

VISION ZERO

ARLINGTON COUNTY

2023 S Fern St High-Injury Network Safety Audit: Three-Year Follow-Up Progress Update

After adoption of a Vision Zero transportation safety strategy in 2019, Arlington identified its first [High-Injury Network](#) (HIN). The HIN identifies corridors with the highest rates of fatal or injury crashes in the County. Arlington updates the HIN every three years.

The County identified the 2023 HIN corridors using [2018-2022 data](#), which included S Fern St from S Rotary Rd to 24th St S, and conducted a [safety audit](#) of the S Fern St corridor in November 2023 to identify potential safety needs. View the [initial safety audit summary](#) for audit findings and recommendations.

This document evaluates the County's progress on the next steps for the corridor and assesses crash trends over the last three years.



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Summary of Post-Audit Actions

Since the audit, there has been a decrease in reported crashes. In that time, the County has planned for and completed several improvements along the corridor:

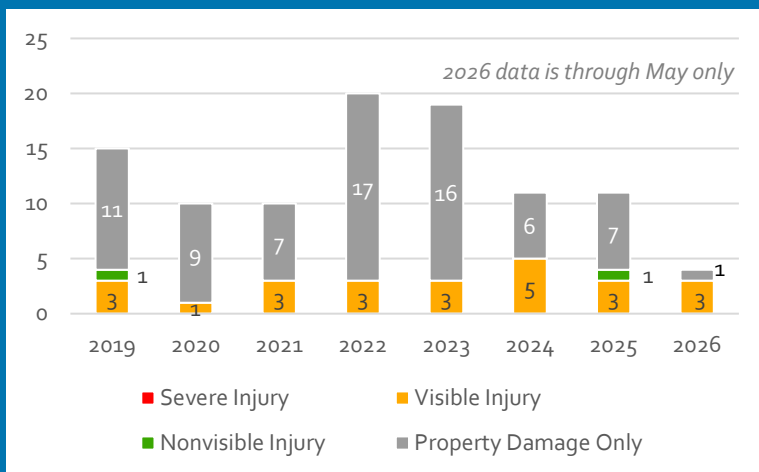
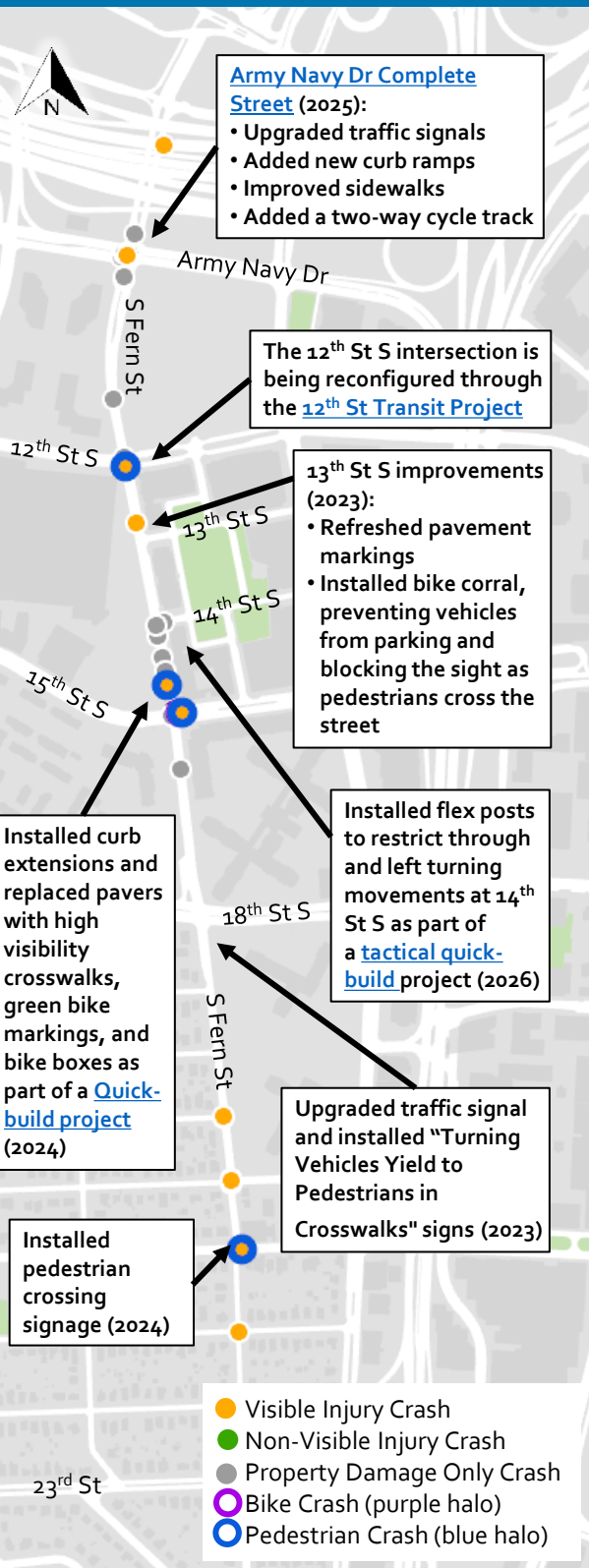
- **Immediate actions:** Installed signage to improve safety conditions for pedestrians (4 locations) and upgraded or refreshed [high visibility crosswalk markings](#) (4 locations). Additionally, the County installed a bike corral, added bike boxes, and added green bike markings on the segment.
- **Longer-term actions:** Upgraded traffic signals and completed the [Army Navy Dr Complete Street project](#) which upgraded traffic signals, installed new curb ramps, improved sidewalks, refreshed the high visibility crosswalk markings, and added a two-way cycle track at the intersection with Army Navy Dr. The County also progressed the [12th St Transitway project](#), which reconfigured the 12th St S and S Fern St.

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[Visit the Vision Zero website to learn more about High-Injury Network safety audits and follow-up actions.](#)

Corridor Crash Trends

S Fern St Crash Map: From November 2023 – May 2026 (After Audit)



The map on the left shows crashes since the audit in November 2023, as well as projects initiated since the audit. The chart above shows crash trends over time.

Between 2023-2025, total crashes on the segment decreased by 42%, which primarily showed a decrease in reported crashes that resulted in only property damage.*

Since the audit, the intersection at Army Navy Dr accounted for 23% of the crashes along the corridor, six of which resulted in property damage only and one which resulted in a visible injury. The [Army Navy Dr Complete Street project](#) completed in late 2025, bringing significant changes to the intersection. We are continuing to monitor conditions at the updated intersection, which is so far showing fewer reported crashes.

There have been four visible injury crashes involving pedestrians along the corridor, and one visible injury crash involving a bicycle user since the audit: three of which occurred between the 14th St S and 15th St S intersections prior to the completion of two quick-build projects in 2024 (15th St S) and 2026 (14th St S).

There have been no reported crashes at the 18th St S intersection since the County completed a traffic signal and intersection updates in 2023.

*As of July 1, 2025, per HB 2256, the definition for Property Damage Only crashes changed from crashes resulting in \$1,500+ worth of property damage to \$3,000+ worth of property damage.

S Fern St HIN Next Steps

Status	Location	Finding	Next Step
Completed	S Army Navy Dr	History of angle crashes. Community comments cited concerns with driver behavior and pedestrian crossing safety.	Upgraded the traffic signals, added new curb ramps at all four corners, improved the sidewalks, refreshed the high visibility crosswalk markings, and added a two-way cycle track as part of the Army Navy Dr Complete Street project. (2025)  Army Navy Dr was also a High-Injury Network corridor and audited in December 2025.
In Progress	12th St S	Community comments cited concern for left-turning vehicles not yielding to pedestrians. Faded markings.	The 12th St Transit project is reconfiguring the intersection. (expected 2026) 

S Fern St HIN Next Steps Continued

Status	Location	Finding	Next Step
Completed	13th St S	Faded crosswalk and centerline markings.	Refreshed pavement markings. Installed a bike corral to provide micromobility parking and enhance sight lines. (2023)
In Progress	14th St S/Near the Costco	History of pedestrian crashes. High volumes and turning vehicle conflicts.	Installed turn restricted left turns and through movements to reduce turning vehicle conflicts as part of a tactical quick-build project at this intersection. (2026) 
Completed	15th St S	History of angle crashes. Community comments cited concerns for bicycles at this intersection. 2020 Action Spot location .	Installed a quick-build project that added curb extensions, replaced the pavers with high-visibility crosswalks on all crossings, and added green bike markings and bike boxes. The quick-build project was an addition to a Traffic Signal upgrade project, which replaced the traffic signals and added "No Turn On Red" and "Turning Vehicles Yield to Pedestrians" signs. (2024)   

S Fern St HIN Next Steps Continued

Status	Location	Finding	Next Step
Completed	18th St S	History of angle crashes.	Upgraded traffic signal and installed "Turning Vehicles Yield to Pedestrians in Crosswalks" signs on all signal heads. (2023) 
Completed	19th St S to 22nd St S	Pedestrian crossings present.	Installed pedestrian crossing signage where recommended and upgraded all crossings to high visibility crosswalk markings. (2024)

Going Forward

Safety improvements currently underway along the S Fern St corridor:

- The [12th St Transit project](#) is reconfiguring the intersection at 12th St S and S Fern St. The County began construction began in May 2025 and the project is planned to complete in 2026.
- Continue to monitor conditions along the roadway including the newly updated intersection with Army Navy Dr.

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