

VISION ZERO

ARLINGTON COUNTY

23rd St S

Department of Environmental Services
Transportation Engineering & Operations
S Inge St to Crystal Dr

Audited: April 2026
Published: August 2026



We conduct safety audits on the High-Injury Network

- Arlington's [High-Injury Network](#) (HIN) identifies streets with a high share of fatal and serious injury crashes.
- The HIN supports Vision Zero by directing attention and resources to the most critical corridors.

Safety audits review crash data and field conditions to identify:

- Short-term, quick-build safety improvements (e.g., signs, markings, bollards, minor construction or maintenance).
- Existing or planned corridor projects and how they address safety.
- Longer-term safety needs or opportunities to inform 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
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- Supporting Information
 - Land Use & Facilities
 - Bike Routes & Transit Stops
 - Crossing Infrastructure
 - Crash History
 - Community Input
 - Recent & Upcoming Projects
- Next Steps

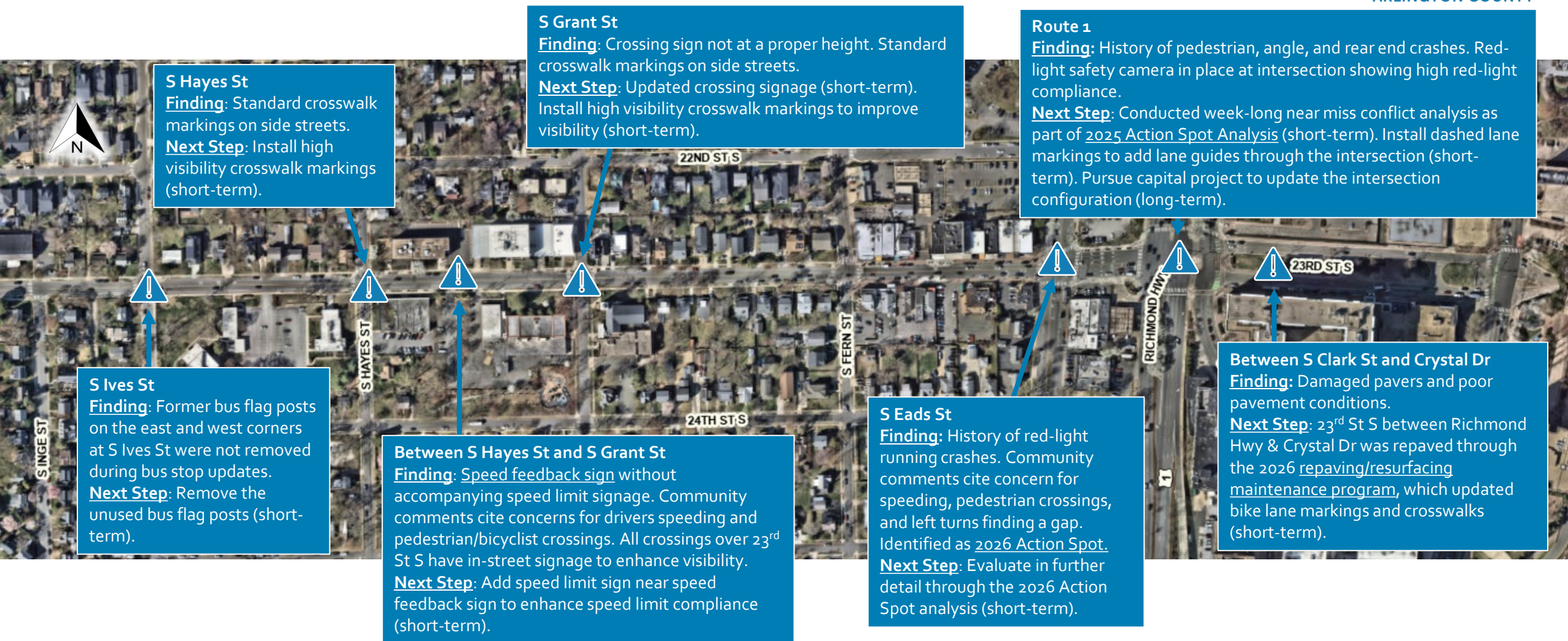


The logo for Vision Zero Arlington County. It features the words "VISION ZERO" in a large, bold, sans-serif font. "VISION" is in blue and "ZERO" is in grey. Below "VISION" are four short, slanted black bars. Below "ZERO" is a long, thick black horizontal bar. Underneath this bar, the words "ARLINGTON COUNTY" are written in a smaller, blue, sans-serif font.

Vehicles Per Day:
6,900-15,600
(based on 2025 Average Daily
Traffic Counts)



Field Observations: Key Findings & Next Steps



Land Use & Facilities

- Low Residential land use from S Inge St to S Fern St. There are mostly residential, single-family homes along the corridor
- Service Commercial land use from s Fern St to S Eads St
- High Office-Apartment Hotel land use from S Eads St to Crystal Dr



General Land Use Plan Designation



Bike Routes & Transit Stops

Capital Bikeshare Station



Bike Racks / Corrals



Bike Route

Route Type

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

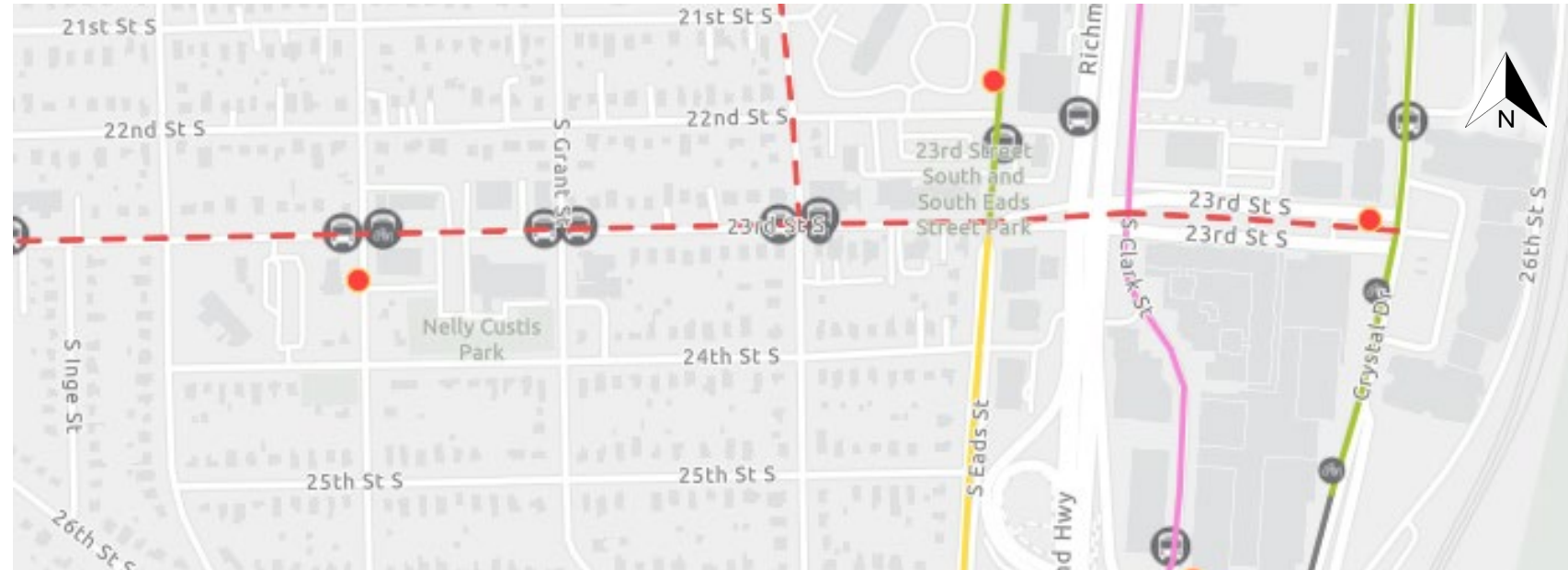
Bus Stops



ART Bus stops: none



WMATA Bus stops: A11



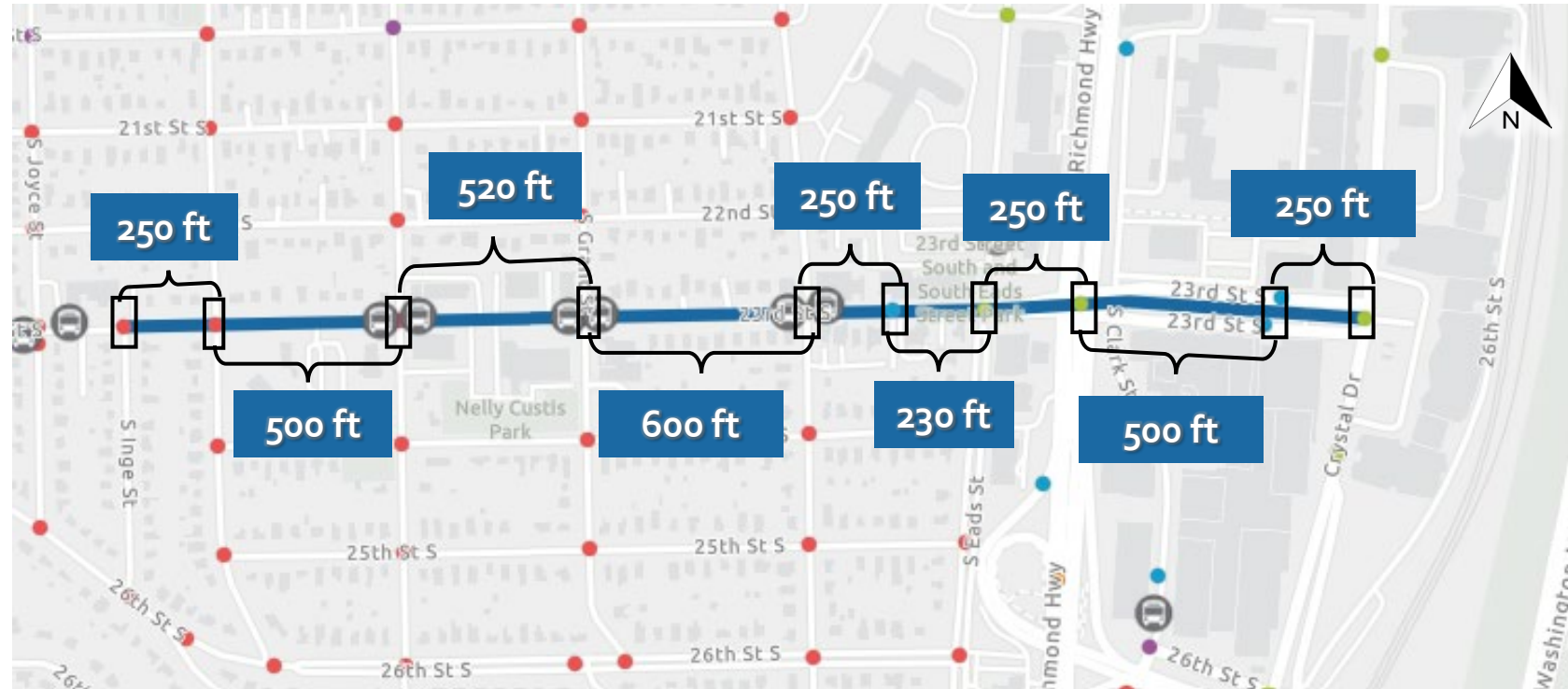
Crossing Infrastructure

Intersection Traffic Control

- Two-Way
- Uncontrolled
- Signalized
- All-Way
- Marked Crosswalk

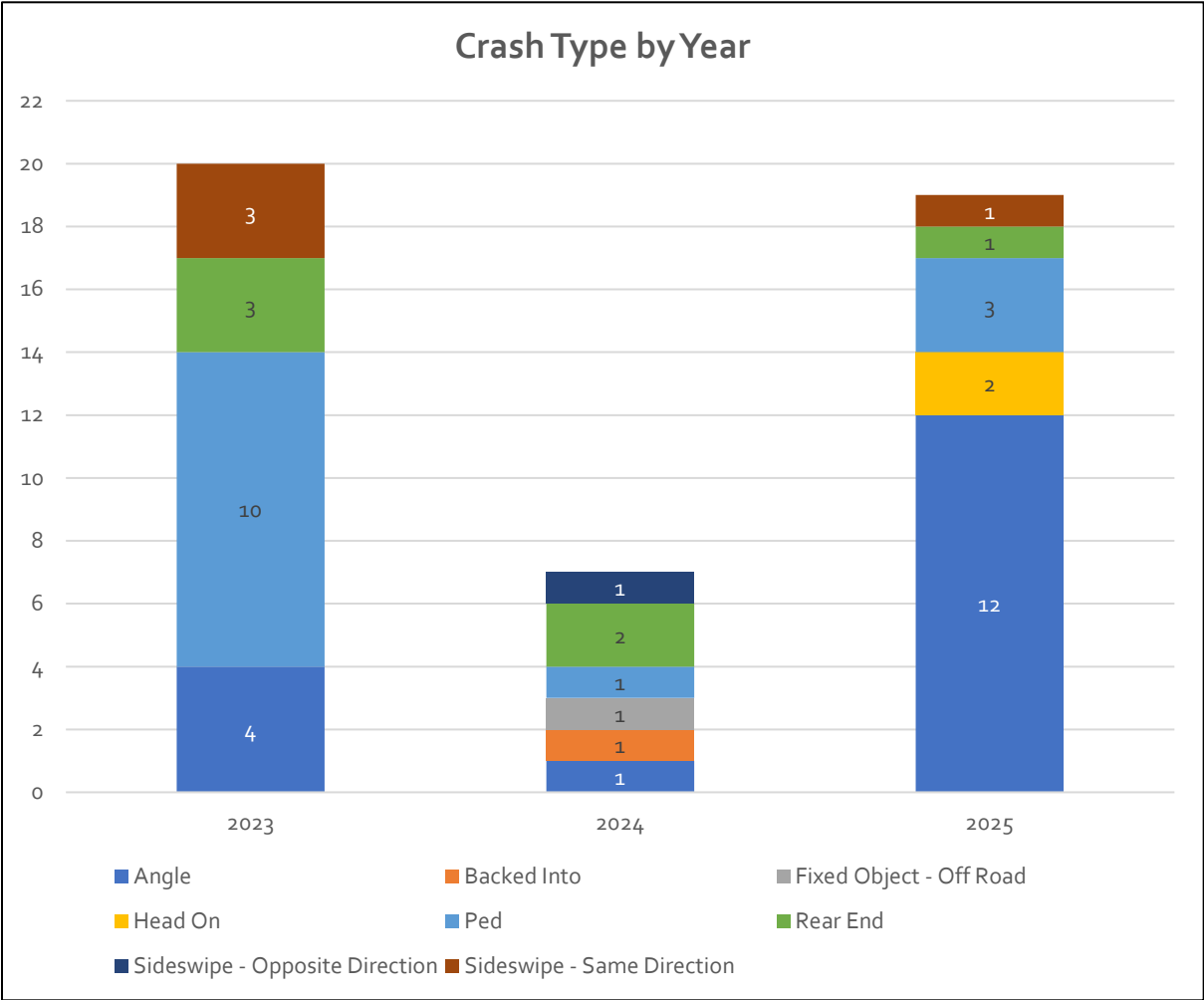
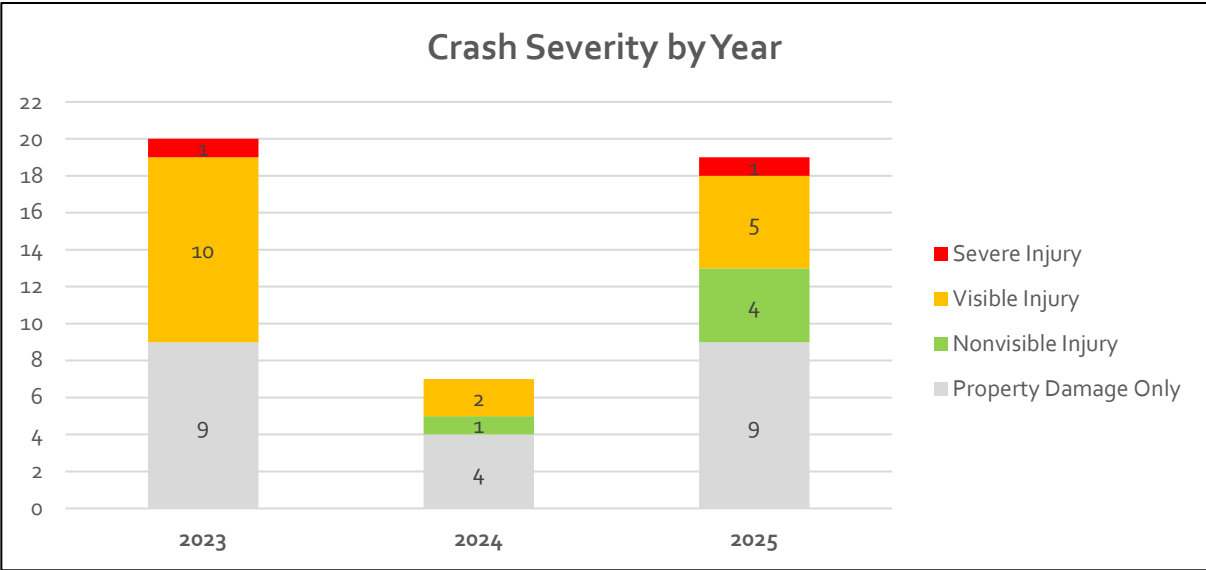
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Crash History (2023-2025) – Trends

- There were two severe crashes in the past three years on this corridor. One severe crash involved a pedestrian, and one severe crash was an angle crash.
- There were zero bike related crashes and 14 pedestrian related crashes.
- The most common type of crashes were angle crashes followed up by pedestrian crashes.
- The intersection at Richmond Hwy and 23rd St S had the highest number of crashes along this corridor.



Note: This study used crash data from January 2023 – December 2025.

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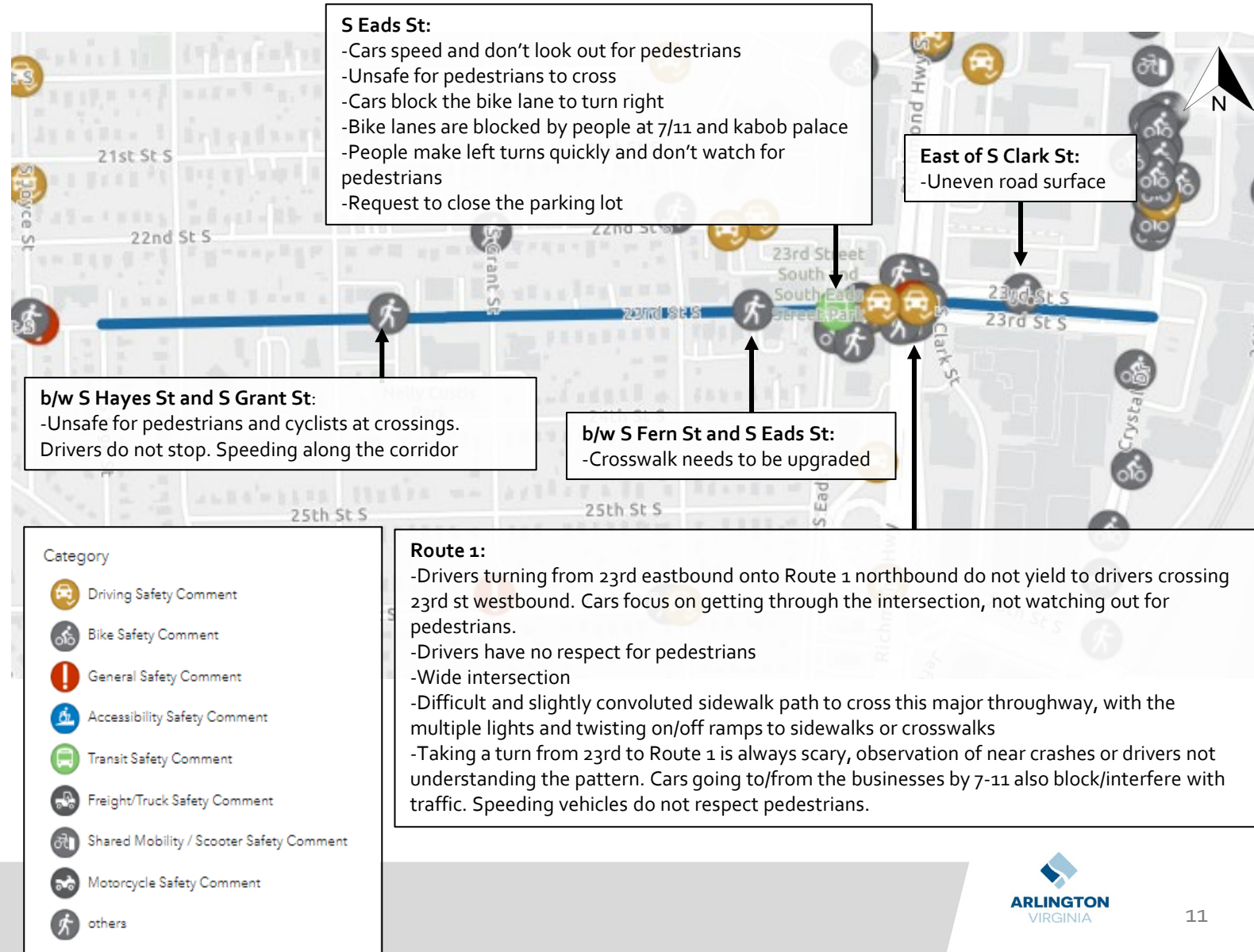
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- A map of the South Eads Street area in St. Louis, Missouri, showing the locations of various traffic crashes. The map includes a grid of streets from 21st St S to 25th St S and S Ives St to S Clark St. A north arrow is located in the top right corner. Four callout boxes provide specific crash data for key locations:
- S Eads St:** 3 Red-light running crashes
 - S Fern St:** 1 Ped crashes
 - Richmond Hwy*:** 10 Ped crashes, 7 Angle crashes, 4 Rear end crashes
 - Crystal Dr:** 1 Ped crash
- Crash locations are marked with colored dots: blue for pedestrian crashes, orange for red-light running crashes, and grey for other crash types. The map also shows Nelly Custis Park and Nina Park.

*Previously Identified Vision Zero [Crash Action Spot](#)



Community Input

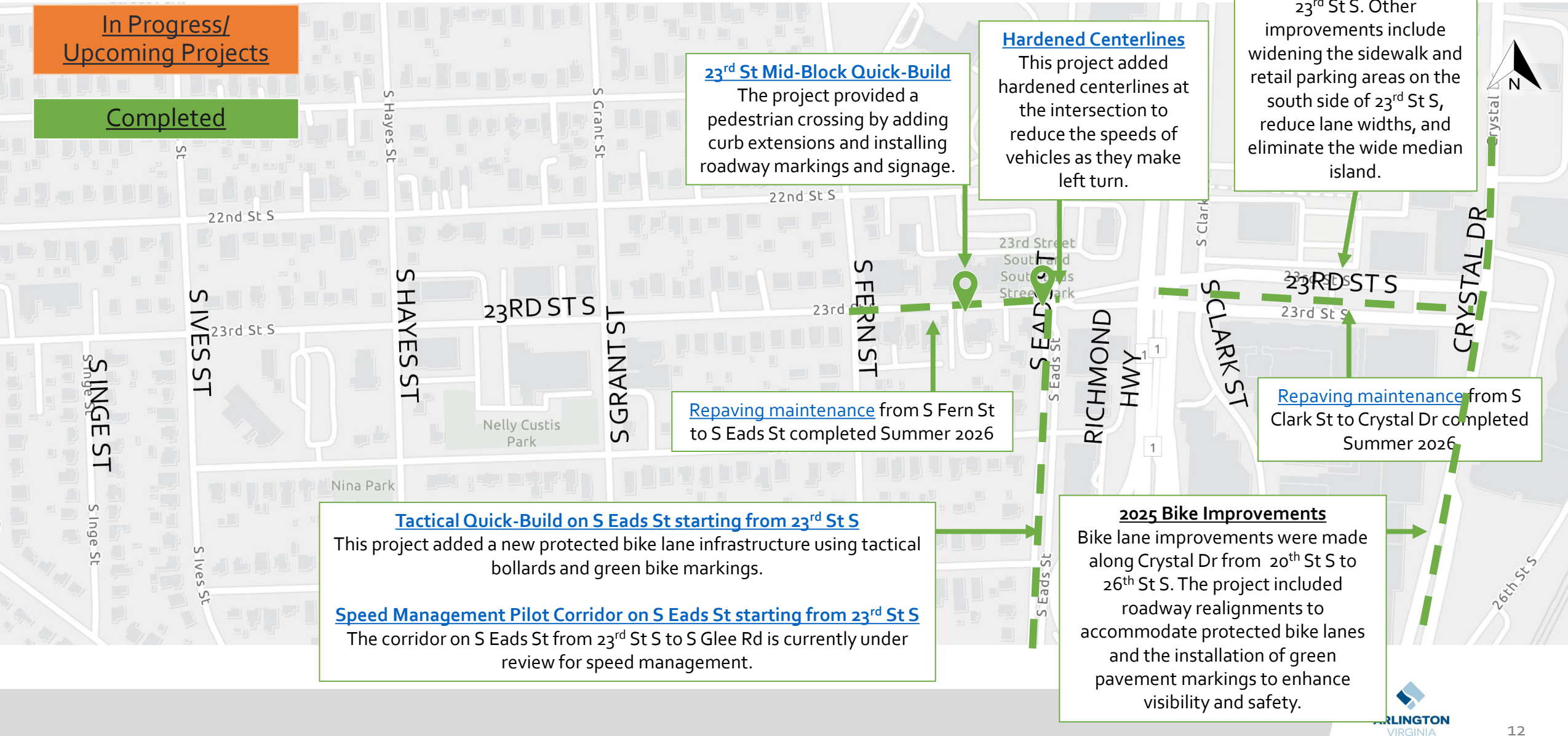
- Location-specific community feedback was collected in spring 2023, 2024, and 2025
- The common recurring comments on the corridor pertained to:
 - Speeding along the corridor
 - Vehicles do not stop/yield to pedestrians
 - Most of the concerns were on Route 1 regarding pedestrian crossings and vehicles making unsafe lane changes or having unsafe driver behavior



Recent and Upcoming Projects

In Progress/
Upcoming Projects

Completed



Summary of Next Steps

Short Term (within 1 year)

- **S Ives St** – Remove the unused bus flag posts.
- **S Hayes St** – Install high visibility crosswalk markings.
- **Between S Hayes St and S Grant St** – Add speed limit sign near speed feedback sign to enhance speed limit compliance.
- **S Grant St** – Updated crossing signage. Install high visibility crosswalk markings to improve visibility.
- **S Eads St** – Evaluate in further detail through the 2026 Action Spot analysis.
- **Route 1** – Conducted week-long near miss conflict analysis as part of 2025 Action Spot Analysis. Install dashed lane markings to add lane guides through the intersection.
- **Between S Clark St and Crystal Dr** – 23rd St S between Richmond Hwy & Crystal Dr was repaved through the 2026 repaving/resurfacing maintenance program, which updated bike lane markings and crosswalks.

Long Term (3+ years)

- **Route 1** – Pursue capital project to update the intersection configuration.