

Wilson Boulevard and N. Rhodes Street Intersection Safety Project – Concept Design

Public Engagement Summary: What We Heard

Spring 2025

Project Background

This capital project originated as a [Vision Zero Quick-Build](#) project to construct a bus stop island at the northeast corner of this intersection. After reviewing the intersection and collaborating with colleagues across the transportation division, the project team determined that a more expansive project covering the entire intersection would better address the safety and operational issues identified at this intersection.

This intersection was identified as a [Vision Zero Hot Spot](#) in crash analyses conducted in 2019 and 2022. In addition to addressing the safety issues present, the project will also include upgrades to traffic signal equipment for all approaches to the intersection and will move aerial utilities underground within the project limits.

This intersection of Wilson Boulevard and N. Rhodes Street along the Rosslyn-Ballston corridor has high pedestrian, transit, bicycle, and vehicle volumes because of its mix of higher-density commercial, business, and residential uses. There are nearby projects including an anticipated [redevelopment of 1840 Wilson Boulevard](#). The County project team is coordinating with the redevelopment project to make sure that plans for the public right-of-way are aligned.

Goals and Basis

This project aims to resolve multiple safety and operational issues that currently exist in this intersection to improve safety for all road users. It directly supports the goals and requirements of the Master Transportation Plan, as well as other relevant documents including the Vision Zero Action Plan and Traffic Signal Upgrades program.

For more detailed information on the project's background, history, goals and planning basis, please visit the [project website](#).

Public Engagement

In October 2023, the County project team sent out a feedback form for community members to better understand how they experience this intersection. This initial phase of public engagement gave the County valuable insights into respondents' challenges and concerns for the roadway, and we used this input to develop and refine a preliminary concept design.

In May 2025, the project team launched an online feedback form for community members to provide feedback on the preliminary concept design for this intersection. 52 respondents shared their input and left 35 open-ended comments. Following this engagement, the project team will finalize the concept design using the feedback we received along with other applicable information, such as plan guidance and crash data, and advance the project to final design and construction.

Community Feedback on the Concept Design

Overall Feedback

Respondents to this feedback form were primarily residents of Arlington.

We asked, "How would your feelings about safety using this intersection change if the concept design was implemented as shown?" (n=47). Respondents indicated that:

- 76% would feel safer or much safer while biking
- 89% would feel safer or much safer while walking or rolling
- 50% would feel safer or much safer while using a scooter
- 67% would feel safer or much safer while taking public transit
- 60% would feel safer or much safer while driving a person vehicle

Open-Ended Comment Summary

Through the online feedback form, we received a total of 35 comments. Overall, a significant majority of the comments received indicated support for the proposed road safety improvements suggested in the concept design.

Participants highlighted the proposed bus stop island, curb extensions, and pedestrian refuge as the reasons they felt that overall safety would be increased for all road users.

Safety

Turning conflicts – Multiple commenters mentioned various turning conflicts that they have observed at this intersection including safety concerns for bikers who turn left from N. Rhodes Street onto Wilson Boulevard, as well as noticing drivers not looking out for pedestrians. There are multiple curb extensions proposed in the concept design, which help to slow turning vehicles and increase visibility between pedestrians, bikers, and drivers.

Speeding – In the first round of engagement, vehicle speeding was a common safety concern mentioned. During this second round of engagement, many respondents support vehicle speed reduction, with most feeling that the proposed concept design addresses speeding issues.

Streetscape Design

Protected Bike Lanes – Protected bike lanes were a commonly mentioned design feature that commenters stated would make them feel safer while utilizing this intersection. In addition to enhancements for the westbound protected bike lane on Wilson Boulevard, many respondents expressed support for the proposed protected bike lanes in both directions of the south side of N. Rhodes Street.

Bus Island and Pedestrian Refuge – Commenters showed support for the addition of the bus stop island, pedestrian refuge, and sidewalk and curb expansions.

Suggestions

Raised Pedestrian Crossing - A few commenters suggested adding raised pedestrian crossing facilities to enhance safety for people crossing the street. No specific crossing was indicated for this treatment.

Separate signal phasing for turns – Some respondents requested that separate signal phasing for left turns made in the intersection be added to decrease turning conflicts between different users.

A complete list of comments received in the online feedback form and interactive map are available on the [project website](#).

Next Steps

The project team is looking for opportunities to incorporate what we heard during this public engagement into final concept design. We will share back what was changed in the design once adjustments are made.

Construction of this project is anticipated to begin in or about Spring of 2027.

More Information

Project Page: <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/Wilson-Blvd-N.-Rhodes-Street-Intersection-Safety-Project>

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****CLOSED**** Wilson Blvd at N. Rhodes Street Safety Project - Concept Design

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
710	52	516	35	12

You are a (select all that apply):

96%	Resident of Arlington	47 ✓
24%	Worker in Arlington	12 ✓
22%	Commuter Through Arlington	11 ✓
2%	Visitor to Arlington	1 ✓
2%	Business or Commercial Property Owner in Arlington	1 ✓
0%	Student in Arlington	0 ✓

49 Respondents

How would your feelings about safety using this intersection change if the concept design was implemented as shown?

Provide your answer for each of the forms of transportation shown below:

Riding a Bike	26% Much Safer	50% Safer	11% Neutral / Unchanged	- Less Safe	2% Much Less Safe	9% Not Applicable	2% Not Sure
Walking / Rolling	39% Much Safer	50% Safer	7% Neutral / Unchanged	- Less Safe	2% Much Less Safe	2% Not Applicable	- Not Sure
Using a Scooter	21% Much Safer	29% Safer	10% Neutral / Unchanged	- Less Safe	5% Much Less Safe	31% Not Applicable	5% Not Sure
Taking Public Transit	18% Much Safer	49% Safer	20% Neutral / Unchanged	- Less Safe	2% Much Less Safe	11% Not Applicable	- Not Sure
Driving a personal vehicle	20% Much Safer	40% Safer	22% Neutral / Unchanged	4% Less Safe	4% Much Less Safe	9% Not Applicable	- Not Sure

46 responses

Use the space below to share any other input you have about the concept design.

The bus stop island, pedestrian refuge, curb extensions, and expanded sidewalks all sound great. The only concern I have is, will there be enough space for protected bicycle lanes on both sides of Rhodes street? I personally don't mind bicycling on the sidewalk, but I do mind bicycling in the road; I most enjoy bicycling in protected bicycle lanes.

3 months ago

Protecting the bike lane in this intersection is key. Deconflicting the bus stop & the bike lane will lead to improvements for all users. One thing I will note on some of the other bus stop islands on this road is to make sure however the bike lane goes behind the island that it is smoother for bike riders than the bumps that are installed just west of here. The pedestrian crossing to the bus island should have a long ramp up and down for smooth bike travel.

3 months ago

a much ado about nothing and waste of money as usual. Making this more than it needs to be.

3 months ago

The improved bikes lanes on Wilson just west of this intersection are great for biker protection and safety.

3 months ago

My family and I live two blocks from this intersection and we constantly walk, bike, and drive through there, as well as boarding the 38B at the bus stop. I appreciate the proposed changes and expect they will make the intersection safer. I hope the County will also consider the issue of cars speeding on Rhodes St between Wilson and Langston Blvd (starting just north of this intersection). But these changes will help with this intersection itself - thank you!

3 months ago

This looks great! Love the bus island. Love the pedestrian refuge, love the improved sightlines. Please make sure that the sidewalk expansion in the southeast corner leaves enough remaining space for protected bike lanes on the east side of Rhodes Street as well. We need protected bike lanes on both sides of Rhodes Street!

3 months ago

This is a much needed improvement to the Rhodes-Wilson Blvd intersection. I bike and drive through this intersection frequently. The floating bus island is essential for improving safety and reducing the conflict between cyclists and buses. I am also strongly in favor of a protected bike lane along N. Rhodes Street, which would markedly improve safety not only for cyclists, but also for motor vehicles and pedestrians. I support the concept design, which should reduce vehicle speeds and improve the safety profile and accessibility for all users of what is currently a potentially hazardous intersection.

3 months ago

Make sure that the bike lanes are protected bike lanes, not sharrows. Also, the bus island should be moved out like you've done at the intersection of Clarendon Blvd and N Pierce St.

3 months ago

Will the sidewalk west of the bus shelter be expanded? It's quite narrow and the street signs impinge on some of the space. Also several neighbors use the current bus shelter as home base.

3 months ago

This looks great and would be a huge improvement. I love the bus island and the improved sightlines. As you continue designing, please ensure that the sidewalk expansion in the southeast corner leaves enough remaining space for protected bike lanes on the east side of Rhodes Street as well. We need protected bike lanes on both sides of Rhodes Street!

3 months ago

This looks like a set of helpful improvements. Please make sure that the sidewalk expansion in the southeast corner leaves enough remaining space for protected bike lanes on the east side of Rhodes Street as well. We need protected bike lanes on both sides of Rhodes.

3 months ago

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This looks great! I love the bus island, pedestrian refuge, and improved sightlines. Please ensure that the sidewalk expansion in the southeast corner leaves enough remaining space for protected bike lanes on the east side of Rhodes Street as well. We need protected bike lanes on both sides of Rhodes Street!

3 months ago

This is an urban street intersection and priority should be given to people walking, biking, and riding a bus. It should reduce automobile speeds and reckless driving -- particularly at intersections. The proposed plan does a good job of meeting these objectives

3 months ago

Add raised crosswalk crossing rhodes

3 months ago

Worried drivers will hit the curb (due to driving fast) and hit pedestrians waiting to cross. Can you add a hard bollard at the 1) NW corner (for cars turning left only wilson), 2) SW corner for cars going straight on wilson and swerving left, 3) NE corner for those either turning right onto rhodes going north or right from wilson to rhodes going north.

3 months ago

For the SW corner, for bikes going southbound on Rhodes, is it possible to create a protected intersection and a floating island rather than have bikes be next to the travel lane then curve back in. This will also reduce crossing distances for pedestrians and not lose any space for any users. It will make biking here safer. The design does this on Wilson already

3 months ago

Love the design overall. It creates an intersection that is designed appropriately for the area and usage.

3 months ago

This looks great! Love the bus island. Love the pedestrian refuge, love the improved sightlines. Please make sure that the sidewalk expansion in the southeast corner leaves enough remaining space for protected bike lanes on the east side of Rhodes Street as well. We need protected bike lanes on both sides of Rhodes Street!

3 months ago

I drive northbound through this intersection on Rhodes Street every morning on my way to work. I often get gas at the gas station. If I stop at Safeway in Rosslyn in the afternoon on my way home from work, I drive through the intersection and turn from westbound Wilson to southbound Rhodes. On evenings and weekends, I walk and bike through this intersection to shops in Rosslyn and Courthouse. I HIGHLY support the island bus stop, as this will dramatically decrease conflict between me and bus traffic as I bike uphill toward Courthouse. I also support the curb extension on the northeast corner, because car traffic often turns into me as I bike and walk west on Wilson. As I driver, I have some concern about sightlines on the northbound Rhodes, because angled parking farther north on Rhodes makes the road narrow and visibility poor. I worry about getting squeezed or clipped by cars and trucks in the north crosswalk as we travel north-south on Rhodes. As a driver and biker, I worry about car circulation into and out of the gas station. Traffic can be unpredictable in that area. To fix this, please use protected bike lanes. I support the undergrounding of utilities, they make that intersection cramped and industrial and unpleasant. Please take care to synchronize the traffic lights between Clarendon and Wilson with leading pedestrian signals, because impatient commuters go very fast through that intersection to get northbound to 66 or southbound to 50.

3 months ago

These improvements look like they will make this a much safer and more pleasant intersection, especially in the area near the gas station. I look forward to seeing the improvements!

3 months ago

Why is there no physically protected bike lane? If you want cycling to be safe there should be a physical barrier between cars and bikes much like the curb is a physical barrier for pedestrians. The improvements are in the right direction but I would like to see raised pedestrian crossings too.

3 months ago

I have lived right next to this intersection for 13 years. I walk and bike here every day, and turn at this corner on my commute. I do not believe this plan is it a wise use of taxpayer funding. The assessment of it being unsafe is not correct relative to my experience, and there are hundreds of similar intersections throughout the Wilson corridor. I do not believe that these changes will make any fundamental changes to safety. When turning right from Wilson onto Rhodes, the fundamental issue is bikers coming up quickly on the bike lane. This plan will not address that issue. The expanded walkway near the gas station is also unnecessary since there is no right turn onto Wilson at that corner. While there is limited visibility from the pedestrian crossing from the gas station to Rhodeside Grill, bumping out the walkway will encourage more jaywalking against the light without solving the visibility issue. I can see the conflict without a bus island, though the buses could simply stop in the lane rather than pull to the side. The island itself doesn't contribute to that solution. This plan seems to be a solution in search of a problem.

3 months ago

I'm impressed and like the suggestions. We've waited for almost ten years for resolution of this area. I'm glad that they've kept the bus stop to the west of the intersection.

3 months ago

Will the work be done before or after Rhodeside Grill and Il Radicchio are razed and that block is redeveloped?

3 months ago

I support the design as proposed, as a biker who turns left from Rhodes --> Wilson, this would make cycling in the area safer.

3 months ago

Arlington continues to add signage, poles etc in the road making things more complex and confusing. More leading green arrows might help more.

3 months ago

If pedestrians would adhere to the "Don't Walk" signals many of the issues would be solved. Scooters are vehicles and should follow the rules of the road even in bike lanes.

3 months ago

floating bus islands are absolute game changers when it comes to safety. The work recently done at Clarendon Blvd and N Pierce is amazing. We need more intersections like that!

3 months ago

I really like the design, but how are bikes meant to turn left from Rhodes onto Wilson when the light is green? The bike box is helpful but only when cars are stopped

3 months ago

While the sidewalk is currently (too) narrow, I am a bit confused as to why an island is proposed on the northeast side of the intersection. What purpose does it solve if the bus stop is not moved? Is it just a waiting area for pedestrians at the light? If so, it should be explained as such.

3 months ago

Slowing cars down helps everyone, including drivers. I hope the flooding issue at the Rhodeside Grill corner can be a part of this project (and now have to wait until the block is redeveloped) -- the ice and water that build up make crossing so difficult.

3 months ago

Looks great, thanks.

3 months ago

This is a big improvement for pedestrian safety and accessibility. Would it be possible to add any centerline hardening to Rhodes St on the south side of the intersection? Drivers making the left from Wilson have a tendency to cut this turn and blow through the crosswalk across Rhodes with speed. Is there a better way to accommodate bike left turns from Rhodes to Wilson? Many may find making the left while yielding to oncoming traffic to be difficult/intimidating.

3 months ago

If you would like updates on this and other transportation projects near Rosslyn and Court House, please provide your email here:

No data to display...