

VISION ZERO

ARLINGTON COUNTY

VA-237 Corridor Progress Updates



Arlington County acquired the VA-237 Corridor (Fairfax Dr from N Glebe Rd to 10th St N; 10th St N from Fairfax Dr to N Barton St) from the Virginia Department of Transportation (VDOT) in July 2018.

In fall 2018, the County conducted a safety audit of the corridor, hosted an online public feedback form, and met with key stakeholders to gather input on transportation safety and accessibility needs on the corridor. View the [Summary of Public Engagement](#) to see the feedback received in 2018 and the action items recommended to improve safety on the VA-237 corridor.

Upon adoption of a Vision Zero safety strategy in 2019, Arlington identified a [High-Injury Network](#) (corridors with concentrations of severe or fatal crashes), which included the VA-237 corridor.

Rather than conducting a second safety audit of the VA-237 corridor, this info-sheet evaluates the County's progress on the action items set forth in 2018 and identifies additional needs to enhance safety on the corridor.

10th St N

- ✓ Added enhanced pavement markings and [tactical safety improvements](#) at 3 intersections (2019)
- ✓ Improved sightlines by trimming vegetation approaching N Barton St from the west (2019)
- ✓ Installed speed feedback indicator. (2020)
Data indicate a 1mph reduction since installation
- ✓ Installed [rectangular rapid flashing beacons \(RRFBs\)](#) at 10th St N & N Irving St (2021)
- ⌚ Conducting speed study on 10th St N. (Anticipated 2023)



Installing a red-light camera at 10th/Barton (Anticipated 2023)



Constructing a [capital project](#) at Wilson/10th (Early design phases)



Fairfax Dr

- ✓ Installed [Leading Pedestrian Intervals](#) at all intersections between N. Glebe Road and N. Kirkwood Dr (2022)
- ✓ Added a bike box, new pavement markings, a southbound No Turn on Red sign, and median extension to Fairfax Dr & N Monroe St (2022)
- ✓ Built curb and ramp enhancements at Fairfax Dr & N Taylor St (2022)
- ✓ Completed the Ballston Multimodal Improvement Project, which enhanced bus shelters, added bus bays, upgraded lighting along Fairfax Dr at Ballston Metro Center, and extended pedestrian plaza (2022)
- ✓ Added enhanced pavement markings and [tactical safety improvements](#) at 7 intersections (2019)
- ✓ Installed RRFBs at Fairfax Dr & N Kansas St (2020)
- ✓ Installed 5 scooter or bike [parking corrals](#) (2021)
- ✓ Added a protected left turn phase to Fairfax Dr & N Glebe Rd (2021)
- ⌚ Installing RRFBs at Fairfax Dr & N Utah St (Anticipated 2023)
- ⌚ Designing a capital project at Kirkwood/Fairfax (TBD)

Crash Trends

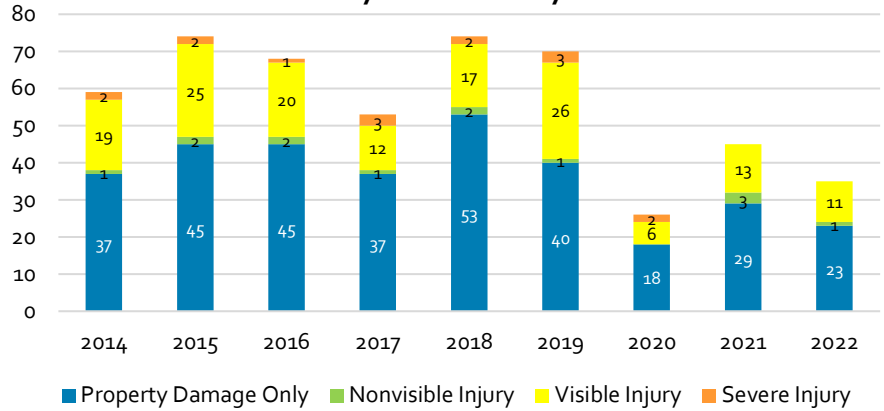
The average annual number of crashes on this corridor was 66 crashes from 2014-2018 (2 severe, 7 pedestrian, 2 bike) and then 44 crashes from 2019-2022 (1 severe, 5 pedestrian, 2 bike). We will continue to monitor crashes, considering potential variance in traffic patterns due to the pandemic. The maps below show crashes before and after the 2018 acquisition and highlights recent improvements.

Next Steps

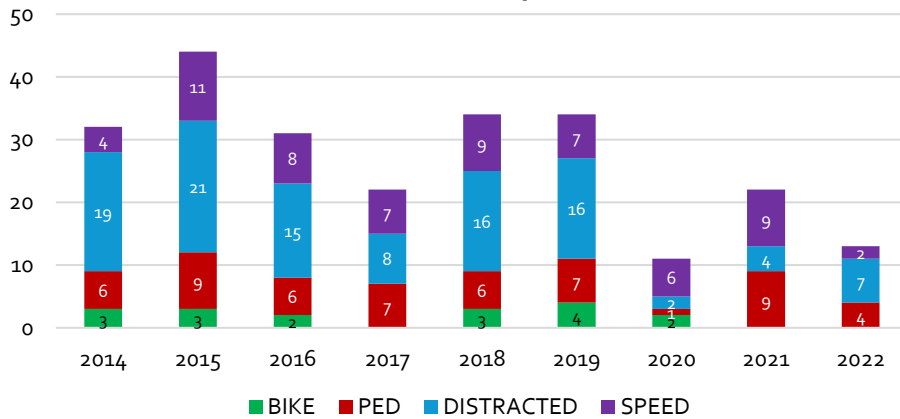
- Install remaining treatments from 2018 audit (see page 1)
- Assess 2019-2022 pedestrian and bike crashes and identify potential add-on treatments (e.g. at N Pollard St and N Hudson St crossings with multiple crashes)
- Implement findings from 10th St N speed study
- Continue to monitor and assess crashes along corridor

Crash Trends (Fairfax Dr, N Glebe Rd to 10th St N / 10th St N, Fairfax Dr to N Barton St)

Severity of Crashes by Year

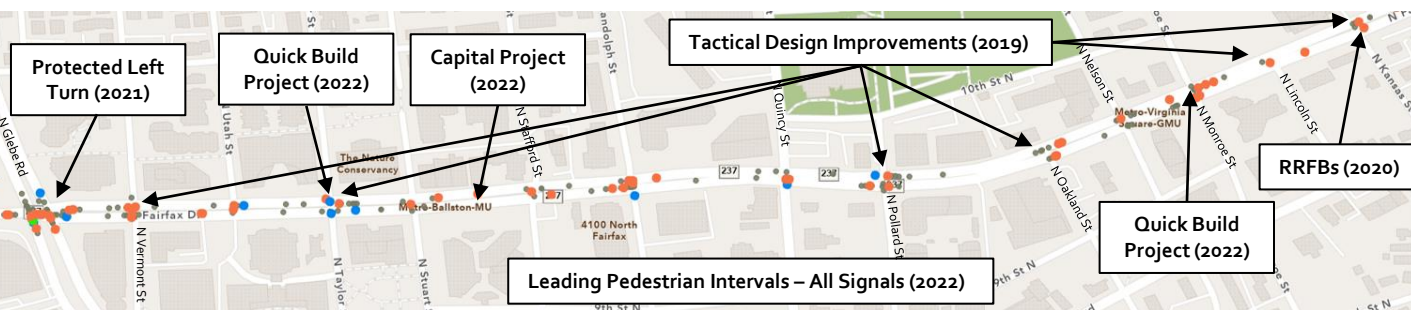


Crash Factors by Year



N Glebe Rd to N Kansas St:

VA-237 Corridor Crashes: Before & After 2018 Acquisition



N Kenmore St to N Barton St:



2014-2018 (Before)
 ● All Crashes

2019-2022 Crashes (After)

- Vehicle-Only
- Bike-Involved
- Pedestrian-Involved