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ARLINGTON COUNTY

S Glebe Rd Safety Audit

Department of Environmental Services
Transportation Engineering & Operations
Columbia Pike to 24th Rd S

Audited: February 2026
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We conduct safety audits on the High-Injury Network

- Arlington's High-Injury Network (HIN) identifies streets with a high share of fatal and serious injury crashes.
- The HIN supports Vision Zero by directing attention and resources to the most critical corridors.

Safety audits review crash data and field conditions to identify:

- Short-term, quick-build safety improvements (e.g., signs, markings, bollards, minor construction or maintenance).
- Existing or planned corridor projects and how they address safety.
- Longer-term safety needs or opportunities to inform future capital projects or plans.

View the High-Injury Network Corridor Safety Audits page for more information about the audit process and follow up.

HIN safety audits are not intended to fix *all* safety needs *immediately.*

The purpose is to identify (1) safety needs that we can address quickly and (2) safety needs that we can begin to plan for on a larger-scale.

SAFETY AUDIT CONTENTS

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Safety Audit Study Area

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Speed Limit: 30-35 mph
30 mph from Columbia Pike to S Walter Reed Dr
35 mph from S Walter Reed Dr to 24th St S

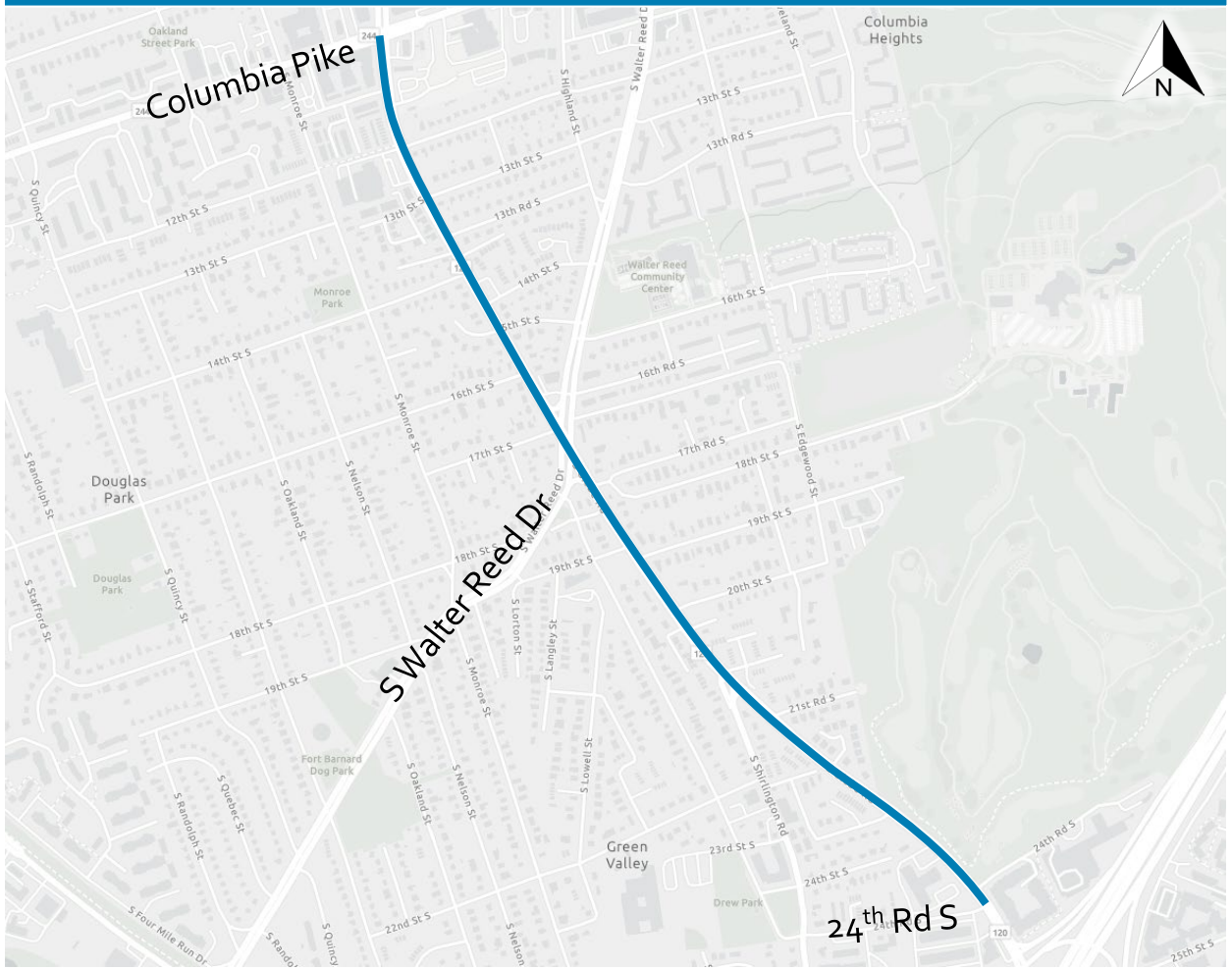
Average Daily Vehicles:
23,000-28,500 vehicles/day
(based on 2024 Traffic Counts)

Note:
The Glebe HIN corridor extends from N Woodstock St to S Eads St. Portions of this corridor have already been audited in prior years. In 2021, the segment from 14th St N to Columbia pike was audited, and in 2022, the segment from 24th St S to Route 1 was audited. These segments will not be re-audited during the current cycle.

Lookback reports have been completed for both previously audited segments (2021 and 2022) to confirm implementation of recommended safety improvements and to assess changes in safety conditions. Only the portions of the corridor that have not previously been audited are included in the current cycle.

Later this year we will audit N Glebe Rd from 14th St N to N Woodstock St.

Study Limits: S Glebe Rd; from Columbia Pike to 24th Rd S



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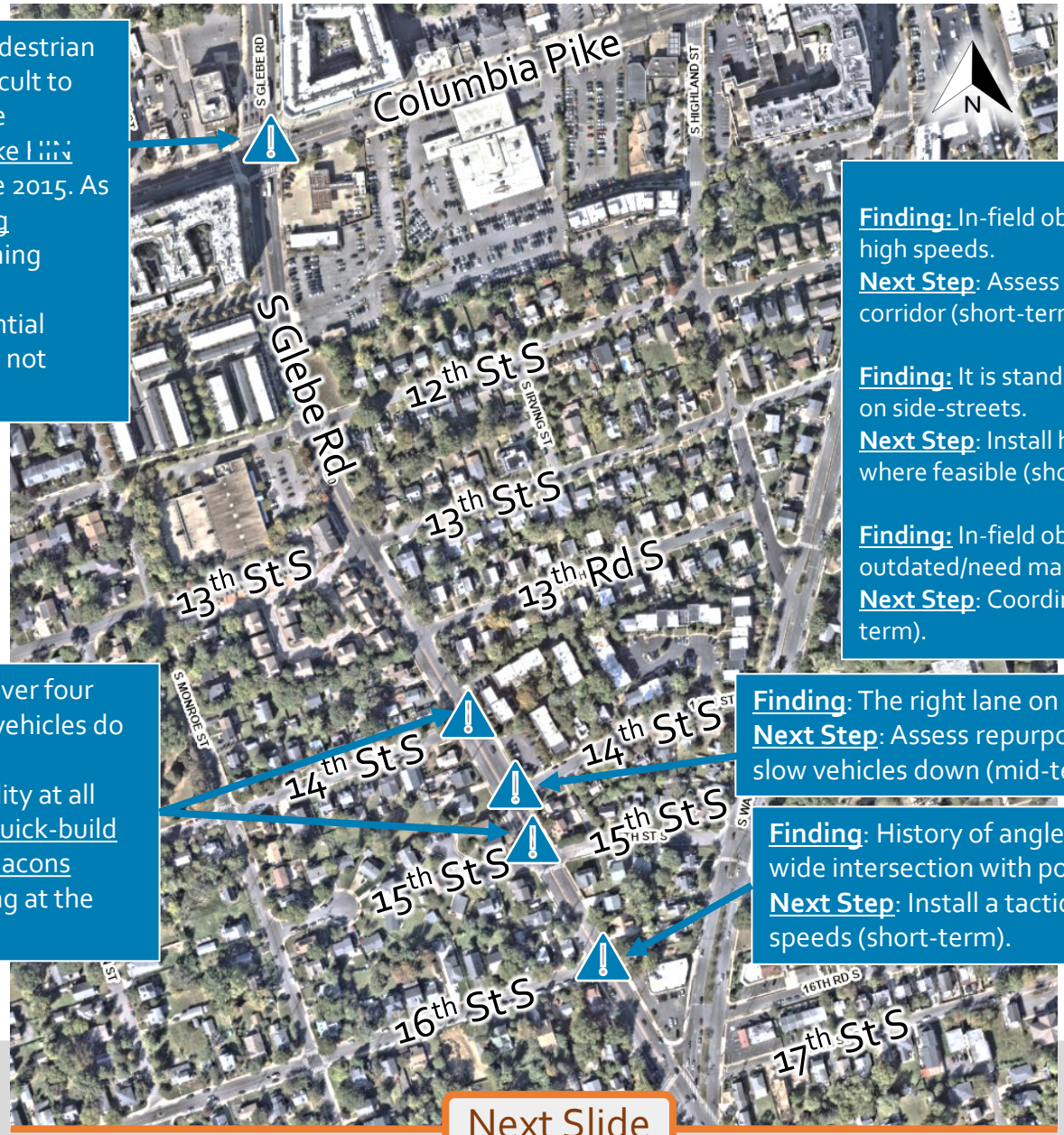
Field Observations: Key Findings & Next Steps

Finding: History of angle crashes and two pedestrian crashes. Community reports that it feels difficult to cross at this intersection. Added median nose improvements as a result of the Columbia Pike I[illegible] safety audit. PhotoRED camera in place since 2015. As part of the 2022 Hot Spot Program, a Leading Pedestrian Interval, No Turn on Red, and Turning Vehicle Yield to Pedestrian signs were added.
Next Step: Assessed signal phasing for potential improvements, determined that changes are not feasible at this time (short-term).



Corridor-wide Findings:
Finding: In-field observations and community reports vehicles driving at high speeds.
Next Step: Assess options for speed management elements along the corridor (short-term). Conduct speed limit evaluation study (mid-term).

Finding: It is standard practice to add high visibility crosswalk markings on side-streets.
Next Step: Install high-visibility crosswalk markings on side-streets where feasible (short-term).

Finding: In-field observations noted that many of the curb ramps are outdated/need maintenance.
Next Step: Coordinate with VDOT on potential curb ramp updates (long-term).

Finding: Uncontrolled pedestrian crossings over four lanes of traffic. The community reports that vehicles do not stop or slow down for pedestrians.
Next Step: Update signage to improve visibility at all crossings (short-term). Assess options for a quick-build project to add Rectangular Rapid Flashing Beacons improve crosswalk visibility and driver yielding at the 14th St S crossing (mid-term).

Finding: The right lane on northbound approach has substantial extra width.
Next Step: Assess repurposing options to address the extra space and help slow vehicles down (mid-term).

Finding: History of angle crashes. In-field observations suggest a wide intersection with potential sight distance issues.
Next Step: Install a tactical quick-build project to reduce turning speeds (short-term).

⚠ Potential Safety Issue

Next Slide

Field Observations: Key Findings & Next Steps

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Continued

Finding: Pedestrian refuge areas in poor condition. Community reports that it is uncomfortable to cross this intersection.
Next Step: Assess options for a quick-build project to update and enhance the refuge islands and ramps. (short-/mid-term)

Finding: Observed improper lane usage as vehicles exited/entered 17th Rd S.
Next Step: Install additional markings to improve navigation (short-term).

Finding: Missing in-street road name sign. History of angle crashes and observed high turning volume in the field.
Next Step: Installed in-street road name sign (short-term). Further evaluate safety improvement options to reduce angle crashes (short-term).

Finding: History of rear end and angle crashes.
Next Step: Evaluate intersection for safety improvements in coordination with ongoing site development (short-/mid-term).

Corridor-wide Findings:

Finding: In-field observations and community reports vehicles driving at high speeds.
Next Step: Assess options for speed management elements along the corridor (short-term). Conduct speed limit evaluation study (mid-term).

Finding: It is standard practice to add high visibility crosswalk markings on side-streets.
Next Step: Install high-visibility crosswalk markings on side-streets where feasible (short-term).

Finding: In-field observations noted that many of the curb ramps are outdated/need maintenance.
Next Step: Coordinate with VDOT on potential curb ramp updates (long-term).

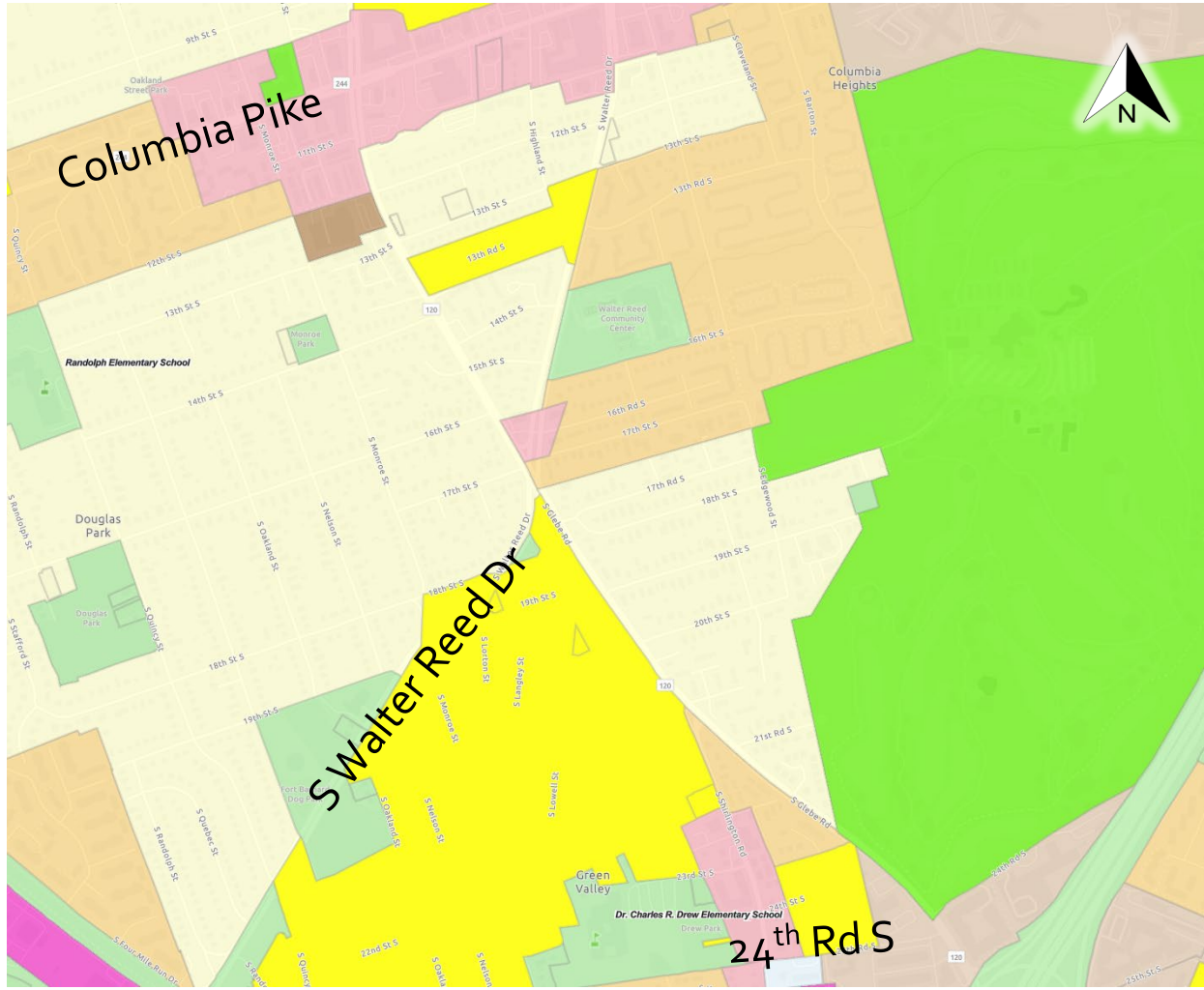
⚠ Potential Safety Issue

Land Use & Facilities

- Low to Medium Residential land use
- There are mostly residential homes along the corridor, with a few businesses along the corridor (most businesses are concentrated at the Columbia Pike intersection)
- Near Drew Elementary School and the Walter Reed Community Center

General Land Use Plan Designation

- Low Residential (1-10 units/acre)
- Low Residential (11-15 units/acre)
- Low-Medium Residential
- Government and Community Facilities
- Public
- Semi-Public
- Service Commercial



Bike Routes & Transit Stops

Capital Bikeshare Station

Bike Racks / Corrals

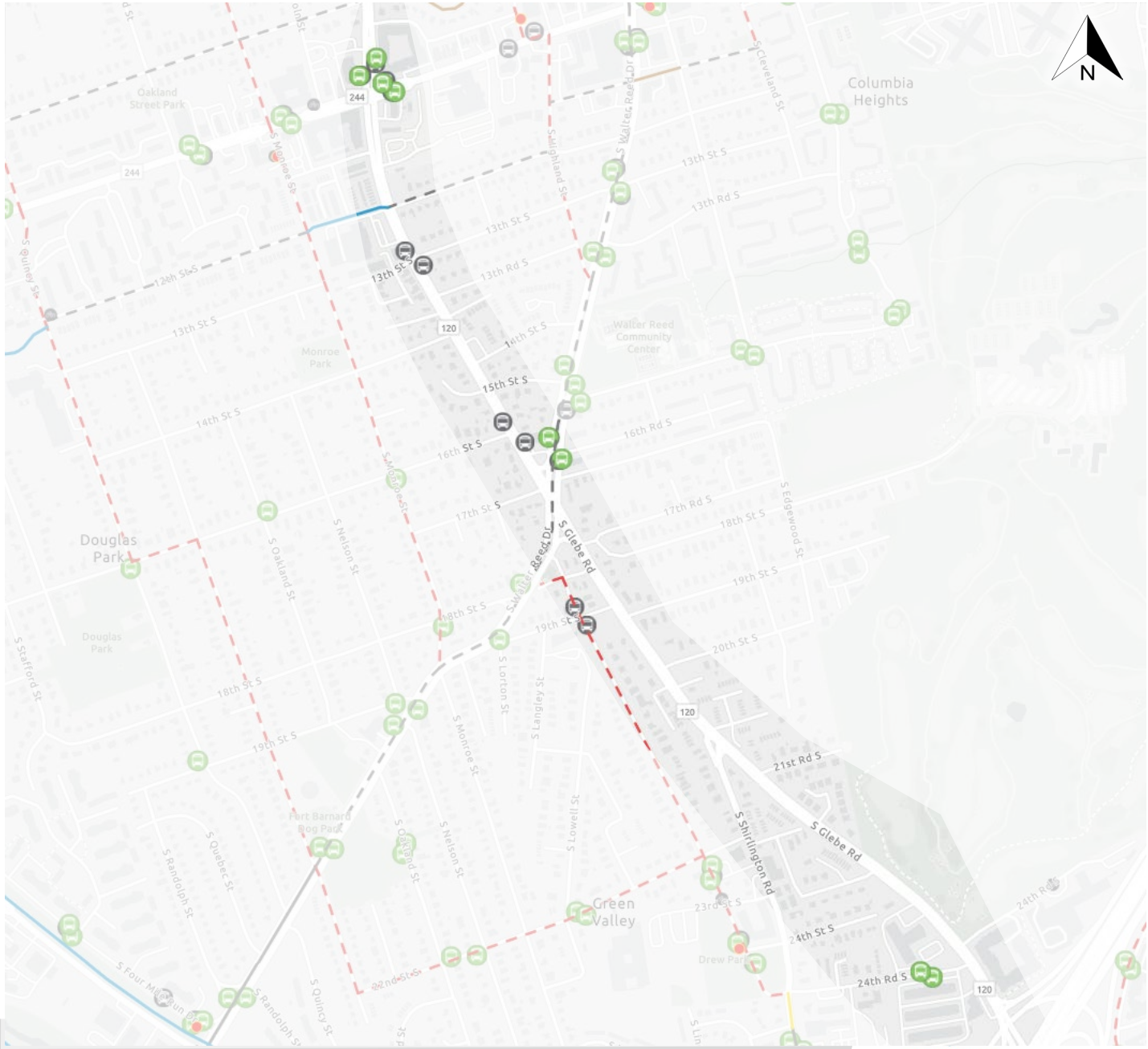
Bike Route

Route Type

- Recommended Route
- Off Street Trail
- Bicycle Lane
- Sharrow

Bus Stops

- ART Bus stops: 41, 45
- WMATA Bus stops: A70, A40, A49, F44



Crossing Infrastructure

from Columbia Pike to Walter Reed Dr

Intersection Traffic Control

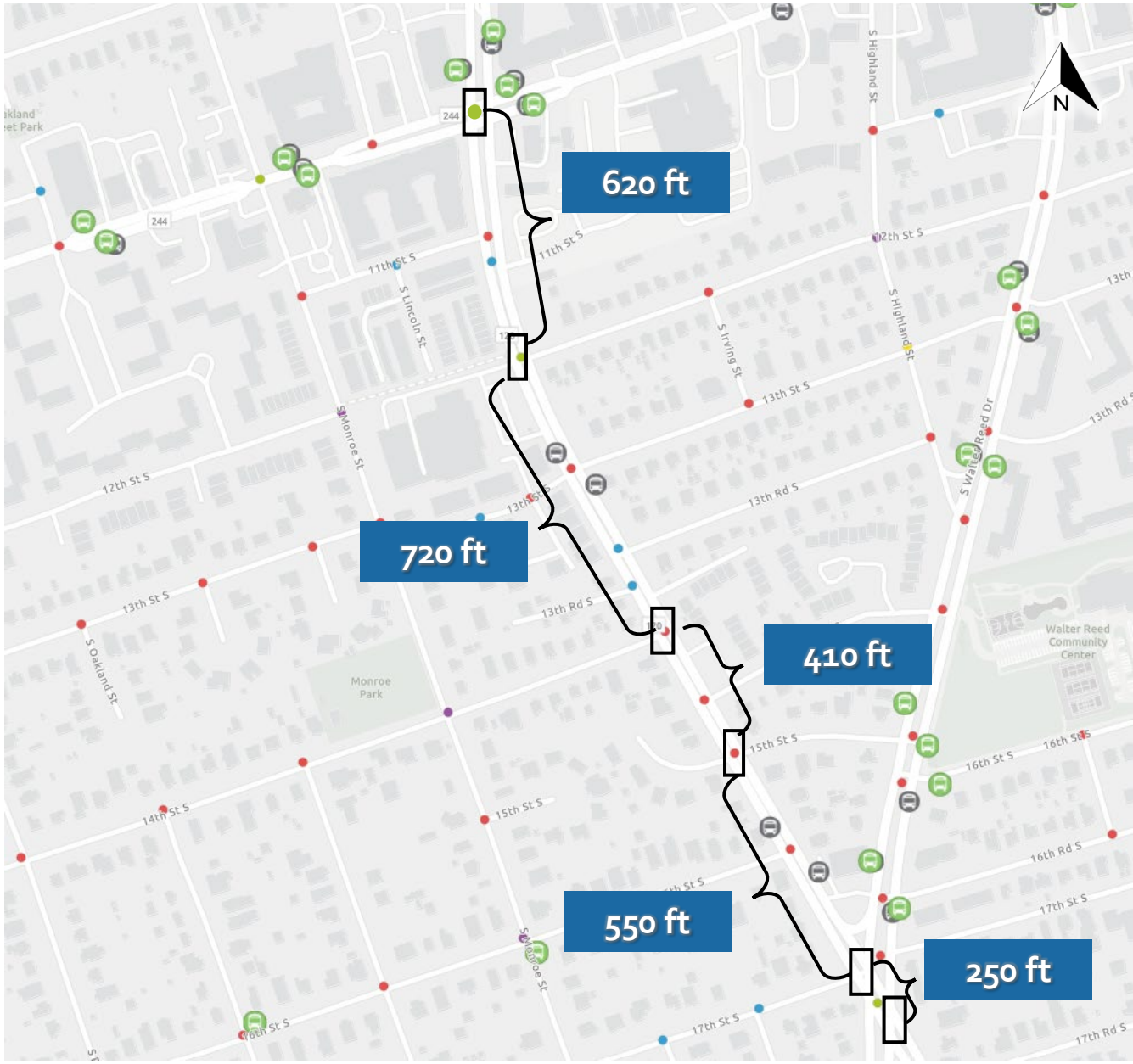
- Two-Way
- Uncontrolled
- Signalized
- All-Way

Marked Crosswalk

Bus Stops

ART Bus stops: 41, 45

WMATA Bus stops: A70, A40, A49, F44



Crossing Infrastructure

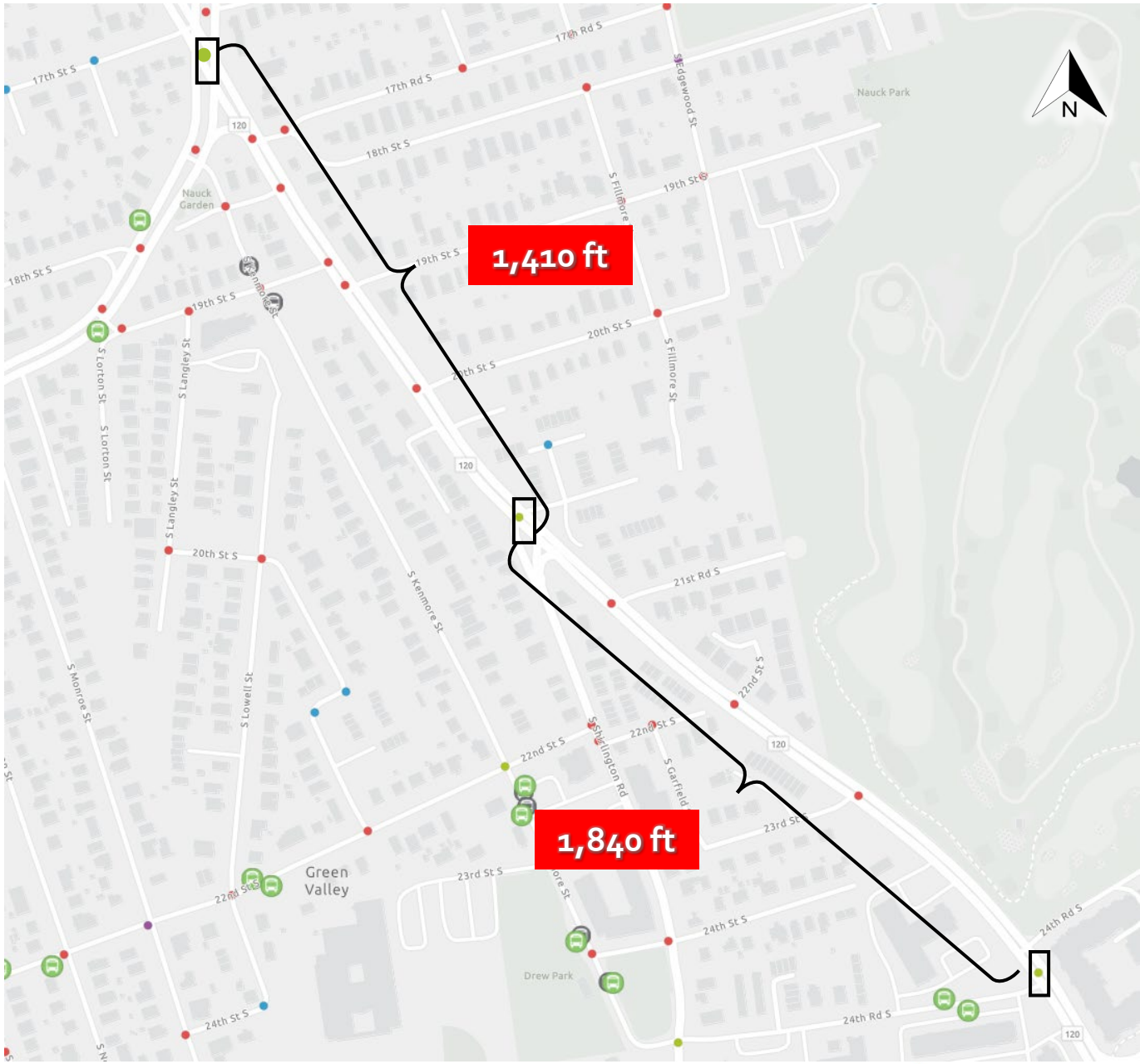
from Walter Reed Dr to 24th Rd S

Intersection Traffic Control

- Two-Way
- Uncontrolled
- Signalized
- All-Way

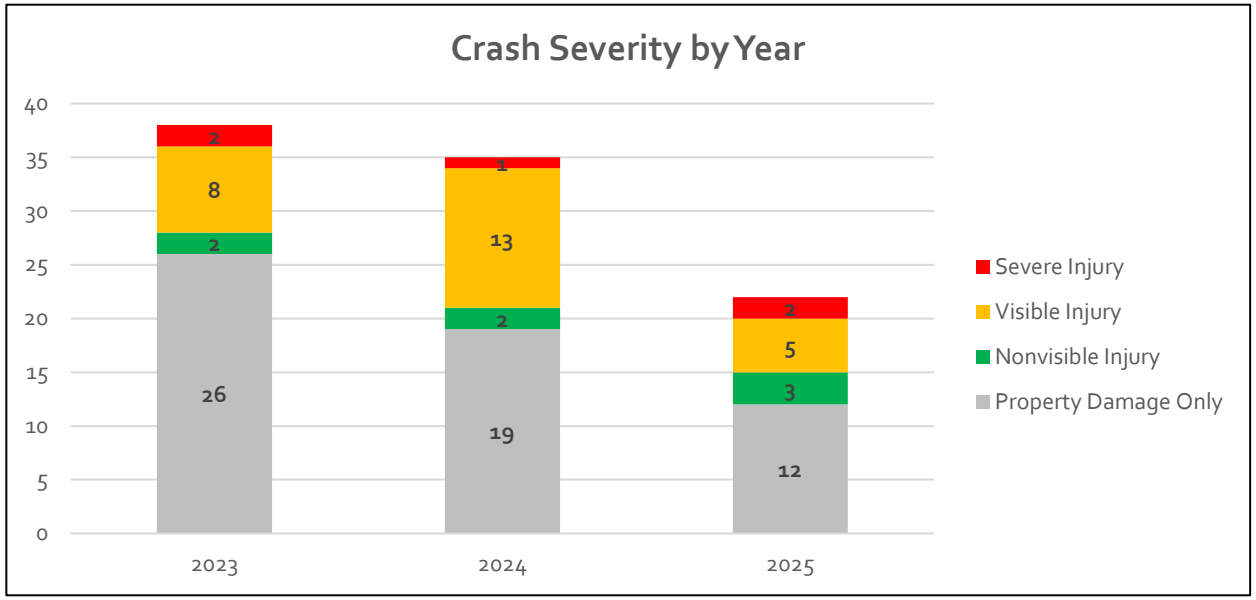
Marked Crosswalk

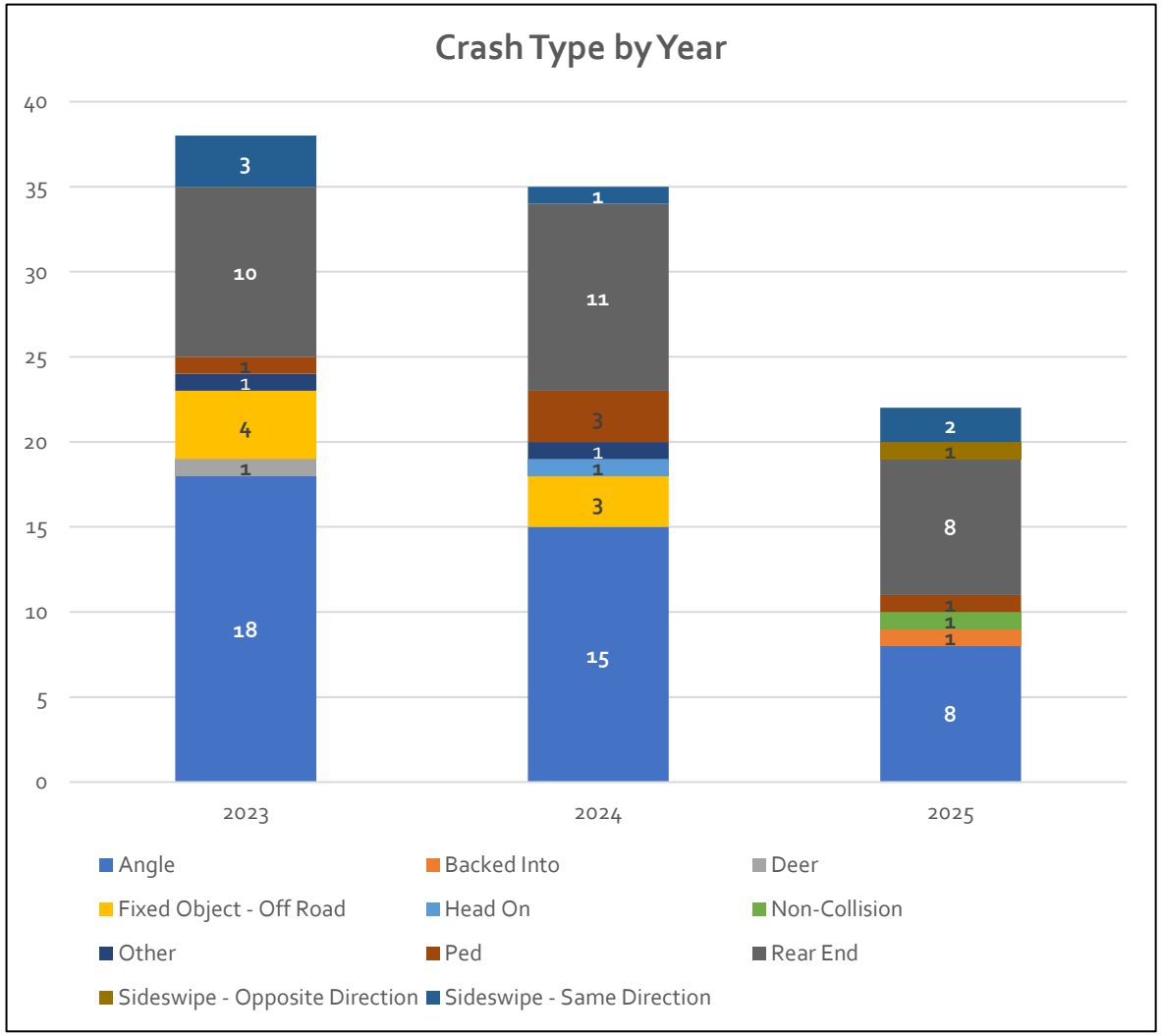
The segment from Walter Reed Dr to 24th Rd S only has one marked crosswalk to cross S Glebe Rd at Shirlington Rd. This segment is surrounded by residential homes.



Crash History (2023-2025) – Trends

- There were five severe crashes in the past three years on this corridor.
- There were zero bike related crashes and five pedestrian related crashes.
- The most common type of crashes were angle crashes followed by rear end crashes.
- The intersection at Columbia Pike and S Glebe Rd had the highest number of crashes along this corridor at 14 crashes.



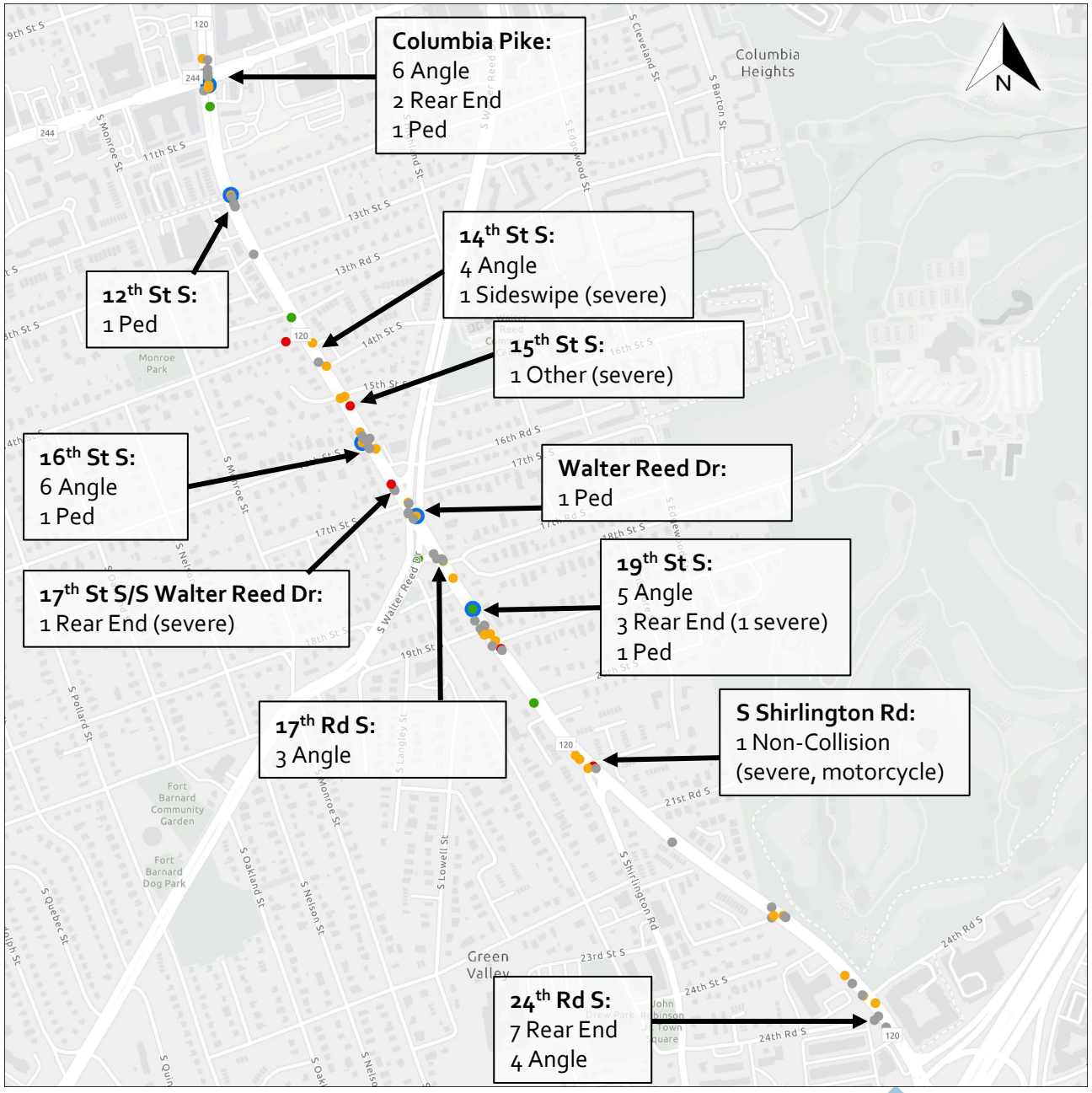


Note: This study used crash data from January 2023 – September 2025.

Crash History (2023-2025)

- Fatal
- Severe Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

- Bike (halo)
- Pedestrian (halo)

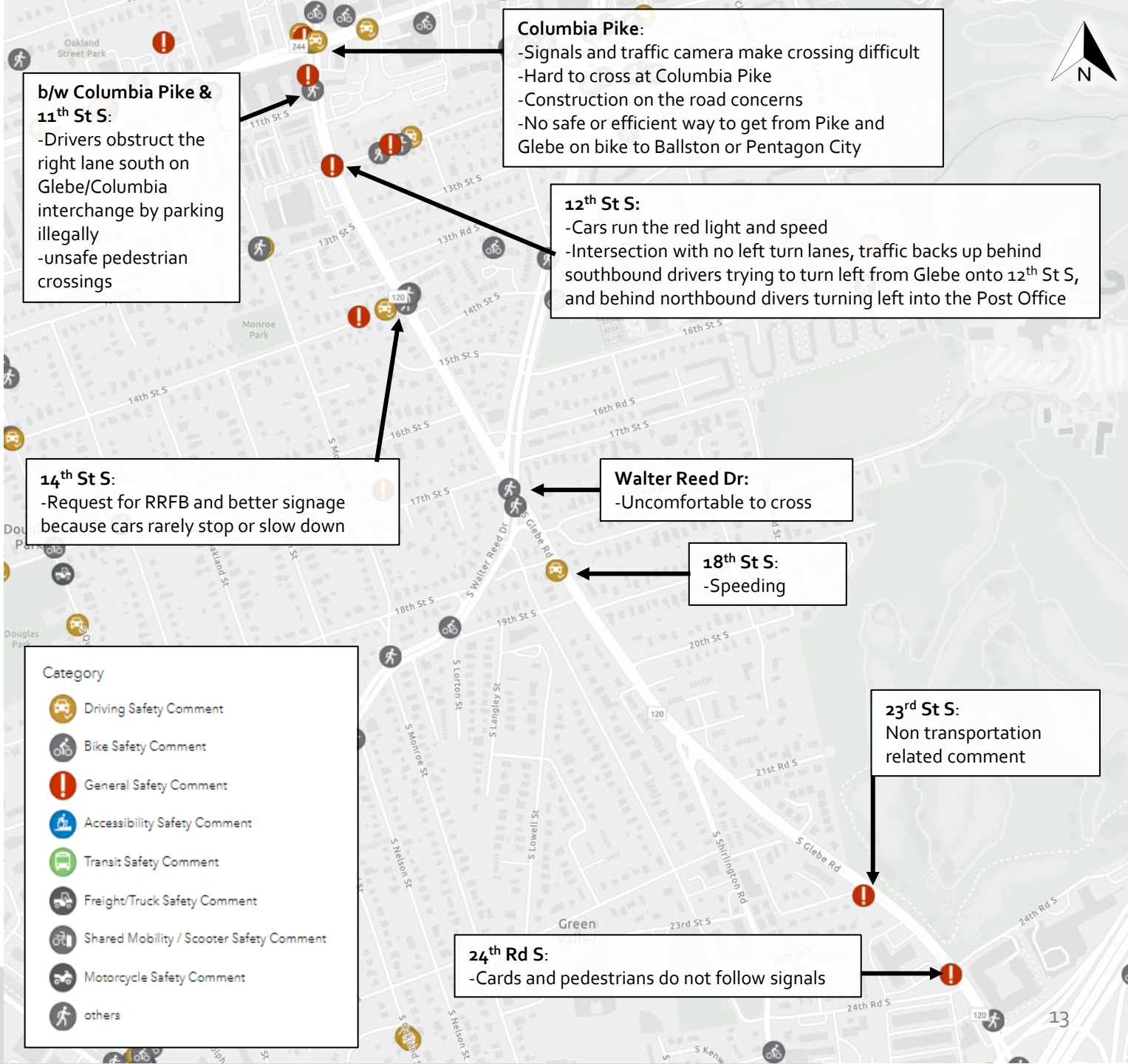


Specific crash type patterns are called out in the text boxes where present
***Previously Identified Vision Zero** [Crash Hot Spot]

Note: This study used crash data from January 2023 – September 2025.

Community Input

- Location-specific community feedback was collected in spring 2023, 2024, and 2025
- The common recurring comments on the corridor pertained to:
  - Speeding
  - Unsafe/uncomfortable to cross along S Glebe Rd



Recent and Upcoming Projects

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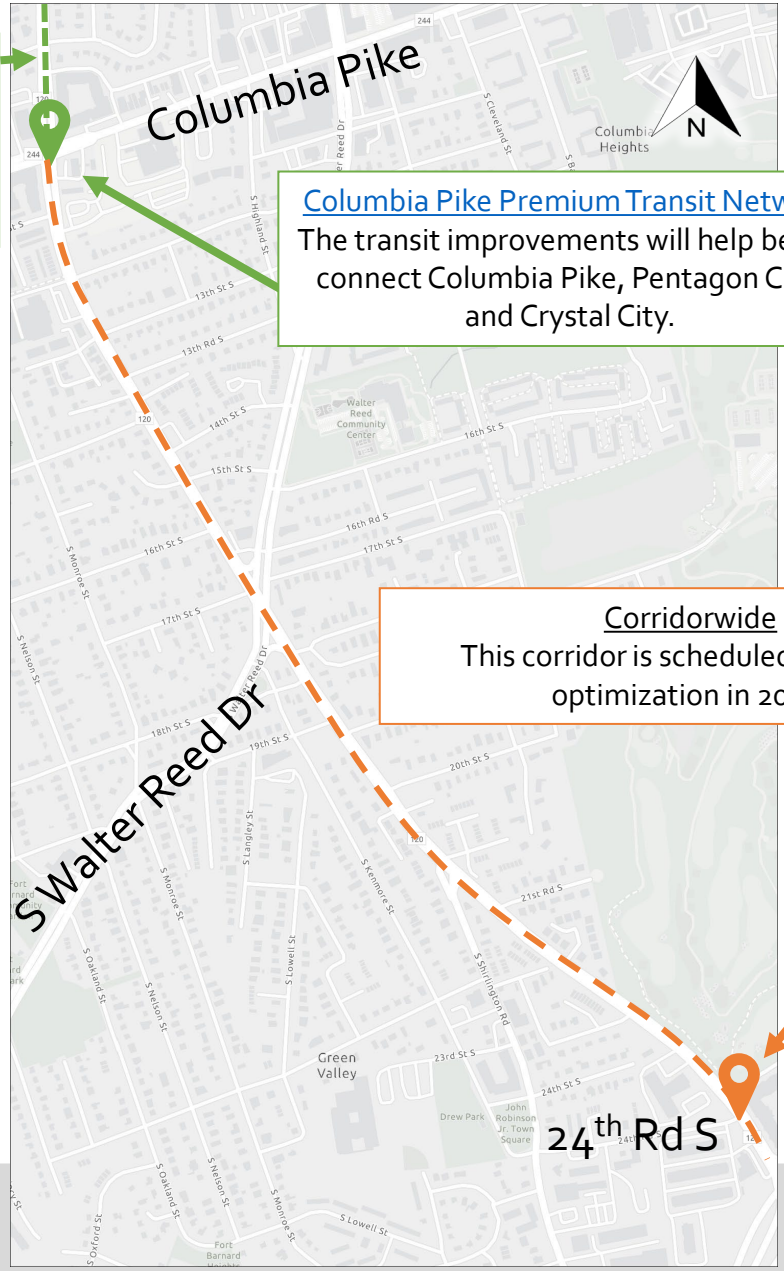
In Progress/ Upcoming Projects

Completed

VDOT STARS Study
This VDOT STARS Study studied the corridor on Glebe Rd from I-66 to Columbia Pike.



Columbia Pike Premium Transit Network
The transit improvements will help better connect Columbia Pike, Pentagon City, and Crystal City.

Corridorwide
This corridor is scheduled for signal optimization in 2026.

2480 S Glebe Rd – Hotel Pentagon Site
The proposed development will provide short- and long-term bicycle parking spaces. Pedestrian facilities around the perimeter of the site will be improved.

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Summary of Next Steps

Short Term (within 1 year)

- **Columbia Pike –** Assessed signal phasing for potential improvements, determined that changes are not feasible at this time.
- **14th St S/15th St S –** Update signage to improve visibility at all crossings.
- **16th St S –** Install a tactical quick-build project to reduce turning speeds.
- **17th Rd S –** Install additional markings to improve navigation.
- **19th St S –** Installed in-street road name sign. Further evaluate safety improvement options to reduce angle crashes.
- **Corridor-wide Findings**: Assess options for speed management elements along the corridor. Install high-visibility crosswalk markings on side-streets where feasible.

Short (within 1 year) to Mid-Term (1-3 years)

- **17th St S –** Assess options for a quick-build project to update and enhance the refuge islands and ramps.
- **24th Rd S –** Evaluate intersection for safety improvements in coordination with ongoing site development.

Mid-Term (1-3 years)

- **14th St S –** Assess repurposing options to address the extra space and help slow vehicles down. Assess options for a quick-build project to add Rectangular Rapid Flashing Beacons improve crosswalk visibility and driver yielding at the 14th St S crossing.
- **Corridor-wide Findings**: Conduct speed limit evaluation study.

Long Term (3+ years)

- **Corridor-wide Findings**: Coordinate with VDOT on potential curb ramp updates.

Click here to view safety audit reports and follow up.