

Vision Zero

2025 Action Spot Program Summary Report

Department of Environmental
Services Transportation
Engineering & Operations

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Introduction

Vision Zero is an internationally recognized strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. In May 2021, the Arlington County Board adopted a [five-year Vision Zero Action Plan](#) to work toward our goal of zero serious injuries or fatalities on our transportation system by 2030. The Action Plan identifies key safety target areas, actions that increase safety in each target area, and measures for tracking our progress towards eliminating severe and fatal transportation injuries in Arlington County by 2030.

Under **Action Item A3: Annual Crash Analysis**, the Action Plan directs staff to perform an annual spot-based review (previously referred to as “hot spots” now referred as “action spots”) of all reported crashes to identify individual intersections or locations that experience high numbers of crashes with the target to implement quick-build crash mitigation measures. To-date the Vision Zero team has conducted a spot-based crash analysis roughly every two years and then assessed and implemented safety treatments at each location over that two-year period. To track the effectiveness of safety improvements at these spots over time, the Vision Zero team maintains an inventory of action spots, including crash data and applied treatments. The team assesses improvements at each identified action spot to ensure that the treatments implemented effectively reduce crashes at the action spot.

This 2025 Action Spot Analysis (covering crash data from January 2022 through April 2025) is the fourth action spot review to be completed officially under the Vision Zero program. This report summarizes the methodology to identify action spots, actions taken to review and address each action spot location, and expectations for the Vision Zero Action Spot Program moving forward.

Methodology

For the 2025 Action Spot Program, a team of contracted subject matter expert engineers and planners evaluated the most recently available crash data (2022-2025), including all types of crashes and severity levels. The methodology identified and ranked locations based on an average of the rank for the total amount of crashes and the rank of crashes weighted by severity. [View the analysis process and specifications in the detailed methodology report.](#)

The analysis team identified 21 action spots that fell across multiple categories:

- Vehicle & Pedestrian crashes (4)
- Vehicle & Bike Crashes (3)
- Prioritized locations in equity emphasis areas (16)
- Repeat Action Spots (12)

See page 4 for a map of the 21 action spots and page 5 for the full list indicating which categories applied to each action spot within the map.

Figure 1: 2025 Action Spot Locations by Category Map

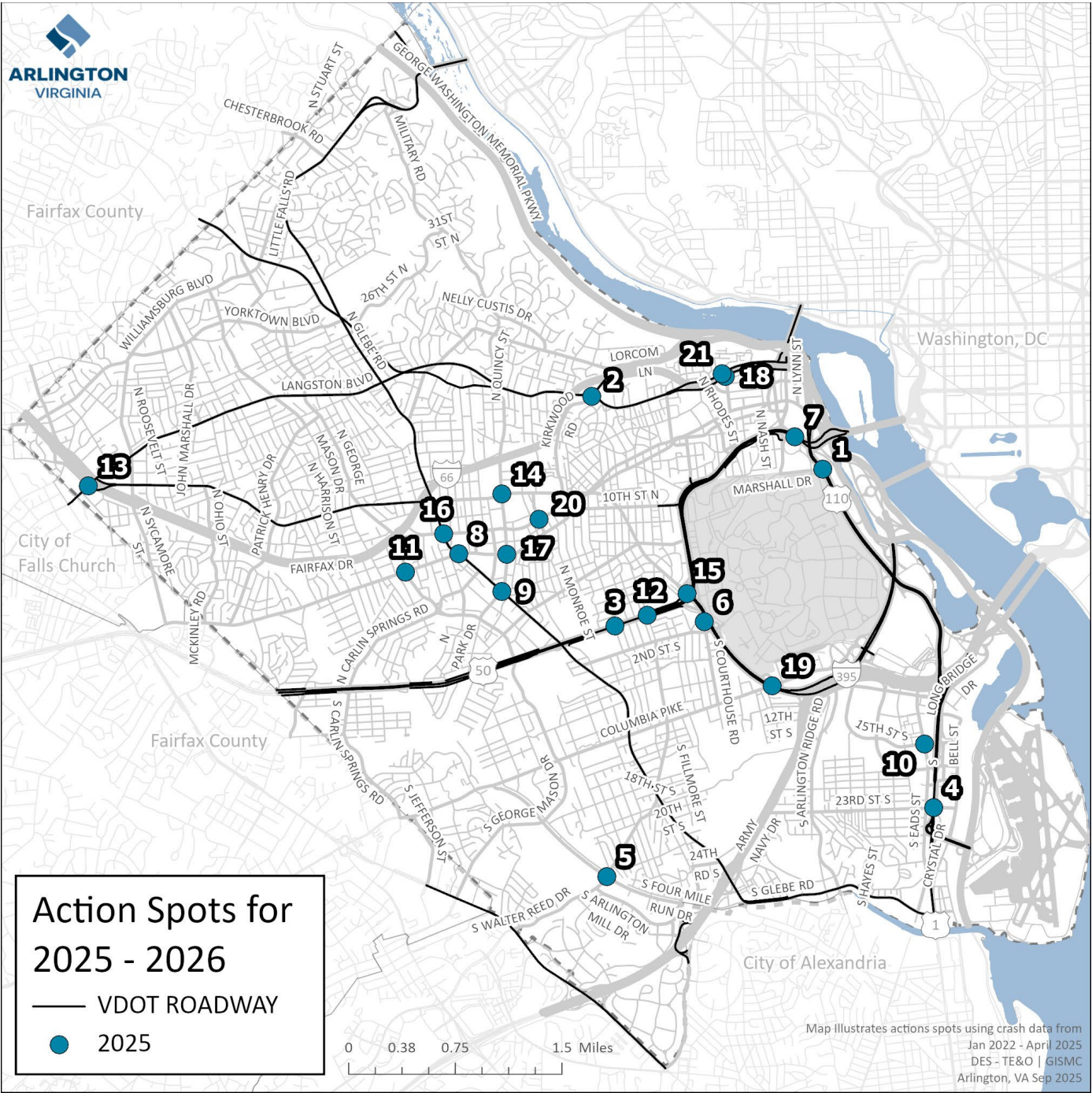


Figure 2: 2024 Action Spot Locations List by Category

Map ID**	Action Spot	All Crashes	Pedestrian Crashes	Bike Crashes	Equity Area	Previous Action Spot
1	*Richmond Hwy & Marshall Dr	•				
2	*Langston Blvd & Spout Run Parkway	•			•	•
3	*Arlington Blvd & Irving St N	•			•	•
4	*Richmond Hwy & 23rd St S	•	•		•	•
5	Walter Reed Dr & Four Mile Run Dr	•		•	•	•
6	*S Walter Reed Dr & S Courthouse Rd & Washington Blvd	•			•	
7	*N Meade St On Ramp Merge with Eastbound Arlington Blvd	•			•	
8	*Wilson Blvd & N Glebe Rd	•			•	•
9	*N Glebe Rd & Henderson Rd / N Quincy St	•	•		•	•
10	15th St S & Eads St	•			•	•
11	Wilson Blvd & N George Mason Dr	•			•	
12	*Arlington Blvd & Fillmore St	•			•	
13	*Langston Blvd & Fairfax Dr	•				•
14	Washington Blvd & Quincy St	•				
15	*Southbound Washington Blvd & Arlington Blvd Service Rd	•			•	•
16	*N Glebe Rd & Fairfax Dr	•			•	•
17	Wilson Blvd & N Quincy St	•	•		•	•
18	*Eastbound Langston Blvd & N Quinn St	•		•	•	
19	*Columbia Pike and Washington Blvd Ramp	•			•	
20	Fairfax Dr & Monroe St	•	•			•
21	*Westbound Langston Blvd & N Quinn St			•		

*One or more legs of the intersection is owned and maintained by the Virginia Department of Transportation (VDOT).

**Map ID numbers are intended for location identification only. The numbers do not correspond to weight or priority.

Actions

Starting with the list of 21 action spots, the Vision Zero team next organized and prioritized *new action spots* by number of crashes, crash type, crash factors, and crash severity. Traffic engineers then reviewed action spots, collaboratively investigated each Action Spot and then recommended the appropriate safety tools from our [Vision Zero Multimodal Safety Engineering Toolbox](#) for installation.

Next, staff reviewed the latest crash data at *previously identified action spots* to ensure any previously implemented strategies were successful at reducing crashes at the intersection. If crashes persisted, the engineer assessed and recommended additional crash mitigation measures.

As part of these analyses, the team identified action spots at which there was a recent/ongoing/upcoming project. If there was a pre-existing project, staff reviewed the action spot in partnership with the project team to ensure that the recent/ongoing/upcoming project addresses or would address existing safety concerns.

Table 1 lists the recommended action(s) and status for each new (first-time) action spot, and Table 2 lists previous and current recommended action(s) and status for each repeat action spot.

New Action Spots

Table 1 below provides an action summary for the 9 new (not identified in the last cycle) action spots identified in the 2025 Action Spot Analysis. Action recommendations are listed by short term (within 1 year), mid term (within 3 years), and long term (within 3+ years) actions. All locations require short term action, but not all will require mid or long term actions.

Table 1: Newly Identified Action Spot Summary (Not Identified in Previous Cycle)

ID	Action Spot Locations	Action Summary
1	Richmond Hwy & Marshall Dr (VDOT)	Short term: Conducted week-long near miss conflict analysis in April 2026 to provide justification for a project to improve visibility of left turning vehicles from northbound Richmond Hwy to Marshall Dr. Mid term: Collaborate with VDOT to add median markings that visually narrow the median and rumble strip pavement markings to warn southbound drivers of the upcoming turn. Long term: Pursue collaborative project with VDOT and the National Park Service (NPS) to add a traffic signal at the intersection.
6	S Walter Reed Dr & S Courthouse Rd & Washington Blvd (VDOT)	Short term: Add signage to S Walter Reed Dr to increase driver awareness of the upcoming merge area. Long term: Upcoming Route 50/ Route 27 Project Pipeline grant will signalize the intersection to the north, which will reduce merging and improve operations at S Walter Reed Dr & S Courthouse Rd & Washington Blvd.
7	N Meade St On-Ramp Merge with Eastbound Arlington Blvd (VDOT)	Mid term: Collaborate with VDOT to add warning pavement markings and signage on Eastbound Arlington Blvd to alert drivers of the merge area.
11	Wilson Blvd & N George Mason Dr	Short term: Conducted week-long near miss conflict analysis in April 2026 to confirm key conflict areas and identify tactical improvement options. Planned right turn hardening tactical quick-build project to slow down vehicles turning right across crosswalk. Planned installation of Turning Vehicle Yield to Pedestrian signage. Mid/Long term: Pursue project to extend the northbound left turn lane to improve left turn safety. Coordinate with Dominion Energy to investigate options to relocating overhanging wires at intersection.

ID	Action Spot Locations	Action Summary
12	Arlington Blvd & Fillmore St (VDOT)	Short term: Assess feasibility of a pilot project using variable messaging signage (VMS) to address the high frequency of distraction-related crashes at this location. Mid/Long term: VDOT Route 50 STARS Project to implement improvements at this intersection and along the Route 50 corridor (expected 2030).
14	Washington Blvd & Quincy St	Short term: Checked clearance intervals. Install additional bike crossing markings across the intersection. Mid/Long term: Evaluate options to add an additional school zone beacon and possibility of automated speed safety enforcement. Coordinate with Dominion Energy to investigate options to relocate overhanging wires at intersection.
18	Eastbound Langston Blvd & N Quinn St (VDOT)	Short term: Install tactical quick-build project to slow turning vehicles Long term: VDOT Langston Blvd STARS Study recommended to install permanent curb modifications to slow turning vehicles and to bend the crossing in toward N Quinn St and raise the crossing to provide additional protection for people walking and biking. (Arlington will pursue funding opportunities for study recommendations.)
19	Columbia Pike and Washington Blvd Ramp (VDOT)	Short term: Added a Yield to Pedestrian crossing sign on the westbound right approach. Planned installation of pedestrian crossing signage and advanced crossing signage for the crossing. Planned tactical quick-build project to install a turn wedge to slow down turning vehicles.
21	Westbound Langston Blvd & N Quinn St (VDOT)	Short term: Installed tactical quick-build project that added improved signage for vehicles on N Quinn St warning of the trail crossing and rumble strips on the trail approaching the intersection. Long term: VDOT Langston Blvd STARS Study recommended to bend the crossing in toward N Quinn St and raise the crossing to provide additional protection for people walking and biking. (Arlington will pursue funding opportunities for study recommendations.)

Repeat Action Spots

Table 2 below provides an action summary for the 12 repeated crash action spots identified in the 2025 Action Spot Analysis. Because these locations were addressed in the last round of action spots, we reviewed the previous actions and assessed any changes in crash patterns since any recent improvements.

Action recommendations are listed by short term (within 1 year), mid term (within 3 years), and long term (within 3+ years) actions. All locations require short term action, but not all will require mid or long term actions.

Table 2: Repeated Action Spot Summary

ID	Previous Action Spot	Previous Action Summary	Additional Action
2	Langston Blvd & Spout Run Parkway (VDOT)	Installed red-light safety camera due to red-light running pattern (2024)	Short term: Replaced traffic signal equipment and updated curb ramps. Conducted week-long near miss conflict analysis in April 2026 to provide justification for project to address left turn crash pattern. Short/Mid term: Collaborate with VDOT to address left turn crashes following the recently completed signal upgrade by revising the eastbound approach to a protected phase/dual left turn and adding a median closure at the shopping center access median.

ID	Previous Action Spot	Previous Action Summary	Additional Action
3	Arlington Blvd & N/S Irving St (VDOT)	Studied under VDOT STARS Program and pursuing recommendations (longer-term)	Short term: Installed left turn restrictions from Route 50 to N/S Irving St as temporary measure to address left turn crash pattern. Mid/Long term: VDOT Route 50 STARS Project will add left turn lanes and protect left turns at intersection (expected 2030).
4	Richmond Hwy & 23rd St S (VDOT)	Installed "Turning Vehicles Yield to Pedestrian" sign on mast arm (2025)	Short term: Conducted week-long near miss conflict analysis in April 2026 to confirm key conflict areas and identify tactical improvement options. Red-light safety camera in place at intersection and showing high red-light compliance. Install dashed lane markings to add lane guides through the intersection. Long term: Pursue capital project to update the intersection configuration.
5	S Walter Reed Dr & S Four Mile Run Dr	Added a protected left turn phase (2019) South Four Mile Run Drive Complete Streets Project added tactical pedestrian sidewalk and curb modification, turn arrows on the right and left turn pockets, and intersection transition line (2023) Plans to address speeding on Southbound S Walter Reed Dr through the upcoming Speed Management Safety Pilot Project (2026)	Short term: Update the signal phasing to reduce conflicts between vehicles and trail users; will be implemented during repaving through the S Four Mile Run Dr roadway reconfiguration project expected in 2026.
8	Wilson Blvd & N Glebe Rd (VDOT)	Reduced speed limit on N Glebe Rd and installed bike markings (2022) Studied under VDOT STARS and pursuing STARS recommendations on Glebe Rd (longer-term)	Short term: Installed tactical quick-build project that added flex posts on the west side of the intersection to shorten the pedestrian crossings and reduce turning vehicle speeds.
9	N Glebe Rd & Henderson Rd / N Quincy St (VDOT)	Adding time restrictions for southbound left turns during AM peak hour (2026) Studied under VDOT STARS Program and pursuing recommendations (longer-term)	Short term: Conducted week-long near miss conflict analysis in April 2026 to provide justification for project to add tactical curb modifications to shorten crossings and reduce turning radii. Short/Mid term: Collaborate with VDOT on a quick-build project to address long crossing distances, slow turning vehicles, and address conflicts across the southbound bus and right turn lanes. Long term: VDOT Glebe Rd STARS Study recommended rebuilding the traffic signal, updating lane configurations, and updating sidewalks/ramps at the intersection. Arlington was recently awarded an NVTA Regional Grant to implement recommendations, timeline not yet finalized.
10	15th St S & S Eads St	Metropolitan Park Phases 6 & 7/8 development added pedestrian and bike protection and updated sidewalks, ramps and crossing infrastructure (2023) Installed "Left Lane Must Turn Left " sign and added skip line and arrows markings (2025)	Short term: Conduct feasibility analysis for protected phasing for the westbound left turns to address left turn crash pattern.

ID	Previous Action Spot	Previous Action Summary	Additional Action
13	Langston Blvd & Fairfax Dr (VDOT)	New Custis Trail bridge installed as part of VDOT's 66 Inside the Beltway project (2021)	Short/Mid term: Pursue funding for red-light safety camera to address pattern of red-light running crashes. Mid/Long term: Implement capital project to add dual left turn at Westbound Washington Blvd & Langston Blvd, which will reduce queuing affecting Langston Blvd & Fairfax Dr.
15	Arlington Blvd (Service Rd) & Southbound Washington Blvd (VDOT)	Implemented daylighting to improve sight distance (2023)	Short/Mid term: Collaborate with VDOT to install a quick-build project that adds curb modifications and improves sight lines at the intersection. Long term: Upcoming Route 50/ Route 27 Project Pipeline Study will signalize the intersection.
16	N Glebe Rd & Fairfax Dr (VDOT)	Installed "Turning Vehicles Yield to Pedestrian" sign (2025) Evaluated for Leading Pedestrian Interval but not recommended at time (2024)	Short term: Conducted week-long near miss conflict analysis in April 2026 to confirm key conflict areas and identify tactical improvement options. Update signage and trim back vegetation at the intersection. Long term: VDOT Glebe Rd STARS Study recommended to update the median to provide longer eastbound left turn storage and update the signal timing to reduce conflicts between vehicles and people crossing. (Arlington will pursue funding opportunities for study recommendations.)
17	Wilson Blvd & N Quincy St	Signal timing will be evaluated as part of corridor optimization (2025)	Short term: Conducted week-long near miss conflict analysis in April 2026 to evaluate justification for left turn lane extension. Improve bike markings (green paint). Consider pedestrian education campaign due to high instances of pedestrian crossing during the "Do not walk" phase. Mid Term: Upcoming quick-build project improvements on south leg of intersection to bring bike lane to sidewalk level and reduce conflicts with parking vehicles and delivery blockages (2027)
20	Fairfax Dr & Monroe St	Installed quick-build project that added a curb extension and new curb ramps (2023) Recent Traffic Signal Upgrade project (2023)	Short term: Conducted week-long near miss conflict analysis in April 2026 to confirm key conflict areas and identify tactical improvement options. Updated markings to include new north-south bike lanes. Evaluate for centerline hardening. Consider pedestrian education campaign due to high instances of pedestrian crossing during the "Do not walk" phase.

Tracking & Monitoring

The Vision Zero team maintains an Action Spot Program inventory that lists the details of each action spot, tracking from year to year. Additionally, any quick-build projects resulting from the analyses will be communicated via the [Quick Build Project Page](#), any traffic signal modifications are communicated via the [Safety-Driven Signal Phasing Modification Page](#), and any capital projects are communicated via the [Safety-Driven Capital Projects Page](#).

The Vision Zero team reviews crash patterns and trends year-round, which includes monitoring action spot locations. We also calculate before/after crash rates for each improvement to actively monitor project impacts and gauge the potential for additional interventions.