Freight and Goods Movement in Arlington

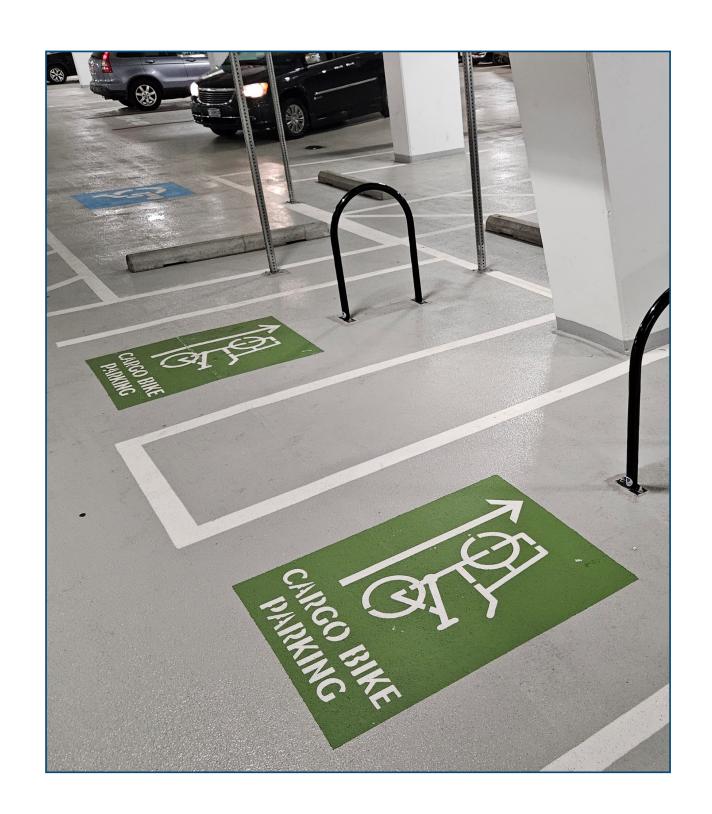




County streets with higher truck volumes include:

- → N/S Glebe Road and Arlington Ridge Road
- Arlington Boulevard/Route 50
- Langston Boulevard/Route 29
- → Richmond Highway/Route 1 and 110
- Columbia Pike

However, freight and goods also move by vans, mopeds, and bikes.









What are last-mile deliveries?

Last-mile deliveries describe the last part of the journey that brings goods to a destination. These deliveries to your door, business, or package locker often arrive on smaller vehicles (such as trucks, vans, bicycles, or on foot). These deliveries may include e-commerce packages and food deliveries.

What is e-commerce?

E-commerce sales are goods purchased online and often delivered to your door or local hubs for pickup. E-commerce sales increased significantly during the pandemic and continue to account for approximately 15% of total sales in the United States.

Source: U.S. Census Bureau Quarterly Retail E-Commerce Sales Q2 2024

What are your experiences with freight and goods movement in Arlington? What are potential opportunities for improvement?



Arlington's Parking and Curbside Network

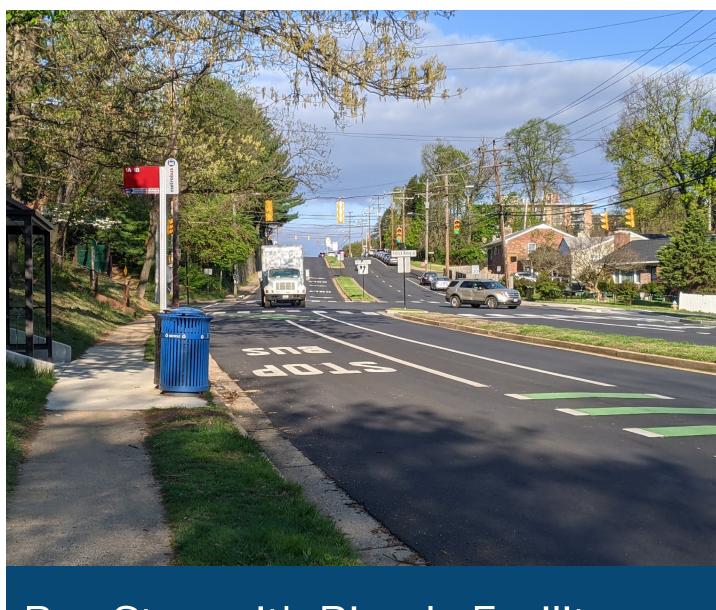


Example Curbside Uses

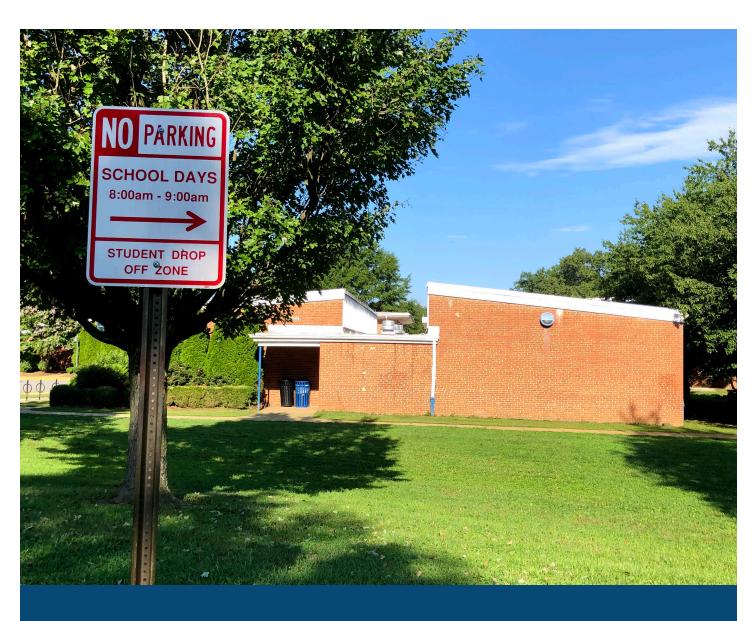
Limited street space, especially at the curb, has a lot of demands. Parking, pick-up and drop-off for goods and persons with disabilities, bicycle facilities, and bus stops all have unique needs for accessing the curb.



Bus Bay



Bus Stop with Bicycle Facility



Passenger Pick-up and Drop-off



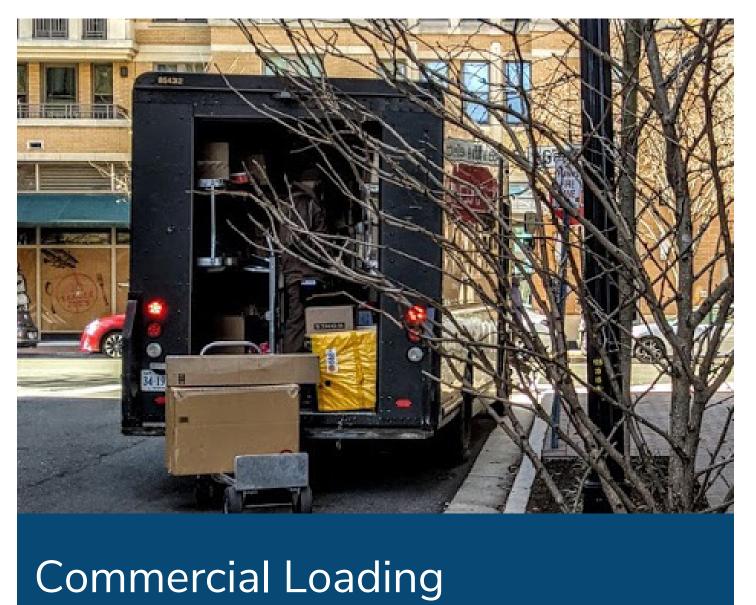
Micromobility Parking



On-Street Parking

Scan the QR Code to learn more about parking in Arlington:





Smaller Vehicle Loading

Key Takeaways

- There are many competing demands for the curb, and needs are different depending on land use, the type of street, and how the location relates to the broader network
- → Arlington applies several types of designated parking at the curb to support users, such as Residential Permit Parking, Public Managed Metered Parking, time limited parking, and disabled parking
- → Once parking gets to around 80% utilized, it becomes difficult to find a space and can lead to negative driver experience and behavior. Price and information may be useful to manage demand
- The rise in app-based pick-up and drop-off at unpredictable times presents a challenge for designing and managing our streets

What are your experiences with parking or accessing the curb in Arlington? What are potential opportunities for improvement?

