

# Glebe Road and 9th Street S Intersection Improvement Project - Existing Conditions

## Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
1,207	172	1,975	297

You are a (select all that apply):

98%	Resident of Arlington	167 ✓
17%	Worker in Arlington	29 ✓
16%	Commuter through Arlington	28 ✓
3%	Business or commercial property owner in Arlington	5 ✓
2%	Student in Arlington	4 ✓
0%	Visitor to Arlington	0 ✓

170 Respondents

On a typical day, how do you travel through the Glebe Road and 9th Street S. intersection?

76%	Driving	129 ✓
66%	Walking/Rolling	113 ✓
29%	Biking	49 ✓
13%	Taking transit	22 ✓
2%	Riding a scooter	3 ✓
1%	Other	2 ✓

170 Respondents

Overall, how safe do you feel while using the intersection with the following types of transportation?

	<b>Very safe</b>	<b>Safe</b>	<b>Neutral</b>	<b>Unsafe</b>	<b>Very unsafe</b>	<b>Not applicable</b>
Walking/rolling	6% Very safe	4% Safe	15% Neutral	43% Unsafe	25% Very unsafe	7% Not applicable
Riding a bike	4% Very safe	2% Safe	6% Neutral	24% Unsafe	32% Very unsafe	33% Not applicable
Using a scooter	3% Very safe	1% Safe	5% Neutral	10% Unsafe	15% Very unsafe	67% Not applicable
Driving a personal vehicle	12% Very safe	26% Safe	29% Neutral	22% Unsafe	5% Very unsafe	5% Not applicable
Taking public transit	13% Very safe	19% Safe	11% Neutral	6% Unsafe	2% Very unsafe	48% Not applicable

166 respondents

You may use this space to share any other thoughts you have about your experience using the intersection.

---

Crossing Glebe is fraught because cars are going fast and not looking for people walking and biking. Even crossing 9th can feel dangerous, because cars from Glebe Road often whip around the corner at high speeds. The existing Rapid Flashing Beacon is hard to access (especially for people on bikes), hard to see (especially for people driving on Glebe), and not well-heeded by drivers. Crossing Glebe would benefit from a median refuge. We need a new traffic signal, but recognizing that could induce more driving on 9th, we also need other changes to retain the 9th Street Bike Boulevard as a calm, quiet street for biking

one month ago

Seeing pedestrians can be difficult for drivers trying to exit S. 9th onto Glebe. Turning into Glebe can also be difficult especially during rush hour.

one month ago

While I applaud Arl for trying to make transport safer for bikers, walkers and other non-drivers, it is annoying when these changes make driving in Arl a pain. I hope any signal installed will be timed appropriately so it won't slow drivers. More education is needed for non-drivers so they are paying attention and following signals. Too many are not.

one month ago

Please don't add a light. There are other ways to improve the intersection. The lights increase road-rage and cause people turning left to fail to yield to oncoming traffic, especially during rush hours. If you do put in a light, turning right on a red light should be allowed so that there isn't such a large back-up of cars waiting to get through on 9th st (the way that there often is now, on 7th st.).

one month ago

When you are driving north-bound on glebe rd and about to make a right-hand turn onto 9th st., it is VERY low visibility. The corner should be taken back a bit, or the trees should be cut back coming out of the yard of whoever lives on the corner there. I've nearly crashed several times, both when I was turning onto 9th st as well as when I was coming from 9th onto Glebe Rd. If you are coming from the opposite direction, from 9th st. East bound, trying to cross or make a left turn as a driver, it is nearly impossible to get through the intersection. At least pedestrians can use the RRFB thingy, which helps a lot. But, the fact that there has been so much construction lately has drastically decreased safety at this intersection. Now, the sidewalk is often inaccessible and the crosswalk has been paved over, but not repainted. All of these things reduce awareness of pedestrians for cars.

It is also quite difficult to cross with a stroller in several areas around this intersection.

one month ago

Speeding on Glebe and the sheer number of residences' driveways on both sides of Glebe feeding vehicles pulling into and backing out of driveways.

one month ago

Having a left hand turn at all lights of intersection would help.

one month ago

I primarily utilize this intersection when jogging or biking to work. In both cases the crosswalk flashing light is not highly visible and cars don't always stop, increasing my risk of being injured or killed. Additionally, the button is not easily accessible if you are using a bike. My recommendation would be the type of flashing signal at the National Guard entrance on S George Mason. Wider sidewalks and/or undergrounding of overhead utilities would also be an improvement but may not be feasible.

Not related to this intersection but I'd also like to see one of those signals at the crosswalk by the intersection of Columbia Pike and South Quincy.

When using the S Glebe and 9th intersection in my car, visibility isn't great but it doesn't feel especially unsafe.

one month ago

I use the flashing signal to cross Glebe Rd in the crosswalk on my bike. Most cars ignore the flashing signal and do not let me cross. Frequently the traffic from the stoplight at Glebe Rd and Columbia Pike backs up to this intersection and cars will completely block the crosswalk forcing me to weave around them. The most dangerous situation (and I've encountered it many times) is when the car in the first lane closest to the sidewalk stops to let me cross, but the car in the 2nd lane does not stop. If a big vehicle stops in the 1st lane to let me cross, it completely obstructs my visibility to see if there is a car coming in the 2nd lane and see if they are going to stop. Once that big vehicle in the first lane stops, the car in the 2nd lane can also not see me in addition to me not seeing it. It creates an extremely dangerous situation for me on my bike to slowly creep out past the vehicle in the 1st lane just hoping there's nobody coming in the 2nd lane. I will give a positive shoutout to the Arlington County bus drivers who always stop for the flashing signal at the crosswalk. The drivers are also aware they create a visual obstruction and will roll down their window and wave their arm at the vehicles passing them on the left to try to get them to slow down. They will often honk at these vehicles as well. They really go above and beyond to try to get the other cars to also stop for the flashing crosswalk signal, but unfortunately the other drivers ignore them and continue to speed through the crosswalk despite the flashing signal.

one month ago

We have to cross this intersection every morning and every afternoon (walking) when we our two boys to school and pick them up. The cars here rarely stop for pedestrians, even when we press the button to request they stop. We have also witnessed two cars getting into a fender bender incident. Cars drive fast, past the intersection and rarely respects pedestrians right to cross. There needs to be traffic stop light installed in this location. It is infuriating to have to cross here and feels very unsafe.

one month ago

This intersection is one of the most dangerous in the area, for the simple reason that it has no stoplight. Sure, you can press the crosswalk light, but most drivers either don't understand what the flashing light means, or don't see it/ignore it. As such, I've had to stop my kids from crossing, when I see cars refusing to slow down after we've hit the crosswalk signal. This intersection needs a stoplight, and clearer signs so that people know where you can and cannot turn, and where the crosswalks are.

one month ago

S. Glebe Rd. & 9th Street South

Observations:

9th Street South is an important bike boulevard in Arlington – and it's also a pleasant place for pedestrians. However, the current crossings at Walter Reed Drive and at S. Glebe feel dangerous – and are dangerous – for pedestrians and cyclists. The County has almost completed plans to redesign S. Walter Reed Drive as a Complete Street, including major safety improvements at 9th Street South. Redesigning the intersection of 9th Street South at S. Glebe will fix a major missing safety link on the 9th Street South corridor.

The existing intersection at 9th & S. Glebe has many defects, including:

- Only 1 current crosswalk – across Glebe on the south side – and it is in poor condition.
- Only 1 current streetlight at the intersection – on the NE corner. Streetlights need to adequately illuminate all crosswalks and sidewalks.
- Current flashing warning light for crossing Glebe cannot be seen well in daylight. The light is too weak and the sign is too small to be effective.
- Current ped ramps are in poor conditions and are not aligned with the crossings. Each crossing leg should have its own ped ramp aligned with it
- All 4 current corners are poorly designed for pedestrian safety. They should be expanded into bumpouts to provide more space for pedestrians, to shorten the crossing distances for pedestrians, to make pedestrians more visible to drivers, and to provide better sightlines for pedestrians trying to cross.
- Overgrown hedges block the sidewalks at the SE corner.
- The sidewalk is missing west of Glebe on the first section of the block on the north side of 9th Street.
- Sightlines to the north are poor because Glebe curves and becomes hilly to the north of 9th Street.
- Many drivers appear to drive too fast and not pay attention. A driver who stopped for me was almost hit by the driver behind her!
- This bike boulevard does not have separate bike lanes in this area! Improve 9th Street as a real complete street to discourage cuthrough traffic.
- Median on Glebe is narrow, damaged, and all hardscape
- Sidewalks along Glebe are too narrow, in poor shape, and often partially blocked by utility poles and signs. The landscaping zone on Glebe (especially on east side) is not existent – creating an unpleasant and unsafe environment for walking. Construction south of 9th Street has closed the sidewalk on the east side south of 9th.

one month ago

We live on Glebe just before this intersection and must turn right out of driveway approaching 9th. We either go through the intersection, turn right or make a u-turn at 9th to head north on Glebe.

one month ago

There needs to be a light, no doubt. The hedges block the view from those coming west on Glebe. Super dangerous, especially with our big dog. Some people just don't even notice the flashing lights. Going across on a bike is even worse

one month ago

I drive straight through this intersection on Glebe. I rarely see pedestrians or bikes crossing. I live in Alcova heights and do not make left turns out of the neighborhood at this intersection. I use the light at 7th street. It would be helpful to restrict traffic coming out of Alcova heights to make a right onto Glebe at 9th street - not put in a traffic light. I find the crosswalk just north of 5th street much more heavily used and would appreciate a hawk light there.

one month ago

As a daily commuter, I use the enter section to get to work, but I am concerned about its safety for passengers, drivers, and bikers. Whenever I travel on this section, I am reminded of the potential hazards involved. Despite its popularity, the enter section presents significant safety risks due to its poor safety standards. As someone who uses this section frequently, I believe it is essential to express my apprehension about the safety concerns it poses for all commuters. Although it may be a convenient option, the enter section's inadequate safety measures make it a risky choice for anyone using it.

one month ago

Please protect bike commuters by installing physically separated bike lanes

one month ago

Please prioritize bike commuters by installing physically separated bike lanes

one month ago

The pedestrian signal make it easy to cross

one month ago

The button that lights up the intersection is good, but not always effective. People still blow right through it, even in the far lanes when they see that another car has stopped for a crossing. However, I would say the problem is even worse at the intersection of 7th S and S. Irving St. There is very limited visibility, especially in the mornings and afternoons around school time, speeding vehicles, and no way to really see cross traffic.

one month ago

I \_never\_ cross Glebe Rd at that intersection, but crossing 9th St is safe enough (though on the west side, the rare car does not stop at a consistent marker, so I look out for rolling stoppers). If I want to cross Glebe, I do so at the Pike or 7th St lights.

one month ago

Hard to make a left from glebe safely. Cars behind me have to merge to the right in busy traffic or create a backlog

one month ago

This is a blind intersection and not very safe for pedestrians or drivers. Vehicles turning off of 9th St onto S Glebe Road can't see oncoming traffic until they are out in the intersection which is very dangerous. The vehicles traveling on S Glebe Road block the intersection making it difficult for pedestrians to walk in the crosswalk and drivers to negotiate turns. Even though there is a flashing signal at this intersection for pedestrians, it is ignored by drivers not paying attention. There are a lot of families that walk around the area and tend to walk further away from this intersection to get around safely.

one month ago

I DRIVE FROM 9TH ST EAST TO GLEBE AND TURN RIGHT (SOUTH) EVERY DAY WITH GOOD VISION AND EASE.

one month ago

This intersection has been much more challenging to drive on during all the construction work at the corner of Columbia Pike and Glebe Road for the high rise residential building. After getting through the construction area going north on Glebe Road, drivers often speed up and switch lanes quickly. These actions pose problems in the presence of pedestrians or vehicles exiting from or turning on to 9th Street South. I don't recall seeing people riding bicycles or scooters in this area. Challenges also occur when heading south on Glebe. During high peak times, 9th Street South is often blocked by cars and buses lined up at the light at the intersection of S. Glebe and Columbia Pike. Vehicles double parked in the traffic lane at Chipotle also lends to the back up.

one month ago

I have never had a negative experience either walking or driving through that intersection.

one month ago

I avoid this intersection at all costs and would rather go to a light at Columbia Pike or 7th St S. Glebe is horrible and there is no police traffic enforcement anywhere in S Arlington. Please install pedestrian flashing lights and have the police enforce the speed limit.

one month ago

If the bus that I am on gets hit or hits something it's no big deal. But actually that area has never been a problem for me. The way it is right now, with all that construction going on, I'm not too crazy about the limited lanes but that's life.

one month ago

Sidewalks along Glebe are not very welcoming. They place pedestrians close to traffic and noise from traffic makes conversation difficult. There is often not enough room for folks to fit past each other on side walks without stepping in the road or someone's lawn especially where there are telephone poles.

one month ago

Accessibility on public roads in this area of Arlington is terrible. The picture of the intersection in question, where there is an identified retaining wall, suggests the retaining wall is the problem. The greater issue is cluttered and unmarked street parking on South 9th Street as well as the lamp post/utility post with overgrown grass on that intersection portion. It is unsafe for walkers and moreso for anything on wheels.

one month ago

The blinking yellow lights are totally ineffective. A blinking yellow/red light (like on George Mason Dr. near the National Guard building) would allow individuals to cross safely and for cars to exit safely as well. And, shouldn't tie up traffic.

one month ago

Cars drive fast through this intersection via Glebe Rd. The intersection lights are hidden by nearby bushes and there are no physical barriers like speedbumps to help increase safety for pedestrians including bikers. I think the only reason why I've even felt reasonably safe recently is that cars going northbound are forced to slow down from the construction. The other side remains dangerous and full of speeding cars. I cross this intersection via 9th street on bike and foot.

one month ago

The intersection needs improvement, I favor the flashing lights that pedestrians activate when they want to cross.

one month ago

The crossing can be done with the intersection as is, with a crosswalk and a pedestrian signal. This is one of only 3 exits/entrances to Alcova Heights. The county debilitated 8th and Geo.Mason with "improvements." Enough!

one month ago

There is some difficulty seeing pedestrians and oncoming traffic (especially on the curb-side lane) coming down Glebe when turning left from 9th St. due to the trees and greenery on the corners. Vehicles do not stop for pedestrians.

one month ago

I have crossed the intersection several times on foot, and it is always a scary proposition. Many cars simply will not stop for you and so I cross very defensively even when I have the right of way. The vegetation and retaining wall on the SE corner is dangerous for both cars and pedestrians. For cars it blocks visibility. For pedestrians who are staying on the sidewalk, it forces you to round the corner without seeing who might be there and creates a pedestrian bottleneck. When I am driving north on S Glebe and hang a right on 9th Street, I am aware that there might be pedestrians who I don't see until the last minute, as well as cars that park close to the corner. However, most non-residents of this area have no idea. I would never cross 9th Street on foot from the SE to NE corner, as you can very easily get hit by right-turning vehicles. It is actually much safer to jaywalk further down on 9th Street (east of the intersection).

one month ago

Cars are often traveling around the speed limit here, which makes it difficult turn into traffic both ways. Navigating through the intersection in either direction/flow of traffic makes me a bit nervous, and I avoid it as a driver because of how unsafe it feels. As a pedestrian crossing from one side of glebe to another is non-existent and not possible.

one month ago

As a pedestrian, I worry about a car hitting me. As a driver, I'm concerned about hitting a pedestrian. The speed of the road is very fast, the crosswalk and signaling of a pedestrian crossing are too few.

one month ago

Cars sometimes don't stop even when the beacon light is flashing. A flashing beacon light is helpful and would be even better placed at the intersection of Walter Reed and 9th Street past the library. I walk to Giant almost every day and cars do not stop at his location even when I am in the crosswalk trying to cross on Walter Reed Drive.

one month ago

When crossing S. Glebe at 9th (more than one time) the lights were flashing and I made it to the middle median, but a car came down Glebe so fast I had to stop at the median. The driver looked really surprised when I waved at them. The flashing lights do not deter someone who is intent on making the green light at the corner of Columbia Pike and Glebe Road. Their eyes are only on the next intersection.

one month ago

Well timed stoplight would fix all issues. Should be able to turn all directions from 9th St.

one month ago

Would be better if the crosswalk on the north side of 9th Street. In addition, a lot of motorists will not stop although someone pushed the walk signal.

2 months ago

Safe, but would be safer if Glebe Road was paved without bumps, cracks and metal plates in the roadway.

Some "complete street" designs are so busy (too many signs, colors, stripes) that it is distracting and unsafe for people and all vehicles.

Do not further impede vehicle traffic on this major north-south pathway.

2 months ago

When running those lights at the intersection take forever and it's pretty scary to run while you have the right of way to run

2 months ago

Please utilize tax payer dollars for higher priorities. This project should be eliminated.

2 months ago

Considering the few number of accidents at this location over the past several years, there are many other areas that should be a priority.

2 months ago

The sidewalk on the SE corner of the intersection has a lot of overgrowth (not the corner property but the attached one just to the south by the alley). This makes me feel very unsafe as a pedestrian because I have to walk on the portion of the sidewalk that is closest to the fast-moving cars. I walk across S Glebe while walking my dog every morning (before most car traffic is out) and I feel fairly safe then, but only because there are no cars. If I use the crosswalk when getting off the bus in the afternoon, I feel unsafe because oftentimes even when I press the walk signal button, many cars don't stop. I have started going out of my way down to the Columbia Pike intersection instead because there I have a much more protected walk signal and car behavior is more predictable.

2 months ago

Please don't get rid of right on red or right after a stop -- given the volume spurts from Southbound traffic on Glebe, the only chance to turn right is when there are breaks which may or may not correspond to a light's timing.

2 months ago

Cars do speed along this section of Glebe when it's not backed up. But I'm more concerned about the pedestrian crossings to TJ, the County Fair and the new Fleet school closer to route 50 and the fire station. No Left Turns from 9th to go North on Glebe would seem safer.

2 months ago



traffic backs up from Columbia Pike to the light at 7th Street. If you put a stoplight at 9th, there will be nowhere for cars to turn right even if the light is green. Turners need to be able to creep into the intersection while traffic is stopped (and generally not blocking the box). Left turns are extremely ill-advised. Also, traffic will back up still further than 7th street heading South = more cut-through in the neighborhood. An as-needed pedestrian red light like on Columbia Pike further might be an improvement on the often ignored hawk light. Hate that 9th is the "bike boulevard" takes bikes against traffic on a one-way section and next to where the career center will see loads of construction. Put bikes on 7th with the stoplight.

2 months ago

In general, the traffic coming through the Glebe Rd/Columbia Pike intersection gets very congested, which in turn creates a challenging situation at Glebe and 9th St. Cars attempting to turn left off of 9th and onto Glebe in either direction face significant challenges with visibility, speeding motorists, and unclear traffic courtesy/protocol.

2 months ago

Nothing to add.

2 months ago

I live on the west side of Glebe Rd and regularly ride my bike. I NEVER cross Glebe on my bike at 9th street. I consider it too dangerous for bikes. I ride the sidewalk to 9th, then go through Alcovia Heights to 7th street to cross Glebe. The flashing lights for the pedestrian crossing are bright in low light and at night, but not nearly as noticeable during daylight. They are not as bright as red light signals.

2 months ago

As a 12+ year resident of South Ivy Street between 7th and 9th street, I frequently use this intersection when driving or walking to the retail shops, as do my teenage sons. This intersection is indeed very unsafe and I am very glad the County is addressing it, especially with the new building(s) on the corners of Glebe and Columbia Pike. As a driver coming from S 9th, making a left onto S. Glebe is nearly impossible. As a walker, no one stops for the flashing lights at the crosswalk, making them even more unsafe in my opinion. Two points that I hope the appropriate authorities in the County will strongly consider: 1) How might changes to that intersection increase vehicular traffic on S Ivy Street? If vehicles perceive the intersection as slowing them down they may turn onto S Ivy (or S 9th) to cut off what will surely be increased traffic on Glebe Road. South Ivy between 7th and 9th already has many walkers of all ages in the street due to the bumpy sidewalks, and has many cars parked on both sides of the street given the duplexes and multi family houses, and also serves as a bike lane. Changes to the S Glebe and 9th intersection could have the unintended consequence of incentivizing more speeding cars on S Ivy who aim to cut off what will definitely be a slower path to Rt 50 intersection could sharply increase the risk of accidents on S Ivy between S 7th and S9th. 2) How might changes to this intersection be considered alongside the upcoming construction plans to the Arlington Career Center/Montessori School complex? With the impending multi-year construction coming to the Arlington Career Center complex just around the corner, exits and entrances to the neighborhood are going to be very limited for several years. If you could consider how the changes to this intersection would continue to facilitate entrance/exit for neighbors who will otherwise be quite hemmed in for the next few years.

2 months ago

Cars often don't stop even if the flashing lights are on. It's a little like a game of chicken - they'll normally stop once it's clear you expect them to by beginning to cross. Otherwise they often won't stop. S Glebe is particularly bad even worse a couple blocks south where there are no flashing lights at the crosswalks. The flashing lights are effective on Walter Reed but less so on Glebe.

2 months ago

People are really bad about not blocking that intersection when traffic is heavy, and while I only drive through it, I don't think it's very safe and visible for people who walk through it. If there were a way for the crosswalk to light up for people crossing, it might make it more visible, but it is right after a curve.

2 months ago

Many cars do not stop for pedestrians even after pressing the signal to light the pedestrian crossing. Vegetation obscures the crossing and the ongoing construction project makes it difficult to see sometimes. Also, as a driver, when there are 2 cars across from each other both trying to make left turns onto Glebe, because the intersection is offset and not perpendicular, it causes confusion when drivers think they are clear to turn left.

2 months ago

1

2 months ago

When you push the button to cross, the flashing light is not large enough or noticeable enough, therefore, cars usually blow right through it. A couple days ago, when I was crossing, a police car (without his siren or flashing lights on) even went through while the light was flashing.

2 months ago

Cars drive way to fast through glebe by this intersection

2 months ago

I see the main problem at this intersection as a danger for pedestrians trying to cross Glebe Road. Crossing here is preferable than crossing at Glebe & Columbia Pike yet it's often not. The danger seems to be on the southbound Glebe Road side, where cars coming from the North have a long straightaway to accelerate on without cross streets, and the drivers seem to visually orient on the Glebe & Columbia Pike traffic lights and thus not even sense the 9th Street intersection or its pedestrian crossing until they are in this intersection. May I suggest an enlarged, visually bolded pedestrian "island" protected safety zone in the center of Glebe Road, to both register visually for southbound Glebe Road drivers, and also to literally provide a safe refuge zone for crossing pedestrians and for crossing bicyclists? Thank you.

2 months ago

In an era of fiscal constraint, the project needs to receive the lowest priority or abandoned completely.

2 months ago

I take the bus to work, and therefore, with the construction of the mixed use building on the corner of Glebe and Columbia Pike, the bus route lets me off in front of Wendy's. I must cross over this intersection to get home. I never feel safe. I'll hit the crosswalk blinker, and they often won't stop or stop very short to where I am as if they didn't realize the lights were flashing or I was there. Further, cars often block the crosswalk while waiting for the red light ahead on Columbia Pike so I'm having to walk in and out of cars versus within the crosswalk designation. This concerns me as I could get pinned between them if there was an accident as there is no breathing room. If I'm in a car, this intersection doesn't really bother me. Yes, sometimes it's hard to make a left when there is traffic, but the real problem is for pedestrians who could get hit.

2 months ago

I have live in Alcova Heights for almost 30 years, and have always felt unsafe crossing Glebe. The intersection at 7th is really bad, but I do t think a light at 9th will help. People speed from the Pike to the light at 7th all the time- they even speed between stop signs in our neighborhood. The Andrés of the intersection at 9th and 7th are hugely problematic. If there was a way to make the true cross streets, that would improve visibility and turning.

2 months ago

Crossing Glebe is difficult here. Cars do not stop for walkers. CHRONIC SPEEDING MAKES THIS EVEN MORE DANGEROUS! The county should do everything in its power to lower the speed limit on Glebe and ENFORCE the limit. Ideally, this road would be reduced to two lanes like a few similar roads in Alexandria. My children walk to school on Glebe every day. We accompany them because it is just not safe. It is also loud and uncomfortable to walk on these sidewalks, which are so close to cars and trucks speeding by.

2 months ago

It is difficult and intimidating to cross the intersection on a bicycle.

2 months ago

No one slows from the pike and glebe - neatly gotten hit many times, including buses

2 months ago

The vegetation at the SE corner significantly blocks view for drivers approaching on 9th St heading East. You have to very slowly inch out to see traffic heading N on Glebe (and/or turning from Columbia Pike). Makes for dangerous crossing. The flashing crosswalk is very helpful and used often by pedestrians and in my experience drivers almost always let people cross.

2 months ago

Traffic and especially traffic passing from 395 to rt 50 is heavy in this area. The landscape in this area is poor and I believe if the medians and landscaping, in addition to traffic calming occurred here then the speed of cars would slow down. Trees in the median and shrub planting makes it a much better walking/biking experience too.

2 months ago

I live on 9th St S in the Alcova Heights neighborhood. I use this intersection daily. I like to cross here to pick up the bus on Glebe or walk towards Penrose. It's very unsafe. Even if you press the button for the pedestrian walk signal, cars do not stop. As a driver, when I need to go north on Glebe I will usually avoid 9th St and take 8th, 7th, or 6th to turn left. While driving, I will also often cross Glebe on 9th going West; I find that vegetation interferes with the sight lines to see traffic on Glebe from the south.

2 months ago

Thanks

2 months ago

The hawk light works fine.

2 months ago

This intersection is a nightmare, especially when using it on foot or on bike. Drivers generally ignore the flashing lights at the crosswalk, or the driver in one lane will stop while drivers in other lanes continue through the crosswalk. It is also nearly impossible to make a left turn from 9th Street S onto Glebe Road northbound. The County should seriously consider the installation of a traffic signal at this intersection.

2 months ago

I think a traffic light at 9th and Glebe is only going to cause traffic chaos.

2 months ago

When turning left onto 9th Street from Glebe, often on-coming traffic is so dense and fast that the only opportunity to turn is when the light at Columbia Pike and Glebe turns red. Then, a common occurrence is that the southbound left lane driver will see the vehicle indicating a turn and stop, leaving the required gap for the left turn. Drivers in the right lane (who have a right turn available at the next block and continuous flow preventing the back up to ninth as much as the left lane) will continue to pass the stopped car in the left lane, preventing the left-turning vehicle from safely making the turn.

Every accident and construction work adjacent to Glebe and Columbia Pike has created an incentive for West-bound travelers to cut through S. 9th St. one block prior to Glebe and Columbia Pike. Frequently this cut-through is doing the work of a larger intersection because there is incentive to bypass the intersection.

Safely crossing the intersection as a pedestrian is a challenge.

2 months ago

With the curves, high speeds, and narrow sidewalks right next to the road, this is a very dangerous intersection.

2 months ago

Traffic is currently congested at this intersection. I have not had any problem crossing Glebe Road on foot with the intersection in its current configuration.

2 months ago

Glebe is a major road with high volume, why did the county place the bike boulevard improvements on 9th when it's very dangerous to cross without a stoplight?!!?! Seems like no one is actually thinking through the system and just burning dollars to keep up a facade of spending tax dollars responsibly... additional signage or visual cues won't make this intersection safer for anyone not in a vehicle. How about to place a pedestrian/vehicle survey system at the crosswalk without a light at the 7-11 near Glebe and 2nd to see just how much vehicle commuters care about pedestrians. Vehicles can't even see pedestrians there in morning southbound because the rising sun is directly in your eyes. If the city's civil engineers hired cannot figure this out I suggest spending this money on them taking system's engineering courses, might be better spent in the long run.

2 months ago

The designated bike lane should be moved to 7th ST S

2 months ago

If there must be a light at that intersection, please closely synchronize it with the light at Glebe Rd and Columbia Pike. Otherwise, the traffic back ups on Glebe Road will be even worse than they are now.

2 months ago

The new hawk light made lots improvements to this intersection. It would be much better to have bike path route to 7th. Because 9th is a dead end east and 7th is much better connector and already a bike route that connects barcroft. I would not want To see a new stop light at the intersection. Traffic on glebe often backs up to that intersection. It will cause more cut through traffics in the neighborhood. Waze already routes east bound traffic down 9th to avoid Columbia pike during Heavy congestion. It will then route then down 8th a smaller street. So improvement's yes at the intersection but don't add light or no left turns please.

2 months ago

Na

2 months ago

As a resident of Alcova Heights and someone who crosses this intersection on foot and by car, please do NOT add a light here. This will snarl traffic and will not make it safer as people look for cut through a. All you need to do is trim back the bushes/shrubs that obscure the flashing cross light (or elevate the flashing beacon over the center of the road). With the new development on the corner and a light at globe that already backs up in all directions, adding a light here would be dangerous for all. Don't do it!

2 months ago

I try to avoid the intersection if possible because it's always a lot of people trying to turn and cars go quickly and it's usually a mess.

2 months ago

The construction at S Glebe and Columbia Pike adds more stress to this intersection.

2 months ago

I feel safe as a motorist or pedestrian traveling north/south on Glebe Road but very unsafe crossing east/west on 9th Street. The pedestrian strobes do not stop traffic especially during busy times and are difficult for cyclists to use. I typically avoid this intersection as a pedestrian on weekdays unless traffic is almost entirely stopped. As a motorist, during rush hour periods, it is very hard to cross 9th Street.

2 months ago

I use the walk signal at the intersection of 9th St S and Glebe. However, I wish it was a signal that turned into a stoplight similar to the one on George Mason near Rt 50 at the driveway for NAFTC as I would have more confidence that the drivers will stop.

2 months ago

Approaching from the south as a driver, I know there's an RRFB at the intersection. And yet, even when there's pedestrians present I often can't see them or the flashing RRFB on the SE corner because of the overgrown vegetation there. At the very least, those trees have to go. Also, an additional beacon in the median is absolutely necessary to help improve driver awareness when activated.

I am ambivalent about putting a full traffic signal at the 9th St intersection, because I know that as a state road only a block away from a major intersection, VDOT will want to require pedestrian activation to minimize traffic delay on Glebe Road. The need for ped activation and the need to fit any WALK time it into the Glebe Road signal progression will result in unacceptable delays to pedestrians or cyclists looking to cross Glebe Road, many of whom will take their chances dodging traffic rather than wait the 60-90 seconds for the signal to change. This will defeat the presumed safety improvements provided by the signal project itself.

If improving sight lines and augmenting the RRFB isn't enough to fix the problem. I would rather see a HAWK signal there instead of a full 4-way traffic signal. I know it doesn't meet the federal and state guidance on HAWK placement. But HAWKS are proven to get much better yielding behavior from drivers on busy multi-lane arterial roads than RRFBs and without the risk of pedestrians and cyclists crossing against the signal out of impatience.

If VDOT is unlikely to consider a waiver for a non-standard use of HAWKS. The only way I could see a fully signalized treatment working there is if they were willing to let cross traffic interrupt the regular Glebe Road signal phasing and risk occasional backups at Columbia Pike. That would still be vastly preferable to continuing the status quo or spending hundreds of thousands of dollars to install a signal that ultimately yields no improvement because its designers failed to anticipate and factor in user behavior.

Also, whatever gets done there PLEASE install passive detection for bicycles riding on 9th Street. It is a Bike Boulevard, after all!! Prioritizing bicycle mobility along that corridor is the reason for the name. Let's follow through with that promise.

2 months ago

My use of the intersection is primarily as a pedestrian crossing Glebe. When possible, I try navigating to the 6th st intersection or at Columbia Pike (though the latter has been unavailable due to the new construction underway). Glebe traffic, particularly north bound, is fast; drivers anxious to get thru the Columbia Pike light signal are in acceleration mode and likely to not yield to pedestrians (however, someone actually stopped for me today 3/29 to cross Glebe, but I had to remain wary that south bound drivers were paying attention). As a driver myself, an added signal on Glebe would be more acceptable if it could be coordinated with the 6th st signal to minimize an additional stop/wait for N/S bound Glebe drivers.

2 months ago

This intersection desperately needs a signal for safely crossing Glebe. Most drivers do not stop for the crosswalk, even when lights are flashing, and even if the drivers in one lane stop, the drivers in the other lane rarely do. This makes it nearly impossible to use the 9th St bike boulevard as intended. Also, at present it is extremely difficult to activate the lights if you're using a cargo bike, since there is very limited sidewalk space. Heading west, you also have to cross 9th street to get in and out of the crosswalk (since there is no crosswalk on the north side). Any signal at this intersection needs to allow bikes traveling west to call for the light, too (or, better yet, time the signal so no beg button is needed).

2 months ago

Even though this is part of a the bike blvd. I reroute to cross Glebe at the 7th St intersection because the light gives me a better opportunity to cross this wide, high-speed road.

2 months ago

I've only traveled down Glebe here, not 9th. Being in a car or bus going that direction feels safe because that seems to be prioritized. But I do worry about the cars turning onto or crossing the road from 9th, and pedestrians and bikers, especially when it is darker out.

2 months ago

Crossing Glebe is fraught because cars are going fast and not looking for people walking and biking. Even crossing 9th can feel dangerous, because cars from Glebe Road often whip around the corner at high speeds. The existing Rapid Flashing Beacon is hard to access (especially for people on bikes), hard to see (especially for people driving on Glebe), and not well-heeded by drivers. Crossing Glebe would benefit from a median refuge. A new traffic signal could induce more driving on 9th; so we need other changes to retain the 9th Street Bike Boulevard as a calm, quiet street for biking

2 months ago

I primarily cross Glebe Road on a bike. It's dangerous. Driver's often don't stop for the blinking lights. Plus you can't count on both lanes of traffic in each direction to stop. You have to get off your bike and go to the pole to trigger the signal which is at best inconvenient. On the east side of Glebe, you have to cross 9th Street to do so. This is very dangerous because it's a blind corner. Drivers northbound on Glebe who are turning right onto 9th can't see you until they are part-way through the turn. That leaves the cyclist extremely vulnerable to being hit. Also, the pole with the button is right next to the travel lane. It's difficult to navigate to the pole. One mistake and you could be hit by the speeding traffic on Glebe.

Also, something needs to be done to slow the traffic on Glebe. It's a scary road to walk along due to the high speeds and the close proximity of the sidewalk to the road with no meaningful separation.

2 months ago

I would bike on glebe rd but it seems too unsafe to do that

2 months ago

Cars frequently back up to the intersection from the light at Columbia Pike. There is only a marked crosswalk on one side. Cars are reluctant to stop at the crosswalk unless the beacons are lit. The median isn't wide enough to serve as a safe pedestrian refuge. Sidewalks are narrow and get blocked on trash day.

2 months ago

Given the (user activated) flashing crossing signal doesn't garner great compliance, I am always concerned that drivers won't stop. One has to cross very cautiously, and to be extra careful to ensure that all lanes of traffic you will cross are clear (or, the cars stopped). I have had too many incidents in which the nearest lane has stopped, but a car passes on the far lane. If I were not more careful, I could easily be struck. Therefore, I don't cross here with my kids. We go up to 7th, where there is a traffic light. This is, of course, out of the way from our trip between Alcova Heights, and Penrose Square, or the Columbia Pike library.

2 months ago

The SE Corner foliage tends to obscure visibility, both for pedestrians on 9th Street heading West and drivers on both Glebe heading North and 9th Street heading West.

2 months ago

I cross this intersection often (3-4 times a week) when walking my dog. I was thrilled when the crosswalk and lights came in though initially it didn't do much to stop cars. Now I wait until most of the traffic has passed, not worth the risk. My son also walks or bikes across this intersection from Alcova Heights to Arlington Tech. He also waits until all the cars have passed. I think a proper light here is most definitely warranted. Too many cars southbound rushing to make it to the light at Glebe and Columbia Pike. Thank you. (would also like to mention that a hawk light is very much needed for the crossings between Pershing and Quincy. I think it's a death wish for people trying to cross there).

2 months ago

Need to add a stop sign or reduce lanes on glebe.

2 months ago

Cars do not stop for the crosswalk. Cars try to take left turns across too many lanes on Glebe southbound, and have seen many accidents there. Cars use 9th street as a CUT THROUGH onto Ivy Street, and are not safe at all while doing so. Very difficult to see both ways in all forms of transportation.

2 months ago

The shape is a bit awkward when in a vehicle. Cars often get in each other's way when turning left onto Glebe from both sides of 9th. The sidewalk on the northbound side of Glebe is narrow, bumpy, and generally dangerous. It is very hard to see pedestrians and bikes on the south side of 9th St when you are a vehicle turning right onto 9th from Glebe due to the awkward geometry and the large bush.

2 months ago

I never cross Glebe at this intersection with my kids, ever. We either go down to Columbia Pike or up to 7th Street, both of which have lights. The high speed of traffic and distracted driving make me very uncomfortable even crossing myself as an adult.

2 months ago

A red light for pedestrian and bike boulevard crossing at this location would probably be appropriate. Similar to Columbia Pike at Scott St or George Mason Drive at the National Guard center. Drivers do not yield to the hawk signal as they are focused on speeding towards the Glebe & Columbia Pike intersection. Visibility is very poor at the SE corner. Whatever you end up doing, it should discourage cut through traffic from turning onto 9th St S into Alcova Heights. The new light and crossing should be North of the 9th/Glebe intersection, otherwise drivers going southbound on Glebe will turn right and cut through the residential neighborhood to reach Columbia Pike.

2 months ago

I live in Arlington Heights and cross this intersection while walking my dog or to get to the Pike, in part because of construction on the east side of Glebe. I generally wait for an opening in traffic and use the current signal as a backup, mostly because cars often ignore the flashing lights. It would be great to have a traffic signal to stop traffic completely as well as improvements to the sidewalks and ramps. Thank you!

2 months ago

The Rectangular Rapid Flashing Beacons (RRFBs) are not visible if you are driving from south to north due to trees and plants in the sidewalk. Please place an extra one in the center on the street.

2 months ago

Visibility is very poor when trying to turn left (heading south) onto S Glebe Road from 9th St S. Also, the blinking light has improved the crossing situation a bit, but more must be done to help pedestrians.

I fear if there would be a light added to this intersection that it would take forever for the light to turn green to make a left turn (heading south) onto S Glebe from 9th St S. I would hope a traffic sensor would be under consideration.

2 months ago

The intersection is difficult to see on-coming traffic when entering from 9th street. I often have to cross across Glebe via 9th street on an almost daily basis (car) but the traffic is often backed up making it hard to cross Glebe during the work day. Even though we live walking distance to Columbia Pike, we don't walk there because this intersection (with the construction and the speeding cars down Glebe) make it feel unsafe.

2 months ago

This intersection should be fully signalized. The rapid flashing beacons are more dangerous than not having anything at all, and hopefully improvements are made before a person walking or biking is seriously injured or worse.

2 months ago

I don't believe a traffic signal is warranted due to lack of vehicles on 9th; however, a HAWK signal along with road improvements for cyclists would be very fitting

2 months ago

Speeding speeding speeding. When I drive there, I'm vigilant and I do the speed limit-- the cars behind me try to pass me by using the bike lane. When they DO pass they angrily speed off - over the speed limit. I gave up using the crosswalks as a pedestrian because the cars either would NOT stop or if one car STOPPED for me -- the car behind them ALWAYS went around them at speed, almost hitting me. WHEN I drive at night, I am SUPER vigilant because the pedestrians using the crosswalks sometimes wear dark clothing at night- you can BARELY see them!!! When I stop for a pedestrian I put my flashers on and put my hand out my car window to signal the (usually) idiotic impatient driver behind me to STOP. They stop -- they get angry and they pass me when the pedestrian has safely crossed. In addition to whatever improvements you make (stoplight!!!) Start enforcing. Use speed cameras there

2 months ago

I use this crosswalk several times a week with my two children, usually on bikes (9th street is a "bike boulevard") to get to the library and parks at the Career Center campus. The blind corner at the SE portion of the intersection is extremely dangerous due to the overgrown vegetation. To use this intersection, I wait until the light has turned red down at Glebe and Columbia Pike (if the light is green ahead, the drivers will ignore the hawk signal). Then I press the hawk signal once traffic has naturally backed up to 9th, and act as a crossing guard for my two children. I think an actual red light for crossing might be more appropriate as drivers tend to ignore the hawk signals here as they speed up to reach the Glebe/Columbia Pike intersection, as well as opening up the sight lines and widening the waiting areas for pedestrians. This is an important bike boulevard for the corridor as riding on Columbia Pike (especially with children) is impossible.

2 months ago

The 9th and Glebe intersection has low visibility for walkers and drivers. Thank you for working to improve it. Will the consideration and plans take into account likely changes to the use of the intersection when the new development at the NE corner of Columbia Pike and Glebe (residential units and retail) opens?

2 months ago

Currently cars do NOT stop for pedestrians at the crosswalk in this intersection, even with the signal lights on. My children walk to TJMS and I will NOT let them cross this intersection. It's sad because it is part of the bike blvd and is also the fastest route for us to walk to the public library, but is so incredibly dangerous. The new garage for the new Westmont development opens onto this intersection and will only make the safety of the intersection worse.

2 months ago

I don't bike through the intersection because it's not safe.

2 months ago

I ride a bike 90% of the time and walk the rest.. I personally don't feel comfortable crossing Glebe road at any point.. I will ride all the way to Fairfax Dr to cross over, but even that is unsafe.. the 9th street bike trail over Glebe is a hard pass.. unless significant changes are made I will avoid that intersection like the plague

2 months ago

This is a challenging intersection that I use almost daily. Making a left onto S Glebe from 9th street is nearly impossible at times. I also had a newly permitted driver in the house and I will not allow him to make this left turn.

2 months ago

I am glad this intersection is being studied. It is very dangerous and I avoid using it if possible. Key issues: the flashing yellow pedestrian lights are ineffective or even counterproductive because drivers cannot see them a) due to the bushes on the southeast corner that obscure them and b) there is no flashing yellow light in the CENTER of the road, installed on the median strip, where it would have been highly visible. Pedestrians who have pressed the flasher and think it is therefore safe to cross are likely to be hit by drivers who either don't see the flashers or who are speeding in order to make the light at S Glebe and Colombia pike. Lastly, drivers who are proceeding westbound on 9th street have almost no visibility of oncoming northbound traffic on Glebe (in part due to the same bushes, but also just due to the way the road is constructed). High volume of traffic on Glebe Rd makes it very difficult to cross the intersection safely by car, and even more dangerous to try to make a left hand turn onto southbound Glebe road.

2 months ago



I walk this intersection with children - sometimes on foot, sometimes scooting - and it always feels risky. The sidewalks are in poor condition, there is no visibility from 9th St to northbound glebe and traffic is always accelerating away from the pike/glebe intersection. Add all the obstructions on the sidewalk and it's a disaster waiting to happen.

With the new building on the east side of glebe (south of intersection) and parking garage entrance on Glebe, this situation will only get worse.

There is an additional issue here which is cut through traffic coming north on S Ivy Street which creates a major hazard, particularly as there are no sidewalks. I think consideration should also be given to controlling access to 9th from Glebe

2 months ago

It's probably worse with the blinking lights/no police enforcement than if there was nothing there: it creates the appearance of a safe crossing but is in fact very dangerous. Absent re-doing Glebe so it's less straight, or lowering the speed limit, whatever you do will need to be radically different than the current situation.

2 months ago

The blinking lights do not effectively slow down car traffic on S. Glebe Rd. I applaud the County's efforts here, but it should be paired with enforcement by police (preferably now). Crossing with a bike can only be done safely by getting off the bike, pressing the button, and crossing on foot, which isn't much of a Bike Boulevard.

2 months ago

I live on 9th St S. The hedges make crossing unsafe. At times, the flashing light is obscured. Otherwise it would be fine. I don't think a traffic light would be appropriate as it is too close to the Columbia Pike intersection and there are already serious traffic issues because of the parallel parking on Glebe after Columbia Pike and the traffic light at the Post Office only one block after Columbia Pike. We don't need traffic lights on every block.

2 months ago

I almost got in a wreck at that intersection. It definitely needs a light. If you try to cross there as a pedestrian you take your life in your hands. Sometime when I'm driving I go out of my way down to 7th st, so I can turn on to or cross Glebe with the light.

2 months ago

Bad sightlines and speeding drivers mean I often cross at 6th st instead

2 months ago

I haven't used the bus stop at this intersection, but I would feel unsafe walking to it if I had.

2 months ago

---

Please share your experiences of the intersection!

1. Click the blue "add point" button in the upper right of the map panel
2. Click a location within the intersection to add a point
3. Type your feedback and click "post"



Point should go on other side of Glebe -

Northbound vehicles turning right onto 9th are a concern as the cut through traffic tends to speed on S. Ivy where many children and youth live. Measures need to discourage cut through turns.

one month ago

Northbound vehicles turning right onto 9th are a concern as the cut through traffic tends to speed on S. Ivy where many children and youth live. Measures need to discourage cut through turns.

one month ago

There needs to be a highly visible crosswalk painted on the road here. Maybe add some bright yellow paint or something to make it more visible. I don't think this should be a traffic light.

one month ago

Very difficult to turn left of get through intersection from this lane, both on bike or in car, due to cars speeding. When I'm cycling through here during high-traffic hours, I usually dismount and take the crosswalk. The RRFB is very helpful here.

one month ago

Very difficult to turn left of get through intersection from this lane, both on bike or in car, due to cars speeding.

one month ago

Low-visibility here. The corner needs to be taken back and rounded. Also, the trees here often impede sidewalk use. If you have a wheelchair or stroller, you cannot use this sidewalk. Someone needs to come and trim the trees from this person's overgrown yard.

one month ago

Difficult to turn left here, but I don't think that a traffic light is the answer. This will just cause the same problem that exists at Glebe & 7th st (At Glebe & 7th, left-turning cars consistently fail to yield to oncoming traffic, since the light often doesn't allow them to get through the intersection in time, and because there is no right-turn allowed, so there is an unreasonable number of cars backed up for such a short light).

one month ago

This corner should be taken back and made wider. It is VERY low visibility for both pedestrians and cars. Someone should come and cut the trees that often impede space on the sidewalk, as well.

one month ago

I think a flashing pedestrian signal like the one at the National Guard entrance on S George Mason would be preferable to the flashing lights currently at this intersection.

one month ago

Car traffic rarely stops even with the lights flashing and are frequently speeding. A flashing signal like near the National Guard entrance on S George Mason would be preferable.

one month ago

Hitting the button to get the lights flashing is very difficult on a bike as you have to be riding on the sidewalk, or dismount.

one month ago

Visibility around this corner from the sidewalk is poor, but given that I'm walking or jogging not a huge safety concern.

one month ago

I frequently cross Glebe Rd at this intersection on my bike using the flashing signal at the crosswalk. Very few drivers actually stop for the flashing signal. This intersection is incredibly unsafe for pedestrians and bikers. Visibility at the sidewalk at the corners of the intersection is also terrible.

one month ago

Median obstructs majority of the crosswalk here

one month ago

The sidewalk at this corner has been in terrible condition for years. Any wheels (bikes, strollers, wheelchairs) have a difficult time navigating due to how chopped up the concrete is. It also creates a major tripping hazard.

one month ago

The plantings on the private property at this corner are not well maintained and are usually obstructing much of the sidewalk. It greatly reduces visibility at this corner as well. I understand the County can not tell someone what to do on their private property but the County could send someone out periodically to cut back this vegetation so at least the sidewalk is clear. Someone in a wheelchair wouldn't even fit on the sidewalk currently with how far out the vegetation has grown.

one month ago

Dangerous crossing for pedestrians. Cars often ignore walk signal.

one month ago

cars do not stop for pedestrians. They ignore the stop signal

one month ago

We really need a stop light here, as well as enhanced traffic enforcement. This is a residential area, but the crossing leads to both multiple schools and the Arlington Public Library. There is a building nearby that serves a lot of people with disabilities, so this crossing is particularly dangerous for them.

one month ago

Walking back home, with my kids from school, makes this crossing particularly dangerous, because not only is the view of the street blocked by trees and bushes, but the sidewalk is pretty small, so there is not much space to stand, while waiting for cars to give you the right of way.

Additionally, the crosswalk signal is also hidden within the trees and bushes, making it even more useless than on the opposite side of the street.

one month ago

There is no stoplight. You have to press a crosswalk signal, which flashes, but which a lot of drivers either don't understand, or just ignore. Since moving here, I or my children have almost been hit by cars at least 5 times, and my wife witnessed an accident, where cars stopped for her to cross, but one of the cars behind the car that stopped, did not realize it was a crosswalk, so they didn't slowdown and rammed into the car that had given her right of way. The problem is in both directions. It's like playing frogger, once you make it past the first set of cars going south, you then have to make it past the other set going north.

I'm honestly surprised there have not been more accidents or deaths here.

one month ago

My husband and I agree that the proposed changes at this time are unnecessary. There is already a controlled signal at Columbia Pike which is a very short distance. An additional signal at 9th and Glebe may result in more unnecessary traffic.

one month ago

My husband and I agree that the proposed intersection improvements are not necessary at this time. There is already a signal at Columbia Pike and Glebe. An additional signal at 9th could create a heavier back up on Glebe in front of our house.

one month ago

Unsafe for bikers - no clear crossing and no physically separated bike lane

one month ago

The sidewalk on this east side of Glebe is unpleasantly narrow; between the retaining walls and the street furniture, there is a single person's width to pass sometimes, particularly walking south. It would be nice to have a wider corner on the NE (the kind that sort of bulges out a bit to protect the parking lane), to regroup and assess one's path of making room for another pedestrian. On the SE it would be useful to have a wider corner if only to make waiting pedestrians more visible at the crosswalk -- but it may in fact be safer to move the crosswalk to the north edge of the box. More cars turn right into southbound Glebe than turn right northbound, as the street on the Arlington Heights side is not used as frequently for thru traffic.

one month ago

I do not use this intersection to cross Glebe, because the traffic is too fast: I witness (as a driver and pedestrian) that southbound drivers tend to accelerate after the fire station and also if the 7th St light is a continuous green, and they do not slow for the Pike until after this point. Meanwhile, northbound drivers do not pay attention to this crosswalk because of the many other distractions on the preceding block (intersection turns, corner commercial lot driveway, alley, incomplete or poor condition roadworks), or because the Pike is where the elevation crests and as a result they are overdriving on the gas before they realize their speed. Overwhelmingly, southbound traffic tends to be moving faster than northbound.

one month ago

The shrubs on this side make it difficult to see the walk signal from the northbound lane.

one month ago

Crossing here feels unsafe

one month ago

This is not allowing me to put markers anywhere in the picture except the one marker

one month ago

N bound traffic will not see pedestrians initiating a crossing.

one month ago

Sidewalk needs to be wider

one month ago

Sidewalks very close to road

one month ago

The point added on the other side of the street was intended for this section/portion. The map was not identified with north/south and so I messed it up.

one month ago

The point added on the other side of the street was intended for this section/portion. The map was not identified with north/south and so I messed it up.

one month ago

Visibility of oncoming traffic here is difficult when foliage is overgrown.

one month ago

This area is unsafe for passage for continued use of the sidewalk.

one month ago

Yellow/red blinking light to help both walkers and car traffic

one month ago

Curved curb. I feel unsafe crossing 9th street via Glebe Rd because cars would turn with speed into 9th street or make U-turns.

one month ago

It is difficult to see Glebe Rd traffic from 9th Rd because of the angle and the high foliage at the corner. There's also a lot of traffic, so crossing Glebe to continue on 9th Rd S can be a challenge and take a while. Also as a pedestrian, I can tell you vehicles often speed and sometimes do not stop, despite the crosswalk and flashing lights.

one month ago

Please see the three points on the map

one month ago

Crosswalk with major visibility needed here.

one month ago

No-man's land. Cars refuse to stop for you even if you have the right of way. You are relying on the 10-20% of the driving population that is courteous enough to stop.

one month ago

ZERO visibility of pedestrians crossing from here to NE corner. Right-turning vehicles going north on S. Glebe can kill or injure pedestrians because they can't see them cross.

one month ago

When traveling north towards route 50 on this left lane, making a left turn onto 9th St can be tough. Drivers traveling in the opposite direction do not stop or slow down, and it can take very long before lanes in the opposite direction clear up

one month ago

Crossing this intersection as a pedestrian doesn't happen very often. cars are not told slow down, and typically don't unless they're particularly kind. This is rare

one month ago

I often make this right turn onto 9th St as it is the easiest & quickest way to go home when coming from work and other places. Because most cars are traveling near the speed limit, they get uncomfortably close as I slow down and prepare to make this right

one month ago

Because of where I live, this is where I would look to make a left turn to get onto South Glebe Rd. It's the easiest AND quickest way to get to Route 50, but I now avoid this intersection altogether if I have enough time and am not in a rush

one month ago

As a pedestrian, drivers frequently do not stop or slow down for the crosswalk even if the pedestrian crossing signal is triggered. It feels quite unsafe to use the crosswalk especially at twilight or after dark.

one month ago

When crossing the street while running can be pretty scary even when the walk sign is on

2 months ago

Here and just south of here is where there is a lot over vegetation overgrown and covering nearly half the sidewalk in some places. It makes me feel unsafe to have to walk so close to fast cars.

2 months ago

cars block the box with some regularity

2 months ago

Difficult to see oncoming traffic without inching pretty far out.

2 months ago

I run through here once a week. Cars do not stop or sometimes one car will stop and the other lane doesn't

2 months ago

The sidewalk on this corner is quite narrow and the signal button is very close to the road. The bushes often encroach the sidewalk and visibility in general.

2 months ago

This sidewalk has been broken up for nearly ten years despite my and my neighbors having reported it through the ArlCo Service Reqs app many years ago. It is a hazard for pedestrians and especially strollers, scooters, people with mobility issues.

2 months ago

There is often a strong smell of gas at this intersection. I've called to report it on several occasions.

2 months ago

No one stops for the flashing light at this crosswalk, making it very unsafe.

2 months ago

Pedestrians crossing here have to wait for 2 lanes of traffic to stop before crossing because there is not enough space in the median to pause in case cars do not stop.

2 months ago

Drivers turning left here must negotiate the turn with other drivers trying to turn left off the opposite side.

2 months ago

I suggest a physically raised, curb-painted, signed pedestrian and bicyclist "safety island" to be added here, visible especially for Southbound drivers on Glebe Road.

2 months ago

When there is traffic and cars are backed up because of a red light at Columbia Pike, they often block the crosswalk and don't leave room for pedestrians to walk on the crosswalk. I have to dodge in and out of cars and am never truly walking in the crosswalk. Additionally, a lot of times, cars won't stop on either side even after I hit the crosswalk light. It's not safe for walking during high traffic times.

2 months ago

When walking, drivers are going too fast and often don't obey the flashing lights for when a pedestrian is present. When driving, it is hard during peak times to make a left onto Glebe Road.

2 months ago

Traffic circle would be good

2 months ago

walking traffic signals needed

2 months ago

Pedestrian signals are not obvious enough to drivers and cars do not stop

2 months ago

Vegetation blocks sight lines to see traffic.

2 months ago

The hawk light works fine.

2 months ago

Drivers generally do not stop for the flashing lights at this crosswalk. Occasionally, one or two drivers will stop, while drivers in the other lanes continue through the crosswalk, making crossing very dangerous.

2 months ago

Making a left turn from this location is extremely difficult and unsafe.

2 months ago

Red light at Glebe and Columbia Pike typically backs traffic up beyond this intersection. With reduced visibility from changes in the sites adjacent to the road, future drivers will have reduced ability to scan ahead to view status of intersection at Glebe and Columbia Pike to make informed decisions to slow, stop before blocking the intersection.

2 months ago

Bank of America site development is planned. For the next couple of years, plan for construction affecting the intersection of Columbia Pike and Glebe Road at scheduled and unscheduled times. Also anticipate that construction vehicles and worker vehicles will occupy adjacent neighborhoods from 0600 to evening, despite developer restrictions/promises.

2 months ago

Unclear date of photo, but residents/guests from neighborhood houses as well as residents/guests of Gilliam Place park here. Residents/guests of Bank of America and Westmont projects also likely to use street parking on both sides of S 9th Street heavily, narrowing the roadway. This is also a bike boulevard.

2 months ago

Two blocks north of this intersection, a major church site redevelopment project is planned. This will likely impact the roadway at various points of construction. It is likely that in the next two years, one lane may be limited at predictable and unpredictable times and two lanes may be affected during major project movements (and supply loads on large construction vehicles unloading or staging).

2 months ago

Just south of this intersection, near full lot coverage developments are in process. Visibility is reduced. Southbound drivers will have less awareness of what is slowing traffic ahead of them and of any disruptions to the east or west on Columbia Pike.

2 months ago

Sidewalks for 2-3 blocks into this neighborhood are very inconsistent. Especially the south side of S. 9th St. which has fractured, missing, partial, and sloped over a large tree base sidewalks. It is hard to get and stay on a sidewalk in this neighborhood and then safely cross Glebe to the next neighborhood.

2 months ago

Southbound drivers don't see and don't stop for left-turning drivers coming northbound on Glebe into the neighborhood. Hazard.

2 months ago

A property on this block repairs cars and frequently has vehicles in the roadway, at the corner, double parked, and in inventory. Planning should account for reduced visibility and likely obstacles turning on the westbound side of S. 9th Street for 1/2 block to corner.

2 months ago

It will be interesting to see how the new complex at Westmont impacts safety. Will vehicles exiting there be able to go left onto Glebe Or Columbia Pike?

2 months ago

Same as previous. Traffic does not stop so you have to time crossing with a red light at Columbia Pike after the green arrow onto Glebe has cleared.

2 months ago

I usually cross here and traffic does not stop.

2 months ago

It is hard to get to this part of the intersection because of the construction at Glebe and Columbia Pike.

2 months ago

There should be overhead, red lights for pedestrians in this location, similar to George Mason by the National Guard facility. This would be the most effective and logical change for this intersection and the lights should be timed with the Glebe Road lights to avoid traffic backing up. There is not enough demand for traffic turning or crossing on 9th Street for a traffic light in all four directions - and that would encourage more cut-through traffic.

2 months ago

I need a protected pedestrian safety zone here if the intersection is not going to have a red-light.

2 months ago

Pressing the button to cross here generally means southbound motorists will yield but typically not northbound motorists.

2 months ago

Visibility for motorists to see pedestrians sucks here. Motorists in the right hand lane heading north do not see the strobes. Motorists in the left hand lane heading north do not see the strobes and often swerve around motorists in front of them to continue even when northbound, left hand lane motorists have come to a stop.

2 months ago



There is no reason to not also have a crosswalk on the north side of the intersection too! If traffic can stop for one leg, they can stop for both. This is a two way bicycle boulevard. There is nothing to indicate a preference for only one side of 9th Street over another.

2 months ago

Lighting at both ends and the middle of this crosswalk needs to be improved.

2 months ago

Additional RRFB post needed on this median to improve driver compliance.

2 months ago

Trees along this side of the street make it virtually impossible to see pedestrians and the RRFB flasher on this corner.

2 months ago

Need a crosswalk here for people traveling west, so they don't have to cross 9th St twice

2 months ago

Drivers routinely speed here and ignore the crosswalk

2 months ago

Can't get a cargo bike up here to call for the lights. Also, drivers cannot see pedestrians waiting here and a bike can't squeeze by because of the overgrowth from the house on the corner.

2 months ago

Can't get a cargo bike up here to call for the lights

2 months ago

N/A

2 months ago

Speed is my biggest concern. Crossing feels unsafe because it only takes one impatient drive to speed through one of the four lanes.

2 months ago

poor left turn visibility. Need lower speed limit, pedestrian and cyclist signalized crossing

2 months ago

If we're serious about eliminating traffic injuries and reducing emissions, prioritizing pedestrians, bikers, and bus routes seems ideal.

Please also keep disabled folks in mind. Wheelchair users can't easily hop the median when crossing. And blind folks can't see low hanging branches or signs that jut into the sidewalk. Their canes might hit the pole but that doesn't tell them where the sign itself reaches.

2 months ago

Raised crosswalk

2 months ago

Need a protected bike lane

2 months ago

Bikes would need to share the road with cars. It would be much safer to have a dedicated and protected bike lane. I haven't driven this road during rush hour, but on off hours, it seems like it would be fine as a lane each way for cars with left turn lanes and then use the extra lane for bike and pedestrian safety.

2 months ago

The pedestrian crossing sign, while very slightly improving visibility of crossing options, actually blocks the sidewalk that pedestrians use.

2 months ago

The light post blocks the sidewalk here.

2 months ago

The sidewalks are narrow. I've seen trash containers blocking the pathway on trash day. If trash cans need to be set out, there needs to be more room to accommodate them without blocking pedestrians.

2 months ago

There is no crosswalk on this side, but the sidewalks on either side seem to indicate you can cross there because they are angled rather than directed a specific way.

2 months ago

The middle divider goes through the crosswalk. If people are crossing in both directions, they'll need to either enter the car path or step onto the divider. Wheelchair users would be especially at risk here as they couldn't get on the divider and they would harder for cars to see.

2 months ago

Turning onto Glebe from 9th here without a light seems dangerous, especially during higher traffic times like rush hour. It would also be hard to see traffic coming without pulling into the crosswalk.

2 months ago

Blind corner with no visibility and poor location of pole with button for light

2 months ago

Wider sidewalks and infrastructure to slow down traffic would be great

2 months ago

Sidewalks are very thin and not well separated from fast traffic

2 months ago

Sidewalk gets blocked by trash cans

2 months ago

Narrow sidewalk

2 months ago

Narrow median

2 months ago

Crosswalk not marked

2 months ago

The visibility of cyclists is a concern.

2 months ago

I also worry that this point is hard to see/register for drivers, if someone is on a bike preparing to cross eastward.

2 months ago

I worry that visibility of a cyclist crossing, going west, positioned here, is poor for those coming from the south

2 months ago

During winter, the SE corner access ramp becomes iced-over resulting in a slippery surface for pedestrians with nothing for the pedestrian to grab onto to prevent them from losing their footing, or sliding into the street. A railing bending around the corner would help to address this hazard.

2 months ago

too much vegetation, sometimes hard to see what's coming from Columbia Pike.

2 months ago

SO MUCH THROUGH-TRAFFIC turning right onto 9th street. Seems to coming from Waze/Google maps - makes the rest of 9th / Ivy Street very unsafe because of speeding drivers.

2 months ago

traffic speeding at this stage of Glebe. straight-away coming into the intersection with columbia pike. do not see pedestrians or merging / crossing traffic.

2 months ago

hedges overgrown, difficult to see

2 months ago

cars coming out of 9th will try to take a left across traffic. The sight lines are difficult with construction, overgrown hedges, etc. Not a good intersection in any way.

2 months ago

cars try to cross all 4 lanes of traffic, or try to take left turns to go Northbound, and it is very hard to see, again cars going very fast southbound.

2 months ago

Cars are going very fast at this point in the road. They do not stop for pedestrians easily, and it is still unsafe.

2 months ago

Curb ramps all direct you diagonally in the middle of the intersection rather than aligning with crosswalks.

2 months ago

Would prefer to cross on the north side of the street, but no crosswalk there.

2 months ago

Wish this median protected me as a pedestrian instead of just being a tripping hazard.

2 months ago

Cars often whip across this corner at high speed coming from southbound Glebe to westbound 9th. Even crossing 9th doesn't feel safe here.

2 months ago

Westbound on a bike, it's very hard to access the existing RRFB. Heck, it's hard to even see that it exists.

2 months ago

Westbound on a bike, very hard to access the existing RRFB. Heck, it's hard to even see that it exists.

2 months ago

visibility would be better for a crossing on the north side

2 months ago

please discourage cut through traffic! lots of kids in both neighborhoods east and west of Glebe here

2 months ago

difficulty to see traffic coming from the direction of Columbia pike. The stop point on 9th street is only inches from the traffic on glebe street

2 months ago

Please install an extra Rectangular Rapid Flashing Beacons (RRFBs) in the center of Glebe Rd.

2 months ago

This Rectangular Rapid Flashing Beacons (RRFBs) are not always visible. Please place an extra on in the center of Glebe Rd.

2 months ago

The blinking light has improved the crossing situation, but more needs to be done to make it safe.

2 months ago

Visibility is poor when trying to turn left (heading south) onto S Glebe Road from 9th St S

2 months ago

Turning left onto 9th St from Glebe (going southbound) in a car, I have to drive quickly to turn before on-coming traffic comes. BUT it is common to have a car coming from 9th St (from beyond the "do not enter sign", where the street transitions to one-way) that is fast and driving in the middle of the road, not expecting on-coming traffic. He swerves back into his lane, as he sees me turning onto the road. (Happens about 1-2 x a week. I drive this about 7x a week.)

2 months ago

While waiting at the corner (in car) to turn right on Glebe, pedestrians and bikers are crossing, and then small opportunities to drive across or turn right come up. There's a lot to pay attention to, and pressure to respond quickly.

2 months ago

Trying to cross Glebe (via car) to continue on 9th St, but traffic is blocking. Can only make a right turn bc cars block the intersection while waiting at the light.

2 months ago

Very few cars follow street markings and signs. Most creep and make Peds uncomfortable

2 months ago

ADA compliance is questionable as the median encroaches into the marked crosswalk. If median exceeds 6' in width it maybe be good to use it as a Ped refuge in its final, improved condition.

2 months ago

Visibility for drivers seeing Peds is extremely limited and Peds cross one direction at a time and pause on the median. The current construction's impacts to the road, including poor patches, contributes to this as well.

2 months ago

This is a critical pedestrian and biking link for Alcova Heights to access the library, parks and schools and groceries in Arlington Heights.

2 months ago

difficult to approach on the sidewalk from further east due to the large tree roots pushing up the sidewalk. Usually need to walk in the street at this point (to the danger of vehicles turning right off Glebe)

2 months ago

Super dangerous - drivers cannot see you until you step into the intersection here. No safe area to wait to cross

2 months ago

Vegetation makes it difficult for cars to see

2 months ago

Median is so small that if pedestrians must stop due to traffic concerns, there isn't space

2 months ago

Cars do NOT STOP for pedestrians here, even with crossing light on

2 months ago

The ramps at this intersection are broken an eroding

2 months ago

For northbound drivers on Glebe making a right turn onto 9th, there is zero visibility around the corner and you have to slow way down and be very careful you are not going to have a head on collision with a car coming out of 9th street when rounding the corner.

2 months ago

Why are there no crosswalk markings on the road in this part of the intersection?

2 months ago

Narrow and broken up sidewalks on Glebe give pedestrians little buffer from speeding traffic on Glebe

2 months ago

Heavy vegetation that extends out onto the sidewalk area obscures yellow pedestrian flashers and also the sightline of drivers on 9th street who either want to cross Glebe westbound or make a left or right hand turn onto Glebe.

2 months ago

Add yellow pedestrian flashers here

2 months ago

Adverse camber on sidewalk is dangerous for kids on scooters

2 months ago

No visibility at this corner

2 months ago

This intersection is very unsafe for pedestrians and cyclists. In addition, this stretch of S. Glebe Rd. is unsafe to walk on due to the width of the sidewalks/close proximity to car traffic. Anything that can slow down cars here is a good idea, including a new traffic light.

2 months ago

No safe way for a cyclist to cross S. Glebe here. In fact, the Bike Boulevards here make the community less safe: it's much safer to go North for the crossing at S 7th St. Whomever decided to put up that signage without addressing this intersection first should be fired.

2 months ago

This would be a good place for a police officer to stand to start issuing tickets as soon as possible.

2 months ago

The sidewalks on S. Glebe (both sides) are too narrow and too close to traffic to walk safely. They should be widened with a barrier - short concrete pillars would be ideal. This is true for pretty much the entire length of Glebe Rd in Arlington but you could start here.

2 months ago

Right hand turns off S. 9th to S. Glebe can't easily see the blinking lights, so they often ignore people in the crosswalk.

2 months ago

The bike boulevard is a joke - there is no convenient way to get oncoming traffic on S. Glebe to allow a bike to cross.

2 months ago

Vegetation and uneven sidewalk make this corner tough to navigate.

2 months ago

When crossing from the East toward Alcovia Heights, even when the car in the center (Southbound) lane slows, it is common for the car behind it to veer into the curb land and ignore the crossing.

2 months ago

Sometimes the crosswalk was disturbed by construction and I had to report the issue to get the lines repainted.

2 months ago

Hedges are unsafe and overgrown obscuring the blinking light.

2 months ago

No crosswalk at all on this side. Traffic is fast here, so even if you go to the marked cross walk, and most people don't you are taking a risk. Drivers have a hard time seeing fast moving traffic, if you want to turn left of cross Glebe. If you want to turn right on to Glebe then left onto Columbia Pike, that can also be a challenge.

2 months ago

If I do make it half way across, this is still not a safe place to wait for a chance to cross the second half.

2 months ago

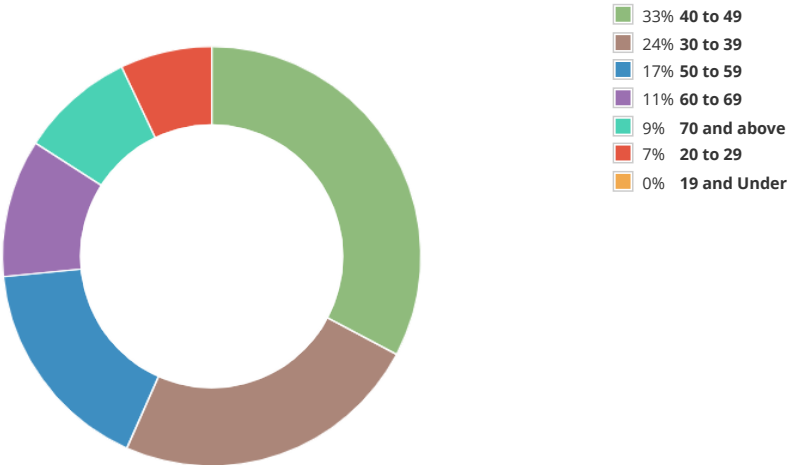
Difficult to see northbound oncoming traffic at this stop bar.

2 months ago

This blind corner makes it hard to see around onto S Glebe Rd when walking from the east direction. It's hard to see if drivers will slow down for me when I cross S Glebe Rd.

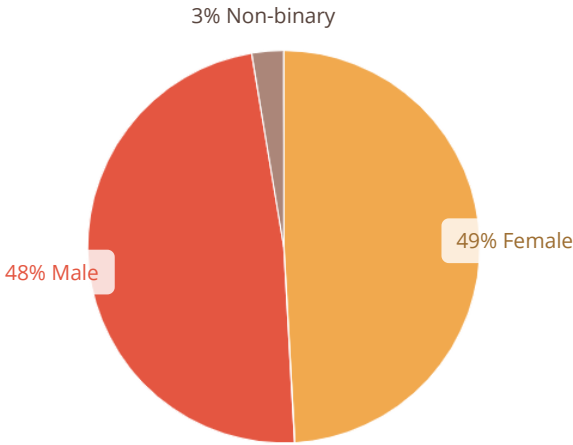
2 months ago

Age Range



113 respondents

Which gender do you most identify with?



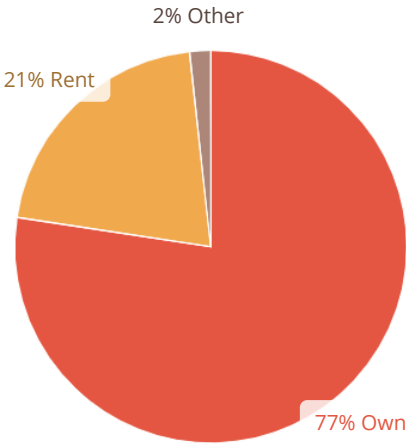
114 respondents

Which of the following describes your race or ethnicity? Select all that apply.

77%	White	86 ✓
17%	Hispanic or Latino	19 ✓
4%	Asian	5 ✓
4%	Other	5 ✓
3%	Black or African American	3 ✓
2%	Pacific Islander	2 ✓
0%	Native American	0 ✓

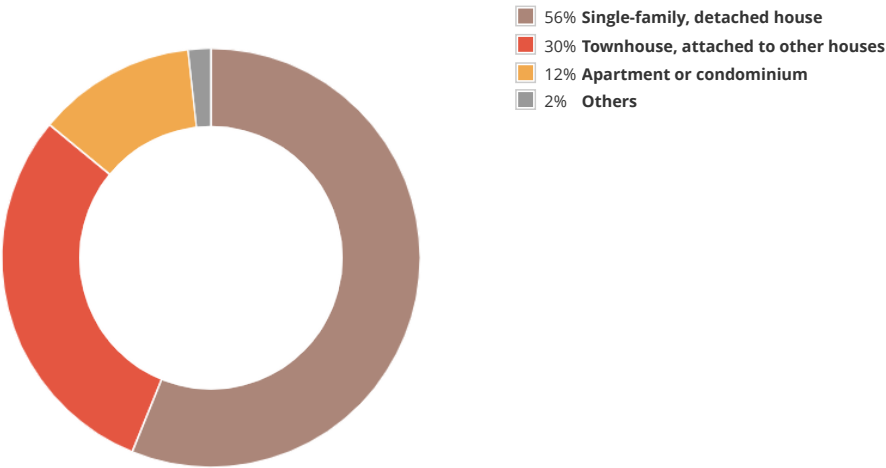
112 Respondents

Do you rent or own your current home?



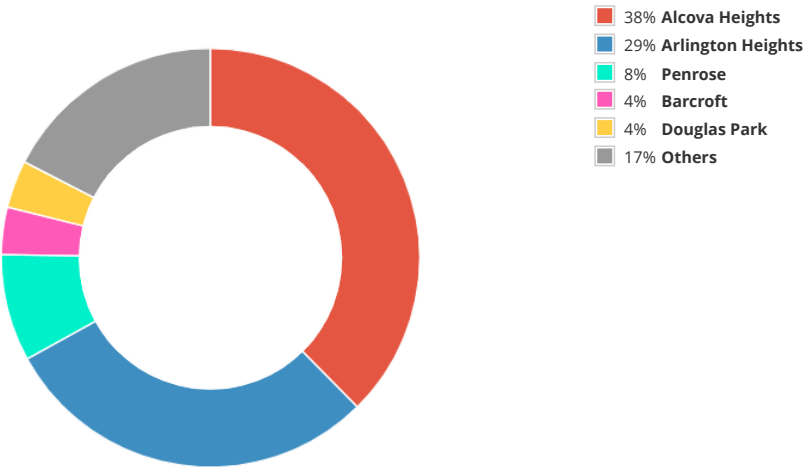
115 respondents

Which of the following best describes your current home?



114 respondents

Which neighborhood do you live in?



109 respondents

What zip code do you live in?



110 respondents