

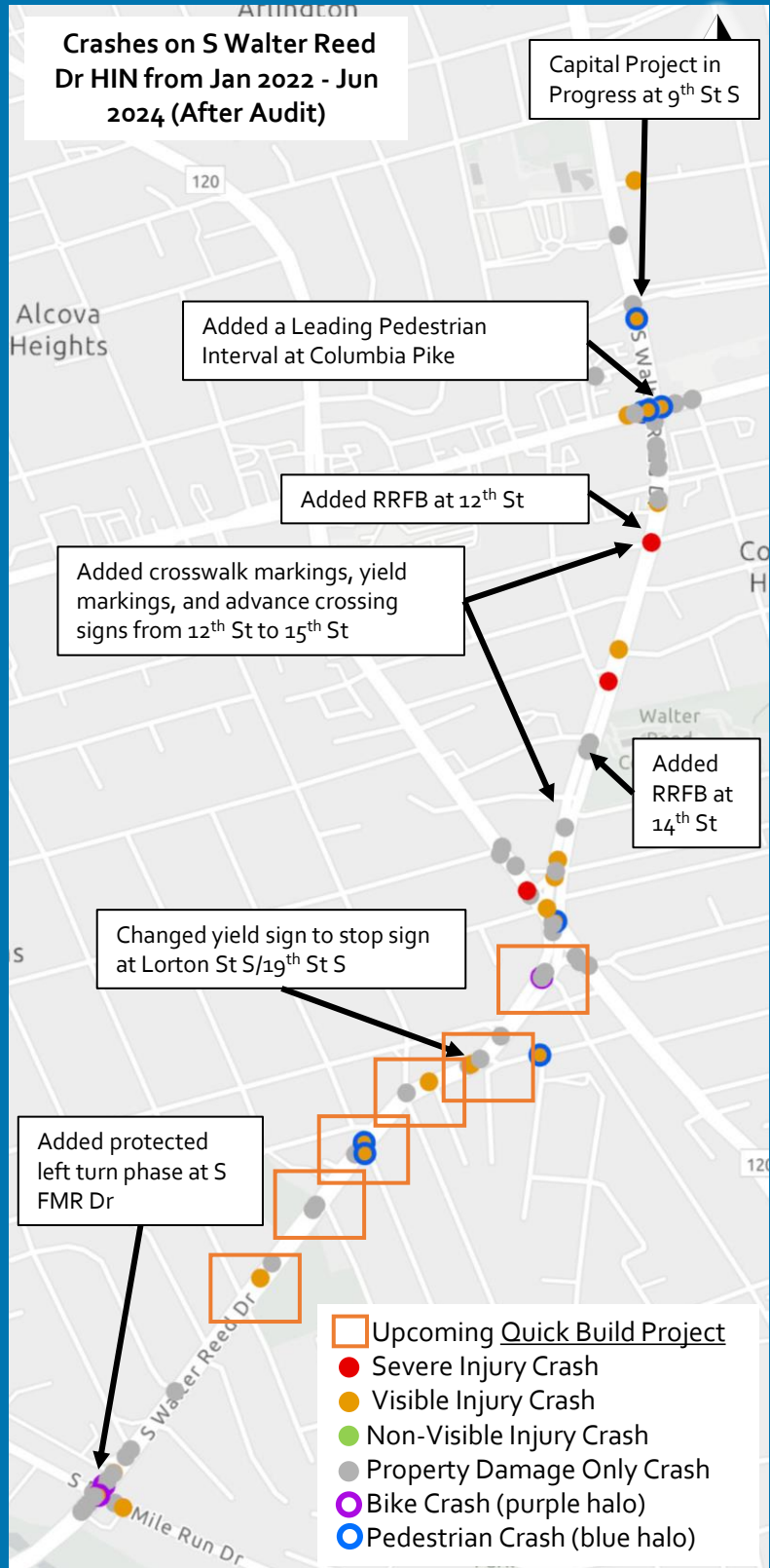
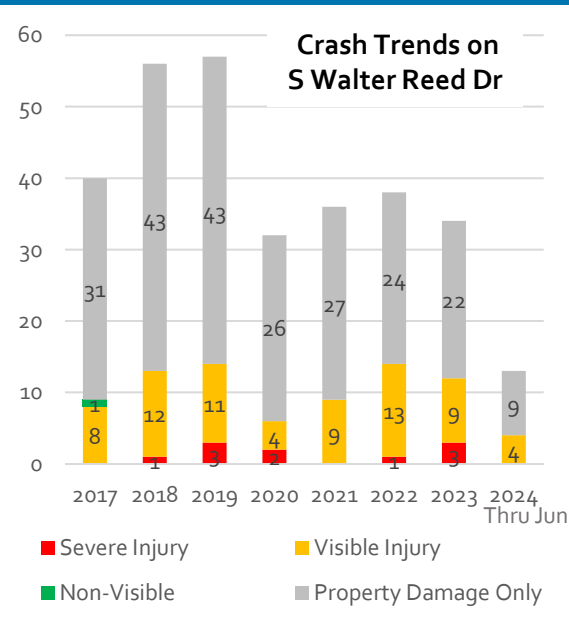
### S Walter Reed Dr High-Injury Network Safety Audit Progress Update

Upon adoption of a Vision Zero transportation safety strategy in 2019, Arlington identified its first [High-Injury Network](#) (corridors with concentrations of severe or fatal injury crashes) using [2017-2019 data](#), which included the S Walter Reed Dr from 9<sup>th</sup> St S to S Four Mile Run Dr.

In the summer of 2021, we conducted a safety audit of the S Walter Reed Dr corridor to identify potential safety needs. View the [initial safety audit summary](#) for audit findings and recommendations.

This info-sheet evaluates the County's progress on the action items and crash trends now that it has been three years since the audit occurred.

[Visit the Vision Zero website to learn more about High-Injury Network safety audits and follow up actions.](#)



# S Walter Reed Dr HIN Safety Audit Progress Update

Status	Location	Issue	Action Taken
In Progress	9 <sup>th</sup> St S	History of crashes; and complex, skewed intersection with slip lanes	There is an ongoing capital project to add a signal and update/realign the intersection to facilitate movements for all transportation network users (including school buses and fire apparatus) and shorten crossing distances for people walking. <a href="#">Click here</a> to view the final concept design.
Completed / In Progress	Columbia Pike	2020 Hot Spot Location	Updated the signal timing and added a Leading Pedestrian Interval to address hot spot crash issues. Incoming improvements via <a href="#">Segment D of the Columbia Pike multimodal Street Improvements</a> .
Completed	12 <sup>th</sup> St S / 14 <sup>th</sup> St S	Uncontrolled crossing with multiple lanes.	Identified this location for a <a href="#">Quick-Build project</a> and installed Rectangular Rapid-Flashing Beacons (RRFB) to enhance crossing safety through. In July 2023, Virginia adopted a new law where drivers must stop (not just yield) for pedestrians in a crosswalk. Staff replaced the yield to pedestrian signs with "stop for pedestrians" signs and removed yield markings to replace them with stop bars.
Completed	13 <sup>th</sup> St S	Unmarked side street crosswalks. Uncontrolled crossing with multiple lanes.	Marked the side street crosswalks to enhance awareness at crossings.
Completed	15 <sup>th</sup> St S / 16 <sup>th</sup> St S	Uncontrolled crossing with multiple lanes.	Installed high visibility crosswalk markings, yield markings, and advanced crossing signage. In July 2023, Virginia adopted a new law where drivers must stop (not just yield) for pedestrians in a crosswalk. Staff replaced the yield to pedestrian signs with "stop for pedestrians" signs and removed yield markings to replace them with stop bars.
In Progress	S Glebe Rd	History of crashes	Staff will coordinate with VDOT to identify additional safety measures beyond the marking and signage improvements already implemented.
In Progress	S Kenmore St	History of crashes. Wide crossing.	Identified this location for a <a href="#">Quick-Build project</a> which is in progress and slated for 2024. <a href="#">View the plan</a> .
Closed	18 <sup>th</sup> St S	Wide crossing	No changes recommended at this time.
Completed / In Progress	S Lorton St / 19 <sup>th</sup> St S	Outdated ramps and yield signage, and unmarked side street crosswalk.	In July 2023, Virginia adopted a new law where drivers must stop (not just yield) for pedestrians in a crosswalk. Staff replaced the yield to pedestrian signs with "stop for pedestrians" signs and removed yield markings to replace them with stop bars. Identified this location for a <a href="#">Quick-Build project</a> , crossing improvements are in design.
In Progress	S Monroe St	History of crashes. Wide crossing, unmarked side street crosswalk	Identified this location for a <a href="#">Quick-Build project</a> , crossing improvements are in design.
In Progress	S Nelson St	Uncontrolled crossing	Identified this location for a <a href="#">Quick-Build project</a> , changes include incorporating a crosswalk into the signalized Emergency Signal and removal of median pole.
Closed	S Oakland St	Wide crossing, dated curb ramp, unmarked side street crosswalk	No changes recommended at this time.

# S Walter Reed Dr HIN Safety Audit Progress Update

Status	Location	Issue	Action Taken
In Progress	S Pollard St	Wide crossing, dated curb ramp, high speeds, unmarked side street crosswalk and uncontrolled crossing.	Identified this location for a <a href="#">Quick-Build project</a> which is in progress and slated for 2024.
Closed	S Quincy St	Wide crossing, dated curb ramp, and uncontrolled crossing.	No changes recommended.
Completed	S Four Mile Run	2020 Hot Spot Location.	Added a protected eastbound left turn phase at S Four Mile Run Dr so vehicles turning left from S Four Mile Run Dr onto S Walter Reed Drive receives a green arrow separate from the pedestrian crossing time. Added yield to pedestrians' signage.
Ongoing	Corridorwide	Bike lane inconsistent	Long term item for a future roadway reconfiguration.
Ongoing	Corridorwide	Upgrade bus pads/stops along the corridor as opportunities arise	Upgrades to bus pads/stops will be implemented as opportunities arise. Some of the above mentioned Quick-Build projects include bus stop improvements.
Closed	Corridorwide	Perceived speeding	Corridor speed study conducted in 2022 from Columbia Pike to the Arlington County Line and concluded that there are no warrants to reduce the speed limit. Speed limit is maintained at 30mph. Speed reduction treatments currently being reviewed.

Following the audit, the county installed various quick-install improvements (signage, markings, crossing enhancements, etc.). We also programmed projects at 9<sup>th</sup> St S (capital project to add a signal and update/realign the intersection), Columbia Pike (added a Leading Pedestrian Interval), 12<sup>th</sup> St S and 14<sup>th</sup> St S (added RRFB), Lorton St S & 19<sup>th</sup> St S (changed yield sign to stop sign), and at Four Mile Run Dr (added protected left turn phase). While these changes make safety progress on the corridor, we needed additional support and funding to enhance safety long-term and corridor-wide.

Upcoming [Quick-Build projects](#) for the corridor will address recent crash patterns including:

- S Kenmore St: Curb extensions and crossing improvements in design.
- S Lorton St: Crossing improvements in design.
- S Monroe St: Curb extensions and crossing improvements in design.
- 19<sup>th</sup> St S: Curb extensions and crossing improvements in design.
- S Nelson St: Signal Changes - push buttons both sides of the intersection and removal of median pole.
- S Pollard St: Curb extensions, crossing improvements, and bus stop improvements currently in design.

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