



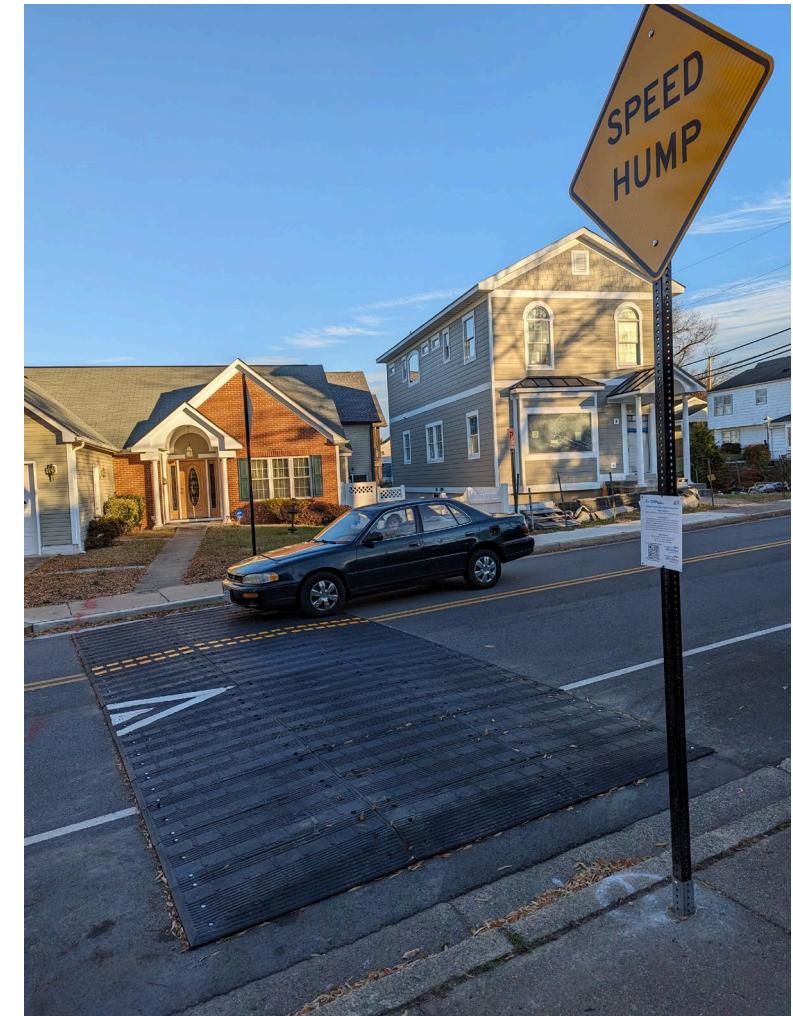
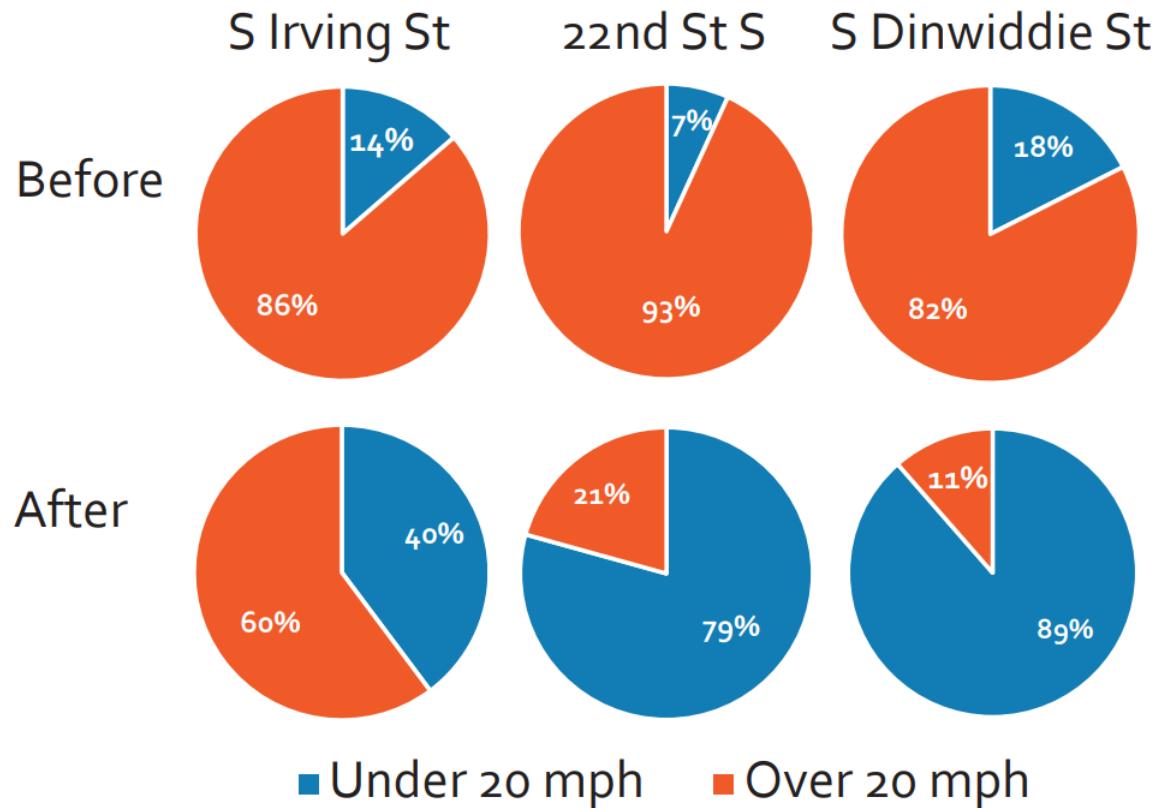
Arlington County Before/After Studies

June 2025



Tactical Speed Humps Pilot Project

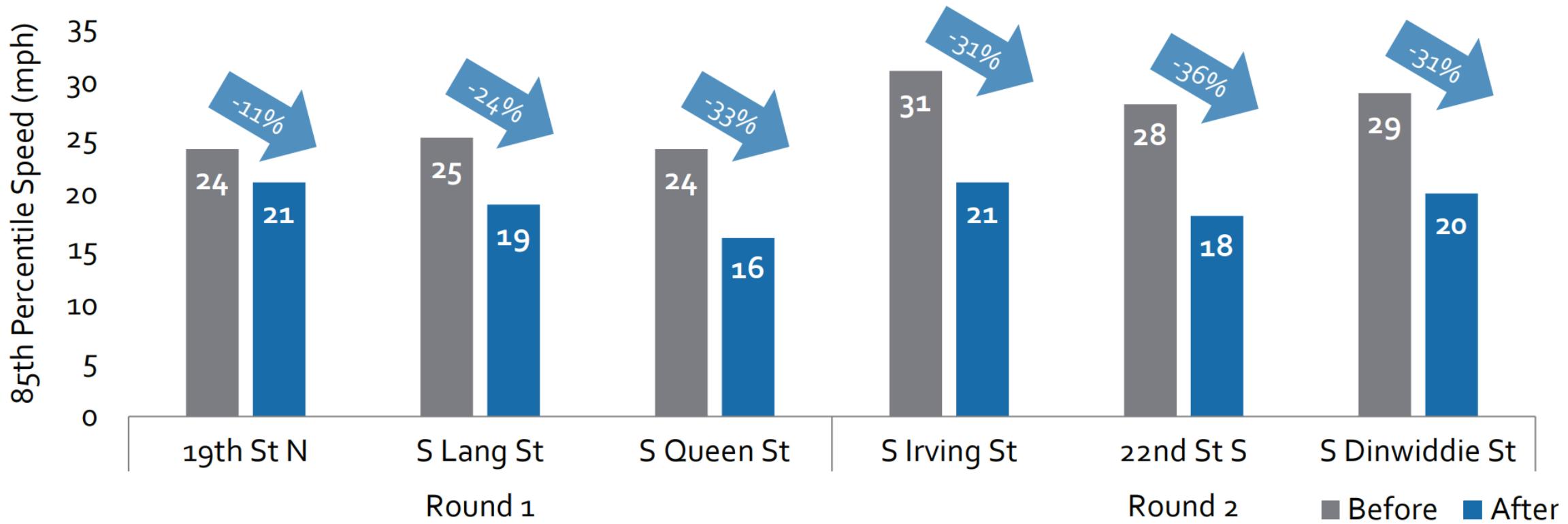
Percent of Drivers Traveling over 20 mph



Source Data: Staff LIDAR data collection

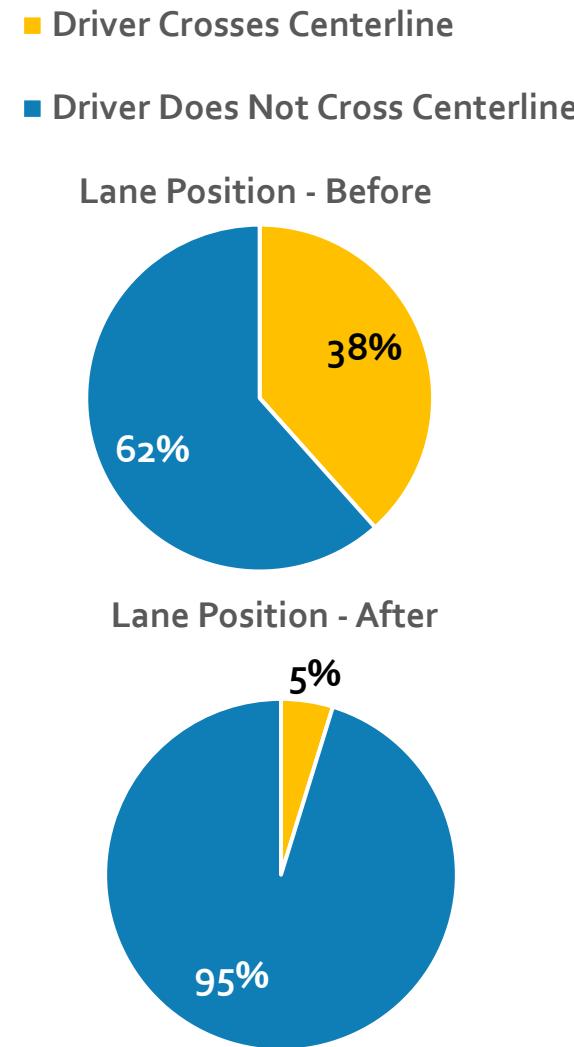
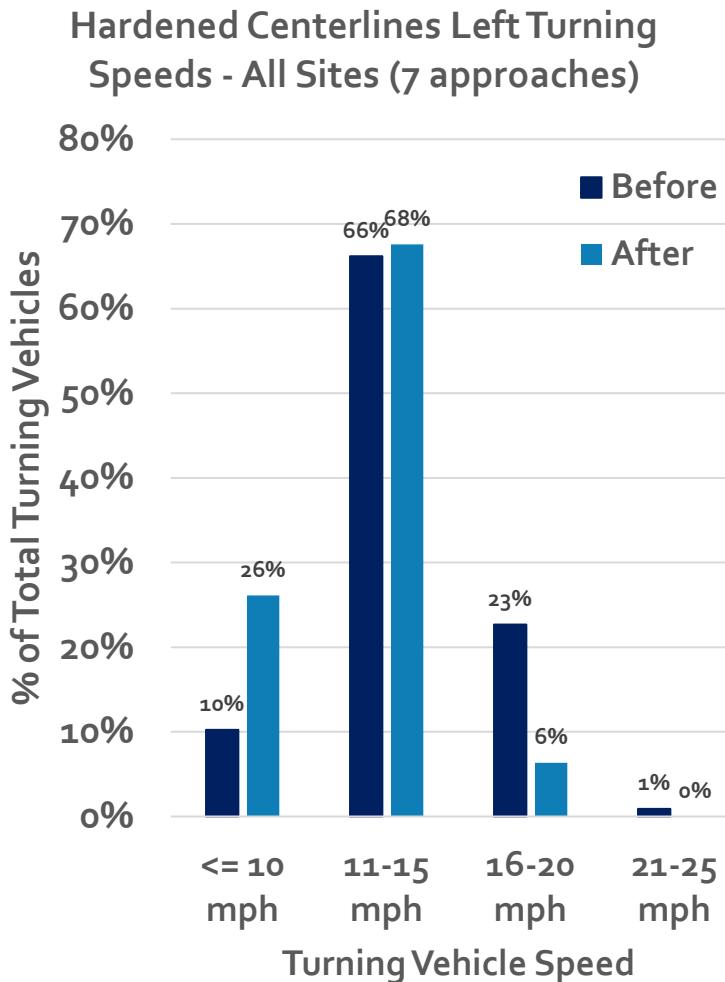
Tactical Speed Humps Pilot Project

Combined 85th 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

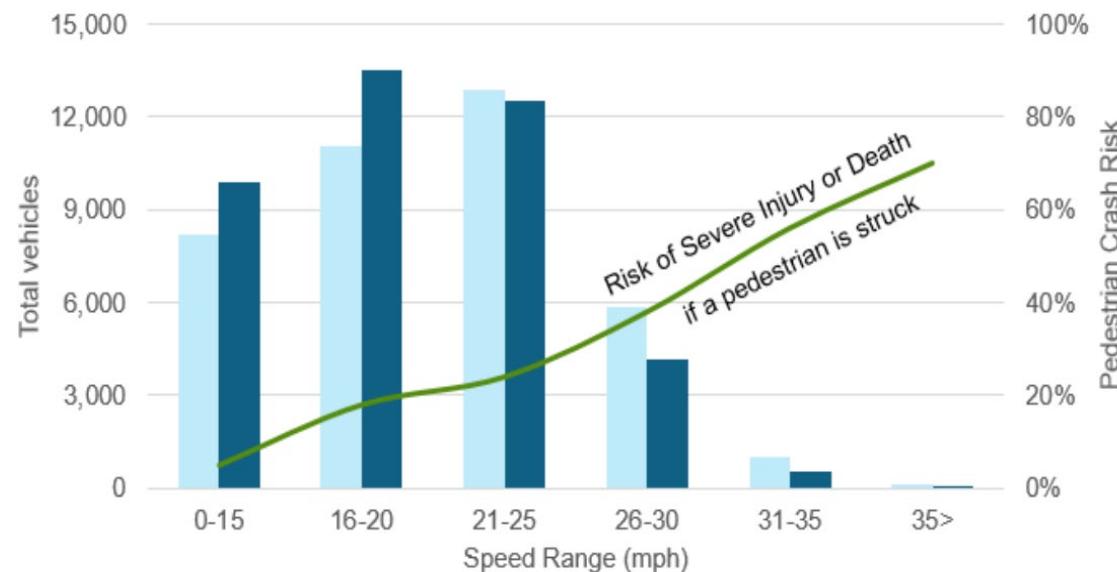


Source Data: Contractor video & speed collection

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 85th% across 14 corridors



Quick Build Safety Projects

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

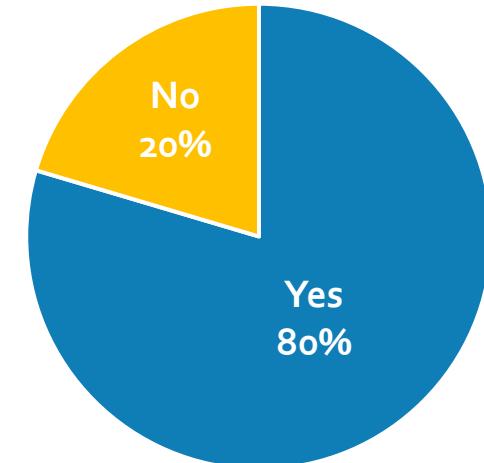


Since 2021, we have installed 50+ quick-build projects.

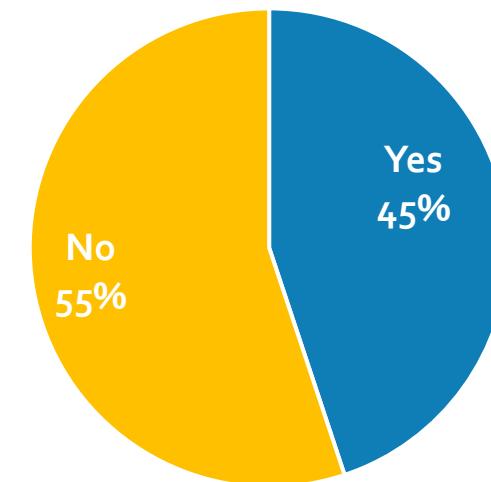
About 80% of quick build locations had crashes reported at the intersection prior to the installation. Following the installation, about 45% of the locations have reported crashes.

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

Locations with
Crashes Before
Quick-Build
Project
Installed



Locations with
Crashes After
Quick-Build
Project
Installed



Hot Spot Improvements

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

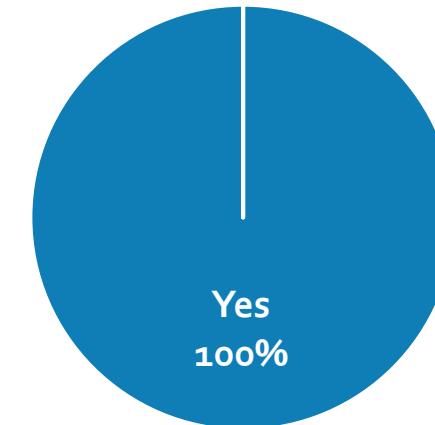


Since 2021, we have installed 65+ hot spot improvements (of varying size and scale).

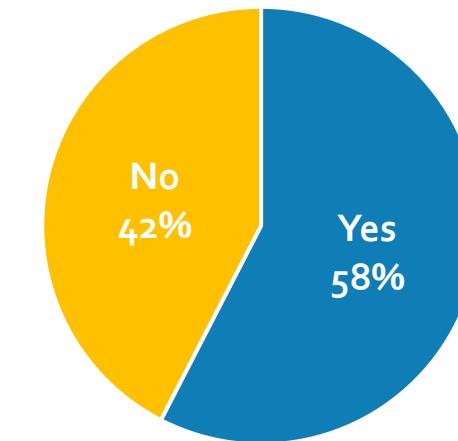
All (100%) of the hot spot locations had crashes reported at the intersection prior to the improvement. Following the installations, about 58% of the locations have reported crashes.

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.

Locations with Crashes Before Hot Spot Improvement



Locations with Crashes After Hot Spot Improvement



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

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

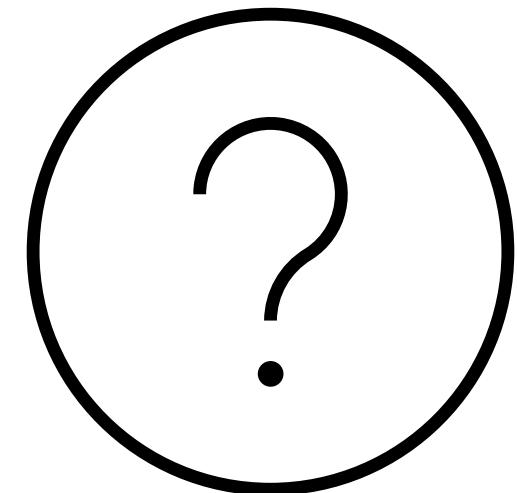
Reactions to the presentations?

Please share:

Do you have questions?

Do you have similar experiences?

Do you have differing experiences?

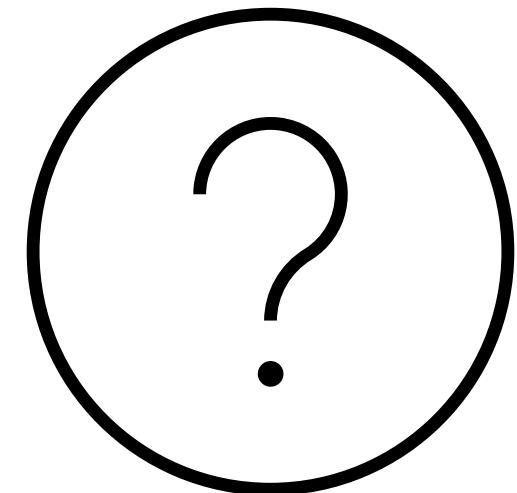


Tell us about if/how your agency is doing before/after analysis.

Where do you do studies?

When do you do studies?

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

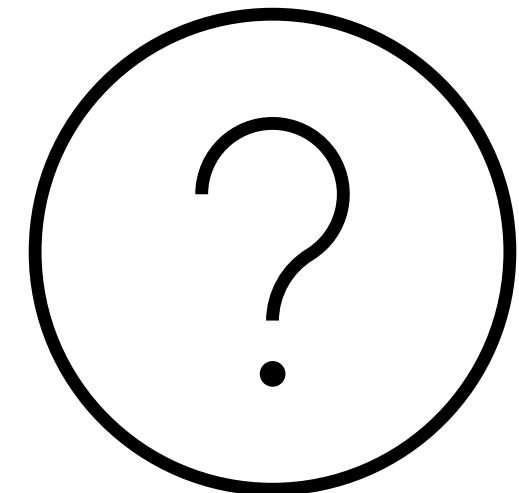


What tools have you found to be most effective?

What projects have the highest cost/benefit?

How are you measuring?

How are you communicating?

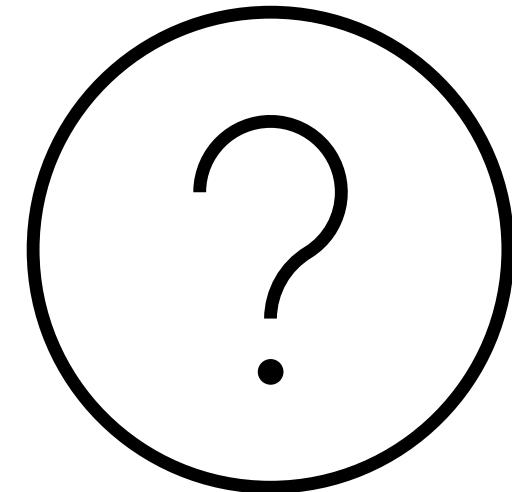


It's hard to constantly be conducting studies with limited resources. What other resources are you using to communicate safety benefits?

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?

