

Arlington's Pedestrian Network

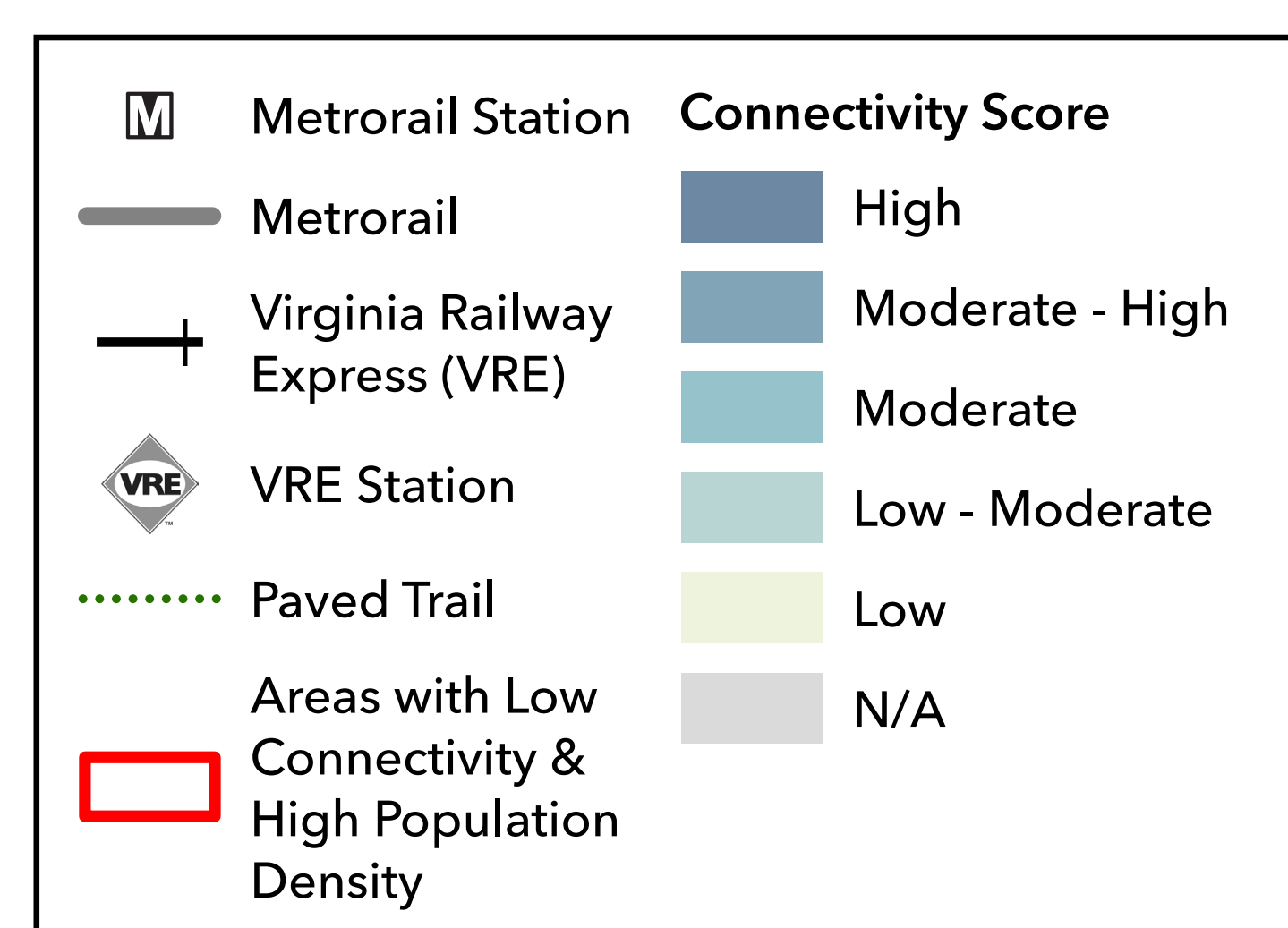
Walking accounts for approximately 36% of all weekday trips within Arlington, making it the second most common mode of transportation in the County after driving (56%).

Walking trips have an average length of 11.4 minutes, and an average distance of 0.6 miles. (Replica, Mid-Atlantic Fall 2023 model)

WalkArlington encourages walking through education about pedestrian infrastructure and organizes events to promote walking as a safe, sustainable, and healthy transportation option. Scan the QR code to learn more:



Areas with lower connectivity and higher population density



A higher 'Connectivity Score' was given to areas with **more** sidewalks, trails, and marked pedestrian crossings

This analysis evaluates the connectivity of low-stress pedestrian infrastructure based on the degree to which quarter-mile trips can be completed using paved trails, sidewalks, and crosswalks.

Key Takeaways

- The County's pedestrian network provides strong connectivity along Metrorail corridors. 44% of walking trips in Arlington originate within quarter mile of Metrorail corridors (Fall 2023)
- The largest areas of high connectivity exist in the Rosslyn-Ballston corridor and in the Richmond Highway corridor
- Locations highlighted in red, such as the area between Langston Boulevard and I-66, are areas with higher density development and limited connectivity, illustrating where improved pedestrian infrastructure would benefit the most people

What are your experiences with walking in Arlington? What are potential opportunities for improvement?

Arlington's Bike and Micromobility Network

Arlington's expansive trail system provides individuals of all ages and abilities with safe routes for cycling, scooting, and walking

Bicycling accounts for 2.9% of all weekday trips within Arlington; these trips have an average length of 11 minutes and an average distance of 2 miles.
(Replica, Mid-Atlantic Fall 2023 model)

Key Takeaways

- The trail network forms the backbone of the County's low-stress bike and micromobility network
- A network of "most comfortable" and "comfortable" street segments is present throughout the County
- Larger streets with more traffic and higher speeds—such as I-395 and Arlington Boulevard—create barriers to low-stress travel

What are your experiences with bicycling or using micromobility in Arlington? What are potential opportunities for improvement?

What is "Micromobility"?
Micromobility devices are human-powered and electric powered bicycles, scooters, and skateboards that allow people to get around quickly and easily.

Higher-stress streets can be made more comfortable by adding bicycle infrastructure, such as protected or buffered bike lanes

The Arlington Loop is a 16-mile circuit that connects four trails and allows riders to explore all around Arlington. Scan the QR code to see the 2022 map:

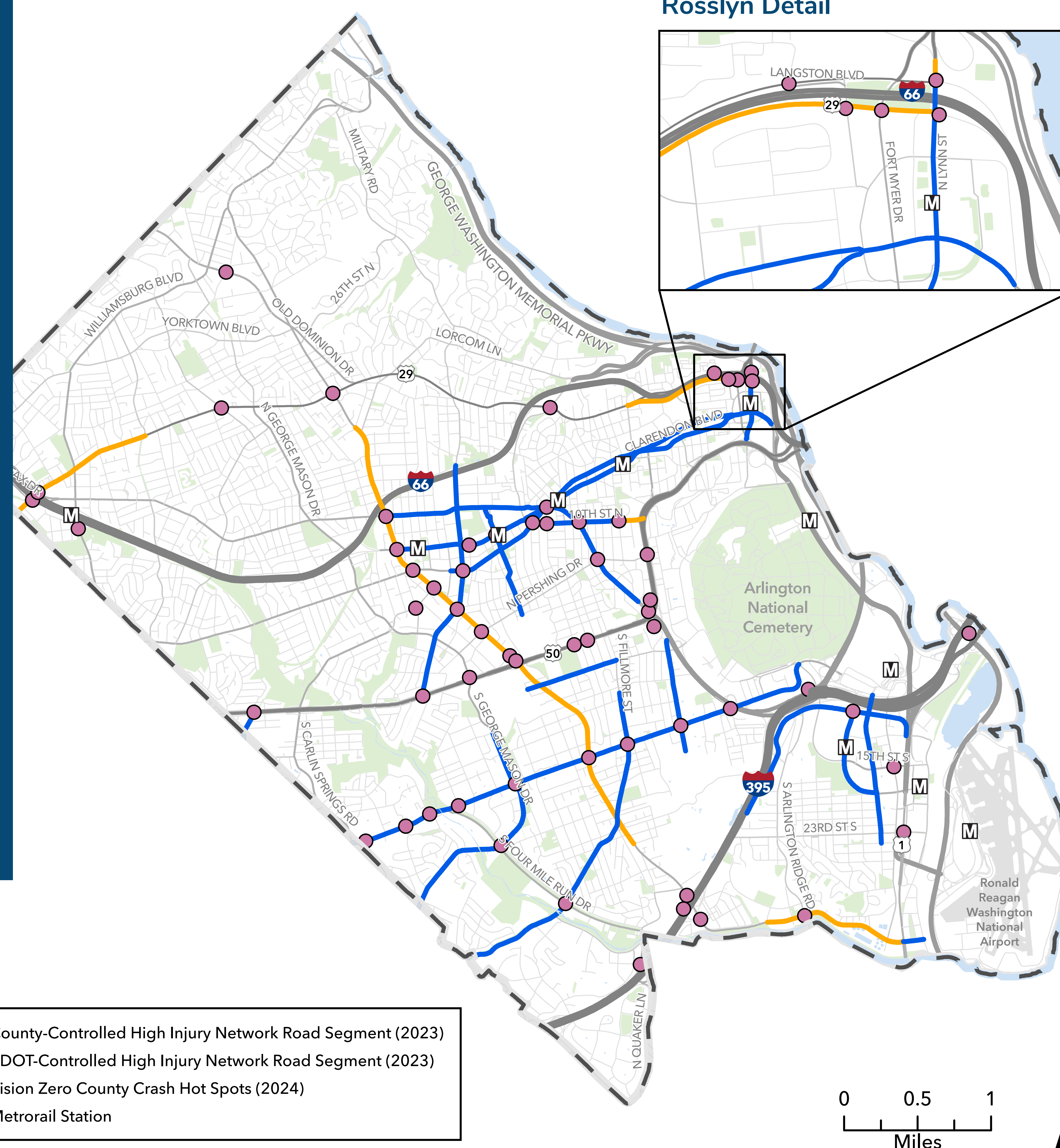


Safety and Vision Zero in Arlington

What is Arlington doing to address transportation safety? The County's Multimodal Safety Engineering Toolbox was initiated in Arlington's first five-year Vision Zero Action Plan to:

- Inform stakeholders about safety improvement options and their appropriate uses
- Highlight available tools for improving safety
- Facilitate communication between staff, contractors, developers, and the community
- Create a shared understanding and realistic expectations around safety treatments

Scan the QR code to view the Toolbox:



Key Takeaways

- Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Arlington adopted Vision Zero in 2019 with a goal of eliminating fatal and severe injuries by 2030. Arlington's Vision Zero program applies data-driven projects, policies, and outreach to make traveling safer in Arlington
- The High-Injury Network (HIN) identifies County streets that have a relatively high number of serious injury and fatal crashes. The Vision Zero approach is focused on reducing our most severe crashes first and foremost, and the HIN allows us to focus analysis and resources on these corridors
- Hot Spots identify individual intersections or locations that experience high numbers of crashes with the target to implement quick-build crash mitigation measures. Hot spots are identified for vehicle, bicycle, and pedestrian crashes

What are your experiences with transportation safety in Arlington?
What are potential opportunities for improvement?

Arlington's Bus Transit Network

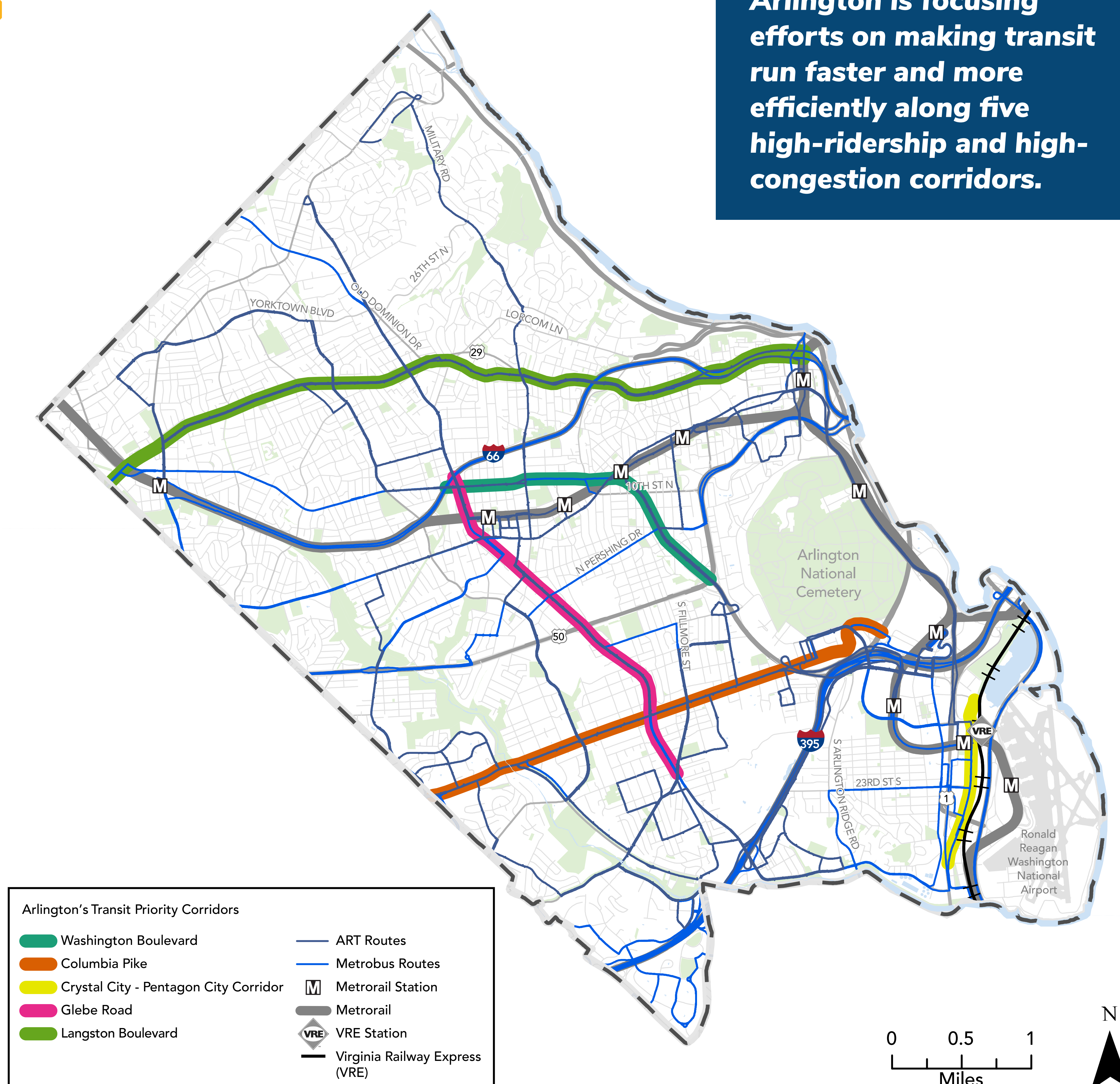
Arlington is focusing efforts on making transit run faster and more efficiently along five high-ridership and high-congestion corridors.

Key Takeaways

- Geographically, nearly 100% of County residents have access to bus service within a quarter mile of their homes, except the northern portions of the County that have less transit coverage
- The Arlington Transit Strategic Plan developed a 10-year phased plan for changes to bus routes to meet demand and travel patterns of County residents
- Major corridors warrant a higher level of investment (frequency, bus priority, bus rapid transit, active transportation improvements)
- Bus service also can be impacted by congestion or delay on roadways

Did you know?

- **In 2023, almost 5 million passenger miles were traveled on Arlington's 16 ART Bus routes**
Source: Arlington County 2024 Profile
- **Between July 1, 2021 and June 30, 2022 more than 30,000 trips were provided via Arlington's paratransit service (STAR)**
Source: Arlington Transit Strategic Plan (FY2025-2034)



Ongoing or recent transit-related initiatives:

- Arlington Transit Strategic Plan
- Arlington Microtransit Pilot
- Columbia Pike Forward
- NVTC Northern Virginia Regional Bus Strategic Plan
- NVTa Bus Rapid Transit Preliminary Deployment Plan
- WMATA Better Bus, Proposed 2025 and Visionary Networks



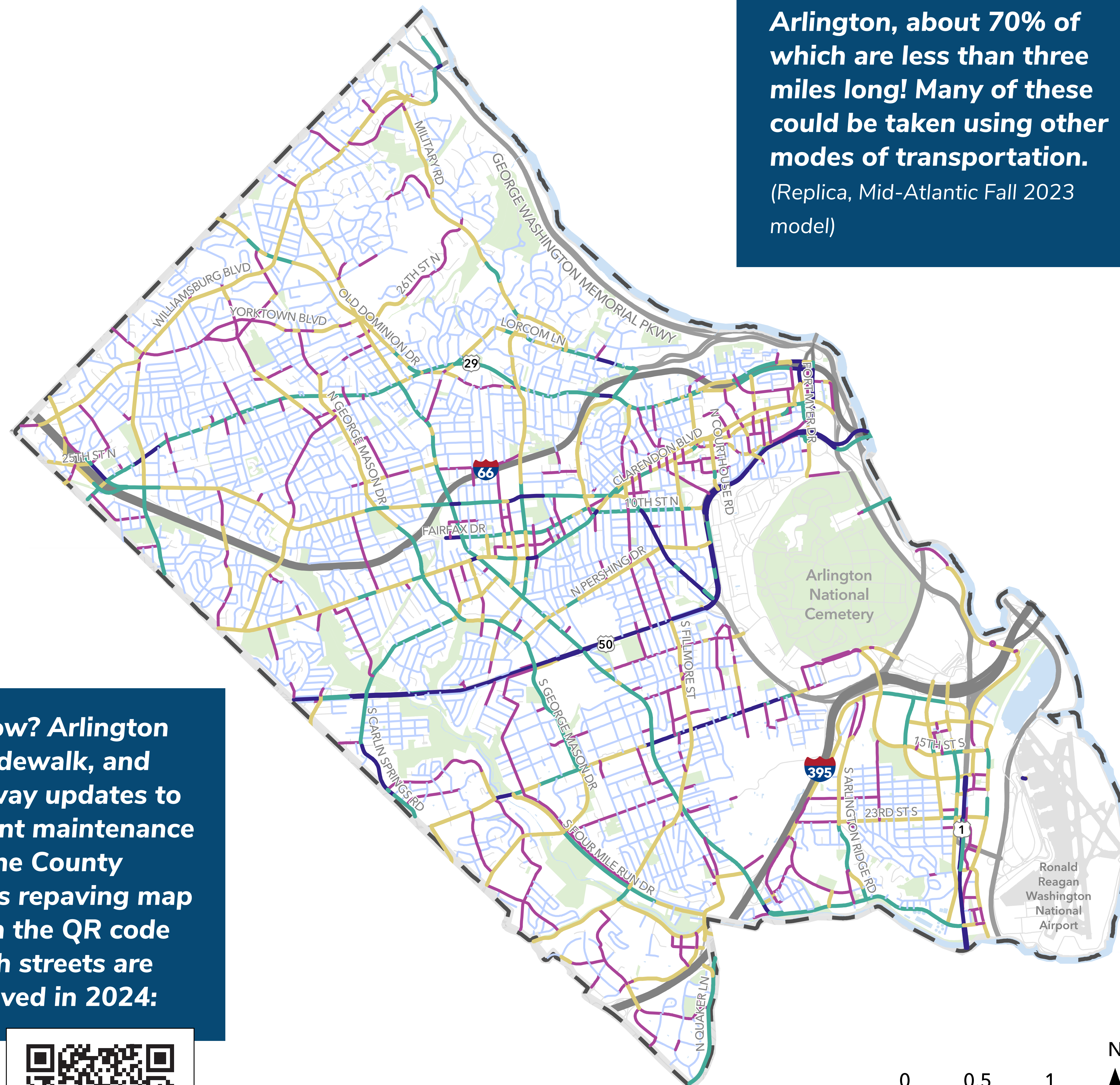
Scan the QR code to learn more about Arlington's Transit Strategic Plan

What are your experiences with the bus network in Arlington? What are potential opportunities for improvement?

Arlington's Vehicular Network

There are roughly 246,000 vehicle trips every day that both start and end in Arlington, about 70% of which are less than three miles long! Many of these could be taken using other modes of transportation.

(Replica, Mid-Atlantic Fall 2023 model)



Did you know? Arlington ties curb, sidewalk, and other roadway updates to the pavement maintenance program. The County publishes its repaving map online. Scan the QR code to see which streets are set to be paved in 2024:



Source: Arlington County (2023 Streetlight Data)

Key Takeaways

- The majority of our street network is made up of local neighborhood streets. Limited connections between neighborhoods and an incomplete street grid concentrate high traffic levels on just a few major streets
- The top three busiest streets carry 24.5% of all vehicular traffic in the County
 1. Arlington Boulevard (US-50)
 2. Langston Boulevard (US-29)
 3. Washington Boulevard
- A majority of streets in the County (63%) carry lower levels of traffic (fewer than 1,500 vehicles per day)

What are your experiences driving in Arlington or interacting with motor vehicles? What are potential opportunities for improvement?