

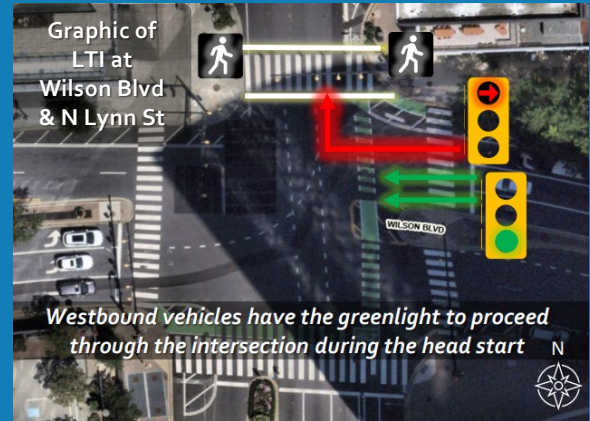
Leading Through Interval (LTI) Pilot Wrap Up

In 2025, Arlington County launched the **Leading Through Interval (LTI) pilot project**, which changed the timing of traffic signals to reduce the potential for conflicts between people crossing and people turning across the crosswalk. Objectives included:

- Reducing conflicts between turning vehicles and pedestrians/people on bikes.
- Keeping straight-moving traffic moving while providing more flexibility for a longer head start for people walking.

The pilot locations were chosen based on intersection geometry and presence of a dedicated right turn lane, as well as crash histories and high volumes of pedestrian and vehicle activity:

- Wilson Blvd & N Lynn St
- Washington Blvd & 10th St N.

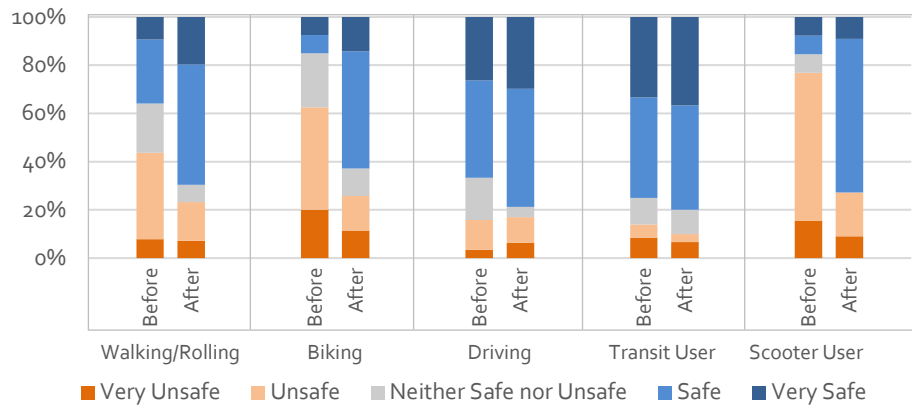


Community Input Summary

Who We Heard From

In June 2026, we asked the community for feedback on the pilot and received 83 responses:

- 83% live in Arlington
- 20% work in Arlington
- 59% typically walk
- 49% typically use a vehicle
- 29% typically use a bicycle
- 24% typically use transit



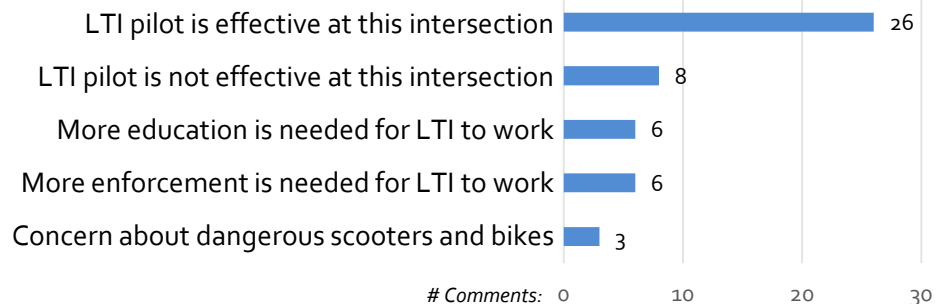
What We Heard

Most respondents believed the LTI project improved pedestrian safety by reducing conflicts with turning vehicles.

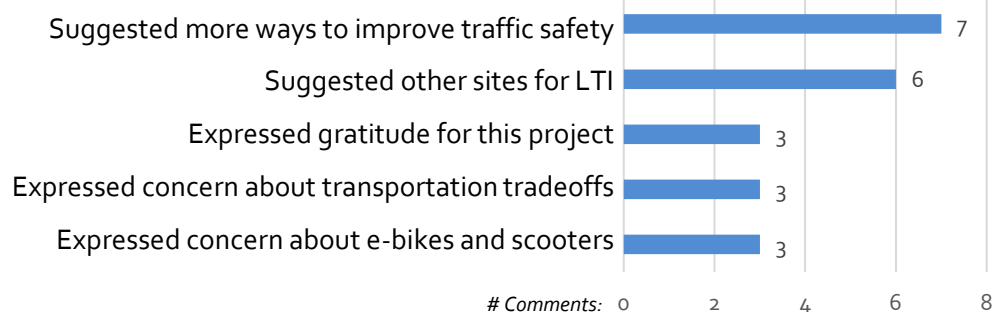
Responses also identified **several common comments:**

- Concern for driver noncompliance (for example, illegal turns, failure to yield).
- Observation of unpredictable behavior by cyclists, e-bikes, and scooters.
- Desire for more traffic enforcement.
- Desire for enhanced public education on traffic safety.

Top responses to open-ended question on LTI effectiveness at these locations



Top responses to "Is there anything else you'd like to add?"

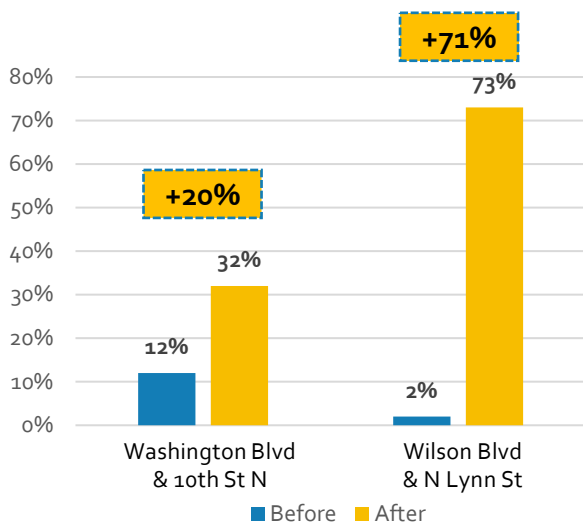


Before/After Data Analysis

Performance Measures

Percentage of pedestrians who crossed before flashing yellow right turn arrow phase

At both locations, the LTI allowed **significantly more pedestrians were able to cross before vehicles received a flashing yellow signal**, most notably at Wilson Blvd & N Lynn St, which allowed 70% more people to cross with the red arrow.



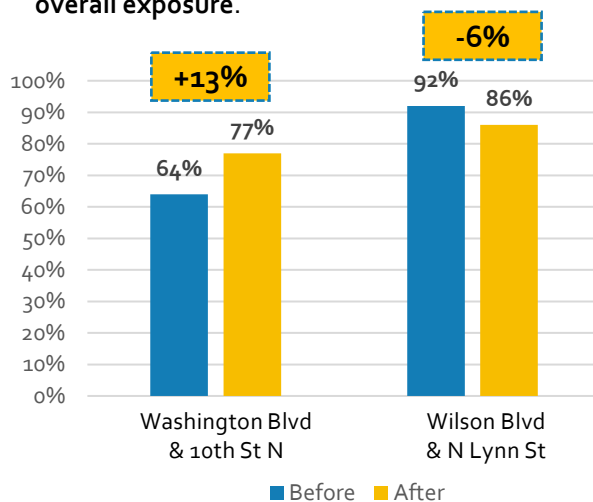
Washington Blvd & 10th St N	Before	After
Pedestrians Crossed Before Flashing Yellow Phase	38	100
Pedestrians Still Crossing at Flashing Yellow Phase	278	209
Total Pedestrians	316	309

Wilson Blvd & N Lynn St	Before	After
Pedestrians Crossed Before Flashing Yellow Phase	49	2,490
Pedestrians Still Crossing at Flashing Yellow Phase	2,811	938
Total Pedestrians	2,860	3,428

Percentage of drivers who stopped for pedestrians

At Washington Blvd & 10th St N, drivers yielded to pedestrians 13% more after LTI installation.

At Wilson Blvd & N Lynn St, yield rates decreased 6% after LTI installation; however, the amount of people still crossing once vehicles had the flashing yellow arrow was 30% lower—**reducing overall exposure**.



Washington Blvd & 10th St N	Before	After
Vehicle Did Not Stop for Pedestrian Crossing	105	44
Vehicle Stopped for Pedestrian Crossing	185	145
Total Vehicles Turning Right	290	189

Wilson Blvd & N Lynn St	Before	After
Vehicle Did Not Stop for Pedestrian Crossing	55	65
Vehicle Stopped for Pedestrian Crossing	608	406
Total Vehicles Turning Right	663	471

Pilot Next Steps

[View the Safety-Driven Traffic Signal Modifications Page](#)

Because the LTI pilot project showed significant increases in the number of pedestrians who were able to cross with no conflict, minimal impact on yield rates, and positive community feedback, Arlington will add the LTI as a pedestrian crossing safety measure to Arlington's [Multimodal Engineering Safety Toolbox](#).

We will continue to evaluate for and deploy LTIs at intersections with the appropriate conditions (e.g., based on the presence of right turn lanes, intersection geometry, pedestrian and vehicle volumes, etc.). New LTIs will be tracked on the [Vision Zero Program Dashboard](#) and on the [Safety-Driven Traffic Signal Modifications page](#).

