



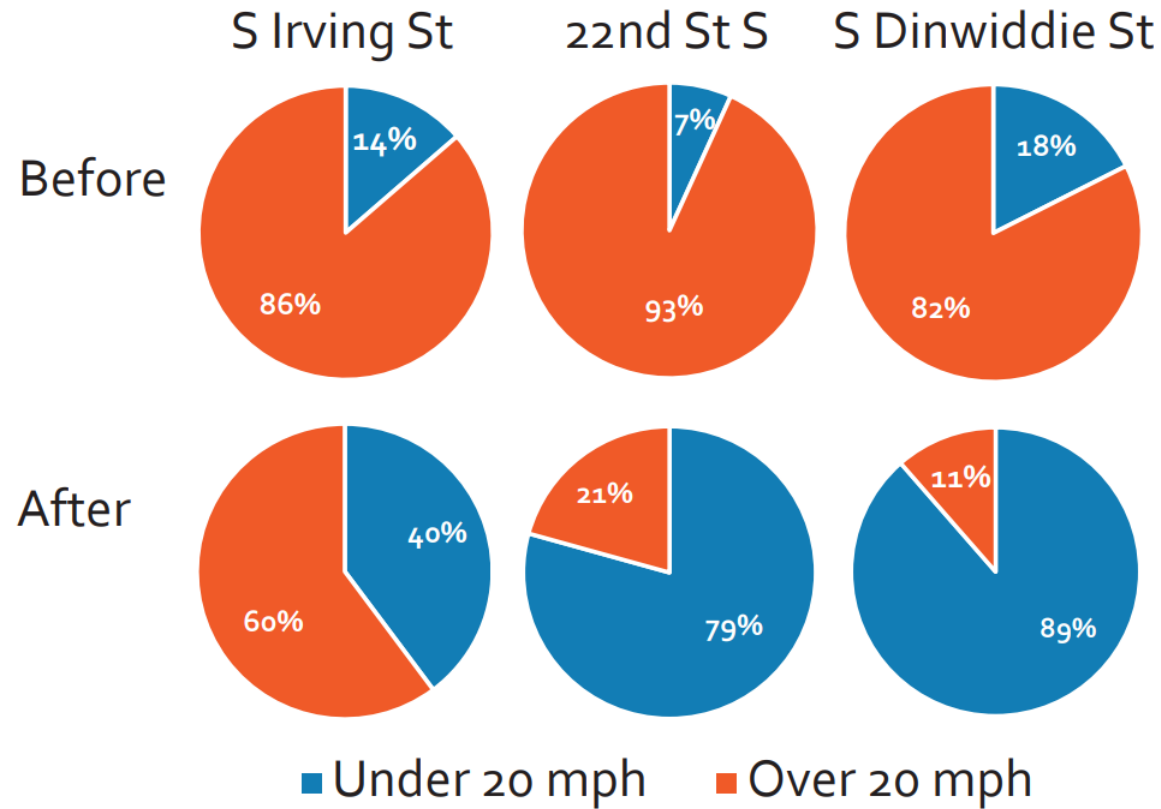
# Arlington County Before/After Studies

*June 2025*



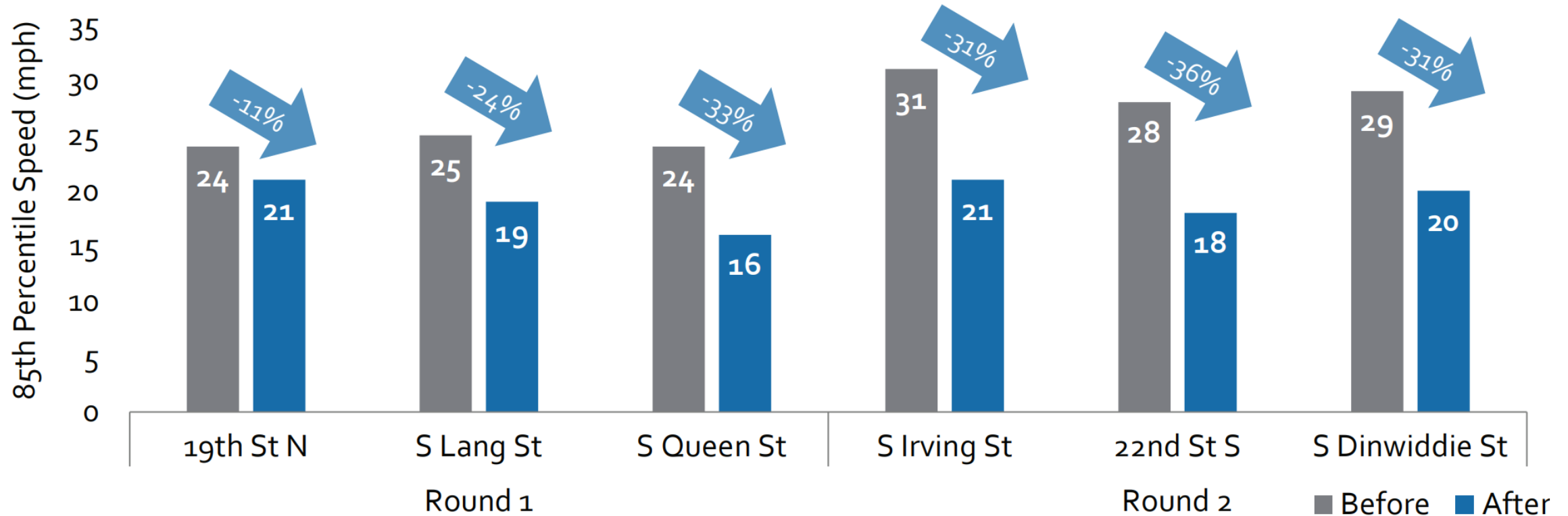
# Tactical Speed Humps Pilot Project

## Percent of Drivers Traveling over 20 mph



# Tactical Speed Humps Pilot Project

## Combined 85<sup>th</sup> Percentile Speeds: Rounds 1 & 2

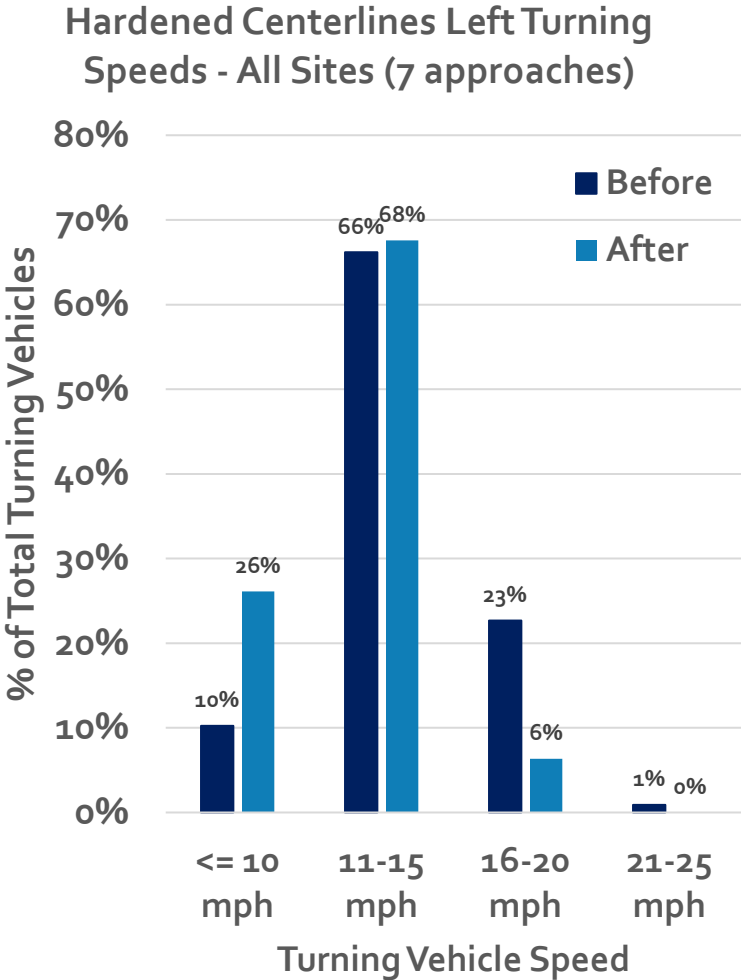


Source Data: Tube Counts (Round 1), Staff LIDAR data collection (Round 2)



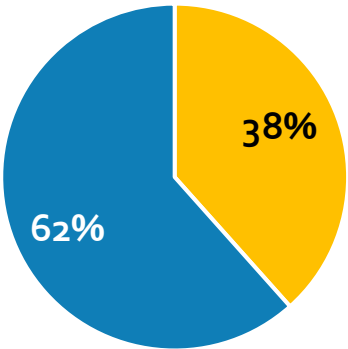
# Hardened Centerlines Pilot Project

Resulted in 16% increase in cars turning at <10 mph speeds

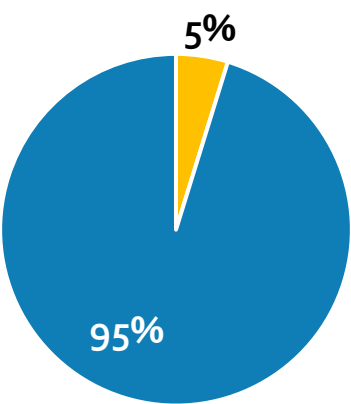


- Driver Crosses Centerline
- Driver Does Not Cross Centerline

Lane Position - Before



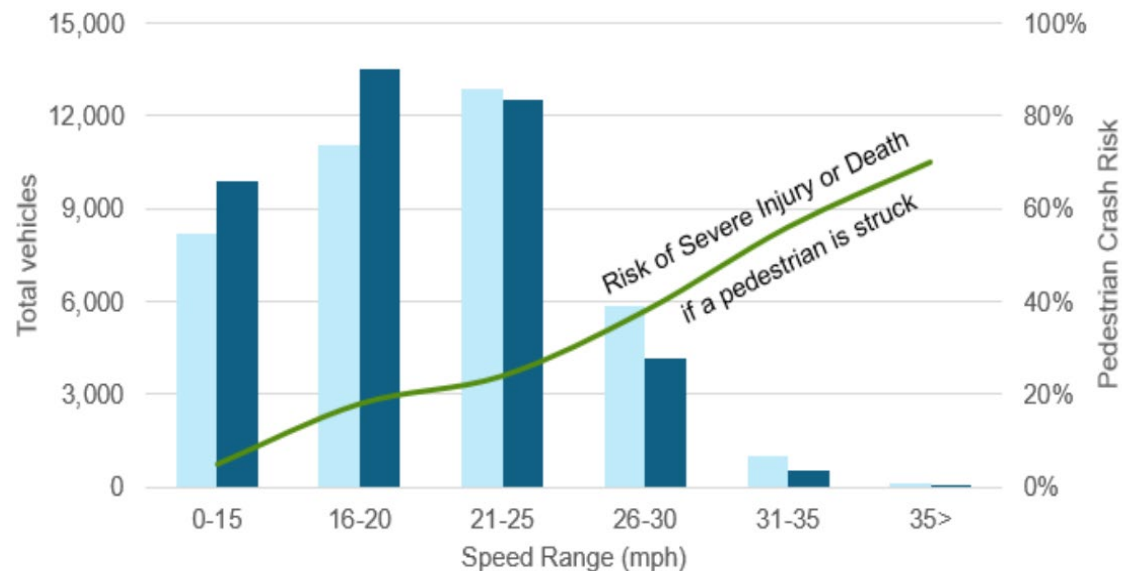
Lane Position - After



# Speed Limit Pavement Markings

- Across 12 sites and data collection points, the 85th percentile speeds decreased by 5% after the installation of speed pavement markings, from 24.8 mph to 23.6 mph.
- The number of drivers traveling over 30 mph decreased by 47%, from 1,121 drivers to 589 drivers.

Figure 17. Volume, Speed, and Crash Risk



Source Data: Tube Counts





# Other Speed Reviews



## Speed Limit Reductions

*Average across 14 corridors showed minimal change in speeds*



## \$200 Additional Fines

*Did not decrease speeds across average of 12 corridors (some saw increase)*



## Roadway Reconfigurations

*Showed 6% average decrease in 85<sup>th</sup>% across 14 corridors*



# Quick Build Safety Projects

Since 2021, we have installed 50+ quick-build projects.

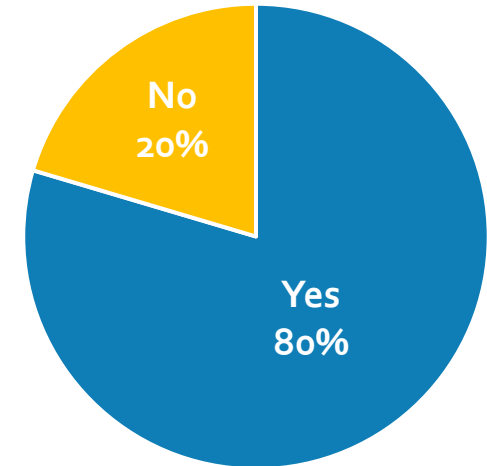
About 80% of quick build locations had crashes reported at the intersection prior to the installation. Following the installation, about 45% of the locations have reported crashes.

**Looking only at injury crashes, quick build projects to-date have resulted in about a 34% reduction in locations with a reported injury crash.**

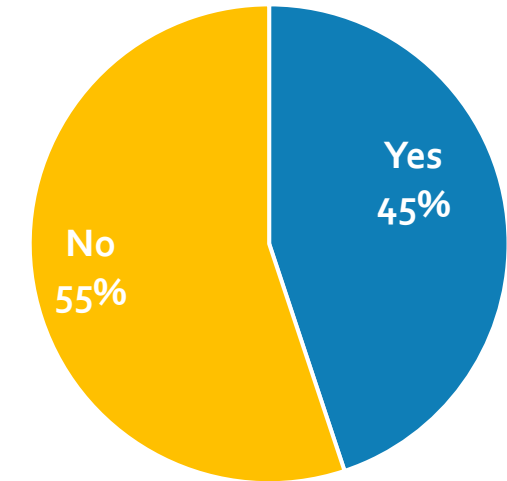
[View Quick Build Projects on a Map](#)



Locations with Crashes *Before* Quick-Build Project Installed



Locations with Crashes *After* Quick-Build Project Installed



# Hot Spot Improvements

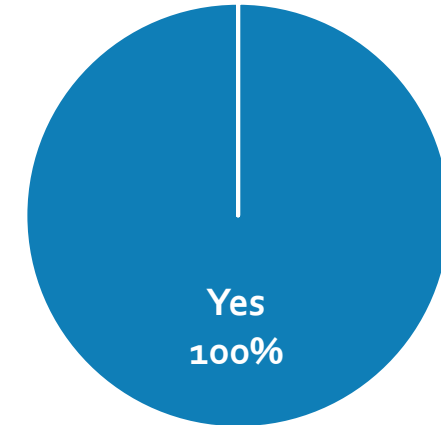
Since 2021, we have installed 65+ hot spot improvements (of varying size and scale).

All (100%) of the hot spot locations had crashes reported at the intersection prior to the improvement. Following the installations, about 58% of the locations have reported crashes.

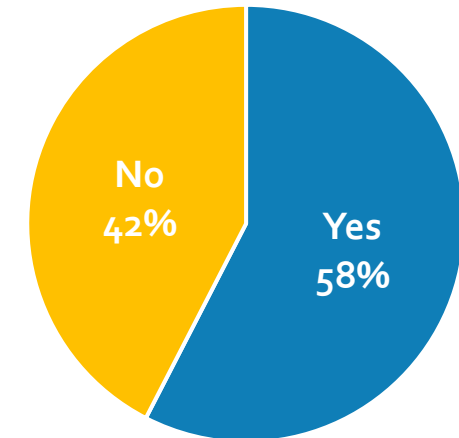
**Looking only at injury crashes, hot spot improvements projects to-date have also resulted in about a 42% reduction in locations with a reported injury crash.**

[View 2022-2024 Hot Spot Action Summary](#)

Locations with  
Crashes Before  
Hot Spot  
Improvement



Locations with  
Crashes After  
Hot Spot  
Improvement





To dive in deeper into Before/After from Arlington (and see community input):

<https://www.arlingtonva.us/Government/Programs/Transportation/Vision-Zero/Metrics/Safety-Before-After-Studies>

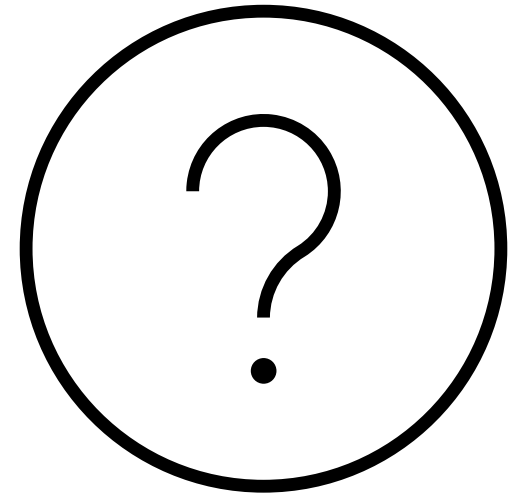
## Reactions to the presentations?

*Please share:*

*Do you have questions?*

*Do you have similar experiences?*

*Do you have differing experiences?*

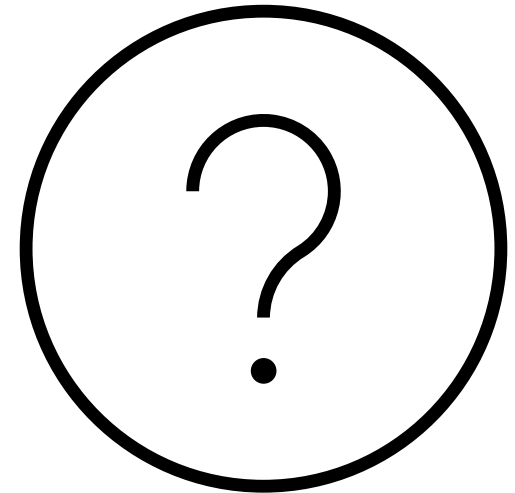


Tell us about if/how your agency is doing before/after analysis.

*Where do you do studies?*

*When do you do studies?*

*Are you looking at crashes or performance measures ... or maybe both?*



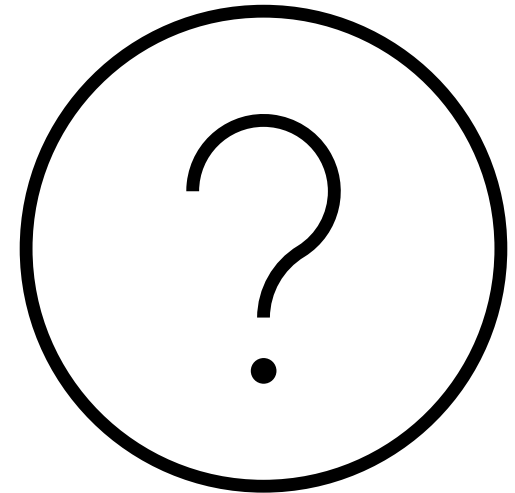


**What tools have you found to be most effective?**

*What projects have the highest cost/benefit?*

*How are you measuring?*

*How are you communicating?*

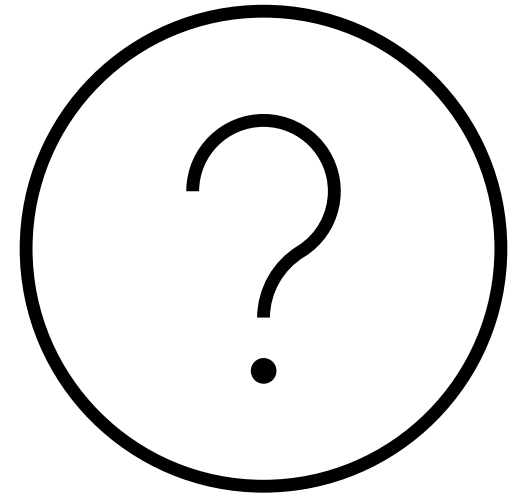


It's hard to constantly be conducting studies with limited resources. What other resources are you using to communicate safety benefits?

*CMF Clearinghouse?*

*Other sources?*

*Other jurisdictions?*



Have you run into any particularly interesting in before/after studies you've seen recently?

*What was unexpected about the results?*

*How have you used that information?*

*Why was it valuable to you?*

