History of Transportation in Arlington (Pre-1910s-1960s)



1910s-20s 1930s-40s 1940s-60s

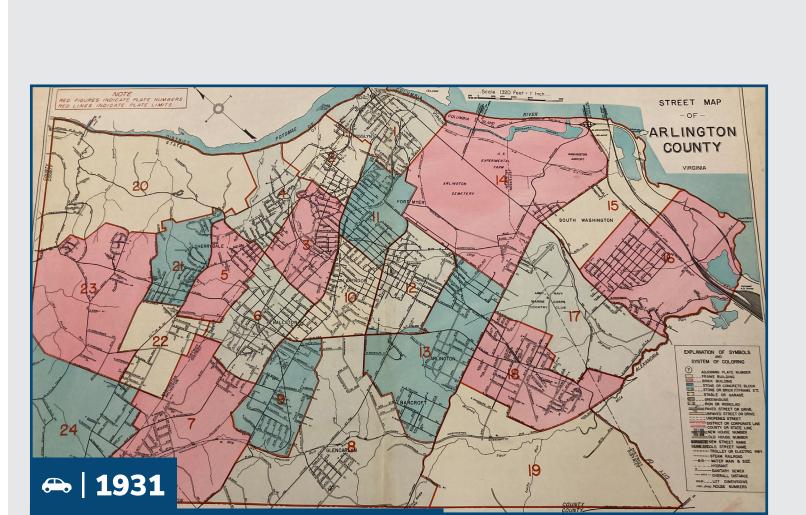
Pre-1910s Before the 1910s, Arlington was made up of small villages on a hilly landscape. Following the retroceding of Arlington County in the 1850s and the continuously growing population, infrastructure construction increased. ш | 1896 ш | 1891 The Washington, Alexandria & Mount The Washington, Vernon Railway Arlington & Falls Church Railway Company extended its Mount Vernon line Company formed to through Arlington to provide electric railway Washington service Key Milestone Washington Congress retroceded Union Station was Arlington from constructed, spurring Washington, DC, to passenger rail growth in the Commonwealth

These decades, which included World War I and the beginning of the Great Depression, also resulted in an expansion in Arlington's population and the need for more transportation options.



Federal workforce tripled because of World War I, leading to an increase in Arlington's population

With the Great Depression still prevalent, large numbers of the African-American population, who fell into debt, migrated from the South to the North. As a result, many African-Americans settled in Arlington County and became further segregated through transportation infrastructure.

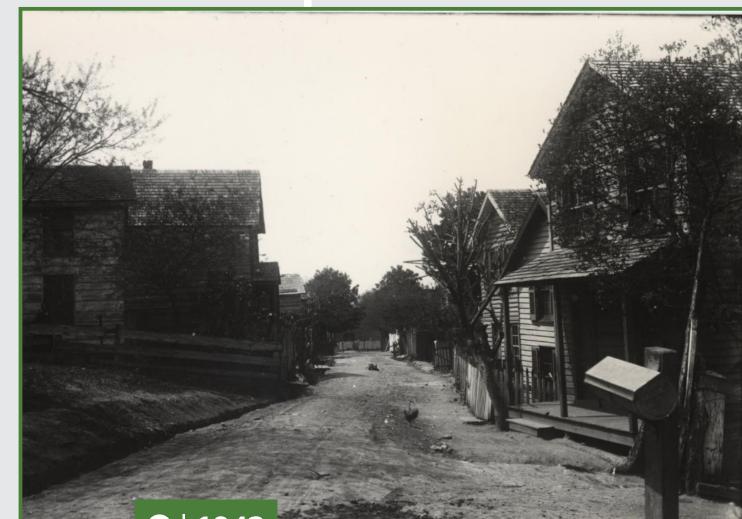


Construction of Route 50 created a physical barrier between north and south Arlington that further segregated communities

Key Milestone

A photo of the Queen City neighborhood Source: Arlington Historical Society

World War II sparked the popularity of rail transportation throughout the nation to transport troops and large amounts of materials. Once the war ended in 1945, the government lifted priorities on automobile parts and allowed for them to be used for consumerism. This led to an increase in the use of and demand for automobiles.



The Pentagon construction and surrounding roadway network was completed, displacing communities including an African-American neighborhood known as "Queen City"

Key Milestone



Motor vehicles became more affordable and more widely used, leading to the closure of streetcar companies and the rise of bus companies

of Virginia

the region

Washington and Old Dominion Railroad was formed

ш | 1912

The Washington-Virginia Railway went bankrupt, but local Arlington residents formed the Arlington & Fairfax Railway Company to take over the system

ш | 1927 VIRGINIA ELECTRIC RAILWAYS ARLINGTON COUNTY 1892-1941

Due to ongoing deterioration of infrastructure, the Arlington & Fairfax Railway shut down, but was later purchased by an investor to transform the remaining streetcars into autorailers which were a combination of trolley streetcars and motorbuses



Source: National Capital Trolley Museum

Arlington adopted its first

long-range countywide transportation plan: Major Thoroughfares for Arlington

1941

Aerial photo taken of the intersection of Washington Boulevard, Clarendon Boulevard, and Wilson Boulevard in the 1950s.

Key Milestone

Congress authorized a 40,000-mile interstate system; Virgnia's system was comprised of 1,070 miles

> Arlington County's first Comprehensive Plan was published, which consisted of the Major Thoroughfare and Collector Streets Plan

6 | 1960

Arlington put a \$54 million bond issue on its November ballot to support building a Metro line below the Rosslyn-Ballston corridor. It passed with over 70% support













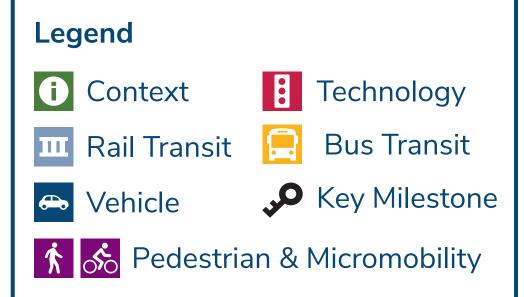


History of Transportation in Arlington (1970s–2010s)



1970s-80s 1980s-90s 2000s-10s 1990s-2000s In 1982, President Reagan created an 80/20 policy that allotted 80 percent of the Federal Highway Trust Increasing gas prices and the Emergency Highway Energy Conservation Act of 1974 spur a nationwide This decade featured rapid growth in technology that sparked transportation improvements, such as This decade began a shift toward greater use of more renewable energy sources, since natural Fund to highways, while the rest would be allotted to public transportation projects. effort to reduce oil consumption. Furthermore, there was a national focus on public transportation to GPS, modern transit fare cards, and cell phones. The passage of the Americans with Disibilities Act of resources could not keep up with the demand. As a result, hybrid automobiles became a popular alternative over gas-powered automobiles. Technological advancements led to a spark in the use of provide people options other than driving. 1990 helped bring about a focus on physical accessibility. intelligent transportation systems (ITS) to monitor and manage traffic. Credit: Jonathan Kozowyk **1977** Key Milestone The General Land Use Plan designated 11% of Arlington's Washington Area Bicyclists land between the two Metro Association (WABA) corridors for high-density and was established mixed-use development **1** 1972 **☆ | 1977** The Transportation Commission was created NOVA Parks purchased the Washington and **Arlington Transit** ്റ് | 1973 Old Dominion Railroad (ART) was launched right-of-way between Alexandria and First commuter bikeway Key Milestone ART set a goal Purcellville to develop a in Arlington was built to for reducing its multi-use trail connect the Spout Run ш | 1991 ്റ് | 1994 Key Milestone Metrorail started service in carbon footprint Parkway to Rosslyn the median of I-66 between by transitioning 📤 | 1982 🧈 Key Milestone Five Metrorail lines \$7.3 million was Ballston and Vienna SCOOT-based traffic their fleet to were opened: Red, **1973-1976** allocated to the adaptive signal control CNG buses Orange, Yellow, I-66 was built after 30 Key Milestone Arlington Bicycle subsystem was implemented Green, and Blue years of planning Transportation Plan to manage 65 traffic signals Four area bus systems were acquired by WMATA and combined to create Key Milestone the Metrobus system The County Board tasked County staff to undertake a complete revision of the County's Master Transportation Plan. Portions of **Dulles Access** The Major Thoroughfare these updates were adopted on a rolling basis The Arlington Arlington Subway Shuttle Taxi (SST) Arlington's Master The Custis Trail Road from and Collector Streets Transportation began serving the south-central along I-66 opened Bikeway Plan was **1** 2004–2010 I-66 was built plan called for a bike Plan was replaced by the portion of Metrobus Route 22, released and called for between Rosslyn trail along I-66 and Master Transportation Plan which now encompasses Ballston, an 80-mile network of and Falls Church **⇔ | 1984** bicycle parking at the Shirlington, and Pentagon City trails for commuter and **1** | 1986 2005 new Metro stations recreational use **√ 1982 ✓** Key VDOT established the **📤 | 1990** Smart Travel brand for its Google Maps for ┆ | 1977 comprehensive, first-in-The National Park Service desktop was launched the-nation program of extended the Mount The Americans with Disabilities Act intelligent Vernon Trail north to was passed, laying the groundwork Are there other key events in Arlington's transportation history that aren't shown? transportation systems connect to the end of the 2005 for transformative improvements Custis Trail in Rosslyn, to pedestrian connectivity, transit 1997 creating a continuous access, and more Google Maps for mobile was launched connection along the and available on Blackberry, Palm, and Potomac River waterfront **1990** other mobile devices. Google Maps for Android and iOS/iPhone launched in ్రం | 1988 2008 and 2012, respectively Trolley replica buses, which were equipped with lifts to assist persons with disabilities, were implemented throughout Crystal City The Recession occurred. causing gas prices to **1990** increase, which led to more public transportation use **1** 2008





History (and Future) of Transportation in Arlington (2010s-Present)



What future accomplishments would you like to see the new transportation plan support?

How would you write Arlington's transportation future?

2010s-Present The Future...

The COVID-19 Pandemic upended the ways people travel and use transportation. During the pandemic, many people worked from home. Even after the pandemic, commuters experienced a substantially different commute than before, with 72% of Arlington commuters reporting a change in commute.

Arlington's section of the Crystal City-Potomac Yard Transitway (branded as Metroway) opens

The I-66 Express

Lanes Inside the

Beltway began

Capital Bikeshare launched and replaced **Smart Bike**

్రం | 2018

conducted and concluded

1 2020

Dockless bikes and e-scooters first allowed in Arlington as part of a 9-month trial

∱ | 2022

Arlington was named a Platinum-level Walk Friendly Community

ш | 2022

The second phase of the Metrorail's Silver Line was completed with six stations

Arlington was named a Gold Level Bicycle Friendly Community by the League of American Bicyclists

్ర్ | 2024

The first phase of the Metrorail's Silver Line was opened with five stations

full operation *⇔* | 2017

The Virginia I-495 Express Lanes opened, marking a first in Northern Virginia for dynamically priced tolls and HOV/transit options

⇔ | 2014

ш | 2014 |

Uber and Lyft begin on-demand ride-hailing operations in the Washington, DC area

2011







