Pike & Glen Carlyn Dr



Mason District Summary

The crosswalk on Gallows Rd near Woodburn Elementary School has 9 reports and is the **single biggest cluster** of reports across Fairfax. This indicates an **extremely high risk to children**.

Key issues:

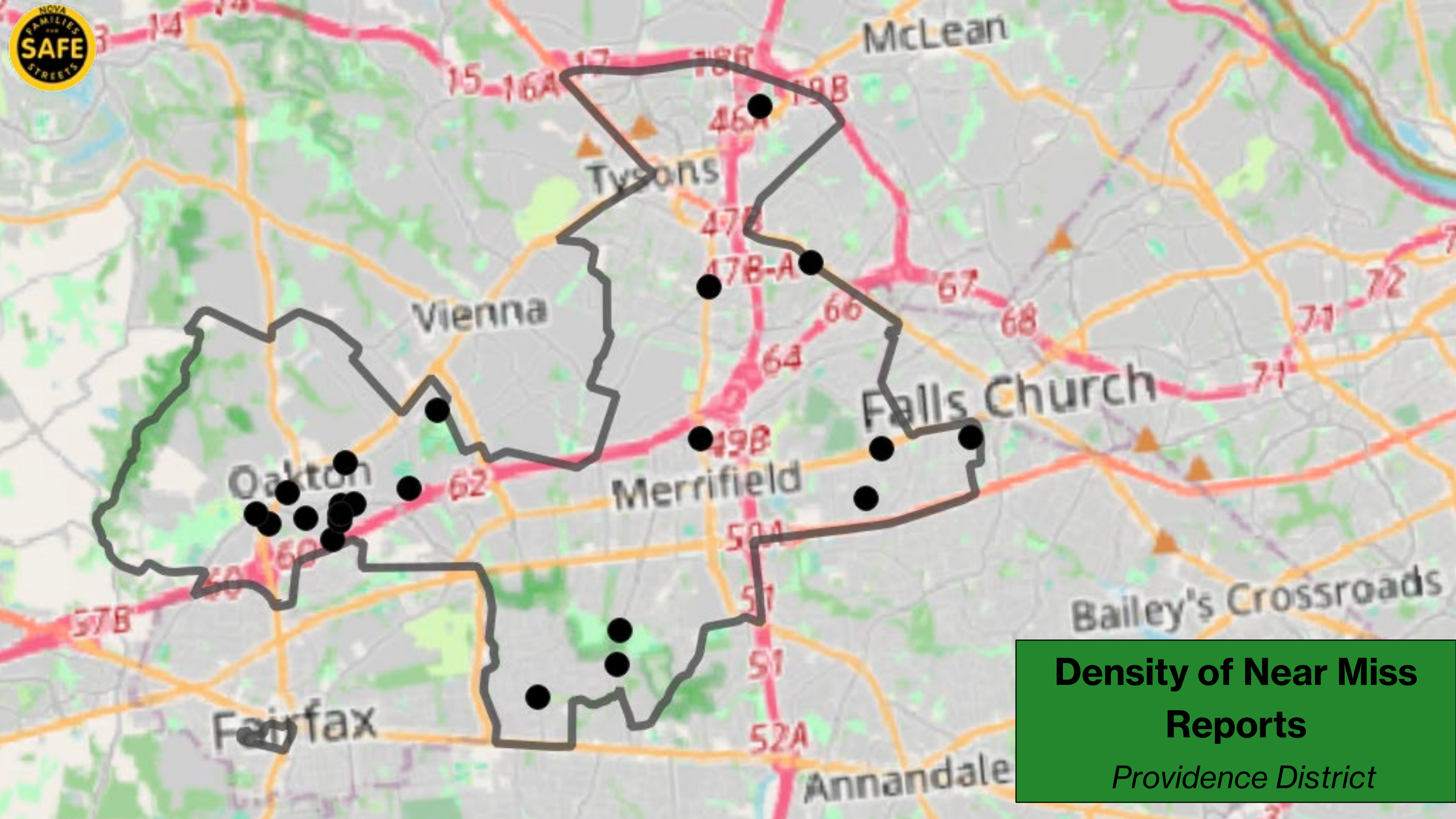
- Speeding
- Failure to Stop for Pedestrians in the Crosswalk
- Improper Right Turns on Red

Possible Solutions:

- Add active enforcement or speed safety cameras or Stop Sign Cameras near the Woodburn Elementary School crosswalk on Gallows Rd
- Restrict or eliminate the right-on-red turns at the Leesburg Pike crosswalk
- Install crosswalk flashing signs at the Gallows Rd school crosswalk
- Install permanent Speed Feedback signs on selected residential roads.

Leesburg Pike was the location of 43 crashes and 23 with severe injuries or fatalities between January 2021 and July 2024, according to NoVA FSS TREDs data. There was also 2 fatalities between 2023 and 2026, one in 2024 and one in 2026. A pedestrian suffered life-threatening injuries after being struck by a vehicle while walking on the sidewalk in the area of Leesburg Pike and Munson Hill Road near Seven Corners on June 18, 2026, according to [FCPD News](#).

Multiple accidents have occurred across Gallows Rd: A 68-year-old man was fatally struck by a driver. While “crossing Gallows Road ‘outside of a crosswalk’” on June 18, 2026, according to [FFXnow](#). A pedestrian suffered life-threatening injuries in a crash on Gallows Rd and Prosperity Ave involving two vehicles on June 9, 2025, according to [DC News Now](#).



Density of Near Miss Reports

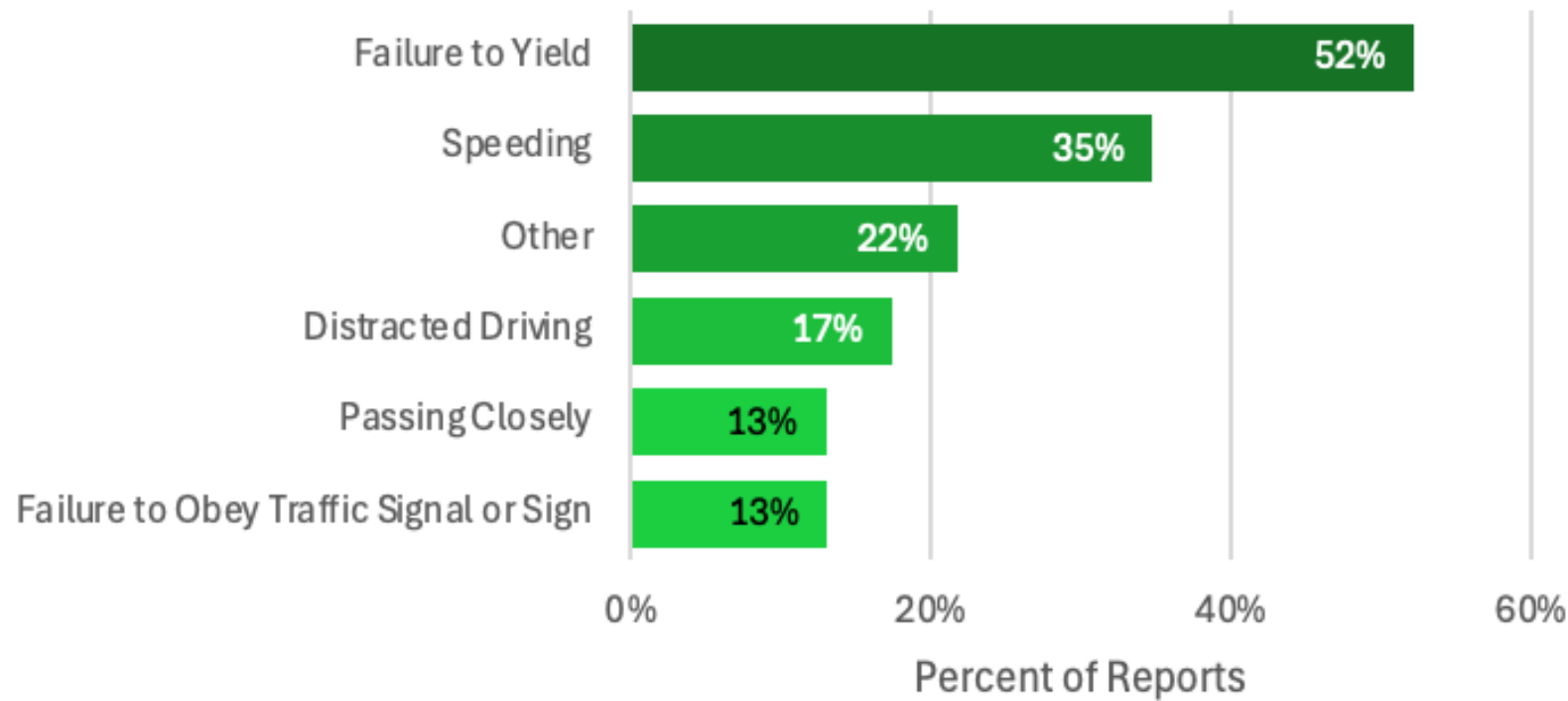
Providence District



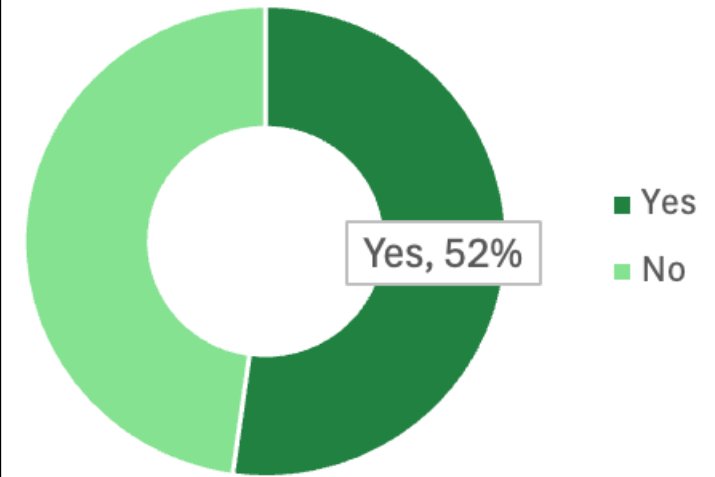
Providence District

Driver Behavior at Near Miss Locations

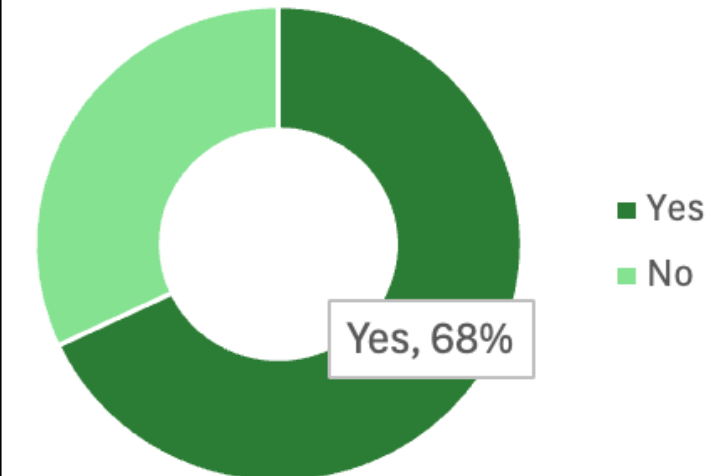
Providence District



Were children present?



Is this a recurring incident?





Providence District Case Study: *Jermantown Rd*



*"I was walking my dog and witnessed a crash on Jermantown Rd. as fire apparatus was coming out of the station and the **driver was unaware of the traffic stopping and likely driving too fast.**" - October 10, 2025*



"Having lived by this intersection for more than 3 years, there have been **numerous, fender benders, audible sudden braking, and pedestrians nearly being struck using the crosswalks.** Drivers on Jermantown Road frequently speed, and fail to yield to pedestrians, including those actively in the process of using the crosswalks. I, and those I live with, including a young child have been nearly struck a number of times. I also had drivers honk at me while I am crossing the street at a regular pace. The amount of regular pedestrian traffic across Jermantown road, to and from Borge Park is heavy enough, that safety, especially that of pedestrians is a frequent, and common concern among the residents of Cherrywood Square and the surrounding neighborhoods." - August 21, 2025

Providence District Case Study: *Prosperity Ave*



"The intersection is at the top of a hill. Traffic approaching Prosperity from Southwick eastbound (with a Stop Sign) cannot see if a car is coming up the hill until the car crests the hill. When the car is going fast, which is frequent, it is dangerous to enter the intersection." - March 12, 2026



*"The Cross County Trail crosses Prosperity Drive at the bottom of a hill from both directions. There are interactive flashing signals on both sides of Prosperity warning drivers to slow down and yield to bicyclists and pedestrians in the crosswalk. I had to pull by bike back from the crosswalk at one point because **a car didn't slow down and almost hit me.** I've talked to other bicyclists with similar stories, including two who were clipped by cars. I come to a full stop at the intersection, not trusting cars to slow down or stop. Drivers frequently are traveling at speeds of 40-50 miles per hour when they pass the path." - March 12, 2026*



Providence District Case Study: *Bushman Dr*



"Sight lines to this crosswalk are **obstructed by vegetation** and drivers **speed blindly** around the curve." – August 2, 2025

"Crosswalk is on a **blind curve** with **vegetative growth** covering both warning signs. Location is also a FCPS bus stop." – August 20, 2025



Providence District *Summary*

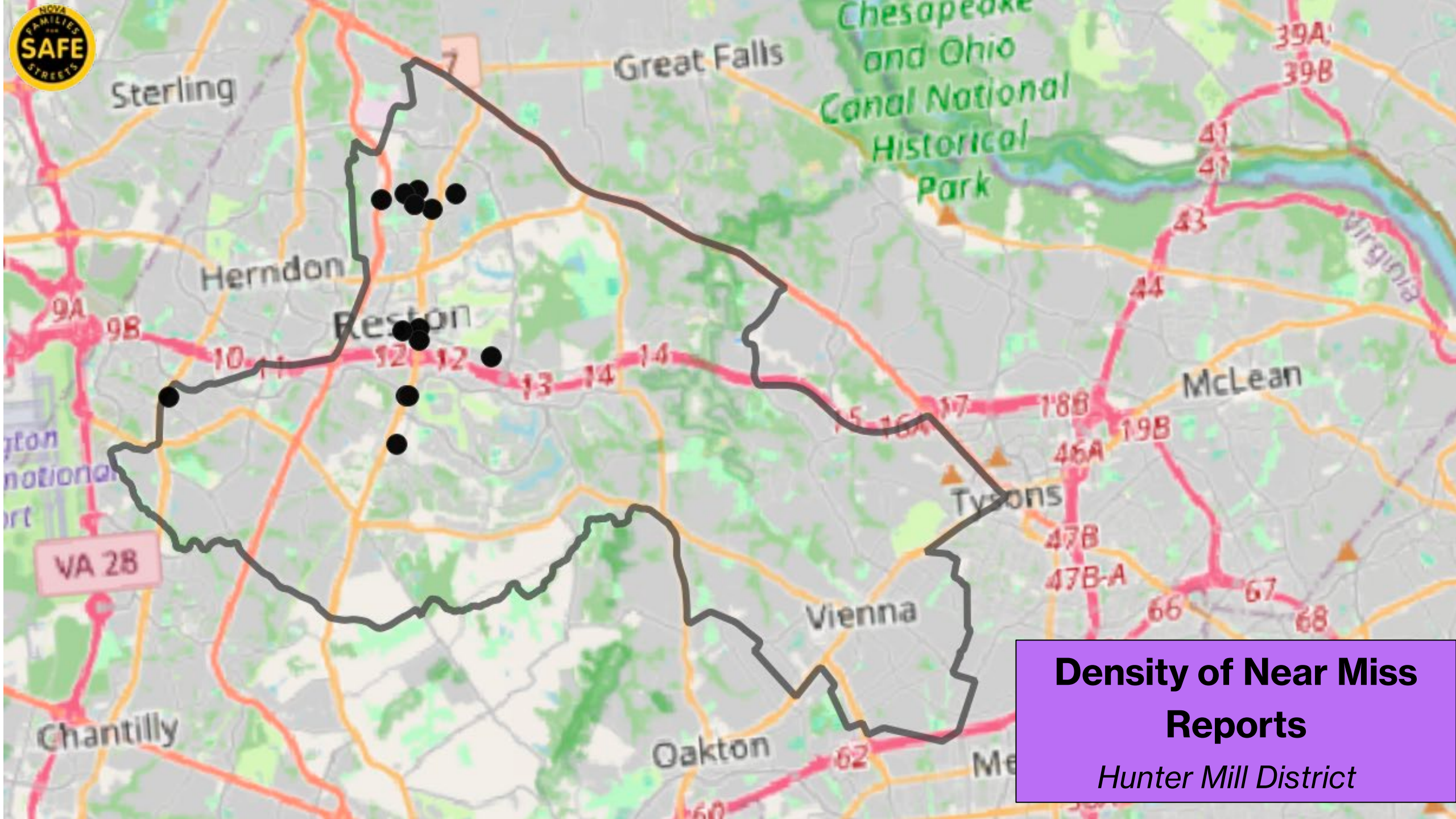
Key issues:

- Speeding
- Failure to Stop for Pedestrians in the Crosswalk
- Poor Visibility

Note: A corridor improvement project aimed at improving pedestrian and bicyclist safety across **Jermantown Rd**, including the installation of a shared use path and pedestrian-scale lighting, is planned to begin construction in 2027-2028, according to the [City of Fairfax](#).

Possible Solutions:

- Enforce traffic calming measures across Jermantown Rd
- Install crosswalk flashing signs at crosswalks on Jermantown Rd, as well as where the Cross County trail crosses Prosperity Ave
- Lower the posted speed limit where the Cross County trail crosses Prosperity Ave
- If feasible, lower the high point of the hill to improve visibility on Prosperity Ave
- Once jurisdictionally authorized, place speed safety cameras and clear vegetation around the crosswalk on Bushman Dr
- Where appropriate, install Stop Sign Cameras in School zones
- Install permanent Speed Feedback Signs on selected neighborhood roads

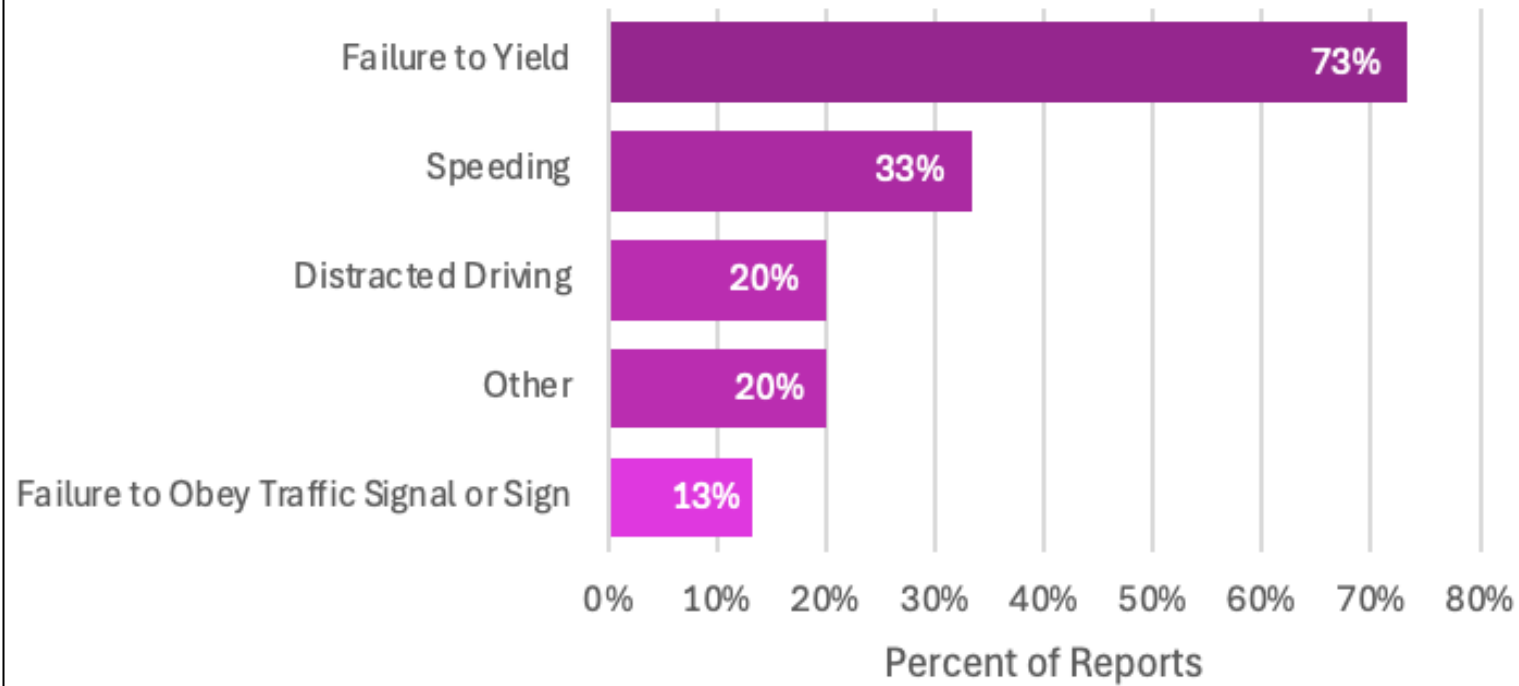




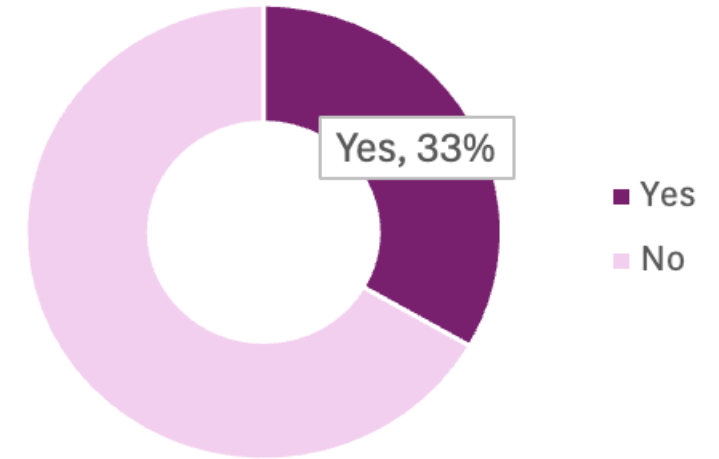
Hunter Mill District

Driver Behavior at Near Miss Locations

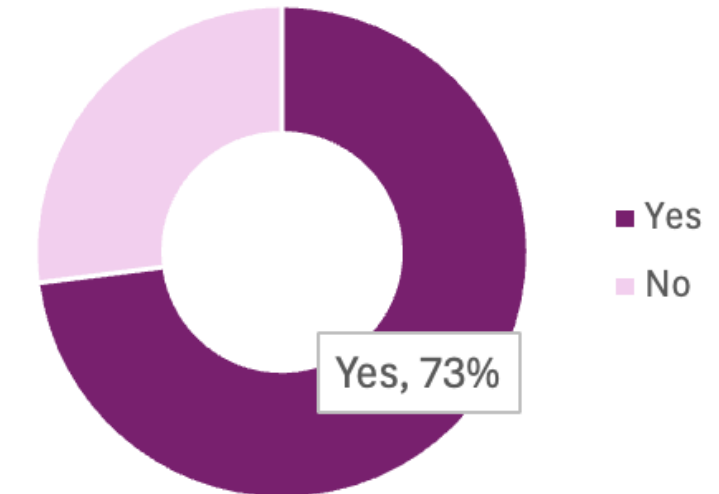
Hunter Mill District



Were children present?



Is this a recurring incident?





Hunter Mill District Case Study: Lake Newport Rd



"A car going southbound on Fairfax County Parkway **blew through a red light** at the intersection of Lake Newport Rd. and the parkway. This person intentionally went through the red light because they used the righthand turn lane to go around cars that were stopped at the light. A car crossed the intersection a few moments before and if the timing was different, it **could have been a terrible accident** as the offending car was going at a high rate of speed." - May 6, 2025

"Cars use Lake Newport road as a cut trough to get from Reston Parkway to Fairfax County parkway. **They speed and do not yield to pedestrians.** On an almost daily basis, cars speed right by as in standing three feet into the crosswalk. I've observed this with children riding bikes and walking to/from school as well." - January 4, 2025





Hunter Mill District Case Study: Lake Newport Rd



"Cars speeding in excess of 50 miles an hour down Lake Newport between Reston Parkway and Fairfax County Parkway. Cars using it as a cut through--speeding in school zone. Drivers speeding through crosswalk along Lake Newport, **nearly hitting pedestrians**. There needs to be a speed hump or flashing crosswalk sign." - January 28, 2025

*"Due to the curvature of the road it is **difficult for drivers to visibly identify pedestrians** and slow down in a safe, reasonable time. The poor visibility, unsafe driving speeds, and high foot traffic area makes each crossing considerably dangerous.*

Over the past 2 years, I've used the crosswalk daily for dog walking between Autumn Ridge Cir and Lake Newport Rd. I can count on my fingers the amount of times a driver has stopped to allow pedestrians to cross (as they're legally required to do).

*We're expecting our first child in 1 month and plan to continue using the paths around the neighborhood. **Increasing the safety is paramount** as a new parent, in addition to the parents, kids and neighbors who use the crosswalks daily." - January 2, 2025*



Hunter Mill District Case Study: Lake Newport Rd



*"Driver making a left off of Reston Parkway on flashing yellow arrow (i.e. without a green arrow) **did not look for pedestrians prior to turning.** The walk light was lit for pedestrians to cross. The vehicle finally stopped less than 10 feet from a group of four pedestrians (I wasn't convinced they were even going to stop), and the vehicle itself would have been hit if a car had been coming the other way on Reston Parkway.*

*This behavior (driver making a left on flashing yellow arrow without looking for pedestrians) is **fairly common at this intersection**, but that was the closest call I've seen." - February 8, 2025*



Hunter Mill District Case Study: Reston Pkwy



"The intersection is at the top of a hill. Traffic approaching Prosperity from Southwick eastbound (with a Stop Sign) **cannot see if a car is coming up the hill** until the car crests the hill. When the car is going fast, which is frequent, it is dangerous to enter the intersection." - March 12, 2026



"I am **regularly almost run over at this crosswalk** on the southern side of Reston Parkway at the intersection with Bluemont Way by drivers who are turning right onto Reston Parkway from Bluemont. **They rarely yield and instead just plow through the intersection** even when pedestrians have the right-of-way. This happened today again around 2:45 PM by not only one small sedan but also by a separate SUV. I am sick of Fairfax County doing nothing about so many pedestrians getting hit or killed trying to cross Reston Parkway." - September 28, 2025



Hunter Mill District *Case Study: Reston Pkwy*



*"VDOT, at my request, painted stripes on the cross walks where Sunrise Valley Drive intersects with Reston Parkway. Every single day I see drivers who are turning right fail to look for a pedestrian or bicyclist in the crosswalk - even though they have a "Walk" signal. Drivers **regularly run through red lights** at this intersection. I personally helped extricate a woman whose car was t-boned and her seat belt was stuck." - September 24, 2025*

*"Drivers **turning right fail to yield to pedestrians** with the walk signal. 85% of the time crossing the road, drivers fail to stop or even slow down. When this happens it makes it difficult to cross the road in the allotted walk signal time." - September 7, 2025*



Hunter Mill District Summary

Key issues:

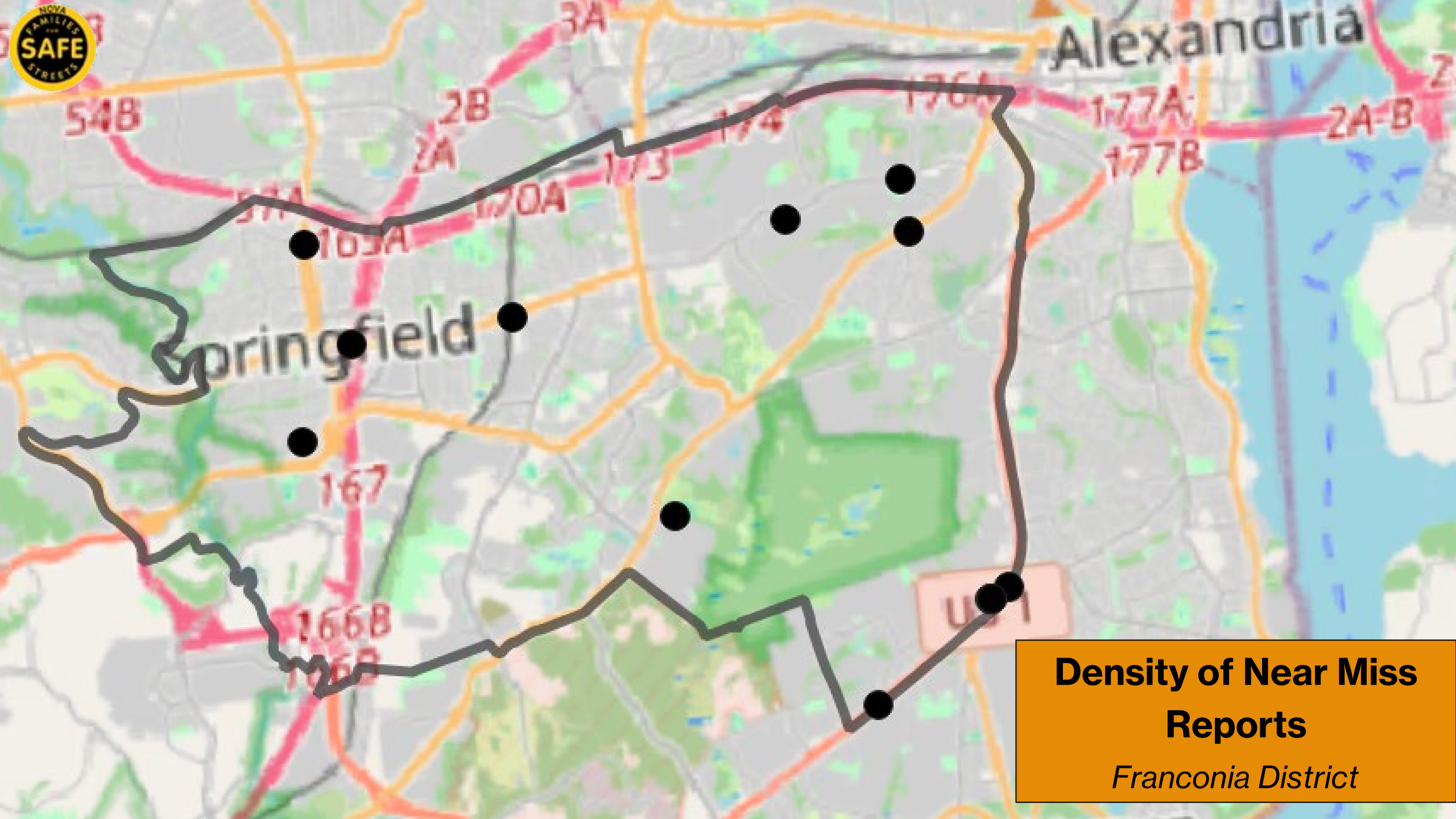
- Speeding
- Failure to Stop for Pedestrians in the Crosswalk
- Lack of Pedestrian Awareness
- Running Red Lights
- Poor Visibility

Armstrong Elementary School is located near reports across Lake Newport Rd, posing a **high risk to children in the area!**

Possible Solutions:

- Install speed humps or flashing crosswalk signs on Lake Newport Rd
- If jurisdictional authorized, add speed safety cameras to deter running red light signs at Lake Newport Rd and Fairfax County Pkwy
- Add a "No turn on Red" or at minimum a "look for pedestrians" sign for right-turn lanes on Reston Pkwy & No turn on Red at selected other intersections

On June 25, 2025, a driver suffered life-threatening injuries after crashing into a pole on Reston Parkway at Sunrise Valley Drive, according to [FFX Now](#).



Density of Near Miss Reports

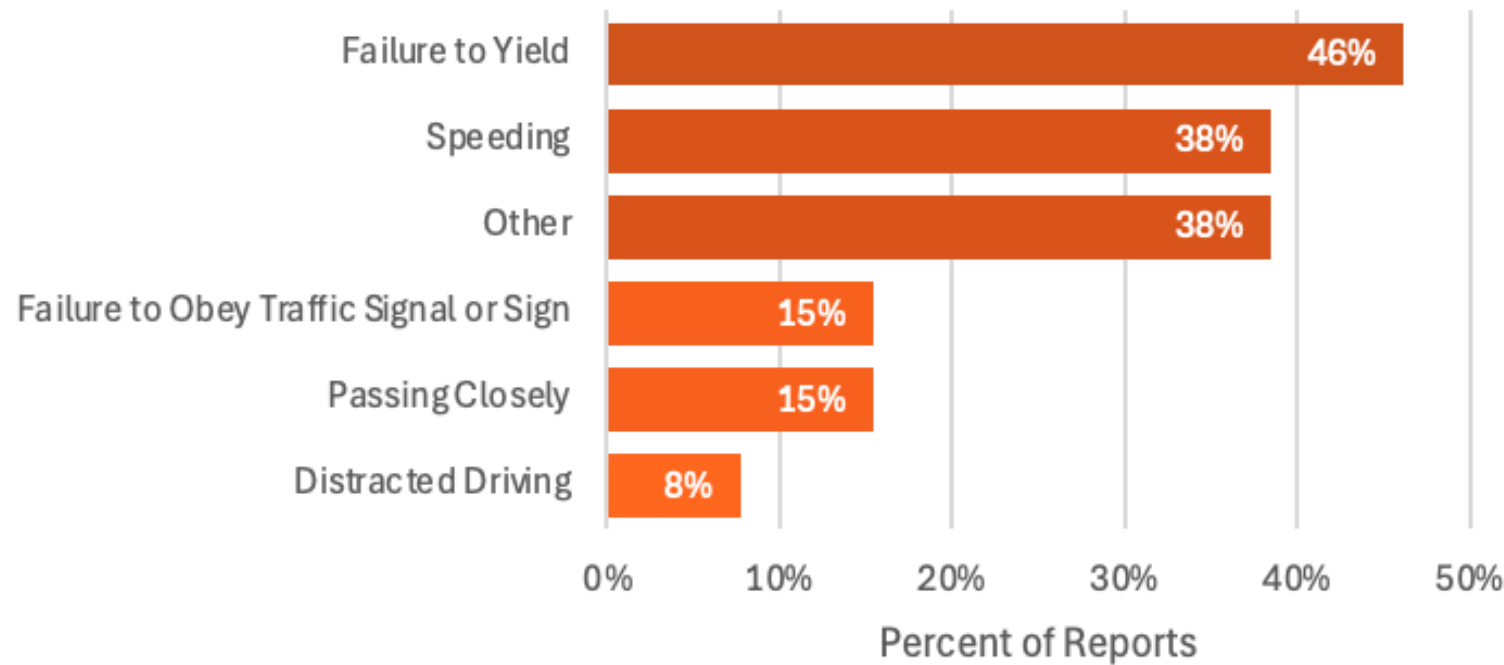
Franconia District



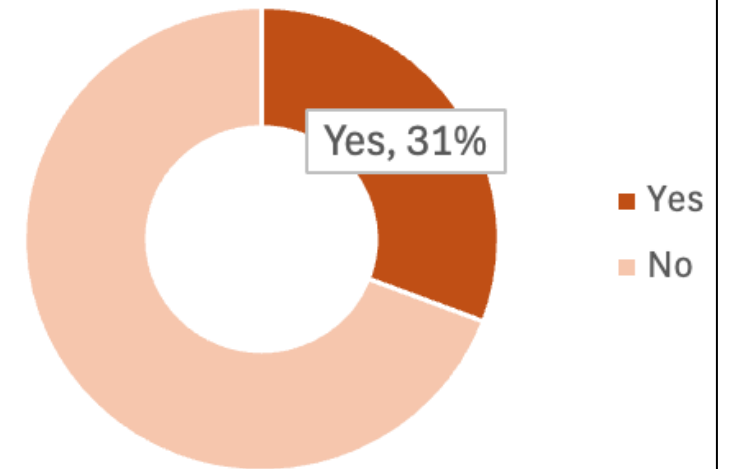
Franconia District

Driver Behavior at Near Miss Locations

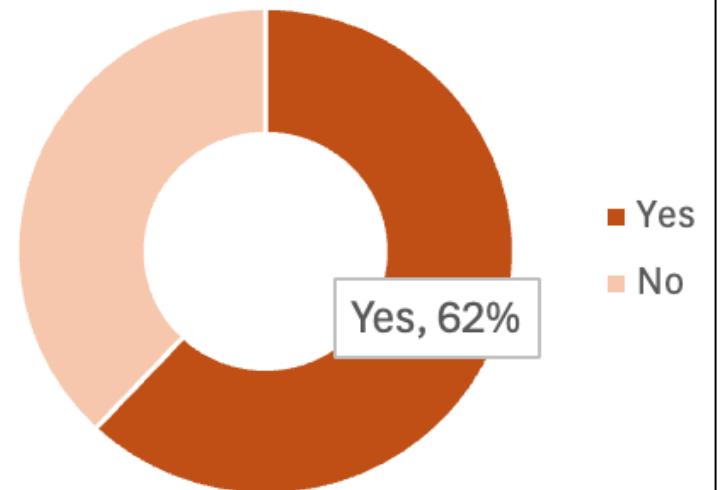
Franconia District



Were children present?



Is this a recurring incident?





Franconia District *Case Study: Ladson Ln*

Given its role as both a residential street and connector to several commercial and community facilities, Ladson Lane experiences significant pedestrian and cyclist activity and heavy traffic.



*"Exiting Avery park CT , a car was coming down Ladson and **was about to t bone.**"* - January 18, 2025

*"Walking dog and a mustang car was **doing wheelies on Ladson Ln.***

The driver was doing wheelies on Ladson Ln when walking my dog. Felt unsafe as I was scared the car could have jumped the sidewalk and hurt myself and my pet." - February 9, 2025

*"On Ladson Ln to turn a right onto Avery Park Ct. **Almost got tboned** from a car coming from the opposite direction of Ladson Ln."* - August 28, 2025



Franconia District Case Study: Telegraph Rd



"I was **struck by a driver** turning right on red while crossing North Kings on Telegraph. The car had stopped and I believed the driver had seen me on the curb. I proceeded to cross on my bike and was struck in the calf and pushed sideways. Incident occurred at ~6:40PM on 8/4. This is **at least the 5th incident** I've had at this intersection in the last 2 years." - August 4, 2025



"I was crossing the road in the crosswalk, with the "walk" sign, and car made the turn, at full speed, because they had the green light. They slammed the brakes, stopped like 10" from me.

This happens kind of often to me during "fall back" period time of the year. (Three times come to mind.) The key to it, I think, is that pedestrians crossing there is very rare, so drivers are not expecting them.

I've started to wear a strobing LED clip on light when I get ready to cross. It seems to work." - January 14, 2025



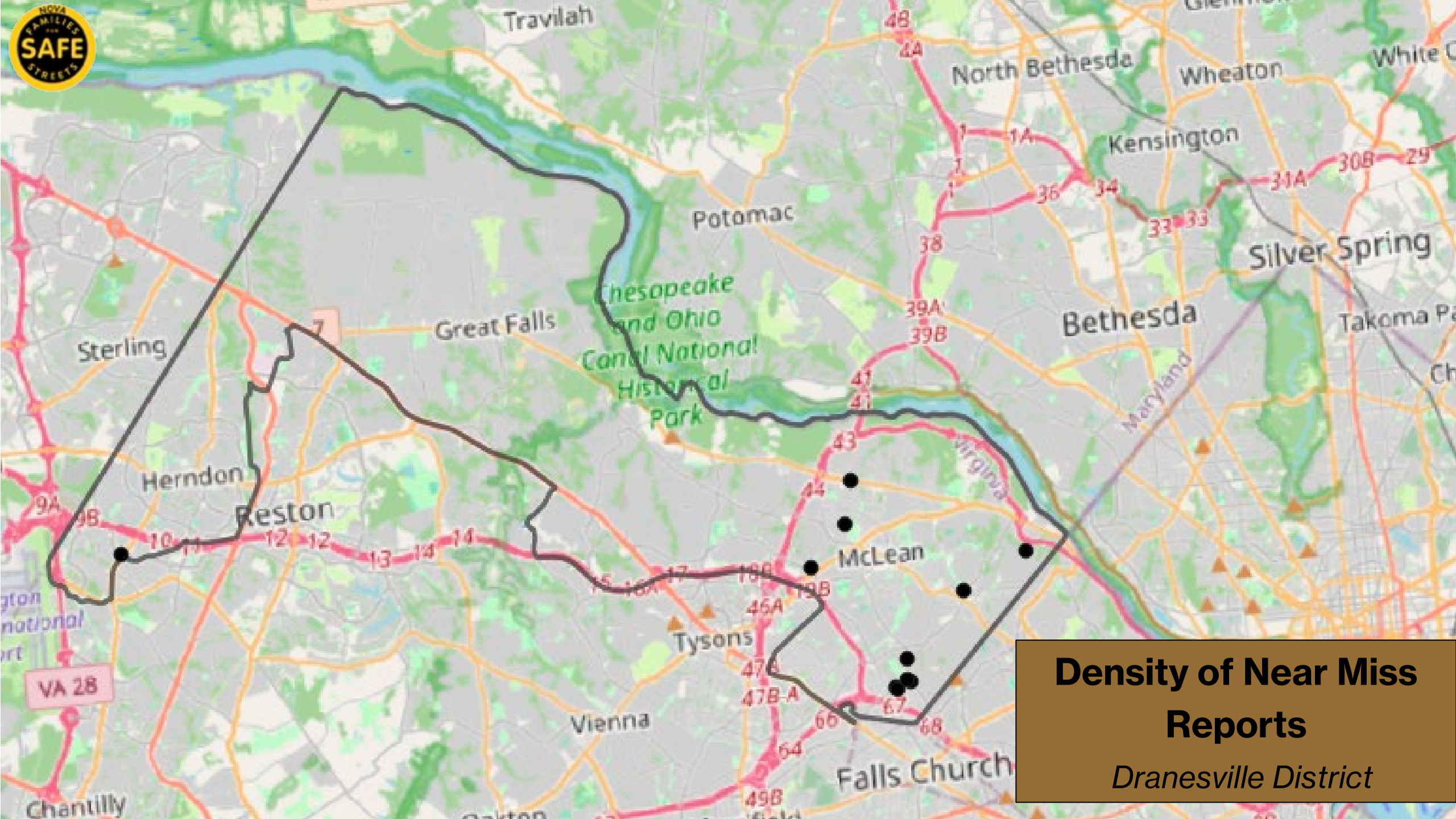
Franconia District *Summary*

Key issues:

- Reckless Driving
- Failure to Stop for Pedestrians in the Crosswalk
- Improper Right Turns

Possible Solutions:

- Enforce traffic calming measures across Ladson Ln., improve stop sign visibility and consider studying the traffic lighting timing at the intersection of Ladson & Richmond Hwy
- Conduct a RTAP study on Ladson and install speed bumps
- Restrict right turns on red at the Telegraph Rd and North Kings intersection
- Install HAWK lights at low-traffic crosswalks



Density of Near Miss Reports

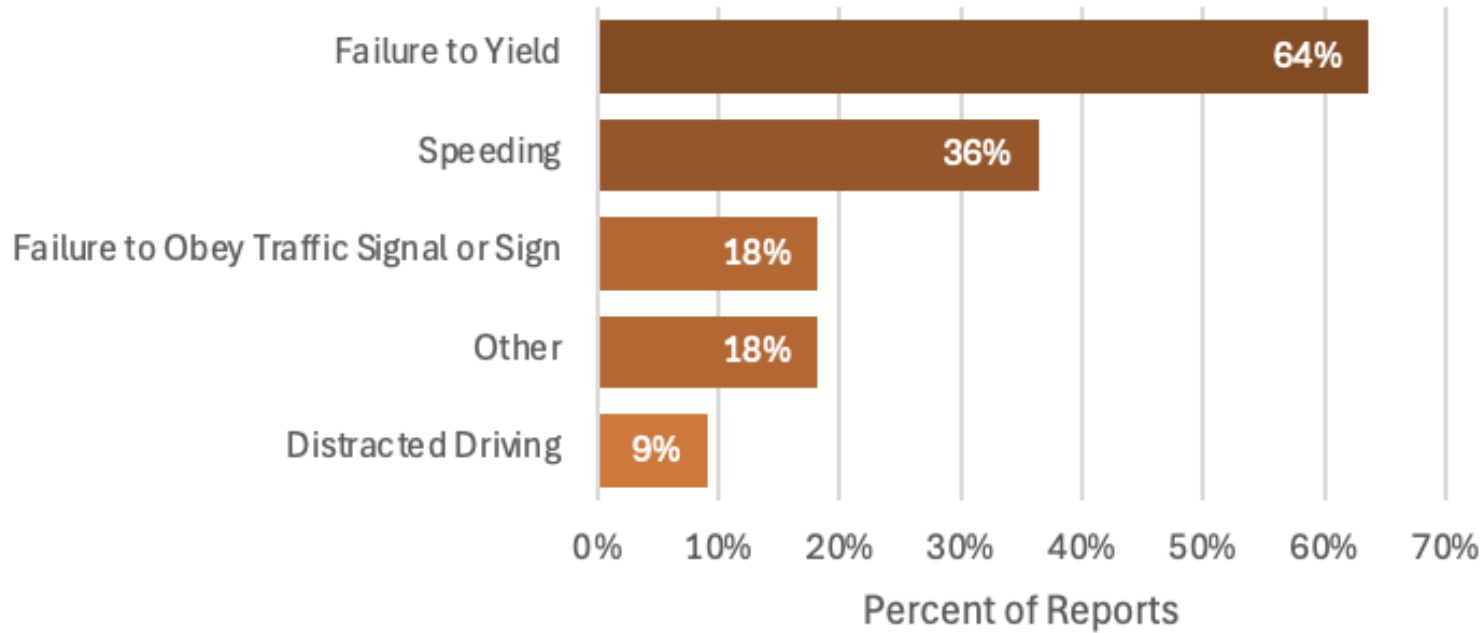
Dranesville District



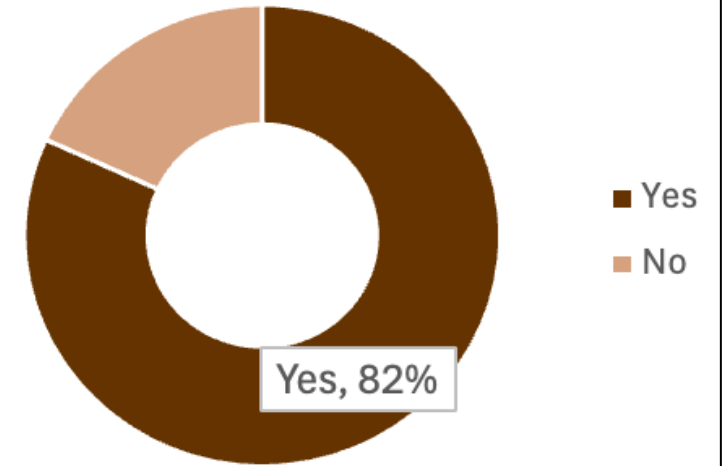
Dranesville District

Driver Behavior at Near Miss Locations

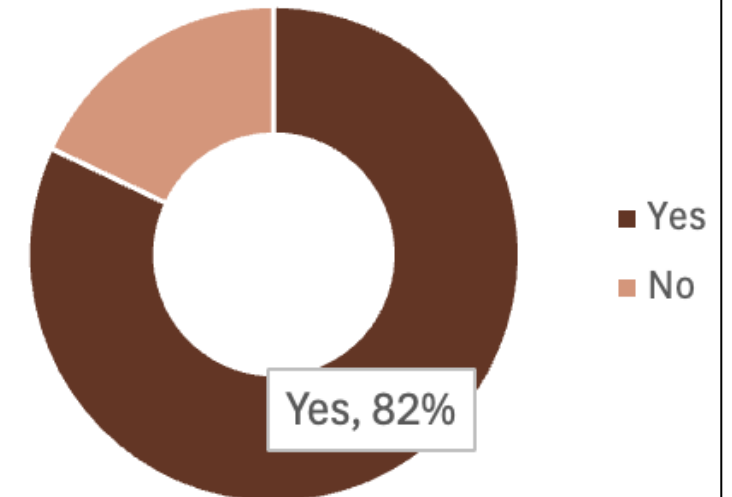
Dranesville District



Were children present?



Is this a recurring incident?





Dranesville District *Case Study: Haycock Rd*



*"Children on the northside of Haycock **walking to Haycock Elementary school** observed a car driving on Haycock enter the onward traffic lane to turn left on Casemont. That driver hit another car that was stopped on Casemont waiting to turn onto Haycock. The children had just minutes earlier had crossed Haycock. There is now a new bad driver "habit" at this intersection, namely **speeding drivers seeking to avoid the traffic light intersection** at Great Falls Street and Haycock Rd driving on the wrong side of the street to turn onto Casemont. The County has a crosswalk project underway for this intersection, but that won't stop this bizarre habit that some drivers have adopted." - November 13, 2025*



Dranesville District Case Study: Haycock Rd



*"At the traffic light-controlled intersection of Haycock Road and Westmoreland Street. Haycock Elementary is on the northwest corner. Right turns on red at all corners are permitted, even during school hours. There is an additional \$200 fine for speeding on Haycock and Westmoreland and **it is rarely enforced**. Driver on Haycock approached the intersection at a high rate of speed despite having the red light. As I was halfway through the crosswalk, it was clear she had no intention of stopping for the red light before turning red. She looked at me and shrugged as she sped onto Westmoreland." - January 14, 2026*

*"Two senior citizens and a dog were in the middle of the crosswalk with the walk signal when a southbound **speeding vehicle** on Westmoreland moved into the right turn lane and to go on Haycock. He had no intention of stopping to let them finish crossing. One pedestrian yanked her dog back and grabbed her companion with her other hand. The reckless driver passed with a couple of feet of the women.*

This is a frequent occurrence at this intersection, in this incident the speeder did have green light, most incidents involve speeders turning right on red without stopping for the red light." - January 5, 2025



Dranesville District *Case Study: Georgetown Pike*



"Poor signage (dull, dirty) and obscured from overgrowth on the eastbound side of Georgetown Pike. There is a school on the south side of the crosswalk, which is also the connecting point to the only sidewalk on Georgetown Pike. Need lighted signs. Crosswalk is routinely blocked by traffic stacked up going to 495. Drivers are going down hill in both directions as they approach this crosswalk." - December 2, 2025



Dranesville District Summary

Speeding on Haycock Rd poses a **high risk to children** due to proximity to Haycock Elementary School!

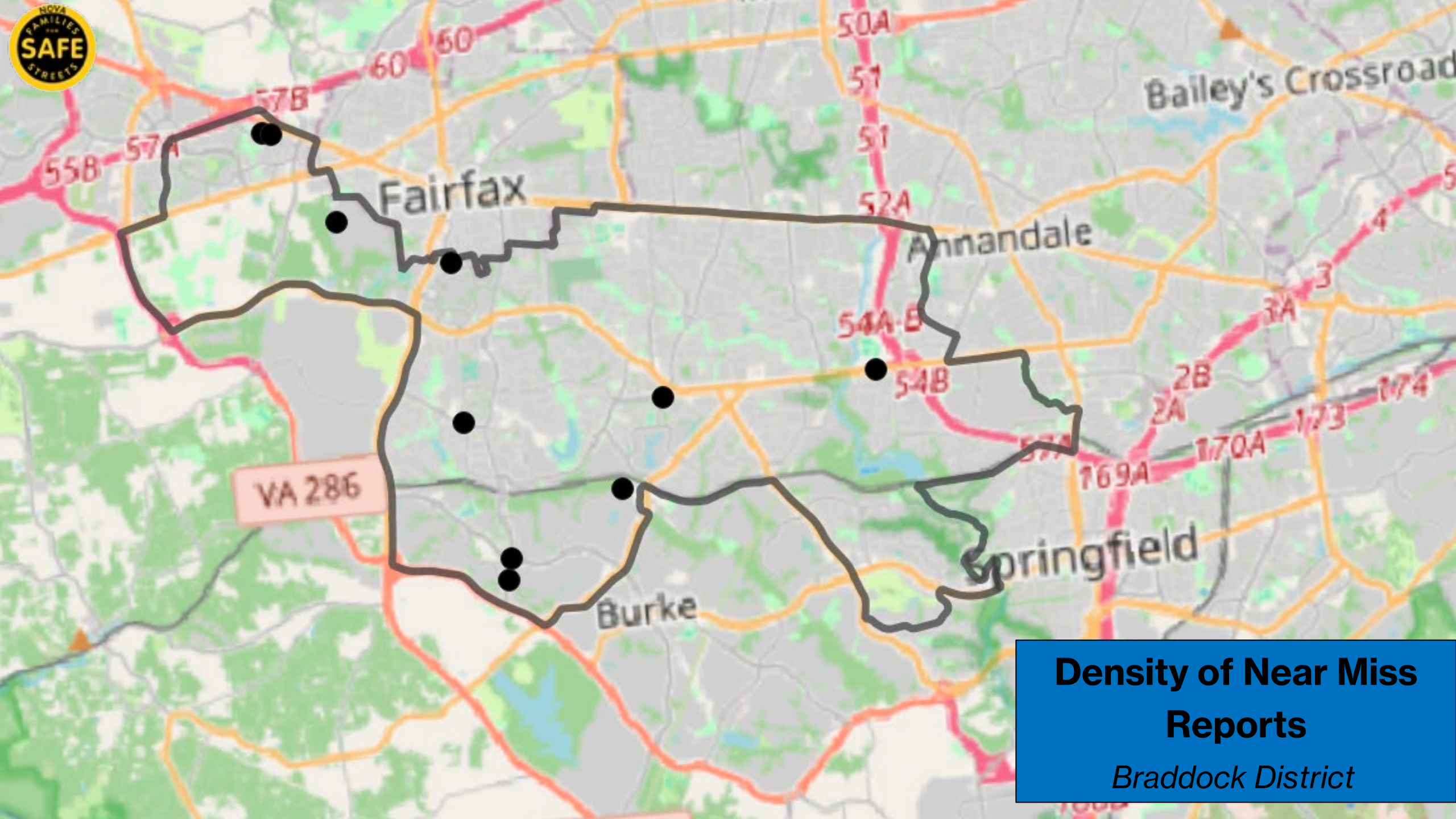
Key issues:

- Speeding
- Failure to Stop for Pedestrians in the Crosswalk
- Poor Visibility

Possible Solutions:

- No right turns on red near Haycock Elementary School during school hours
- Install Stop Sign Cameras in school zones
- Install Speed Safety Cameras on Haycock Rd and Westmoreland Rd
- Clear vegetation and update signage on Georgetown Pike

On March 5, 2026, a driver collided with a power pole on Georgetown Pike, suffering life-threatening injuries, according to [DC News Now](#).



Density of Near Miss Reports

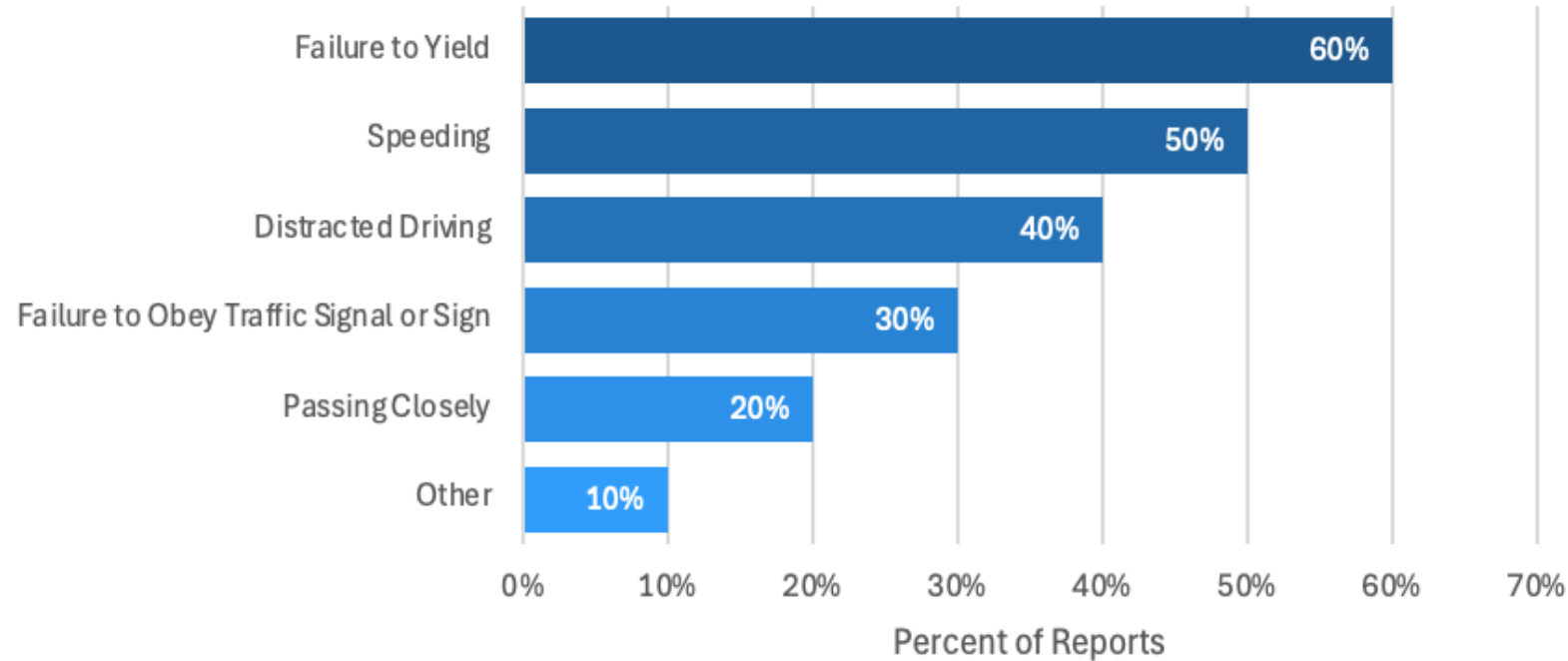
Braddock District



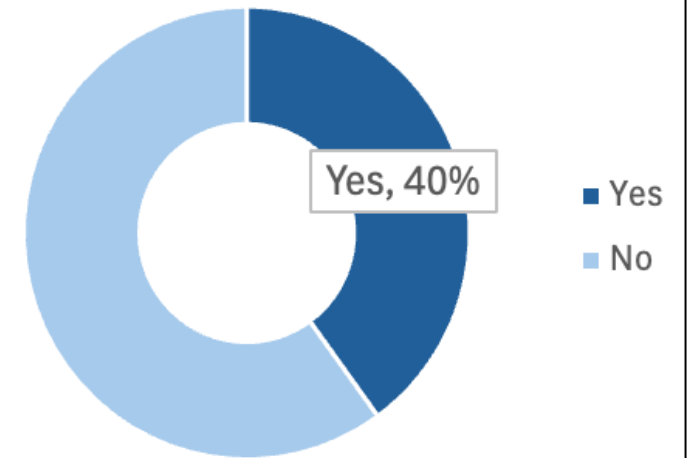
Braddock District

Driver Behavior at Near Miss Locations

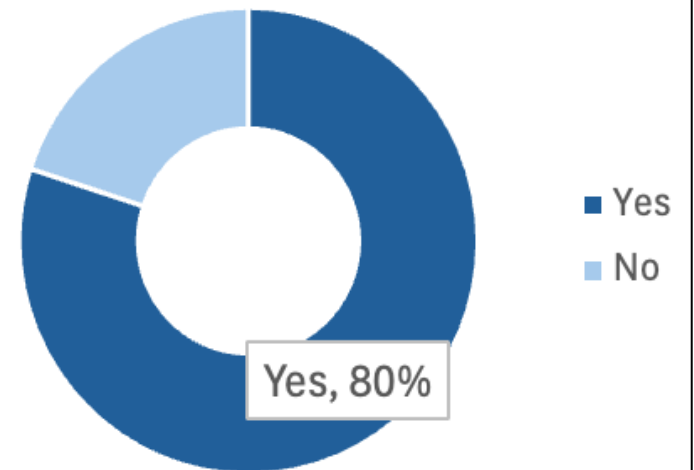
Braddock District



Were children present?



Is this a recurring incident?





Braddock District Case Study: Random Hills Rd



"Walked our dog within cross-walk. Black Audi SUV approached at **high speed with the driver being distracted** looking at their cell-phone. Car stopped last minute and barely missed us. We have the incident on camera and have another resident (driver in another vehicle who stopped for us) witnessing incident (also on camera). How long do we have to fear for our lives crossing a crosswalk? **When will traffic calming be part of the solution?** More patrols?" - October 2, 2025

"Driver was speeding and barely made it to a full stop while we were crossing the pedestrian walkway. What made this dangerous was that one column of cars fully stopped while the drive in the second lane did not and almost hit us. **This area needs traffic calming badly!!!!**" - April 23, 2025



Braddock District Case Study: Roberts Pkwy



"There is a lot of **vegetation that obscures approaching pedestrians from drivers**. Drivers typically are traveling at high speed in this merge/turn lane. Have seen many people including my self see cars fail to yield to pedestrians/cyclists." - September 26, 2025



"My family and neighbors are reporting **almost daily near misses at this crosswalk**. Drivers are turning from Fairfax County Parkway onto Roberts Road and continuing at speeds of 50 mph plus. Cars are often parked just before the crosswalk, so **visibility is limited for both the driver and pedestrian**. Drivers often sped up when seeing pedestrians in the road. Motivation for behavior is unclear. Requesting button and lights for crosswalk to increase visibility." - May 16, 2025



Braddock District *Summary*

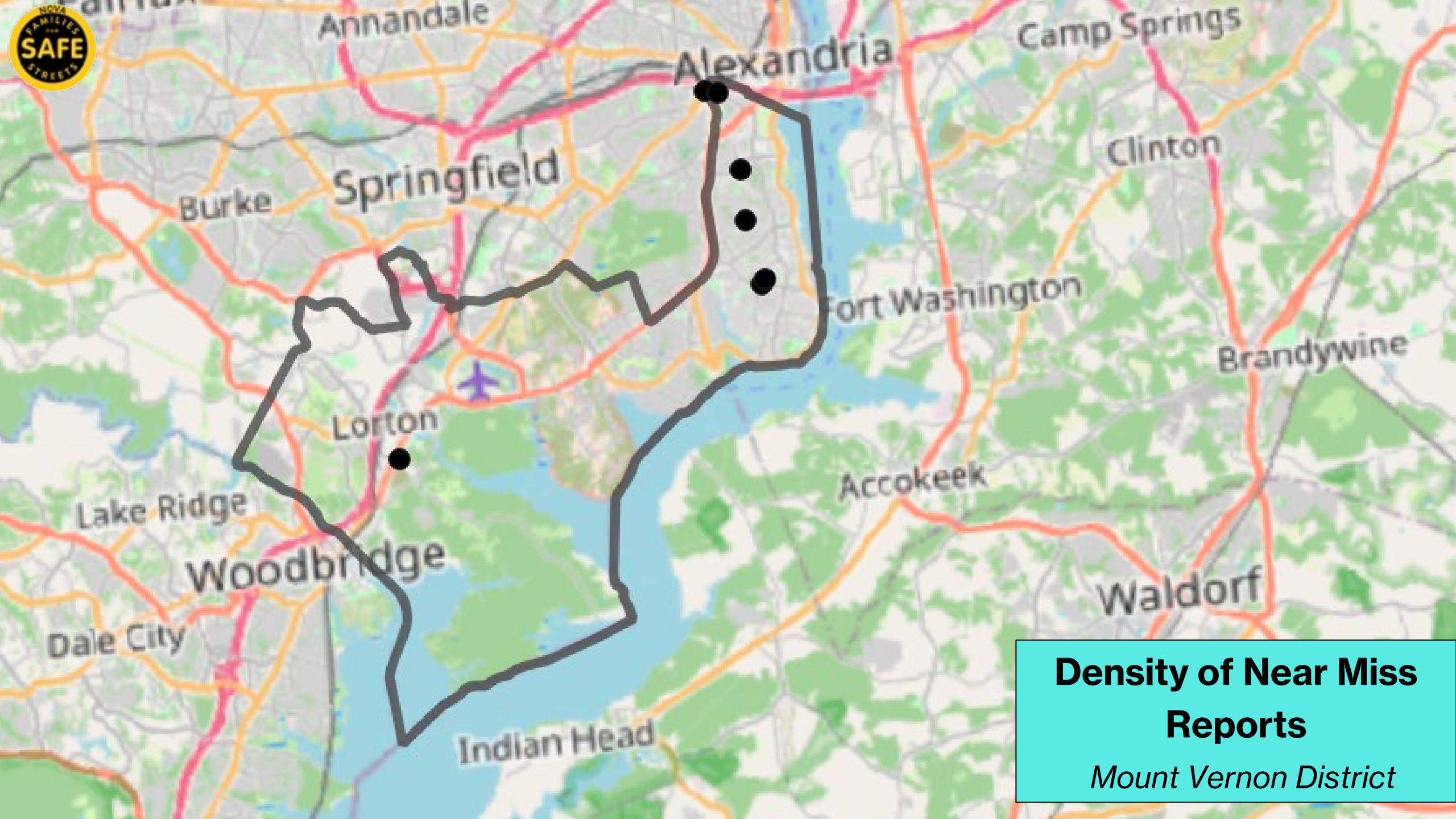
Key issues:

- Speeding
- Distracted Driving
- Failure to Yield
- Failure to Stop for Pedestrians in the Crosswalk
- Poor Visibility

Possible Solutions:

- Enforce traffic calming measures on Random Hills Rd including installing Speed Safety Cameras where appropriate
- Install HAWK crosswalk lights at Roberts Pkwy
- Clear vegetation and restrict parking near the crosswalk on Roberts Pkwy

According to [Fairfax Alliance for Better Bicycling](#), 92 crashes occurred on **Roberts Pkwy**, with 30 involving injuries, between 2018 and 2024, because of “dangerous pedestrian crossings, aggressive driving, and inadequate lighting and signage”. As of 2026, Fairfax County and the Northern Virginia Transportation Authority (NVTa) began evaluating options for improvement of the corridor.



Density of Near Miss Reports

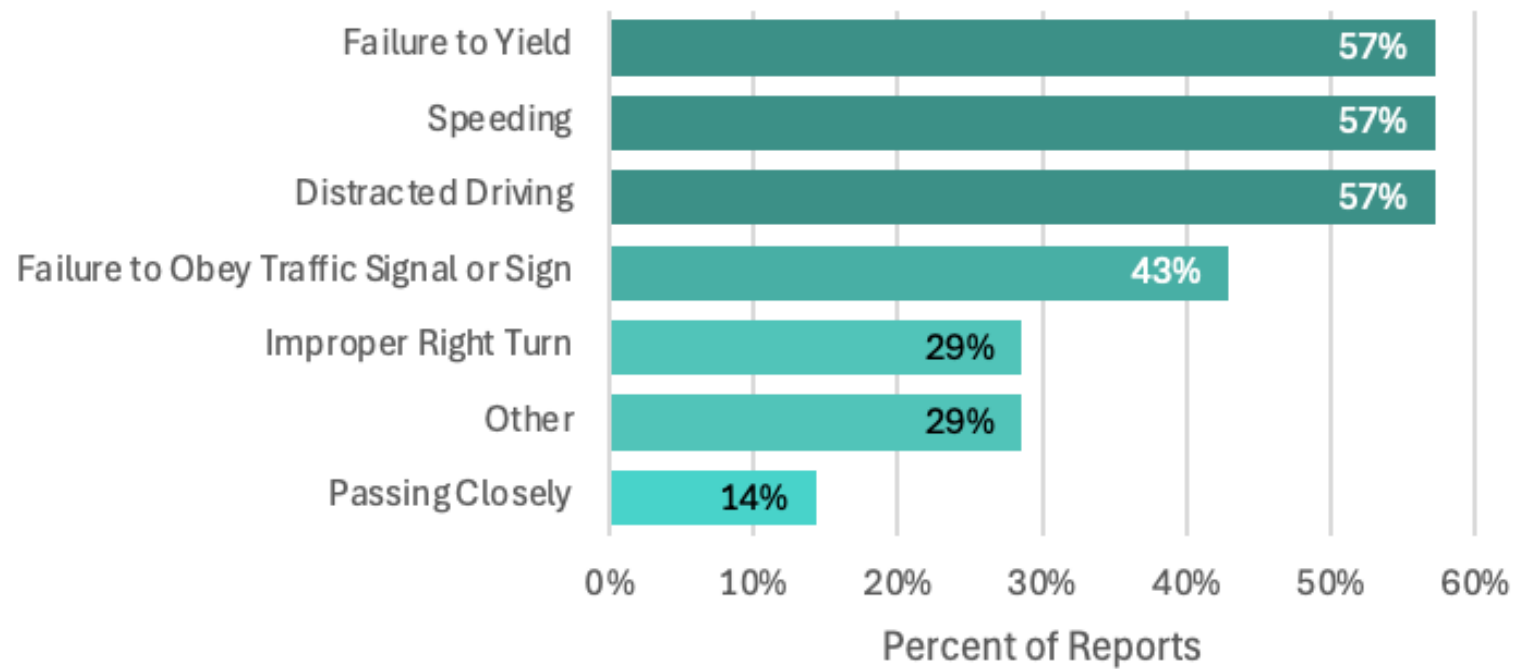
Mount Vernon District



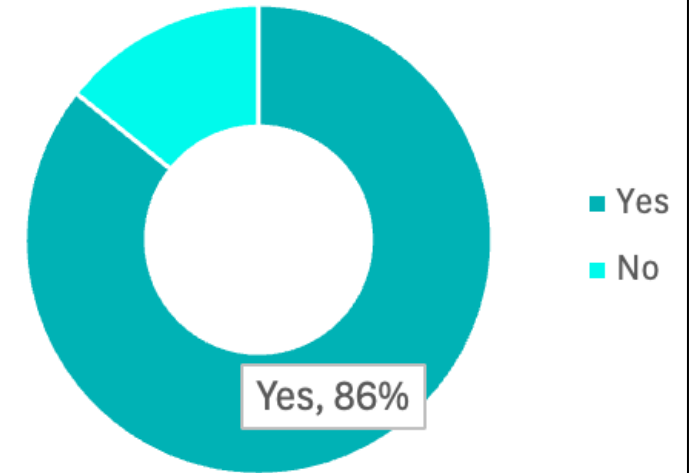
Mount Vernon District

Driver Behavior at Near Miss Locations

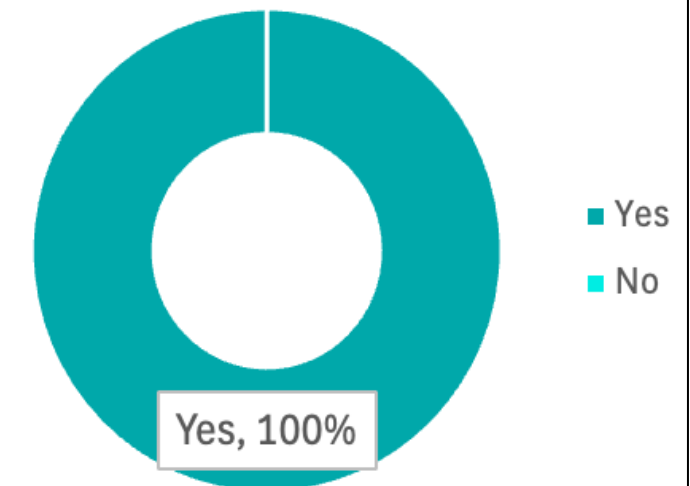
Mount Vernon District



Were children present?



Is this a recurring incident?





Mount Vernon District Case Study: Collingwood Rd



*"Collingwood Rd between Riverside Rd and Ft Hunt Road in Mount Vernon District. The sidewalks have gaps, so **people walk along the road, but the drivers go very fast** between the GW Parkway and the INOVA Hospital. The road also has hills which **limits pedestrian visibility** in some cases to approaching vehicles. This area is very dangerous as many families live along the road and it needs to be addressed! Better sidewalks would fix many problems." - September 25, 2025*



Mount Vernon District Case Study: Collingwood Rd

"My family lives off of Collingwood Road. This street and several others nearby **do not have a safe means of pedestrian passage** that directly connects to any existing sidewalk and trail network. When we have gone for walks around our neighborhood, cars have nearly hit us and our daughters in a stroller. Collingwood Road between Riverside Road and the GW Parkway has an existing piecemeal stretch of sidewalks creating a dangerous condition for pedestrians. In some parts, **the sidewalk suddenly ends without any warning**, and in others, it alternates to the other side of the street without a crosswalk. Cars travel with excessive speed to get to the GW Parkway, and the undulating terrain and overgrown shrubbery causes limited visibility in certain areas. This area is very dangerous to walk on and would greatly benefit from sidewalks." - September 25, 2025





Mount Vernon District Case Study: Gunston Rd



"Gunston road is a four lane road with no safe Pedestrian cross walk to use. There are two neighborhoods and a convenience stores 7/11, gas station along with a designated school bus stop on the south side of the road, where people within the community routinely used. Because of the **lack of enforcement of speeding/drag racing, and illegal parking and U-turning**, many pedestrian left vulnerable and another serious incident is waiting to happen. If looking into near missed incident, it reoccurred several times and going unreported. The combination of the mentioned violations are prime contributors to the monthly accidents, **some are fatal**, reoccurring at the intersection of Richmond Hwy (Route 1) and Gunston (see the incident record). The several requests and complaints for a pedestrian crossing at the location with reducing speed limit to minimum of 35 MPH or less, and increase enforcement on traffic violation with improved the safety for the community." - September 28, 2025



Mount Vernon District *Summary*

Key issues:

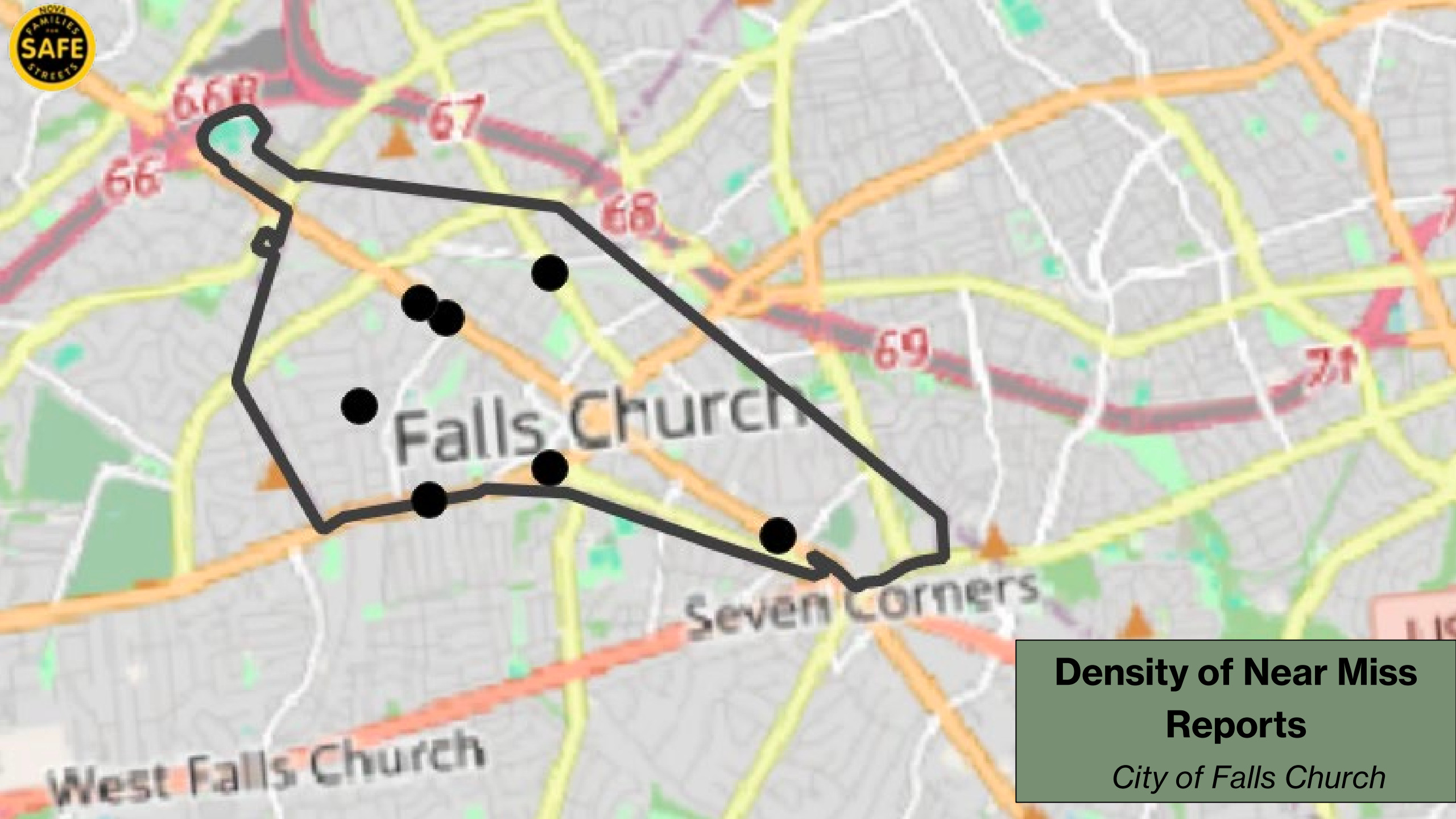
- Speeding
- Illegal Parking and U-Turning
- Lack of Crosswalks and Sidewalks
- Poor Visibility

According to the [Fairfax County](#), the construction of a shared-use path along **Gunston Road** from Pohick Bay Golf Course to Julia Taft Way is part of the county's 2025-2030 Transportation Priorities Plan Projects.

Possible Solutions:

- Build continuous sidewalks along Collingwood Rd
- Install pedestrian crossing lights and reduce speed limit on Gunston Rd
- Increase enforcement of speeding, illegal parking, and U-turn fines near the intersection of Richmond Highway and Gunston Rd
- Install Speed Safety Cameras on Richmond Hwy
- Install no right on red signs at selected Richmond Hwy intersections
- Install Speed Feedback Signs on Collingwood and Gunston
- Install Stop Sign Cameras around selected schools

Between 2023 and 2026, there had been 12 fatalities across **Richmond Hwy**, a major corridor in the district. In 2026 alone, there had been 5, including a four-vehicle collision on January 7th and a 67-year-old pedestrian struck on April 3rd, according to data collected by NoVA FSS. Additionally, on July 2nd, 2026, a woman in a wheelchair was fatally struck while crossing in the Richmond Highway (Route 1) area, according to [FFX Now](#).



**Density of Near Miss
Reports**

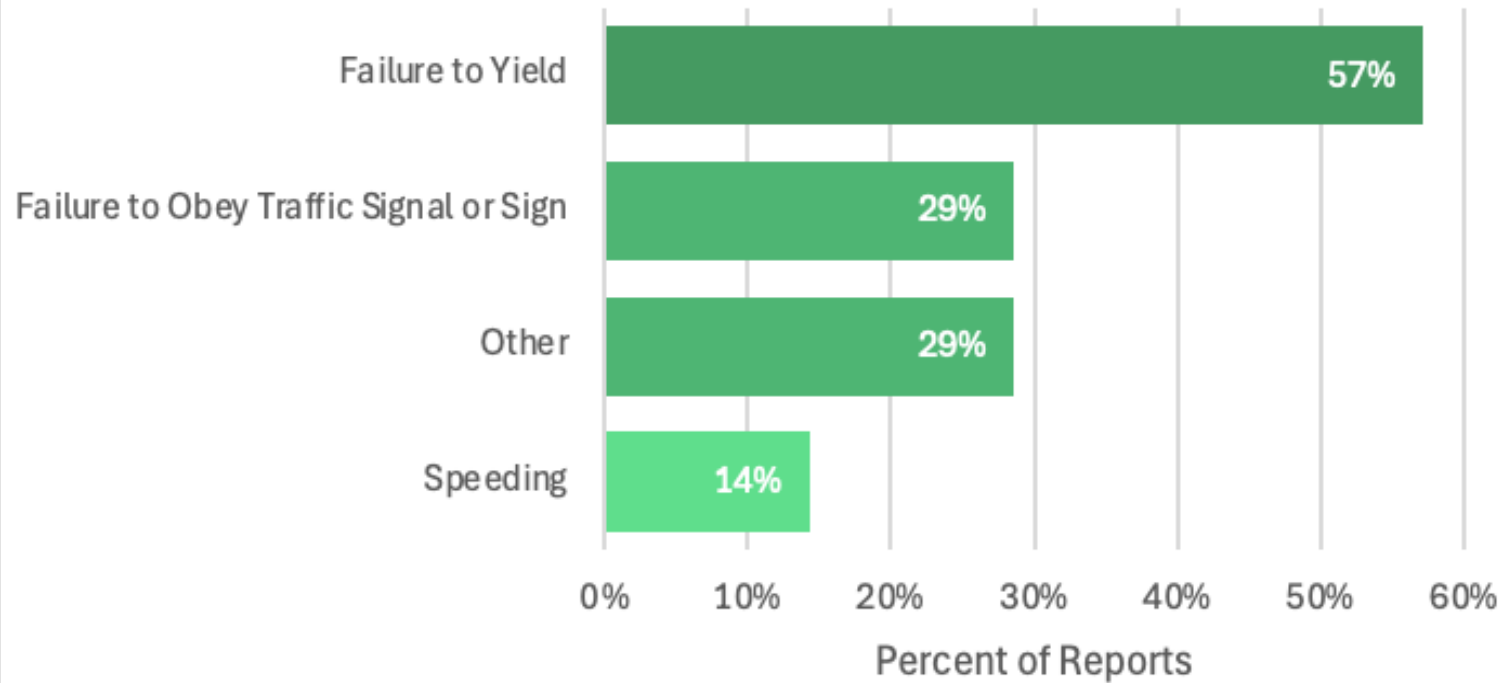
City of Falls Church



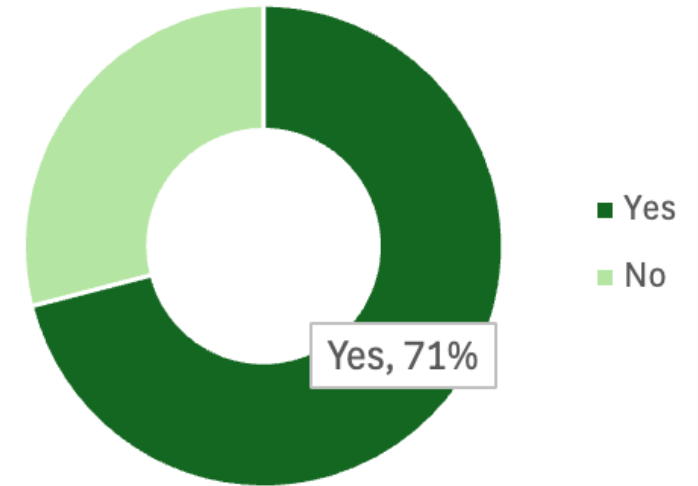
City of Falls Church

Driver Behavior at Near Miss Locations

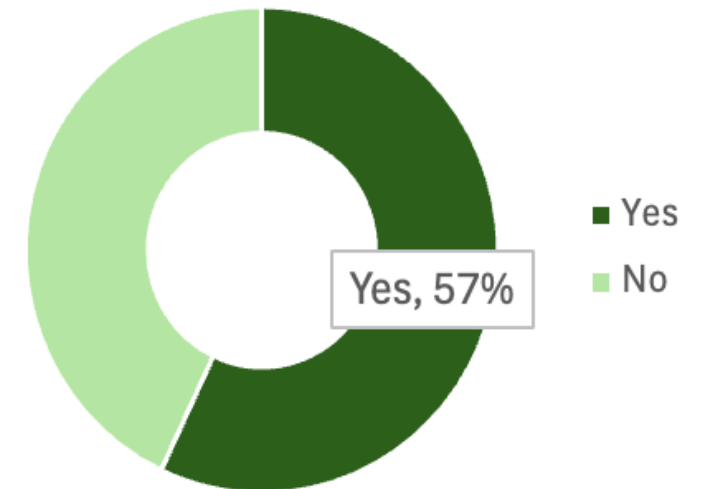
City of Falls Church



Were children present?



Is this a recurring incident?





City of Falls Church *Case Study: Broad St*



"A small truck traveling north on S. Spring St. **ran a red light** at Broad St." - March 19, 2025

"This is a HAWK signal that is **often completely ignored** by drivers." - June 3, 2026





City of Falls Church

Case Study: Jackson St / Timber Lane



"Jackson St/Timber Lane Intersection: The Y-shaped intersection and current crosswalk configuration create a number of safety hazards.

Some of the issues with the intersection include:

- Drivers traveling eastbound on Timber Lane turning onto northbound Jackson are able to take the corner at speed and **cut the corner.***
- A majority of drivers on southbound Jackson make a right turn onto Timber Lane. Approaching the stop sign, they exclusively look to their left. The crosswalk on Timber Lane is not close enough to the stop sign to be in their view, making it hazardous for pedestrians in the crosswalk. **Drivers rarely come to a complete stop at the stop sign.***
- The **crosswalk is not set up for optimal pedestrian use.** Many pedestrians cross outside the crosswalk to go from Jackson to eastbound Timber Lane.*
- The intersection needs re-configuration to slow traffic, adding left turn traffic calming (centerline hardening), and a better crosswalk configuration to match pedestrian routes." - October 16, 2025*



City of Falls Church Summary

*Proximity of Saint James Catholic School to the reports across W Broad St poses a **high risk to children!***

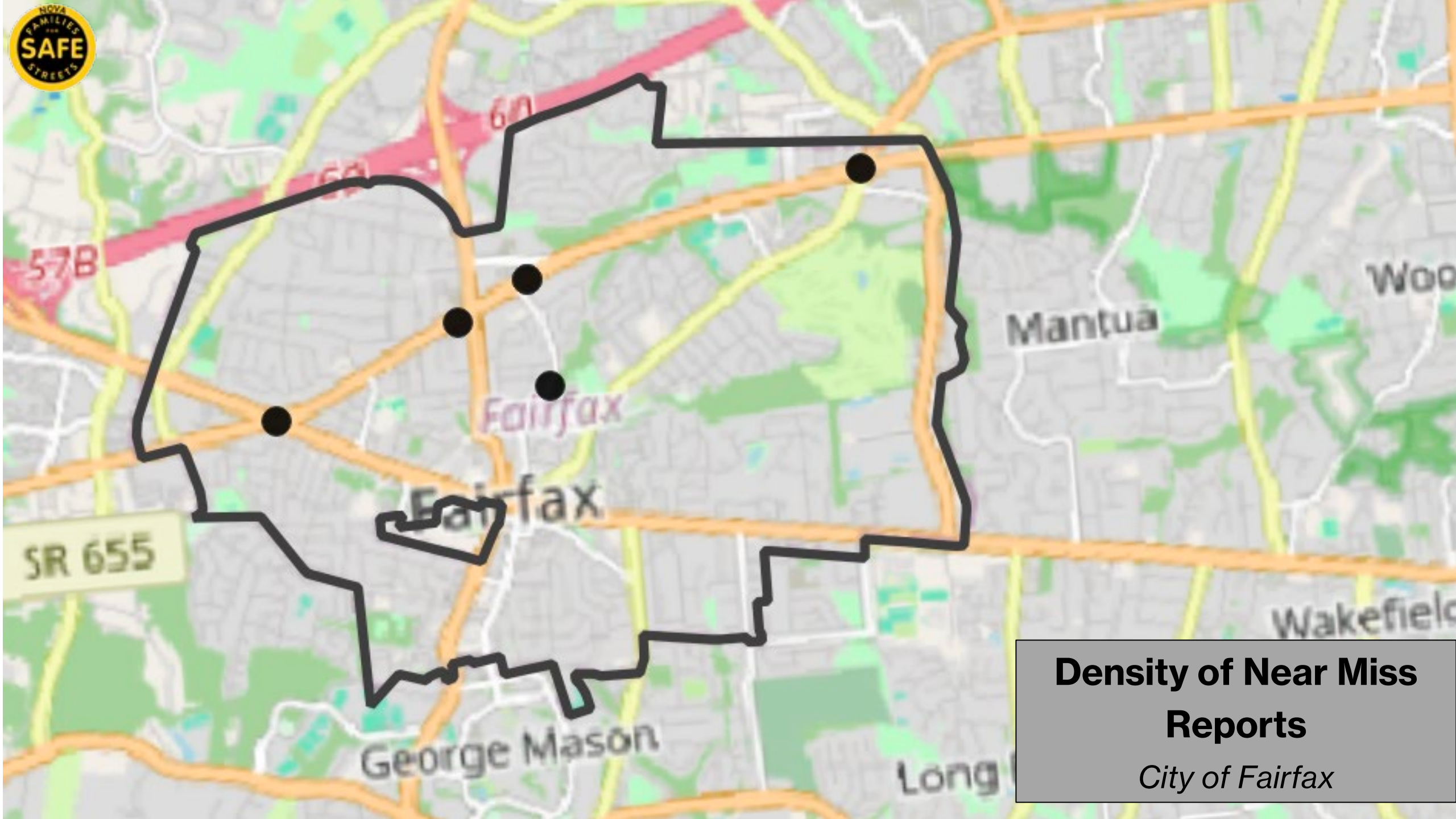
Key issues:

- Running Light Signs and Signals
- Confusing Intersection Geometry

Possible Solutions:

- Install red light cameras at W Broad St
- Reconfigure the Jackson St and Timber Ln intersection with centerline hardening and reposition the crosswalk configuration
- Install Stop Sign Cameras in school zones

According to [ARL Now](#), out of the 134 crashes in City of Falls Church in 2025, 42 occurred at the intersection of E. **Broad Street** and Washington St, which amounts to 31%.



Density of Near Miss Reports

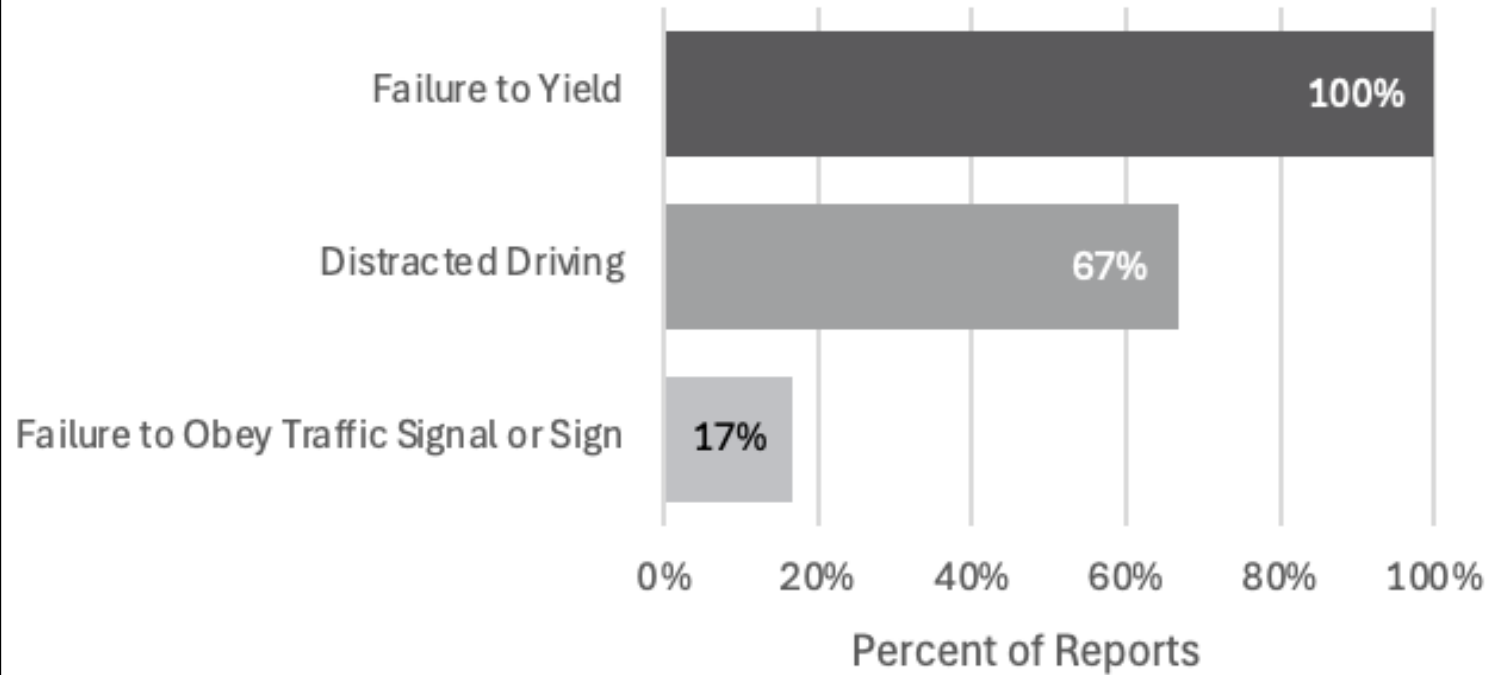
City of Fairfax



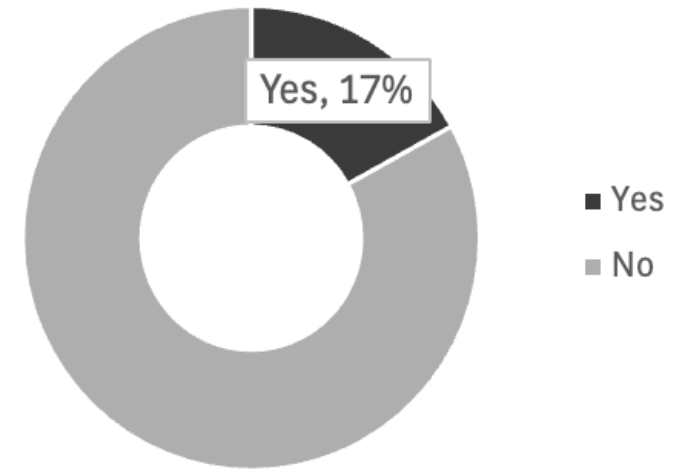
City of Fairfax

Driver Behavior at Near Miss Locations

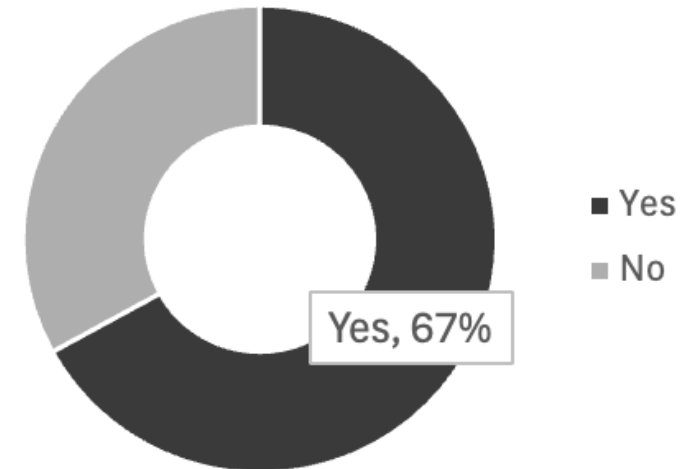
City of Fairfax



Were children present?



Is this a recurring incident?





City of Fairfax Case Study: *Fairfax Blvd*



*"The cut-through design of this roundabout creates a high risk environment due to an **overwhelming number of conflicting merge points** where center lanes intersect the circular flow. Drivers can tend to focus more on vehicle navigation, diverting attention from pedestrians and crosswalks. It's particularly tricky when rainy weather and low visibility combine with the already complex lane layout." - October 16, 2025*



City of Fairfax Case Study: *Fairfax Blvd*

*"At 10am on 3/6 I was driving west/south 50/29. As I approached the intersection - where multiple cars were stopped and the light was red I saw a tall middle aged man crossing from the left. Because of the number of cars stopped I lost sight of him as I approached the intersection to turn right on 50. The right turn lane had a green arrow but also a clear sign that said yield to pedestrians. I did not notice if the pedestrian walk sign was white or solid red. I was prepared to yield if the man had continued crossing but I had to get in front of the stopped cars. I slowed ..did not make full stop...and noticed he was standing in the island. So I proceeded to go. However the two cars behind me were having none of it. They honked and proceeded to aggressively tailgate. As I turned the corner - the two cars were intent to pass me at 40-50 mph. It appeared also they both proceeded to turn right onto Jermantown and **failed to yield to pedestrian** there." - March 6, 2026*





City of Fairfax

Case Study: Ford Rd / University Dr



*"I bike down (east) Ford Road, and use the crosswalk to enter Van Dyck Park almost daily on my way to drop my son off at daycare. In this particular incident, I came to a stop at the sign, and saw a car approaching too fast from the south. Because of the approaching car, I didn't cross the intersection toward the park, despite the fact that I had the right of way. The driver finally noticed me and hit the brakes hard, coming to a stop fully across the crosswalk and into the intersection. If I had taken my right of way after I came to a stop, she would have hit me or had to swerve into a different lane. Drivers **regularly approach this intersection quickly**, come to a stop past the line, into the intersection, and regularly fail to yield to pedestrians and cyclists using the crosswalks at this intersection." - April 17, 2025*



City of Fairfax *Summary*

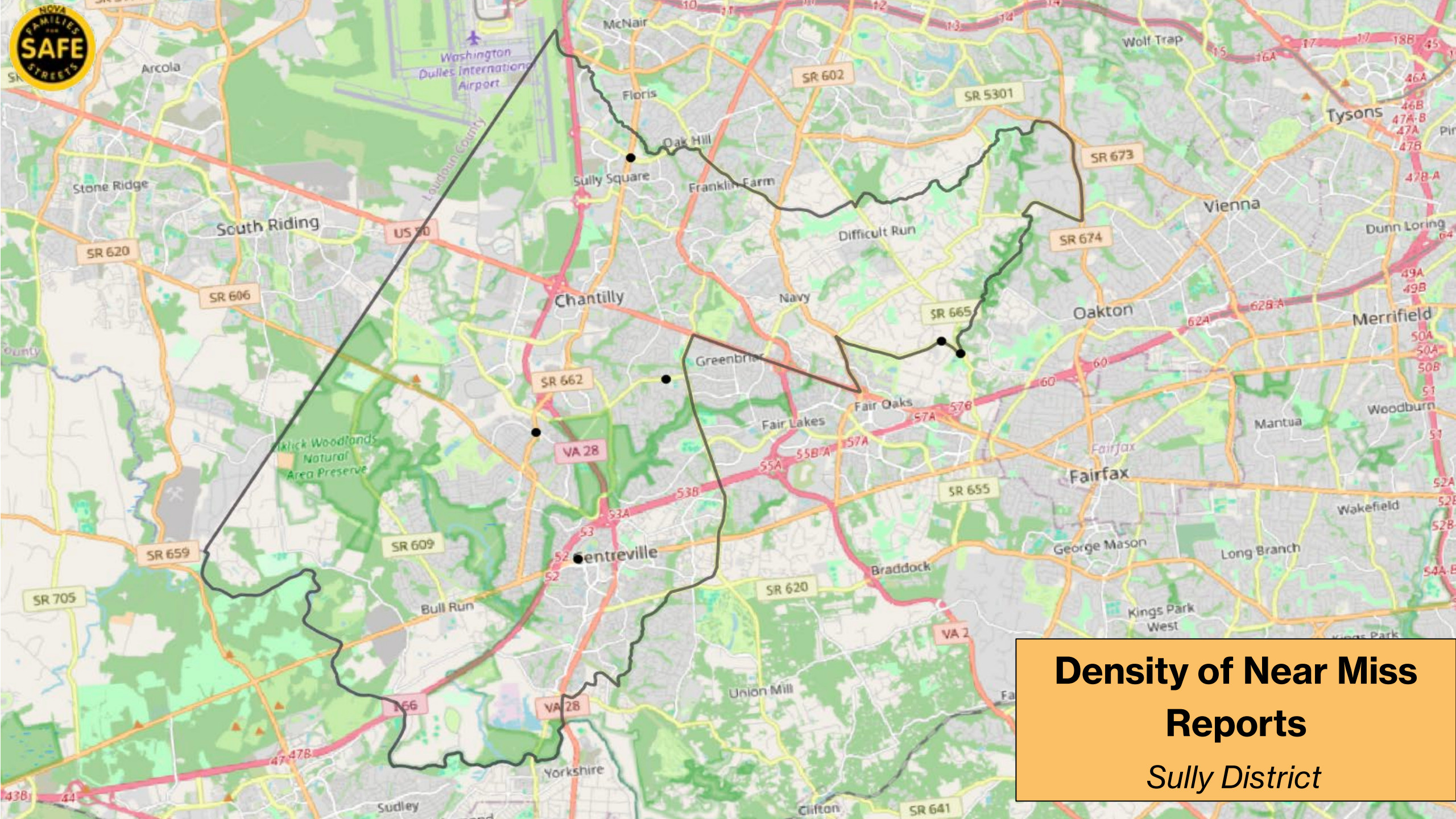
Key issues:

- Confusing Roundabout Geometry
- Failure to Yield
- Improper Right Turns
- Failure to Stop for Pedestrians in the Crosswalk

Possible Solutions:

- Redesign the roundabout on Fairfax Blvd to reduce conflicting merge points
- Install warning signage for right turn lanes at Fairfax Blvd and the Ford Rd and University Dr intersection to encourage yielding for pedestrians and increase enforcement

A roadbed reconstruction project across **Fairfax Blvd** had been expected to be complete by July of 2026 , according to the [City of Fairfax](#).



Density of Near Miss Reports

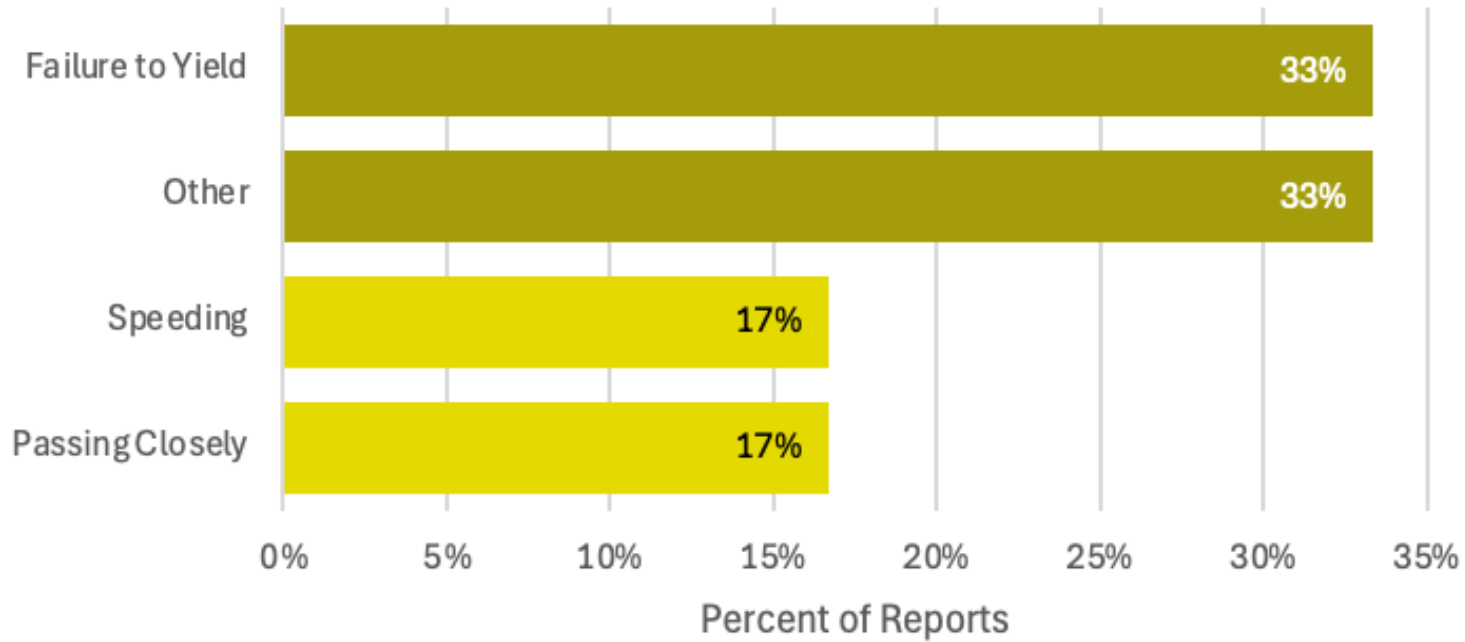
Sully District



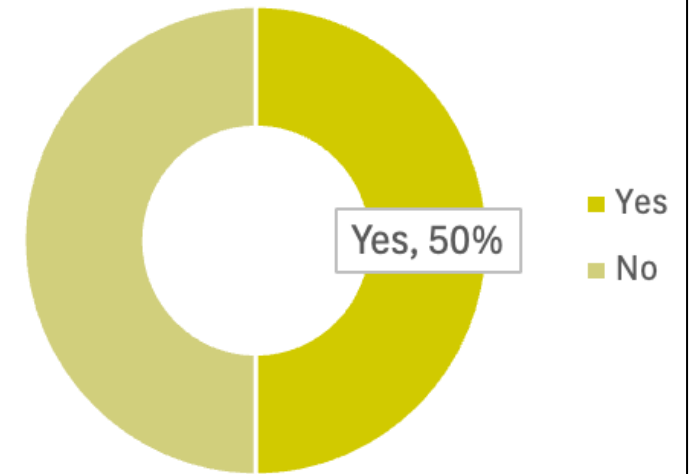
Sully District

Driver Behavior at Near Miss Locations

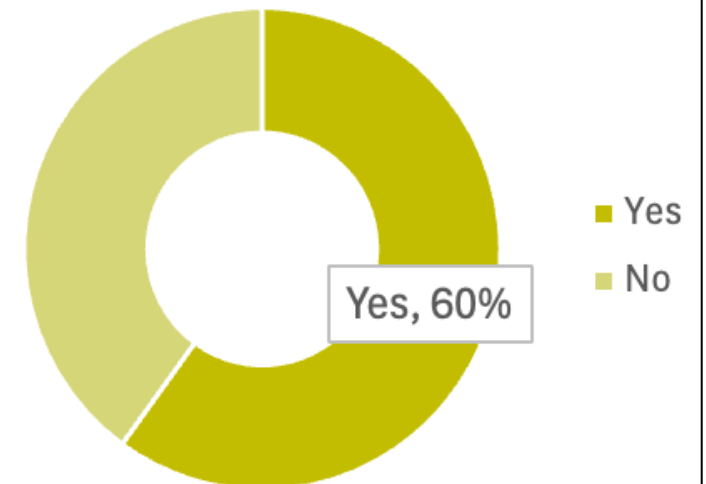
Sully District



Were children present?



Is this a recurring incident?





Sully District Case Study: Waples Mills Rd



"There have multiple instances of cyclists and pedestrians walking on Waples mill road which **does not have a sidewalk, bike path or even a curb which they could use for safety.** I've seen children on the road trying to make their way to **Waples mill elementary school.** There are a lot of **blind turns on the road** which make it extremely dangerous. If there was some type of path that people and kids could use to get around, it would be a benefit to everyone in the community."
- August 27, 2025

"Pedestrian walking on road with **blind turns** due to **lack of sidewalk or shoulder.**" - August 30, 2025



Sully District

Case Study: Poplar Tree Rd / Fallen Oak Dr



"Hill blocks view from right when turning on to poplar tree Rd. So cars have to go into the crosswalk in order to be able to see which causes near misses with pedestrians and bikes. Cars coming down poplar tree road are often going fast causing near misses with cars turning on to poplar tree road." - May 30, 2025



Sully District Summary

*The lack of sidewalks on the way to Waples Mills Elementary School poses a **high risk to children!***

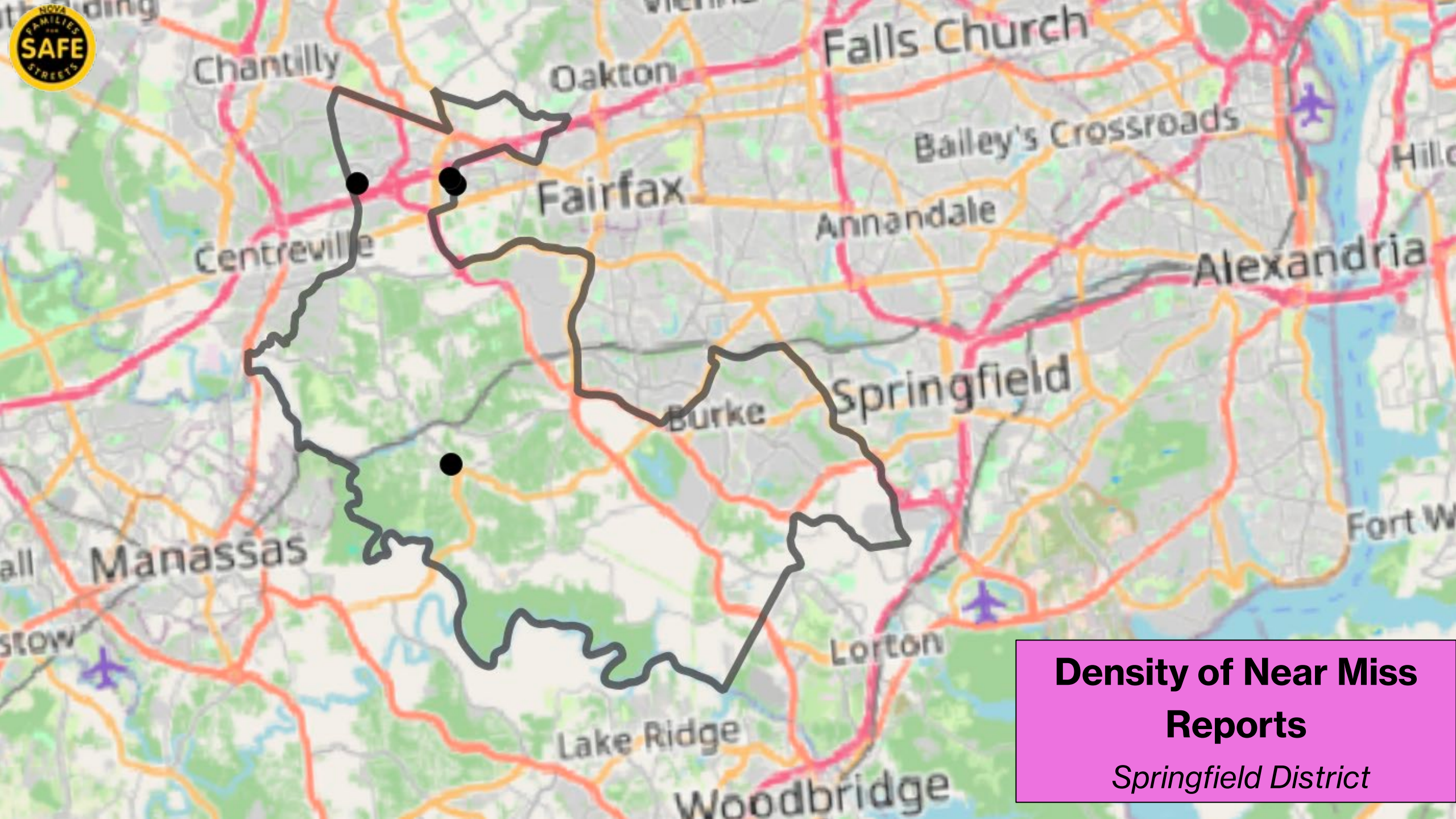
Key issues:

- Lack of Sidewalks
- Poor Visibility

Possible Solutions:

- Build a sidewalk and bike path along Waples Mills Rd, especially near the elementary school
- Install Stop Sign Cameras near the schools
- Lower the high point of the hill to improve visibility at the intersection of Poplar Tree Rd and Fallen Oak Dr

A pedestrian was struck and killed near Poplar Tree Rd on Route 28 on December 23, 2024, according to [Daily Voice Sterling](#).



**Density of Near Miss
Reports**

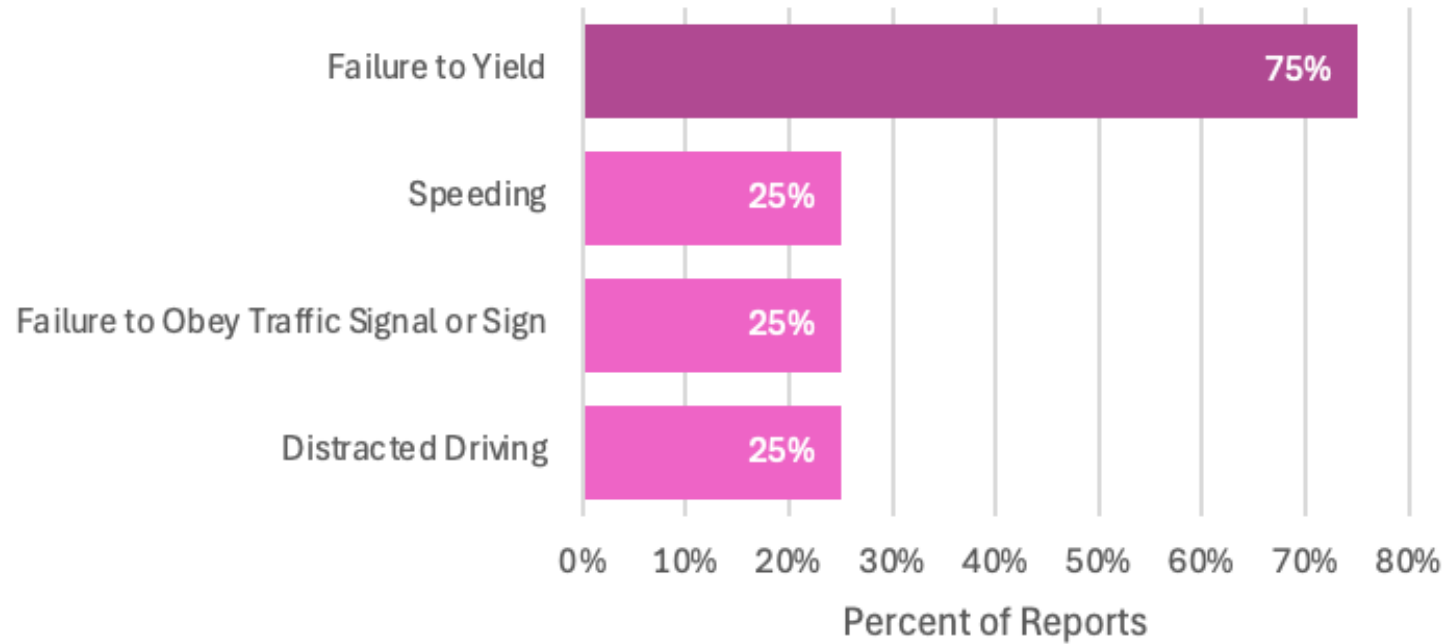
Springfield District



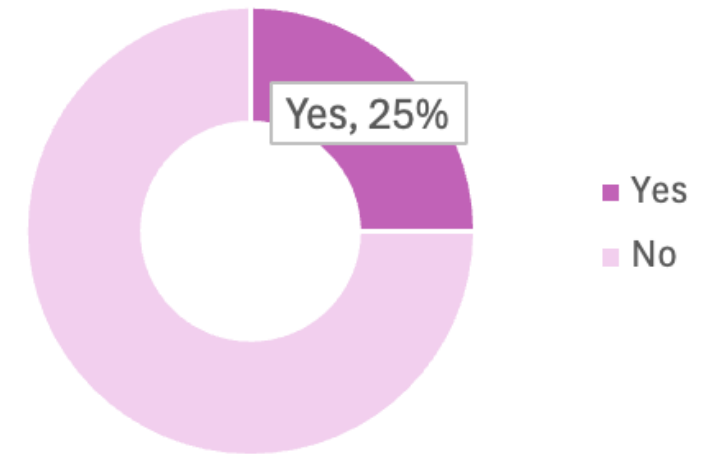
Springfield District

Driver Behavior at Near Miss Locations

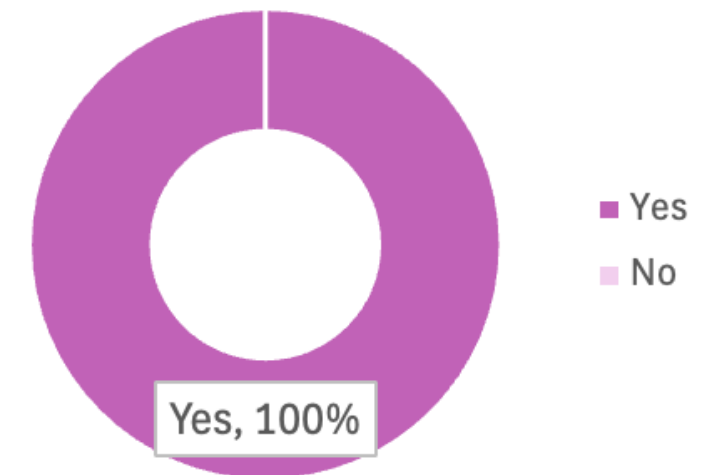
Springfield District



Were children present?



Is this a recurring incident?





Springfield District Case Study: *Fair Lakes Blvd*



"This is a **crosswalk with no traffic light**. There is also not a walk/no walk light here. The crosswalk covers 6 lanes of traffic (2 lanes going east, 2 lanes going west, a westbound left hand turn lane and a westbound right hand turn lane. Even if a pedestrian starts crossing at a time when no traffic is visible in either direction, traffic arises quickly and will get to the crosswalk before the pedestrian can fully cross the road. **Cars rarely stop or even slow down for pedestrians**. Even making eye contact with drivers does not mean the drivers will slow down or stop. This crosswalk has gotten more and more dangerous over the years. Drivers do not seem to understand the laws regarding stopping for pedestrians in crosswalks, especially ones such as this one where there are no traffic signals or walk/don't walk lights for pedestrians." - May 3, 2026



Springfield District *Case Study: Yates Ford Rd / Clifton Rd*



*"Trying to turn left from Yates Ford Road to Clifton Road around 7:20am. Thankfully, it's a Sunday. One car passed on Clifton, and I realized that **visibility from Yates Ford is really bad** as it's covered in trees and Yates Ford is sunken a bit lower than Clifton Road. Inched forward, couldn't see well enough, so came out and into the path of a work van going Southbound on Clifton Road. It didn't seem to be slowing down, with collision imminent. I hit the gas to try and turn out of the way as quickly as possible, but there's an embankment on the opposite side that I thankfully did not dive down. Van finally noticed and braked and hit the horn. No collision, no damage, and van seemed to be okay, just shaken up. VERY scary, and I hadn't been that way in a few years, but I'm about 99% sure it happened the last time I took that route." - May 18, 2025*



**Note that only 4 total reports were made across the district*

Springfield District Summary

Key issues:

- Failure to Stop for Pedestrians in the Crosswalk
- Poor Visibility

Possible Solutions:

- Install a traffic light at the crosswalk on Fair Lakes Blvd
- Clear vegetation and even out roadway surface at the intersection of Yates Ford Rd and Clifton Rd
- Install permanent Speed Feedback signs on Fair Lake Blvd and Clifton Rd

On July 13, 2024, a driver lost control while heading westbound on Old Yates Ford Road, resulting in a crash at the intersection of Old Yates Ford Road and Henderson Road that left one dead and one injured, according to [WUSA9](#). This incident supports reports of poor visibility in the area.

Conclusion

What the Data Shows

- Fairfax logged **129 of the 506** regional Near Miss reports from January 2025 through June 2026, and **73% of those (94 of 129)** were marked as recurring incidents.
- The Gallows Rd crosswalk at Woodburn Elementary School drew **9 reports** on its own, nearly triple the next most cited location, making it the county's clearest single fix.
- Failure to yield was cited in **57% of reports (83 of 129)**, more than double the next most common behavior, speeding, at **36%**. This points toward yield focused fixes such as signal timing and right on red restrictions, not speed enforcement alone.
- Pedestrians were marked as impacted in **70 reports** compared with **33 for bicyclists**, with the Mason, Providence, and Hunter Mill districts seeing the largest concentration of reports overall.

Why it Matters

- A child was present in **54% of Fairfax reports (70 of 129)**, with failure to yield, speeding, and failure to obey a traffic signal or sign as the top cited behaviors in those incidents.
- A **68-year-old man was fatally struck** crossing Gallows Rd in June 2026, and Leesburg Pike saw **43 crashes, 23 of them severe or fatal**, between 2021 and 2024, confirming that near miss patterns are leading indicators and not just close calls.
- Comparison with the CDC Social Vulnerability Index suggests that Fairfax's **high vulnerability communities in the south and southeast are underrepresented** in survey participation, a gap that expanded outreach aims to close.
- Fairfax accounted for **6 of NoVA's 10 pedestrian and cyclist fatalities** as of August 2025 ([Deadly Pedestrian Trends Report](#), NoVA FSS). These are identifiable, preventable, and geographically concentrated risks that can be addressed through targeted engineering, enforcement, and outreach.



Recommendations

Engineering

- **Install RRFBs, HAWK lights, and better lighting at crosswalks** with the highest number of reports, such as Gallows Rd, Jermantown Rd, Prosperity Ave, and Lake Newport Rd.
- **Add traffic calming measures** to road corridors with most reports
- **Build continuous sidewalks**, especially within school areas
- Clear vegetation in areas with reduced visibility and curves

Enforcement

- **Install speed safety cameras at high crash corridors and stop sign cameras at school and work zones**, as allowed by Virginia legislation effective July 2026.
- Enforce **restrictions on right turns on red near schools** and in areas with high foot traffic
- **Increase police presence** at areas with high reports of reckless driving and speeding
- Install **permanent Speed Feedback Signs** on selected residential roads

Education & Community

- **Promote pedestrian and cyclist safety awareness** as well as the importance of safe driving habits around school zones
- **Expand Near Miss Survey outreach** to underserved communities and districts with lower response rates
- Emphasize the importance of and **encourage increased community reporting**



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Maps & Data Sources

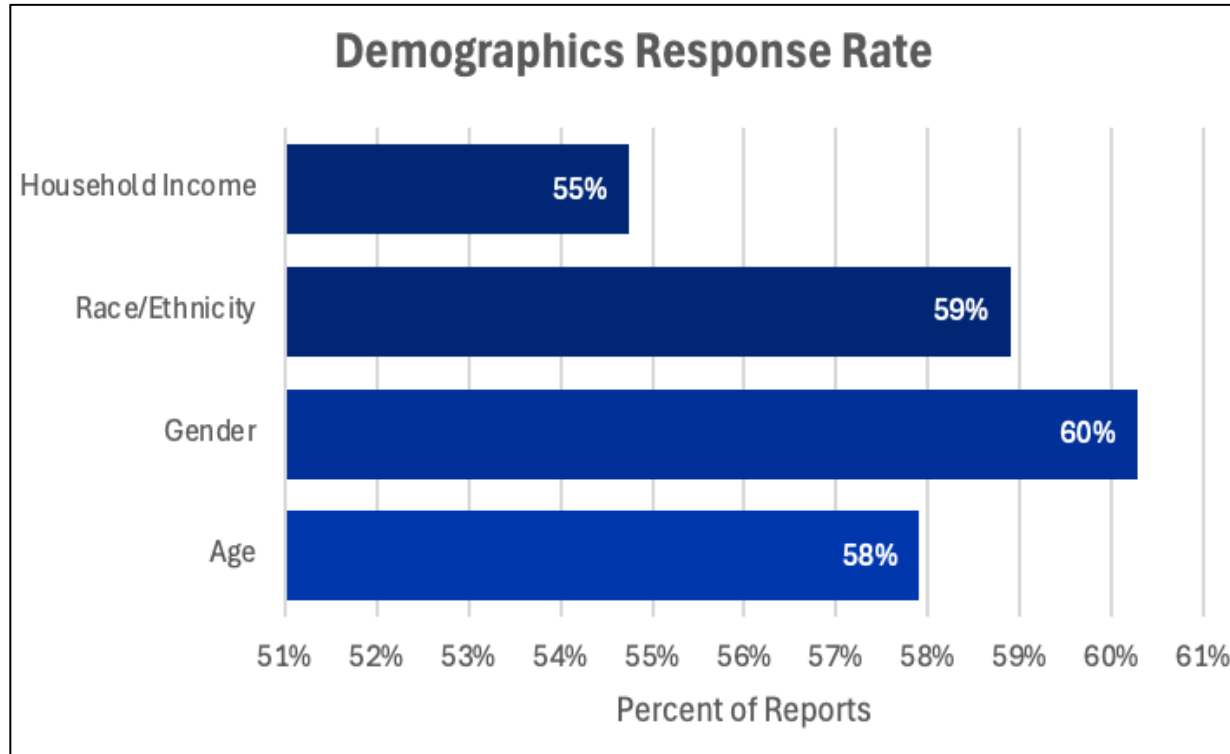
- NoVA FSS Near Miss and Dangerous Locations Survey Data
- Northern Virginia Near Miss and Dangerous Location Dashboard
- Fairfax County, Virginia, Open Geospatial Data
- Google Earth
- NoVA FSS Fairfax TREDS
- NoVA FSS Vulnerable Road User - Fatalities - Fairfax County



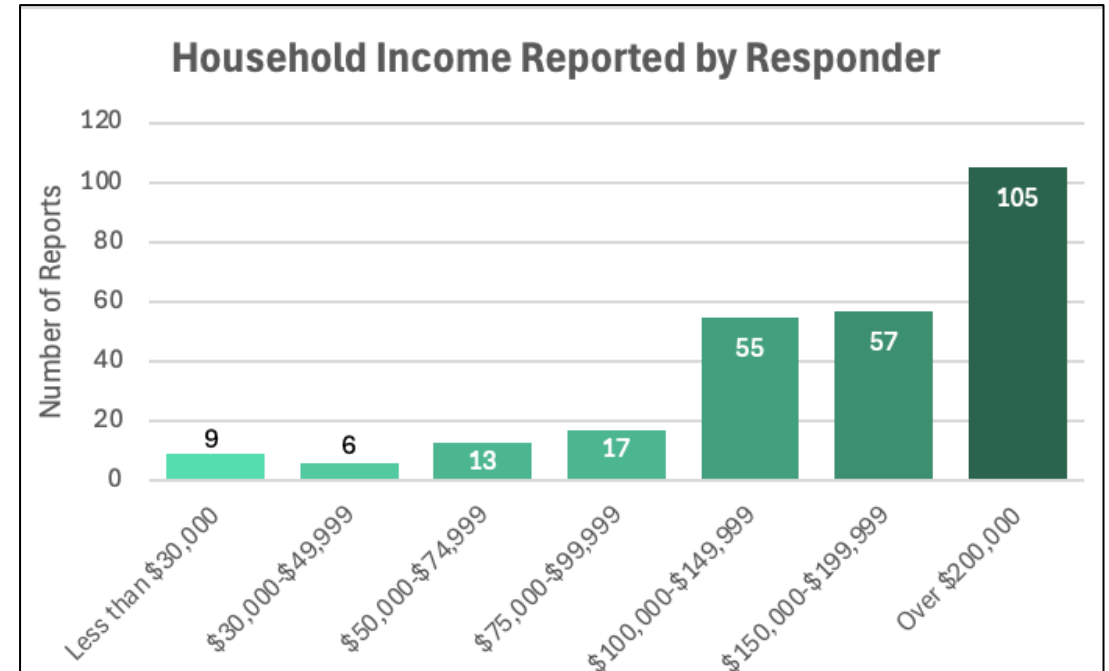
Appendix

NoVA Regional Demographics

**Note that the survey began collecting demographic data in the fall of 2025. Therefore, it does not reflect the entire pool of responders.*



Approximately **over half** of all survey responders chose to report various demographics. **Gender was the most reported demographic**, while **household income was the least reported**.



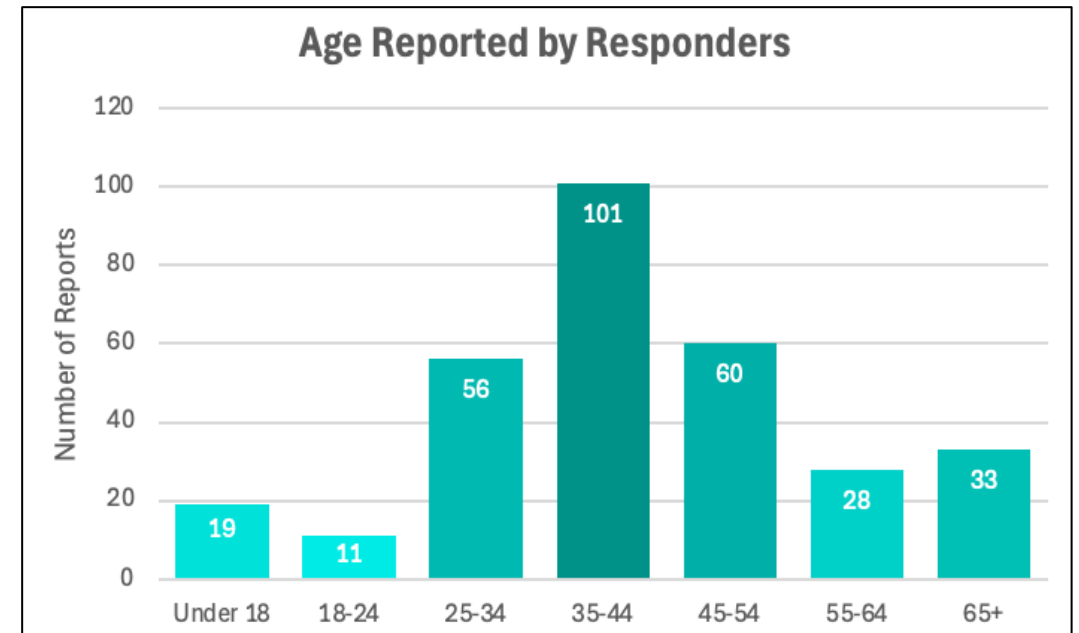
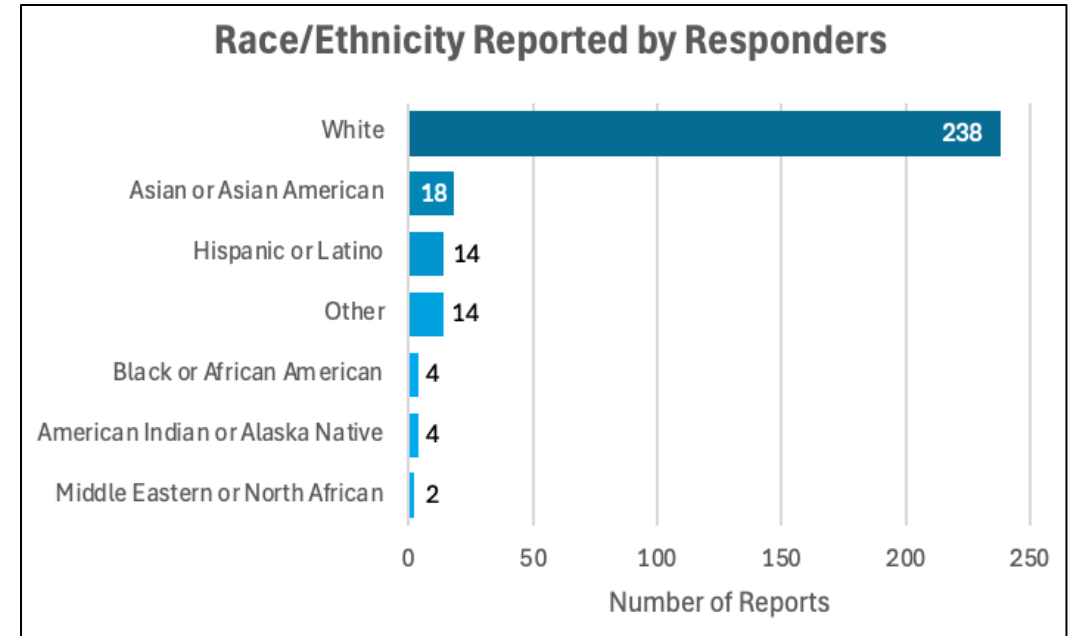
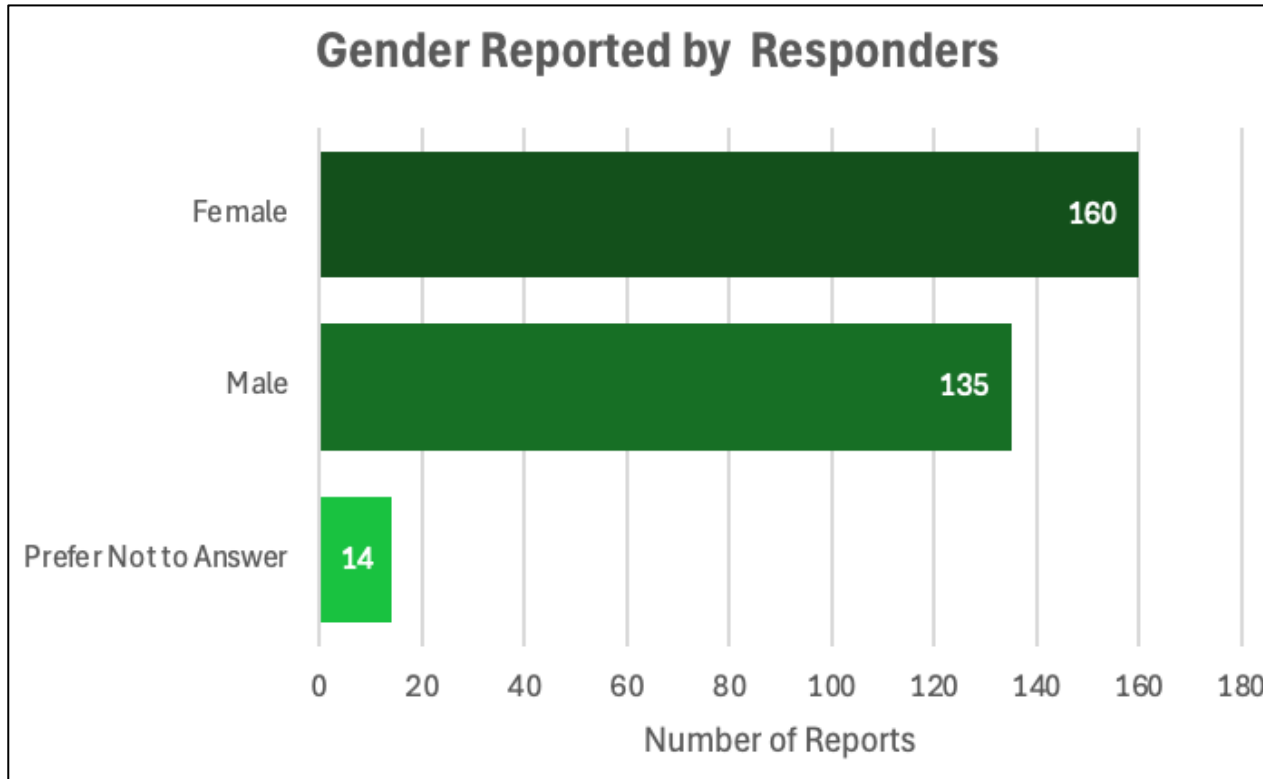
The survey seems to show a clear **upwards trend in household income reported and survey responses**. It may demonstrate that individuals with higher income are often more willing to share their experience as well as that NoVA FSS needs to increase their reach in areas where lower income is more prevalent.



Appendix

NoVA Regional Demographics

**Note that the survey began collecting demographic data in the fall of 2025. Therefore, it does not reflect the entire pool of responders.*



The **majority of survey responders** that reported their demographics were **female, White, and between the ages of 35 and 44.**