Speed Management Pilot Safety Project

Pilot Objective

This pilot works toward Arlington's Vision Zero goal by testing different speed management tools on arterials and assessing how they impact driver speeds in Arlington.

Background

- Driving fast leads to injury. **One** out of **three** critical crashes in Arlington is the result of speeding.
- We are limited in what tools work to reduce speeding on arterial roads.
  - Speed limit reductions and $200 fine signs show minimal speed reductions.
  - Roadway reconfigurations show meaningful speed reductions but are large-scale projects that require time, funding, and outreach.
  - Speed safety cameras are permitted on arterial streets but are limited to school zones.
- Arlington is looking for quick-install, low-cost ways of reducing speed.

Tools

- Arlington's engineering team selected tools based on national guidance and local roadway conditions.
- All tools will be accompanied with a Vision Zero "Slow Down" sign to create awareness and consistency across the pilot locations in Arlington County.
- The tools being tested are shown in the table and pictures below.

Tool	Purpose
Wider Edge Line	Visually narrows the road with a wider white line along the side of the roadway
Optical Speed Bars	Raises driver awareness on curved or sloped areas by adding markings along the edge of a lane
Transverse Markings	Slows drivers along a straight stretch of roadway with lines across the travel lane
Rumble Strips (Mumble Strips)	Slows drivers along a straight stretch of roadway by causing the vehicle to slightly "rumble"
Speed Limit Pavement Marking	Marks the speed limit on the roadway to alert drivers they are entering an area in which they should slow down
Physical Narrowing	Visually narrows the road using flex posts along the edge or center of the roadway

(1): Optical Speed bars per FHWA, Speed Reduction Markings per MUTCD

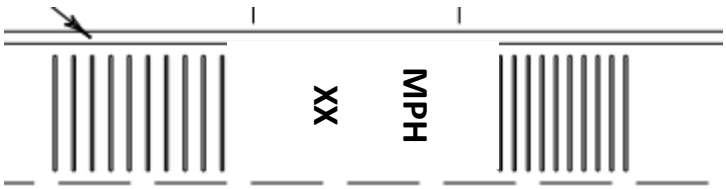
Wider Edge Line

Optical Speed Bars (1)

Transverse Markings

Rumble Strips

Rumble Strips & Speed Limit Markings



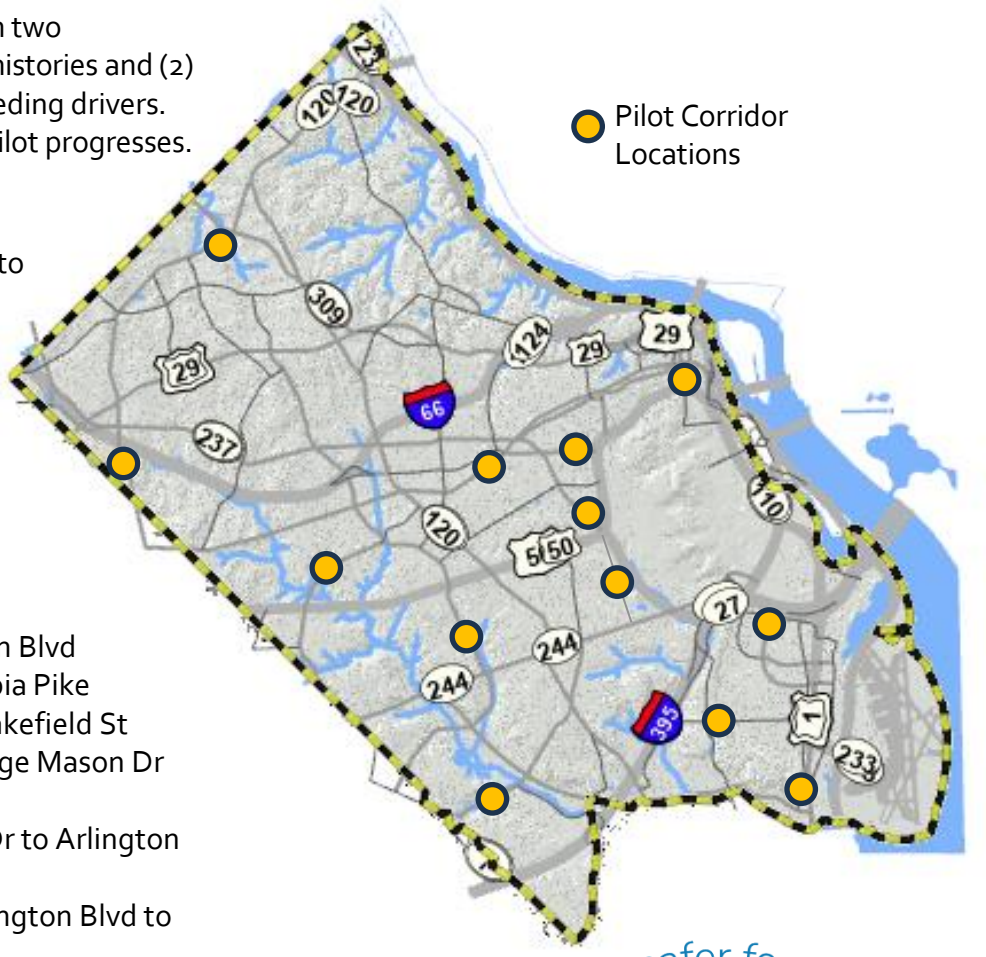
Physical Narrowing with Flex Posts

Example Signage

Speed Management Pilot Safety Project

Pilot Locations

We selected locations for the pilot based on two considerations: (1) speeding-related crash histories and (2) locations where data indicate frequent speeding drivers. Additional locations may be added as the pilot progresses.



Locations include:

- Washington Boulevard, Arlington Blvd to N Pershing Dr
- S Eads St, 23rd St S and S Glebe Rd
- 23rd St S, S Arlington Ridge Rd to S Joyce St
- 10th St N, Arlington Blvd to Washington Blvd
- N Lynn St / N Meade St, Fairfax Dr to 14th St N
- S Hayes St, Army Navy Dr to 15th St S
- Wilson Blvd, N Nelson St to Washington Blvd
- S George Mason Dr, 4th St S to Columbia Pike
- S Walter Reed Dr , S Quebec St to S Wakefield St
- Williamsburg Blvd, N Edison St to George Mason Dr
- S Courthouse Rd, 5th St S to 8th St S
- N Carlin Springs Rd, N George Mason Dr to Arlington Blvd*
- N Sycamore St / N Roosevelt St, Washington Blvd to Wilson Blvd*

**Longer timelines due to coordination with ongoing projects.*

Slower is safer for everyone

SLOW DOWN

Tracking & Monitoring

- We will assess before/after driver speeds as the primary performance measure for this pilot.
- We will conduct public engagement during the pilot to gather feedback from the community.
- We will publish a summary of data/feedback once available and share next steps for the pilot based on the data and community feedback analysis.

Timeline

2025				2026
Spring: Collect "Before" Data	**Summer:** Install & Monitor Pilot Locations	**Fall:** Collect "After" Data	**Winter:** Collect Community Feedback	**Spring:** Identify Next Steps

Visit the Vision Zero Safety Pilot Project page for updates.