

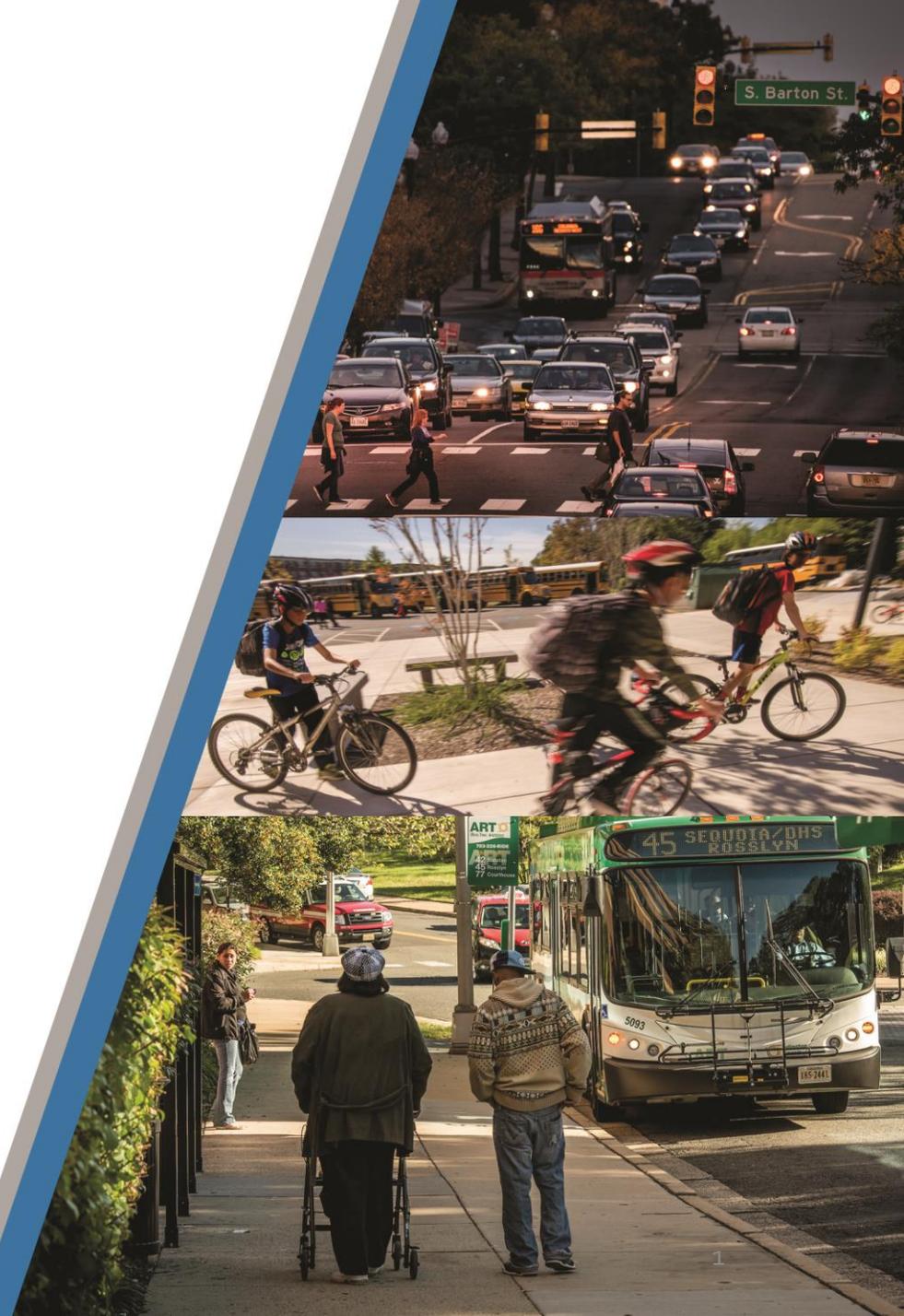
VISION ZERO

ARLINGTON COUNTY

N Quincy St Safety Audit

Department of Environmental Services
Transportation Engineering & Operations
15th St N to N Glebe Rd

Audit: September 2025



Safety Audit Background

- Safety audits are conducted on High-Injury Network corridors.
 - Arlington's [High-Injury Network](#) identifies streets that have a relatively high number of serious injury and fatal crashes.
 - The Vision Zero approach is focused on reducing our most severe crashes first and foremost, and the HIN allows us to focus analysis and resources on these corridors.
- The purpose of the safety audits is to review crash/operational data and visit each High Injury Network corridor to identify:
 - Quick action projects that we can implement in the short term to improve safety (signs, markings, bollards, small-scale construction, other maintenance, etc.),
 - Existing/upcoming projects occurring on the corridor and how they will help address safety, and
 - Other longer-term opportunities or needs to enhance safety for consideration for future capital projects or plans.
- [View the High-Injury Network Corridor Safety Audits page](#) for more information about the audit process and follow up.

HIN safety audits are not intended to fix *all* safety needs *immediately*.

The purpose is to identify (1) safety needs that we can address quickly and (2) safety needs that we can begin to plan for on a larger-scale.

Safety Audit Contents

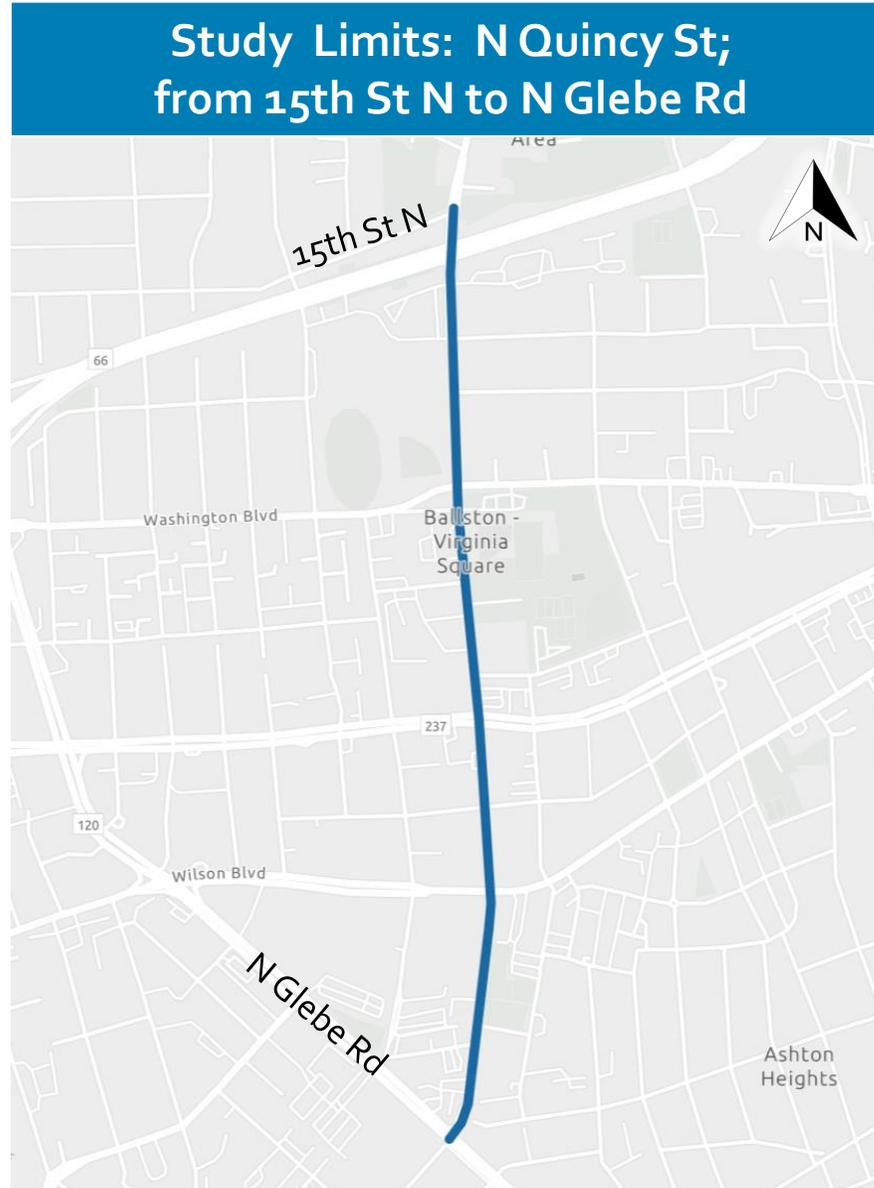
- Study Area Description
- Field Findings
- Background/Supporting Information
 - Land Use/Facilities
 - Transit Stops
 - Bike Routes
 - Crossing Infrastructure
 - Crash History
 - Community Input
 - Recent & Upcoming Developments
- Summary of Next Steps



Safety Audit Study Area

Speed Limit: 25 mph
(from 15th St N to N Glebe Rd)

Vehicles Per Day: 7,000 – 11,000
(based on 2024 Average Daily Traffic Counts)



Field Findings

The following slides include maps starting from the north end of the corridor working south. The maps identify key findings and next steps from the safety audit.



Each pinpoint lists the key safety need that was identified during the safety audit and the next step for action with a general timeline.

Each “next step” takes into consideration the background information shown in previous slides (crash history, corridor characteristics, and community input). Next steps are summarized at the end of this document.

Field Observations: Key Findings & Next Steps



Finding: Audited as part of the Washington Blvd HIN safety audit and being studied as part of the 2025 Action Spot Analysis. History of bike and scooter crashes, as well as red-light running crashes.
Next Step: Improve bike markings across the intersection (short-term). Conduct further analysis of intersection as part of Action Spot Analysis effort (short-term).

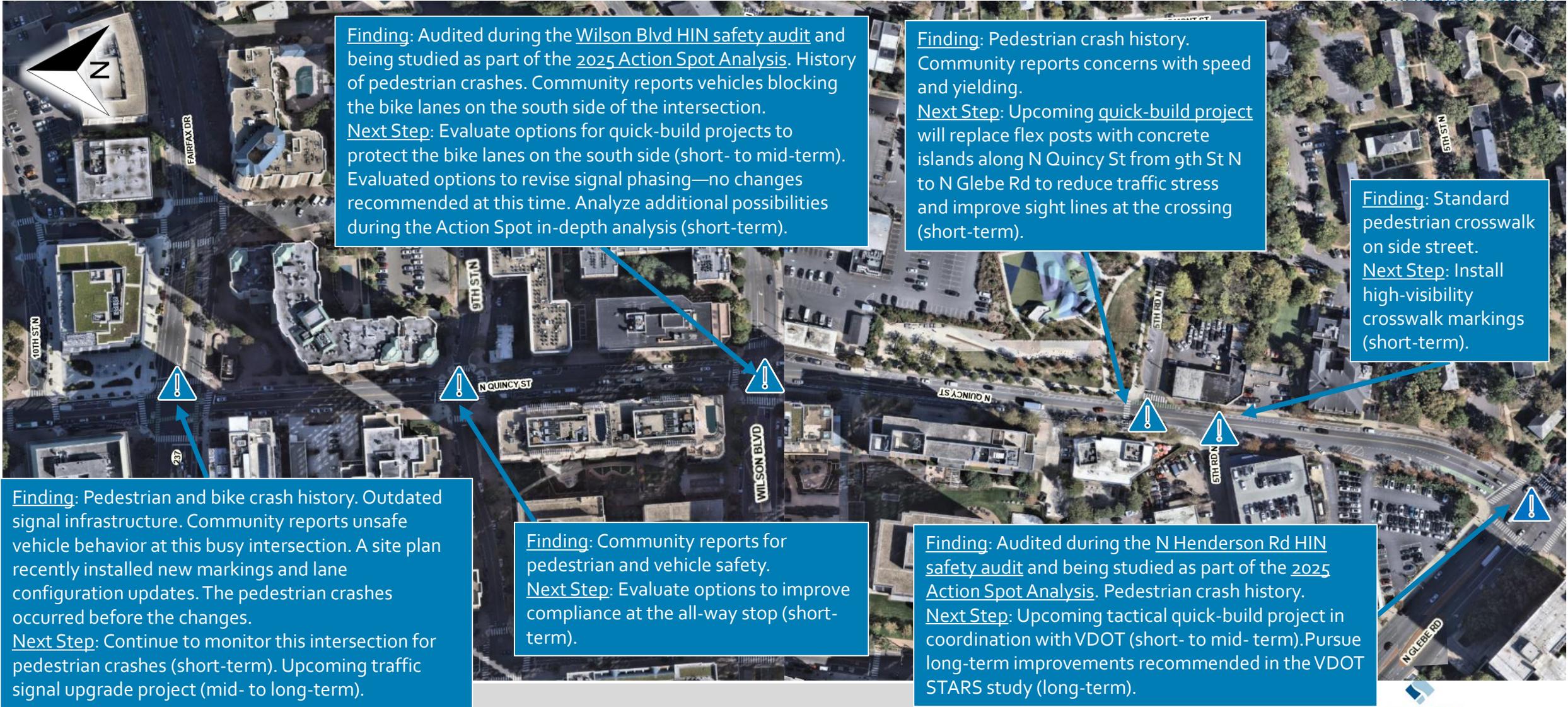
Finding: Pedestrian crash history. Community reports that vehicles do not stop for pedestrians. The sidewalk on the northbound side is narrow and drops off.
Next Step: Improve pedestrian crossing signage (short-term). Update bike crossing and transition markings and add tactical improvements to improve crossing visibility (short-term). Assess options to improve the sidewalk through a quick-build or capital project (short- to long-term).

Finding: Missing pedestrian crossing sign.
Next Step: Update pedestrian crossing signage (short-term).

Finding: Standard pedestrian crosswalk on side street.
Next Step: Install high visibility crosswalk markings (short-term).

Finding: Pedestrian crash history. Community reports that vehicles do not stop for pedestrians/bikes.
Next Step: Improve pedestrian crossing signage (short-term).

Field Observations: Key Findings & Next Steps



Finding: Audited during the Wilson Blvd HIN safety audit and being studied as part of the 2025 Action Spot Analysis. History of pedestrian crashes. Community reports vehicles blocking the bike lanes on the south side of the intersection.
Next Step: Evaluate options for quick-build projects to protect the bike lanes on the south side (short- to mid-term). Evaluated options to revise signal phasing—no changes recommended at this time. Analyze additional possibilities during the Action Spot in-depth analysis (short-term).

Finding: Pedestrian crash history. Community reports concerns with speed and yielding.
Next Step: Upcoming quick-build project will replace flex posts with concrete islands along N Quincy St from 9th St N to N Glebe Rd to reduce traffic stress and improve sight lines at the crossing (short-term).

Finding: Standard pedestrian crosswalk on side street.
Next Step: Install high-visibility crosswalk markings (short-term).

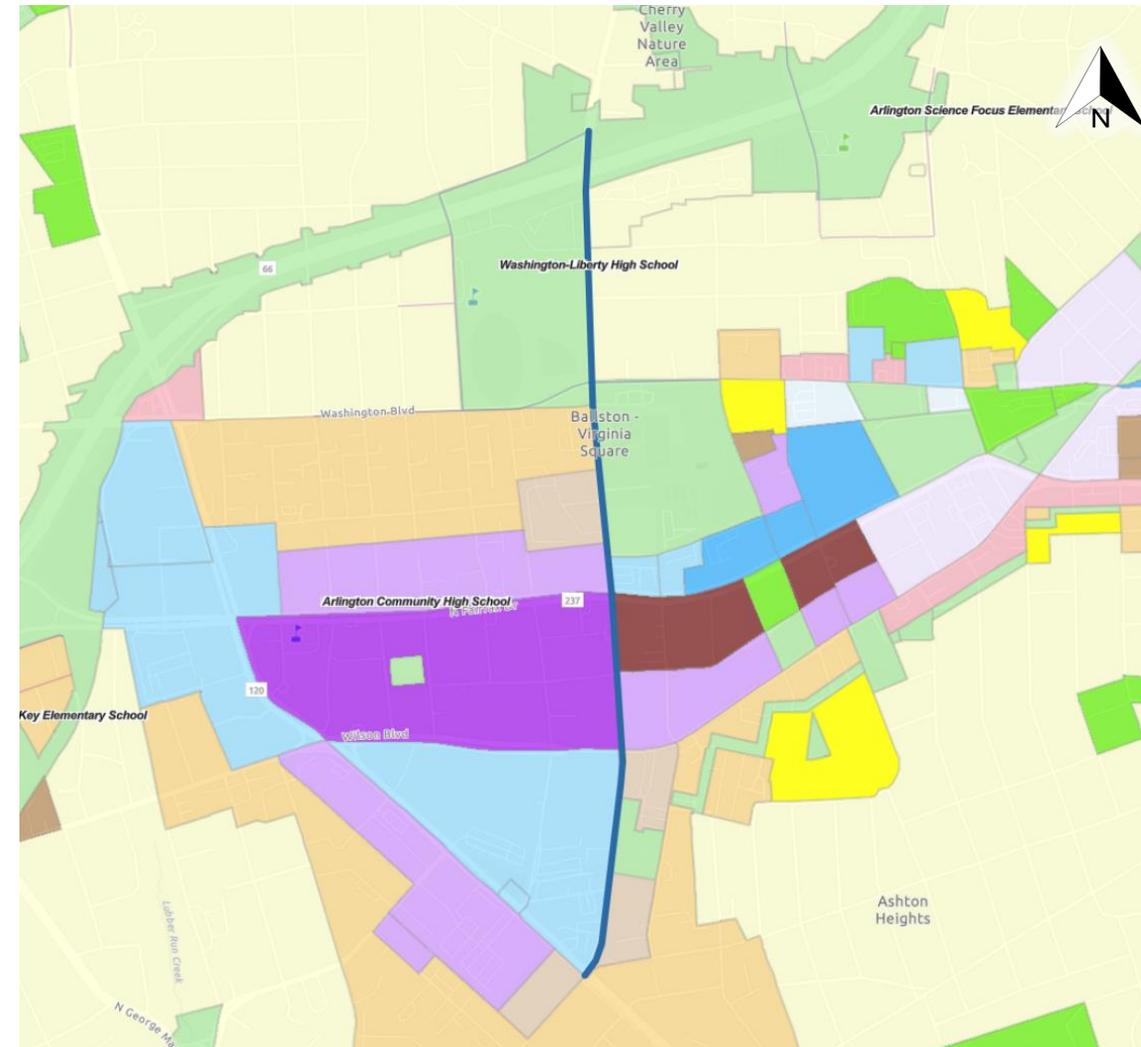
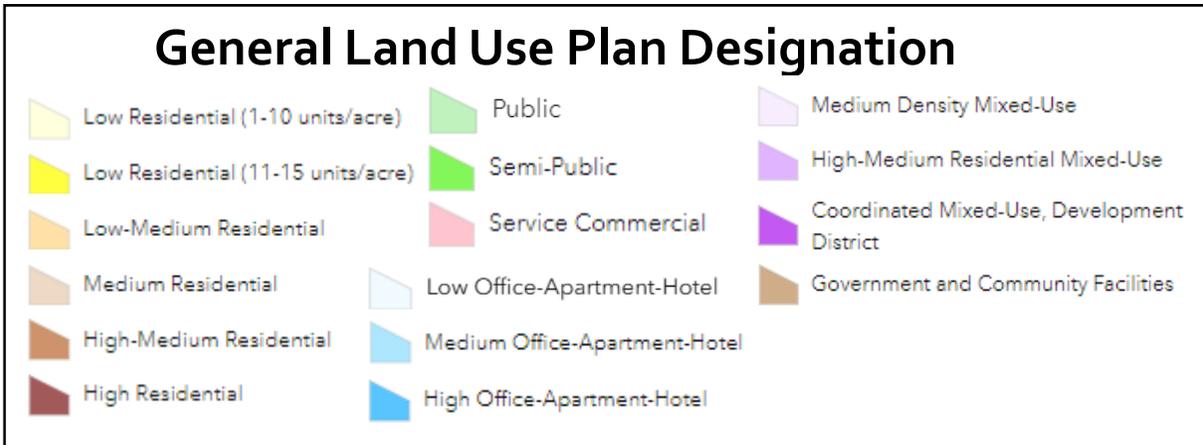
Finding: Pedestrian and bike crash history. Outdated signal infrastructure. Community reports unsafe vehicle behavior at this busy intersection. A site plan recently installed new markings and lane configuration updates. The pedestrian crashes occurred before the changes.
Next Step: Continue to monitor this intersection for pedestrian crashes (short-term). Upcoming traffic signal upgrade project (mid- to long-term).

Finding: Community reports for pedestrian and vehicle safety.
Next Step: Evaluate options to improve compliance at the all-way stop (short-term).

Finding: Audited during the N Henderson Rd HIN safety audit and being studied as part of the 2025 Action Spot Analysis. Pedestrian crash history.
Next Step: Upcoming tactical quick-build project in coordination with VDOT (short- to mid- term). Pursue long-term improvements recommended in the VDOT STARS study (long-term).

Land Use & Facilities

- Adjacent to Washington-Liberty High School in the north
- Variety of low to high-medium residential land use along the entire corridor
- Mixed-use land use mid-way along the corridor in the Ballston business district
- Near Arlington Community High School (west) and Arlington Science Focus Elementary School (north)



Transit

ART Stop



Bus stops: 52, 56, 75, 41, 72

WMATA Bus Stop



Bus stops include: A58, A76, A12, A70, A71

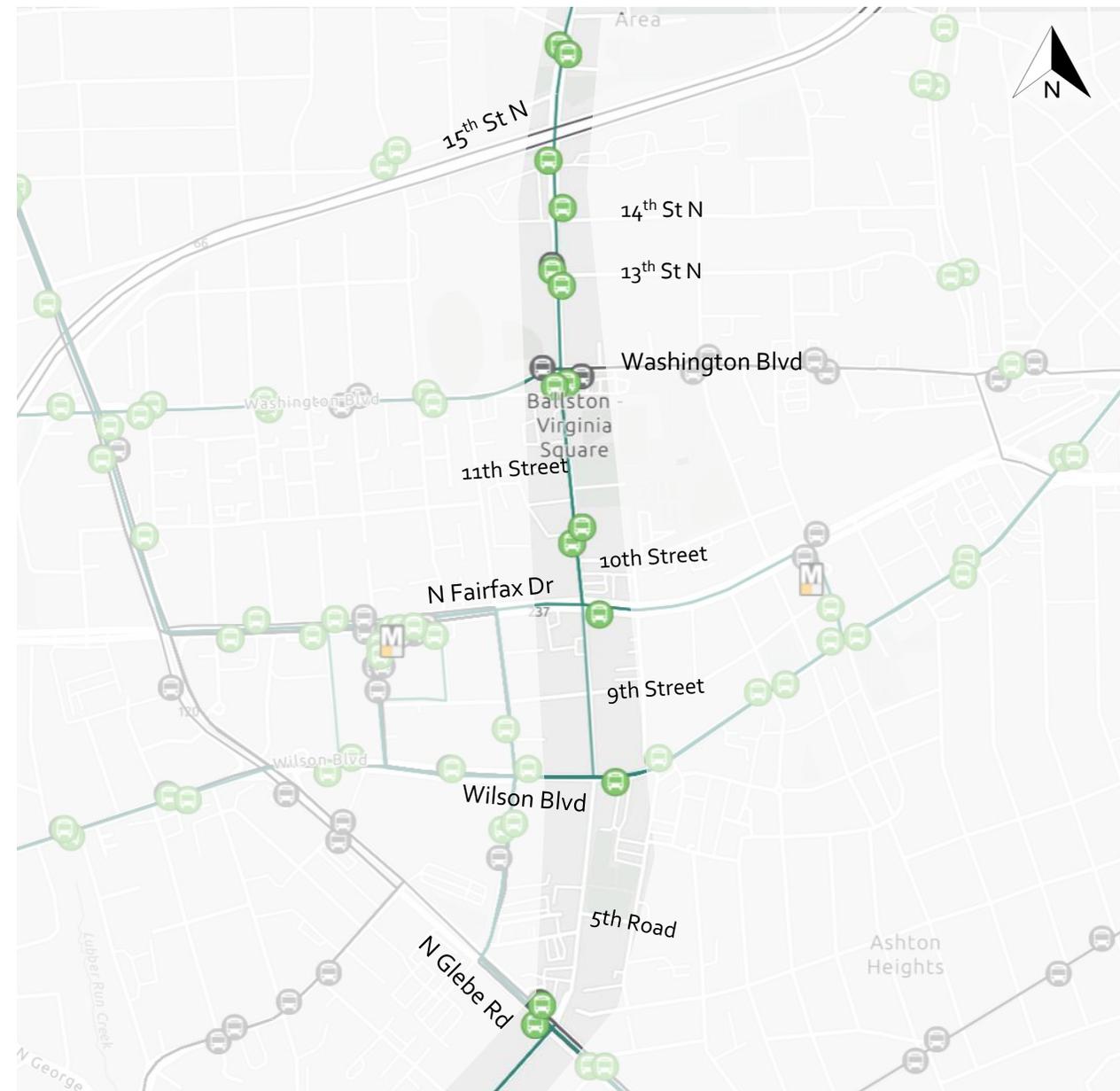
ART Bus Route



WMATA BUS ROUTE



The Ballston Metro station is two blocks east of the corridor on Fairfax Dr and generates high transit activity in the area.



Existing Bike Routes & Infrastructure

Capital Bikeshare Station



Bike Racks / Corrals



Bike Route

Route Type

- Recommended Route
- Off Street Trail
- Bicycle Lane
- Sharrow

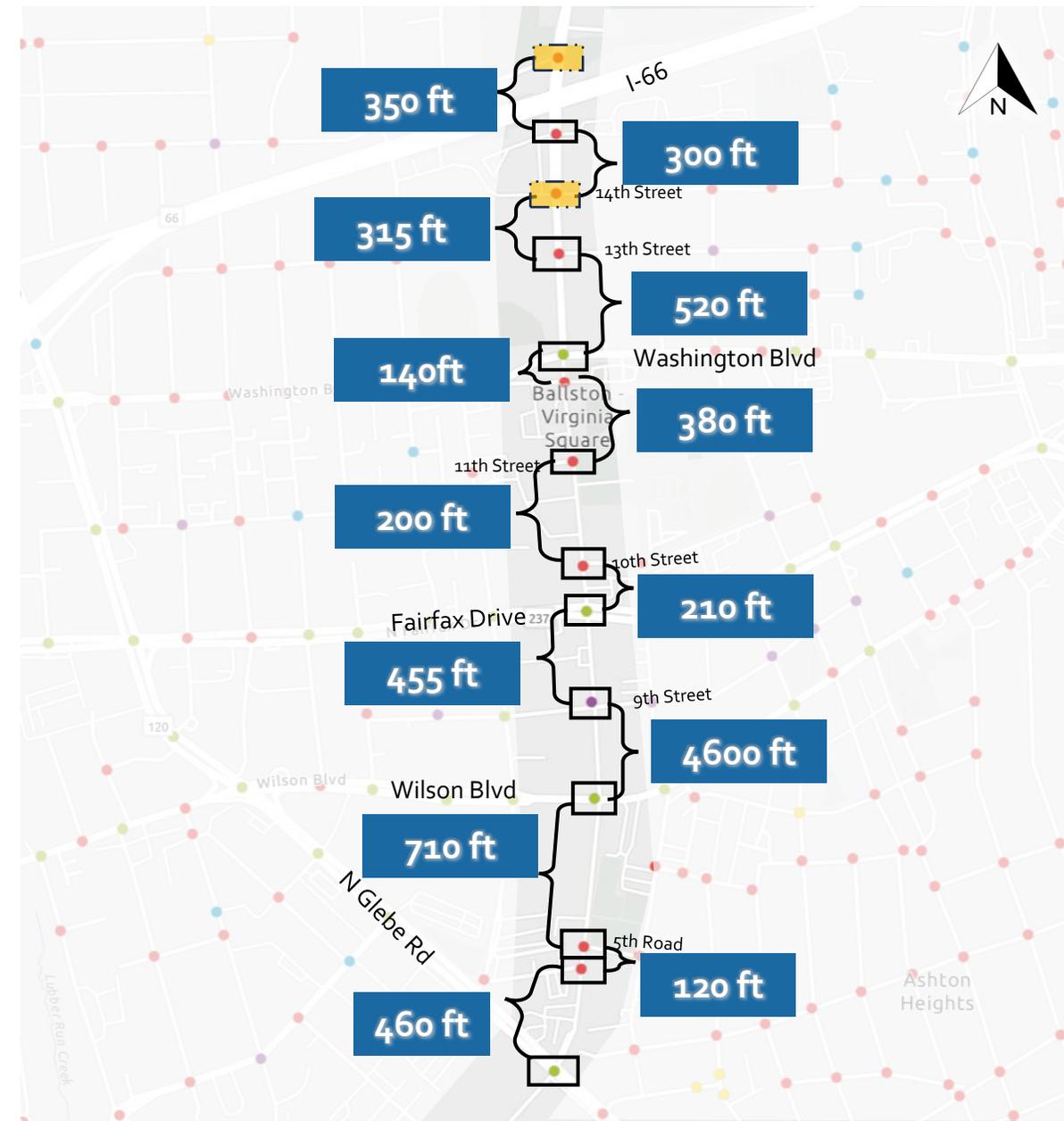
N Quincy St has bike lanes, which are mostly protected through along the HIN segments and provides a critical north-south bike connection in Arlington.



Crossing Infrastructure

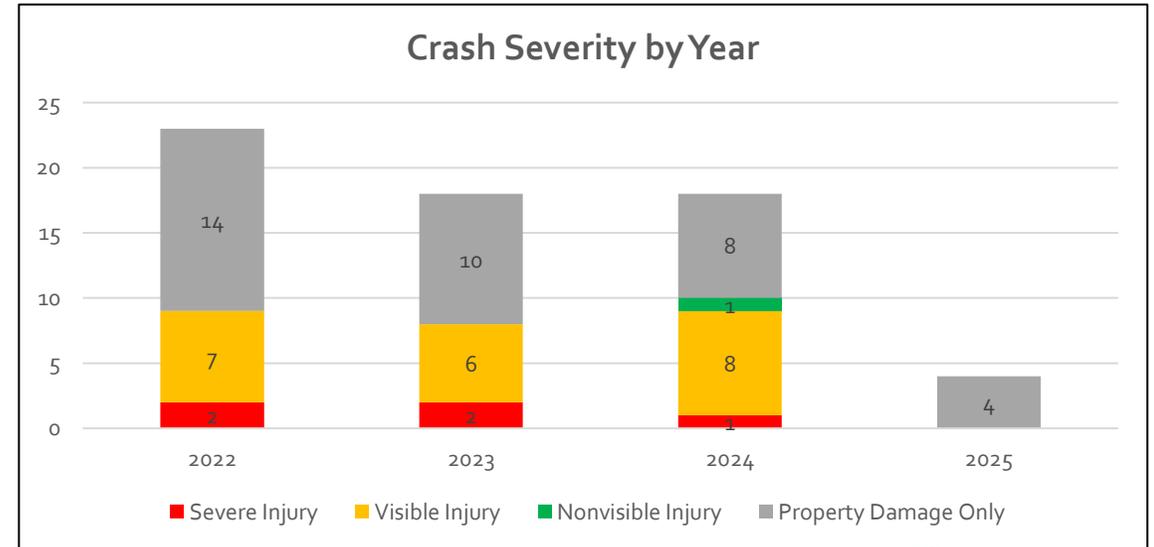
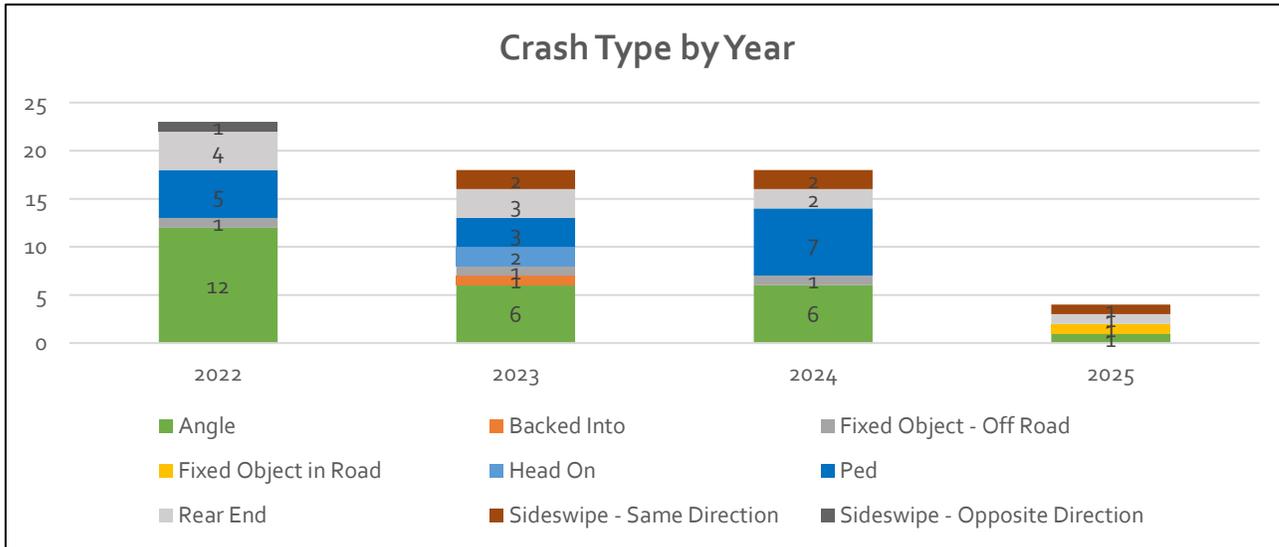
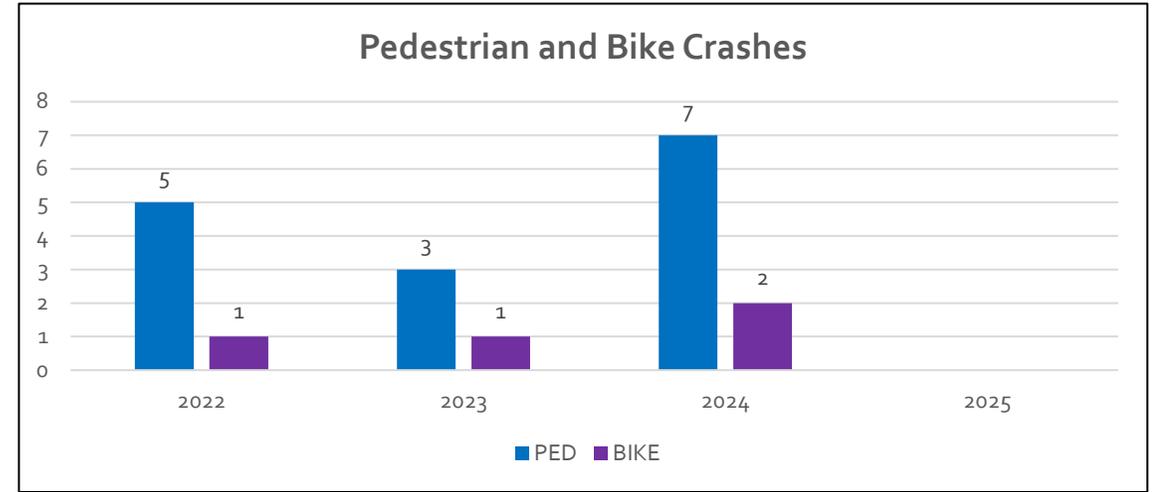
Intersection Traffic Control

- Two-Way
- Uncontrolled
- Signalized
- All-Way
- Marked Crosswalk
- [Rectangular Rapid Flashing Beacon](#)



Crash History (2022-2025) – Trends

- The most common type of crashes were angle crashes followed by pedestrian crashes.
- Four out of the five severe crashes along this corridor involved a pedestrian. Out of those four, one person was riding a scooter. The non-pedestrian severe crash was an angle collision between a vehicle and a person on an e-bike.



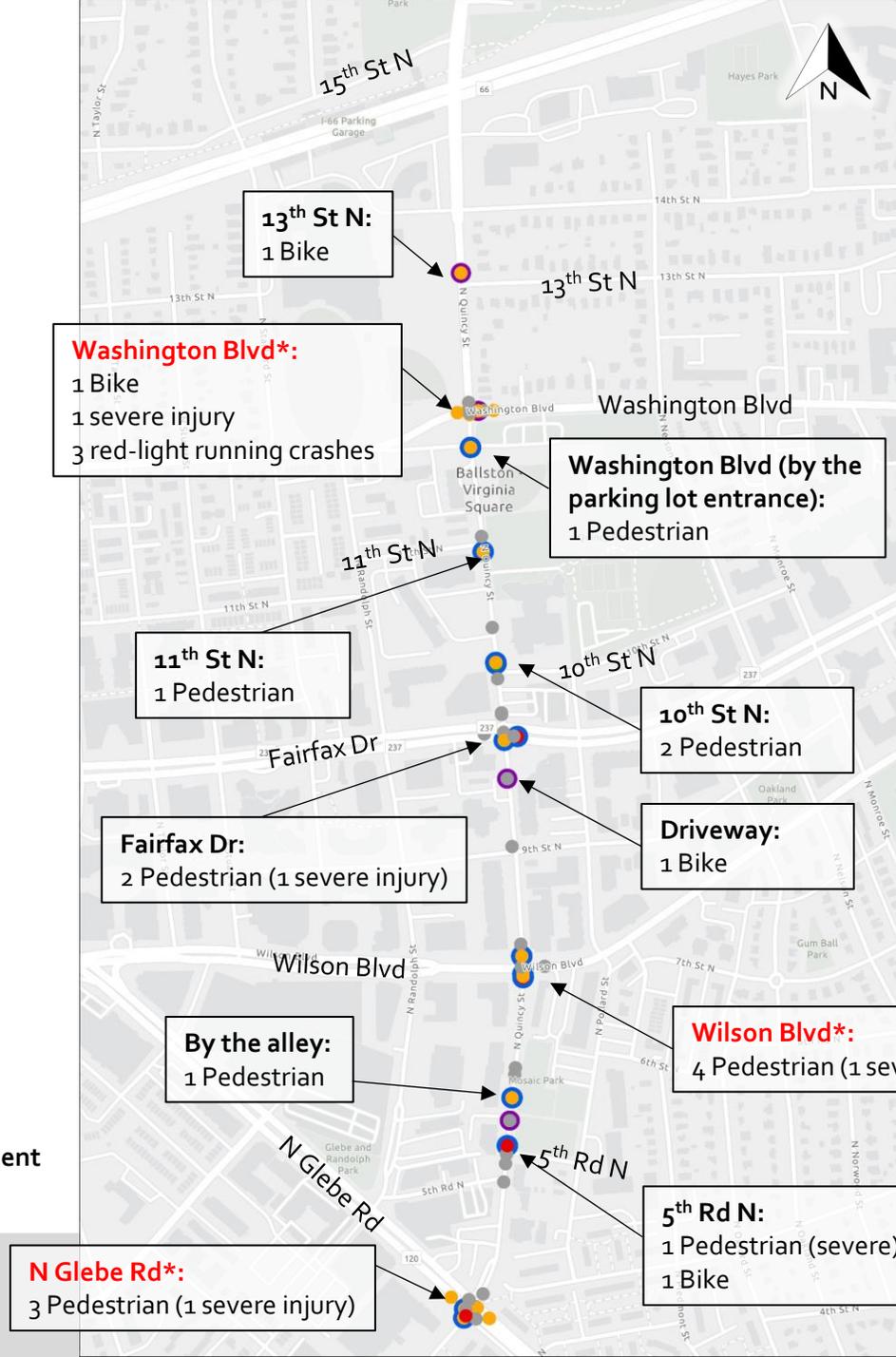
Note: This study used crash data from January 2022 – April 2025.

Crash History (2022-2025)

- Fatal
- Severe Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

○ Bike (halo)

○ Pedestrian (halo)



Specific crash type patterns are called out in the text boxes where present
*Identified Vision Zero [Crash Action Spot](#) in 2025

Note: This study used crash data from January 2022 – April 2025.

Community Input on Corridor

- **15th St N to Fairfax Dr**
- Location-specific community feedback was collected in spring 2025, 2024, and 2023 using an online clickable map
- The common recurring comments on the corridor pertained to:
 - Request to add protected bike lanes on more sections of N Quincy St
 - Narrow sidewalks/not ADA accessible
 - Vehicle speeds
 - Drivers do not stop for pedestrians

15th St N

- Vehicles don't stop at the RRFBs
- Narrow roads
- Tree root maintenance is needed on Custis trail

14th St N

- Difficult for bikes to turn left

13th St N

- Narrow sidewalks
- Uncontrolled crosswalks
- Pedestrian safety concerns
- RRFB request

Washington Blvd

- Vehicles in the bike lane
- Pothole caused by Washington gas pipe sinking into the roadway

b/w 13th St N & Washington Blvd

- Protected bike lane request,
- Parking and bike lane conflicts
- Vehicles in the bike lane

b/w Washington Blvd & 11th St N

- Narrow sidewalk/not ADA accessible

Central Library to Fairfax Dr

- Parking and bike lane conflicts
- Request to extend the protected bike lane
- Inadequate lighting
- Crossing safety concerns around the library and Quincy Park

11th St N

- Narrow sidewalk/not ADA accessible
- Vehicles don't stop for bikes/peds
- Request for intersection improvements

10th St N

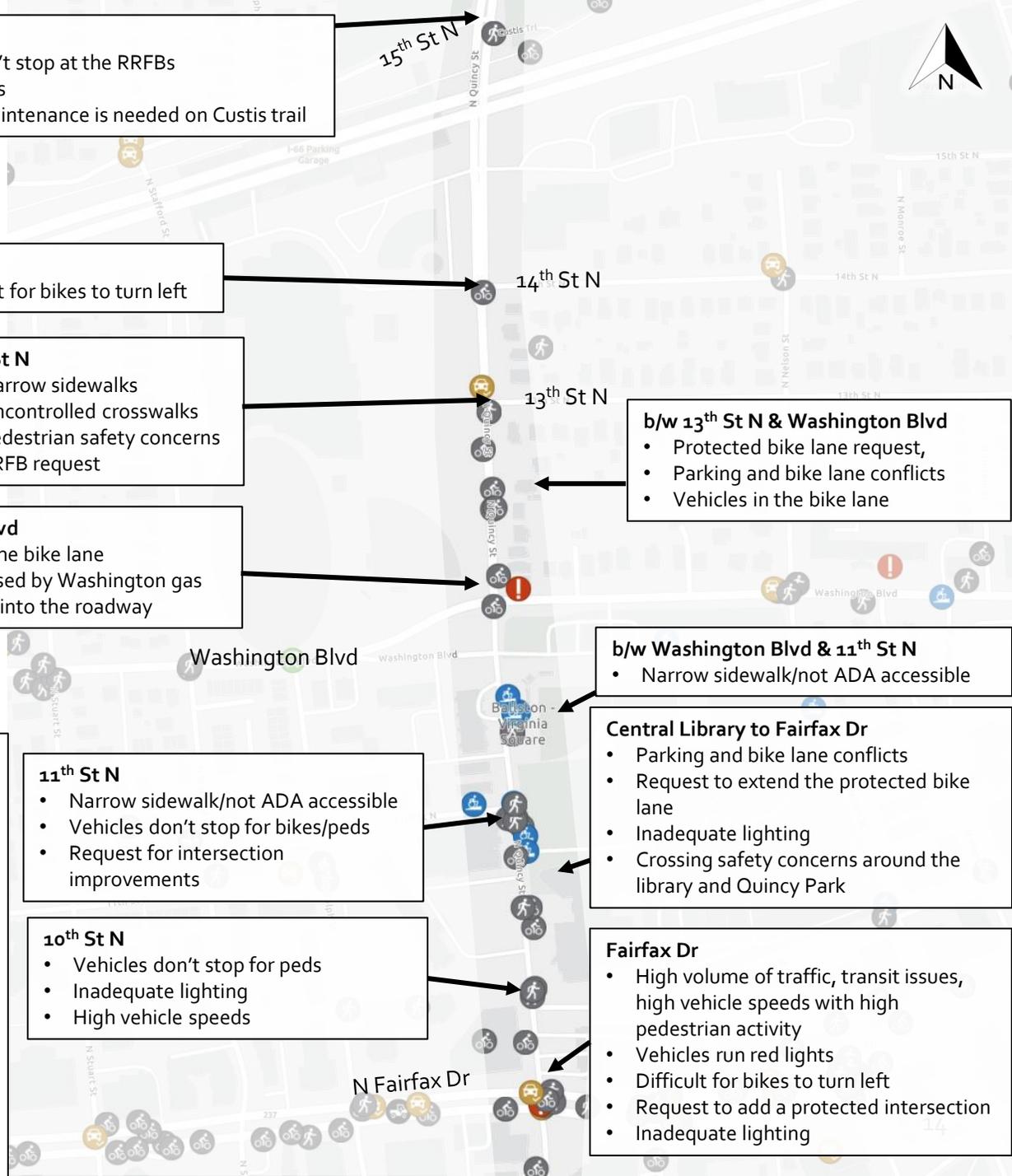
- Vehicles don't stop for peds
- Inadequate lighting
- High vehicle speeds

Fairfax Dr

- High volume of traffic, transit issues, high vehicle speeds with high pedestrian activity
- Vehicles run red lights
- Difficult for bikes to turn left
- Request to add a protected intersection
- Inadequate lighting

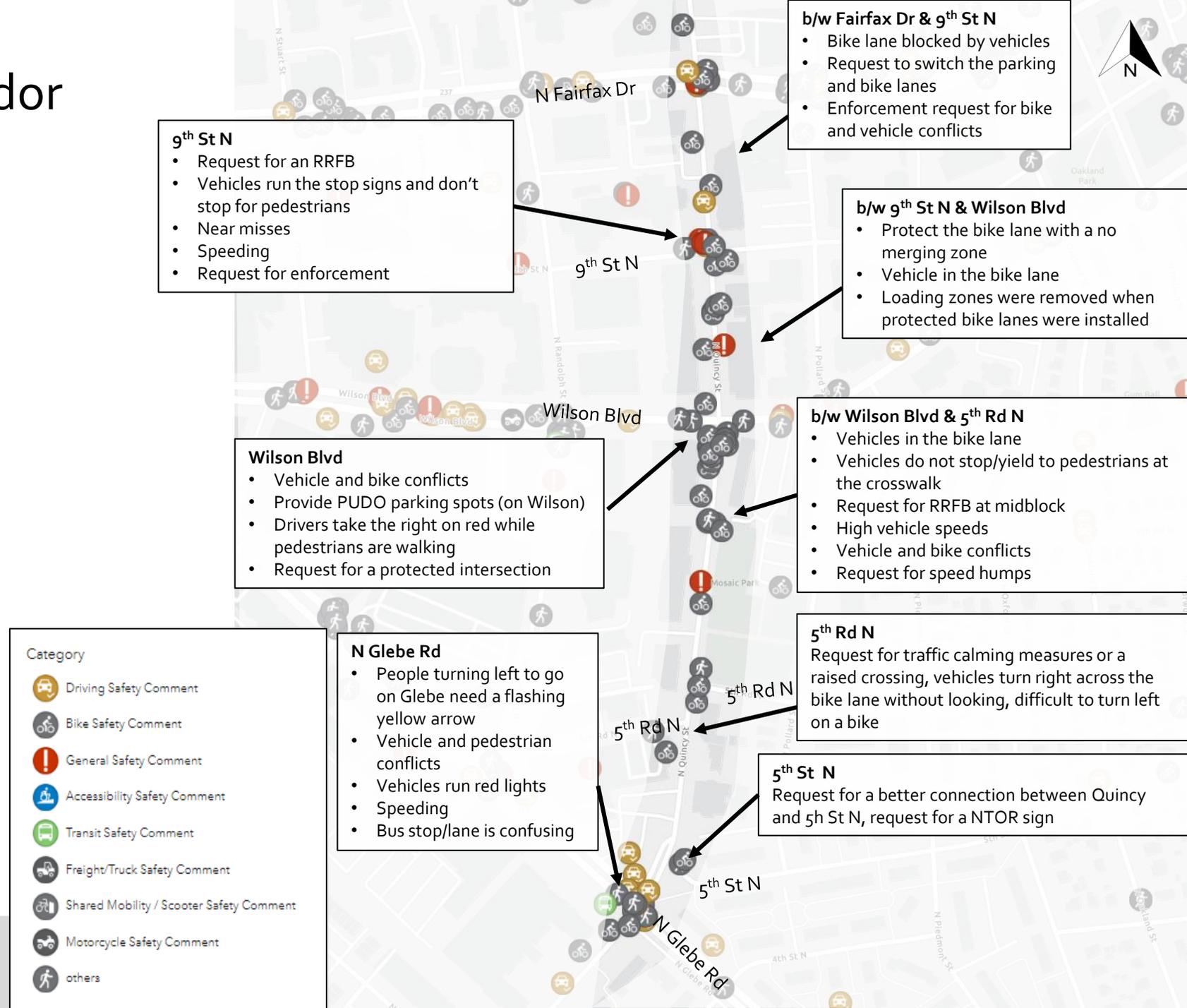
Category

- Driving Safety Comment
- Bike Safety Comment
- General Safety Comment
- Accessibility Safety Comment
- Transit Safety Comment
- Freight/Truck Safety Comment
- Shared Mobility / Scooter Safety Comment
- Motorcycle Safety Comment
- others



Community Input on Corridor

- **Fairfax Dr to N Glebe Rd**
- Location-specific community feedback was collected in spring 2025, 2024, and 2023 using an online clickable map
- The common recurring comments on the corridor pertained to:
 - Bike lanes are blocked by vehicles
 - Vehicles speed
 - Requests for RRFBs



Recent and Upcoming Projects & Developments

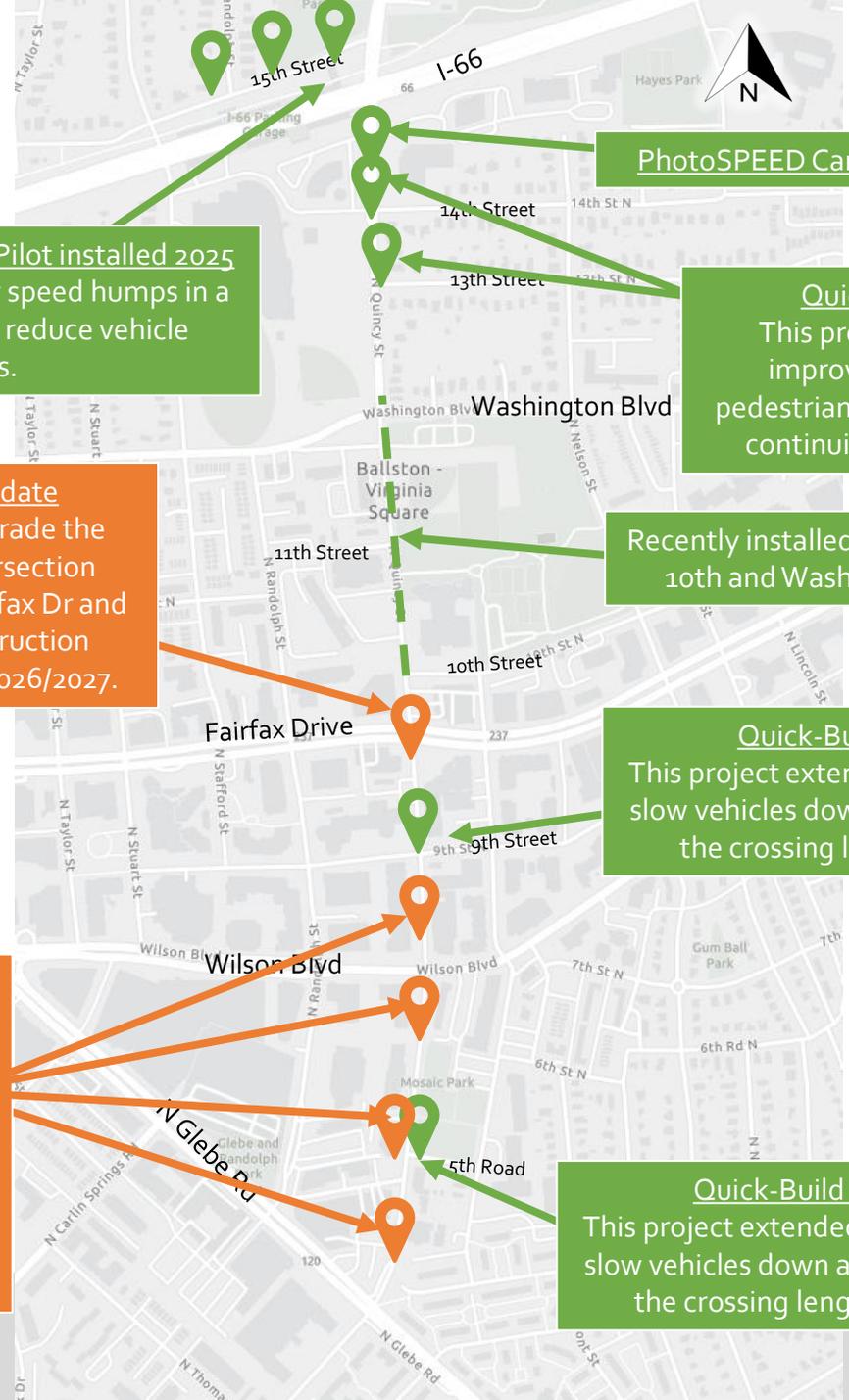
In Progress/
Upcoming Projects

Completed

Tactical Speed Humps Pilot installed 2025
This pilot installed new speed humps in a school slow zone to reduce vehicle speeds.

Traffic Signal Update
This project will upgrade the signal and add intersection improvements at Fairfax Dr and N Quincy St. Construction anticipated to start 2026/2027.

Quick-Build Project
This project will replace existing flex posts with permanent concrete islands along N Quincy St from 9th St N to N Glebe Rd to reduce traffic stress, prevent vehicles from blocking the bike lanes, and improve sight lines/sight distances.



PhotoSPEED Camera

Quick-Build Project (2024)
This project installed multimodal improvements which enhanced pedestrian safety crossings and allowed continuity of the existing bike lane.

Recently installed curb stops between 10th and Washington Blvd. 2025

Quick-Build Project (2024)
This project extended the northeast curb to slow vehicles down as they turn and reduce the crossing length for pedestrians.

Quick-Build Project (2021)
This project extended the northeast curb to slow vehicles down as they turn and reduce the crossing length for pedestrians.

Summary of Next Steps

Short-Term (within 1 year)

- **13th St N** – Update pedestrian crossing signage.
- **Washington Blvd** – Improve bike markings across the intersection. Conduct further analysis of intersection as part of Action Spot Analysis effort.
- **South of Washington Blvd** – Install high visibility crosswalk markings.
- **Between Washington Blvd and 11th St N** – Improve pedestrian crossing signage.
- **11th St N** – Improve pedestrian crossing signage. Update bike crossing and transition markings and add tactical improvements to improve crossing visibility.
- **Fairfax Dr** – Continue to monitor this intersection for pedestrian crashes.
- **9th St N** – Evaluate options to improve compliance at the all-way stop.
- **Wilson Blvd** – Evaluated options to revise signal phasing—no changes recommended at this time. Analyze additional possibilities during the Action Spot in-depth analysis.
- **5th Rd N (north side)** – Upcoming quick-build project will replace flex posts with concrete islands along N Quincy St from 9th St N to N Glebe Rd to reduce traffic stress and improve sight lines at the crossing.
- **5th Rd N (south side)** – Install high-visibility crosswalk markings.

Mid-Term (1-3 years)

- **Wilson Blvd** – Evaluate options for quick-build projects to protect the bike lanes on the south side.
- **N Glebe Rd** – Upcoming quick-build project in coordination with VDOT.

Long-Term (3+ years)

- **11th St N** – Assess options to improve the sidewalk through a quick-build or capital project.
- **Fairfax Dr** – Upcoming traffic signal upgrade project.
- **N Glebe Rd** – Pursue improvements recommended in the VDOT STARS study.