

West End High-Crash Intersection Audits

Fall 2026



Agenda

Project Background

King Street

Seminary Road

South Van Dorn Street

Next Steps

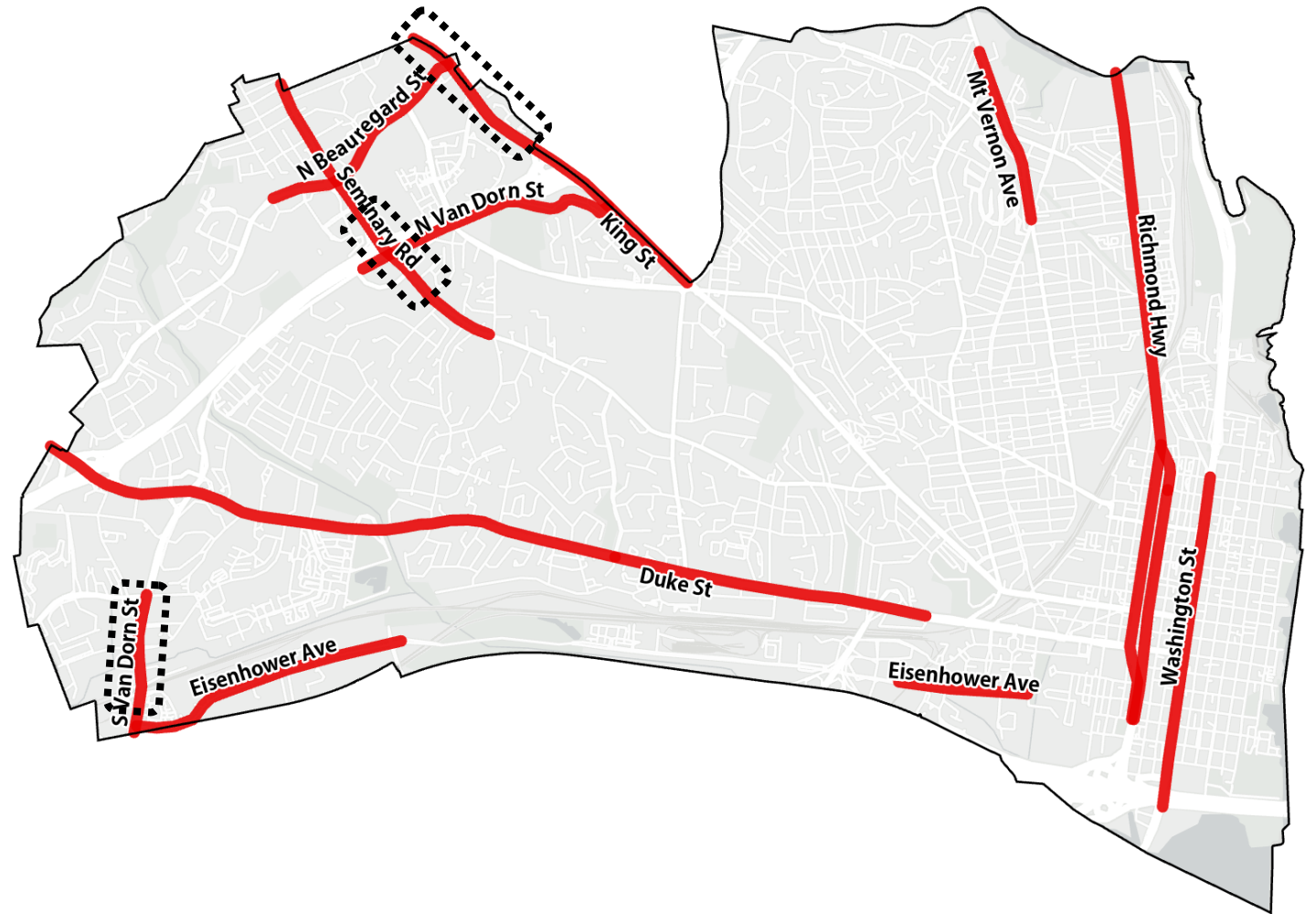


Project Background



Background

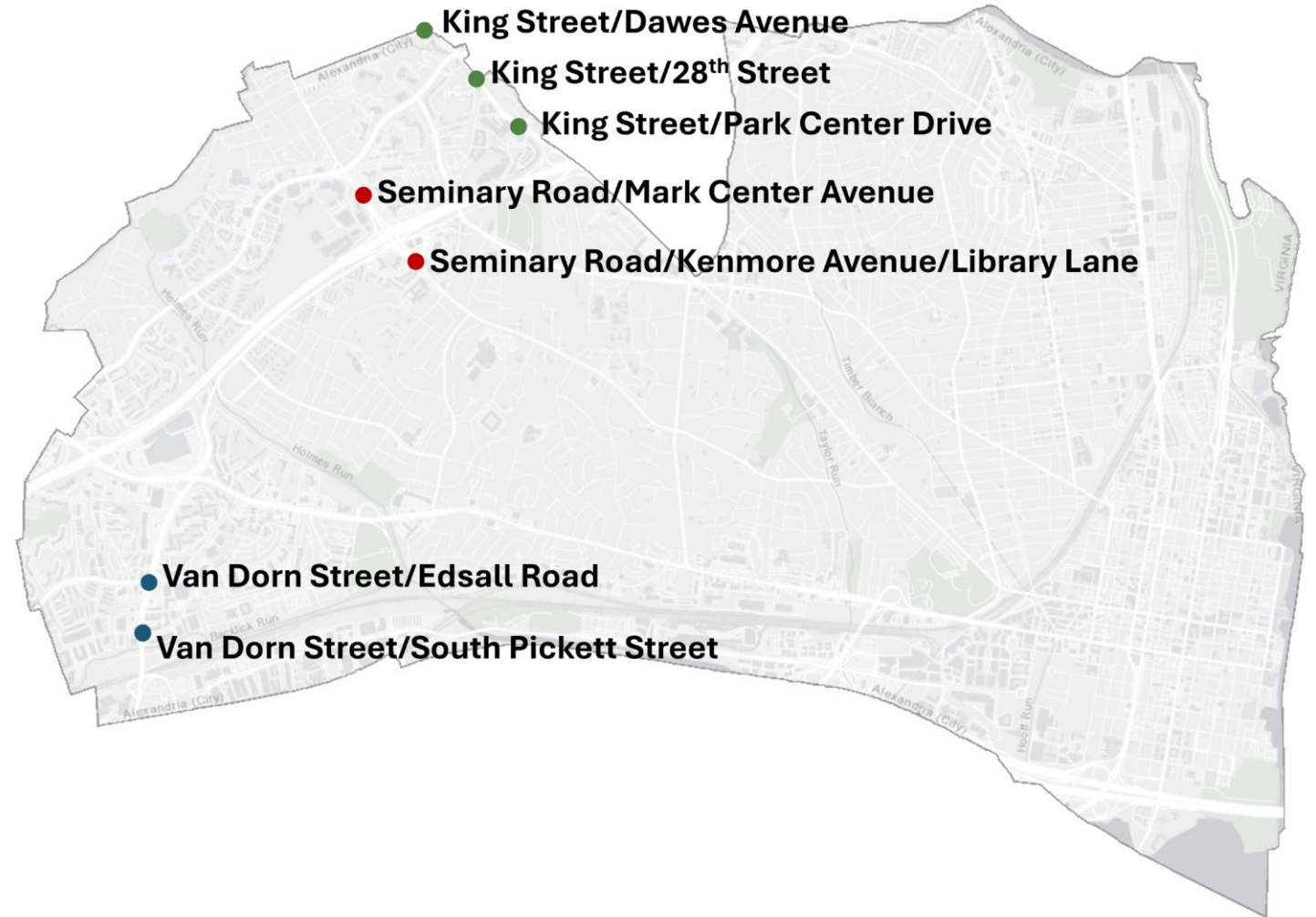
- Vision Zero Action Plan
- 70% of fatal/severe crashes occur on just 10% of City streets
- 20+ fatal or severe crashes since 2011
- 80+ injury crashes since 2011
- Grant funding awarded to study high-crash intersections



Project Scope

Evaluate 7 high-crash intersections on the West End

Identify safety challenges and potential improvements



Goals

1

Reduce risk of fatal
and severe crashes

2

Improve mobility,
access, and comfort
for all users

3

Ensure coordination
across projects in
the West End



Project Timeline

**Data Collection +
Existing
Conditions
Assessment**

- 2024-2025

**Community
Comment
Period #1**

- Spring 2025

**Concept
Development**

- Fall 2025- Summer 2026

**Community
Comment
Period #2**

- Fall 2026

**Project
Recommendations**

- 2027





King Street



King Street

Overview

Roadway characteristics

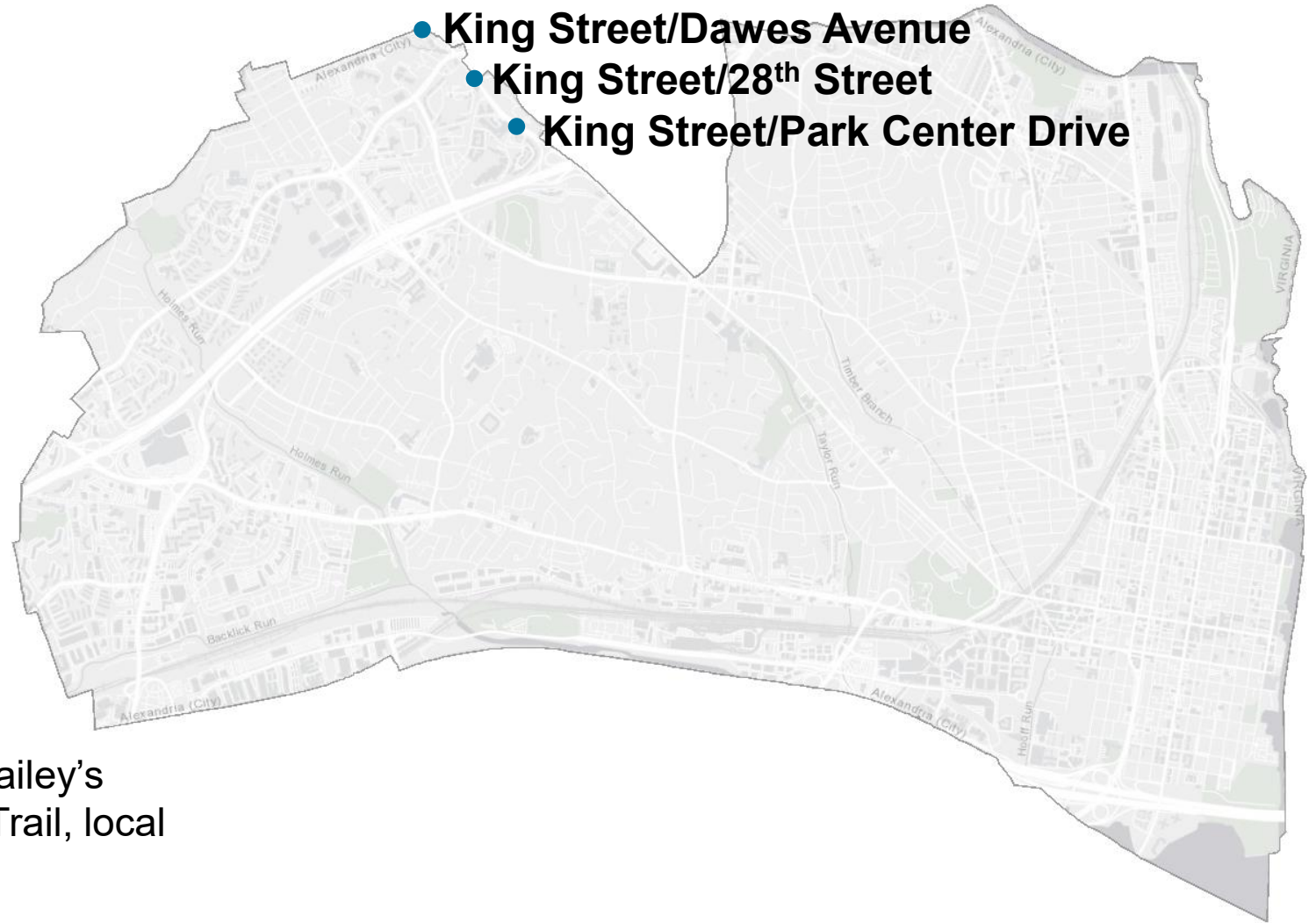
- 35 MPH speed limit
- 4-6 travel lanes
- 44,000 vehicles per day

Transit service

- DASH 31 and 35; Metrobus A27
- Access to Old Town, Van Dorn Metro, Braddock Metro, Pentagon, Shirlington, Southern Towers

Destinations

- Northern Virginia Community College, Bailey's Crossroads, Shirlington, Four Mile Run Trail, local neighborhoods, shops, and parks



King Street Intersections

Crash History, 2020-2024

60 total
crashes

- 1 fatal crash (pedestrian)
- 23 injury crashes
- 5 pedestrian crashes

Recent
crash notes:

- An additional two fatal pedestrian crashes occurred near King Street/Dawes Avenue in 2025
- An additional severe angle crash occurred at King Street/Park Center Drive in 2025



King Street

What We Heard

**Top
concerns:**

- Unpredictable driving
- Speeding
- Traffic delays
- Difficulty walking/crossing the street

Dawes
Avenue

47% feel
unsafe

28th
Street

57% feel
unsafe

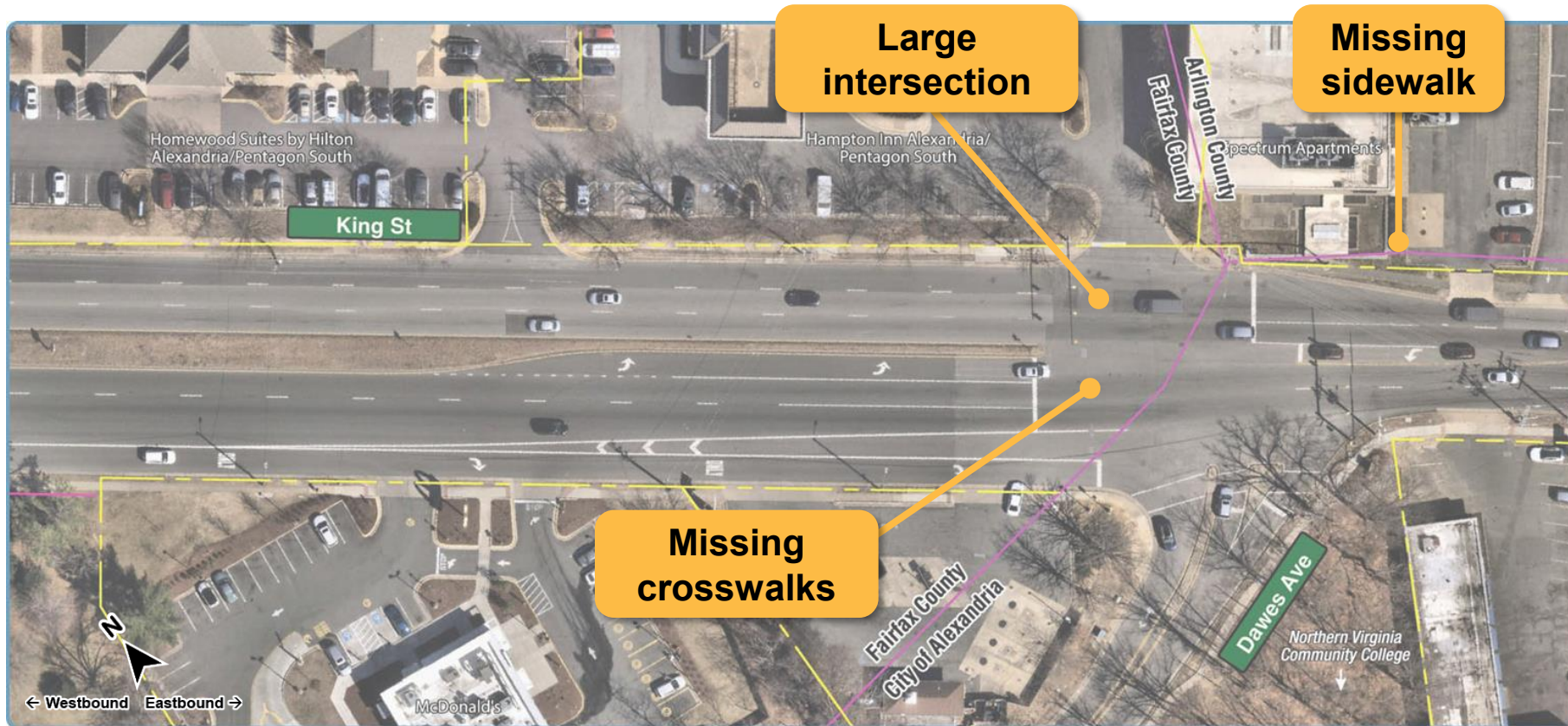
Park
Center
Drive

60% feel
unsafe



King Street/Dawes Avenue

Existing Conditions & Challenges



Other issues:

- Inadequate lighting
- Speeding
- Limited visibility
- Red-light running
- Signal coordination



King Street/Dawes Avenue

Concept Option 1

Proposed Improvements:



New crosswalk



New sidewalk



Curb extension



Pedestrian refuge island



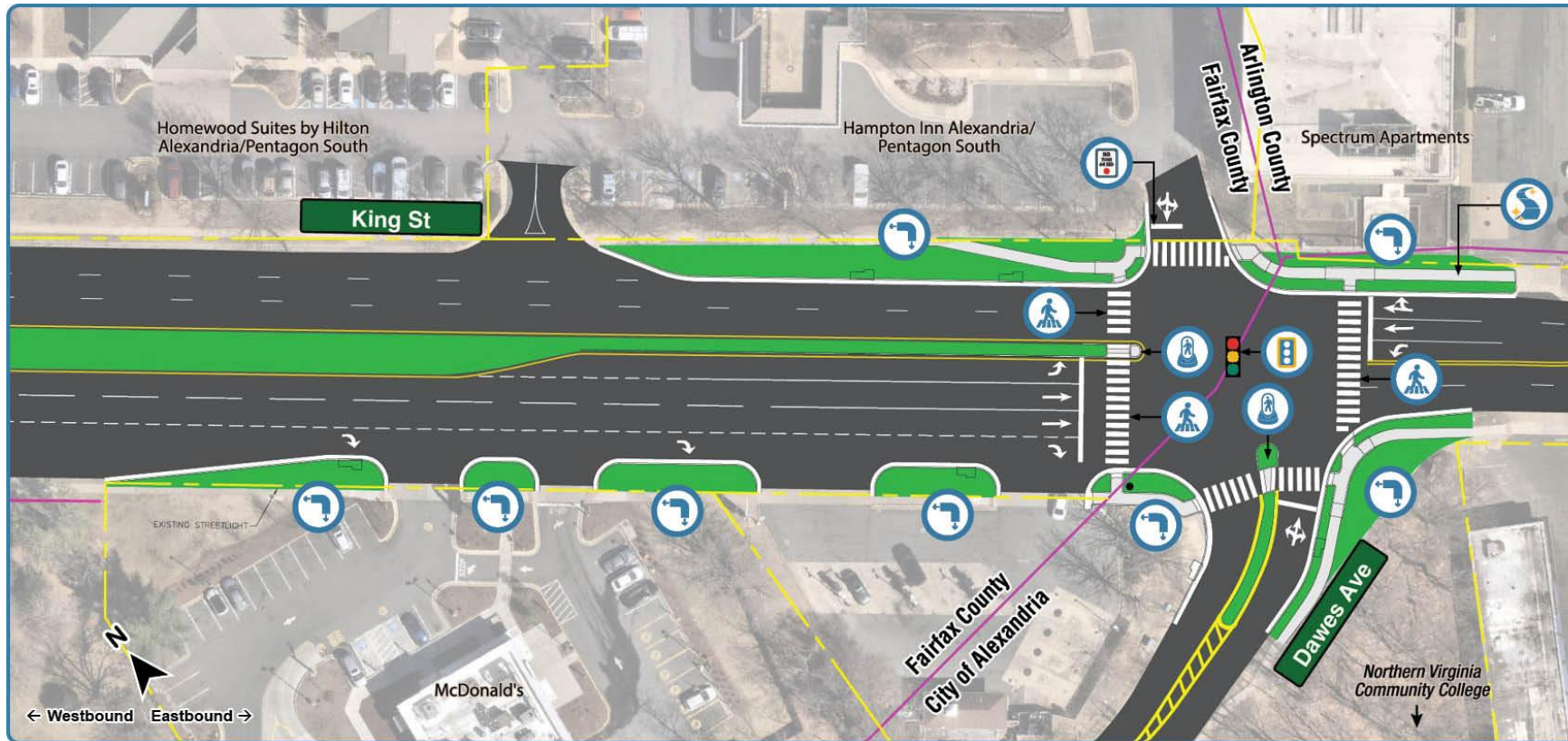
Reflective backplates



No Turn on Red sign



New streetlights



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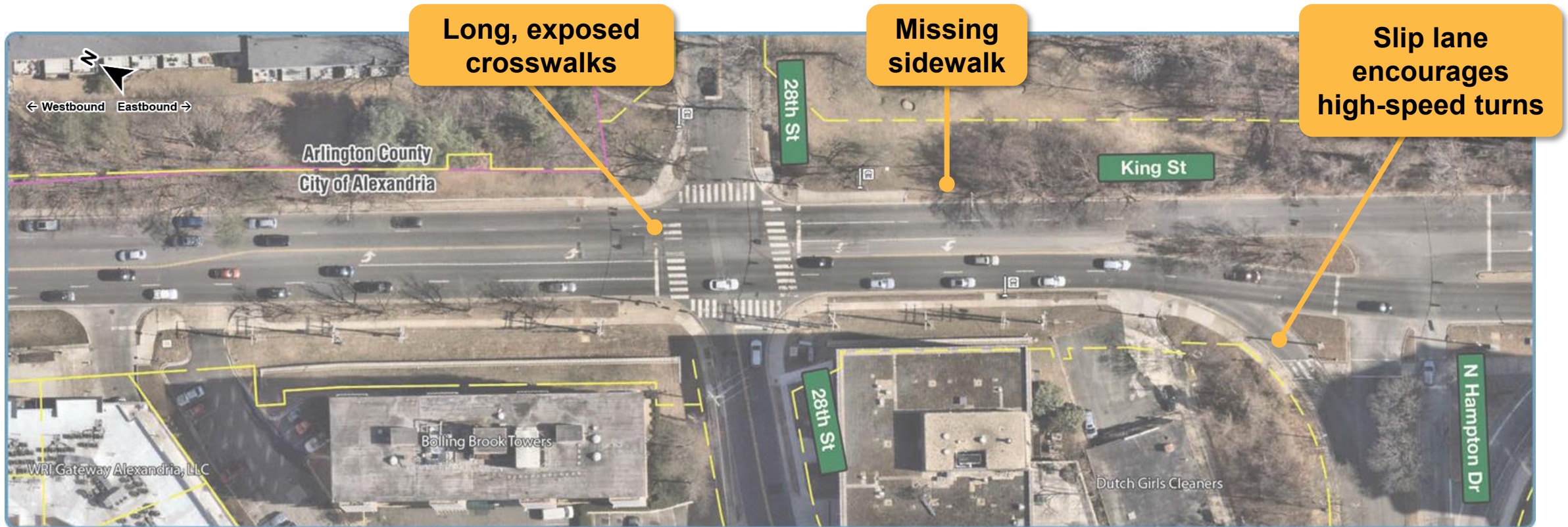


King Street/28th Street

Existing Conditions

Other issues:

- Inadequate lighting
- Limited visibility
- Speeding
- Red-light running
- Signal coordination



King Street/28th Street

Concept Option 1

Proposed Improvements:



Widened
sidewalk



New
sidewalk



Pedestrian
refuge island



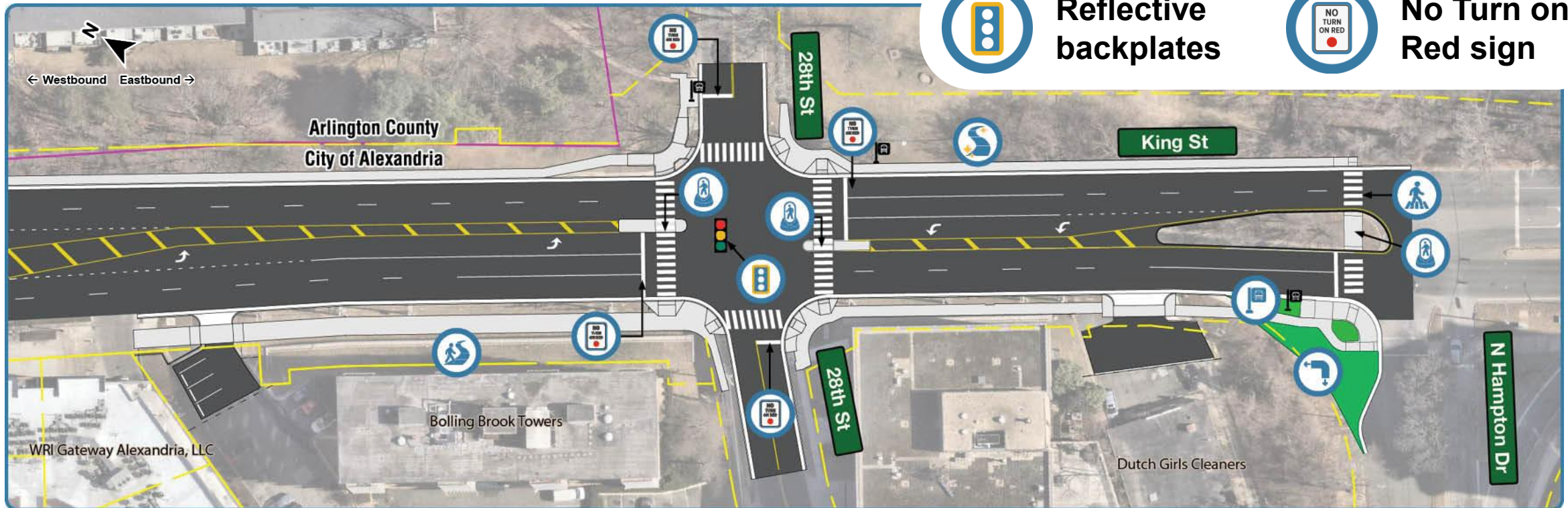
Curb
extension



Reflective
backplates



No Turn on
Red sign

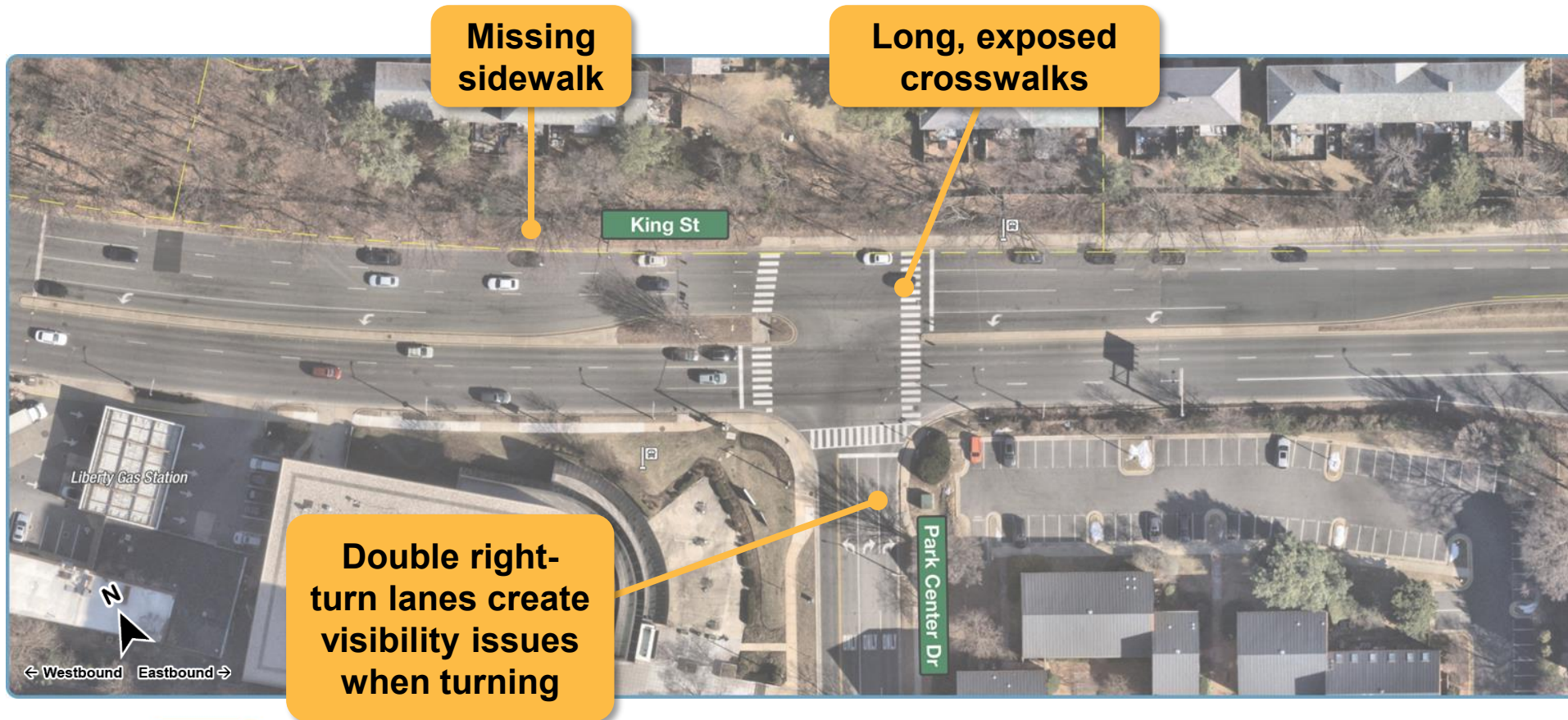


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King Street/Park Center Drive

Existing Conditions



Other issues:

- Inadequate lighting
- Speeding
- Limited visibility
- Red-light running
- Signal coordination
- Illegal U-turns



King Street/Park Center Drive

Concept Option 1

Proposed Improvements:



Curb extension



Pedestrian refuge island



Improved bus stop



Reflective backplates



New streetlights



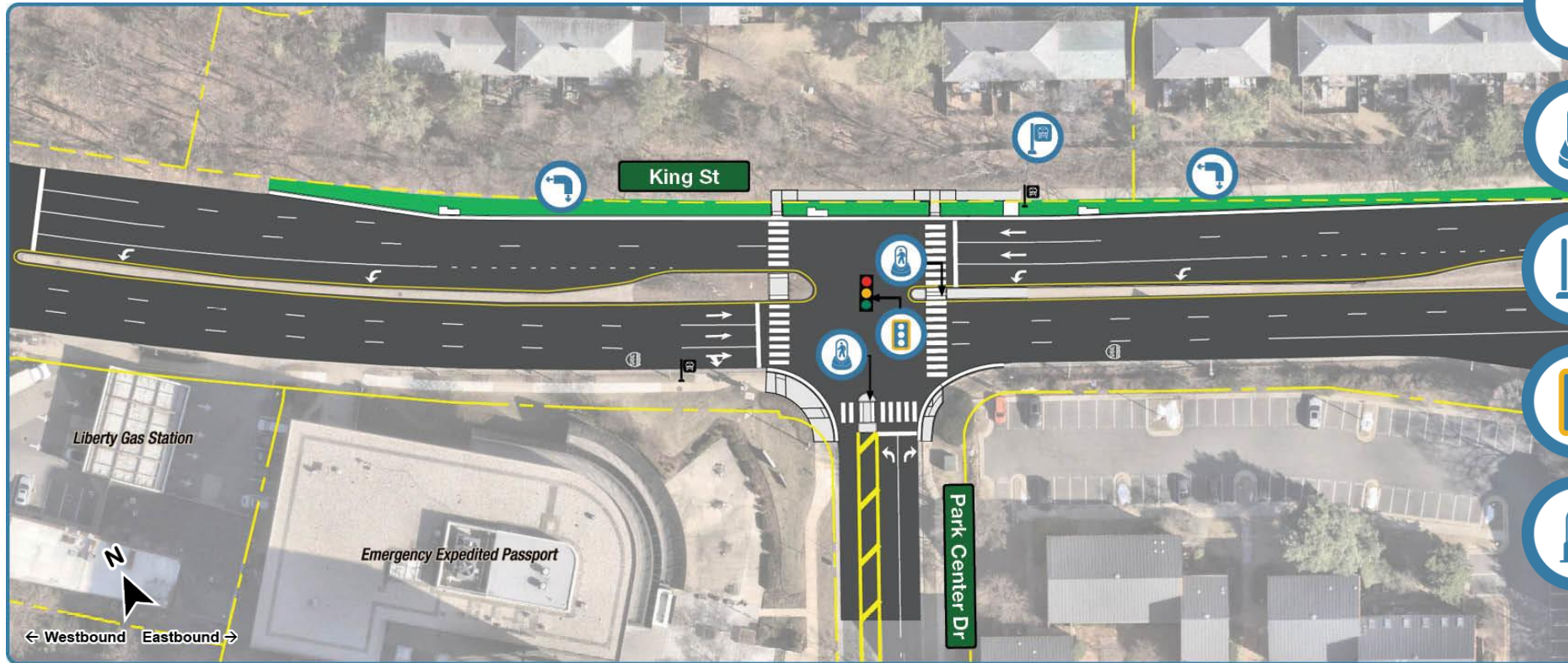
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King Street/Park Center Drive

Concept Option 2

Proposed Improvements:



Curb extension



Pedestrian refuge island



Improved bus stop



Reflective backplates



New streetlights



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King Street

Performance Metrics

LEGEND

N/A

Poor

Medium

Good

▲ Improvement Over Existing

Metric	King and Dawes		King and 28th		King and Park Center		
	No Build	Concept 1	No Build	Concept 1	No Build	Concept 1	Concept 2
Pedestrian	Poor	Good ▲	Medium	Good ▲	Poor	Good ▲	Good ▲
Bicycle	Poor	Poor	Poor	Poor	Poor	Poor	Poor
Transit	N/A	N/A	Medium	Medium	Medium	Medium	Medium
Vehicle Safety	Poor	Medium ▲	Poor	Medium ▲	Poor	Medium ▲	Medium ▲
Vehicle Operations	Good	Good	Good	Good	Good	Medium	Medium
Overall Construction Complexity	N/A	Medium	N/A	Medium	N/A	Medium	Medium





Seminary Road



Seminary Road Overview

Roadway characteristics

- 25 MPH speed limit
- 4-10 travel lanes
- 26,000-42,000 vehicles per day

Transit service

- 9 DASH and Metrobus routes
- Access to Van Dorn Metro, Landmark, Pentagon, Shirlington, Old Town, NVCC, Ballston, Tysons, Bailey's Crossroads

Destinations

- Mark Center, Southern Towers, Hammond Middle, Burke Library, Inova Hospital, I-395, neighborhoods, shopping centers



Seminary Road Intersections

Crash History, 2020-2024

45 total
crashes

- 13 injury crashes
- 1 pedestrian crashes

Other crash
notes:

- One fatal pedestrian crash in 2019 at Mark Center Avenue
- One severe pedestrian crash in 2018 at Mark Center Avenue
- One severe angle crash in 2019 at Kenmore Avenue/Library Lane



Seminary Road

What We Heard

**Top
concerns:**

- Unpredictable driving
- Speeding
- Confusing area
- Difficulty walking/crossing the street

Mark
Center
Avenue

56% feel
unsafe

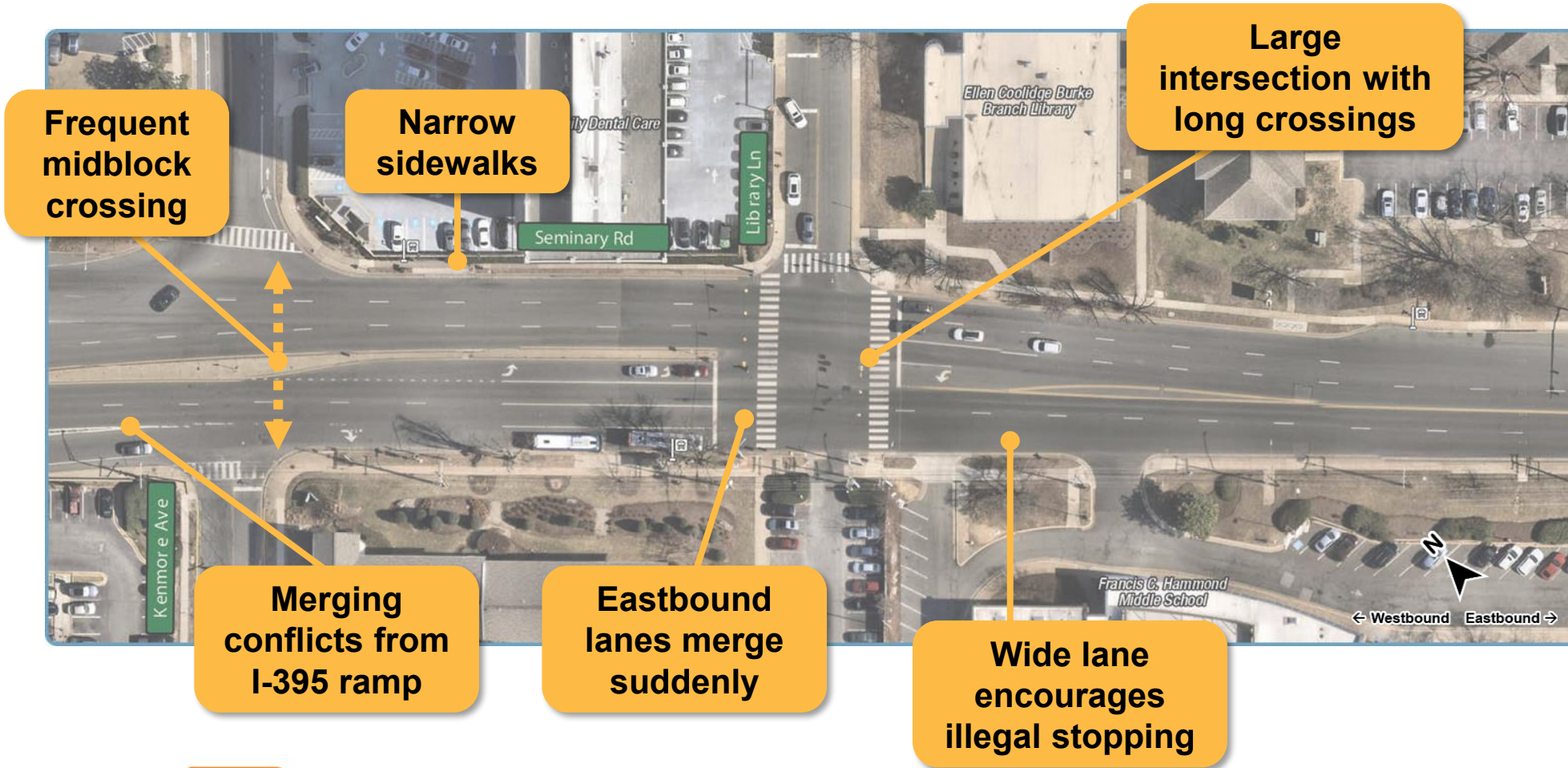
Kenmore
Avenue

62% feel
unsafe



Seminary Road/Kenmore Avenue

Existing Conditions



Other issues:

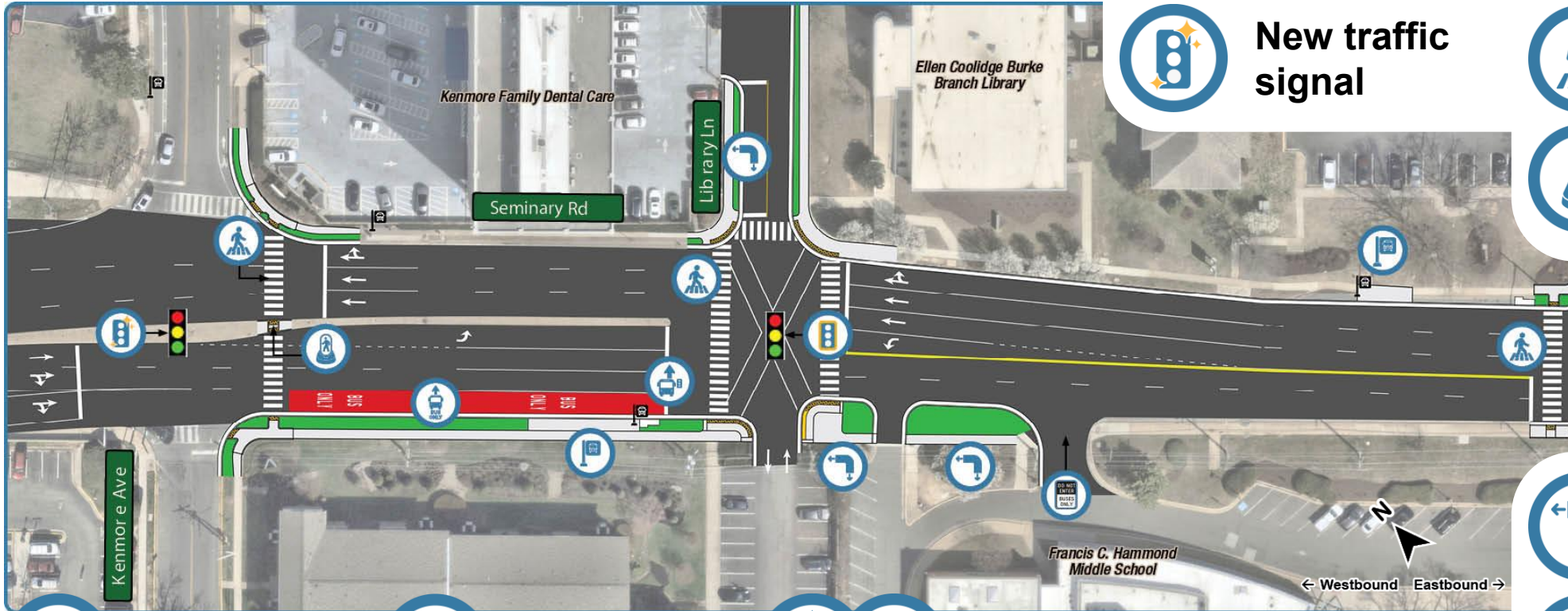
- Confusing area
- Speeding
- High number of curb cuts in short area
- Conflicts between people driving and walking



Seminary Road/Kenmore Avenue

Concept Option 1

Proposed Improvements:



New traffic signal



New crosswalk



Pedestrian refuge island



Curb extension



Improved bus stop



Reflective backplates



No Turn on Red sign



Bus-only lane and signal



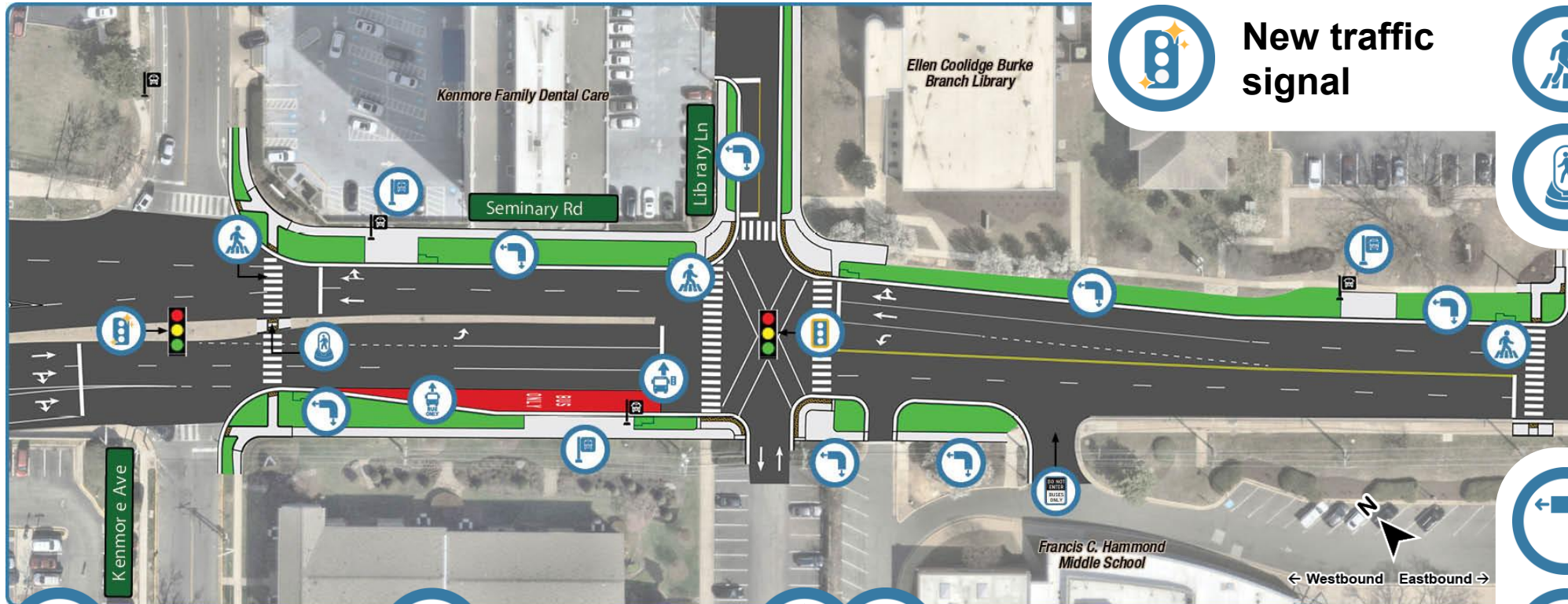
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Seminary Road/Kenmore Avenue

Concept Option 2

Proposed Improvements:



New traffic signal



New crosswalk



Pedestrian refuge island



Curb extension



Improved bus stop



Reflective backplates



No Turn on Red sign



Bus-only lane and signal

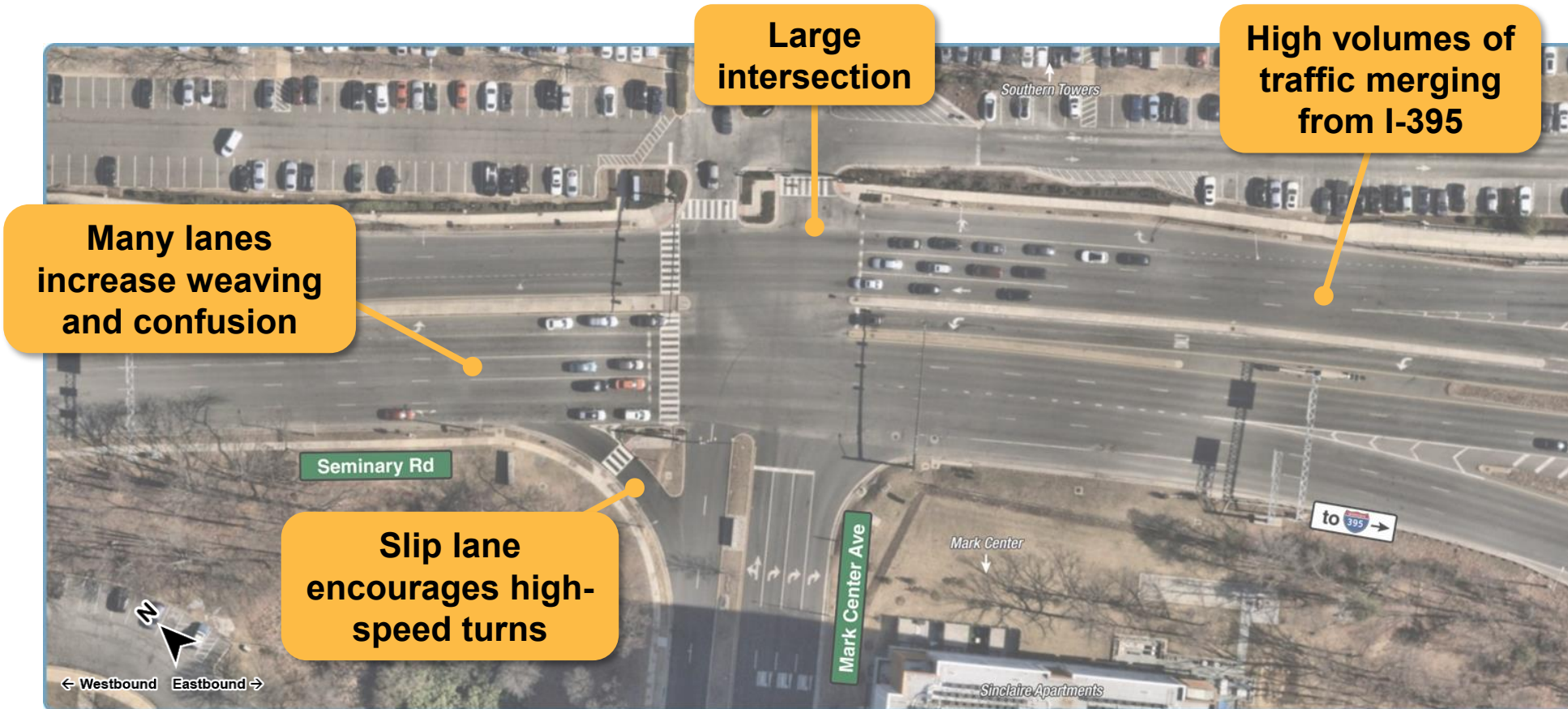


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Seminary Road/Mark Center Avenue

Existing Conditions



Other issues:

- Confusing area
- Drivers weaving across lanes
- Speeding
- Red-light running



Seminary Road/Mark Center Avenue

Concept Option 1

Proposed Improvements:



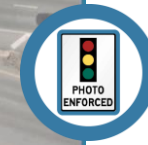
Curb extension



Improved lane markings



Reflective backplates



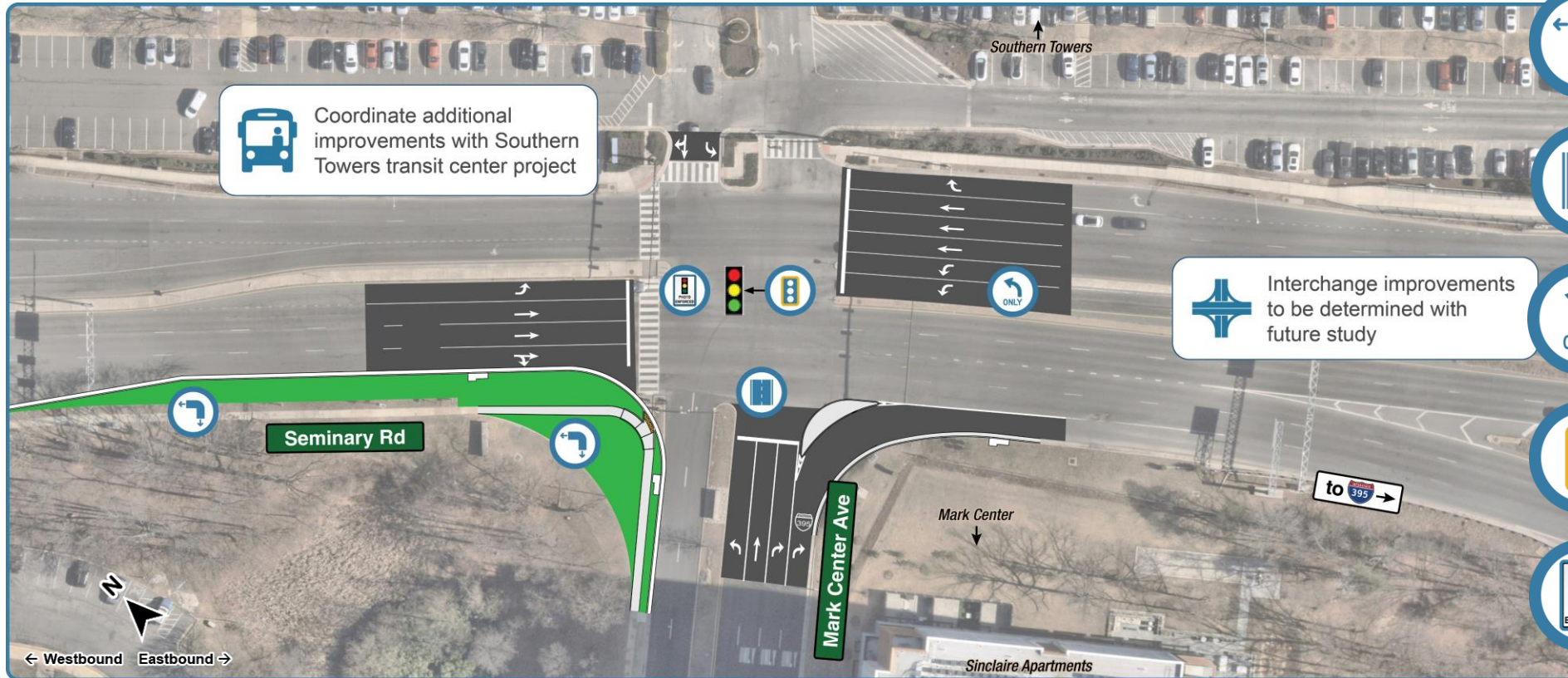
Red light camera



Seminary Road/Mark Center Avenue

Concept Option 2

Proposed Improvements:



Curb extension



Improved lane markings



Improved left turn lanes



Reflective backplates



Red light camera



Seminary Road

Performance Metrics

LEGEND

N/A

Poor

Medium

Good

▲ Improvement Over Existing

Metric	Seminary and Mark Center			Seminary and Kenmore		
	No Build	Concept 1	Concept 2	No Build	Concept 1	Concept 2
Pedestrian	Poor	Medium ▲	Medium ▲	Medium	Good ▲	Good ▲
Bicycle	Poor	Poor	Poor	Poor	Poor	Poor
Transit	Medium	Medium	Good ▲	Medium	Good ▲	Good ▲
Vehicle Safety	Poor	Medium ▲	Medium ▲	Poor	Medium ▲	Medium ▲
Vehicle Operations	Medium	Medium	Medium	Medium	Medium	Poor
Overall Construction Complexity	N/A	Medium	Poor	N/A	Medium	Medium



S Van Dorn Street



S Van Dorn Street

Overview

Roadway characteristics

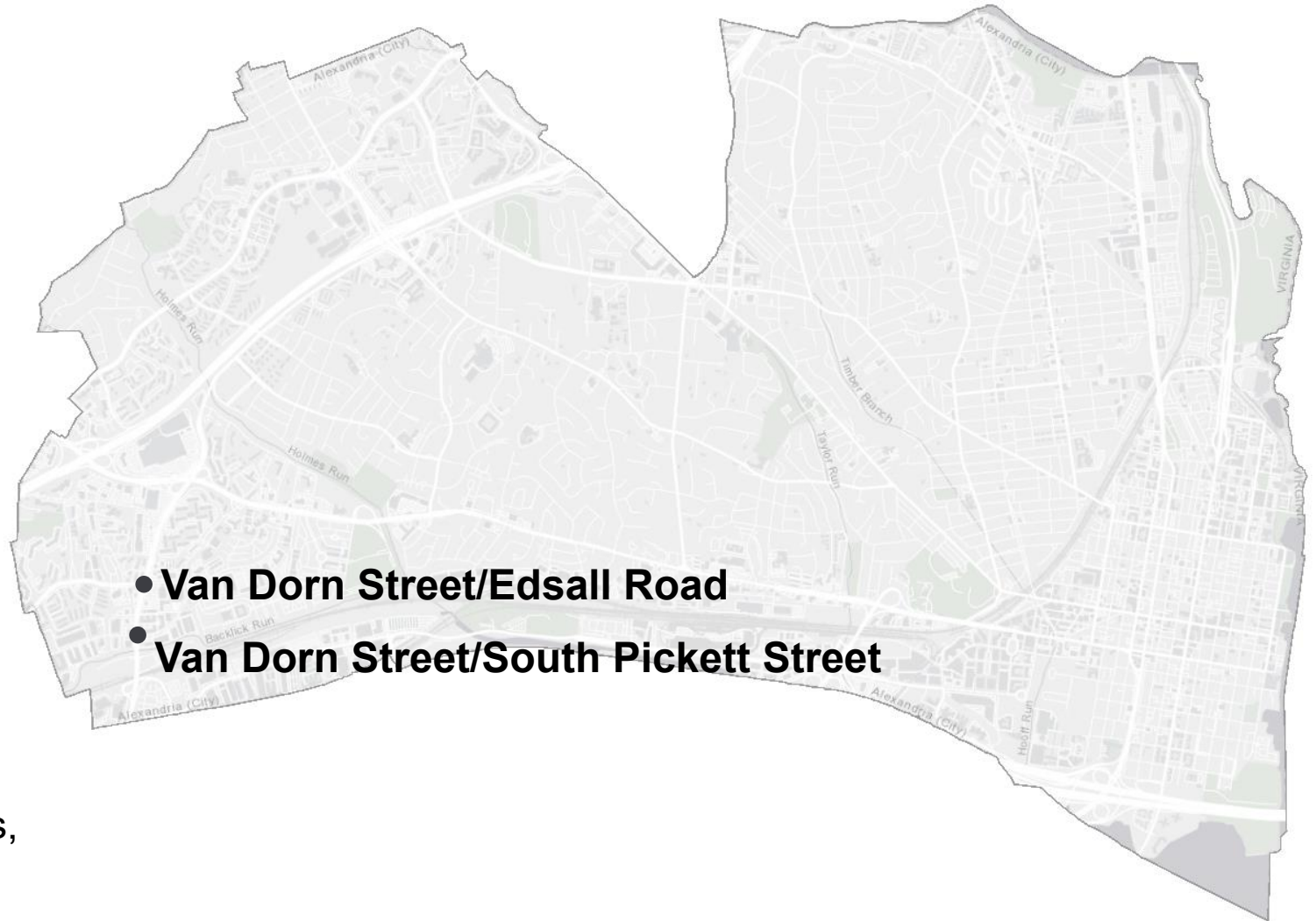
- 35 MPH speed limit
- 4-6 travel lanes
- 46,000 vehicles per day

Transit service

- 6 DASH, Metrobus, and Fairfax Connector routes
- Access to Van Dorn Metro, Old Town, Pentagon, Landmark, Kingstowne, VRE

Destinations

- Shopping centers, neighborhoods, parks, Tucker Elementary, I-495, I-395



S Van Dorn Street Intersections

Crash History, 2020-2024

**62 total
crashes**

- 2 severe injury crashes
 - Sideswipe and angle crashes
- 30 injury crashes
- 3 pedestrian crashes
- 1 bicycle crash

**Other crash
notes:**

- One additional severe injury crash in 2025 at South Pickett Street



S Van Dorn Street Corridor

What We Heard

**Top
concerns:**

- Unpredictable driving
- Speeding
- Traffic delays
- Difficulty walking/crossing the street

Edsall
Road

49% feel
unsafe

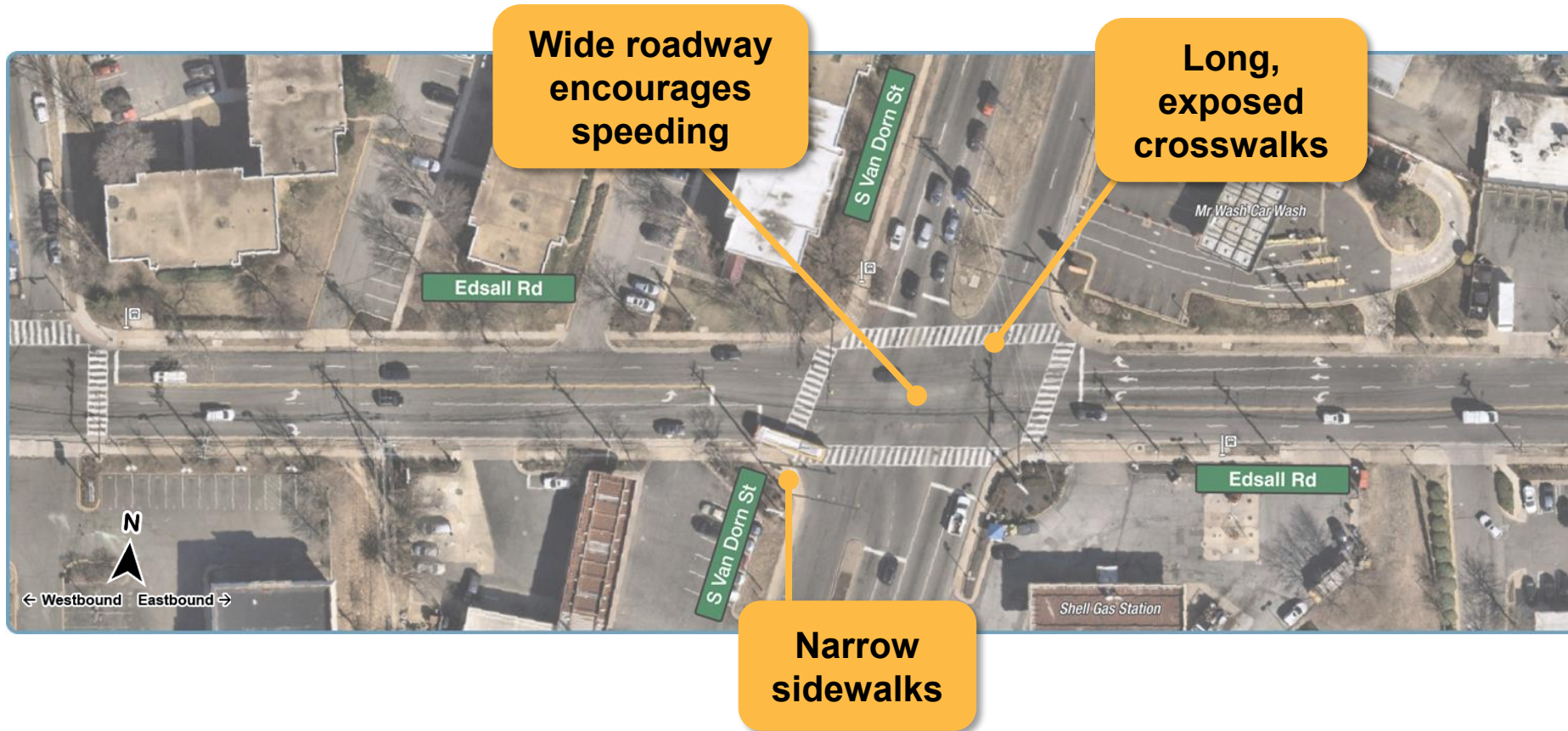
South
Pickett
Street

47% feel
unsafe



S Van Dorn Street/Edsall Road

Existing Conditions



Other issues:

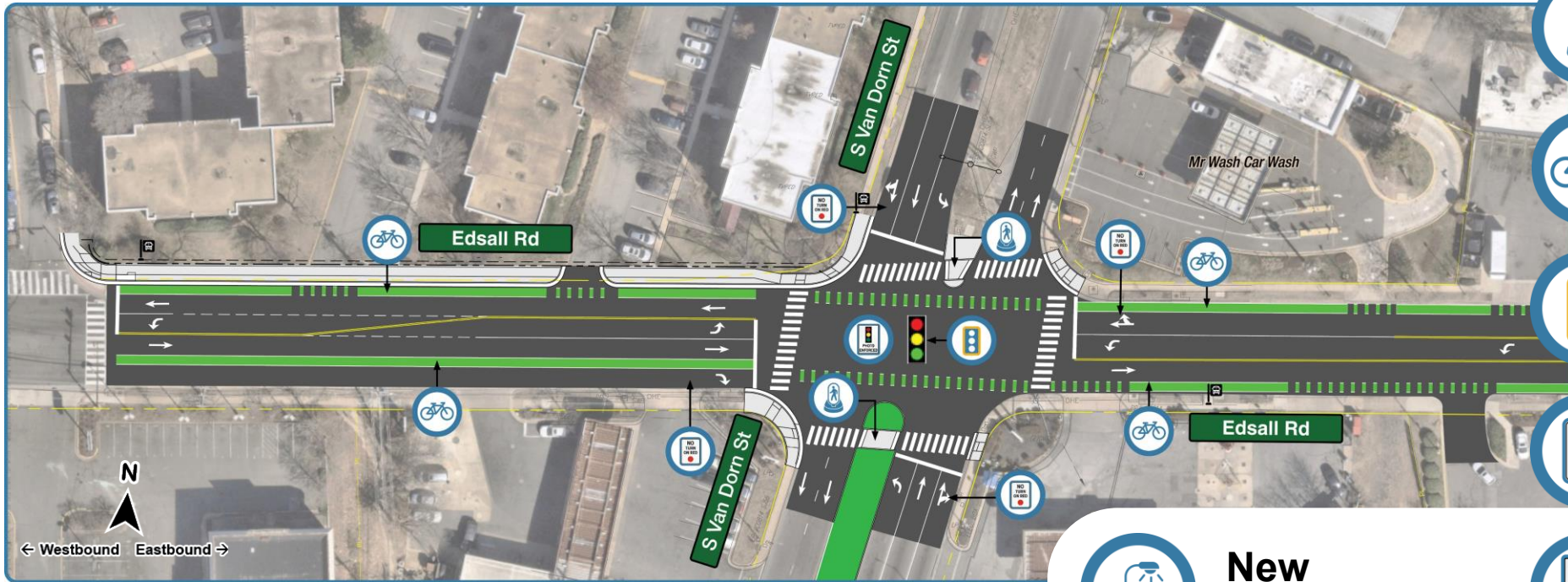
- Red light running
- Poor visibility
- Frequent U-turns
- Distracted driving and failure to yield



S Van Dorn Street/Edsall Road

Concept Option 1

Proposed Improvements:



**Pedestrian
refuge island**



**New bike
lanes**



**Reflective
backplates**



**No Turn on
Red sign**



**New
streetlights**



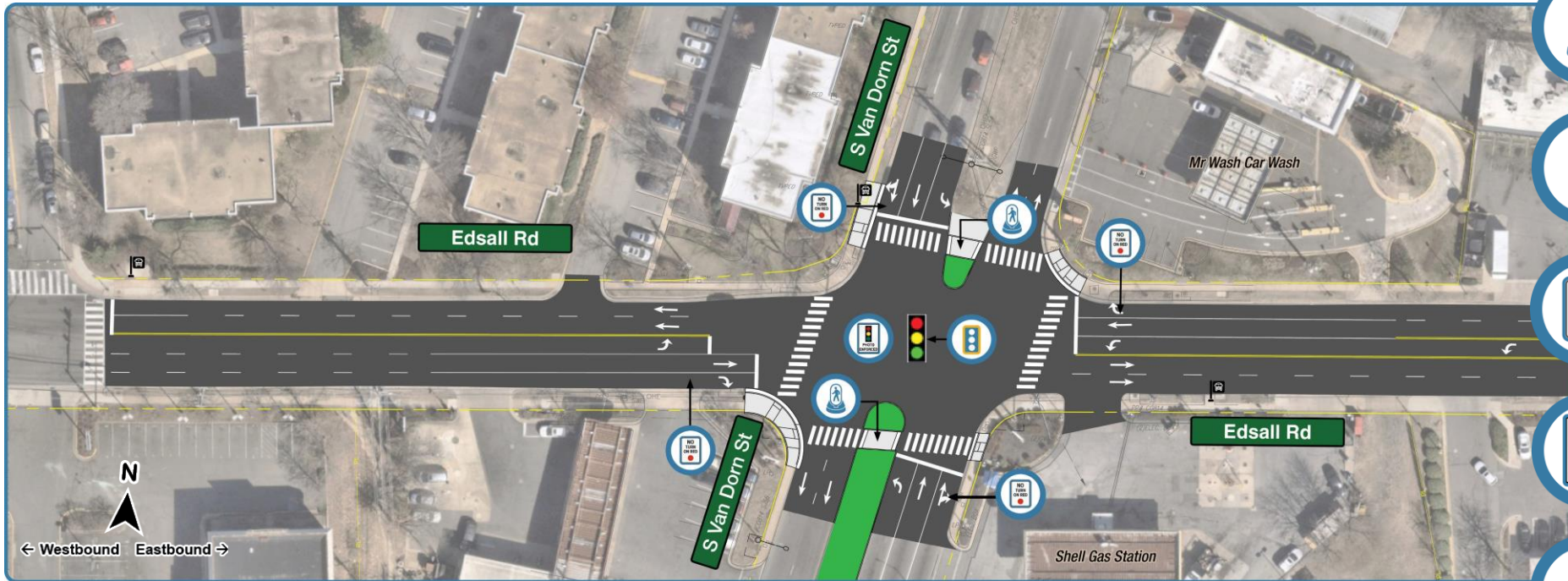
**Red light
camera**



S Van Dorn Street/Edsall Road

Concept Option 2

Proposed Improvements:



**Pedestrian
refuge island**



**Reflective
backplates**



**No Turn on
Red sign**



**Red light
camera**

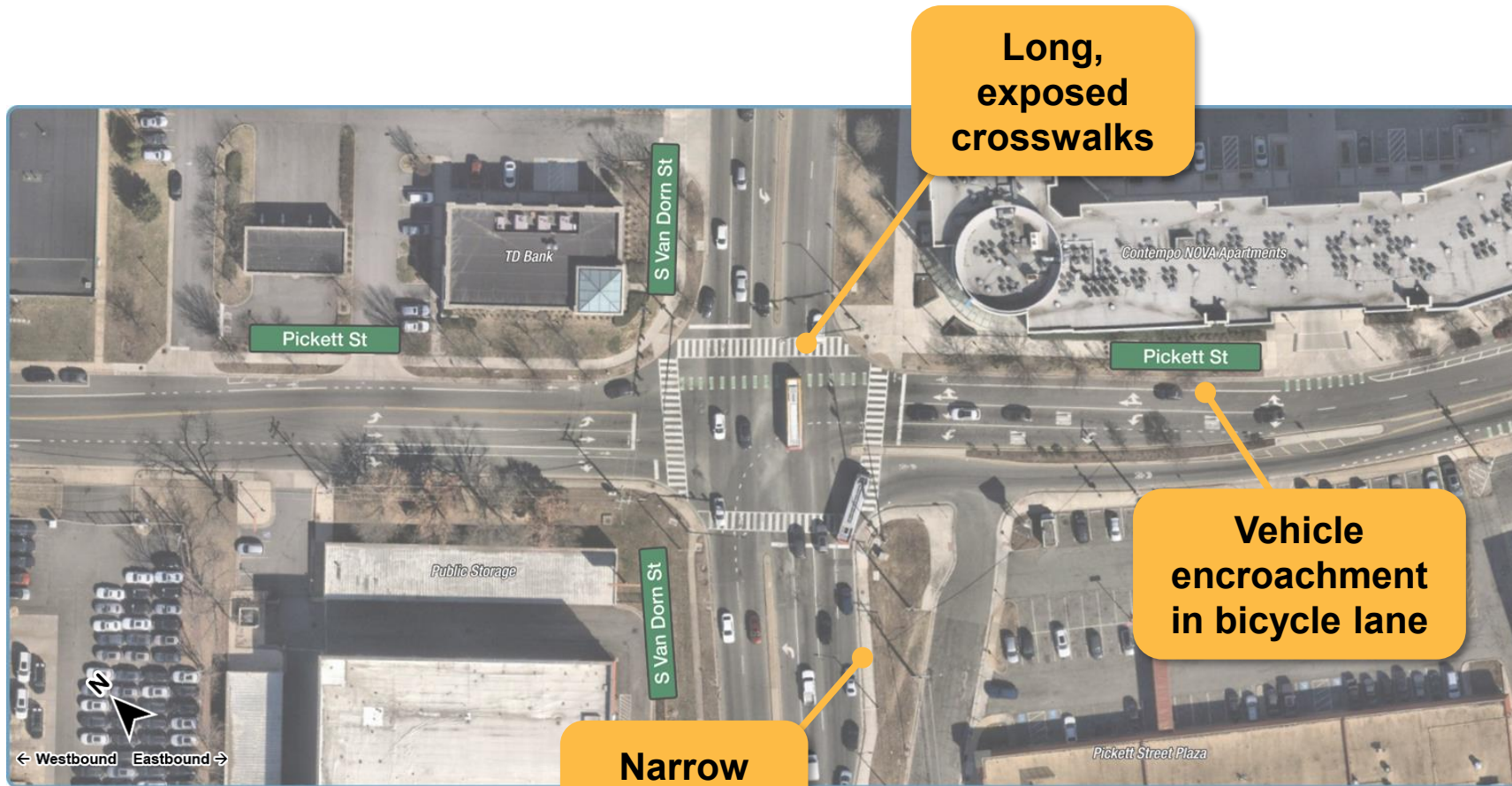


**New
streetlights**



S Van Dorn Street/Pickett Street

Existing Conditions



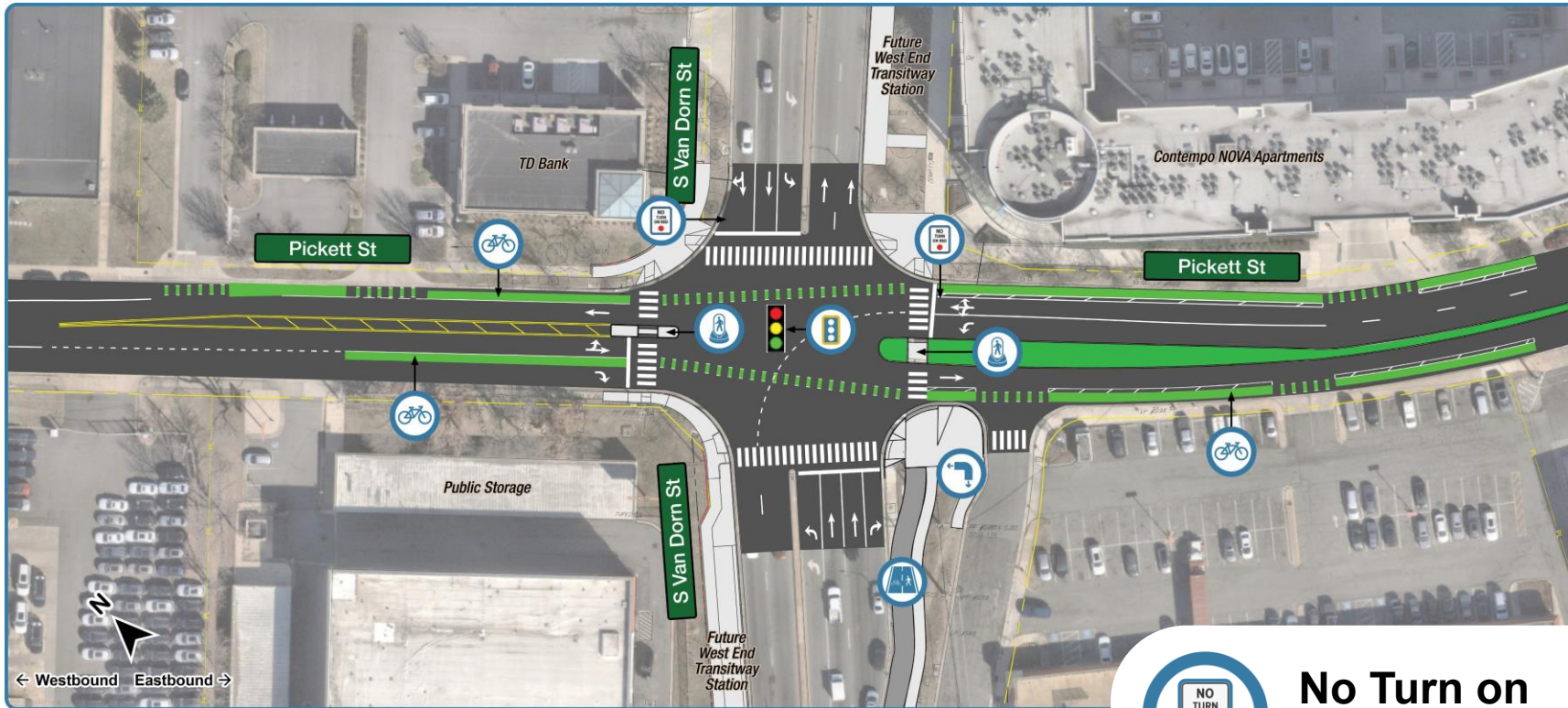
Other issues:

- Red light running
- Poor visibility
- Intersection blocking
- Signal timing challenges
- Distracted driving and failure to yield



S Van Dorn Street/Pickett Street

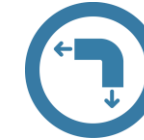
Concept Option 1



Proposed Improvements:



**Pedestrian
refuge island**



**Curb
extension**



**Improved
bike lanes**



**New shared-
use path**



**No Turn on
Red sign**



**Reflective
backplates**



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S Van Dorn Street

Performance Metrics

LEGEND

N/A

Poor

Medium

Good

▲ Improvement Over Existing

Metric	S Van Dorn and Edsall			S Van Dorn and Pickett	
	No Build	Concept 1	Concept 2	No Build	Concept 1
Pedestrian	Poor	Medium ▲	Medium ▲	Medium	Medium
Bicycle	Poor	Medium ▲	Poor	Medium	Good ▲
Transit	Medium	Medium	Medium	Medium	Medium
Vehicle Safety	Poor	Medium ▲	Medium ▲	Poor	Medium ▲
Vehicle Operations	Medium	Poor	Medium	Poor	Poor
Overall Construction Complexity	N/A	Medium	Medium	N/A	Medium



Next Steps



Community Feedback

We want to hear from you!

Complete the online feedback form by **Friday, November 6.**



<https://www.research.net/r/AlexandriaVA-WestEndAudits>



West End Transportation Open House

To learn more about this project and other transportation improvements happening on the West End, visit the City's West End Open House!

West End Transportation Open House

Thursday, October 29, 5:00 p.m.

The Forum at Minnie Howard

3775 W Braddock Road



Next Steps

Collect community feedback

- Fall 2026

Assess feedback and refine concepts

- Fall 2026-Spring 2027

Recommended concepts

- Summer 2027

Public hearing

- Summer 2027





Thank you!

For more information, visit the project webpage:

alexandriava.gov/go/4794

