S Glebe Rd & S Old Glebe Rd Temporary Bus Platform Safety Pilot

Community Input & Speed Data Summary

ARLINGTON VIRGINIA

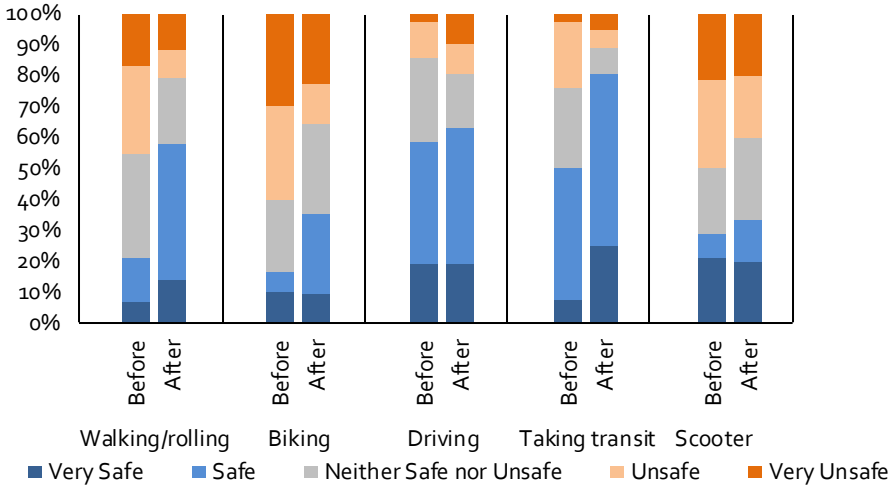
We identified the intersection of S Glebe Rd & S Old Glebe Rd during the Glebe High-Injury Network safety audit due to (1) the uncontrolled, five-lane pedestrian crossing and (2) risk of angle crashes. In the fall of 2024, we installed safety improvements using tactical in-street materials (signs, markings, flex posts) and a temporary bus stop platform to maintain bus stop accessibility.

Community Input Summary

Who We Heard From

We asked the community for feedback on the pilot in February 2025 and received 53 responses:

- 91% live in Arlington
- 26% work in Arlington
- 44% typically walk
- 54% typically use a vehicle
- 42% typically use transit
- 26% typically use a bicycle

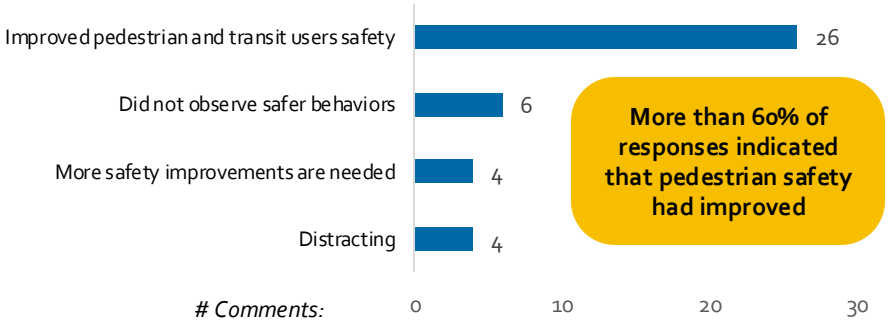


What We Heard

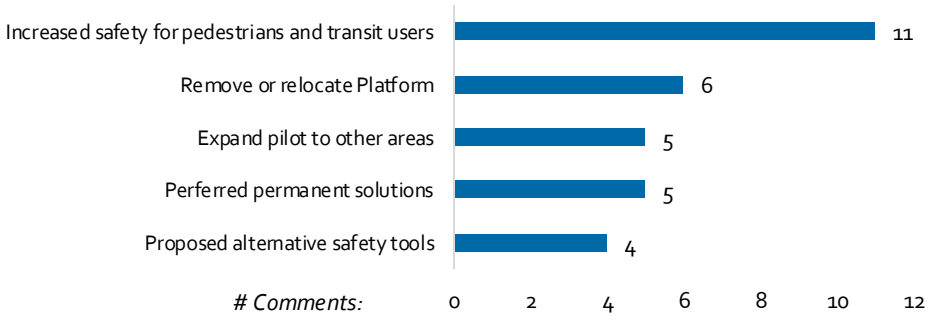
Overall, community feedback on the pilot was positive. **The percent of respondents who reported feeling "safe" or "very safe" increased for all modes after the pilot was installed,** especially for walking, biking, or scooting. The percent of respondents who reported feeling ""very unsafe" increased by about 5% for drivers.

When asked to elaborate on their responses, respondents highlighted that the pilot project enhanced safety for pedestrians and transit riders. A smaller number of participants noted that additional safety measures are still needed, and others suggested relocating the platform along S Glebe Rd.

Top responses to open-ended question on before/after safety ratings:



Top responses to "Is there anything else you'd like to add about this project for staff to know?"



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Before/After Speed & Yield Rates Data

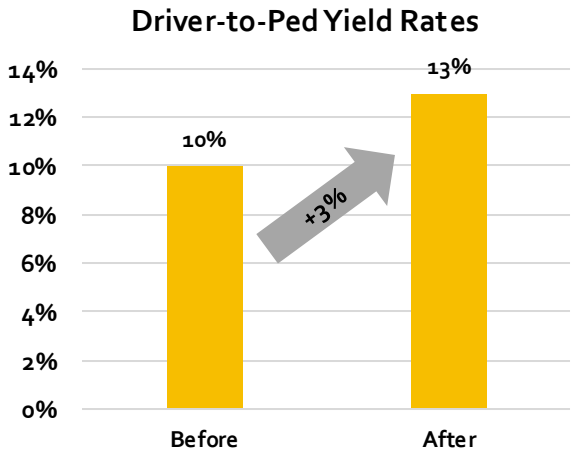
We also collected data at the intersection to evaluate (1) yield rates to pedestrians and (2) vehicle speeds both before and after the pilot's installation. The before/after data indicate:

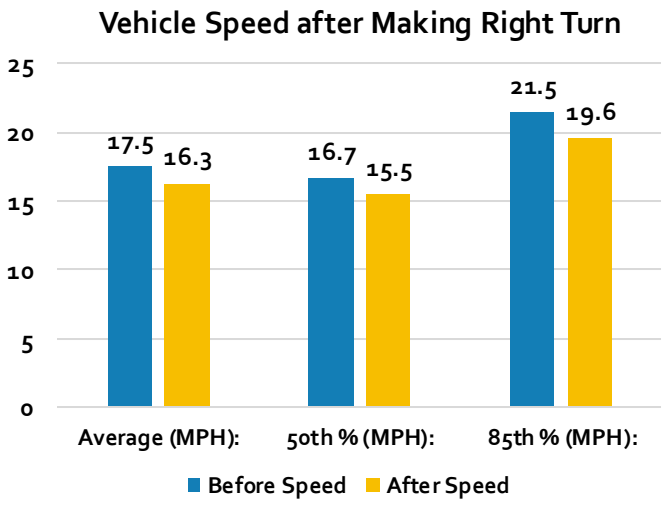
Driver-to-Pedestrian Yield Rates

- There was a 3% increase in the rate of drivers yielding to pedestrians—from 10% before to 13% after the pilot was installed.
- While a slight improvement, we expected to see a greater increase. Additional improvements are needed to enhance pedestrian visibility and driver yield rates.

Turning Vehicle Speeds

- Overall, speeds for vehicles that had just turned right from northbound S Glebe Rd to S Old Glebe Rd decreased with the right turn lane removal and curb extension additions.
- The most significant reduction was for vehicles travelling the fastest, where 85th percentile speeds dropped from a 21.5 MPH to 19.5 MPH.





Pilot Wrap Up

Due to the safety benefits expressed by community members, slight improvements in yield rates, and reductions in speeding, **the County will adopt the use of temporary bus loading platforms as a typical tactical quick build tool**.

To further enhance safety at the S Glebe Rd & S Old Glebe Rd intersection, we will implement the following measures:

- **Permanent Build Out**: Given the slower vehicle turn speeds and no negative impacts of removing the right turn lane, we will build out the pilot condition in collaboration with VDOT as a quick-build safety project to a permanent condition.
- **Installation of Rectangular Rapid Flashing Beacons (RRFBs)**: Given the continued low vehicle yield rate to people crossing the street, we will incorporate RRFBs into the quick-build project design plan to increase pedestrian visibility and driver yield rates.