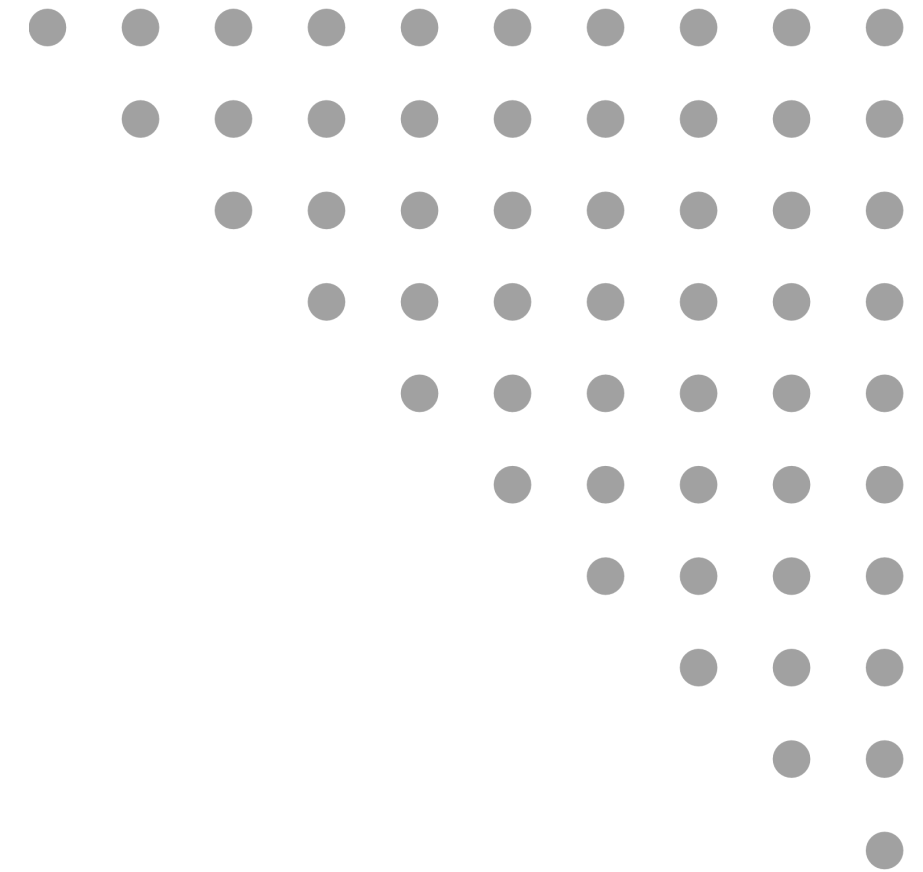
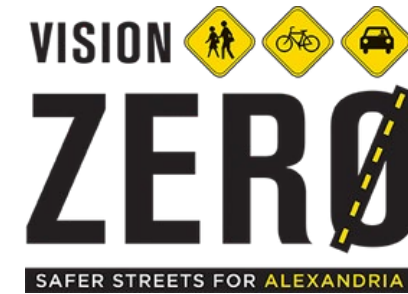




WE ARE
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GLEBE/MONTROSE/ASHBY INTERSECTION IMPROVEMENTS

Fall 2023

Objectives

- ❑ Recap past community comments
- ❑ Outline existing conditions and challenges
- ❑ Share design options
- ❑ Gather feedback

Background

- Vision Zero
 - City program to improve traffic safety and eliminate fatal and severe crashes
- Past Outreach
 - Meetings with Lynhaven Citizens Association in 2020, 2021, and 2022
- Improvements So Far
 - Flashing pedestrian beacons
 - Speed radar signs
 - Lynhaven Neighborhood Slow Zone Pilot
- Commonwealth-Glebe-Ashby Stormwater Capacity Project
 - Major flood mitigation project in design
 - Long-term traffic safety improvements are being coordinated with this project



What We Heard + Existing Conditions

- Difficulty crossing E Glebe Road
- Speeding on E Glebe Road
- Complexity and visibility issues at the intersection
- Narrow sidewalks
- Insufficient sight distance
- Nontraditional, five-legged intersection
- Multiple angle crashes resulting in injuries
- No reported pedestrian crashes, but concerns about risk and near-misses
- No fatal or severe crashes
- ADA issues



Design Option 1: Curb Extensions

This option replaces the medians with curb extensions, resulting in:

- ✓ Improved sight distance
- ✓ Two-stage stop for Ashby Street to provide more orderly operations and fewer conflicts
- ✓ Shorter crossing distances
- ✓ Increased sidewalk and bus stop space
- ✓ Retained traffic calming benefit
- ✓ Continuous bike lane eastbound through the intersection
- ✓ Potential for added green space

Other Considerations:

- Removes two-stage crossing for people walking across Glebe Road
- Removes some on-street parking



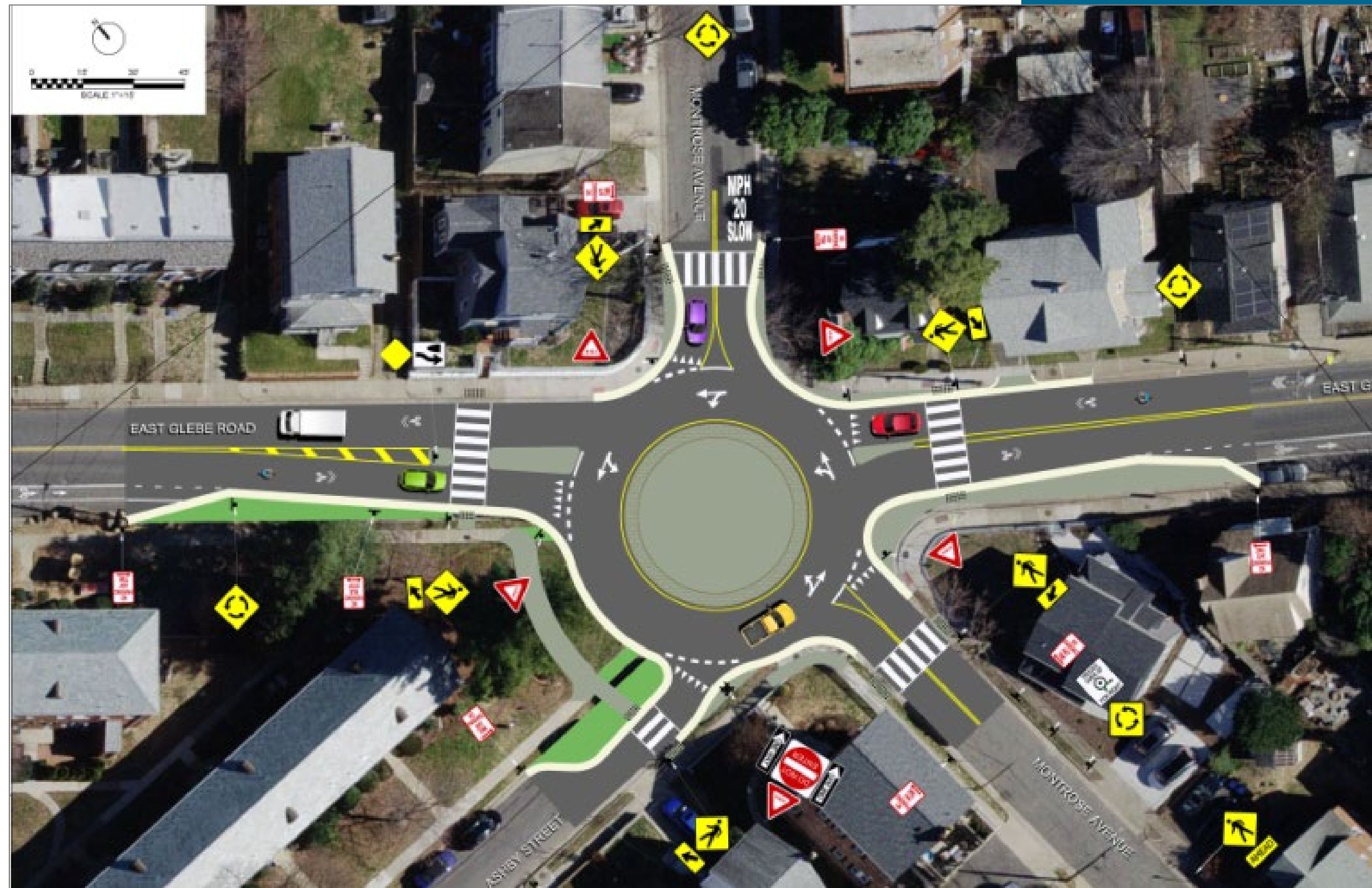
Design Option 2: Roundabout

This option includes reconfiguring the intersection into a roundabout, resulting in:

- ✓ Improved sight distance
- ✓ Fewer conflict points in the intersection
- ✓ Reduced risk of angle crashes
- ✓ Slower vehicle speeds
- ✓ Shorter crossing distances
- ✓ Increased sidewalk and bus stop space

Other Considerations:

- Reduces median refuge on one side of Glebe Road
- Bike lane is not continuous through the intersection
- Removes some on-street parking
- Would require purchase of right-of-way



Performance Summary of Design Options

| Performance Metric | Existing (No Build) | Option 1 <i>Curb Extensions</i> | Option 2 <i>Roundabout</i> |
|--|------------------------|--|--|
| Number of Approaches with Insufficient Sight Distance | 3 of 5 approaches | 1.5 of 5 approaches | 1 of 5 approaches |
| Number of Vehicular Conflict Points | 56 | 38 | 9 |
| Average Pedestrian Crossing Distance | 30' | 23' | 22' |
| Continuous Bicycle Lane | No | Yes | No |
| Potential for 2 ADA Bus Stops (Westbound and Eastbound) | No | Yes | Yes |
| Parking Impacts | 0 spaces | 3 spaces: <ul style="list-style-type: none"> • Ashby St (1) • Montrose Ave (2) | 4 spaces: <ul style="list-style-type: none"> • Ashby St (2) • Montrose Ave (2) |

Additional Option:

Ashby Street One-Way Conversion

Ashby Street is currently one-way eastbound. If it were one-way westbound instead, it would:

- ✓ Reduce the complexity of the Glebe/Montrose/Ashby intersection by removing 1 of 5 approaches.
- ✓ Reduce the risk of crashes
- ✓ Balance the number of intersection approaches at either end of Ashby Street

Converting Ashby Street to one-way westbound is feasible with both Option 1 and Option 2 and could potentially be implemented shorter-term as an interim improvement.



Ashby Street: Existing



3
approaches

5
approaches

Ashby Street: Proposed



4
approaches

4
approaches

Share

Your

Feedback!

Complete the
[online feedback form](#)
by December 22, 2023.

Next Steps

**Community
Comment Period**

December 2023

**Recommendation
of Preferred
Concept**

January 2024

**Traffic & Parking
Board Public
Hearing**

January 22, 2024