

Arlington's Transportation Future

Phase 3 Engagement Summary

Fall 2025



Arlington's
**Transportation
Future**



ARLINGTON
VIRGINIA





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Executive Summary

Arlington's Transportation Future is a County initiative to develop a refreshed transportation plan, which will replace the 2007 Master Transportation Plan. With this updated plan, Arlington will be better positioned to fulfill our commitments to safety, equity, accessibility, ease of use, and climate resiliency while addressing the transportation needs of both current and future residents. **Arlington's Transportation Future** is built on a strong foundation of intentional and inclusive community engagement. In winter 2025, Phase 3 of engagement focused on involving a broad representation of community voices to inform key topics of the plan.

Phase 3 used in-person and online engagement methods, with a focus on meeting people where they are, providing geographically distributed events, ensuring language access, and creating a variety of ways for people to provide meaningful feedback. The project team asked three key questions: Do the draft policies work toward the endorsed Vision and Goals? Do the draft Modal Priority Networks connect you to places to which you need and want to travel? How would you prioritize use of the curb lane?

This document summarizes key elements of the Phase 3 engagement process: who we heard from, what we heard and learned, and how we will use that input moving forward. These findings will solidify the framework of **Arlington's Transportation Future**—its policies, Modal Priority Networks, and curb lane use categories and priorities—to ensure it works toward our Vision and Goals; reflects the community's needs, priorities, and desires; and supports broader County values and priorities.

Phase 3 By the Numbers



42 days of public comment and events
between **October 27 and December 7, 2025**.



25 public events
including **2 open houses, 3 pop-up events, 14 focused engagement sessions, and 6 canvassing events**—strategically distributed across the County **to meet residents where they are**.



14 focused engagement sessions
with **community groups** to better understand the transportation experiences of **historically underrepresented community members**.



More than 2,400 people engaged
through **in-person outreach**, representing a diverse range of Arlington residents from **various communities and a broad spectrum of perspectives** that will inform the effort.



272 responses
on the **feedback form**, allowing community members to share feedback on the **draft policies, Modal Priority Networks, and curb lane categories** for the refreshed transportation plan.



3,972 webpage visits
allowing people to review the **draft policies, Modal Priority Networks, and curb lane use categories**, participate in the **online feedback form**, review **resources and work completed to date**, and learn about **upcoming events**.



Diverse representation with 24 percent Spanish-language engagement at in-person events
achieved through **multilingual materials, dedicated outreach staff, and culturally sensitive communication methods**.



What We Heard and Learned: Key Takeaways

The draft policies, Modal Priority Networks, and curb lane uses are on the right track.

Policy Takeaways	Modal Priority Network Takeaways	Curb Lane Use Categories and Priorities Takeaways
<p>Participants indicated overall support for the draft policies, especially for the policy to minimize single-occupancy vehicle trips.</p>	<p>Participants expressed strong support for a high-quality multimodal transportation system, including support for pedestrians being the top priority.</p>	<p>Feedback received showed strong support for the top two identified curb lane priorities: transportation safety and Modal Priority Network connectivity.</p>
<p>Feedback received stressed the need for consistent maintenance of multimodal networks.</p>	<p>Feedback received indicated a desire for improved transit connections to the Long Bridge Aquatic Center, Arlington Public Schools, Rosslyn-Ballston Metro corridor, and neighboring jurisdictions.</p>	<p>Participants identified people access as a universal priority, goods access as a priority in commercial and mixed-use areas, and greening as a priority in residential areas.</p>
<p>Participants shared a desire for policies or strategies that include data-driven decision-making.</p>	<p>Participants communicated support for multimodal connectivity to neighboring jurisdictions to allow Arlingtonians to reliably travel across the region.</p>	<p>Feedback received indicated that parking is a consideration for both residents and business owners because of its influence on travel decisions and impact on access to services.</p>
<p>Participants expressed a desire for a standalone greenhouse gas emissions policy.</p>	<p>Feedback received indicated a desire for improved bicycle and micromobility connections between:</p> <ul style="list-style-type: none"> • Crystal City and Aurora Hills to Shirlington • North and south Arlington • Schools, Metro stations, and major trails 	<p>Many participants noted that vehicles parking in travel lanes (including both bicycle and micromobility lanes and vehicular lanes) makes travel feel less safe for all who use the street.</p>

Arlington's Transportation Future

Phase 3 Engagement Summary

How We Will Use This Input

Arlington's Transportation Future is developing a refreshed transportation plan in close collaboration with the community. In the third phase of engagement, the County asked community members to review the draft policies, Modal Priority Networks, and curb lane use categories. They were invited to share their feedback on how well—or not well—these draft pieces of the plan address challenges, create opportunities, connect to important places, and overall reflect people's ideal future for transportation in Arlington.

The project team is using the valuable feedback received in Phase 3—including comments provided online, at in-person events, during focused engagement sessions, and from the Advisory Group—to update the draft policies, Modal Priority Networks, and curb lane use categories for the plan.

With the refined policies, Modal Priority Networks, and curb lane use categories, we will start building our refreshed transportation plan, which will help guide transportation investment in the County for the next 20 years. The refreshed plan document will be shared with the community for their feedback before it is brought to the County Board for adoption in late 2026.



About Arlington's Transportation Future

Arlington's Transportation Future is a County initiative to develop a refreshed transportation plan, which will replace the 2007 Master Transportation Plan. With this plan, Arlington will be better positioned to fulfill our commitments to safety, equity, accessibility, ease of use, and climate resiliency while addressing the transportation needs of both current and future residents. The plan will serve as the Transportation Element of the County's Comprehensive Plan, guiding community investment in the coming decades and ensuring that Arlington continues to be a place where people want to live, businesses choose to locate, and visitors come to enjoy.

What Will the Plan Include?

- A Vision and Goals for the future of transportation in Arlington
- Policies and strategies that will guide future decision-making and help us achieve our goals
- A guide for prioritizing improvements to Arlington streets based on safety, equity, accessibility, and other needs
- The integration of other Board-adopted County plans, programs, and initiatives

What Will the Plan Provide?

- A cohesive transportation plan that integrates the six modal elements (bicycle, transportation demand and system management, parking and curb space management, pedestrian, streets, and transit) of the 2007 Master Transportation Plan
- A new framework for transportation planning and decision-making that will set clear expectations and develop a shared understanding of priorities and tradeoffs

Timeline

The project team will guide the plan's development over four phases, from fall 2024 through 2026. In the first three phases, community members were able to share their thoughts through questionnaires, in-person public events, and online tools. The final phase will be Board adoption of the plan. Public participation ensures the plan reflects the unique transportation needs and preferences of our community.



Phase 3 Engagement Overview

Phase 3 of engagement built on the momentum of Phase 2. During Phase 3, the County provided the community with opportunities to review and comment on the draft policies, Modal Priority Networks, and curbside lane use priorities. These elements were developed using public feedback gathered during Phase 1 and 2 of engagement. Reaching out to and hearing from a broad range of the Arlington community was a key priority. To that end, the project team crafted outreach efforts to lower barriers faced by historically underrepresented groups by meeting people where they are and gathering feedback on these plan elements.

Phase 3 Engagement Objectives

- **Communicate:** Share key themes and insights from Phase 1 and 2 of engagement, the Transportation Snapshot Report, the Equity Analysis Report, and the County Board-endorsed Vision and Goals
- **Consult:** Collect feedback from a broad range of community perspectives on draft plan content (Modal Priority Networks, policies, and curbside lane use categories) to ensure they reflect community needs, the endorsed Vision and Goals, what we heard from Phase 1 and 2 of public outreach, and County priorities
- **Involve:** Foster conversations around the development of the draft plan content, priorities, and tradeoffs

Key Information We Shared

- Summary of Phase 1 and Phase 2 of engagement, including what we heard and how we used that feedback
- County Board-endorsed Vision and Goals
- Draft policies, Modal Priority Networks, and curbside lane use categories

Key Questions We Asked

- Do the draft policies work toward the endorsed vision and goals?
- Do the draft Modal Priority Networks connect you to places to which you need and want to travel?
- How would you prioritize use of the curbside lane?

Endorsed Vision and Goals

Endorsed Vision

People of all ages, backgrounds, and abilities can move safely, comfortably, and seamlessly in Arlington. Everyone can rely on a variety of high-quality, sustainable transportation options to get them where they want to go, when they need to be there, with desirable choices beyond using a car. Arlington focuses on making travel an enjoyable experience for people, connecting them with nature, friends, family, and opportunities.

Endorsed Goals



Equitable and Inclusive

Create a welcoming, affordable, and accessible transportation system for people of all ages, backgrounds, and abilities, while working to eliminate historical disparities in transportation policy and investment.



Safe

Prioritize a safe and comfortable travel experience for all people and eliminate transportation-related deaths and serious injuries.



Livable

Create a transportation system that provides enjoyable spaces and improves quality of life, affordability, economic vitality, physical and mental wellbeing, access to nature, and sense of community.



Sustainable

Develop a transportation system that moves more people with less traffic; supports a cleaner and greener environment; and advances climate protection, resilience, and adaptation.



Reliable

Provide an interconnected transportation network that is dependable, convenient, and well maintained, enabling all people and goods to seamlessly reach their destinations in the County and region.



Transparent and Accountable

Clearly prioritize and communicate competing demands within the transportation network and responsibly manage public resources to deliver and maintain an exceptional transportation system.

Arlington's Transportation Future

Phase 3 Engagement Summary

Draft Policies











The foundation of Arlington's Transportation Future is the endorsed Vision and Goals that were developed with input from the community. The draft policies built on the foundation of the Vision and Goals and were brought to the community for their input. The policies reflect community values by meaningfully supporting one (or multiple) of the plan's Goals.



Draft Policy	Goal(s) Supported
1. Advance a transportation system that proactively addresses the impacts of a changing climate	
2. Clearly communicate how decisions are made when developing, funding, and implementing transportation projects and programs	
3. Collaborate with local, regional, state, and federal jurisdictions, agencies, and other interested parties to advance transportation planning and services.	
4. Collaborate with other county departments to further mutual goals in the right-of-way.	
5. Correct historic and existing disparities in the transportation system to improve access and opportunity for community members in the highest vulnerability areas.	
6. Couple infrastructure investments with transportation demand management to minimize single-occupancy vehicle trips and emissions.	
7. Create an accessible transportation system for all by eliminating barriers to mobility.	

Arlington's Transportation Future

Phase 3 Engagement Summary

Draft Policy	Goal(s) Supported
8. Develop a transportation system that provides essential access during emergencies, extreme weather events, and other disasters.	
9. Develop streets as low-stress, people-focused public spaces that foster community connection, economic opportunity, and everyday interaction.	
10. During temporary disruptions such as construction and large events, provide safe and convenient transportation options.	
11. Ensure community members are equitably engaged in transportation decision making.	
12. Ensure long-term, viable funding models to plan and finance the improvement and maintenance of the transportation network.	
13. Ensure the safe mobility and access of people and goods in the right-of-way.	
14. Evaluate new technologies, tools, and best practices and incorporate those that improve the transportation system and the experience of those who use it.	
15. Evaluate the progress and effectiveness of transportation plans, projects, and initiatives.	
16. Foster a culture of safe travel behavior for all users.	
17. Integrate biophilic principles, street trees, and green infrastructure into the planning, design, and operations of the transportation system.	

Arlington's Transportation Future

Phase 3 Engagement Summary

Draft Policy	Goal(s) Supported
<p>18. Integrate land use and transportation planning to co-locate growth and development with high-quality, sustainable transportation options.</p>	
<p>19. Maintain a state of good repair and service across the transportation network to support the safe movement of people and goods across the county and the region.</p>	
<p>20. Manage the curb lane and streetscape as a valuable and limited public asset, recognizing its importance to safety, mobility, access, commerce, sustainability, and public life.</p>	
<p>21. Prioritize the reduction and prevention of severe and fatal crashes when developing, funding, and implementing transportation projects to create a safe transportation system.</p>	
<p>22. Support low-impact urban freight operations that reduce congestion, emissions, and conflicts with other users of the right-of-way.</p>	
<p>23. Use the Modal Priority Networks to advance an interconnected and convenient multimodal transportation system.</p>	

Arlington's Transportation Future

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Draft Modal Priority Networks

The refreshed transportation plan will include a set of **Modal Priority Networks**. This designation shows where we will plan for, design, and operate streets to prioritize the safety, comfort, and efficiency of a specific mode of transportation. The modal priorities will help County staff make decisions about how to best use limited street space, as there is not enough space to prioritize all modes of transportation on all streets. The modal networks are intended to meet the current and future transportation needs of the community.

- **Pedestrian** priority will be applied Countywide as the **first priority** for all streets
- **Transit or Bicycle and Micromobility** priority will be applied as the **second** and/or **third priority** on designated streets

Modal priority does not mean that other travel is excluded on the street. Cars, trucks, and delivery vehicles can still use most streets—they just will not be the investment priority, as they already have a complete network.

The networks will help to guide future planning, funding, and design of infrastructure investments but do not indicate a specific treatment type. The networks will inform, but not dictate, specific street designs. The priorities establish which modes of transportation are considered first as we advance future planning and design projects.

Draft Transit Priority Network

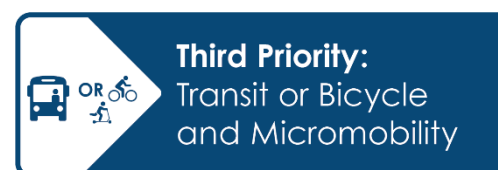
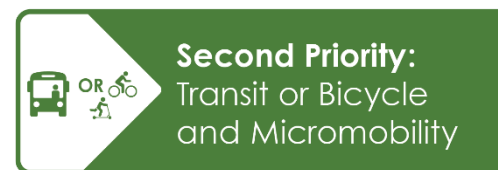
The draft Transit Priority Network recognizes the existing transit network and corridors where transit would be beneficial in the future. It shows where streets should be designed to support safe and reliable bus trips.

- The network focuses on areas with the greatest bus use today and where demand is expected to grow.
- Transit priority infrastructure could include dedicated bus lanes, better bus stops, and special treatments for buses at intersections.

Draft Bicycle and Micromobility Network

The draft Bicycle and Micromobility Network builds on the existing bicycle and micromobility network and identifies where future facilities are needed to create a complete network. It shows where streets should be designed to support safe, low-stress bicycle and micromobility trips across the County.

- The network focuses on creating a complete network that connects people to the places they want to go now and in the future.
- Bicycle and micromobility infrastructure could include off-street trails, protected bike lanes, or bike boulevards.





Draft Transit Priority Network













Draft Bicycle and Micromobility Network



Draft Curb Lane Use Categories

Curb lanes are used for many different purposes today, and often become busy areas where people, deliveries, and modes of transportation interact or come into conflict. The list below highlights current and future uses that must be prioritized to address growing demand and competing needs in the curb lane. **Transportation safety** and **Modal Priority Network connectivity** were identified as uses that should always be prioritized first in all areas of the County.

Draft Curb Lane Use Category	Examples of Existing Uses
 <p>Transportation Safety Infrastructure necessary to minimize crashes.</p>	<ul style="list-style-type: none"> • Daylighting or other safety design treatments • Curb extensions or chicanes
 <p>Modal Priority Network Connectivity Uses that facilitate multimodal mobility <i>along</i> the curb.</p>	<ul style="list-style-type: none"> • Sidewalks • Bus lanes • Bike lanes
 <p>Goods Access Uses that facilitate the movement of goods, materials, and/or services <i>across</i> the curb.</p>	<ul style="list-style-type: none"> • Commercial loading zones • Delivery pick-up/drop-off zones • Refuse collection
 <p>Greening Uses that involve green infrastructure.</p>	<ul style="list-style-type: none"> • Trees and planters • Rain gardens/bioswales
 <p>Parking Uses that involve temporary or permanent vehicle or large equipment storage.</p>	<ul style="list-style-type: none"> • Temporary/long-term parking • Bus/coach parking and staging • Bike/scooter parking • Construction/infrastructure equipment storage
 <p>People Access Uses that facilitate the movement of people <i>across</i> the curb.</p>	<ul style="list-style-type: none"> • Bus/rail stops or stations • Passenger loading zones • Bikeshare stations
 <p>Public Space Activation Uses that involve public seating or street activation.</p>	<ul style="list-style-type: none"> • Public seating, plazas, or parklets • Outdoor dining/food vendors • Public art
 <p>Utility Access Uses that support public infrastructure.</p>	<ul style="list-style-type: none"> • Utility poles • Signal boxes • Fire hydrants

Online Engagement

Feedback Form

One of the engagement tools for Phase 3 was a feedback form focused on the draft policies, Modal Priority Networks, and curb lane use categories. The project team made the feedback form available in English and Spanish, both online and at open house events. The feedback form was heavily promoted as part of Phase 3 communications and outreach efforts, including flyers and brochures distributed at canvassing events, yard signs placed at key public locations across Arlington, and the County's social media accounts and newsletters.

The project team made the feedback form available between Monday, October 27, and Sunday, December 7. A total of 277 community members shared feedback using the online form.

The feedback form was organized around the three topic areas, with respondents given the choice to respond to their topic area(s) of interest.

Draft Policies

This section prompted participants to answer questions about:

- The clarity of the policies
- The alignment of the policies with the endorsed Goals
- Overall satisfaction with the policies
- Impact of the policies on a respondent's personal transportation experience in the County, both overall and by transportation mode

Free response questions were available for respondents to provide open-ended suggestions and feedback and to identify any missing policies.

Draft Modal Priority Networks

This section prompted participants to share:

- Whether the draft networks connect to places they need and want to travel to across the County
- Whether the draft networks would encourage greater use of a transportation mode (bicycling/micromobility or transit)

Additionally, free-response questions were available for respondents to share additional destinations that were not well-served by the draft networks, and any additional comments or feedback.

Draft Curb Lane Use Categories and Priorities

This section shared the draft curb lane use categories and the top two priority curb lane uses identified by the County (transportation safety and Modal Priority Network connectivity). The form provided an opportunity for respondents to:

- Indicate their level of agreement with the top two priorities
- Select the third, fourth, and fifth priorities for the curb lane by area type (low-density residential, high-density/mixed-use, garden apartment, and low- and medium-density retail centers)

Additional free-response questions prompted respondents to share any missing curb lane use categories and comment on the priorities.

Arlington's Transportation Future

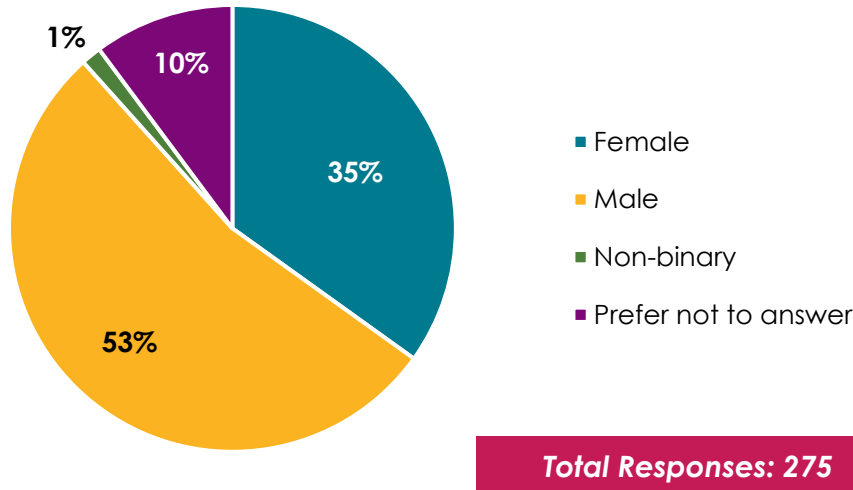
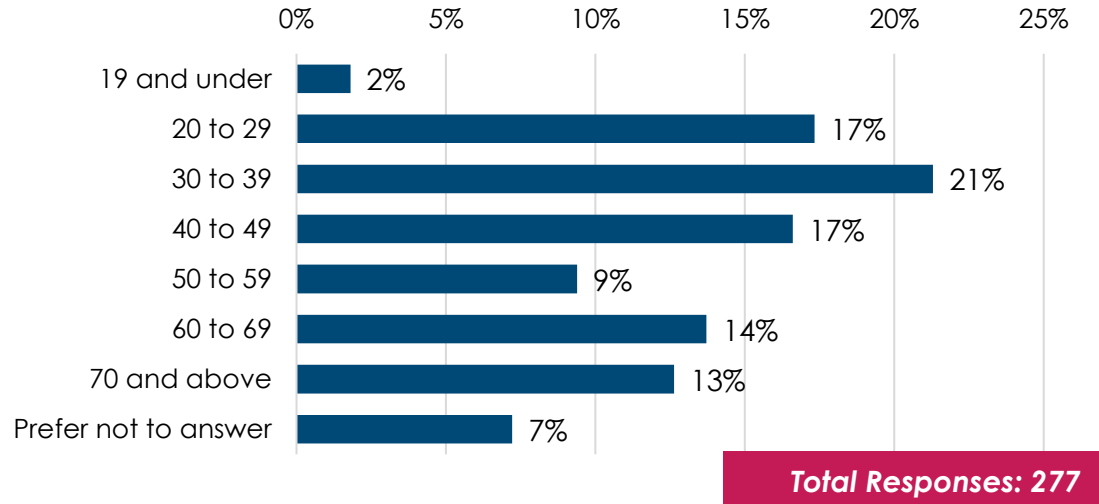
Phase 3 Engagement Summary

Who We Heard From

What is your age?

People between the ages of 20 and 49 made up the majority of respondents (55 percent).

This age distribution of respondents is generally representative of that of the County overall, with the exception of young (19 and younger) community members, who were significantly underrepresented (2 percent of questionnaire respondents versus 18 percent of the County overall).



What is your gender?

Gender distribution was skewed toward respondents identifying as male (53 percent).

Unlike the previous phase of engagement, the gender distribution of respondents overrepresents male-identifying respondents relative to the County's demographics (49.7 percent female and 50.3 percent male).

Arlington's Transportation Future

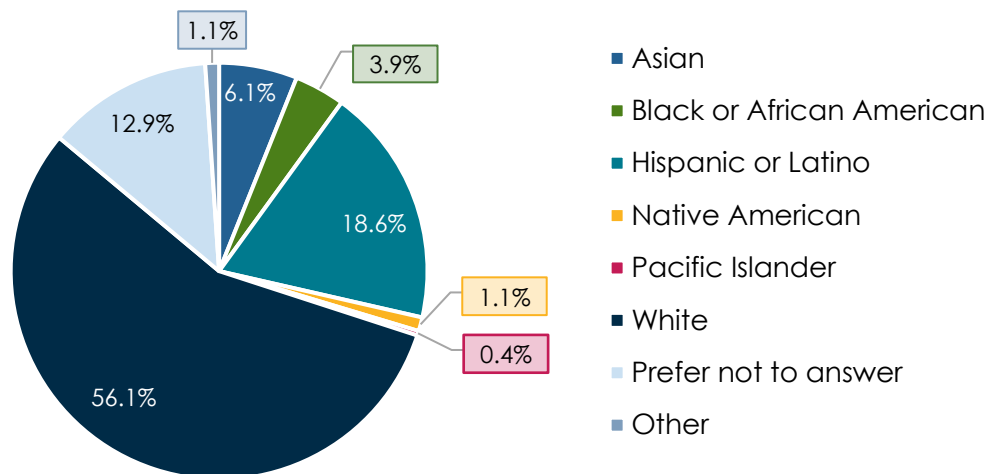
Phase 3 Engagement Summary

Which of the following best describes your race or ethnicity?

People who identify as white made up the majority of respondents (56 percent). This is representative when compared to the racial makeup of Arlington overall (59 percent of whom identify as white).

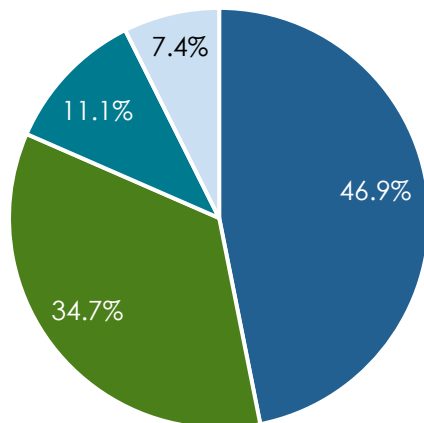
People who identified as Hispanic or Latino are *slightly overrepresented*, accounting for 19 percent of respondents but who make up 15 percent of the County population overall.

People who identified as Black or African American are *underrepresented*, accounting for 4 percent of respondents but who make up 8 percent of the County population overall.



Total Responses: 271

- Apartment or condominium
- Single-family, detached house
- Townhouse, attached to other houses
- Prefer not to answer



Total Responses: 271

Which best describes your current home?

Respondents who live in an apartment or condominium account for a majority of respondents (47 percent), an underrepresentation compared to the housing makeup of Arlington overall (70 percent of Arlingtonians currently live in an apartment or condominium home).

Respondents who live in a single-family, detached house are overrepresented, accounting for 35 percent of respondents, and only 22 percent of the County.

Respondents who live in a townhouse are slightly overrepresented, accounting for 11 percent of respondents, and only 6 percent of the County.

Arlington's Transportation Future

Phase 3 Engagement Summary

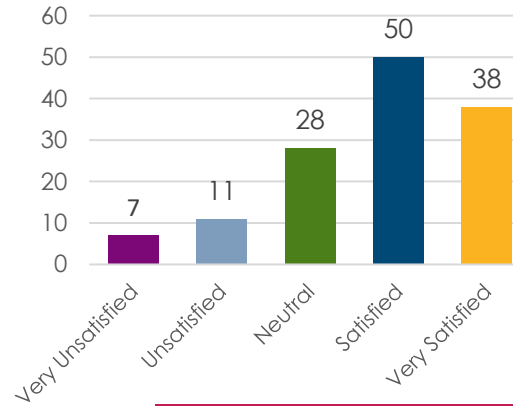
What We Heard: Draft Policies

Satisfaction and Clarity

Overall, the majority of respondents are satisfied with the draft policies and find them clear and understandable.

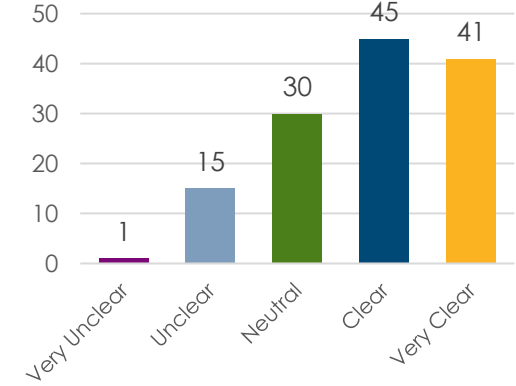
Eighty-eight respondents (65 percent) are satisfied or very satisfied with the draft policies overall. Eighty-six respondents (65 percent) find the policy statements clear and understandable.

How satisfied are you with the draft policies overall?



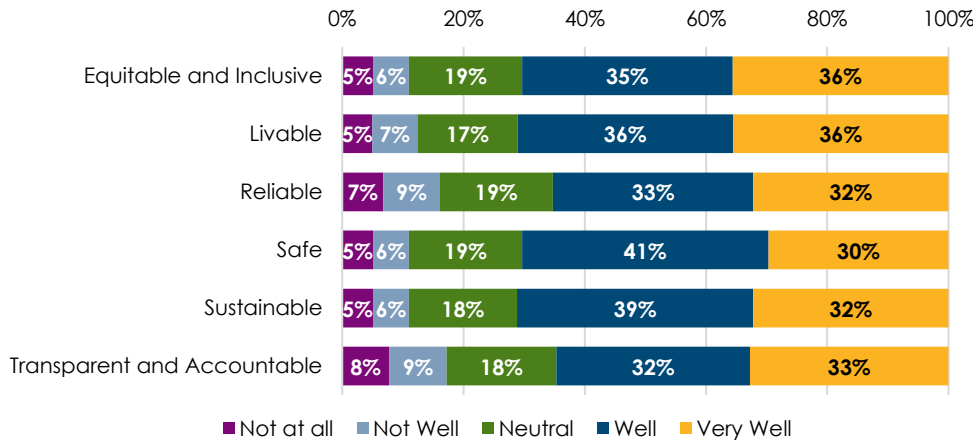
Total Responses: 135

How clear and understandable are the draft policy statements?



Total Responses: 133

How well do the draft policies work toward the endorsed Goals for the refreshed transportation plan?



Total Responses: 137

Working Toward the Endorsed Goals

Most respondents feel that the endorsed Goals for the refreshed plan are well supported by the set of draft policies.

Of the policies working toward the six goals, respondents feel that the policies working toward the Livable goal work the best (72 percent "well" or "very well" selections). Respondents feel similarly about the policies working toward the Equitable and Inclusive, Safe, and Sustainable goals (71 percent "well" or "very well" selections for all three goals).

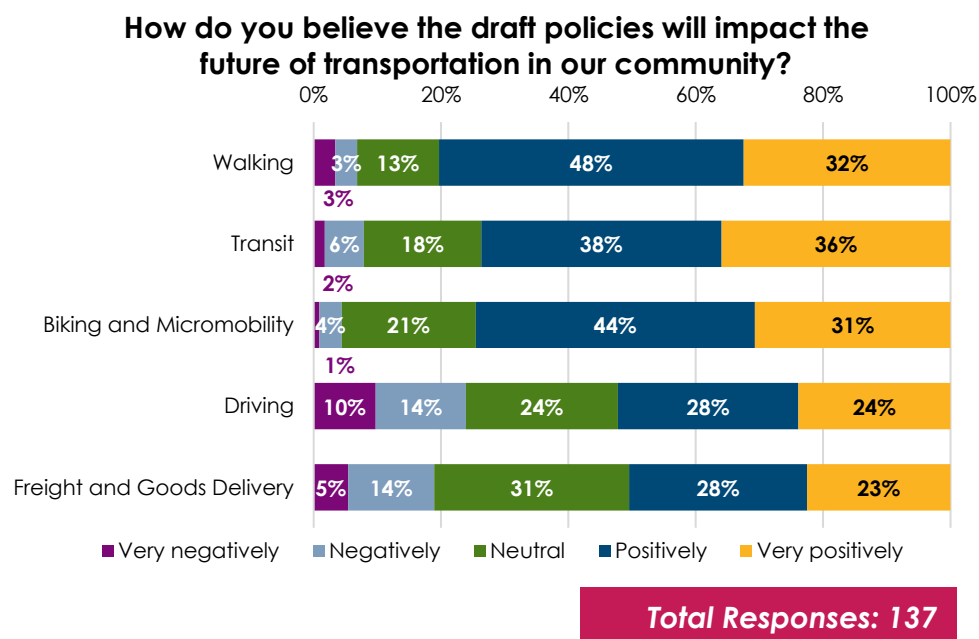
Respondents feel least confident about the policies working toward the Reliable and Transparent and Accountable goals (65 percent "well" or "very well" for both).

Arlington's Transportation Future

Phase 3 Engagement Summary

Impacts on Modal Experiences

Respondents believe that multimodal transportation experiences (walking, transit, biking, and micromobility) will be most improved by the draft policies.



Eighty percent of respondents believe walking will be improved by the draft policies. They feel similarly positive about transit (74 percent “positive” or “very positive”) and biking and micromobility (75 percent “positive” or “very positive”). Less than 10 percent of respondents think these modal experiences will be impacted negatively by the policies.

While the majority believe that driving and freight and goods delivery will be positively impacted by the draft policies, many express less confidence that these modes will be improved.

Twenty-four percent of respondents believe driving will be negatively impacted by the draft policies, and 19 percent believe that freight and goods delivery experiences will worsen. Many (31 percent) feel neutral about the impact of the draft policies on freight and goods delivery.

Open-Ended Responses

Open-ended responses offered support for the policies as well as suggestions for policy improvements and perceived gaps.

- Many responses expressed a desire for more transparent and accountable policies that include specific language around **data-driven decision-making**. Respondents note that data transparency would help to ensure equitable representation by clearly demonstrating the diversity and representation of feedback informing decision-making.
- Many respondents also wrote in to express **support for the policy calling to “minimize single-occupancy vehicle trips and emissions,”** and a desire for stronger emphasis on options beyond driving. Others discussed the need for consistent maintenance of multimodal networks during wet and winter weather.

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Phase 3 Engagement Summary

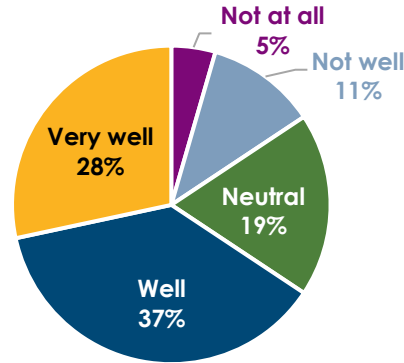
What We Heard: Draft Modal Priority Networks

Draft Transit Priority Network

Most respondents feel that the draft Transit Priority Network connects them well to destinations.

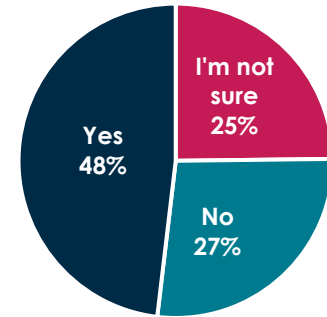
Sixty-five percent of respondents answered that the draft Transit Priority Network connects them well or very well to places across the County. A smaller percentage of respondents (48 percent) expressed that the connectivity provided by the priority network will encourage them to use transit more frequently.

How well does the draft Transit Priority Network connect you to places across the County?



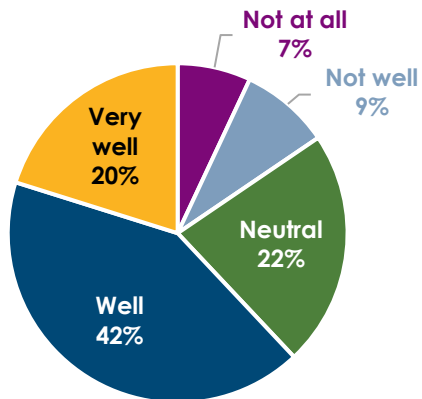
Total Responses: 134

Would the draft Transit Priority Network encourage you to use transit more frequently?



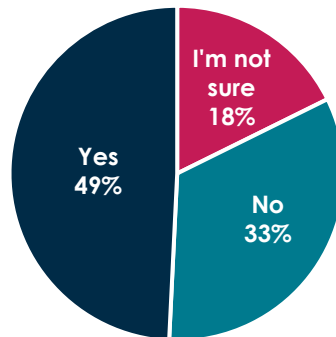
Total Responses: 133

How well does the draft Bicycle and Micromobility Priority Network connect you to places across the County?



Total Responses: 129

Would the draft Bicycle and Micromobility Priority Network encourage you to bike or scoot more frequently?



Total Responses: 130

Draft Bicycle and Micromobility Priority Network

Respondents also feel that the draft Bicycle and Micromobility Priority Network connects them well to places across the County.

Sixty-two percent of respondents noted that the draft Bicycle and Micromobility Priority Network connects them well or very well to places across the County.

Similar to the responses for the Transit Priority Network, a smaller percentage of respondents (49 percent) thought the draft Bicycle and Micromobility Priority Network would encourage them to bike or scoot more frequently.

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Phase 3 Engagement Summary

Open-Ended Responses

Open-ended responses prompted respondents to identify key destinations that they felt were underserved by the draft Transit or Bicycle and Micromobility Networks.

The following destinations received multiple highlights for desired connections in the draft **Transit Priority network**:

- **Between Long Bridge Aquatic Center and:**
 - Crystal City and Courthouse
 - Arlington high schools
- **Between the Rosslyn-Ballston Metro Corridor and:**
 - The Arlington Mill area/Bailey's Crossroads
 - Cherrydale
 - Pentagon City
 - East Falls Church
 - Community centers
- **To and from Arlington Public Schools**

In particular, stronger transit connections are desired from:

 - Parents, who expressed interest in seeing elementary schools (Abingdon Elementary, Campbell Elementary) well-connected by transit to the local surrounding areas
 - Middle and high school students, who would like to see their schools well-connected by transit to the Rosslyn-Ballston Metro Corridor and National Landing as well as the local surrounding areas
- **Inter-Jurisdictional Transit between Arlington and:**
 - Washington, DC
 - City of Falls Church
 - City of Alexandria
 - McLean

The following destinations received multiple highlights for desired connections in the draft **Bicycle and Micromobility Priority Network**:

- **Between Potomac Yard and Aurora Hills**
- **Between Shirlington and:**
 - Courthouse
 - Columbia Pike
 - Pentagon City
 - Abingdon Elementary
- **Between Fort Myer Heights (particularly, areas south of Arlington Boulevard) and the rest of Arlington**
- **Between Pentagon City and:**
 - Clarendon/Ballston
 - Mount Vernon Trail
 - Langston Boulevard
 - Washington Boulevard
- **Between the east and west ends of Columbia Pike**
- **Between the Four Mile Run and W&OD Trails and:**
 - Metrorail Blue and Yellow Lines
 - Kenmore Middle School

What We Heard: Draft Curb Lane Use Categories and Priorities

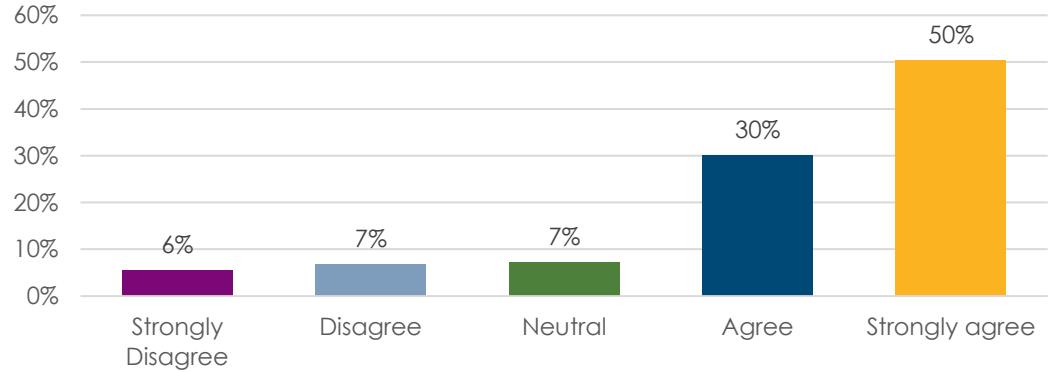
Primary Priorities

The vast majority (80 percent) of respondents agree or strongly agree that transportation safety and Modal Priority Network connectivity should be the top two priorities for curb use in all areas of the County.

Thirteen percent of respondents disagree or strongly disagree with this prioritization, while 7 percent feel neutral about it.

Total Responses: 179

Do you agree with transportation safety and Modal Priority Network connectivity being the top two priorities for curb uses in all areas of the County?



	Low-Density Neighborhood	High-Density Mixed-Use	Garden Apartments	Low- & Medium-Density Retail Centers
1	People Access	People Access	People Access	People Access
2	Greening	Goods Access	Greening	Goods Access
3	Parking	Parking	Parking	Parking
4	Goods Access	Public Space Activation	Goods Access	Greening
5	Public Space Activation	Greening	Public Space Activation	Public Space Activation
6	Utility Access	Utility Access	Utility Access	Utility Access

Feedback Form Responses: 179

Total Responses: 346

Secondary Priorities

Respondents were asked to rank their top three priorities among the six curb uses of goods access, people access, greening, public space activation, parking, and utility access. The resultant rankings come from a composite score weighted by the order and count of respondent rankings online and across in-person events.

Following the top two priorities, respondents selected People Access as the third curb use priority for all four area types.

Greening, Parking, and Goods Access curb uses also were ranked highly across all area types, while public space activation and utility access curb uses ranked lower, with the latter ranking last across all area types.

Open-Ended Responses

Open-ended responses added context and demonstrated additional appreciation for the County's top two curbside priorities (transportation safety and Modal Priority Network connectivity) and often identified how the secondary priorities (people access, goods access, greening, parking, public space activation, and utility access) could be utilized to support the top two priorities.

- Many respondents expressed a desire to see travel lanes separately identified from delivery curbs. They note that when curbs are not clearly marked or separated, delivery vehicles often stop in the travel lane, essentially double parking, which slows traffic and creates safety risks for all roadway users. Suggestions include the use of strategic greening and public space activation, in addition to other "daylighting" street design implementations, to help create visually identifiable separation between these two spaces.
- In general, curbside parking was a focal point of many responses. Some respondents mentioned that they would like to see less curb space dedicated to parking; others stressed the importance of parking in commercial or mixed-use areas and places that lack transit options. Many respondents expressed support for measures to prevent parked vehicles from obstructing travel lanes (especially multimodal travel lanes like bike lanes and bus lanes).

In-Person Engagement

The project team relied on in-person events to engage and inform the public during Phase 3, promoting dialogue and collaboration, cultivating understanding, and encouraging active participation in the planning process. The project team prioritized engaging historically underrepresented audiences by meeting community members where they are and having multilingual staff members at all events.

Open Houses

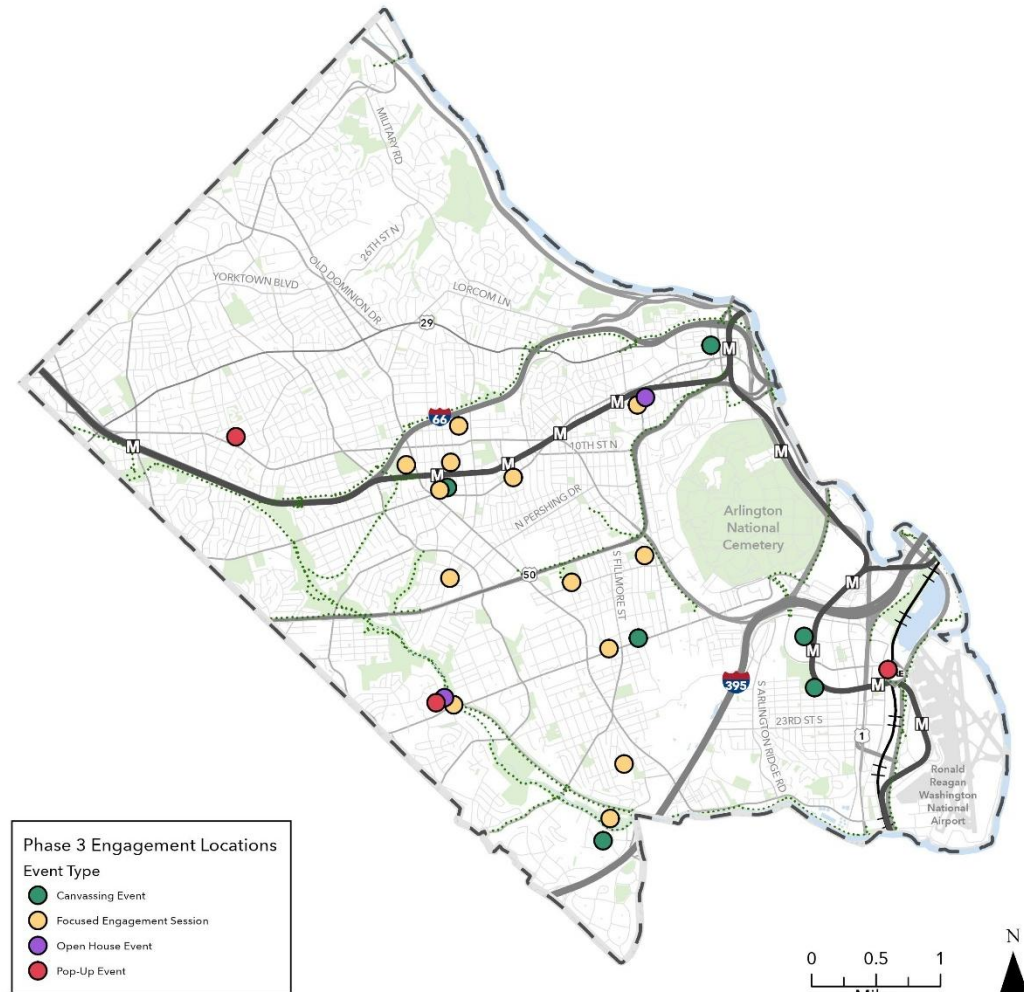
The project team held two in-person open house events to solicit feedback on the draft policies, Modal Priority Networks, and curb lane use priorities. Scheduling these open houses on different days of the week and in different areas of the County maximized accessibility.

- **Wednesday, November 5 (Evening):**
Bozman Government Center
- **Saturday, November 22 (Afternoon):**
Arlington Mill Community Center

Pop-Up Events

The project team held three pop-up events to reach those less likely or available to attend traditional events or to engage online. These events were intentionally located in popular destinations at targeted times of day and on multiple days of the week to meet people where they are, addressing barriers that commonly prevent people from participating.

- **Sunday, November 2 (Afternoon):** Mega Mart
- **Sunday, November 9 (Morning):** Westover Farmer's Market
- **Friday, November 14 (Afternoon):** National Landing Water Park



Arlington's Transportation Future

Phase 3 Engagement Summary

Canvassing Events

The project team held six canvassing events to raise awareness about the effort and to promote the online feedback form and open house events. These events focused on quick, informal conversations and handing out project information cards and flyers. These materials included key details and QR codes to the website and online feedback form, enabling the County to share information and encourage community engagement.

- **Wednesday, October 29 (Evening):** Aurora Hills Library
- **Thursday, October 30 (Evening):** Penrose Square
- **Thursday, November 13 (Evening):** Shirlington Library
- **Tuesday, November 18 (Evening):** Pentagon City Metro
- **Wednesday, November 19 (Evening):** Rosslyn Metro
- **Thursday, November 20 (Evening):** Ballston Farmer's Market

Focused Engagement Sessions

The project team held 14 focused engagement sessions in partnership with community organizations to prioritize feedback from populations that have been historically underrepresented in civic engagement efforts. These efforts included listening sessions, participation in community events, and pop-up engagements in community spaces. The purpose of these sessions was to build trust between community members and the County team and to strengthen relationships with diverse audiences, particularly those with lower past participation rates.

- **Wednesday, October 22 (Evening):** Arlington Economic Development Hispanic Heritage Night
- **Saturday, November 1 (Evening):** Dia de Los Muertos at the Museum of Contemporary Art Arlington
- **Wednesday, November 5 (Morning):** Arlington Food Assistance Center Distribution
- **Wednesday, November 12 (Afternoon):** The Jefferson
- **Thursday, November 13 12 (Afternoon):** Arlington Education and Employment Program (REEP)
- **Saturday, November 15 (Evening):** Skate Night at Thomas Jefferson Community Center
- **Monday, November 17 (Afternoon):** Business Improvement Districts and Partnerships
- **Tuesday, November 18 (Evening):** Arlington Schools Hispanic Parents Association (ASHPA)
- **Wednesday, November 19 (Evening):** Black Heritage Museum of Arlington
- **Monday, November 24 (Afternoon):** Arlington Public Schools Youth Event at Washington-Liberty High School
- **Tuesday, November 25 (Morning):** Culpepper Gardens
- **Monday, December 1 (Afternoon):** Unity Homes
- **Tuesday, December 2 (Evening):** ENDependence Center of Northern Virginia
- **Tuesday, December 2 (Evening):** Community Open House at Green Valley Civic Association

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Phase 3 Engagement Summary

Open Houses

The project team held two in-person open house events connecting community members with project staff to discuss findings to date and to receive feedback on the draft policies, Modal Priority Networks, and curb lane use categories and priorities. A total of 81 Arlingtonians attended these open houses. The County scheduled these open houses at different times of day in different areas of Arlington to maximize accessibility and to reach a broad range of community members.

During the open houses, staff presented an overview of the effort, the endorsed Vision and Goals, and the draft policies, draft Modal Priority Networks, and draft curb lane uses, including how each of these elements were developed. The project team asked attendees to share feedback on these draft elements through a series of interactive activities.

Information was presented in English and was available in Spanish, along with multilingual staff support.



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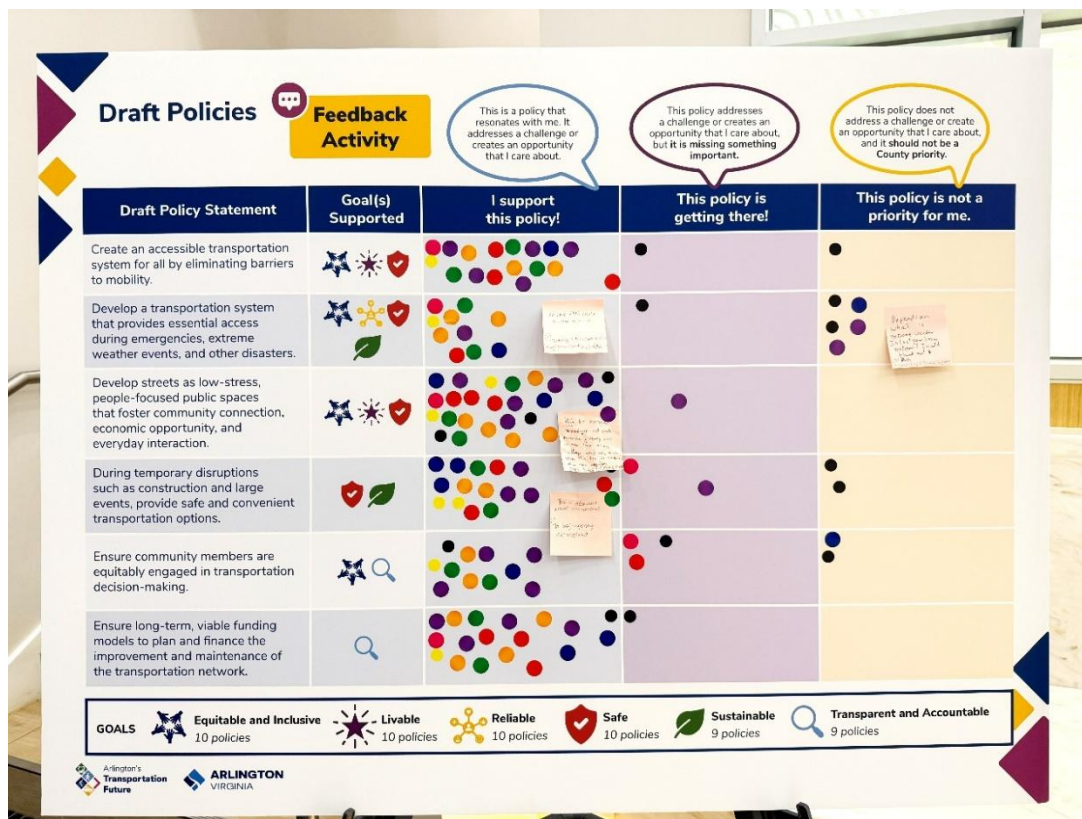
Phase 3 Engagement Summary

What We Heard: Draft Policies

Participants were asked to place stickers next to the policy statements they felt most strongly about in one of three sentiment categories ("I support this policy!", "This policy is getting there!", "This policy is not a priority for me."). They also had the option to provide more elaborate feedback by writing a comment on a sticky note. All 23 policy statements were displayed across four activity boards.

Overall, the policies were well-received, with the vast majority of stickers found in the "support" category for every policy.

- Based on the results of the open-house activity, the following policies were the most popular among participants:
 - The development of streets as low-stress, people-focused public spaces
 - Integrated land use and transportation planning
 - Coupling infrastructure investments with transportation demand management to minimize single-occupancy vehicle trips and emissions
- In written comments, participants expressed a desire to see policies reflect a transportation system that provides reliable and safe multimodal access in any scenario, including during events where the network experiences changes, such as in wet or winter weather events, or during construction.
- Participants also highlighted that changes in the transportation system should be clearly communicated in different languages, ensuring that the process of change would be transparent, accountable, equitable, and inclusive.

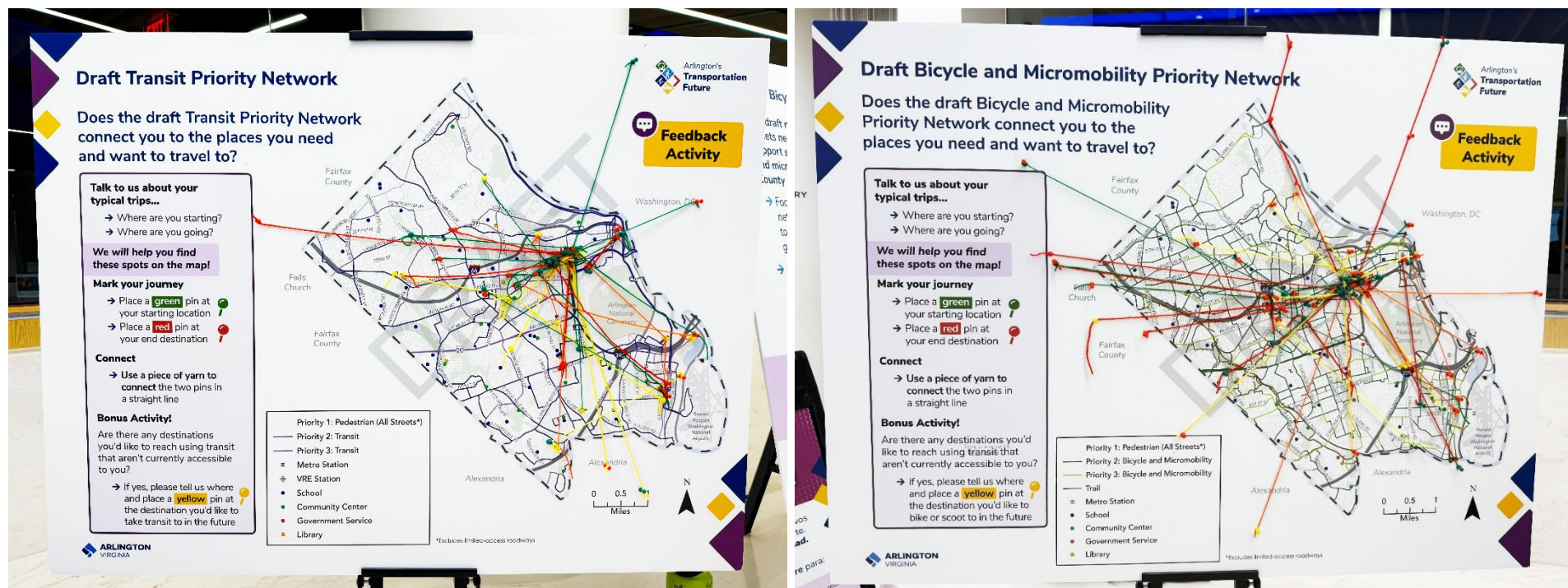


What We Heard: Draft Modal Priority Networks

Participants were asked to identify trips between typical origins and destinations that they would like to make using transit or using a bicycle or micromobility on a map of the respective draft priority network. From this activity, they could form an idea of how the draft bicycle and micromobility network or draft transit network might improve their current everyday trips or enable their desired trips.

From the activity, a few themes emerged:

- For many participants, the **Rosslyn-Ballston Metro Corridor is both an important origin and destination**. Attendees expressed that a strong multimodal network is not complete without robust connections to and through this area.
- **Many trips involve interjurisdictional travel**. Attendees expressed that Modal Priority Networks in Arlington should consider connections to modal networks in neighboring jurisdictions.



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Phase 3 Engagement Summary

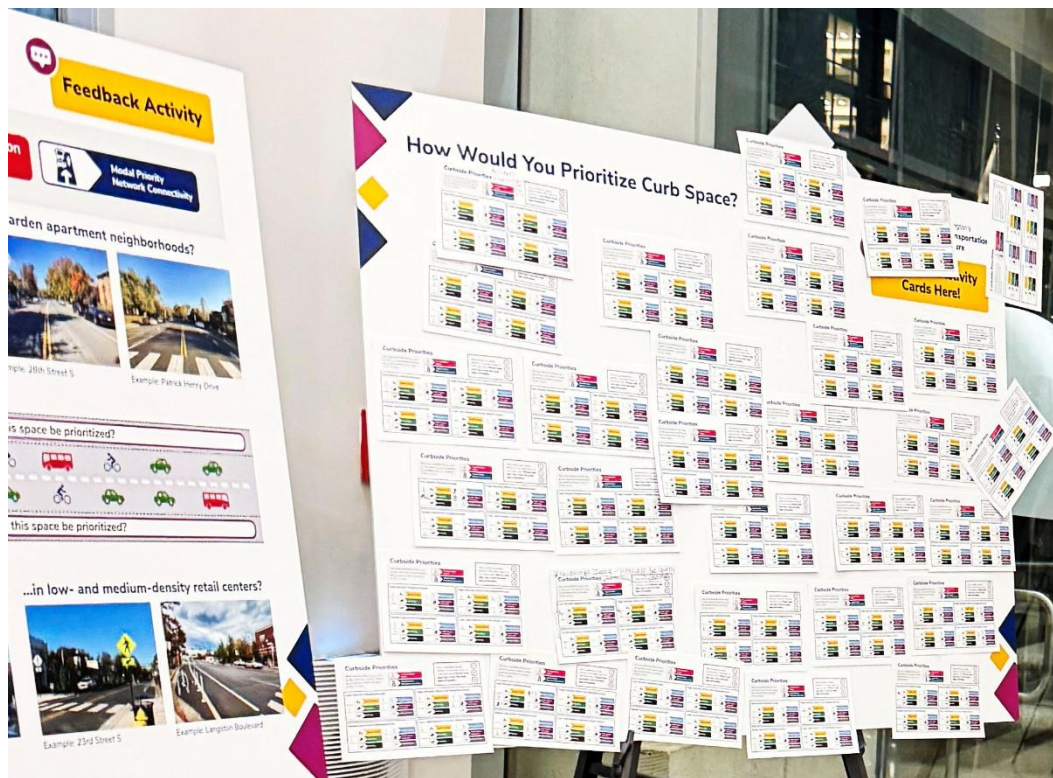
What We Heard: Draft Curb Lane Use Categories

After asking community members to confirm transportation safety and Modal Priority Network Connectivity as the top-two curb use priorities across all area types in the County, participants were asked to rank their subsequent priorities. They ranked their third, fourth, and fifth curb use priorities from a list of six options (Goods Access, Greening, Parking, People Access, Public Space Activation, and Utility Access). Participants completed this ranking exercise across four different development types (low-density neighborhoods, garden apartment neighborhoods, high-density mixed-use neighborhoods, and low- to medium-density retail centers).

The curb uses of People Access, Greening, and Goods Access were most popular among participants across all development types, with Greening especially popular in residential area types (low-density neighborhoods and garden apartment neighborhoods), and Goods Access more popular in more commercial area types (high-density mixed-use neighborhoods and low-/medium-density retail centers).

Fewer participants assigned priority to Public Space Activation and Utility Access across all area types.

Unlike the results from the focused engagement sessions and online feedback form, fewer open house participants highlighted parking as a curb priority across all area types.



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Phase 3 Engagement Summary

Pop-Up Events

The project team held three pop-up events between Sunday, November 2, and Friday, December 2, to reach those less likely or available to attend traditional engagement events or to engage digitally. These events were intentionally located in popular community destinations across the County and resulted in 534 English- and 97 Spanish-language interactions. By hosting pop-ups in partnership with other events, at neighborhood centers, and other everyday gathering places at targeted times of day and on multiple days of the week, the County was able to meet the community where they are, addressing barriers that often prevent people from participating and sharing their feedback.

What We Heard

The pop-up events used the same draft Modal Priority Network activity as the open houses. This activity asked attendees to identify a common trip they take to see how well the modal networks connect people to places they need and want to go.

Multiple attendees remarked on the importance of a continuous and dedicated bicycle and micromobility network along key corridors, explaining that existing gaps in the network and shared narrow road space with other vehicles make their current trips unsafe. Attendees also commented on the importance of public space activation and street greening for making multimodal networks more visible, stating that better visibility makes these modes safer and the communities around them feel more connected.



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Phase 3 Engagement Summary

Canvassing Events

The project team held six canvassing events, during which they distributed more than 1,100 bilingual flyers to further raise awareness about the planning effort, promote the open house events, and direct people to the online feedback form. The flyers included QR codes for the website and feedback form.




The future of transportation is taking shape!
Help us make it a reality.

Join us at an open house or share your feedback online!

Talk with the Arlington's Transportation Future team and help craft the modal priority networks and policies that will deliver our next transportation plan!



OPEN HOUSES	ONLINE FEEDBACK FORM (OPEN UNTIL DECEMBER 7)
Ellen M. Bozman Government Center (Lobby) Wednesday, November 5 4:00 – 7:00 p.m. Drop in at any time!	 Scan the QR code or visit arlingtonva.us/TransportationFuture to:
Arlington Mill Community Center Saturday, November 22 1:30 – 4:30 p.m. Drop in at any time!	
<ul style="list-style-type: none"> Review the draft modal priority networks and policies Share your feedback 	<ul style="list-style-type: none"> Find upcoming events Learn more about the process

ARLINGTON VIRGINIA | arlingtonva.us/TransportationFuture

el transporte está tomando forma!
ayúdanos a hacerlo realidad.

en una reunión abierta al público o comparta sus comentarios en línea!

tipo de Futuro del Transporte de Arlington y ayude a desarrollar las redes y políticas de prioridad modal que conformarán nuestro próximo plan de transporte.

EVENTOS	FORMULARIO DE COMENTARIOS EN LÍNEA (DISPONIBLE HASTA EL 7 DE DICIEMBRE)
Open House Join us at an open house or share your feedback online! Talk with the Arlington's Transportation Future team and help craft the modal priority networks and policies that will deliver our next transportation plan!	 Escanee el código QR o visite arlingtonva.us/TransportationFuture para:

Arlington Mill Community Center
 Sábado 22 de noviembre de 1:30 a 4:30 p.m.
 ¡Veniga a visitarnos en cualquier momento!

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Phase 3 Engagement Summary

Focused Engagement Sessions

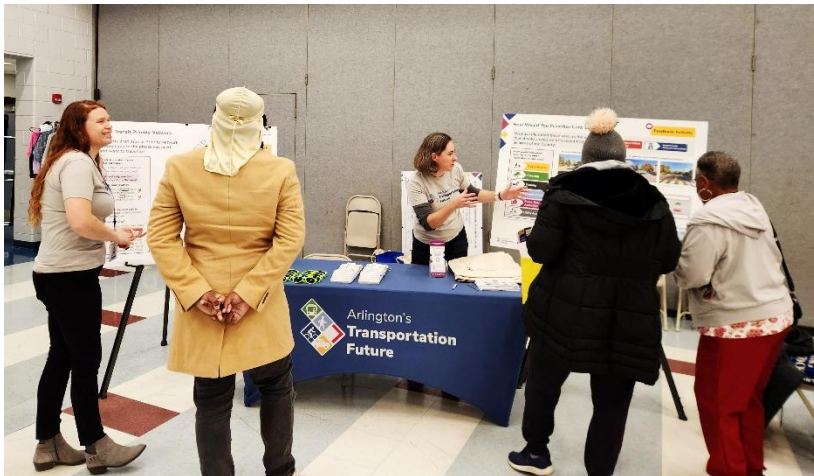
The project team held 14 focused engagement sessions in partnership with community organizations to prioritize feedback from populations that have been historically underrepresented in civic engagement efforts. These efforts included listening sessions, participation in community events, and pop-up engagements in community spaces. In addition to the overarching goals of Phase 3 engagement, focused engagement sessions also aimed to:

- Understand the preferred communication methods and engagement opportunities for community groups
- Build trust and foster relationships between the County team and diverse audiences of community members

The project team identified community groups that work with or represent historically underrepresented constituencies in past public engagement efforts (and are therefore anticipated to be underrepresented in this engagement effort), whether due to a lack of relevant messaging, translation, and/or a trusted partner. Those groups included:

- Teenagers
- Older adults
- Multifamily-building residents
- English-as-a-second-language speakers
- Recent immigrants
- Small businesses
- People with disabilities
- Lower-income community members
- Black community members
- Hispanic and Latin American community members

During this phase of engagement, the project team worked with partner organizations to find an engagement method that would work well for their communities. For some, this meant attending an existing event to hear from community members in one-on-one conversations about the Modal Priority Networks. For others, it was participating in small group listening sessions on the policies.



Arlington's Transportation Future

Phase 3 Engagement Summary

What We Heard: Draft Policies

- **Transportation safety is a top priority.** Even as each group brought a unique perspective and an emphasis on particular facets of transportation safety, all groups highlighted that the policies must support a **safe transportation network, experience, and culture** in Arlington.
- Participants across groups discussed the relationship between safety, accessibility, and equity, noting that the policies should prioritize **safe navigation through the transportation network for all modes and all road users, especially those with greater unmet transportation needs**, such as people with disabilities, children, older adults, and people without cars. Many groups highlighted the importance of **pedestrian priority** in supporting those with unmet needs.
- Community groups are excited for policies that **incorporate innovation and flexibility** to improve their mobility experiences by reducing stress in transportation decisions, particularly by encouraging viable transportation alternatives to car ownership. This could include things like real-time data-based tools for micromobility management, parking availability, and digital wayfinding.
- Several community groups emphasized a need for **clear and timely communication and coordination regarding changes in the transportation network**, such as those that occur during construction, weather events, or street events.

What We Heard: Draft Modal Priority Networks

- Consistent with what we heard in earlier phases, community groups continued to express **strong support for transportation alternatives to car travel**, including support for **pedestrians being the priority** across the transportation network. Groups also recognized that walkability varies across Arlington—some areas feel less conducive to walking, particularly where there also are gaps in the transit network.
- Some coverage gaps exist in the current transit and bike networks, which are exacerbated by reliability issues. Participants highlighted the **need to have reliable bus service, especially for those without access to cars** in neighborhoods with limited bus options. Local business groups identified improving bike and transit links by leveraging trail connectivity.

What We Heard: Draft Curb Lane Use Categories

- **Parking stress and conflicts** at the curb are a concern for all community groups. Businesses and residents worry about losing parking without good transportation alternatives, noting that parking availability influences travel decisions, but also acknowledging that there are other important curbside needs.
- Relatedly, community groups all reported experiencing **challenges related to temporary parking uses at the curb**, including pick-up/drop-off, loading/unloading, and deliveries. Without clearly marked and dedicated zones, these temporary parking

Arlington's Transportation Future

Phase 3 Engagement Summary

uses result in double parking, blocked travel lanes, and blocked crossings, creating safety hazards for pedestrians, bicyclists, and drivers alike.

- **Pedestrian priority** emerged as a theme in discussions regarding both the draft policies and the draft Modal Priority Networks in many of the focused engagement sessions. To keep curb lane uses consistent with the direction of policy and Modal Priority Networks, community groups identified that **making it easy and safe for pedestrians to get to the sidewalk is key**.
- Relatedly, many community groups expressed interest in **public space activation, greening, and functional design considerations** to make curbside areas more attractive and functional for pedestrians. This can also help to facilitate better intermodal connections, ensuring that all curb designs at bus stops allow wheelchair ramps to fully deploy.

Engagement with Key Partners

The project team continued to involve several key partners—including an Advisory Group and the local business community—during Phase 3 of engagement to collect their feedback and inform them about the process to develop the policies, Modal Priority Networks, and curb lane use categories.

Advisory Group

The County Manager established the Arlington's Transportation Future Advisory Group at the start of the effort to support the planning process. Appointed by the County Manager, the members of the Advisory Group represent the commissions and committees that advise County leadership on topics related to transportation and the public right-of-way. These committees and commissions include those with specific transportation focuses as well as those representing County priorities or constituencies directly impacted by transportation decisions. The Advisory Group met prior to the launch of Phase 3 to get a preview of the draft policies, Modal Priority Networks, and curb lane uses and to provide feedback from their committees and commissions. Following Phase 3, they convened again to review the feedback shared.

The County Manager appointed the following committees and commissions to the Advisory Group:

- Chair: Chris Slatt
- Arlington Neighborhoods Advisory Committee
- Bicycle Advisory Committee
- Climate Change, Energy, and Environment Commission
- Commission on Aging
- Disability Advisory Commission
- Economic Development Commission
- Fiscal Affairs Advisory Commission
- Forestry and Natural Resources Commission
- Neighborhood Complete Streets Commission
- Parks and Recreation Commission
- Pedestrian Advisory Committee
- Planning Commission
- Transit Advisory Committee
- Transportation Commission

Other Local Partners

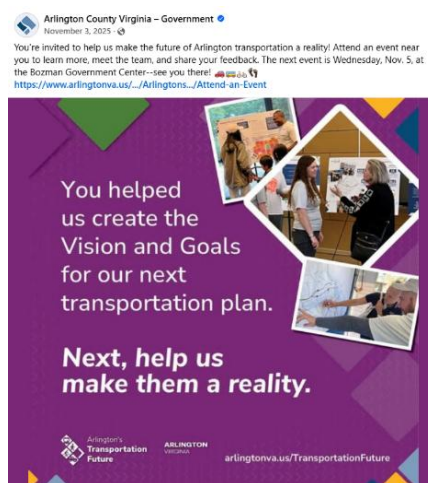
In recognition that Arlington's transportation network is a critical component to the success of our business community, the project team engaged Arlington's business community and Business Improvement Districts (BIDs) including:

- Arlington Chamber of Commerce
- Ballston BID
- Clarendon Alliance
- Columbia Pike Partnership
- Langston Boulevard Alliance
- National Landing BID
- Rosslyn BID

Print and Digital Promotion

A multilayered, multilingual promotional campaign was key to ensuring broad awareness of the planning effort and the Phase 3 engagement events. The campaign combined traditional communication tools such as the website with multilingual print materials to provide clear, accessible information about community feedback opportunities. By meeting residents where they are, whether online or in person, the project team reached diverse audiences and encouraged meaningful participation across the community.

- **Print Materials:** The project team distributed more than **1,700 bilingual rack cards, flyers, and fact sheets** and installed **156 yard signs** at libraries, community centers, local businesses, and transit stops. The County also prepared and distributed rack cards in Spanish, Amharic, Mandarin Chinese, Mongolian, Arabic, and braille to libraries, community centers, public health facilities, and transportation information centers, like Commuter Stores, to further ensure inclusivity and accessibility.
- **Arlington's Transportation Future Webpage:** More than **3,972 people** visited [ArlingtonVA.us/TransportationFuture](https://www.arlingtonva.us/TransportationFuture), which served as a centralized hub for information, updates, and resources related to the effort.
- **Digital Communications Toolkit:** The project team made a multilingual communications toolkit available online to provide residents, businesses, community-based organizations, and key partners with suggested newsletter and social media copy and images to promote the study on their digital channels and strengthen community involvement.
- **Social Media Campaign:** Digital engagement on Arlington's social media platforms, including **more than 50 posts** on Facebook, Instagram, X, and Bluesky that provided direct links to the webpage and questionnaire, **yielded more than 20,500 views and more than 150 interactions (shares, reactions, comments, and saves).**



Arlington's Transportation Future

Phase 3 Engagement Summary

Moving Forward

The County is creating a refreshed transportation plan in genuine collaboration with the community. With this in mind, Arlington's Transportation Future continued with a dedicated commitment to hearing directly from members of our community about how well the draft policies, draft Modal Priority Networks, and draft curb lane use categories and priorities reflected their travel needs and vision for the future. The valuable perspectives and experiences shared by the community during Phase 3 helped further validate and expand upon the priorities shared by the community in Phase 1 and Phase 2. The project team will use the Phase 3 feedback—including comments provided online, at in-person events, during focused engagement sessions, and from the Advisory Group—to update and finalize the draft policies, Modal Priority Networks, and curb lane use priorities as well as to inform the development of actionable strategies to be included in the plan.

With the refined policies, Modal Priority Networks, and curb lane use categories, we will start building our refreshed transportation plan to guide transportation investment for the next 20 years. This refreshed plan will be shared with the community for their review and feedback before it is brought to the County Board for adoption in late 2026.

