



Fairfax County Safe Streets Report - 2022

The purpose of this report is to bring awareness to the long-standing and increasing risks to the safety of pedestrians, bicyclists, and other vulnerable road users. All those living, working, going to school, shopping, or just traveling through Fairfax County deserve safe mobility via all modes of transportation. Fairfax Families for Safe Streets (Fairfax FSS) seeks the elimination of crash fatalities and serious injuries involving all vulnerable road users.

Fairfax County and Virginia leaders are entrusted to implement policies, oversee practices, and allocate financial and human resources that affect the safety of all community members. Fairfax FSS seeks effective solutions from our elected officials, measurable and transparent goal setting, and accountability for results.

The Virginia Department of Transportation (VDOT), as the primary agency with authority for road infrastructure design and maintenance throughout Fairfax County, bears significant responsibility for the safety of pedestrians. The high number and increasing trend of pedestrian fatalities and serious injuries indicates that VDOT has not sufficiently prioritized pedestrian safety, lacks an understanding of the current risks to pedestrians, and/or has operationally failed a basic safety responsibility. Fairfax FSS requests VDOT leadership evaluate its culture, organizational structure, and operations to ensure that pedestrian safety is appropriately elevated and integrated throughout VDOT.

Each pedestrian fatality is preventable. A greater level of commitment along with strong leadership is needed to ensure all priority transportation projects are fully funded and completed in a timely manner. Making greater investments today for community safety will save lives tomorrow.

Years of underfunding of critical projects and lack of sufficient attention to pedestrian safety in new projects and development has led to increasing systemic risk for pedestrian safety. Safety is more important than speed. Particular attention is needed to provide safety in identified high risk corridors. While we applaud increased commitment for future funding, the proposed levels are insufficient to reduce today's risk. We support fully-funded, permanent solutions that lead to measurable improvements. Let's stop kicking the proverbial can down the road and make our community safe for all to travel.

Fairfax FSS also seeks improved public disclosure and transparency to encompass all individual and aggregate pedestrian traffic fatalities occurring within county boundaries including racial and ethnicity data regarding crash victims. Our organization also supports stronger traffic enforcement including criminal charges and prosecution when applicable.

There were a record 32 pedestrian crash fatalities in Fairfax County during 2022, and an additional 53 serious pedestrian injuries from crashes. The number of fatalities in 2022 was significantly higher than recent years and higher than the long-term annual average. The level and location of Near Miss incidents reported via Fairfax FSS's Near Miss / Dangerous Location survey provides valuable insight into community views on the type and degree of risk they have experienced or witnessed.

The level of pedestrian fatalities, pedestrian serious injuries, and near miss incidents highlight the urgent need for greater attention for comprehensive and effective solutions.

This report is divided into three sections and an Appendix.

1. Pedestrian Crash Fatalities
2. Pedestrian Crash Serious Injuries
3. Pedestrian Near Miss / Dangerous Location Survey Responses

Appendix - 2022 Near Miss / Dangerous Location Survey - Detail on Locations and Comments



1. 2022 Pedestrian Crash Fatalities

There were 188 pedestrian crashes in Fairfax County during 2022 as officially captured in Virginia’s Traffic Records Electronic Data Systems (TREDS).

According to TREDS’s preliminary data, the 188 pedestrian crashes resulted in:
32 pedestrian fatalities; and
53 pedestrian serious injuries.

In addition to the TREDS aggregate data, Fairfax FSS tracked individual crash data using Fairfax County Police Department Public Affairs Statements and various media reports. The 32 pedestrian crash fatalities in 2022 was almost equal to the 35 drivers or passengers in vehicle crash fatalities. There were no bicycle fatalities recorded in Fairfax County during 2022.

Pedestrian crash fatalities were significantly higher in 2022 than any prior year going back to 2010 (the oldest publicly available). Since 2010, there have been a total 174 pedestrians fatalities in Fairfax County crashes for an a median of 13 each year.

In addition to the high number of 2022 pedestrian crash fatalities, it is worth noting just how vulnerable pedestrians are to physical injury or death if they are involved in a crash. In Fairfax County, pedestrians in crashes died at a rate 57 times higher compared to vehicle drivers or passengers in crashes. Pedestrians died in 17% of pedestrian crashes compared to a much lower 0.3% fatality rate for drivers or passengers in vehicle crashes. A staggering 45% of 2022 pedestrian crashes resulted in either a pedestrian fatality or a pedestrian serious injury.

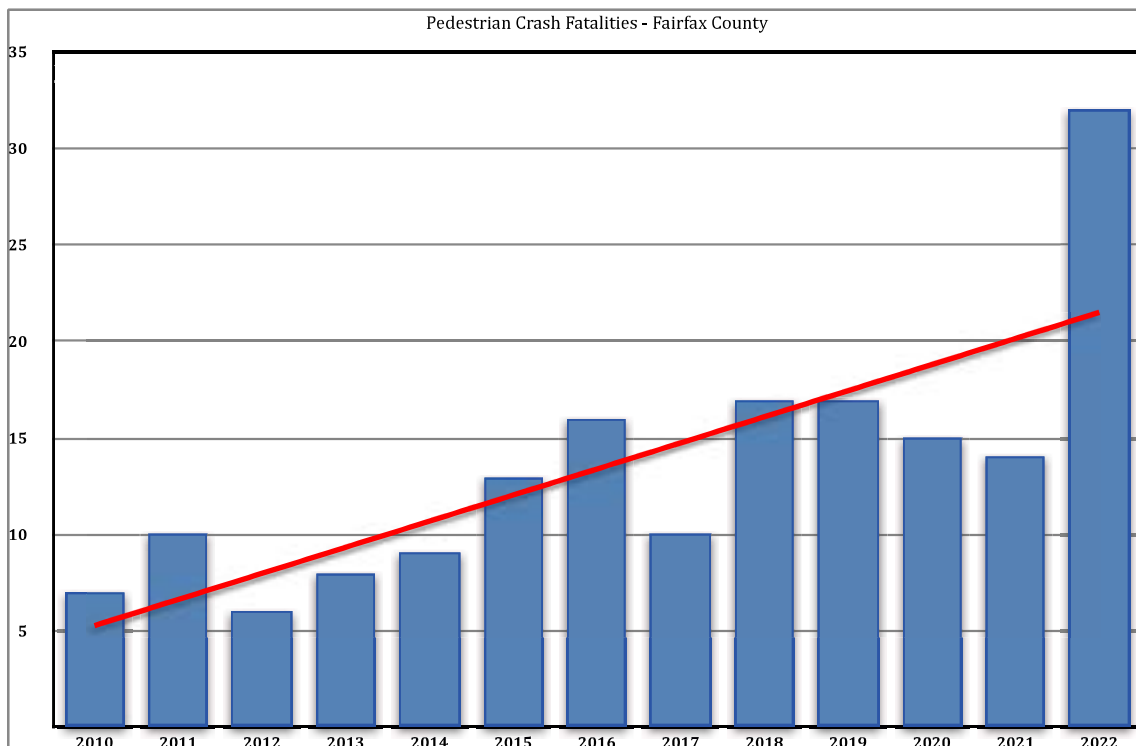
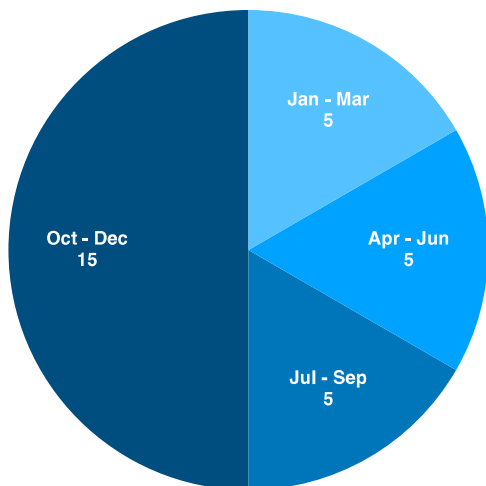


Chart Source: Virginia’s Traffic Records Electronic Data Systems (TREDS).

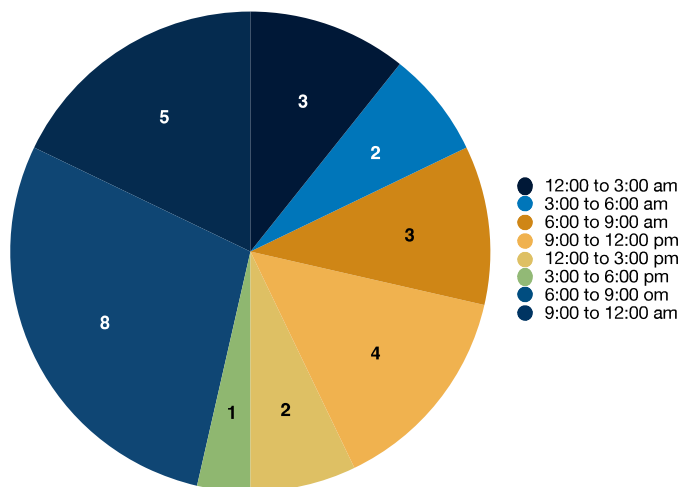
The 2022 TREDS data is considered preliminary. Some crash information may not be finalized yet by law enforcement.



Pedestrian Crash Fatalities
Count by Time of Year



Pedestrian Crash Fatalities
Count by Time of Day



Time of Year - Half of 2022 pedestrian crash fatalities occurred during the last three months of the year.

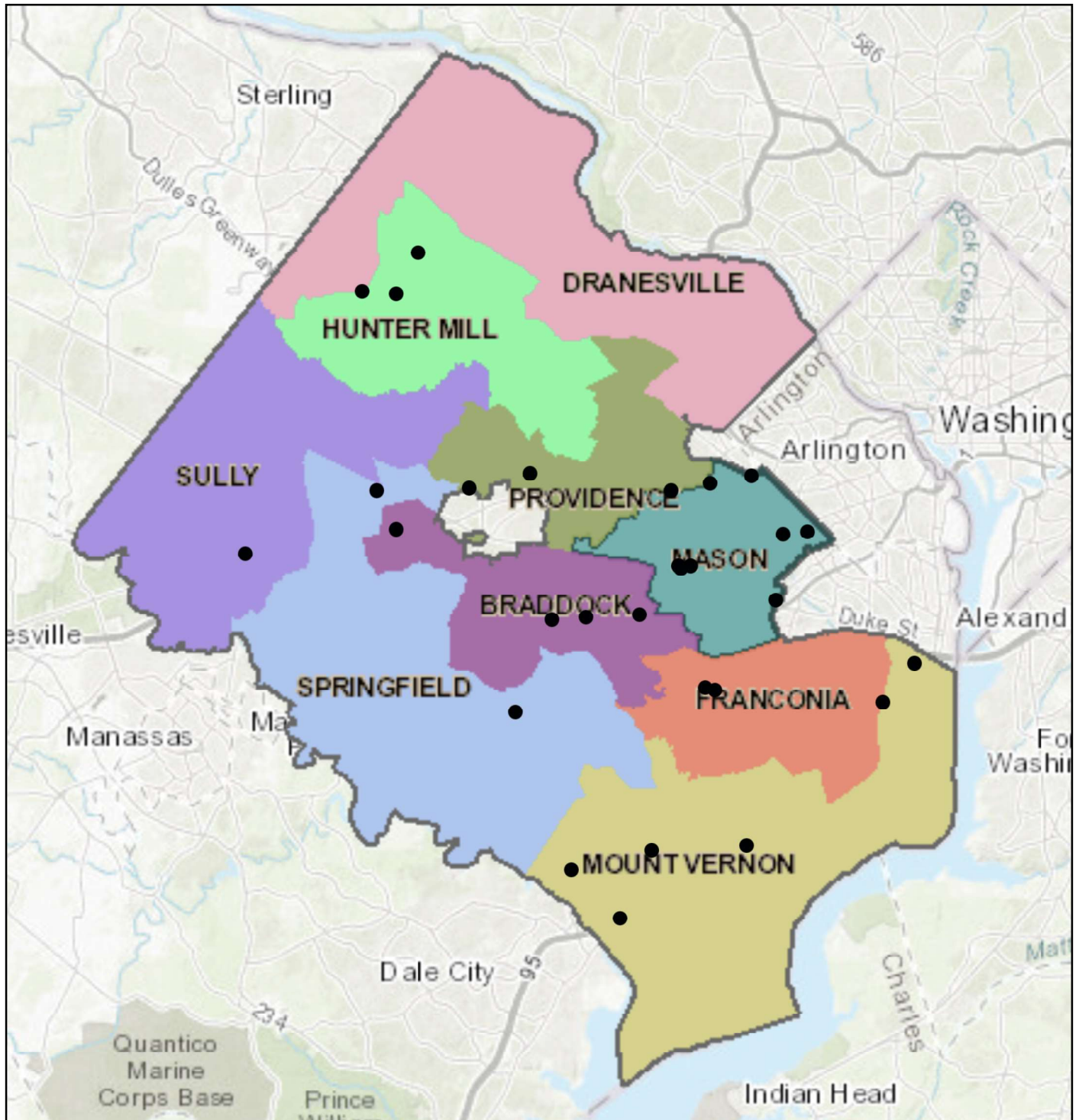
Time of Day - The number of fatal pedestrian crashes was highest between 6:00 pm and midnight.

Chart Source: The data for Chart 2 and Chart 3 was obtained through available individual crash data released by Fairfax County Police Department Public Affairs Statements (FCPD) and media reports. Detailed information released by FCPD is incomplete as some county pedestrian crashes are excluded from their reporting. Therefore the counts in these charts do not reconcile to the TRENDS aggregate count.

Additional information¹ about 2022 pedestrian crash fatalities:

1. Pedestrians in fatal crashes spanned all age groups including three under eighteen (10% of total) and eleven over sixty (37% of total).
2. Pedestrian fatalities were equally divided between men and women.
3. Driver speed was cited by law enforcement as a factor in 10% of fatal pedestrian crashes. Fairfax FSS views speed as a significant factor in all pedestrian crashes.
4. Driver alcohol was not identified by law enforcement as a factor in any fatal pedestrian crash. Alcohol was cited as a “suspicion” in one pending case.
5. While fatal pedestrian fatalities occurred throughout the county, many were concentrated in densely populated, urban areas. The Mason, Providence, Braddock, and Mount Vernon districts had the highest number of fatalities. Each marker on the following map represents a 2022 pedestrian crash fatality.

¹The data for this additional information items 1 through 5 is from individual crash data released by Fairfax County Police Department Public Affairs Statements (FCPD) and various media reports. Detailed information released by FCPD is incomplete as some county pedestrian crashes are excluded from their reporting. Information for item 6 is from Virginia’s Judiciary Online Case Information System.





6. Of the thirty-two pedestrian fatalities in 2022, Fairfax FSS is aware of ten that resulted in initial criminal charges or infractions. This table summarizes the initial charges against the drivers and the year-end 2022 case status.

Initial Charge	Number of Drivers Charged	Summary of Cases Finalized during 2022	Number Pending at year-end 2022
Felony	5	One case finalized. Driver pled guilty to Reckless Driving - Misdemeanor - Class 1. 30 day sentence (suspended) and \$0 fine plus \$212 court costs.	4
Misdemeanor	4	Three cases finalized. 1. Charge reduced to infraction. Guilty improper driving. Nolo Contendere. \$250 fine + \$67 court costs. 2. Charge - Careless Driving - Misdemeanor - Class 1. Not Guilty. 3. Charge - Reckless Driving. Solo Prosequi (prosecutor abandoned without prosecution).	1
Infraction	1	One case finalized. Charge - Failure to yield to pedestrian \$30 fine + \$67 court costs	0

2. 2022 Pedestrian Crash Serious Injuries

According to TREDs, there were 53 serious injuries to pedestrians during 2022 Fairfax County crashes. Pedestrians in crashes were over 9 times more likely to suffer a serious injury compared to drivers or passengers in vehicle crashes. In Fairfax County the serious injury rate for pedestrians was 28% of pedestrian crashes compared to a much lower 3% rate for vehicle crashes not involving pedestrians. Pedestrians are significantly more likely to incur a serious injury as a result of a crash versus drivers or passengers in vehicle crashes.

While there were no bicyclist fatalities relating to bicycle crashes during 2022, there were many bicyclist serious injuries. TREDs data shows 14 serious injuries involving bicyclists during the year. Nineteen percent of bicyclists involved in crashes suffered serious injuries.

There is no publicly released data on the specific location or other details relating to serious injury crashes involving pedestrians or bicyclists.

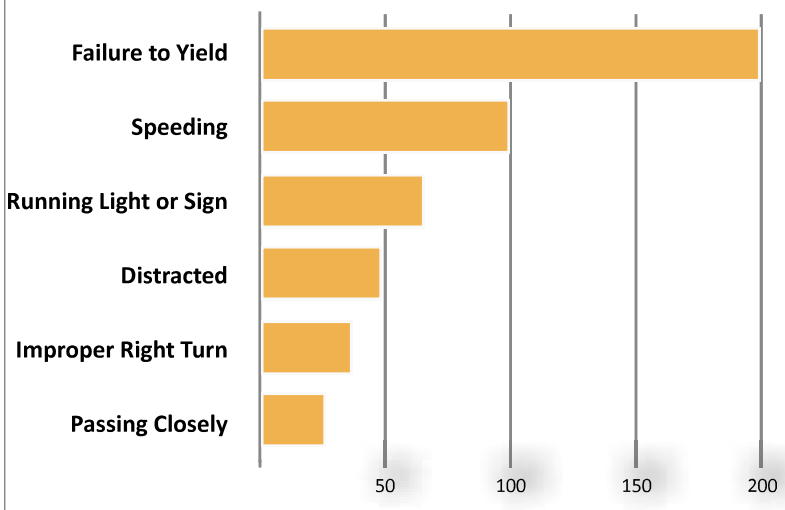


3. 2022 Pedestrian Crash Near Miss / Dangerous Intersections

Fairfax FSS has collected over 300 responses to an ongoing Near Miss / Dangerous Locations survey since its introduction in 2021. The survey is designed to seek community input on individual incidents involving near misses or locations with dangerous environmental factors. While responses have been received from every district throughout Fairfax County, there is a concentration of responses from Hunter Mill (44), Mason (44), and Providence (28) districts. Fairfax FSS recognizes more work needs to be done to collect input from a larger representation of county locations and expects to continue to collect data. Here is a link to the [Northern Virginia Near Miss and Dangerous Location Dashboard](#).

Responses relating to poor driver behavior were cited more frequently than factors relating to unsafe conditions or environmental factors. Sixty-two percent of survey respondents reporting on incidents in Fairfax County cited Failure to Yield as a driver behavior factor. In reviewing the individual comments it becomes clear that many drivers are either unaware of Virginia’s traffic laws or are ignoring them. Enforcement of traffic laws has been lax and ineffective. It is particularly disturbing to read the responses relating to areas near schools involving kids or parents traveling to school.

Driver Behavior Cited by Survey Respondents - By Count



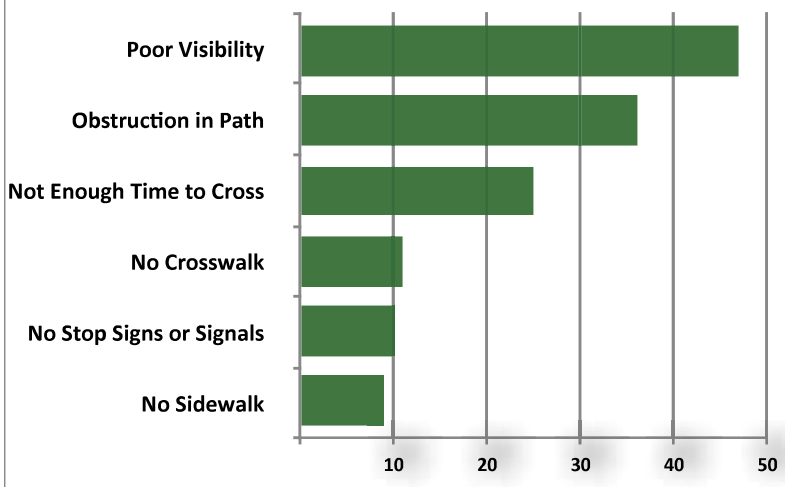
Failure to Yield cited by 62%

Speeding was cited by 31%

Running Red Light or Sign was named by 20%

Chart Source: Northern Virginia Families for Safe Streets Near Miss / Dangerous Locations Survey responses.

Unsafe Conditions or Environmental Factors Cited by Survey Respondents - By Count



Poor visibility cited by 15%

Obstruction in Path cited by 11%

Not Enough Time to Cross cited by 8%

Chart Source: Northern Virginia Families for Safe Streets Near Miss / Dangerous Locations Survey responses.



This table includes a sample of individual comments from the 2022 Near Miss / Dangerous Locations survey responses spanning each Fairfax County supervisory district. A complete list of 2022 survey comments, including a location map from each supervisory district, is available in the Appendix of this report.

District	Sample of 2022 Near Miss / Dangerous Locations Survey Comments
Braddock	I just crossed from the 1st to 2nd of the 4 lanes when a red convertible comes from Braddock, she moved from the 1st lane INTO the 2nd where I was and pick up speed, I jumped to the median just before she zoomed past me no more than 1-2 feet away.
Braddock	Student leaving school, crossing at crosswalk on Lake Braddock Drive. Car driving too fast (est 40 mph) along 25 mph road with limited visibility due to trees, median, parked cars, curves in road. School zone not marked. Car nearly hit student as she crossed road, and honked at her, which terrified her and made her stop in the street while driver kept approaching her. Driver eventually slammed on brakes to avoid hitting the student. Witnessed by group of parents and traffic experts during a walk about audit. This is a common crosswalk used by students as they leave school, but there are no crossing guards or other signs/signals along this busy road.
Dranesville	There is no crosswalk across Chesterbrook at this intersection. I was turning left and saw a pedestrian out my right eye as I was starting to make the left turn. I stopped and motioned for her to cross before proceeding.
Dranesville	I've seen two incidents so far this year: 1. Corner of Dolley Madison Blvd and Savile Lane in McLean, 22101 and 2. right by Trinity United Methodist Church on Dolley Madison Blvd, McLean, VA 22101.; I've seen at least 2 instances now of traffic NOT yielding to school buses! Esp., 2-3 lanes on each side of a grassy median. The bus was in the far right lane unloading, and cars going in the same direction in the lanes next to the bus did NOT stop.
Franconia	Cyclist: A car struck me as I was crossing the exit from Browne Academy. They were looking south down Telegraph and rolled the stop sign. They hit me on the side.
Franconia	Traffic does not stop for pedestrians in the crosswalk and most drivers speed on Kingstowne Village .
Hunter Mill	There is no way to cross from the SW side of Beulah to the trail without crossing mid-road.; Mid-road, no means to cross over to walking trail without crossing road; There is no way to cross Beulah to get on trail so it becomes a game of frogger with speeding drivers



District	Sample of 2022 Near Miss / Dangerous Locations Survey Comments
Hunter Mill	Car was yielding to allow me to cross in the crosswalk at the Glade Dr/ Charterhouse Cir intersection. Fairfax Connector bus driver (Route 553) used the right shoulder to pass the yielding car, and drove through the crosswalk where I was still crossing.
Mason	Driver on Seminary Rd westbound had red left arrow but ran the red and turned left through the crosswalk on Carlin Springs Rd while people were in it crossing the road with a Walk sign
Mason	cars get a green light on Leesburg Pike at same time as pedestrians get walk signal to cross arlington blvd and wilson blvd. this leads to drivers turning right onto Wilson Blvd while pedestrian tried to cross. collision narrowly avoided
Mason	Relatively new crosswalk at this location is on a curve with very limited visibility, particularly for people driving north towards Blake. Pedestrians crossing east to west must enter roadway/bike lane in order to gain visibility to cars approaching's around the curve at high speeds. Have witnessed several near misses (some involving children) at this location - myself included. Frequently used access point to Blake Lane Park.
Mount Vernon	Driver at 10605 Old Colchester Rd Lorton VA, beating oncoming traffic. Close to colliding. Driver behind about to pass, and would have been hit by the black Acura SUV. Even with video Fairfax Co. police wouldn't allow report to be filed unless injured.; Right of way on two lane road.; Failure of driver pulling out of their driveway to yield to oncoming bicyclists and car with the right of way.
Mount Vernon	This intersection is always very dangerous for anyone turning left from Rollins dr or Westgrove blvd. The road is angled causing very poor visibility. This is also a high speed area, cars approach very fast. No one yields to pedestrians at the crossing.
Providence	Kids trying to walk to school do not have a sidewalk, and drivers do not see them, and almost hit them; the entire school year, especially when it was dark out in the morning, raining, etc.
Providence	Car in left westbound lane yielded to me and my dog but car in right lane did not and nearly hit us as they passed the stopped car on its right
Springfield	Driver appeared to be driving over 40mph through stop sign on Torrence. Glenbard has right of way with no stop signs.
Sully	This light is at Navy Elementary school. It needs to be changed to left turn only on left arrow because they never yield to pedestrians in the crosswalk. It's very dangerous because it's kids & families crossing street to get to school.



District	Sample of 2022 Near Miss / Dangerous Locations Survey Comments
Sully	A driver turning left failed to yield at two pedestrians including a child in a stroller, crossing a crosswalk at an intersection. The pedestrian light was on. The driver not only failed to yield, but also honked several times at us to make us stop!!