



# ARLANDRIA STUDY

Intersections of Mount Vernon Avenue  
with W. Glebe Road and with W. Reed Avenue

## Arlandria Public Meeting and Concept Presentation

September 23, 2009

7:00 PM – 8:30 PM

Cora Kelley School

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### Comments from Public Attendees:

1. At the intersection of Mount Vernon Avenue and West Reed Avenue, the crosswalk would make more sense on the north side of West Reed Avenue where the bulb-outs are shown in the preferred concept. The westbound left turn at West Reed Avenue makes the crosswalk on the south leg dangerous.
2. In the preferred option at Mount Vernon Avenue and W. Glebe Road, it appears as though we are sacrificing sidewalk width for the roadway improvements.
3. How will traffic be maintained during the construction of the improvements?
4. What makes preferred option better than the existing conditions?
5. Between 3:00 PM and 5:00 PM the right turn movements from Mount Vernon Avenue onto Glebe Road are heavy.
6. Why not install crosswalks on the north and south sides of West Reed Avenue as pedestrians currently cross Mount Vernon Avenue at both locations?
7. Why not modify the striping at the intersection of Mount Vernon Avenue and West Glebe Road to create an exclusive eastbound left turn lane? The existing condition encourages drivers to run red lights, which is especially dangerous if pedestrians are in the crosswalk. Right turning vehicles tend not to stop.
8. Improving pedestrian conditions and slowing traffic is a priority.
9. The slip lanes should be designed to accommodate delivery trucks, as there are currently many trucks making these movements.
10. Develop a plan to make vehicles stop for pedestrians. Currently, pedestrians can wait up to 5 or 10 minutes to cross the street.
11. Will the proposed slip lanes attract more vehicles?
12. Could ROW be acquired from the Safeway site to construct the cut-through street since it is currently just a parking lot?
13. If we could construct the Safeway site cut-through street today, would the other improvements still be necessary?
14. Can green elements be included in the design/streetscape?
15. With the construction of the Safeway site cut-through street, would new signals be required at the intersections of the Safeway cut-through with West Glebe Road and with Mount Vernon Avenue?
16. How can we improve enforcement to stop vehicles from cutting through existing parking lots?
17. This would be a positive use of neighborhood tax dollars.
18. Where does this project rank on the 2003 plan's priority list?
19. Has a preliminary cost estimate been developed for the preferred concept?
20. The preferred concept is a step in the right direction for this neighborhood.



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21. The concepts presented included three long-term infeasible concepts and one concept that appears implementable. It would be nice to see other feasible concepts to make a more informed decision.
22. At this point, the City should “just get going” with the design and construction of the preferred concept.
23. How would the existing intersection of Mount Vernon Avenue and West Glebe Road operate with just signalization and striping modifications?
24. Could rubber curbs be used to implement the preferred concepts in the near term? This will allow the community to see how it works, rather than spending a large sum of money on something that may or may not have a positive impact.
25. The improvements at the intersections of Mount Vernon Avenue with West Glebe Road and with West Reed Avenue should be considered as one, and we should look at how they operate together.
26. Maintain the existing sidewalk widths or make them wider.
27. Make sure that the implemented improvements resemble the concept that was presented.
28. Is the implementation of the Safeway cut-through street guaranteed?
29. There are already two existing cut-through options for vehicles traveling southbound on Mount Vernon Avenue turning right onto W. Glebe Road: the check-cashing site driveway and the Safeway site.
30. The Mount Vernon and West Reed Avenue intersection area is a very heavy pedestrian area, and there should be two crosswalks across Mount Vernon Avenue at West Reed Avenue.
31. The sooner the preferred option is implemented the better.
32. In the long term, could we create a large circle that encompasses the future Safeway site cut-through, West Reed Avenue, part of Glebe Road, and a cut-through where the McDonalds parking lot is now? The center of the circle could be a town-center-like space.