



ARLINGTON
VIRGINIA

DRAFT Arlington

Multimodal Transportation Plan

An element of
Arlington County's
Comprehensive Plan

July 2026



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EXECUTIVE SUMMARY

Arlington County is recognized as a national leader in multimodal transportation planning and implementation. Over the past 50 years, Arlington has demonstrated that transit-oriented development paired with sustained investment in walking, transit, bicycling, and transportation demand management can support economic vitality, environmental sustainability, and a high quality of life. Arlington's efforts in these areas have shaped it into a community where residents, workers, and visitors can move safely and efficiently while embracing diverse transportation options beyond driving. **These initiatives also have allowed Arlington to grow in population, jobs, and activity without seeing a commensurate increase in vehicle traffic.**

Prior to the development of this plan, the 2007 Master Transportation Plan (MTP) served as the most recent transportation element of Arlington's Comprehensive Plan and the primary planning document for transportation guidance in Arlington.

The 2007 MTP has directly contributed to significant transportation progress over the past two decades; however, the County is facing significant challenges in meeting the competing needs of a densely populated community with limited right-of-way.

These pressures necessitated the creation of a refreshed, more cohesive transportation plan.

This 2026 Multimodal Transportation Plan was developed through a robust, three-year planning process guided by collaboration with the community.

The plan is integrated with **other Board-adopted County plans, programs, and initiatives** and includes 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, and a **guide for prioritizing improvements to Arlington streets** based on safety, equity, accessibility, and other needs.

Vision	A vision is a clear and inspirational description of long-term success that provides a compelling and easily-understood aspiration of what our community will experience in the future.
Goals	Goals are a set of clearly-defined end states that support the vision. Each goal is based in agreed-upon values and priorities.
Policies	Policies provide high-level direction and guidance—without specific details—for an approach toward achieving the goals and vision.
Strategies	Strategies indicate how the County will achieve each policy through specific approaches and actions.

Vision and Goals

To develop a strong foundation for the 2026 Multimodal Transportation Plan, the project team collaborated with the Arlington community to develop a clear Vision and well-defined set of Goals. These foundational elements of the plan articulate the community's desired future.

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.

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.



Livable

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



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.



Safe

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



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.



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.

Policies and Strategies

With input and feedback from the community, the project team developed **22 policies**, each of which describe a **high-level approach to advancing the County toward one or more of the plan's Goals**. Each of the policies is supported by **strategies** that present **concrete actions and initiatives**.

Network Guidance

A series of map-based network guidance details how Arlington can plan for complete and connected networks for all modes of transportation.

- ▶ **Modal Priority Networks:** A designation of where streets will be designed and operated to prioritize the safety, comfort, and efficiency of specific modes of transportation. As limited right-of-way makes it impossible to prioritize all modes on every street, these networks provide a clear framework to guide County staff in making informed, consistent decisions about how to allocate street space.
- ▶ **Street Functional Classifications:** A classification system for streets based upon definitions from the Federal Highway Administration (FHWA) to categorize streets by their travel function and other factors such as vehicle volumes, adjacent land uses, connectivity, and access.
- ▶ **Street Typology:** A series of recommended future conditions for streets to be achieved through County projects and redevelopment, intended to guide the design and use of the streetscape, which includes the space between the curb and face of a building or property line.
- ▶ **Curb Lane Hierarchy:** A structured, context-sensitive approach to allocating and managing curb lane space. The hierarchy includes seven curb lane use types to reflect the evolving and growing demands on Arlington's streets today and in the future.

Transportation and Development

The plan provides guiding principles for considering multimodal transportation in development decisions, helping create safer, more accessible, and well-connected places over the long term.

This approach recognizes that transportation and land use are closely interconnected, shaping how communities grow and how people travel, with consideration given to the many topic areas in which transportation and development intersect, such as site access, sidewalk and streetscape layout, and connectivity to the surrounding street grid.

Implementing the Plan

Implementing the Multimodal Transportation Plan will require coordinated action across County departments, partner agencies, property owners, and the broader community. The plan serves as a guide for shaping future planning efforts, capital projects, programs, and decision-making to achieve the County's transportation vision.

- ▶ **Priority Corridors:** A key implementation strategy is advancing studies along major corridors that carry high volumes of people and accommodate multiple travel modes. These corridors present both challenges and opportunities to improve safety, close gaps in the Modal Priority Networks, and reduce barriers to cross-County travel.
- ▶ **Capital Investment:** Much of the plan will be delivered through Arlington's Transportation Capital Improvement Plan (CIP), which establishes a 10-year funding strategy for transportation infrastructure. Updated biennially, the CIP will incorporate this plan's guidance to prioritize investments across all modes—including streets, trails, transit, bicycle and micromobility facilities, and technology systems.
- ▶ **Near-Term Actions:** Several priority actions are identified for implementation within the first five years to advance the plan's goals.
- ▶ **Measuring Progress:** The County will track implementation through a set of progress tracking metrics measures that assess both progress toward plan goals and broader transportation trends. Metrics also will be evaluated through an equity lens, including analysis of conditions in areas identified by the [**Community Vulnerability Index Map**](#).

1 OVERVIEW

Arlington County is recognized as a national leader in multimodal transportation planning and implementation. Over the past 50 years, Arlington has demonstrated that transit-oriented development paired with sustained investment in walking, transit, bicycling, and transportation demand management can support economic vitality, environmental sustainability, and a high quality of life. Arlington's efforts in these areas have shaped it into a community where residents, workers, and visitors can move safely and efficiently while embracing diverse transportation options beyond driving. **These initiatives also have allowed Arlington to grow in population, jobs, and activity without seeing a commensurate increase in vehicle traffic.**

Well-coordinated planning will continue to be important for Arlington to further improve transportation options and the travel experience for all residents, workers, and visitors. The County faces ongoing and emerging challenges in fulfilling its commitments to safety, equity, accessibility, ease of use, and climate resiliency. At the same time, Arlington's transportation network is made of streets with limited right-of-way that need to move people walking, bicycling, riding transit, and driving. These mobility needs often compete with each other on the same street. In addition to these overlapping travel demands, the right-of-way also must support other important functions including safety, loading and deliveries, parking, public and commercial space activation, utilities, street trees, and biophilic treatments.

As a regional employment center and home to major federal, institutional, and private-sector destinations, Arlington must serve the travel needs of hundreds of thousands of residents, commuters, and visitors each day. Arlington also experiences the pressures of serving as a critical gateway between Northern Virginia, Washington, DC, and the broader metropolitan region. Arlington's streets must accommodate local trips, regional trips, freight and urban deliveries, and emergency response, all within a constrained right-of-way. Arlington's evolving multimodal network and high rates of walking, bicycling, micromobility use, and transit use show how this limited space can be optimized to provide a variety of high-quality and efficient travel options. These successes to date underscore the importance of continuing to design streets that safely and comfortably serve people of all ages, abilities, and travel needs.

The purpose of this plan is to build on these past successes and address ongoing and emerging challenges to achieve our community's collective Vision and Goals for the future of transportation in Arlington. The 2026 Multimodal Transportation Plan outlines the policies, strategies, and network guidance needed to realize this vision. Developed through a process of community engagement, research, and technical analysis, the 2026 Multimodal Transportation Plan will guide the prioritization and implementation of Arlington's transportation improvements for the next 20 years.

Why a Refreshed Transportation Plan?

Prior to the development of the 2026 Multimodal Transportation Plan, the 2007 Master Transportation Plan (MTP) served as the most recent iteration of the transportation element of the Comprehensive Plan and the primary planning document for transportation guidance in Arlington. The 2007 MTP’s Goals and Policies document, along with the 2007 MTP Map, provided the initial framework that guided the development of six modal elements, which included their own policies, implementation actions, and performance measures. The County Board individually adopted these modal elements between 2008 and 2011. The County Board regularly amended the 2007 MTP Map to reflect the latest guidance for the street typology, recommended bicycle facilities, the transit network, and standalone priority projects. These elements, along with updates and amendments in subsequent years, made up the 2007 MTP.

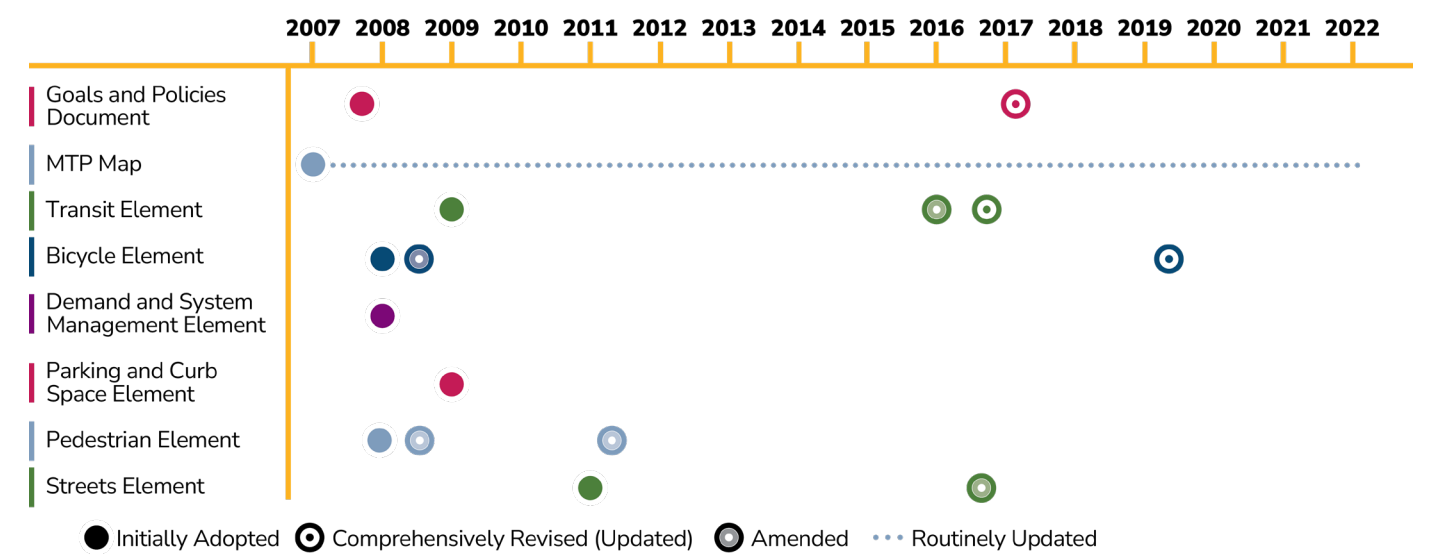
The 2007 MTP has directly contributed to significant transportation progress over the past two decades; however, the County is facing significant challenges in meeting the competing needs of a densely populated community with limited right-of-way.

These pressures necessitated the creation of a refreshed and more cohesive transportation plan.

The way people choose to move also has evolved since the adoption of the 2007 MTP. Advancements in technology, the growth of shared and on-demand mobility, and shifting travel and commuting patterns have changed the way people move. The need to address equity and a changing climate also requires refreshed policy direction. Like many of its peer communities, Arlington must plan for an uncertain future while ensuring that the transportation system remains resilient, adaptable, and aligned with established community values.

With the refreshed 2026 Multimodal Transportation Plan, Arlington is better positioned to fulfill its commitments to safety, equity, accessibility, ease of use, and climate resiliency as well as address the County’s transportation needs. The plan will guide community investment in the coming decades and ensure Arlington continues to be a place where people want to live, businesses choose to locate, and visitors come to enjoy.

2007 MTP Elements Timeline



The 2026 Multimodal Transportation Plan:

- ▶ Offers a community-identified Vision and Goals for the future of transportation in Arlington
- ▶ Provides policies and strategies that will guide future decision-making and help achieve the Vision and Goals
- ▶ Presents network guidance to prioritize use of limited right-of-way and create complete networks for all modes
- ▶ Integrates other County Board-adopted plans, programs, and initiatives
- ▶ Is a cohesive transportation plan that integrates the six modal elements (streets, transit, pedestrian, bicycle, parking and curb space management, and transportation demand and system management) of the 2007 MTP
- ▶ Creates a new framework for transportation planning and decision-making that will set clear expectations and develop a shared understanding of priorities and trade-offs within the right-of-way

Relationship to the Comprehensive Plan

The Comprehensive Plan is one of the most important decision-making and priority-setting tools for the County. Required by the Commonwealth of Virginia, this long-range document sets the vision, goals, and priorities for the County's growth and investment. It is used by the County Board, Planning Commission, County departments, and the community to guide coordinated development and set policies for public services and facilities.

Arlington first adopted the Comprehensive Plan in 1960 and included five elements, including a transportation element. Since then, it has been amended over time and now includes 12 elements. This 2026 Multimodal Transportation Plan replaces the 2007 MTP as one of the elements of the Comprehensive Plan.

The 2026 Multimodal Transportation Plan and other critical components of the Comprehensive Plan address a wide-ranging set of community needs, including land use, transportation modes and networks, historic preservation, affordable housing, sanitary sewer system, recycling, public spaces, natural resources, urban forestry, public art, community energy, water distribution, Chesapeake Bay preservation, and stormwater management.

Other plan elements, such as the Public Spaces Master Plan and Community Energy Plan, address topics that are relevant to transportation, and the project team reviewed the recommendations included in these plan elements when developing the 2026 Multimodal Transportation Plan.

Other Related Plans

The 2026 Multimodal Transportation Plan is the primary reference for Countywide transportation planning, complemented by the more specific and localized guidance found in sector, area, and revitalization plans. These plans address the physical form and development of specific geographic areas within Arlington. They include recommendations for the locations and characteristics of transportation system improvements and guide whether identified improvements are to be implemented by the County, other public agencies, or via investment by private development activity.

The 2026 Multimodal Transportation Plan provides guidance on what and where transportation improvements are needed and will be used to guide the development of future sector, area, and revitalization plans and other planning processes.

Building the Plan

A process called Arlington's Transportation Future refreshed the Multimodal Transportation Plan. The project team developed the plan in four public input phases from fall 2024 to 2026.

Feedback from the community was central to developing the plan. In the first three phases of the Arlington's Transportation Future process, the Arlington community helped shape elements of the plan through questionnaires, in-person public events, and online tools. In the final phase, the draft plan was shared for six weeks of public review and comment, and further refined, before advancing to the County Board public hearing process for adoption in fall 2026. Public participation throughout the development process ensures the plan reflects the community's transportation needs and preferences.



Advisory Group

The County Manager appointed the Advisory Group to represent commissions and committees that advise County leaders on transportation and the right-of-way. This includes groups focused on transportation as well as those representing County priorities or constituencies directly impacted by transportation decisions. The Advisory Group met 13 times during the development of the plan, providing consolidated feedback from their committees and commissions eight times on key topics including the Vision and Goals, Modal Priority Networks, policies, and strategies. The Advisory Group will meet once more in the fall to share their feedback on the draft plan.

1

Initiating the Refresh (2023–2024)

Transportation staff conducted 25 interdepartmental staff listening sessions to identify what was working with the 2007 MTP, what could be improved, and what was missing. Staff reviewed the goals, policies, and nearly 400 actions included in the 2007 MTP. To benchmark how peer jurisdictions approached their transportation plans, staff reviewed more than a dozen recent plans and held detailed calls with project managers from other communities.

These reviews informed the development of a consultant request for proposals (RFP) in fall 2023. The County selected a consultant in spring 2024 and launched the project in summer 2024.

2

Visioning (Fall 2024)

To lay the foundation for the refreshed plan, the project team asked the community, ***“What’s your vision for the future of transportation in Arlington?”***. This phase combined technical work and outreach to help the project team understand community experiences, needs, and values as well as the existing conditions of the transportation system. **This work directly informed the plan’s Vision and Goals.**



Phase 1 Engagement

In this phase, the project team introduced the planning process, built awareness of the need for a refreshed transportation plan, and cultivated a shared understanding of the lived transportation experience of community members. The project team asked community members how they travel now, how they want to travel in the future, and what our shared vision for transportation should be.



Transportation Snapshot Report

Finalized in early 2025, the document provided a data-rich overview of the current transportation network, travel patterns, and user experience. Early findings informed the first phase of engagement, and the final draft further informed the project team’s understanding of existing conditions.

3

Priorities

(Winter 2025)

The third step of the planning process focused on developing the Vision and Goals to ensure they reflect the community's needs, priorities, and desires, while supporting broader County values and priorities.



Phase 2 Engagement. During Phase 2, the project team gathered feedback on the draft Vision and Goals, developed using public input from the previous phase. The project team asked community members whether the draft Vision and Goals reflected their ideal future, included their priorities, and if anything was missing.



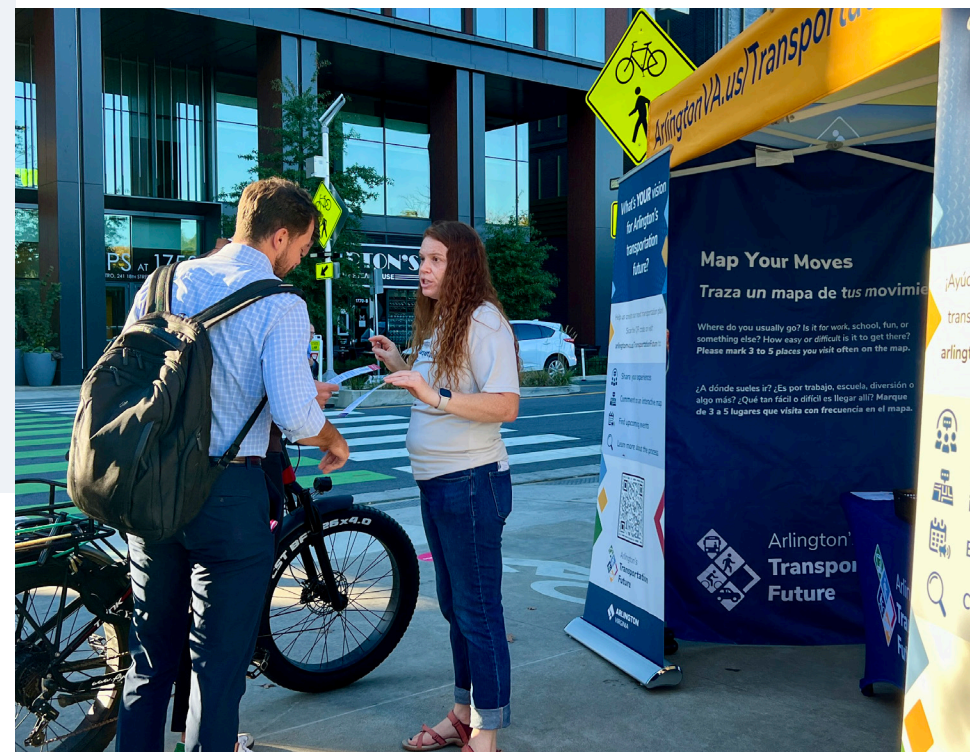
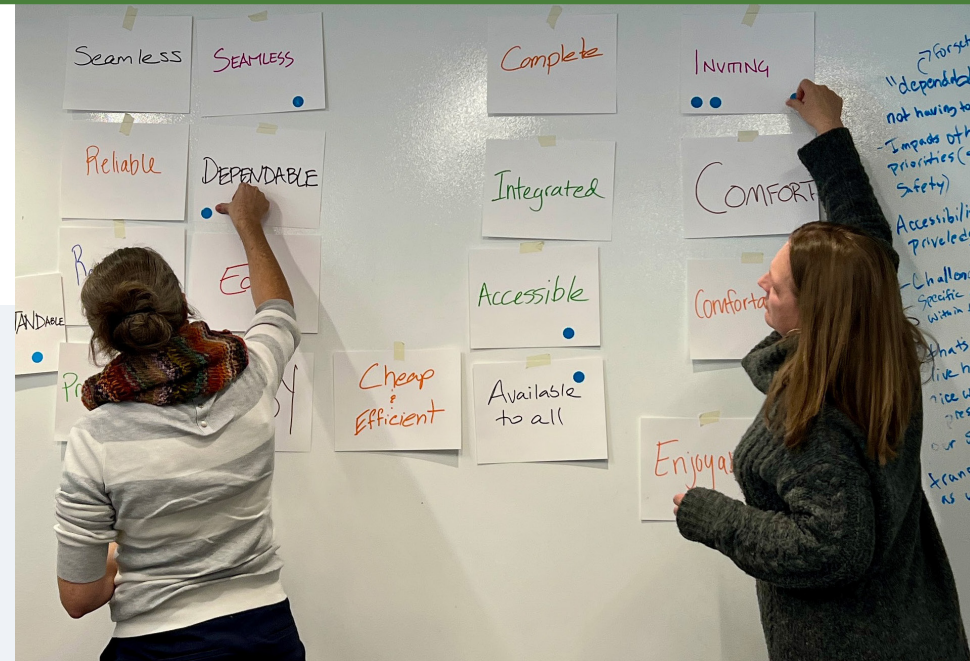
Equity Analysis Report. This report identified more vulnerable areas of Arlington that lack 20-minute access to libraries, community centers, and County services by walking, biking, or transit. The results inform policies and strategies to support an equitable and inclusive transportation system.



Vision and Goals Report. Released after the second phase of engagement, this report detailed the iterative process to develop the Proposed Vision and Goals. It documented how public feedback, County Board-adopted priorities, and input from the Advisory Group and staff helped shape the Proposed Vision and Goals.



Endorsed Vision and Goals. The County Board endorsed the Vision and Goals at their meeting on July 19, 2025. The endorsement marked the culmination of a 10-month collaborative effort, reflecting extensive public engagement and partnership between the community, Advisory Group, and County staff.



4

Policies and Networks

(Fall 2025)

During this step, the project team gathered community input to develop and refine the **draft policies, Modal Priority Networks, and curb lane use categories and priorities.**



Scenario Planning Report. This document described how the transportation system performs under five potential future transportation conditions or “scenarios.” The scenario planning process informed the development of flexible and resilient policies and strategies to effectively advance the Vision and Goals across a range of potential future conditions.



Phase 3 Engagement. During Phase 3, the project team shared the draft policies, Modal Priority Networks, and curb lane use priorities developed using feedback from Phases 1 and 2. Community members provided feedback on whether the draft policies worked toward the endorsed Vision and Goals, if the draft Modal Priority Networks connected them to the places they need and want to travel, and how they would prioritize use of the curb lane.



Policies. The project team developed the draft policies using an iterative process. They reviewed the 2007 MTP, other County plans, peer examples, and community values identified during Phases 1 and 2 and then drafted the policies based on those. The team shared the draft policies during Phase 3 of engagement. Feedback from the community, Advisory Group, and County staff helped shape the final policies.



Modal Priority Networks. The Modal Priority Networks guide how limited street space is allocated by identifying where pedestrian, transit, or bicycle and micromobility infrastructure should be prioritized. The project team reviewed existing plans, resolved overlaps between modes, and conducted gap analyses to ensure connectivity. Draft networks were shared during Phase 3 of engagement, and feedback from the community, Advisory Group, and County staff resulted in refined Modal Priority Networks.



Street Functional Classifications. Functional classifications describe how streets in Arlington are used, including their role in moving people and providing access to homes, businesses, and other destinations. They inform land use decisions, street design, and traffic control and safety measures. The project team updated the 2007 MTP classifications with current data and input from County staff to better reflect today’s travel patterns.



Street Typology. The Street Typology presents a framework for designing the space between the curb and building face based on a street’s role and context. It supports safe, comfortable, and accessible movement while accommodating social, economic, and operational needs and community context. This framework guides consistent planning, design, and investment to enhance multimodal access and placemaking.



Curb Lane Hierarchy. The Curb Lane Hierarchy presents a framework for how the space between the travel lane and the curb should be programmed. The Street Typology informs the hierarchy to meet the associated transportation and land use context.

5

Final Plan Development

(2026)

During the fifth and final phase of the planning process, the project team focused on developing the final plan, including detailed **strategies**, **progress tracking metrics**, and **supportive planning and network guidance**.



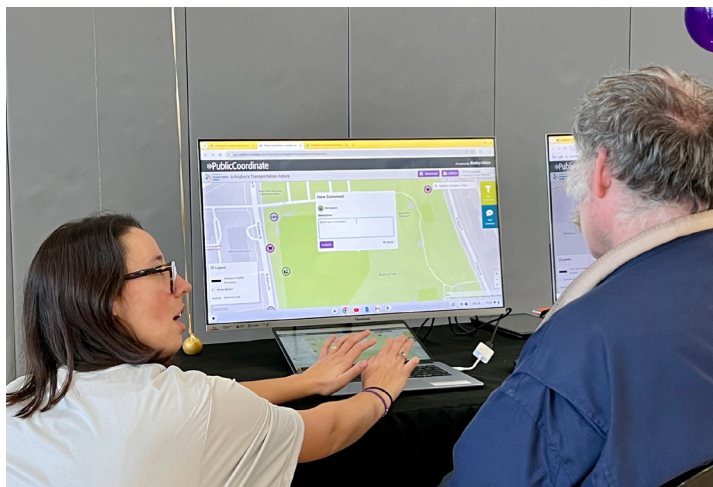
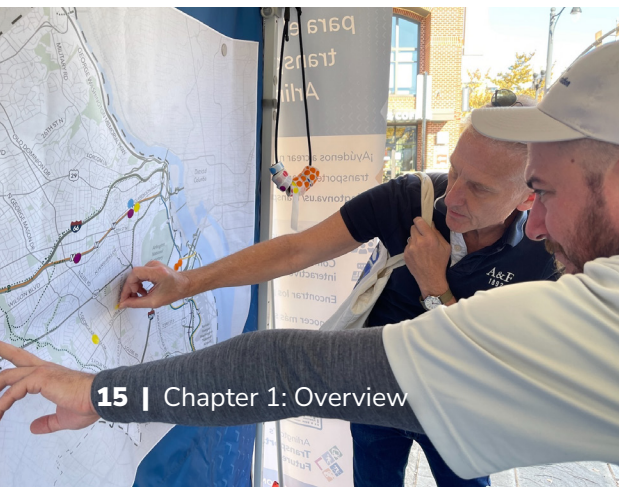
Strategies. The project team developed supporting strategies to round out the plan's guidance framework. Each of the plan's 22 policies is supported by multiple strategies that present concrete actions and initiatives. Where the policies provide high-level direction and guidance, the strategies indicate how the County will achieve each policy through specific approaches and actions.



Progress Tracking Metrics. Progress tracking metrics show how the transportation network performs over time and monitor progress toward the plan's goals. They include **progress benchmarks**, which are specific, quantifiable metrics that measure direct progress, and **progress indicators**, which track changes in travel patterns.



Phase 4 Engagement. During Phase 4, the project team shared the full draft 2026 Multimodal Transportation Plan with the community for review and comment. Community members provided feedback on the full draft plan—the culmination of the two-year public process—through several venues, including in-person events, “office hours” with the project team, and an online feedback form.





2 SETTING THE STAGE

The development of a long-range transportation plan requires an understanding of existing transportation conditions. As part of Arlington's Transportation Future, the project team created a Transportation Snapshot Report to document existing conditions and serve as a baseline for the development of the plan. The report presented an overview of the current transportation network, providing a data-informed understanding of transportation in Arlington, including transportation policy, how people travel, and how people experience the transportation network. The Snapshot also included technical analyses of how each mode of travel (walking, bicycling and micromobility, bus transit, and driving) operates independently and as part of a larger system, as well as context on curb lane use and freight movements in Arlington.

As part of this effort, the project team conducted a review of the 2007 MTP, 34 relevant County plans and policy documents, and nine other regional transportation plans to better understand the County's previous and current planning frameworks. The project team also reviewed the transportation plans of several peer localities to better understand best practices in modern transportation planning.

The project team shared early findings from the Snapshot with the community at the open houses held during Phase 1 of engagement. Data from the Snapshot, combined with community input, helped establish the Vision, Goals, and policies for the plan. This section presents some of the key findings from the Transportation Snapshot Report.

A detailed description of existing conditions is provided in [Appendix A: Transportation Snapshot Report](#).

The Arlington Community

Just under 26 square miles in size, Arlington is the smallest self-governing county in the United States. It is located within Northern Virginia, across the Potomac River from Washington, DC. This central location within the metropolitan area and the County's compact size have contributed to the promotion of mixed-use, transit-oriented development around Arlington's Metro Rail stations, designed to make walking, biking, and using public transit more comfortable and convenient. The County proactively creates policies and guidelines that support these concepts to support the diverse community of people who live, work, and play in Arlington.



Arlington’s population is racially and culturally diverse and slightly younger than the average for United States jurisdictions. Today, 58.9 percent of Arlington residents identify as white or Caucasian, 15.1 percent as Hispanic or Latino, 10.9 percent as Asian, 9.2 percent as Black or African American, and 5.6 percent as multiracial or another race. More than 22 percent are foreign-born, and children in Arlington County public schools speak 92 different languages. The County’s median resident age is 35.5 years, compared to the United States city average age of 38 years; nearly 51 percent of residents are under the age of 35.

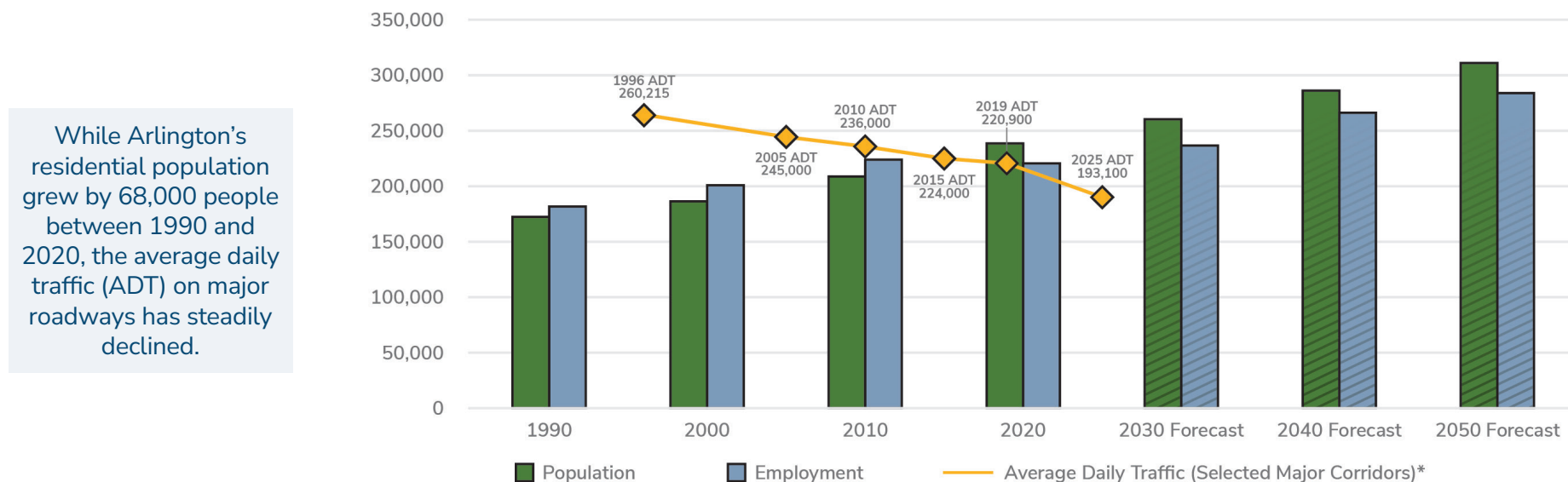
Arlington is home to an estimated 243,760 residents and 221,200 workers as of 2025. This is a nearly 46,000-person (23 percent) increase in population and a 26,000-person (13 percent) increase in employment compared to 2005, when the 2007 MTP effort was initiated. Arlington has experienced steady growth over the past decades, which is expected to continue. Between 2020 and 2050, forecasts indicate that Arlington will add more than 72,000 residents and more than 62,000 jobs, approximately 2,400 people and 2,000 jobs a year on average. This estimated increase in population and employment will further increase the use of and demand on the transportation network. However, Arlington’s population, employment, and traffic trends over time demonstrate that more growth does not necessarily result in more traffic.



Source: 2025 Arlington County Profile



Population, Employment, and Traffic Trends in Arlington



Source: MWCOG Cooperative Forecasts (1990: Round 5.1; 2000: Round 6.3; 2010: Round 8.1; 2020-2050: Round 10.0, VDOT Traffic Counts, FY23, FY23 Capital Improvement Plan Presentation)

*ADT from selected corridors represents Langston Boulevard, Wilson Boulevard, Clarendon Boulevard, Glebe Road, Richmond Highway, George Mason Drive, and Arlington Boulevard.

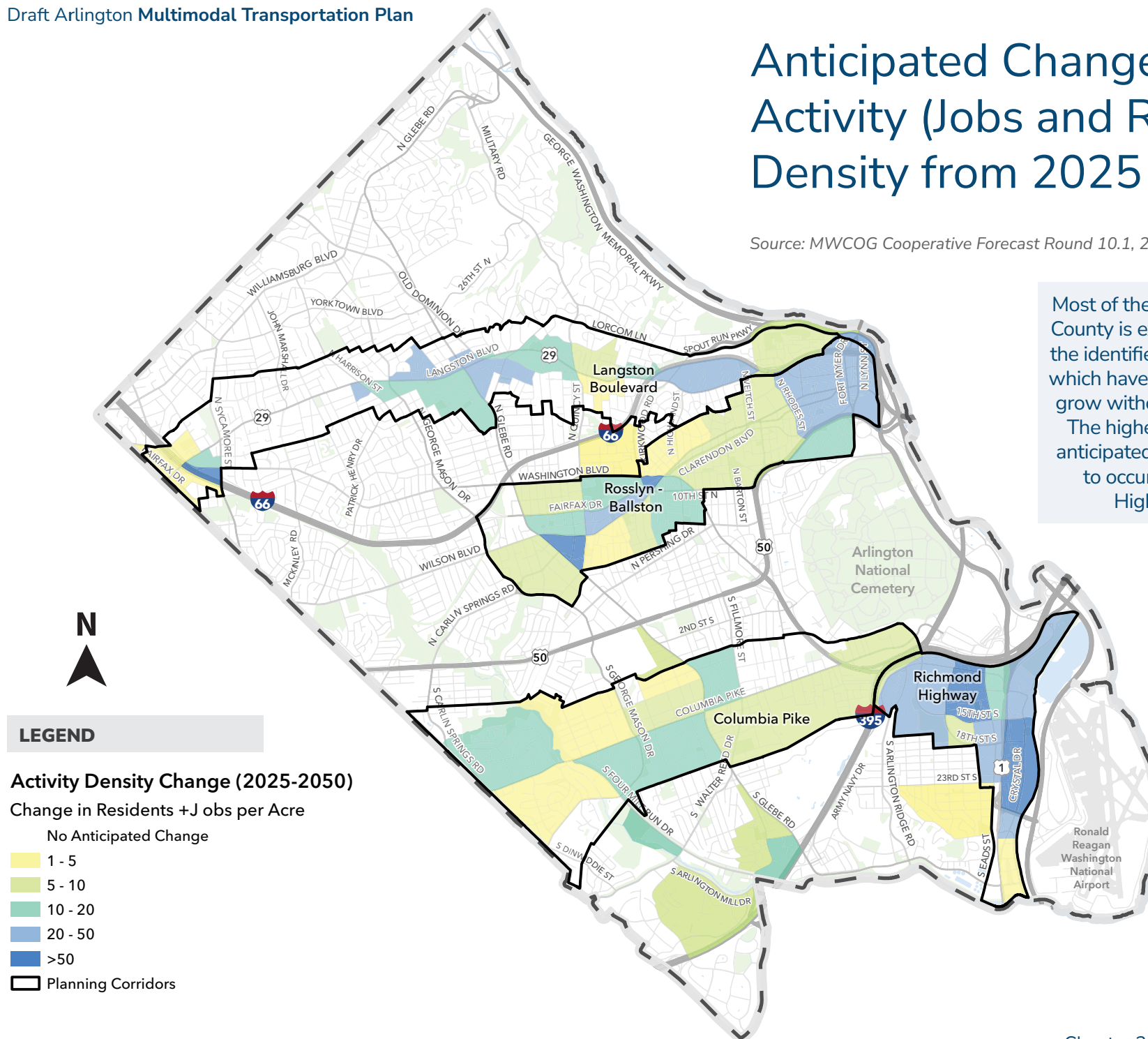
This seemingly counterintuitive outcome is due in large part to Arlington's intentional planning and policy efforts to co-locate higher-density development along transit corridors and to invest in multimodal transportation options like Metro Rail, high-frequency bus service, and growing pedestrian, bicycle, and micromobility networks. Much of Arlington's growth is and continues to be concentrated in the County's four major planning corridors of Langston Boulevard, Rosslyn-Ballston, Columbia Pike, and Richmond Highway. Sixty-three percent of Arlington's population currently lives in these planning corridors, which only account for 32 percent of the County's land area. This pattern of development has allowed more people to live in and access these transit-rich, walkable corridors, where traveling to work and for other daily needs does not require a car, greatly increasing levels of walking, bicycling, and transit use while reducing the amount of personal vehicle travel in Arlington.

Arlington has experienced the many benefits of this approach, including safer streets, increased economic opportunities, expanded mobility options, lower transportation costs, reduced greenhouse gas emissions, and improved access to jobs, goods, and services. Current projected growth requires that Arlington continues to invest in creating walkable, transit-oriented neighborhoods that bring destinations closer together and provide a variety of high-quality travel options.

Anticipated Change in Activity (Jobs and Residents) Density from 2025 to 2050

Source: MWCOG Cooperative Forecast Round 10.1, 2025

Most of the future growth in the County is expected to fall within the identified planning corridors, which have allowed Arlington to grow without increasing traffic. The highest concentration of anticipated growth is projected to occur in the Richmond Highway corridor.



Transportation Today

Arlington's transportation network—its streets, sidewalks, multi-use trails, rails, bus routes and stops, as well as the various ways people travel along them—is critical to the success and well-being of Arlington's residents, businesses, and visitors. This multimodal network is in reality an overlay of many different networks that must be carefully planned and operated in coordination to provide a seamless travel experience. The following transportation options exist within Arlington today:

Rail Transit

The Washington Metropolitan Area Transit Authority (WMATA) Metro Rail system has 11 stations in Arlington along the Orange, Silver, Blue, and Yellow Lines. The Orange and Silver Lines serve the densely developed Rosslyn–Ballston corridor and the Blue and Yellow Lines serve the fast-growing Richmond Highway corridor. Virginia Railway Express (VRE) commuter rail service serves Arlington with one station in Crystal City along the overlapping portion of the Fredericksburg and Manassas Lines between the City of Alexandria and Washington, DC.

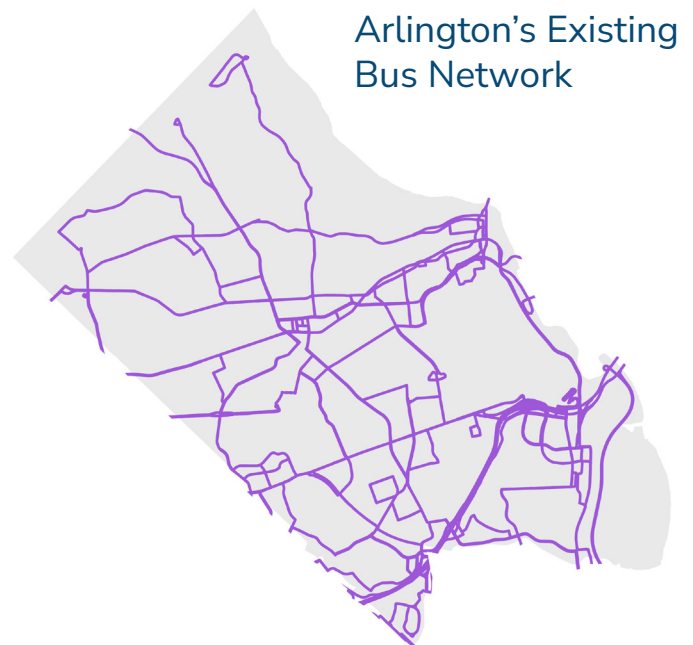
There are opportunities to expand both rail services within Arlington to better meet transportation needs and demand.



Bus Transit

Geographically, nearly 100 percent of Arlingtonians have access to bus transit within a quarter mile of their homes. Fourteen Arlington Transit (ART) local bus routes connect to key destinations and rail stations within Arlington. Twenty-eight WMATA Metro Bus routes serve the County's denser corridors and provide regional service on roadways extending beyond Arlington's borders, connecting destinations within the County and surrounding jurisdictions. This includes multiple routes serving Columbia Pike, the busiest bus corridor in Virginia, as well as the route A1X (formerly referred to as Metroway) bus rapid transit (BRT) service, which travels in a dedicated busway and dedicated bus lanes for portions of its route adjacent to Richmond Highway. Other bus routes serving Arlington include regional commuter buses and buses from neighboring jurisdictions.

While a variety of bus routes serve Arlingtonians, opportunities exist to expand off-peak service, improve amenities, implement bus priority, and streamline north-south service.



Bicycle and Micromobility

Arlington is a Gold-level Bicycle Friendly Community as recognized by the League of American Bicyclists since 2023. A network of 131 miles of dedicated on-street bicycle facilities and multi-use trails exist across Arlington, including the 16-mile “Arlington Loop” trail. Capital Bikeshare, shared scooters, and e-bikes are widely available across Arlington, complemented by dedicated bicycle and scooter parking at transit stations, along commercial corridors, and at County parks and facilities. Bicycling accounts for 2.9 percent of all weekday trips within Arlington. People riding bicycles generally make short- to mid-distance trips, averaging 11 minutes long, about two miles.

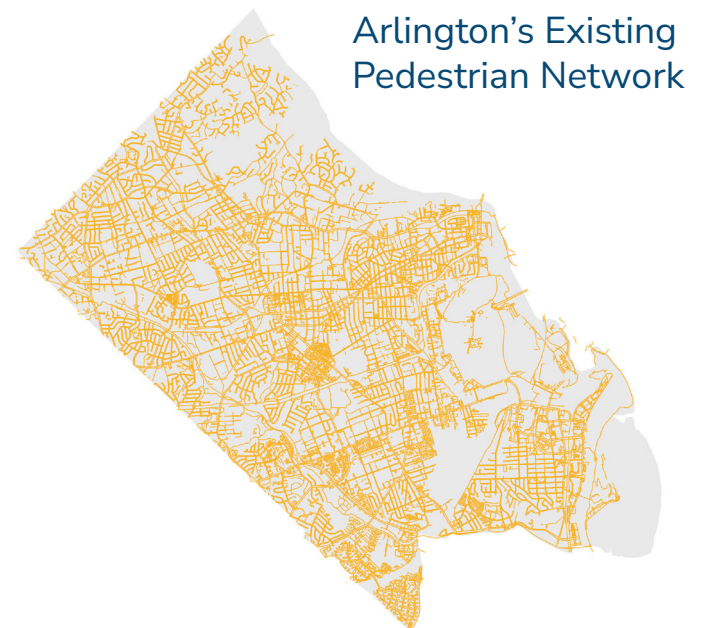
Arlington’s Metro Rail corridors are among the most bicycle-friendly areas within the County; however, there are still gaps and challenges within the Countywide bicycle network. Some streets lack dedicated space that makes bicycling safe and comfortable for people of all ages and abilities. Connections to multi-use trails could be improved, and many intersections could be made safer and easier to cross. Multi-use trails and physically protected bicycle lanes provide the highest level of comfort for bicyclists of all ages and abilities.



Walking

Arlington is a Platinum-level Walk Friendly Community as recognized by Walk Friendly Communities. Walkable neighborhoods and corridors exist across Arlington, with a pedestrian network of 821 miles of sidewalks and paved multi-use trails. Walking accounts for approximately 36 percent of all weekday trips within Arlington, making it the second most common mode of transportation in Arlington after driving (56 percent). On average, people walk 11 minutes per trip, about 0.6 miles.

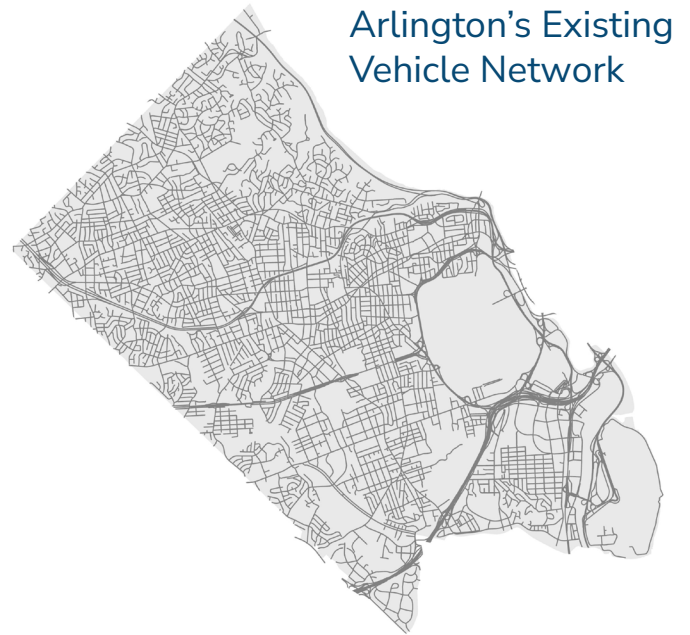
The Rosslyn–Ballston and Richmond Highway Metro Rail corridors are among the most pedestrian-accessible areas of the County. Across Arlington, however, some streets lack continuous sidewalks, have obstructions blocking the sidewalk, and/or are missing marked crosswalks and/or accessible curb ramps, which create gaps in pedestrian connectivity and accessibility.



Private Vehicle (Including Cars and Motorcycles)

Arlington has a network of 585 linear miles of roadways, 377 of which are County-operated and maintained. Regional connections are facilitated through interstates (I-66 and I-395), US Routes (Arlington Boulevard/Route 50, Langston Boulevard/Route 29, and Richmond Highway/Route 1), State Routes (Glebe Road and Washington Boulevard), and the George Washington Parkway. Arlington's street network provides connections to community destinations and County services. Vehicles have a complete network of streets that provide drivers with multiple route options to reach their destinations.

Driving alone accounts for approximately 62 percent of all weekday trips within Arlington, making it the most common mode of transportation in Arlington. On average, people who start their journey in Arlington drive 19 minutes per trip, about 12 miles.



Equity Analysis

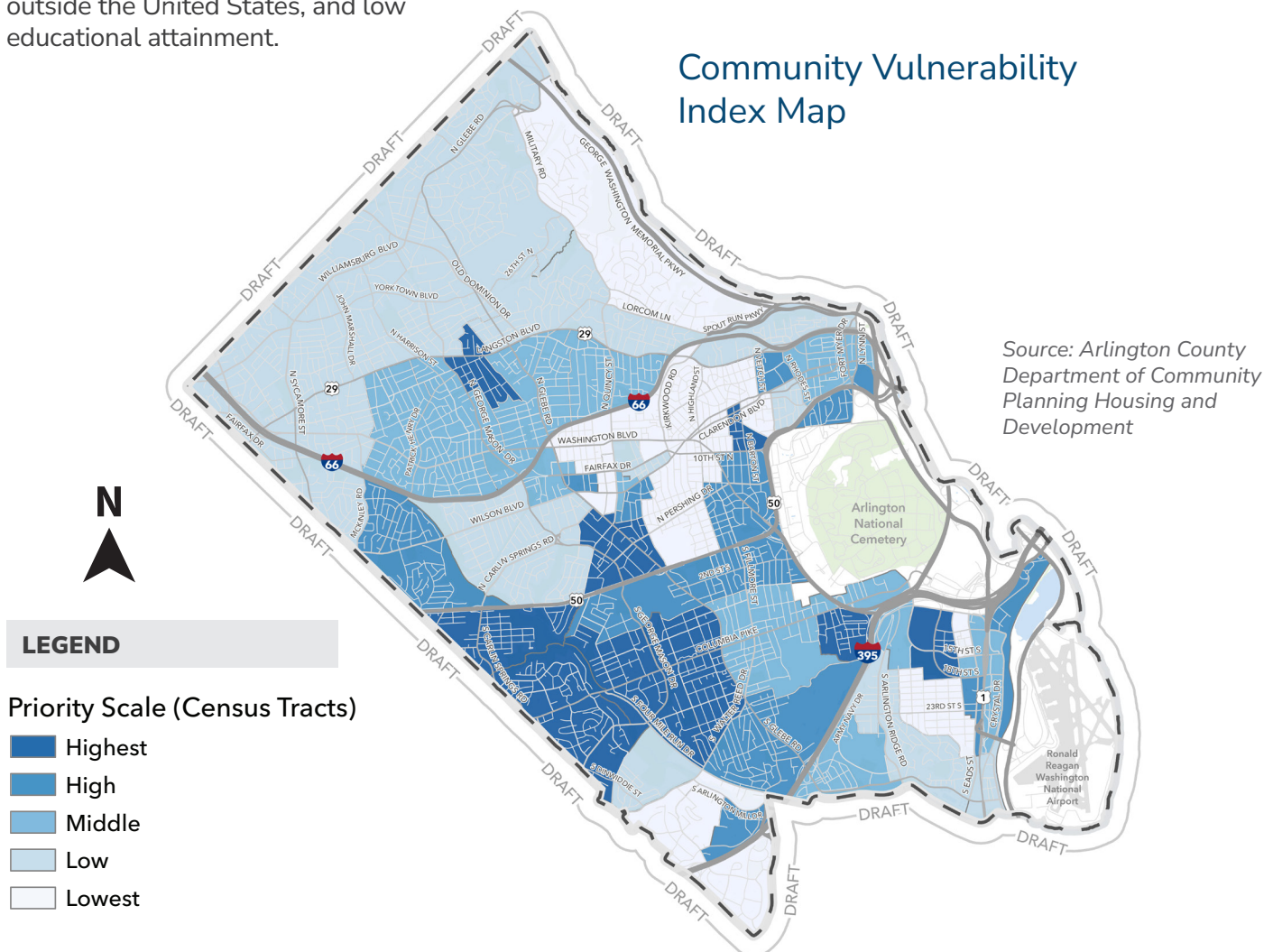
As part of the planning process, the project team conducted an equity analysis to identify areas that have limited access to key County services and facilities (libraries, community centers, government offices, and judicial buildings) based on the different ways people travel.

Arlington's Community Vulnerability Index Map (CVIM) is a data-driven mapping tool that identifies concentrations of Arlington's vulnerable populations at the sub-county (US Census tract) level. This resource will assist County staff as they identify and prioritize future transportation projects. The CVIM ranks census tracts in a "priority scale" from the highest to the lowest concentrations of vulnerable populations based on publicly available data, including persons of color, persons under the age of 18, persons over the age of 65, lower-income households, low-income persons, persons born outside the United States, and low educational attainment.

In 2019, the County Board adopted an Equity Resolution to outline a whole-of-government commitment to advancing racial equity by addressing disparities among residents. A key part of the Equity Resolution includes a call for "collecting and disaggregating data to identify where disparities and gaps in service and administration exist." The County has since created the Realizing Arlington's Commitment to Equity (RACE) Strategic Framework to establish a vision for the County: an equitable Arlington in which all are valued, educated, healthy, and safe regardless of race.

Vulnerability is defined in the CVIM as "the degree to which a system is likely to experience harm due to exposure to a hazard" and/or "the sensitivity or susceptibility to harm and lack of capacity to cope and adapt."

Community Vulnerability Index Map



The project team then mapped the areas of Arlington where travelers can reach key destinations in the County within a 20-minute trip by walking, bicycling, taking transit, and driving, respectively. The key destinations identified include libraries, community centers, and County facilities, all of which provide opportunities and essential services to the community. Overlaying these 20-minute travel sheds on the CVIM illustrated how the built environment and availability of reliable transportation options impact residents' access and opportunities. Specifically, the analysis identified areas of Arlington that have both higher vulnerability and lack access to County services and key destinations by walking, bicycling, and taking public transit. Notably, there were no areas of Arlington with issues accessing the destinations by driving within 20 minutes, underscoring that people who drive in Arlington do not face the same barriers as those using other modes of transportation. This analysis highlights how the existing built environment and potential changes to it may benefit or impact the County's most vulnerable populations.

The Equity Analysis highlighted areas with limited access to libraries, community centers, and/or County facilities. The project team found that the lack of access in an area is primarily due to a combination of limited north-south transit routes, relatively few high-frequency transit routes with direct service to County services and facilities, the lack of low-stress east-west streets to support bicycle travel, and physical barriers presented by larger roadways including I-395, I-66, and Arlington Boulevard. Special uses like golf courses, Arlington National Cemetery, and the Pentagon have unique access control, which can limit travel across Arlington. These factors limit transportation access for residents in the highest-vulnerability census tracts southwest of Arlington Boulevard and along Langston Boulevard.

The project team used this analysis to understand where public investment can help address current inequities in access to public services. The results informed the development of the plan's policies, strategies, and Modal Priority Networks to improve access Countywide and particularly for the highest vulnerability areas of the County, in support of the goal to create an equitable and inclusive transportation system.

A detailed description of the equity analysis is provided in [**Appendix B: Equity Analysis Report**](#).

Scenario Planning

As part of the planning process, the project team conducted a scenario planning analysis to inform the development of flexible and resilient policies and strategies. The analysis evaluated how different future transportation investment decisions and shifts in travel preferences could affect the future performance of the transportation network and progress towards the plan’s vision and goals.

Scenario planning allows the County to consider multiple potential futures instead of planning for a single “most likely” or “ideal” future. The project team selected an exploratory scenario planning approach—focused on what could happen—recognizing that travel preferences, funding, technology, and unforeseen economic, social, or political events can greatly impact the performance of the transportation network and the County’s ability to respond to the needs of its users.

The project team first modeled the Current Trajectory, a scenario that represents a future guided by the policies of the 2007 MTP. The project team used the Current Trajectory as a benchmark to evaluate the performance of five other potential future scenarios. The project team identified and quantified five measures of effectiveness (MOEs) to describe the impact of each scenario: vehicle miles traveled (VMT), daily trips, mode split, single-occupancy vehicle (SOV) travel time, and greenhouse gas (GHG) emissions. The measures represent outcomes that have a meaningful connection to the plan’s Vision and Goals and to the quality of life that County residents desire. The scenarios and associated results can be seen in

Table 1.

Measures of Effectiveness

- ▶ **Vehicle Miles Traveled:** VMT describes how far people drive within a specific area in miles.
- ▶ **Daily Trips:** Daily trips measure how many trips a person makes each day and what modes of transportation they use for each one.
- ▶ **Mode Split:** Mode split describes the share of trips made by driving, transit, or non-motorized modes (walking and bicycling).
- ▶ **Travel Time:** Travel time describes how long it takes people to complete trips when driving or taking transit. The difference in SOV and transit travel along the same corridor reveals if transit is a time-competitive travel choice.
- ▶ **Vehicle Emissions:** GHG emissions refer to pollution from fuel burned by cars and trucks. GHG is not a direct output of the travel demand model but can be calculated using VMT results. As VMT in the County increases, transportation-related GHG emissions also increase.

Table 1: Scenario Results Compared to the Current Trajectory

Scenario	VMT	SOV Trips	Multimodal Trips	SOV Travel Time	GHG
 The Transit Rich Scenario is a future with an increased investment in high-quality, high-frequency, 24-hour bus service. This future reveals the impact of improved transit on user behaviors and trip-making decisions.	↓	↓	↑	↓	↓
 The Technology Driven Scenario is a future with an increased presence of connected and autonomous vehicles (AVs). This future reveals how travel behavior and travel choices may change in response to an external factor that the County does not directly influence—such as the adoption of a technology that may change how the transportation network operates.	↑	↑	↓	↑	↑
 The Active Transportation Scenario is a future with an increased and accelerated investment in policy and infrastructure to make walking, bicycling, and using micromobility safer, more accessible, intuitive, reliable, and desirable—such that all trips under three miles are made primarily by these transportation modes.	↓	↓	↑	↓	↓
 The Roadway Reallocation Scenario is a future with reallocated vehicular travel lanes along specific corridors to support the needs of people walking, bicycling, and taking transit. This future reveals the impact on the vehicular travel experience along the affected corridor and nearby streets resulting from reallocating travel lanes.	↓	↓	↑	↑	↓
 The Active Transportation + Roadway Reallocation Scenario is a future that combines the investments and behavior change of the Active Transportation Scenario and the reallocation of roadway space from the Roadway Reallocation Scenario. This future reveals the impact of reallocating travel lanes on vehicular travel experience in combination with the trip-making outcomes associated with investments to active transportation.	↓	↓	↑	↑	↓

Across scenarios, the analysis reinforces that sustained and coordinated investment in transit, walking, bicycling, and micromobility, when paired with supportive policy and behavior change strategies, can meaningfully reduce VMT and GHG emissions and improve the overall transportation experience. Scenarios that prioritize travel options other than SOVs result in the most significant VMT reductions and progress toward the Vision and Goals.

The scenario planning analyses also underscored the need to implement a complementary set of policies and strategies. For example, adding transit service alone does not result in significant reductions in VMT. This finding is important given the emergence of AVs, which may make driving more attractive, potentially increasing SOV trips and congestion if left unmanaged. To counter this effect, policies and strategies must be in place to increase the time competitiveness, coverage, and dependability of other travel options, particularly for short-distance, everyday trips, where mode shift is most achievable.

The results also demonstrate that Arlington can achieve multimodal investments and strategic right-of-way reallocation with acceptable trade-offs to vehicle travel time, particularly when mode shift reduces the number of vehicles on County streets.

The scenario planning process showed how the transportation network would perform under various future conditions. Investments in multimodal infrastructure and improved service and the reallocation of right-of-way to improve conditions for walking, transit, bicycling, and using micromobility can measurably influence how people choose to travel within Arlington. The scenario planning process informed the development of the policies and strategies needed to realize the Vision and Goals, given the uncertainty of future transportation trends, behaviors, modes, and external pressures.

A detailed description of the scenario planning process and results is provided in [Appendix C: Scenario Planning Report](#).



3 VISION AND GOALS

The project team developed the Vision and Goals for the 2026 Multimodal Transportation Plan through a structured, inclusive, and iterative process that emphasized early listening, broad public engagement, input from key partners, and multiple rounds of review and refinement.

A clear Vision and well-defined set of Goals are foundational to Arlington's transportation future because they articulate the community's desired future and provide a shared framework for decision-making.

The Vision establishes the long-term direction, describing what Arlington's transportation system should achieve and reflect community values, while the Goals translate that Vision into more specific priorities. Together, they guided the development of policies, strategies, and progress tracking metrics by helping staff ensure they aligned with community priorities and the agreed-upon future.

A detailed description of the County Board-endorsed Vision and Goals process is provided in [**Appendix D: Vision and Goals Report**](#).

A **vision** is a clear and aspirational description of what the community wants for the future of transportation in Arlington. The Vision sets a clear desired outcome that the refreshed transportation plan will achieve, serving as the foundation of the plan and setting the direction for the plan's Goals, policies, and strategies.

A **goal** is a clearly defined outcome that works with other goals to achieve the Vision. While the Vision defines the desired future, the Goals outline how to achieve that future. Goals translate the broad aspirations of the Vision into achievable outcomes, reflect agreed-upon community values and priorities, and support the fulfillment of the plan's Vision.

Together, the Vision and Goals provided direction for the 2026 Multimodal Transportation Plan and guided the development of the rest of the plan.

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.

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.



Livable

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



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.



Safe

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



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.



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.

Feedback Activity

Draft Policy Statement

Goal(s) Supported

I support this policy!

This policy is getting there!

This policy is not a priority for me.

Ensure the safe mobility and access of people and goods in the County.

4

POLICY AND STRATEGY GUIDANCE

The project team developed a guidance framework of policies and strategies to inform how to achieve the plan's Vision and Goals.

The plan's Vision and Goals set the “destination” for the future of transportation in Arlington, and the plan's policies and strategies chart out how to get there.

Similar to the process that delivered the Vision and Goals, the project team developed policies and supporting strategies through a structured, inclusive, and iterative approach.

With input and feedback from the community, the project team developed 22 policies, each of which describe a high-level approach to advancing the County toward one or more of the plan's Goals.

Each of the policies is supported by strategies that present concrete actions and initiatives.

Additionally, the project team developed progress tracking metrics to help benchmark and document progress on the plan's implementation and shifts in transportation behaviors and outcomes over time. Together, these will be used to track and evaluate progress toward realizing the plan's Vision and Goals for the future of transportation in Arlington.

A detailed description of the policy development process is provided in [Appendix E: Policy Report](#).

Vision	A vision is a clear and inspirational description of long-term success that provides a compelling and easily-understood aspiration of what our community will experience in the future.
Goals	Goals are a set of clearly-defined end states that support the vision. Each goal is based in agreed-upon values and priorities.
Policies	Policies provide high-level direction and guidance—without specific details—for an approach towards the goals and vision.
Strategies	Strategies indicate how the County will achieve each policy through specific approaches and actions.

Policies

	Policy Statement	Goal(s) Supported
A	Ensure safe mobility is the first priority on all projects, plans, and initiatives that impact the transportation network.	    
B	Build out the Modal Priority Networks to advance an interconnected and convenient multimodal transportation system.	    
C	Eliminate barriers to mobility to create an accessible transportation system for all.	   
D	Integrate land use and transportation planning to co-locate growth and development with high-quality, sustainable transportation options.	  
E	Foster a culture of safe travel behavior for all users.	  
F	Develop streets and streetscapes as people-focused public spaces that foster community connection, economic opportunity, and everyday interaction.	  
G	Correct historic and existing disparities in the transportation system to improve access, affordability, and opportunity for community members in the highest vulnerability areas.	  
H	Ensure community members are equitably engaged in transportation decision-making.	 
I	Couple infrastructure investments with transportation demand management to minimize single-occupancy vehicle trips.	  
J	Maintain a state of good repair and service across the transportation network.	  
K	Develop a transportation system that is resilient to shocks and stressors, including weather, emergencies, and the impacts of a changing climate.	    
L	Maintain safe, accessible, and convenient transportation options during temporary disruptions such as construction and planned events.	 

Legend:  Equitable and Inclusive  Livable  Reliable  Safe
 Sustainable  Transparent and Accountable

	Policy Statement	Goal(s) Supported
M	Reduce transportation greenhouse gas emissions to achieve carbon neutrality with a focus on shifting trips to high-quality multimodal transportation options and by supporting low- and no-emission vehicle infrastructure.	  
N	Integrate biophilic principles, street trees, and green infrastructure into the planning, design, and operations of the transportation system.	 
O	Collaborate across County departments to further mutual goals in the right-of-way.	 
P	Clearly communicate how decisions are made when developing, funding, and implementing transportation projects and programs.	 
Q	Collaborate with local, regional, state, and federal jurisdictions, agencies, and other interested parties to advance transportation planning and services.	 
R	Ensure long-term, viable funding models to plan and finance the improvement and maintenance of the transportation network.	  
S	Evaluate new technologies, tools, and best practices and incorporate those that improve the transportation system and the experience of those who use it.	  
T	Manage the curb lane as a valuable and limited public asset, recognizing its importance to safety, mobility, access, commerce, sustainability, and public life.	   
U	Support freight and delivery operations that reduce congestion, emissions, and conflicts with other users of the right-of-way.	   
V	Evaluate the progress and effectiveness of transportation plans, projects, and initiatives.	

Legend:  Equitable and Inclusive  Livable  Reliable  Safe

 Sustainable  Transparent and Accountable

Policy A: Ensure safe mobility is the first priority on all projects, plans, and initiatives that impact the transportation network.

No one should have to risk death or injury when traveling through Arlington's transportation network; on the contrary, the transportation network should improve the quality of life in Arlington. This policy reflects the County's approach to putting safety first on any project, plan, or initiative that impacts the transportation network.

Goals supported:  Equitable and Inclusive  Livable  Reliable  Safe  Sustainable

Strategies

1. Design and operate streets to reinforce safe travel speeds.
2. Ensure that new facilities, plantings, amenities, and physical site security features in the right-of-way align with transportation safety needs.
3. Build projects that enhance safe mobility and connections for our most at-risk travelers: people walking, on bicycles/scooters, youth, and older adults.
4. Use quick-build, low-cost interim solutions to provide immediate mitigation of identified safety risks until longer-term safety projects with permanent devices can be implemented.
5. Integrate safety across all traffic signal operations and optimization activities. Alter signal phasing, access permissions, and alignment of streets as appropriate to ensure safe mobility for all users. Some vehicle movements may be partially or fully restricted to support safe mobility of pedestrians, bicyclists, and other users.
6. Apply data and analysis to continuously understand safety risks and needs, using the information to identify and advance potential projects, plans, and programs.
7. Weigh crash and safety data as top criteria throughout project prioritization processes.
8. Regularly review and update County engineering guidelines to follow best practices and apply to all projects—whether led by the County or a developer.

Vision Zero

Arlington County joined the nationally recognized Vision Zero Network in 2019 and adopted a goal of eliminating severe and fatal transportation injuries in the County by 2030. Arlington's Vision Zero approach uses data and evidence-based strategies to quickly implement safety improvements on our streets. A Board-approved Action Plan guides the Vision Zero program. For more information, check out the current County [Vision Zero resources](#).



Policy B: Build out the Modal Priority Networks to advance an interconnected and convenient multimodal transportation system.

The Modal Priority Networks designate where streets will be designed and operated to prioritize the safety, comfort, and efficiency of specific modes of transportation. Pedestrian priority will be applied Countywide on all streets; priority networks for both transit and bicycle and micromobility designate key corridors that provide an appropriately dense network for each. The County will invest in improved infrastructure in these corridors to better accommodate the designated priority mode(s), making more multimodal trips possible, and all multimodal trips safe, enjoyable, and convenient.

Goals supported:  Equitable and Inclusive  Livable  Reliable  Safe  Sustainable

Strategies

1. Provide safe and accessible mobility for all modes before other uses of the right-of-way are considered. Where transportation improvements are needed, give those precedence over other existing, planned, or desired right-of-way uses.
2. Design streets with pedestrians as the first modal priority. As space allows, consider the second and third modal priorities.
3. Using the guidance on Modal Priority Networks, Modal Hierarchies, and Street Typologies, plan and design streets to accommodate the appropriate transportation modes. Reallocate the existing right-of-way as needed to align with this guidance.
4. Prioritize gaps, last-mile connections, and intersection treatments in the Modal Priority Networks.
5. Through land acquisition, redevelopment, and similar means, acquire right-of-way where additional space is needed to complete the Modal Priority Networks.
6. Prioritize calculations for person delay, comfort, and safety in infrastructure and street design decisions over vehicle delay.
7. Coordinate signals and assess stop sign placement along the Modal Priority Networks to prioritize pedestrians and people taking transit or riding bicycles and scooters.
8. Update and implement consistent pedestrian and bicycle wayfinding guidance on streets and trails to make the Modal Priority Networks intuitive and easy to use.

Modal Priority Networks

The Modal Priority Networks are outlined in more detail on [page 58](#). The guidance in that section contains the Modal Priority Network maps and has specific strategies for how the County will advance the pedestrian, transit, and bicycle and micromobility priority networks.



Policy C: Eliminate barriers to mobility to create an accessible transportation system for all.

Barriers to mobility are circumstances that make desired trips, by any mode of travel, difficult or impossible. Barriers can include poorly maintained or missing infrastructure (like gaps in the sidewalk network or bicycle and micromobility network); lack of accessible parking; unreliable bus service; and bus systems that are hard to navigate because of language barriers. Trips that require a personal vehicle can be a barrier for those without access to one or who cannot drive. This policy outlines approaches to eliminate these barriers so that all Arlingtonians can access transportation to make their desired trips, improving the quality of life across Arlington.

Goals supported:  Equitable and Inclusive  Livable  Reliable  Safe

Strategies

1. Create County accessibility guidance and best practices to ensure consistent application across projects, whether public-led or private-led. Regularly review and update to incorporate the latest accessibility standards and state of the practice.
2. Modify existing infrastructure to meet the latest accessibility standards.
3. Identify and eliminate physical and operational barriers, such as difficult or missing crossings of major roads and waterways, to complete accessible pedestrian and bicycle and micromobility priority networks.
4. Consider the language, technology, and digital literacy skills of community members in the design and operation of the transportation system.
5. Expand availability of low-cost mobility options such as micromobility and e-bikes. Partner with community-based organizations to subsidize rental and purchase costs for youth, older adults, low-income, and zero-car households.
6. Identify needs, set design standards, and prioritize locations to ensure accessible parking is equitably distributed and properly designed to meet the latest accessibility standards.
7. Make transit more accessible and convenient to all through transit-oriented development and accessibility enhancements to vehicles, stations, stops, walkways, and information.
8. Provide complementary paratransit for those unable to use fixed-route transit service as a transportation option for persons with disabilities.

ADA and PROWAG

The Americans with Disabilities Act (ADA) and the Public Right-of-Way Accessibility Guidelines (PROWAG) are federal guidance that set the standards for making streets, sidewalks, crosswalks, transit stops, and parking accessible to people with disabilities.

Together, ADA and PROWAG help identify and address barriers to accessibility in the transportation network. Applying these standards supports Arlington's work to eliminate infrastructure gaps, improve maintenance, and ensure that sidewalks, curb ramps, crosswalks, transit facilities, and parking are accessible for everyone—especially people with disabilities, older adults, parents with strollers, and others who benefit from more navigable streets.

Policy D: Integrate land use and transportation planning to co-locate growth and development with high-quality, sustainable transportation options.

Land use and transportation planning shape how a community grows, and they work best when planned together. For example, when new homes, shops, and offices are coordinated with investments in transportation options, like reliable transit and good sidewalks, people have desirable choices for how they get around. This policy describes how to plan and implement land use and transportation decisions together to make everyday travel easier and more sustainable for everyone.

Goals supported:  Livable  Sustainable  Transparent and Accountable

Strategies

1. Continue to plan for and manage development that is transit-oriented, with a mix of land use types and a built form that favors transit access by walking, bicycling, and micromobility. See the Transportation and Development section of this plan for additional guidance.
2. Implement land use policies and support development strategies that reduce the need for personal vehicles.
3. Use the Street Typology, Modal Priority Networks, and Curb Hierarchy to develop street networks that support adjacent land uses and planned future growth.
4. As part of future planning efforts, acknowledge evolving land use and zoning trends, including diversifying housing types, and develop policies and recommendations to better integrate land use and transportation in that evolving landscape.
5. Increase the frequency of bus routes, where appropriate, to stimulate and accommodate transit demand and future growth.
6. Update the County code to require all private and public property development projects to provide easements for, and construction of, sidewalks along their frontages that align with their respective Street Typology.
7. Study eliminating parking minimums required by County code.

Land Use Planning

Arlington County's General Land Use Plan (GLUP) is a component of the Comprehensive Plan and is the primary policy guide regarding land use and future development in the County. It establishes the overall character, extent, and location of land uses. For more information, check out the County's [GLUP resources](#).

Sector Plans and Area Plans support the Comprehensive Plan and guide future development of discrete areas. These plans include more specific guidance on localized transportation improvements to support adjacent planned land uses and redevelopment, including guidance for the design and development of new and existing streets. For more information, check out the County's recent and ongoing Land Use Plans and Studies.

Policy E: Foster a culture of safe travel behavior for all users.

Transportation networks are places of movement and interaction, and everyone moving within the network shares responsibility for ensuring community safety. A culture of safe travel behavior means being mindful of others and making choices that avoid putting anyone at risk. The County will continue to provide infrastructure and guidance to ensure safe choices are easy to make. This mutual commitment helps ensure safe trips for all.

Goals supported:  Equitable and Inclusive  Livable  Safe

Strategies

1. Prioritize enforcing laws that directly impact safety of vulnerable road users such as speeding, blocking, failing to stop for pedestrians at crosswalks, and parking in bike lanes.
2. Deploy campaigns that combine public safety messaging with tangible events and actions that encourage safer travel behavior.
3. Use design treatments to create clear visual, audible, and tactile cues that reinforce how to safely and appropriately interact with other road users and multi-use trail users.
4. Collaborate across County departments and programs to address transportation safety through a public health lens—addressing key risk factors such as alcohol, drugs, mental health, physical health.
5. Maintain a Safe Routes to School program that fosters a culture of safety for students getting to/from school in collaboration with Arlington Public Schools (APS).
6. Pursue policy and legislative changes that deter or prevent unsafe travel behaviors.
7. Promote safe bicycle and scooter riding through education, outreach, and improvements to riding conditions in partnership with the community.
8. Use technology and automated enforcement to discourage unsafe travel behavior.

Behavior Change

Since Arlington adopted Vision Zero in 2019, the County has initiated several behavior change campaigns focused on our biggest safety challenges. Through safety education, engagement, and campaigns, Arlington's Vision Zero program has become a locally recognized initiative and is shifting how the community views traffic safety.

Policy F: Develop streets and streetscapes as people-focused public spaces that foster community connection, economic opportunity, and everyday interaction.

The transportation network and its associated right-of-way connect people to the places they need and want to go. These streets and streetscapes also serve as the backbone of public life and represent a significant portion of publicly owned space in Arlington. Providing opportunities within the right-of-way for people to engage with each other, recreate, and linger is critical to creating a transportation network that does not just move people, but enriches their daily lives.

Goals supported:  Equitable and Inclusive  Livable  Safe

Strategies

1. Enhance placemaking by reallocating right-of-way space when feasible to amenities that encourage people to linger in a space, while maintaining the safe and continuous movement of people and goods.
2. Improve the process for permitting, implementing, and maintaining outdoor dining, block parties, farmers' markets, art installations, and other temporary and flexible activations of the right-of-way in support of economic development and community use of streets.
3. Ensure streetscape enhancements support safe and convenient pedestrian travel and the sidewalk clear zone and sight lines are not impeded.
4. Explore new uses of the right-of-way including pedestrian-only streets and zones, temporary street closures at schools, shared streets, and an asphalt art process.
5. Provide opportunities to enhance user comfort, when feasible, by placing benches, wayfinding, shade, lighting, biophilic elements, water fountains, and other amenities along sidewalks, pedestrian paths, and multi-use trails.

Streetscape

The streetscape is the dedicated space within the right-of-way, behind the curb, and abutting the front of a building or property line, encompassing the utility/planting/amenity zone, sidewalk clear zone, and shy zone between the sidewalk and the building face.

Related Planning Efforts

In 2019, the Arlington County Board adopted the Public Spaces Master Plan (PSMP). This plan identifies public space needs of the community, including those in local streetscapes, and provides a recommendation framework to guide the stewardship and coordinated development of these public spaces to address a wide set of community needs. For more information, check out Arlington County's [PSMP](#).

Policy G: Correct historic and existing disparities in the transportation system to improve access, affordability, and opportunity for community members in the highest vulnerability areas.

Access to transportation creates opportunity. This policy focuses on prioritizing improvements that increase access, affordability, and opportunity in areas of Arlington with the highest vulnerability, helping ensure the transportation network supports a more livable community for all.

Goals supported:  Equitable and Inclusive  Livable  Reliable

Strategies

1. Catalog physical, operational, and cost barriers to the transportation network in the highest vulnerability areas and develop a framework to address them.
2. Use the County's CVIM as a primary input to prioritize investments in the areas with the highest vulnerability to enhance their pedestrian, transit, and bicycle and micromobility access.
3. Consider the needs of all users when designing projects including but not limited to children, older adults, and people with disabilities.
4. Enhance access to affordable transportation options like transit, walking, and bicycling and micromobility to reduce the transportation cost burden on economically disadvantaged households.
5. Reduce transportation cost barriers by supporting programs to reduce transit fares and the cost of micromobility for youth, older adults, people with disabilities, and low-income riders.

Community Vulnerability Index Map

The County's Community Vulnerability Index Map (CVIM) identifies concentrations of Arlington's vulnerable populations. These areas are identified based on demographic, socioeconomic, and geographic factors that may increase an individual's susceptibility to various disadvantages. The areas with the highest vulnerability are those that have historically been under-invested in, creating disparities in opportunity and access. For more on the CVIM, check out the [Equity Analysis section](#) in this plan and [County resources](#).

Policy H: Ensure community members are equitably engaged in transportation decision-making.

To create a transportation network that is welcoming, affordable, and accessible for people of all ages, backgrounds, and abilities, community members must have the opportunity to engage in shaping and making transportation decisions. While engagement approaches may differ based on project scope, this policy outlines the County's approach to providing opportunities for historically underrepresented populations to be involved and informed in the planning process.

Goals supported:  Equitable and Inclusive  Transparent and Accountable

Strategies

1. Utilize the County's latest equity guidance to determine key interested parties and relevant engagement strategies, including the consideration of resources and tools that help address barriers to participation.
2. Meet people where they are by prioritizing conducting engagement at pop-ups and existing community events.
3. Collect feedback on engagement methods to help improve engagement processes and address barriers for participation.
4. Provide balanced, objective, and accessible information when asking for feedback, including constraints (such as funding, engineering, and legal), maintenance needs, trade-offs, and background data such as safety analysis.
5. Foster partnerships with community groups and organizations to integrate engagement efforts into existing local networks.
6. Assess engagement practices and adjust to ensure equitable participation across neighborhoods, races, ethnicities, ages, abilities, and typical modes of transportation.

Guidance Foundation

Arlington bases its engagement guidance on frameworks from the International Association for Public Participation (IAP2) and the Government Alliance on Race and Equity (GARE). The guidance aligns the level of public engagement needed based on the characteristics, benefits, and potential impacts of each project, and highlights how engagements should be planned, implemented, and assessed.



Policy I: Couple infrastructure investments with transportation demand management to minimize single-occupancy vehicle trips.

To move more people with less traffic, Arlington will need to continue to invest in multimodal transportation infrastructure and supportive programs. These investments create desirable travel options beyond using a car, so that everyone has more choices and fewer single-occupancy vehicle trips are needed.

Goals supported:  Livable  Reliable  Sustainable

Strategies

1. Apply transportation demand management (TDM) strategies and initiatives as multimodal network and service improvements are developed and implemented, to raise awareness and encourage their use.
2. Incorporate comprehensive TDM plans for all site plans and use-permit developments, both private and public, to maximize the use of walking, biking, and taking transit and minimize vehicular trips.
3. Explore options to integrate TDM efforts into a wider range of projects and planning efforts to promote and incentivize multimodal transportation options throughout the county.
4. Offer education and outreach for everyone who travels to, through, and within Arlington about transit, walking, biking/scooter, and carpooling/vanpooling using a wide range of media and messaging styles that result in travelers choosing a way to travel other than driving alone.
5. Consider the impact of all transportation projects and policies on the relative safety, comfort, and desirability of various modes of transportation, and make choices that make walking, taking transit, biking, and using micromobility more attractive.

Transportation Demand Management

TDM promotes travel alternatives to driving alone, such as walking, taking transit, bicycling, carpooling, and more. The goal of TDM is to help people understand the range of transportation options available and to encourage their use, making it easier to choose to travel without having to drive alone for everyday trips.

When more people choose these other options, it means street space can be used in ways that benefit more of the community and make it easier to drive for those who need to. For more information on Arlington's TDM efforts, see the Transportation Resources for Arlington County (TRAC) [webpage](#).

Policy J: Maintain a state of good repair and service across the transportation network.

New investments are essential to achieving the plan's vision and goals. Equally important is keeping the current and constantly evolving transportation system working well. Maintaining the existing network in a state of good repair provides the foundation for future improvements. As the County adds new infrastructure, maintenance programs must grow to support and sustain those investments.

Goals supported:  Reliable  Safe  Transparent and Accountable

Strategies

1. Identify needs and prioritize repairs across the transportation network using the Community Vulnerability Index, safety and inspection data, and community-reported issues.
2. Conduct a sidewalk condition survey at least every five years and incorporate that data into the prioritization of sidewalk improvements.
3. Construct and repair sidewalks with concrete in the sidewalk clear zones to reduce maintenance needs and trip hazards.
4. Conduct a street Pavement Condition Index (PCI) survey annually and a trail PCI survey every four years.
5. Use the street PCI and trail PCI, and public and private construction schedules, to program streets and trails into the annual repaving lists.
6. Continue improving and supporting a user-friendly service request platform that makes it simple for people to report maintenance needs.
7. Implement the right-of-way maintenance program to ensure sidewalks and the bicycle and micromobility network stay free from encroachment from vegetation and debris.
8. As new projects are developed, identify roles and responsibilities for long-term management and maintenance of all project elements.
9. Investigate opportunities for cost-effective, durable, accessible treatments for the right-of-way to minimize maintenance burden overtime.
10. Prioritize maintenance on high-frequency bus corridors and install concrete pads at bus stops to prevent rutting.
11. Ensure sufficient space for utilities in the right-of-way while retaining safe and accessible transportation.

Policy K: Develop a transportation system that is resilient to shocks and stressors including weather, emergencies, and the impacts of a changing climate.

Arlingtonians depend on the transportation system to travel safely between where they are and where they need to go, rain or shine. As the County maintains and invests in the transportation system for the long term, this policy outlines steps to ensure the system provides access to all people across all parts of Arlington, even as a changing climate introduces both temporary and more long-lasting changes to the environment.

Goals supported:  Equitable and Inclusive  Livable  Reliable  Safe  Sustainable

Strategies

1. Support a robust transportation network by expanding the street grid and creating a complete network for each mode.
2. Evaluate opportunities to create more reliable, flexible, and efficient maintenance practices to address weather-related disruptions, including flooding and snow, to transportation facilities.
3. Plan proactively and create contingency plans to anticipate and prepare for potential shocks to the transportation system.
4. Engage in shared disaster planning with other local jurisdictions, including mutual aid partnerships.
5. Reduce impervious surface and integrate green infrastructure into the transportation system to improve the resilience of the network to climate impacts, such as urban heat islands and increased stormwater runoff.
6. Consider areas of known flood risk in the transportation planning and design processes to improve the resiliency of the transportation system to extreme rainfall events.
7. Design and operate streets in a manner that prioritizes safety to users while supporting emergency responses.

Related Planning Guidance

This policy and its associated strategies build on the actions identified in the Northern Virginia Hazard Mitigation Plan (HMP). The HMP identifies hazards; assesses the risk they pose to the County, including those made possible under changing climate conditions; and outlines actions to reduce risks and increase resilience to these hazards.

In the event of an emergency, the Arlington County Emergency Operation Plan (EOP) will govern and mobilize Arlington's transportation system. It provides a framework for emergency incident response and recovery.

Policy L: Maintain safe, accessible, and convenient transportation options during temporary disruptions such as construction and planned events.

The construction of new buildings and infrastructure as well as planned events can create challenges within Arlington's transportation network by temporarily closing sidewalks, bike lanes, and streets and rerouting transit. These temporary changes limit and discourage travel options unless safe, accessible, and convenient alternatives to the disrupted routes are provided and clearly communicated. This policy outlines the County's approach to ensure that safe, clear, and comfortable alternatives are provided during temporary closures when feasible.

Goals supported:  Reliable  Safe

Strategies

1. Regularly review, update, and apply multimodal maintenance of traffic (MOT) guidance tailored to the County's urban context. Consider best practices for pedestrians, bicyclists, and transit users as well as emergency access needs. Establish clear design guidance and decision-making frameworks to determine appropriate temporary facilities to address conditions not fully covered by state and federal standards.
2. Create a staff training program to support consistent application of safety principles across all MOT plan development, review, implementation, and inspection.
3. Expand organizational capacity to inspect MOT plans related to public and private construction, and other activities affecting the transportation network, to ensure they adhere to the County's guidance.
4. Provide safe, accessible, and direct detours, while minimizing the duration of any closures or disruptions to sidewalks, bus routes, or bicycle facilities due to construction, utility work, or temporary closures.
5. Collaborate with utility organizations and other public and private entities to ensure they adhere to Arlington's MOT guidance when performing work in Arlington that does not require County approval of MOT plans.

Maintenance of Traffic

MOT plans establish transportation management and traffic control measures in right-of-way in and around construction or event areas. As part of MOT measures, transportation right-of-way permits are required by Arlington County when construction activity in the right-of-way blocks or limits the use of any type of lane, including travel lanes, parking in curb lanes, on-street bike lanes, sidewalks, and multi-use trails.



Policy M: Reduce transportation greenhouse gas emissions to achieve carbon neutrality with a focus on shifting trips to high-quality multimodal transportation options and by supporting low- and no-emission vehicle infrastructure.

By encouraging walking, transit, biking, and carpooling, and by investing in safer, more accessible infrastructure, the County aims to reduce single-occupancy vehicle trips and transportation-related greenhouse gas emissions. This policy also recognizes the importance of improving access to low- and no-emission vehicle infrastructure to further reduce greenhouse gas emissions.

Goals supported:  Livable  Reliable  Sustainable

Strategies

1. Support and expand TDM programs—including traveler information services, transit incentives, carpooling and vanpooling initiatives, specialized programs for employers, residents, and visitors, and comprehensive marketing and behavior-change campaigns—to encourage travelers to shift from driving alone to more sustainable transportation options.
2. Support and promote the use of low- and no-emission shared mobility, such as bikeshare, e-scooters, and car share, by expanding their availability throughout the County, running promotional campaigns, and offering financial incentives.
3. Support the development and installation of electrified Capital Bikeshare stations, which allow for the charging of e-bikes to improve e-bike availability and reduce operational costs.
4. Continue to invest in improvements to transit service, fleet, and infrastructure that increase transit ridership and decrease use of less sustainable modes. Ensure assessments of low- and no-emission bus fuels account for lifecycle emissions, environmental impacts, and opportunity costs relative to ridership-enhancing investments.
5. Investigate pricing strategies and regulations, such as on- and off-street parking pricing, congestion pricing, and transit fare pricing to incentivize walking, bicycling and micromobility, and taking transit.
6. Identify appropriate space in the right-of-way for electric mobility infrastructure that supports a range of vehicle types, such as electric vehicle charging, e-bike charging, and e-scooter charging; aligns with the curb lane hierarchy; and supports the transportation network.

Related Planning Guidance

The County's Community Energy Plan (CEP), an element of the Comprehensive Plan, sets Arlington on a path to becoming a carbon-neutral community by 2050. This plan developed a Carbon Roadmap with specific implementation strategies and performance tracking metrics. The County is updating and expanding the Carbon Roadmap as the Climate Action Plan, targeted for completion in late winter 2027/2028. For more information, check out Arlington County's [**Community Energy Plan**](#), [**Carbon Roadmap**](#), and [**Climate Action Plan**](#) pages.

In 2024, the County published its Carbon Neutral Transportation Master Plan. The effort established three key objectives: to reduce reliance on single-occupancy vehicles, support an array of electric vehicle (EV) charging options throughout the County, and support the phased decarbonization of the County fleet. For more information, check out Arlington County's [**Carbon Neutral Transportation Master Plan**](#).

Policy N: Integrate biophilic principles, street trees, and green infrastructure into the planning, design, and operations of the transportation system.

Biophilic principles bring natural elements, such as sunlight, plants, and water features, into the built environment to connect people with nature in their daily lives. Incorporating biophilic design, along with street trees and green infrastructure, into the transportation system will create more ways for the community to experience nature. These added features provide shade, support cleaner air, improve water quality, and enhance stormwater management, resulting in more enjoyable spaces that improve the quality of life in Arlington.

Goals supported:  Livable  Sustainable

Strategies

1. Incorporate biophilic elements into project planning and design, where feasible, including plantings as well as built features and materials that invoke natural elements.
2. Conserve and expand tree canopy in the right-of-way where feasible by planting trees and conserving high-value trees with context-sensitive design.
3. Enhance the public realm by incorporating biophilic elements into pedestrian and bicycle routes to create continuous green corridors.
4. Seek out opportunities to incorporate bioretention systems and other green infrastructure into the transportation right-of-way, such as with curb extensions or by converting excess impervious surface.

Related Planning Guidance

Arlington County's Forestry and Natural Resources Plan (FNRP) provides additional guidance on incorporating biophilic design principles within and adjacent to the public right-of-way to enhance public space and environmental quality. Check out Arlington County's [FNRP resources](#) for more information.

Biophilic Cities Network

Arlington joined the Biophilic Cities Network in 2020. The network is a global community dedicated to improving the connection between residents and urban nature. For more information on Arlington's commitment to biophilia, see [Biophilic Arlington](#).

Green Street

A tree-lined street that is designed to serve as an extension of the public space system. They offer pedestrians, bicyclists, and drivers a more attractive travel experience, provide shade in the heat, block wind in the cold, and may integrate stormwater management features.

Policy O: Collaborate across County departments to align mutual goals in the right-of-way.

The County's limited right-of-way is responsible for providing the transportation infrastructure necessary for people to move around and access destinations in Arlington. The right-of-way also provides space for utilities, street trees, stormwater infrastructure, social life, commerce, special events, and many other desired uses. To make the best use of this resource and to achieve County goals, it is crucial that County departments closely coordinate.

Goals supported:  Livable  Transparent and Accountable

Strategies

1. At the outset of each cross-department initiative, establish shared goals, priorities, and clear scope boundaries. Use these guidelines to navigate and resolve conflicts as they arise.
2. Collaborate on ongoing transportation safety activities and ensure that all County plans and policies contribute to a safe, equitable, accessible, and reliable transportation network.
3. Coordinate on the nexus between land use and transportation, including on sector plans, area plans, site plans, and other initiatives impacting land use and transportation.
4. Coordinate across departments and with APS to improve safety and accessibility of students and staff walking and rolling, bicycling, and using micromobility devices.
5. Integrate multimodal transportation planning and planning for parks, trails, public space, and natural resources.



Policy P: Clearly communicate how decisions are made when developing, funding, and implementing transportation projects and programs.

Achieving the plan's Vision and Goals will require updates to our existing transportation network. These changes will affect many people traveling in Arlington, and this policy outlines the County's approaches to providing clear information and transparent explanations of its decision-making process.

Goals supported:  Equitable and Inclusive  Transparent and Accountable

Strategies

1. Follow the County's latest guidance for equitable engagement and determine the appropriate level of engagement for each effort.
2. Develop clear and accessible visuals and written descriptions to communicate how guidance in the transportation plan informs the development of projects and programs.
3. Ensure information is accessible in a variety of formats and distributed through multiple channels to reach a broad audience.
4. Provide a "What We Heard/How We Used It" summary after relevant engagement milestones.
5. Provide timely ongoing communication as projects evolve, including during construction and system disruptions.



Policy Q: Collaborate with local, regional, state, and federal jurisdictions, agencies, and other interested parties to advance transportation planning and services.

Arlington's transportation network does not exist independently from its neighbors—it is one piece of a larger whole that connects people to jobs, family, friends, and opportunities throughout the region. To realize the Vision and Goals of this plan, it is critical that the County coordinate with neighboring jurisdictions and transportation providers. Maintaining strong relationships with partners is a necessary step to promote, plan, and implement a multimodal, convenient, and reliable transportation network.

Goals supported:



Reliable



Transparent and Accountable

Strategies

1. Coordinate planning for cross-jurisdictional travel and transit-oriented development with regional partners, emphasizing safe multimodal connections between regional activity centers.
2. For transportation projects where the County is not the sole implementor and operator, develop and update maintenance and operations agreements to clarify roles and responsibilities.
3. Establish a rapid response protocol with agency partners that enables the County to quickly identify, assess, and implement interim solutions for acute safety issues.
4. Pursue, acknowledge, and advocate for federal, state, regional, and outside local plans, programs, policies, and projects that enable and support Arlington's priorities.
5. Coordinate with regional partners to increase multimodal transportation capacity across the Potomac River.
6. Pursue state and federal legislative and policy agendas to enable and support Arlington's priorities.
7. Coordinate with regional partners and private providers on transportation demand management efforts to increase use of multimodal transportation options.
8. Work with transit providers and other regional partners to identify, fund, and implement necessary enhancements to bus, rail, and microtransit to provide capacity for long-term regional growth.
9. Expand high-occupancy vehicle (HOV) treatments to additional roadways and bridges, such as I-66 (bidirectional/all day) and George Washington Memorial Parkway (a National Park Service [NPS] facility), to encourage greater transit use and carpooling. Ensure that high-occupancy toll (HOT) lane implementation does not negatively affect the efficiency of transit and carpooling.
10. Coordinate with neighboring jurisdictions and trail owners such as NOVA Parks, NPS, and the Virginia Department of Transportation (VDOT), on the delivery of interjurisdictional projects to close pedestrian and bicycle and micromobility priority network gaps and support the vision of the National Capital Region Trail Network.

Some of our regional partners include:

Virginia Department of Transportation (VDOT)

VDOT is responsible for building, maintaining, and operating the Commonwealth's roads, bridges, and tunnels. In Arlington, VDOT owns and operates the Interstates (I-66 and I-395) US Routes (Arlington Boulevard, Langston Boulevard, and Richmond Highway) and select state routes including Washington Boulevard west of Glebe Road and east of Arlington Boulevard, Glebe Road, Old Dominion Drive, Cherry Hill Road, portions of Spout Run Parkway, and Chain Bridge Road.

Virginia Department of Rail and Public Transportation (DRPT)

DRPT's mission is to facilitate and improve the mobility of residents of Virginia and to promote the efficient transport of goods and people. Its vision is a connected Commonwealth with an integrated multimodal network that serves every person, every business, and every need. The agency works with rail and public transportation providers and is a steward of public dollars.

Washington Metropolitan Area Transit Authority (WMATA)

WMATA is a public transit agency that operates Metro Rail, including the Orange, Silver, Blue, and Yellow Lines that run through Arlington; Metro Bus, the region's bus system; and Metro Access, a paratransit service.

Northern Virginia Transportation Authority (NVTA)

NVTA is a regional transportation organization created by the Commonwealth to coordinate transportation projects within the Northern Virginia region, which includes Arlington. NVTA is primarily responsible for: (1) developing and updating TransAction, Northern Virginia's long-range transportation plan; and (2) allocating a funding stream (authorized by House Bill 2313 [2013]) to regional and local transportation projects through its Six-Year Program.

Northern Virginia Transportation Commission (NVTC)

NVTC is a regional transit organization created by the Commonwealth. It helps plan, coordinate, and secure funding for eight rail and public transit agencies that operate throughout Northern Virginia, including several that operate in Arlington.

National Capital Region Transportation Planning Board (TPB)

The TPB is the metropolitan planning organization (MPO) for the metropolitan Washington region. TPB is responsible for coordinating transportation planning within this region through the development of a long-range transportation plan and a six-year Transportation Improvement Program (TIP).

Policy R: Ensure long-term, viable funding models to plan and finance the improvement and maintenance of the transportation network.

To realize the Vision and Goals of this plan, changes and improvements to the transportation network will require capital investment. These investments need to be planned and programmed within the County's Capital Improvement Program and will require external funding sources. For improvements to be functional in the future, their maintenance needs should be integrated into operating budgets as they are delivered.

Goals supported:  Reliable  Safe  Transparent and Accountable

Strategies

1. Use the guidance in this plan to identify and prioritize proposed investments for the County's Transportation Capital Improvement Program.
2. Strategically pursue a variety of internal and external funding sources, including but not limited to local and regional taxes and tolls, user fees, bonds, and state and federal funding, to diversify the financial portfolio that funds transportation.
3. Coordinate with Business Improvement Districts (BIDs) and Partnerships, commercial property owners, and similar partners to supplement funding for streetscape improvements, activations, and maintenance.
4. Explore pricing strategies to manage travel and parking demand that can help provide a consistent funding source for multimodal transportation needs.
5. Right-size maintenance funding to ensure a state of good repair as the transportation network evolves and new infrastructure and treatments are installed.
6. Identify relevant funding opportunities and assess funding viability when developing future project recommendations.
7. When beneficial, collaborate with peer agencies and neighboring jurisdictions on joint procurements, grant applications, and other funding prospects.

Capital Improvement Plan

The Arlington County Capital Improvement Plan (CIP) is the County's 10-year plan for building, maintaining, upgrading or replacing County facilities and infrastructure, including the transportation network. It is prepared and updated by the County every two years to adapt to the needs of the community and as individual projects move along in their planning and budgeting processes. This plan identifies both immediate and long-term capital investments, in contrast with the County's annual operating budget. For more information, check out Arlington County's [current CIP](#).

Policy S: Evaluate new technologies, tools, and best practices and incorporate those that improve the transportation system and the experience of those who use it.

New technologies, tools, and best practices are constantly being developed, and each represents a possible opportunity to advance Arlington's transportation network toward its goals. The County is committed to testing new approaches, staying informed of the latest developments, and learning about what innovative transportation practices are being used in other communities. Any new transportation-related technology or tool should be carefully evaluated to determine its suitability to Arlington, costs and benefits, and ability to help achieve Arlington's desired transportation future.

Goals supported:  Equitable and Inclusive  Reliable  Transparent and Accountable

Strategies

1. Identify where new or expanded local authority may be needed to regulate technologies and tools and advocate for enabling legislation from the Virginia General Assembly to support those needs.
2. Develop and apply guidance for emerging technology, tools, and approaches to ensure they support overall progress towards the County's transportation vision and goals.
3. Develop and deploy low-risk frameworks to pilot new technologies and tools at a small scale and evaluate their impacts on safety, feasibility, and scalability.
4. Contribute to the development of, learn from, and apply industry best practices for emerging transportation technologies.
5. Use data-driven approaches to evaluate, and prioritize application of, emerging transportation technologies based on their potential to advance the plan's goals.
6. Leverage technology to identify and address safety risks.

Emerging Technologies

Examples of emerging technologies the County is currently monitoring and evaluating include:

- ▶ **Autonomous Vehicles (AVs):** Self-driving cars, trucks, buses, or other vehicles that use sensors to operate with little or no human involvement.
- ▶ **Personal Delivery Devices (PDDs):** Small, low-speed robots that deliver goods on sidewalks.
- ▶ **Smart Systems:** Technologies such as sensors or cameras that manage traffic signals, parking, and tolls in real time, helping to improve safety, efficiency, and system reliability.
- ▶ **Smaller, Safer Vehicles:** New or retrofitted vehicles designed to better protect pedestrians and bicyclists. Using smaller vehicles also can reduce costs, lower emissions, and fit into safe street designs rather than designing streets around larger vehicles.

These technologies, and others, deserve careful consideration as they have the potential to greatly impact Arlington's transportation environment.

Policy T: Manage the curb lane as a valuable and limited public asset, recognizing its importance to safety, mobility, access, commerce, sustainability, and public life.

The curb lane is a constrained space where many types of travel come together, which can lead to people moving at different speeds or with different needs. When these conflicts happen, they can spill out to the surrounding area, often temporarily blocking bicycle and vehicle travel lanes or impeding access to the sidewalk and other pedestrian areas. As Arlington continues to grow, it is increasingly important to manage this space so that interactions are safe, understandable, and reflect the context of the surrounding land uses.

Goals supported:  Livable  Reliable  Safe  Sustainable

Strategies

1. Reference the [Curb Lane Hierarchy](#) when considering how to program or design the curb lane.
2. Integrate the latest accessibility standards into curb lane designs and strategies.
3. Encourage curb lane design and allocation that protects vulnerable users.
4. Work to implement automated curb lane enforcement.
5. Evaluate locations for metered or managed curbside zones to support commercially beneficial vehicle activities, including but not limited to tour buses, freight and deliveries, and food trucks.
6. Convert parking spaces and utilize space required to daylight intersections to locate bicycle parking, cargo bicycle parking, Capital Bikeshare stations, and shared mobility device corrals off the sidewalk and in the street, especially those proposed adjacent to the bicycle and micromobility network.
7. Implement dynamic curb lane management, design and pricing, time-of-day rules, dedicated loading zones, and other non-enforcement methods to reduce conflicts, double-parking, and vehicles blocking travel and bike lanes.
8. Periodically review the residential permit parking program for considerations such as equity impacts, operational cost and effectiveness, user experience, and appropriateness of fee structure.
9. Incorporate adequate off-street delivery/loading docks in all new commercial, mixed-use, and high-density residential developments and include adequate short-term off-street parking space for smaller delivery vehicles.

Enforcement

Enforcement of the curb lane is critical to successful curb lane management. Effective enforcement encourages compliance and keeps travel lanes, bike lanes, and bus stops free of idling or incorrectly parked vehicles.

Fire Lanes

Fire lanes are areas along the curb that prevent long-term parking in front of or adjacent to fire hydrants and provide space for firefighting equipment to access adjacent buildings.

Policy U: Support freight and delivery operations that reduce congestion, emissions, and conflicts with other users of the right-of-way.

Identifying the appropriate routes, locations, and curb space to facilitate freight movement and deliveries is critical to maintaining a safe transportation environment and a healthy economy. As freight and delivery operations modernize and adapt through new technologies, innovations, and infrastructure design, it is important that these activities minimize congestion, emissions, and conflicts to support a safe and efficient transportation network for all users.

Goals supported:  Livable  Reliable  Safe  Sustainable

Strategies

1. Encourage innovative local and last-mile delivery strategies to manage freight and deliveries, such as cargo bike and e-bike deliveries, curb lane flex/loading zones, shared-use lockers, and delivery hubs.
2. Provide designated on-street space for deliveries, where appropriate, to reduce conflicts in the right-of-way.
3. Partner with the private sector to explore innovative options and identify and address barriers.
4. Encourage technology innovations and experimentation which “right-size” freight vehicles and motivate those drivers to safely and properly use Arlington’s urban streets.
5. Integrate freight management into development plans by continuing to require loading docks and spaces internal to the site and by exploring other tools such as shared-use lockers and loading management plans.
6. Consider the application of emissions-free delivery zones and supporting infrastructure.

Freight and Goods Delivery Network

Check out the section in this document on the [Freight and Goods Delivery Network](#) for more information on how the County is supporting safe, efficient, and sustainable freight and delivery operations within the right-of-way.



Policy V: Evaluate the progress and effectiveness of transportation plans, projects, and initiatives.

As the County advances the strategies set out in this plan, the plan's progress and the overall state of transportation in Arlington will be periodically monitored using progress tracking metrics. This will let the County and community know how implementation of the plan is progressing, how it correlates with broader local and regional transportation trends, and how to stay on track to achieve the Vision and Goals set out in this plan.

Goals supported:  Transparent and Accountable

Strategies

1. Publish progress tracking metrics on the transportation plan on a rolling basis and publish a report on the plan's implementation every 5 years. See the section on [Progress Tracking Metrics](#) for more information.
2. Conduct an annual comprehensive crash analysis to guide safety improvements.
3. Maintain and expand use of data collection methods to measure bicycle and micromobility ridership levels, pedestrian usage, and user comfort including automated counters, data sharing from shared micromobility device operators, and mobility data aggregation services.
4. Maintain and update Pedestrian Comfort and Bicycle Comfort Indexes as tools for long term project and network evaluation.
5. Conduct Countywide resident and worker transportation surveys to understand travel behavior, system performance, and traveler satisfaction.
6. Provide data about curb use by all modes to the public.





5 NETWORK GUIDANCE

Each transportation project represents a single link within the larger transportation network. When undertaking a new planning effort or project, it is important to understand how that piece fits within the overall network and what roles it needs to serve. The County's streets are located within limited right-of-way and often do not have sufficient space to accommodate every use, which can lead to a series of challenging decisions on how to prioritize constrained right-of-way.

This network guidance simplifies that process by providing a decision-making framework. The framework details how the County should prioritize the use of the right-of-way to create complete networks for all modes, coordinate transportation projects with adjacent land use, and accommodate the unique needs of each project. By considering the County's long-term transportation needs at the network level and applying this guidance consistently to each new plan, study, or project, staff can more efficiently plan, design, and implement transportation improvements.

The plan's network guidance includes:

- ▶ **Modal Priority Networks** for pedestrians, transit, bicycles, and micromobility to provide a clear, consistent, and comprehensive guide on how to prioritize space within the right-of-way to provide complete networks for each of these modes.
- ▶ **Roadway Classifications and Street Typology** as well as related policies and strategies to define the function and characteristics of streets, aligning their design with multimodal travel needs and surrounding land use to ensure safety, mobility, and accessibility for all users.

▶ **Curb Lane Hierarchy** and related policies and strategies to establish a structured, priority-based framework for allocating limited curb lane space. The curb lane hierarchy guides how the competing needs of various users should be prioritized based on transportation safety needs, Modal Priority Network needs, and the adjacent development context.

▶ **Freight and Goods Delivery Network** and related policies and strategies to ensure the safe and efficient movement of goods as they impact economic competitiveness and residents' quality of life.

At the outset of each new plan, study, or project affecting the transportation network, this network guidance is the primary resource for how to prioritize the limited right-of-way. Staff should reference the Modal Priority Networks, Roadway Classifications, Street Typology, and Curb Lane Hierarchy together to develop improvements that support this collective guidance. This ensures that, when completed, individual projects contribute to enhancing Arlington's broader transportation network.

Modal Priority Networks

While Arlington's transportation network is robust and multimodal, not all modes have complete networks that people can use to get where they want and need to go. A complete vehicular network already exists in Arlington that allows people to easily reach their desired destinations by driving. However, comparable networks do not yet exist for pedestrians, transit riders, and bicycle and micromobility users. To create similar complete networks for people who want to walk, take transit, or bicycle/use a micromobility device, the County has developed Modal Priority Networks to help understand where improvements for these modes should be prioritized as streets are redesigned or redeveloped.

Modal Priority Networks designate where streets will be designed and operated to prioritize the safety, comfort, and efficiency of specific modes of transportation. As limited right-of-way makes it impossible to prioritize all modes on every street, Modal Priority Networks will provide a clear framework to guide County staff in making informed, consistent decisions about how the County allocates street space.

When we close the gaps in our Modal Priority Networks, we give people safer, better connected, and more equitable ways to get around Arlington.

The project team developed the networks to address both current and future community transportation needs and establish which modes are considered first as transportation planning efforts and projects advance. By clarifying these priorities, the Modal Priority Networks support more effective project development, help prioritize competing demands, and advance a transportation system that aligns with community goals.

The Modal Priority Networks use the following framework to prioritize the allocation of space in the right-of-way: **Pedestrian priority** will be applied Countywide as the top priority for all streets. This means that as the County considers how to allocate right-of-way space for transportation improvements as part of a planning effort or project, the infrastructure needs for pedestrians will be addressed first.



Transit or Bicycle and Micromobility priority will be applied as the second and/or third priority on select streets to show where these modes of transportation need special consideration to create a complete network. For example, where a street has bicycle and micromobility designated as the second priority and transit as the third priority, the right-of-way space needed to create a safe, all-ages-and-abilities bicycle facility will be considered second after pedestrian needs, and transit design needs for the corridor will be considered third. The priority networks will not determine what the specific design of the street will look like but rather guide County staff as planning efforts and projects are advanced in the future.

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.



Developing the Modal Priority Networks

The project team developed the draft transit network and bicycle and micromobility network based on network planning principles, input from the Advisory Group and the community, previous plans, and geospatial analysis. Then, on corridors where the two draft networks were found to overlap, the project team evaluated each corridor to determine which mode needed to take priority to ensure a complete network could be created. If the evaluation found there was not sufficient right-of-way space to accommodate both transit needs and bicycle and micromobility needs after considering the first priority of pedestrian infrastructure needs, then the lesser priority mode was removed from the corridor and shifted to a nearby street to provide as comparable a connection as possible. If the evaluation determined that there was sufficient space to accommodate pedestrian priority and both transit and bicycle and micromobility needs on the same corridor, the modal networks were both included on the corridor and assigned second and third priority, respectively.



The project team next addressed missing links to make complete modal networks that provide connectivity to schools, community services, commercial corridors, parks, and Metro stations. During Phase 3 of engagement, the project team provided the community and the Advisory Group with opportunities to review and comment on the draft Modal Priority Networks, share if they felt the networks connected to places they need and want to travel today and in the future, and identify any missing destinations. This feedback was used to further refine the draft networks.



Pedestrian Priority Network

At some point, everyone is a pedestrian. Almost every transportation trip includes a portion taken by foot or personal mobility device, making pedestrian safety, access, and mobility critical to the success of the entire transportation network. Pedestrians, however, are the most vulnerable users of the transportation network. To encourage people to walk more in the future, the County must prioritize their safety, comfort, and ability to walk in and around Arlington.

- ▶ Walking accounts for approximately 36 percent of all weekday trips within Arlington, making it the second most common mode of transportation after driving (56 percent).
- ▶ Walking trips have an average length of 11 minutes, and an average distance of 0.6 miles.
- ▶ Enhancing the pedestrian network will encourage and allow more people to walk for short trips.

Pedestrian priority acknowledges that pedestrians should be the first priority and consideration on any corridor study, intersection improvement, or general capital project; however, the need for improved pedestrian access extends beyond larger corridors where capital projects are most likely to happen. Pedestrians face challenges on their trips when smaller segments of the network do not have safe and comfortable pedestrian facilities. Safe and comfortable pedestrian facilities may include features that separate people walking from other moving vehicles, as well as elements that make walking more enjoyable, such as benches, trees, shade, lighting, and public art.

The **Pedestrian Activity Areas Map** helps identify streets that are close to destinations that generate higher levels of pedestrian activity and acknowledges their importance to the pedestrian network. People walk to school, access community services at libraries and community centers, shop for key needs in commercial areas, recreate at parks, and access opportunities through the transit network.

Existing Pedestrian Programs

Multimodal Safety Engineering

Toolbox: This toolbox was developed in Arlington's first five-year Vision Zero Action Plan to inform key partners about safety improvement options and their appropriate uses; highlight available tools for improving safety; facilitate communication between staff, contractors, developers, and "the community; and create a shared understanding and realistic expectations around safety treatments.

Neighborhood Complete Streets

Program: This program addresses safety and access problems on local (non-arterial) streets through physical improvement projects. Community-nominated projects are evaluated and ranked according to a data-driven process that considers current sidewalk condition, crash history, vehicle speed and volume, as well as proximity to key community destinations. Since its establishment in 2016, the program has completed 13 projects and has 10 projects in design.

Vision Zero: 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. Pedestrian-involved crashes represent a significant portion of the County's severe and fatal incidents. Arlington's Vision Zero program uses a range of tools and approaches to reduce risks and improve safety for all roadway users.

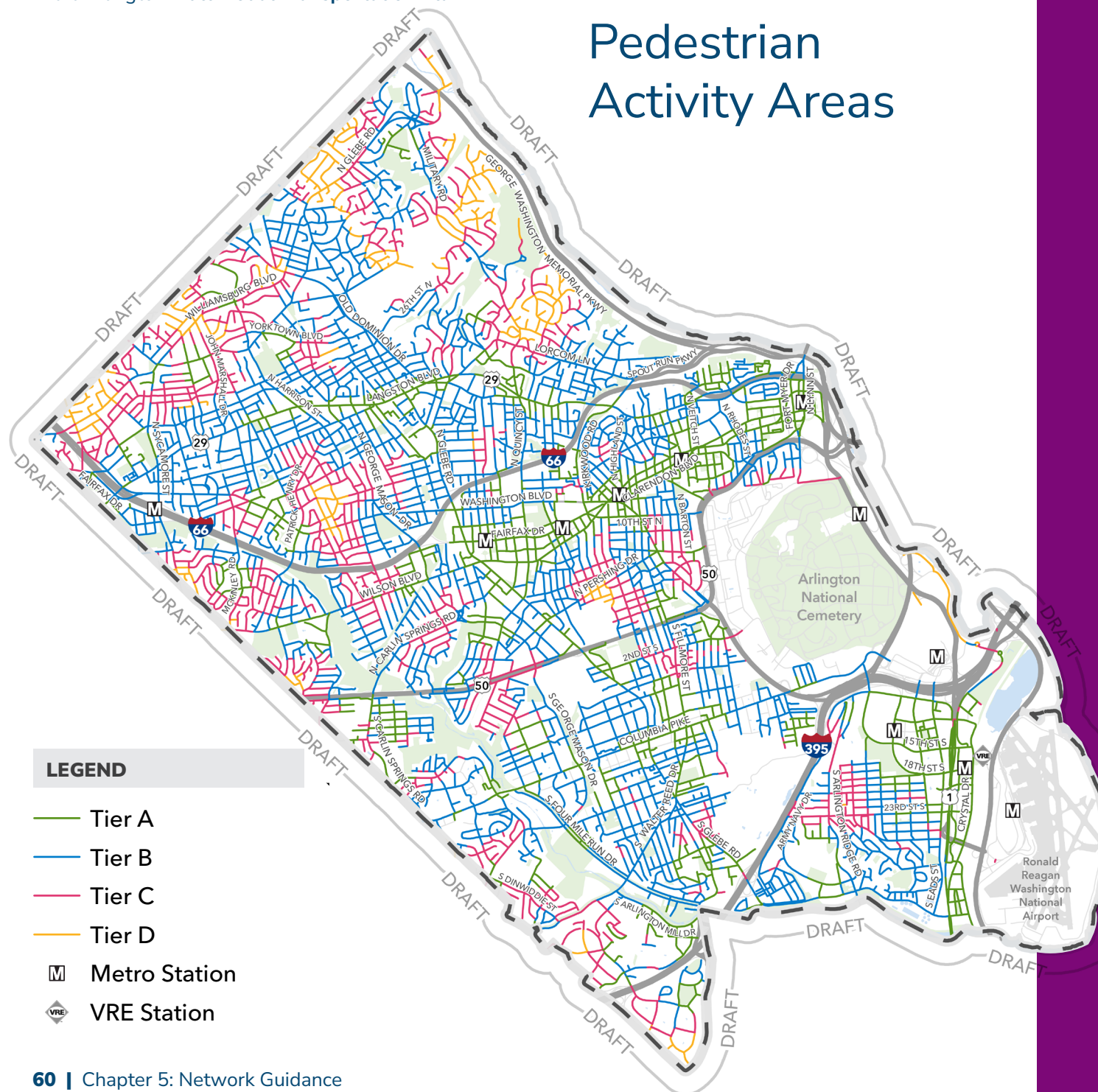
WalkArlington: The WalkArlington program provides education about pedestrian infrastructure and holds events to promote walking as a safe, sustainable, healthy, and enjoyable transportation option.

Pedestrian Activity Areas

The Pedestrian Activity Areas map was developed using the following approach:

- **Tier A:** Streets within 1/8 of a mile of a school, County facility (library, community center, or government services), or within a commercial area.
- **Tier B:** Streets within 1/8 of a mile of a park or 1/4 of a mile Metro station, transit center, or premium transit network bus stop.
- **Tier C:** Streets within 1/8 to 1/4 of a mile of a school, County facility, park, or 1/4 of a mile of a commercial area.
- **Tier D:** All other streets.

The Pedestrian Activity Areas map highlights where pedestrian access is most important. It will be used with other inputs including the CVIM, sidewalk gap data, and the sidewalk condition index to inform how pedestrian infrastructure improvements are prioritized in the future.



Strategies to Advance Pedestrian Priority

The County developed the following strategies to improve pedestrian travel in Arlington and support the advancement of the Pedestrian Priority Network. Completing this network would improve pedestrian safety and accessibility and connect pedestrians to destinations and areas that cannot be reached by walking or rolling today.

- P1.** Consider creating pedestrian-only streets in locations of high pedestrian activity and/or where adjacent land uses are largely accessed by pedestrian trips, and where there is redundancy in the transportation network.
- P2.** Provide accessible sidewalks and ramps that are consistent with Street Typology guidance along both sides of arterial and collector streets and at least one side of local streets.
- P3.** Prioritize sidewalk and curb ramp projects based on the Pedestrian Activity Area tiers, safety, CVIM, and prioritization guidance identified in this plan.
- P4.** Accelerate the completion of the pedestrian network through increased funding for standalone pedestrian improvement projects, such as new and improved sidewalks and curb ramps, upgraded crossings, partnerships across County departments and programs, and private and public property development.
- P5.** At-grade crossings are preferred over grade-separated crossings except across limited-access highways; where extreme topography exists; or where multi-use trail crossings have frequent conflicts with high-volume traffic.

National Guidance

The **Manual on Uniform Traffic Control Devices (MUTCD)** is published by the Federal Highway Administration (FHWA) and serves as the national standard for the design, application, and placement of traffic control devices on all public streets, highways, bikeways, and private roads open to the public. The manual establishes uniform standards and guidance for signs, pavement markings, and traffic signals with the goal of creating safe, efficient, and consistent movement for drivers, pedestrians, and bicyclists.

The **American Association of State Highway and Transportation Officials (AASHTO)** is an association representing state highway and transportation officials in the United States across all transportation modes: air, highways, public transportation, active transportation, rail, and water. Its goal is to foster the development, operation, and maintenance of an integrated national transportation system. They publish widely used design specifications and guides for transportation infrastructure and operations, including bridges, bicycle facilities, traffic control devices, pedestrian facilities, and more.

The **National Association of City Transportation Officials (NACTO)** is an association of North American cities and transit agencies that share and exchange transportation ideas, insights, and best practices from across the continent. They publish widely used design guides that showcase best practices for safe, multimodal urban streets.

Transit Priority Network

Transit provides people with the ability to get where they want and need to go over longer distances without having to rely on a car. It provides access to jobs and opportunities, moves more people with less traffic, and supports walkable, mixed-use development in Arlington. Through engagement, the community shared with the project team that they prioritize transit, want to see more investment in it, and want to be able to take and rely on it more often in the future. As Arlington continues to grow and develop, transit needs to be prioritized to provide fast, reliable, and comfortable service. This includes identifying opportunities to expand off-peak service, improving amenities, implementing bus priority, and improving north-south service.

- ▶ Between July 1, 2024, and June 30, 2025, Arlington's 14 ART Bus routes facilitated more than 2.59 million rider trips throughout the County. (Source: Virginia Department of Rail and Public Transit)
- ▶ Between July 1, 2024, and June 30, 2025, more than 46,000 trips were provided via Arlington's paratransit service (STAR). (Source: Virginia Department of Rail and Public Transit)

Improved transit connections, facilitated by the Transit Priority Network, work in conjunction with a safer and more connected pedestrian network to make it easier for more people to take transit.

Existing Transit Initiatives

Arlington has several ongoing and recent initiatives to boost the use of transit in the County.

Arlington Transit Strategic Plan (ATSP):

The ATSP sets the County's vision for Arlington Transit (ART). ART's vision, goals, objectives, and standards is to "provide a safe, equitable, accessible, reliable, and convenient transportation system that effectively and efficiently sustains the environment, economy, and quality of life in Arlington." The ATSP outlines planned service improvements, a capital implementation plan, and a financial plan.

Arlington Transit Microtransit Pilot:

ART is pilot testing microtransit service within a defined zone in northwest Arlington. Microtransit is a shared on-demand transit service that uses real-time dynamic routing within a designated zone, connecting passengers to fixed-route transit and other destinations. Typically, vehicles smaller than full-size buses are used. The purpose of the pilot is to determine whether microtransit successfully meets passenger needs in lieu of traditional fixed-route service.

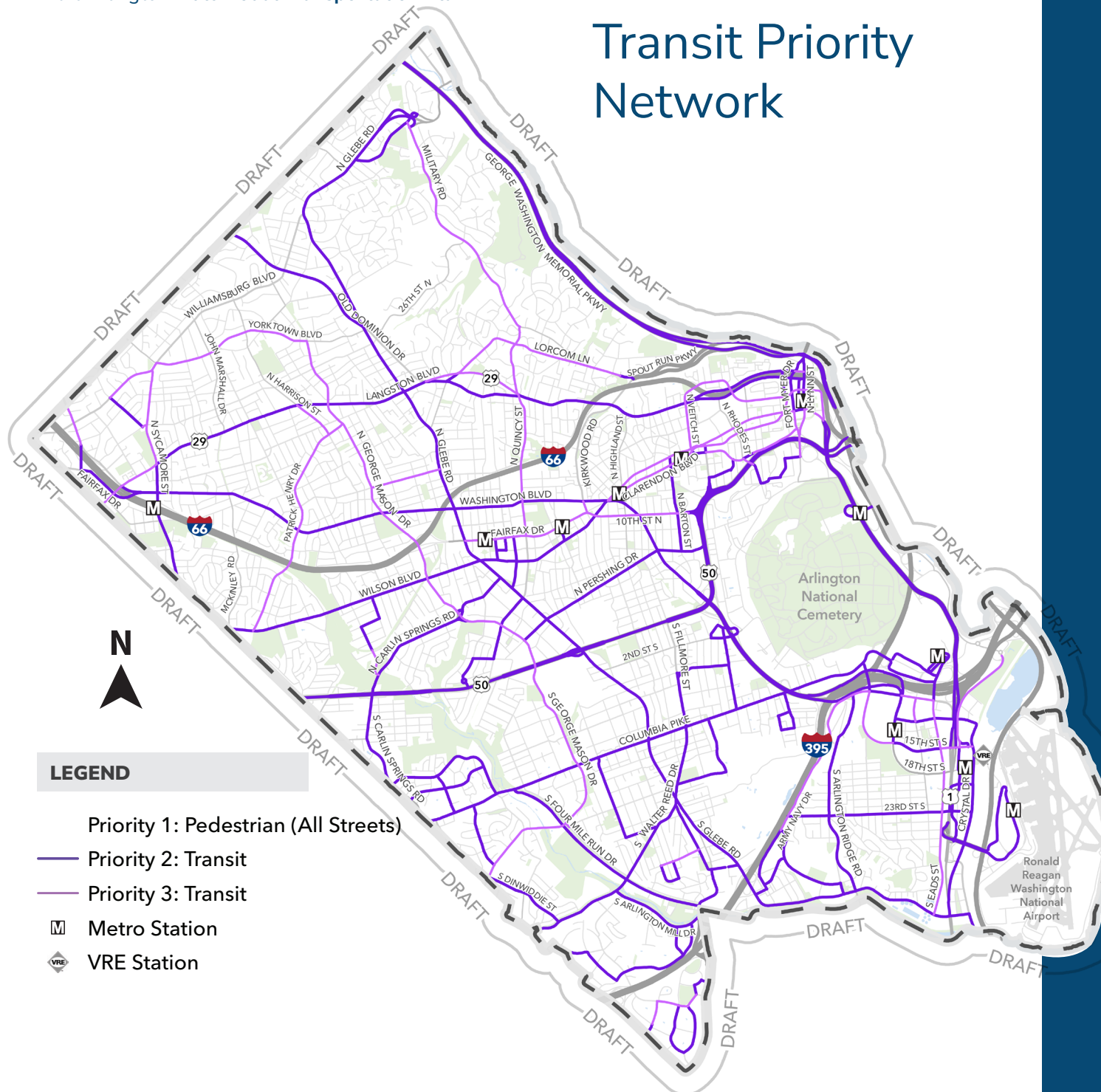
Student iRIDE Smart Trip Card: This program allows Arlington K–12 students to ride ART and select Metro Bus routes at no cost to the students' families. This program started as a pilot in 2022 for 2,400 students who lived at the edges of the one-mile walk zone (and were thus not eligible for Arlington Public Schools' yellow school bus service) or attended choice school programs. The pilot's success led to a full program for all Arlington K–12 students starting in the 2022–2023 school year. Since then, the program has facilitated more than 600,000 student trips.

Battery Electric Buses (BEB): As part of Arlington Community Energy Plan commitment to become a carbon-neutral community by 2050, the County has introduced BEBs into the ART fleet. Following a 2022 demonstration program that tested BEBs in the ART system, the County introduced four BEBs into regular service in 2025.

Transit Priority Network

The Transit Priority Network shows where streets need to be designed to support safe, reliable bus trips and:

- Focuses on areas with the greatest bus use today and where demand is expected to grow.
- Does not show specific routes or providers, for example Metro Bus or ART.
- Guides future planning, funding, and design of transit infrastructure investments, but does not indicate a specific treatment type.



Strategies to Advance the Transit Priority Network

The County developed the following strategies to enhance transit service in Arlington and advance the Transit Priority Network, which would result in faster and more reliable service, better maintained and accessible transit infrastructure, and better access to transit in areas that do not have access today:

- T1.** Provide 11-foot travel lanes (inclusive of gutter pan) for the Transit Priority Network to ensure buses can easily and comfortably traverse the network without conflicts.
- T2.** Identify locations along the Transit Priority Network where speed and reliability treatments such as signal priority, queue jumps, or bus lanes would reduce rider delay and improve travel times relative to driving.
- T3.** Explore more robust bus priority treatments in areas near intermodal hubs such as Metro Rail stations and transit centers. Consider implementing treatments as necessary to improve bus operations in these areas including, but not limited to, bus-only streets/busways, bus lanes, turn restrictions for other vehicles, and signal priority.
- T4.** Identify and fund transit stop upgrades where needed, especially in the most vulnerable areas identified by the CVIM tool.
- T5.** Fund and implement a fast, frequent, and reliable transit network with all-day and weekend service.
- T6.** Increase service coverage, frequency, and reliability so that average transit travel times are no more than 1.5 times longer than driving.
- T7.** Enhance connectivity for bus riders transferring to rail through new entrances, elevators, escalators, and stairs at intermodal locations when demand warrants.

Example Transit Priority Treatments

Transit priority infrastructure can include, but is not limited to:

Dedicated Bus Lanes are designated travel lanes reserved for transit vehicles. They are intended for corridors where buses experience delay from congestion, where transit ridership is high, or where faster and more reliable service is needed to support a broader transit priority network. Bus lanes may be provided along the curb, in the center of the street, or in another roadway configuration depending on surrounding land uses, curbside activity, bus stop locations, and traffic operations. They may operate throughout the day or during designated peak periods.

Transit Signal Priority is a traffic signal operations treatment that gives approaching transit vehicles improved movement through signalized intersections. This may include extending a green signal, shortening a red signal, or otherwise adjusting signal timing to reduce bus delay. Transit signal priority is most applicable along frequent transit routes and at intersections where signal delay contributes to unreliable service. It can be implemented individually or in combination with other transit priority treatments, such as dedicated bus lanes or queue jump lanes.

Queue Jump Lanes provide short segments of dedicated space for buses at intersections, allowing transit vehicles to move ahead of other traffic. These lanes are typically used where buses experience recurring delay approaching signalized intersections and may be paired with transit signal priority. Queue jump lanes can provide targeted reliability benefits at constrained intersections, particularly where a continuous bus lane is not feasible or where delay is concentrated at specific locations.

Bicycle and Micromobility Priority Network

Bicycling and using micromobility devices provides travel options for people who are too young to drive, do not have access to a personal vehicle, or prefer the flexibility they provide. These means of travel also have a lower impact on the environment and require less space than a personal vehicle.

A safe and well-connected bicycle and micromobility network expands travel options and encourages more people to shift short trips to bicycling and micromobility. The community expressed a desire to use these modes more often, noting that future bicycle facilities need to be designed to accommodate all ages and abilities. As Arlington continues to promote safe and sustainable transportation choices, the quality and continuity of bicycle and micromobility infrastructure will enable more residents, workers, and visitors to choose these modes for everyday travel.

A network of 131 miles of dedicated on-street lanes and multi-use trails exist across Arlington, including the 16-mile “Arlington Loop” multi-use trail. Arlington’s Metro Rail corridors are among the most bicycle-friendly areas of the County. However, some streets have complex intersections that lack dedicated space for bicycling, creating gaps in bicycle access.

- ▶ Bicycling accounts for 2.9 percent of all weekday trips within Arlington.
- ▶ Biking trips have an average length of 11 minutes and an average distance of two miles.
- ▶ With safe and connected bicycle infrastructure, many current driving trips—especially those three miles or less—may be shifted to biking or micromobility trips.

Existing Bicycle and Micromobility Programs

BikeArlington: The County’s bicycle educational and encouragement program is called BikeArlington. BikeArlington works to make bicycling safer, more accessible, and enjoyable for everyone. The program promotes a bike-friendly culture by organizing events like Bike to Work Day; providing resources, training, and education for bicyclists of all ages; and collaborating with local partners to enhance bicycle infrastructure and connectivity.

Capital Bikeshare: Arlington is a founding member of Capital Bikeshare, which began in September 2010 with 114 stations in the District of Columbia and Arlington. Capital Bikeshare has since expanded to include more than 700 stations across the region, including 111 in Arlington.

Multimodal Safety Engineering

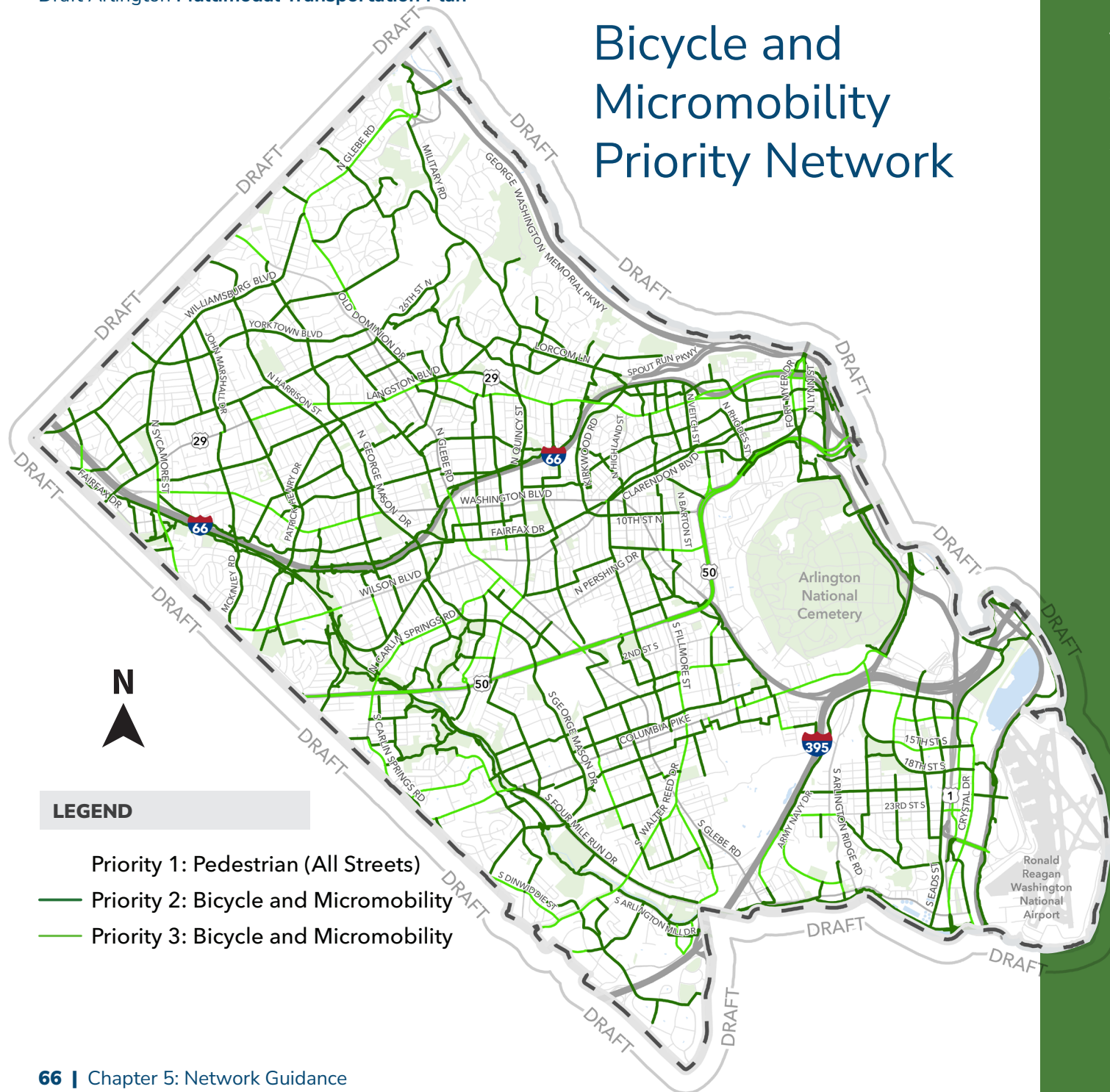
Toolbox: The County developed this toolbox as part of Arlington’s first five-year Vision Zero Action Plan to inform key partners about safety improvement options and their appropriate uses; highlight available tools for improving safety; facilitate communication between staff, contractors, developers, and the community; and create a shared understanding and realistic expectations around safety treatments.

Vision Zero: 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. It also is a response to pedestrian-involved crashes representing a significant portion of the County’s severe and fatal incidents. Arlington’s Vision Zero program uses a range of tools and approaches to reduce risks and improve safety for all roadway users.

Bicycle and Micromobility Priority Network

The Bicycle and Micromobility Priority Network shows **where streets and future connections need to be designed to support safe, low-stress bicycle and micromobility trips across the County** and:

- Focuses on creating a complete network that connects people to the places they want to go now and in the future.
- Guides future planning, funding, and design of bicycle and micromobility infrastructure investments, but does not indicate a specific treatment type.



Strategies to Advance Bicycle and Micromobility Priority

The County developed the following strategies to improve bicycle and micromobility travel in Arlington and support the advancement of the Bicycle and Micromobility Priority Network, which would result in a more connected network of protected, low-stress bicycle facilities for people of all ages, abilities, and confidence levels:

- BM1.** Prioritize investments to close gaps and create a complete and connected network, avoiding isolated segments that do not provide immediate network continuity.
- BM2.** Evaluate and prioritize improvements at intersections and trail crossings in the bicycle and micromobility network to improve safety, comfort, and connectivity.
- BM3.** Reference industry design guidance including, but not limited to, NACTO and AASHTO guidelines, to select appropriate on-street and off-street facility types, including shared-use paths, based on traffic volume, speed, and roadway classification, when designing and implementing all-ages-and-abilities bicycle facilities.
- BM4.** Reallocate the right-of-way as necessary and feasible to implement the Bicycle and Micromobility Priority Network.
- BM5.** Where feasible, design bicycle and micromobility facilities to accommodate bicycles with a longer wheelbase—for example, cargo bicycles or bakfiets.
- BM6.** Apply design and operational tools that manage safe vehicle speeds and volume.

Bicycle Boulevards are designated on local and collector streets characterized by lower vehicle speeds and volumes. They give priority to bicyclists and people using micromobility devices through treatments that maintain low vehicle speeds and volumes while prioritizing bicycles and micromobility devices at intersections and street crossings.

Advisory Bicycle Lanes are intended for narrow streets with low vehicle volumes and speeds. Dashed, one-way bicycle lanes are provided on both sides of the street, while vehicle travel is accommodated in a single, shared central travel lane where vehicle drivers operate in a yield condition.

Bicycle Lanes include a range of on-street or sidewalk-level treatments designed to provide dedicated space for people bicycling or riding a micromobility device. These treatments include protected bicycle lanes that provide continuous physical vertical and horizontal separation from motor vehicle traffic and buffered bicycle lanes that use a striped buffer to provide additional visual separation from traffic. Protected bicycle lanes may be configured as one-way or two-way (bidirectional) facilities, depending on the context.

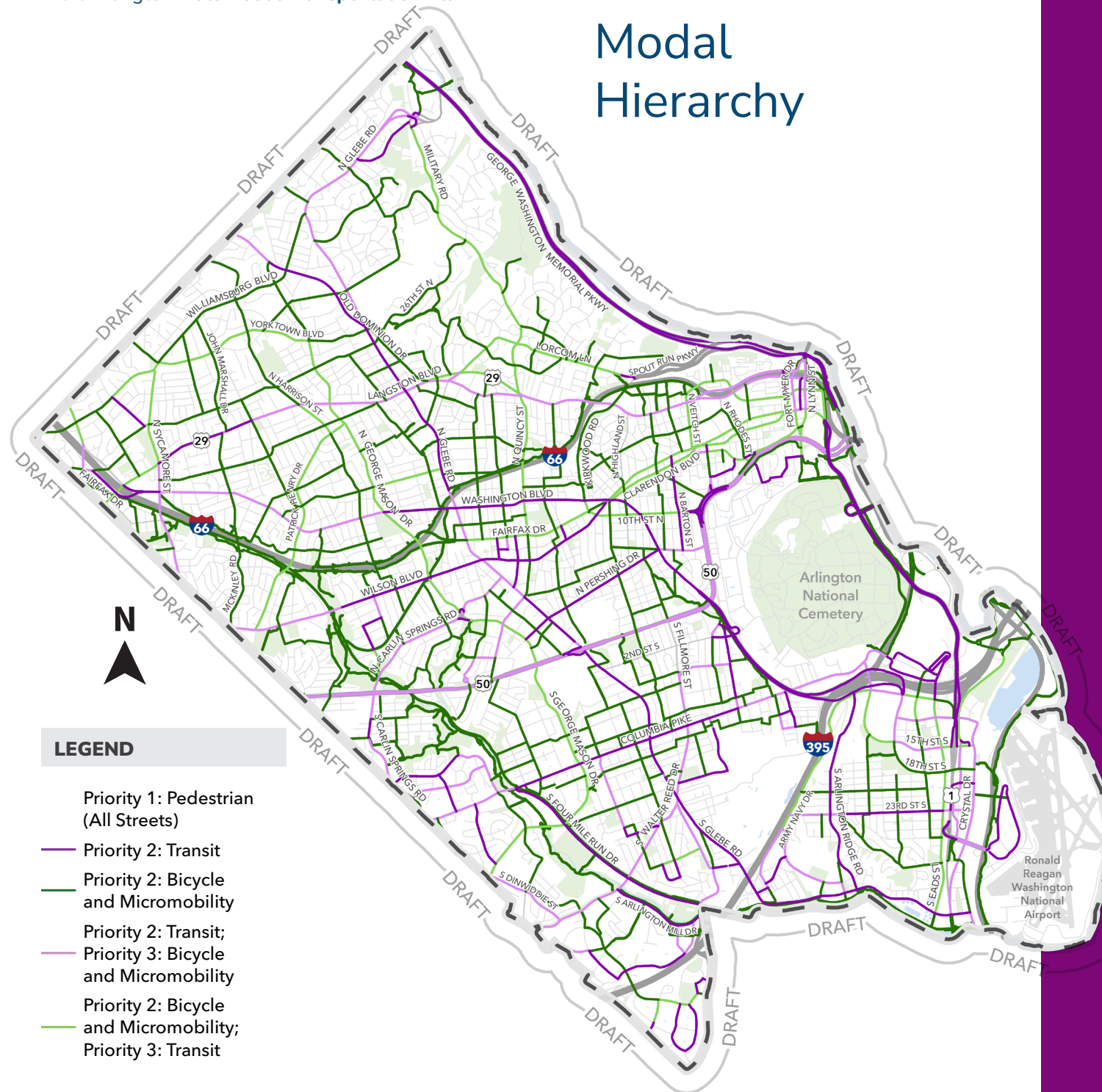
Contraflow Bicycle Lanes allow for two-way bicycle travel on streets designed for one-way vehicle travel.

Multi-Use Trails, like the W&OD Trail and the Bluemont Junction Trail, are facilities designed to be separated from motor vehicle traffic, providing a safe and comfortable environment for people walking, bicycling, and using other micromobility devices. These trails may parallel roadways or may be standalone facilities.

- BM7.** Use tactical and incremental improvements to accelerate the completion of the bicycle and micromobility network.
- BM8.** Use pilot projects to test alternative treatments and design solutions that address safety challenges, improve connectivity, and respond to right-of-way constraints.
- BM9.** Expand and integrate bicycling and micromobility with other travel modes by providing convenient bicycle and micromobility parking at transit stations, schools, public facilities, parks, and commercial areas.



Modal Hierarchy



Modal Hierarchy

When the Pedestrian, Transit, and Bicycle and Micromobility Priority Network maps are overlaid, some streets have two or three overlapping priorities.

Where the Modal Priority Networks overlap on the same street, the networks are assigned an order of priority through the process described in the Modal Priority Network Development section on page 58. This prioritization reflects the order in which right-of-way space will be allocated when a street is redesigned: pedestrian infrastructure needs will be considered first on all streets, then either transit or bicycle and micromobility needs second, and the remaining modal priority network third. The planning and design process for a project will assess how to accommodate each mode safely and efficiently and will develop the specific design solutions for that street's unique needs.

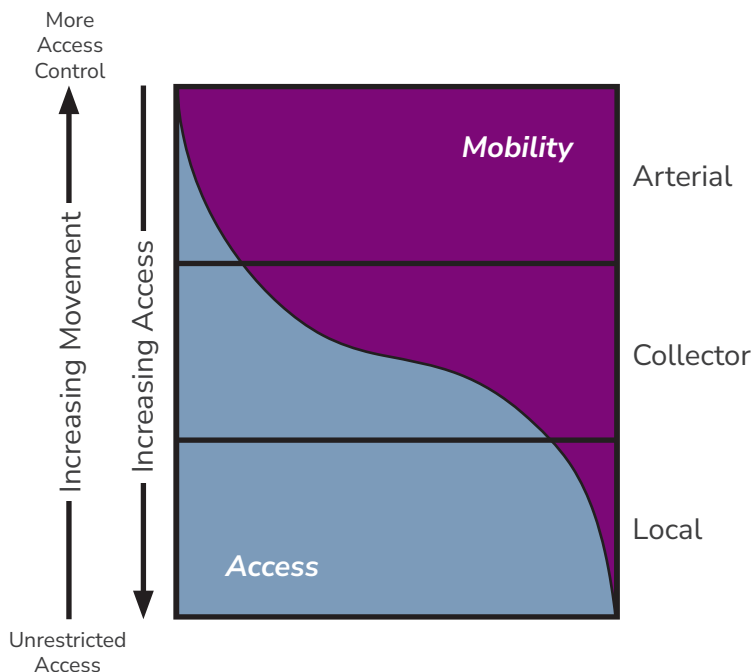
Street Designations

Street Functional Classifications

Arlington's street functional classifications are based upon definitions from the Federal Highway Administration (FHWA) to categorize streets by their travel function. The functional classification system is informed by vehicle volumes as well as the land uses adjacent to the street. The County classified each street in Arlington based on that data and the connectivity the street provides in the network, the access it provides, and the average annual number of daily vehicle trips that are taken on the street.

Streets that provide more through connectivity and carry more person trips, collectively defined as providing mobility, are identified as **Arterials**. Those that connect neighborhoods and arterials and also provide some access to adjacent land uses are **Collectors**. Streets that most directly connect adjacent land uses via driveways, but do not travel long distances or carry as many trips, are identified as **Local** streets.

Defining Street Access and Purpose



How Street Functional Classifications Are Used

Street Functional Classifications help describe the role each street plays in Arlington's transportation network. They provide a way to understand existing conditions, including how much travel occurs on a street, whether the street primarily supports longer-distance movement or local access, and how it connects to surrounding neighborhoods, destinations, and major corridors.

This helps the County make decisions about how streets should be planned, designed, and improved over time. An Arterial street may need treatments that support reliable movement for many people, such as transit priority or general traffic lanes. A Collector street may require a balance of mobility and access, with treatments that help connect neighborhoods to larger corridors while supporting walking, bicycling, transit, and local circulation. A Local street may be better suited for lower-speed, neighborhood-oriented treatments, such as traffic calming, pedestrian improvements, or curbside management that supports adjacent homes and businesses.

These classifications do not determine a street's design by itself, but are used together with safety needs, surround land use context, and other plan guidance—including Modal Priority Networks, Street Typology, and Curb Lane Hierarchy—to identify the types of design treatments that may be appropriate in a given location or corridor.

Street Functional Classifications

LEGEND

- Limited Access
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Access Ramp
- Local, Private Street,
Other Jurisdictions

Limited Access: These streets serve regional trips. They have designated access and egress points (on- and off-ramps) and are optimized for their mobility function. They do not have any access to adjacent land uses.

Principal Arterial: These streets serve regional and longer local trips, have high traffic volumes, and provide a high degree of mobility. Direct access is generally discouraged but may exist with pre-existing development.

Minor Arterial: These streets serve trips of moderate length, offer connectivity to Principal Arterials, distribute trips across the network, and provide more access to adjacent land uses.

Major Collector: These streets serve mobility and access needs. They connect neighborhoods to Arterial streets and provide high levels of access to adjacent land uses.

Minor Collector: These streets predominately serve access but also provide mobility for shorter distances. They connect neighborhoods with the larger street network.

Local: These streets provide direct access to the adjacent land uses. They connect to the rest of the system but do not play a large role in providing mobility.

Street Typology

The Street Typology represents the recommended future condition for streets to be achieved through County projects and redevelopment. It specifically guides the design and use of the streetscape, the space between the curb and the face of building or property line. These planned conditions are based on a street's intended role in the larger transportation network and its surrounding land use. As the County undertakes new street projects or land redevelopment occurs, the expectation is that existing streets will be redesigned and retrofitted to meet this guidance.

On some streets, implementing the Street Typology may not be possible with County projects alone or within the existing right-of-way alone; success may rely at least partially on land redevelopment or acquisition of easements or additional right-of-way. In these cases, a County project may be an incremental step towards achieving the ultimate Street Typology recommendations, advancing the planned streetscape as much as possible within the existing right-of-way while considering transportation safety, operations, and Modal Priority Network connectivity needs. Implementing the Street Typology guidance will ensure that streetscapes support safe, comfortable, and accessible movement while accommodating social, economic, and operational needs.

Street Types

To help guide the design and use of the streetscape, the County developed seven street types that relate to the three primary street classifications (Arterial, Collector, and Local streets). These street types include specific guidance on dimensions and the design of the utility/ planting/amenity zone, the sidewalk clear zone, and the shy zone. Each also is assigned a curb lane hierarchy to reference when designing and programming the curb lane space.

Low-Density Arterial Streets

Low-Density Arterials are **major corridors that primarily serve residential and other lower-intensity land uses** while providing important connectivity across longer distances. These streets generally pass through areas with lower street-level activity where development is generally set further back from the street and occurs at lower intensity and wider spacing. As a result, street character is defined by lower levels

Street Typology Elements

Street Typology elements include:

- ▶ **Sidewalk clear zone:** The paved area of the streetscape that is used for pedestrian travel and access.
- ▶ **Utility/Planting/Amenity zone:** The area of the streetscape between the curb and the sidewalk clear zone that contains utilities like fire hydrants, utility poles, street lights, signal infrastructure, street trees, street furniture like benches, bus shelters, and other green infrastructure and/or public space amenities.
- ▶ **Shy zone:** The space between the sidewalk clear zone and the build-to-line to ensure that the door zone or a fence does not limit the usable width of the sidewalk.
- ▶ **Curb lane hierarchy:** Guidance on how to design and program the curb lane to meet needs for transportation safety, Modal Priority Network connectivity, and adjacent land uses.
- ▶ **Cafe zones** may also be included in addition to each typology's core elements, based on localized guidance. These will be in addition to the articulated space needs of the typology and should not encroach upon the sidewalk clear zone.

of pedestrian and commercial activity compared to that of higher density corridors. Complete sidewalks on both sides of the street are expected to support safe and comfortable pedestrian experiences, with a utility/planting/amenity zone providing separation from the travel lanes. The utility/planting/amenity zone on Low-Density Arterials prioritizes greening elements, such as street trees and other green infrastructure, over public space activation where the space allows.

Medium-Density Arterial Streets

Medium-Density or “Main Street” Arterials are **major corridors that serve medium density residential and commercial areas**, including traditional light commercial corridors, medium-density residential, and areas transitioning to a greater mix of uses. These streets balance longer distance travel with local access and placemaking, functioning both as mobility corridors and supporting neighborhood destinations. Development along Medium-Density Arterials is typically oriented toward the street, with buildings that often front the sidewalk and include active ground floor uses such as retail, services, or residential entrances. This development pattern supports higher levels of pedestrian activity and multimodal use than lower density streets. The utility/planting/amenity zone is expected to combine appropriate public space activation with greening elements to support street activity, user comfort, and environmental quality. Continuous sidewalks are expected on both sides of the street to accommodate pedestrian volumes and provide access to adjacent destinations.

High-Density Arterial Streets

High-Density Arterials are **major corridors that serve the County’s most intensely developed areas**. These streets are typically located in mixed use areas with dense residential, commercial, and employment uses, and are often proximate to high capacity transit such as Metro Rail stations or within designated planning corridors. Development is consistently street-oriented, with buildings fronting the sidewalk, and active ground floor uses that contribute to high levels of pedestrian activity, multimodal use, and overall street life. Given their role as primarily public spaces and corridors of economic and social activity, streetscape treatments feature a high degree of public space activation in the

utility/planting/amenity zone, intermixed with greening elements. Continuous sidewalks on both sides of the street are expected to support high pedestrian volumes and to provide access to adjacent land uses.

Low-Density Collector Streets

Low-Density Collectors **primarily serve residential areas and provide connections between local streets and more major corridors**. Surrounding land uses are typically low intensity, with residential properties set back from the street and lower street level activity. These streets support shorter trips and function mostly as neighborhood streets rather than destinations. Streetscape treatments emphasize greening elements over public space activation. Continuous sidewalks on both sides of the street are expected to support safe pedestrian movement.

Active Area Collector Streets

Active Area Collectors **support corridors with a mix of medium- and higher-density development**, including residential, mixed use, and neighborhood serving commercial destinations. These streets connect local streets to higher-order corridors while supporting short local trips and everyday walking. Development patterns and land uses along these active area collectors generate higher levels of pedestrian and street-level activity than in lower-density residential streets. Streetscape treatments are expected to balance public space activation and greening. Continuous sidewalks on both sides of the street are expected to support pedestrian circulation and access to adjacent land uses.

Low-Density Local Streets

Low-Density Locals **serve primarily residential neighborhoods and provide direct access to homes**. These streets support shorter trips and neighborhood circulation rather than through travel, and are characterized by low traffic volumes, modest building setbacks, and limited street-level activity. Streetscape treatments emphasize greening elements over public space activation. Continuous sidewalks are expected on at least one side of the street.

Active Area Local Streets

Active Area Locals **serve neighborhoods with a mix of medium- and higher-density development**, including townhomes, garden apartments, and mixed-use developments with frequent building entrances and everyday activity. Streets near schools are also included in this typology as they generate a high volume of daily pedestrian trips. These streets primarily support short trips and provide direct access to residences, schools, and businesses, while also functioning as important public spaces within active neighborhoods. Streetscape treatments are expected to balance public space activation and greening. Continuous sidewalks are expected on both sides of the street.

Arlington Boulevard/US Route 50

Arlington Boulevard, designated as US Route 50, is a unique corridor that does not fit neatly into any of the street types because of its combination of limited-access features (on- and off-ramps, grade-separated intersections, and service roads) interspersed with segments with at-grade intersections and driveway access to adjacent properties. Because of these unique characteristics and its importance as a major local

and regional corridor, it has been assigned its own Street Typology recommendations. The streetscape along Arlington Boulevard is expected to emphasize greening elements over public space activation to provide a buffer from the roadway wherever possible. A continuous two-way multi-use trail is expected on both sides of the corridor to facilitate safe pedestrian and bicycle movement and access to transit stops. Safe, protected turning movements and crossings are a top priority for ensuring accessibility across and onto this corridor.

Typology Recommendations

To facilitate the role each street type plays within the network, the plan provides recommended dimensions for the sidewalk clear zone, the utility/ planting/amenity zone, and the shy zone. This guidance represents the minimum recommended dimensions and should be scaled up in areas with increased activity and density. In areas with localized planning guidance, such as adopted sector and area plans, refer to these documents for more refined streetscape recommendations.

Figure 1: Typology Elements

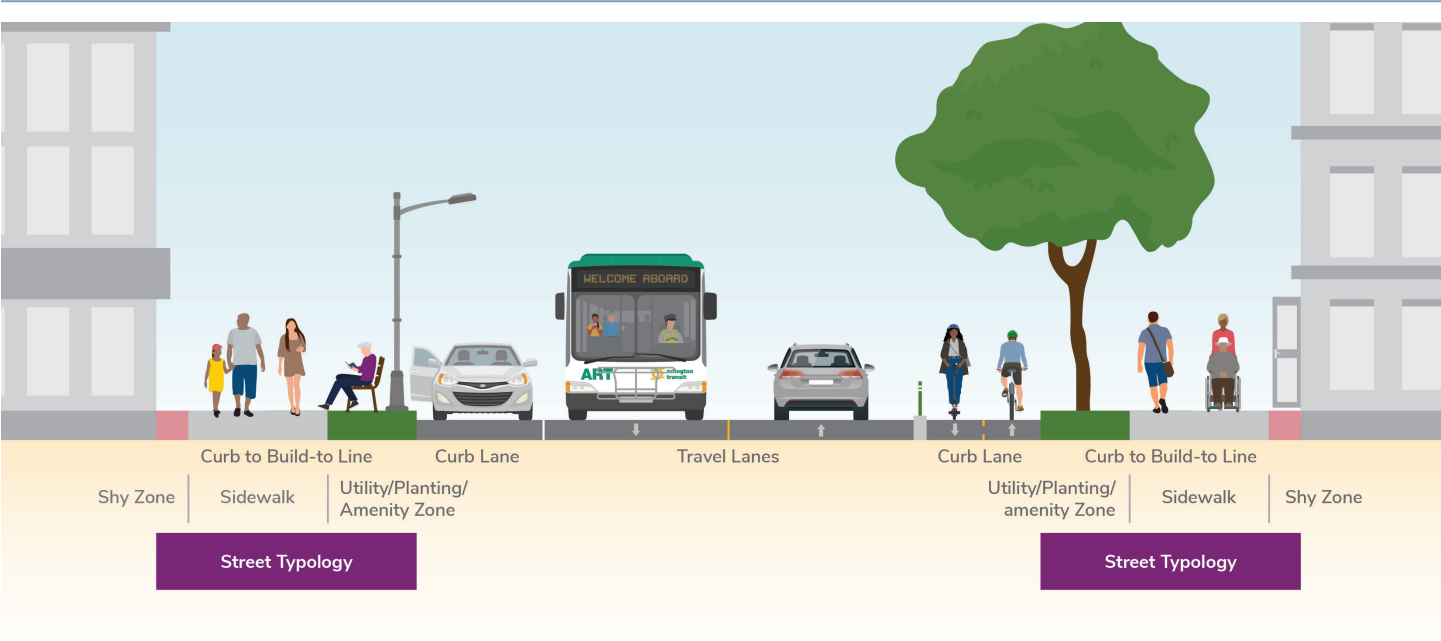


Table 2: Arlington Street Typology

Street Typology	Sidewalk Width: Minimum Clear*	Utility/Planting/Amenity Zone: Minimum**	Shy Zone Minimum	Complete Sidewalk	Curb Lane Hierarchy
Low Density Arterial	6'	4'	1'	Both Sides	See Table 3
Medium Density Arterial	8'	5'	2'	Both Sides	See Table 3
High Density Arterial	10'	6'	2'	Both Sides	See Table 3
Low Density Collector	6'	4'	1'	Both Sides	See Table 3
Active Area Collector	8'	5'	2'	Both Sides	See Table 3
Low Density Local	5'	2' utility strip OR 4' when plantings feasible	1'	One Side Min.	See Table 3
Active Area Local	6-10'	2' utility strip OR 4' when plantings feasible	2'	Both Sides	See Table 3
Arlington Boulevard/Route 50	11' multi-use trail	4'	2'	Both sides (multi-use trail)	N/A

*Sidewalk widths represent recommended minimums and should be scaled up in areas with increased density and mix of activity. In County planning districts, see sector plans and area plans for additional streetscape guidance.

**These dimensions represent the minimum recommended widths, but wider zones should be considered where there is excess right-of-way and where they help achieve other County goals.

When parking is provided adjacent to plantings provide an 8" step-out zone.

Street Typology



Designing Local Streets: Context, Constraints, and Creative Solutions

Local streets play a unique role in Arlington's transportation system. They primarily provide access to homes and neighborhoods, support short trips, and function as shared public spaces. In many parts of the County, local streets already operate as "yield streets," where low vehicle speeds, shared use, and informal negotiation between drivers, pedestrians, and bicyclists shape how the street functions day to day.

Sidewalk barriers exist and vary by location. In some locations, adding sidewalks on one or both sides of the street may be difficult or infeasible in the near term, given competing constraints such as limited right-of-way, steep slopes, mature trees, utilities, fire code compliance, and high parking demand. These constraints require thoughtful, context-sensitive approaches rather than one-size-fits-all solutions.

Plantings may not be feasible on all Local Streets.

On some Low-Density and Active Area Local Streets, planting strips may not be feasible where the right-of-way is constrained. In these cases, providing a buffer between the curb and sidewalk for utilities is expected. When minimum planting requirements cannot be met, alternative opportunities for trees and landscaping should be considered, such as placing them behind the sidewalk and shy zone or repurposing the curb lane as guided by the curb lane hierarchy.

Recognizing how local streets function today. Many Arlington local streets already support walking trips, despite the absence of sidewalks, because of low traffic volumes and slow speeds. This existing "shared street" character creates opportunities to improve the walking and biking experience without relying solely on conventional curb and sidewalk construction.

Using creative design solutions to improve comfort and safety. Where sidewalks are not feasible in the near term, the County should consider alternative and interim strategies to improve pedestrian comfort and safety.

Strategies to improve pedestrian comfort and safety include:

- ▶ Traffic calming and speed management to reinforce low-speed, people-oriented streets
- ▶ Enhanced crossings, daylighting at intersections, and improved sight lines
- ▶ Shared streets where people walking, biking, and driving share the roadway
- ▶ Clear wayfinding so pedestrians know where there are safe and accessible routes
- ▶ Strategic use of greening, curb extensions, or edge treatments to visually organize space

Curb Lane Use Framework

The curb lane is the space between the travel lane and the adjacent curb. It is a constrained space where conflicting uses need to be supported including the loading and unloading of goods, space for transit stops, passenger pick up and drop off, and at times movement of people walking, biking, taking transit, and driving. It also provides space for people to park their vehicles in areas where other parking options are not readily available. The curb lane can be modified to accommodate placemaking activities, including outdoor dining, public art, and green infrastructure.

These diverse and sometimes competing uses underscore the importance of managing the curb lane as a limited public resource and creating a hierarchy to guide the most critical use of the curb lane in specific locations across times of day. There may be multiple use types accommodated on a block, with the allocation of space guided by the hierarchy.

What is Curb Lane Management?

The management of the various activities happening in the curb lane is referred to as curb lane management.

Curb lane management is essential because it lays out how the curb lane will be used in different locations at given times and prioritizes competing needs.

Creating a Curb Lane Hierarchy

A curb lane hierarchy establishes a structured, context sensitive approach to allocating and managing curb lane space.

Examining Best Practices from Peer Jurisdictions

In the development of the Curb Lane Hierarchy, the project team reviewed and incorporated best practices and lessons learned from peer jurisdictions. The review process ensured that strategies in the Curb Lane Hierarchy are effective, evidence-based, and flexible enough to respond to changing patterns of use over time. Key takeaways from other jurisdictions' curb lane management include:

- ▶ **Align curb lane management with long-term goals planning:** Curb lane management should support long-term transportation and land use objectives.
- ▶ **Align curb lane uses with local context:** Curb lane use should be informed by multimodal safety needs, Street Classification and Typology, adjacent land use, and other contextual factors.
- ▶ **Use curb lane categories to guide allocation:** Organizing curb space by use categories supports consistent planning, clearer decision-making, and shared expectations for the County and community.

Uses Considered in the Hierarchy

This plan identifies seven curb lane use types to reflect the evolving and growing demands on Arlington's streets: transportation safety, Modal Priority Network connectivity, people access, goods access, greening, parking, public space activation, and utility access. These categories include both current curb lane needs as well as those anticipated in the future. Some of these uses would reallocate existing curb lane space to uses typically found behind the curb in the streetscape, especially in locations where space behind the curb is constrained.

Transportation Safety

Infrastructure that is necessary in the curb lane to minimize crashes. Examples include:



► **Daylighting:** Daylighting is a safety treatment that restricts parking at intersections to enhance visibility and reduces conflicts between pedestrians, bicyclists, and drivers using signage, paint, planters, or other physical infrastructure.

► **Curb Extensions:** Curb extensions expand the sidewalk into the roadway at intersections to improve pedestrian safety and visibility at intersections by shortening pedestrian crossings.



► **Chicanes:** A chicane is a traffic calming tool used to slow down vehicle speeds by placing off-set alternating physical deflections in the roadway. These deflections can be marked with paint or physical extensions into the street.

Modal Priority Network Connectivity

Curb lane uses that facilitate safe multimodal mobility. Examples include:

- **Sidewalks:** Sidewalks are pedestrian-focused facilities that are separate from vehicular travel lanes. They provide paved, direct connections for people on foot or rolling.
- **On-Street Pedestrian Space:** Where sidewalks do not exist, pedestrian-only space can be created using temporary or permanent materials.



► **Bus Lanes:** Bus lanes are dedicated space exclusively for use by transit buses. Bus lanes improve the speed and performance of buses as well as increase safety by reducing conflicts with other traffic.



► **Bicycle and Micromobility Lanes:** Bicycle and micromobility lanes are dedicated on-street facilities exclusively for bicyclists and people using micromobility devices. These lanes may be separated from vehicle travel lanes with a physical barrier, or they may be designated with pavement markings.

People Access

Curb lane uses that facilitate the movement of people across the curb. Examples include:



- **Bus/Rail Stops and Stations:** Bus/rail stops and stations are dedicated spaces along the curb for passengers to access transit. These locations require clear access for transit, pedestrian waiting space, and connections to sidewalks and other transportation modes.



- **Passenger Pick-Up/Drop-Off:** Passenger pick-up/drop-off areas are spaces in the curb lane designated for very short-term parking or stopping to load or unload people. This provides a safe place for passengers to enter and exit vehicles without conflicting with other road users.



- **Bikeshare Stations:** Bikeshare stations allow access to shared bikes and can be placed in the curb lane. These services allow people to access a bike or an e-bike for short-term rentals.

- **Mobility Hub:** A mobility hub is a curbside or off-street location that houses several transportation options such as transit, bikeshare, micromobility, and passenger pick-up/drop-off. Mobility hubs are designed to improve connectivity, support multimodal trips, and reduce reliance on SOVs.
- **Microtransit Stations:** Microtransit stations are designated locations where riders can access flexible, on-demand transit services. These stations may be co-located with bus stops or have dedicated spaces on the curb near transit for nearby boarding.



- **Car-Share Spaces:** Car-share spaces are dedicated curb lane parking spots to store and access a car-share service. These services provide a car that can be rented for short-term trips, reducing the need for a personally owned vehicle.

- ▶ **Taxi Stands:** Taxi stands are designated curb lane spaces reserved for taxis to wait for and pick up passengers.
- ▶ **Paratransit and Accessible Loading:** Paratransit service is designed for individuals who cannot use traditional transit due to mobility, disability, or health conditions. In Arlington County, this service is called Specialized Transit for Arlington Residents (STAR) and often utilizes the curb lane to pick up and drop off riders.



- ▶ **Accessible Parking:** Accessible parking in the curb lane is provided to meet the needs of people with disabilities. These are specially designed and designated parking spaces that accommodate people with disabilities entering and exiting a vehicle. The space provides additional width for personal mobility devices and a direct, accessible route to the sidewalk from the space. Legal use of such spaces today typically requires a visible disability placard or license plate.

Goods Access

Curb lane uses that facilitate the movement of goods, materials, and/or services across the curb. Examples include:

- ▶ **Commercial Vehicle Loading:** Some commercial activities need space where larger vehicles can safely pull out of the street to load and unload goods.



- ▶ **Delivery Pick-Up/ Drop-Off:** Facilitate commercial activities that need less space and have a shorter duration like the pick-up and delivery of packages and food, the short-term loading and unloading of vehicles, and other on-demand services.

- ▶ **Solid Waste Collection:** The collection of refuse and recycling that requires spaces for bins and efficient and safe collection processes.
- ▶ **Freight Microhubs:** Freight microhubs are locations where goods from multiple delivery operators are transferred from large freight vehicles to smaller, multimodal transportation to support last-mile delivery. These spaces reduce the need for larger vehicles to use limited curb space when making deliveries.

Greening

Uses that reallocate space in the curb lane to green infrastructure. Examples include:

- ▶ **Trees and Plantings:** Trees and plantings can extend into the curb lane to facilitate the greening of a street when space is available. They also can improve sustainability by capturing water, providing shade, and cooling the temperature along the sidewalk.



- ▶ **Rain Gardens and Bioswales:** Rain gardens and bioswales manage stormwater runoff while filtering pollutants and nutrients before they enter nearby streams or rivers.

Parking

Uses that involve parking in the curb lane. Examples include:

- ▶ **Short-Term Metered/Unmetered Parking:** Short-term parking refers to metered or unmetered parking spaces provided to temporarily park along the curb, typically under two hours.
- ▶ **Longer-Term Metered/Unmetered Parking:** Longer-term parking typically refers to metered or unmetered parking for more than a few hours or overnight. These spaces facilitate storing of vehicles for extended stays in the curb lane.



- ▶ **Electric Vehicle Charging of Stored Vehicles:** Electric vehicle (EV) charging may be integrated into dedicated short- and long-term parking spaces where feasible. The use is less flexible and requires more permanent infrastructure than other forms of parking.



- ▶ **Transit Bus/Motor Coach/Shuttle Parking and Staging:** Bus, coach, and shuttle parking and staging areas are curb lane spaces designated for buses to park, layover, or load/unload passengers.

Public Space Activation

Uses that involve public seating or street activation in the curb lane. Examples include:



- **Public Seating and Parklets:** These are public spaces located in the right-of-way in areas with high on-street activity, such as commercial corridors. They provide seating and amenities that create places for people to rest, socialize, and enjoy the public space.



- **Food Vendors and Outdoor Dining:** The curb lane may be used to support food establishments, such as food trucks. These areas also can be dedicated to outdoor dining with seating and tables for patrons of food vendors located on the curb or in brick-and-mortar facilities.

- **Art Installations:** A temporary or permanent work of art that is located in the curb lane.

Utility Access

The curb lane provides access for maintaining infrastructure located behind the curb. Preserving this access is essential to ensure assets can be serviced in a timely manner. Examples include:

- **Fire Hydrants:** Fire hydrants are a critical element of emergency response infrastructure on the curb that provides access to a water source in the event of a fire. The location of these should be coordinated across curb lane uses to ensure access to hydrants works with the other associated use of the curb lane.
- **Utility Poles:** A utility pole supports and distributes services such as electric, telephone, and communications lines. It is typically placed within the utility/planting/amenity zone, located between the curb and the sidewalk clear zone, to minimize conflicts with pedestrian movement.



- **Traffic Cabinets:** Traffic cabinets house the equipment that is used to control and regulate traffic signals at intersections. The cabinet is typically placed along the curb on the sidewalk near traffic signal poles.

- **Solar Panels:** Solar panels convert sunlight to create electricity. These may be placed along the curbside to power curb adjacent needs, such as traffic control devices, shared-mobility hubs, parking meters, or other equipment.

Curb Lane Hierarchy

The Curb Lane Hierarchy outlines a forward-looking approach to the management of the County’s existing and future curb lane space. This hierarchy responds to the Street Typology and associated land use so that the programmed curb lane uses and treatments are contextual to their area. The hierarchy can be seen in **Figure 3**.

Figure 3: Curb Lane Hierarchy

	Arterials			Collectors		Locals	
	Low Density	Medium Density	High Density	Low Density	Active Areas	Low Density	Active Areas
1	Transportation Safety						
2	Modal Priority Network Connectivity						
3	People Access						
4	Goods Access						
5	Parking	Greening	Public Space Activation	Parking	Public Space Activation	Parking	Public Space Activation
6	Greening	Parking	Greening	Greening	Greening	Greening	Greening
7	Public Space Activation	Public Space Activation	Parking	Public Space Activation	Parking	Public Space Activation	Parking

Fire Hydrant Access

How to Apply the Curb Lane Hierarchy

When studying or redesigning a corridor, examining how to utilize a block face, or reviewing a redevelopment application, the appropriate curb lane hierarchy is selected based on the designated street type (for example, Low-Density Arterial) of the street in question. The design and programming of the curb lane is then guided by the listed priorities in the table, starting from the top and working down. Not every street will need to, or be able to, provide curb lane space for all uses, but they should be considered in the order shown.

Elements needed to enhance **transportation safety** should always be the first consideration for the curb lane so that its design and uses prioritize the safety of all roadway users. Once safety needs have been addressed, the curb lane should be evaluated in relation to the needs of the **Modal Priority Networks** and whether space is needed to fulfill those network recommendations. Pedestrian priority should be applied universally to ensure safe, comfortable and direct pedestrian travel. Where space behind the curb is insufficient, the curb lane may be repurposed to support the Modal Priority Networks and Street Typology guidance.

For example, if the street does not have a sidewalk and there is not sufficient right-of-way behind the existing curb to meet the Street Typology's sidewalk guidance, then space within the curb lane should be considered to fulfill this need.

If the street is part of the designated Transit or Bicycle or Micromobility Priority Networks, an assessment should be conducted to determine whether curb lane space is needed to implement the appropriate facilities to complete the priority network.

After transportation safety and the needs of the Modal Priority Networks have been accommodated, curb lane space should be allocated to ensure people access is provided on all streets, followed by space needs for goods access. Treatments that support people access and goods access may not require continuous curb lane allocation along an entire block. People access and goods access treatments and uses should be designed in response to surrounding land uses, Street Typology, and Modal Priority Networks and implemented in a manner that minimizes conflicts between modes.

For example, a high-density arterial street may have a high volume of freight and delivery activity that requires a large commercial loading zone to accommodate safe and efficient deliveries that do not block the adjacent bike lane or travel lane. A low-density collector street may see a lower volume of delivery activity, for which a smaller loading zone or pick-up/drop-off space in the curb lane may be adequate.

If curb lane space remains after the first four priorities have been met, the remaining three priorities should be considered based on their associated hierarchy and need. In many contexts **public space activation** and **greening** can be synergistic uses of the curb lane, creating places for seating, green space, and other uses simultaneously. It may be appropriate to allocate some curb lane space to these two use types particularly when these uses cannot be sufficiently met within the streetscape space behind the curb.

When **parking** is reached in the hierarchy, curb lane parking utilization rates should be studied to determine the level of parking demand, the types of parking used, how much space for parking is warranted, and the appropriate parking duration (i.e., short-term vs. long-term parking). The presence and availability of adjacent off-street parking spaces should be considered when assessing on-street parking supply and demand. Generally, where on-street parking occupancy is lower, the reallocation of a portion of the curb lane is encouraged to support remaining uses in the hierarchy. Where parking occupancy is higher, and off-street parking alternatives are not available, retaining more of the existing on-street parking should be considered.

Freight and Goods Delivery Network

The movement of freight and goods is integral to the success of businesses, residents, and visitors in Arlington and the greater Metropolitan Washington region. Freight and goods move to and through

Arlington by various roadway vehicles, trains, and planes. This plan focuses on freight and goods travel along the street network, which includes the following vehicle types:

Freight and Goods Vehicle Types

Larger vehicles such as semi-trucks or car carriers



Primary Travel Corridors

- ▶ Heavy routes
- ▶ Distribution routes

Delivery Destinations

- ▶ Loading docks
- ▶ Construction sites
- ▶ Warehouses or distribution centers

Light-duty vehicles such as box trucks, utility vans, and solid waste trucks



Primary Travel Corridors

- ▶ Majority of the street network

Delivery Destinations

- ▶ Loading docks
- ▶ Business front (or rear)
- ▶ Residences

Smaller vehicles and micromobility such as cars, minitrucks, cargo trikes/bikes, e-bikes, and personal delivery devices (delivery robots)



Primary Travel Corridors

- ▶ Majority of the street network; bicycles, personal delivery devices, and other future uses may leverage on- and off-street bicycle facilities and sidewalks

Delivery Destinations

- ▶ Business front (or rear)
- ▶ Residences

Nearly every parcel in the County is a “freight activity generator” as homes and businesses both send and receive freight (or goods). Common examples include trash and recycling collection, which are among the most common freight activities on County streets, as well as regular deliveries, such as packages, supplies, “take out” food delivery, and groceries.

The Freight and Goods Delivery Network identifies streets where freight and delivery activity is most frequent. Unlike the Modal Priority Networks, which establish modal priorities on individual streets, this network does not establish a modal priority or designate truck routes. Instead, it highlights where freight and delivery activity commonly occurs so those needs can be considered in project-level planning and design.

Freight and Goods Delivery Network

Freight and Goods Street Types

The network has three categories—heavy, distribution, and access—based on the type and intensity of freight and delivery activity.

Heavy Truck Streets: Street segments categorized as “heavy” are often highways or other limited-access roadways. These segments are primarily used by larger and longer trucks, including those traveling through the County and to or from destinations within Arlington from other parts of the region.

Distribution Streets: Street segments categorized as “distribution” primarily include major and minor arterials, selected major collectors, and other streets with relatively greater shares of two- and three-axle truck traffic. These streets primarily provide north-south and east-west connections to support the distribution or collection of goods throughout the County.

Access Streets: Street segments categorized as “access” are primarily minor collectors or local roadways in mixed-use, commercial, or industrial areas. These segments primarily provide direct access to loading docks, storefronts, businesses, and larger residential buildings. While not every street in these areas is included in the network, streets near mixed-use, commercial, and industrial uses are expected to experience more freight and delivery activity than other local streets in the County.

LEGEND

- Heavy
- Distribution
- Access
- Truck Limits & Restrictions
- Commercial & Industrial Land Use

Areas Planned for New Streets and Pedestrian Ways

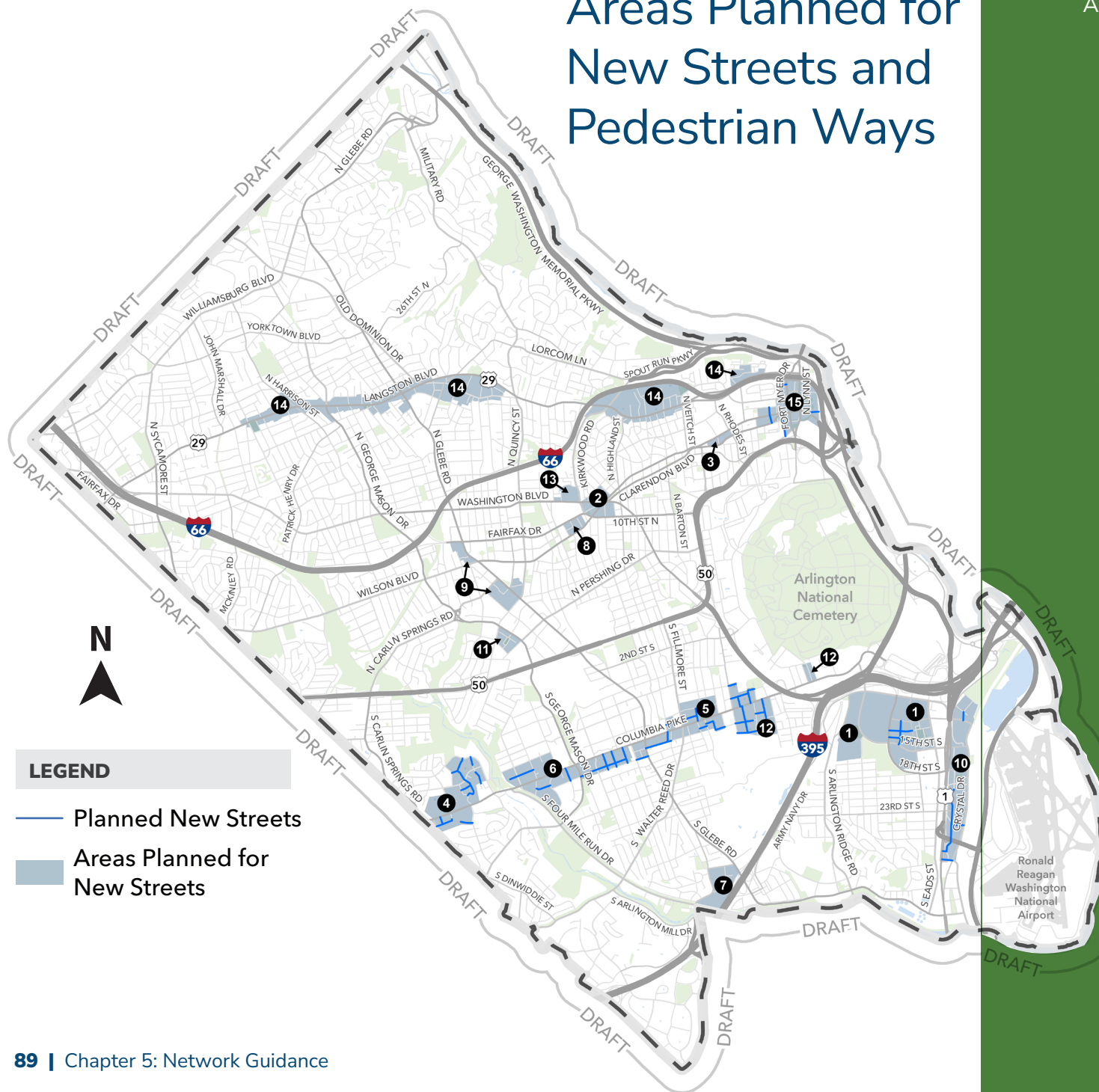
It is important to continue to enhance the access and connectivity of the transportation network by constructing new streets with redevelopment of large blocks. The map on the following page identifies existing planning districts or similar areas that have undergone more detailed planning to identify needs for new streets. Some specific planned streets are shown on this map where their specific alignment is known and understood. The areas planned for new streets and pedestrian ways are identified in sector and area planning documents, which should be referenced directly for additional context and planning detail.



Areas Planned for New Streets and Pedestrian Ways

Areas Planned for New Streets:

- 1.** Pentagon City/Metropolitan Park Area
- 2.** Clarendon Commercial Area
- 3.** Rosslyn-Courthouse Area
- 4.** Columbia Pike West End
- 5.** Columbia Pike/Town Center
- 6.** Columbia Pike/Four Mile Run Drive Central
- 7.** Green Valley Revitalization Area
- 8.** Virginia Square/9th St
- 9.** N. Quincy Street Plan Addendum (West Ballston)
- 10.** Crystal City Redevelopment
- 11.** Buckingham Redevelopment
- 12.** Columbia Pike East
- 13.** Washington Blvd/Kirkwood Rd
- 14.** Langston Boulevard Planning District
- 15.** Rosslyn Coordinated Redevelopment District



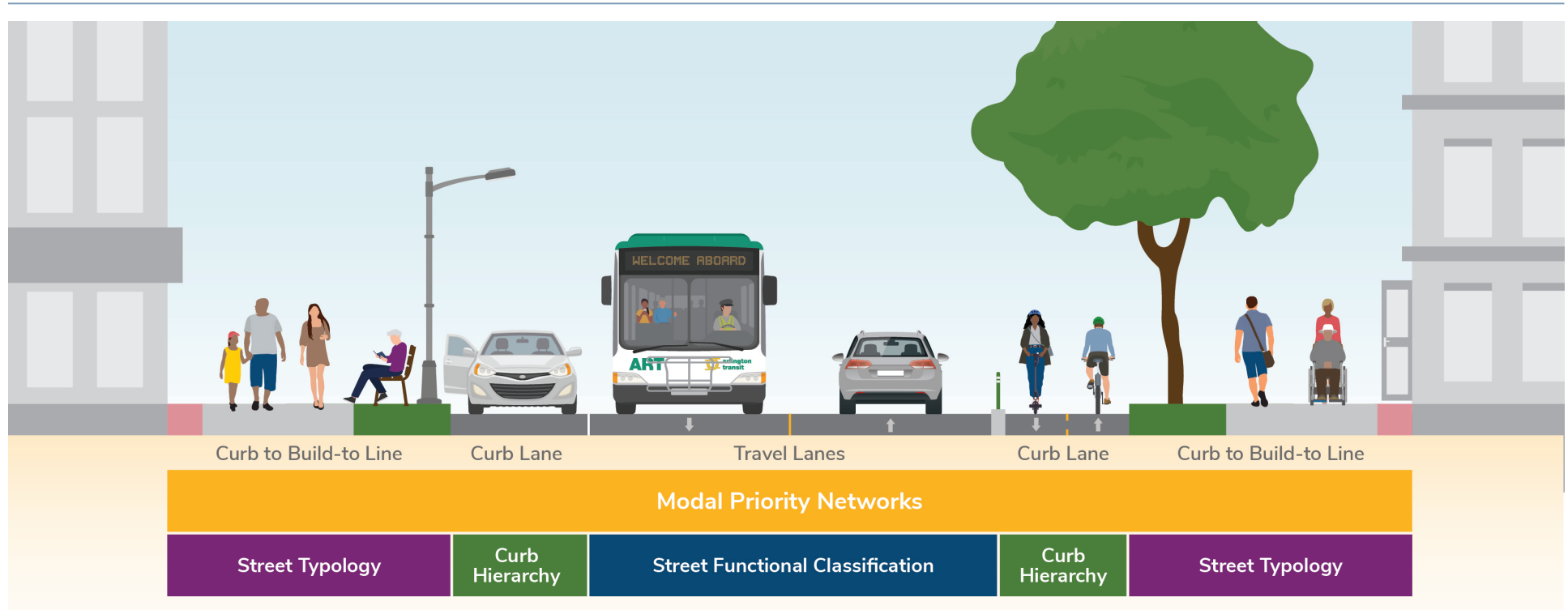
Putting it All Together

The plan's Network Guidance provides a decision-making framework to inform how the County prioritizes transportation investments for the next 20 years. While these maps and their associated guidance do not identify specific projects or improvements, they will be used to prioritize corridors for future study and locations where improvements are needed. Transportation planning efforts and projects, as well as redevelopment projects, are expected to incorporate the Network Guidance for that area. These concepts will make the best use of the available transportation space while working within existing physical constraints.

In some cases, streets that have been prioritized for more than one mode may also need to move freight or accommodate active curb uses. Some potential ways to address varied needs in a constrained environment include:

- ▶ Providing dedicated lanes for one mode and different priority treatments for the other mode(s).
- ▶ Repurposing existing travel lanes or curb lanes for a new use.
- ▶ Implementing shorter-term solutions while seeking additional right-of-way or easements as opportunities arise to achieve the plan's long-term guidance for a specific street.

Figure 4: Implementing the Guidance



Street Planning Elements

Together, the Modal Priority Networks, Street Classification and Typology, and the Curb Lane Hierarchy provide guidance on how to plan and design the street. **Figure 4** shows how the guidance works together within the right-of-way.

When an existing street is being retrofitted or a new street is being developed, the first set of Network Guidance to reference is **Modal Priority**, which states that pedestrian needs will be accommodated first. If the street is also part of the Transit and/or Bicycle and Micromobility Priority Network, those modes will be prioritized second and/or third in the street's design and allocation of the right-of-way.

The remaining Network Guidance pieces work together to determine how street space is arranged, what's needed for safety, and what other street elements should be included.

Street Functional Classification categorizes streets by their transportation function and guides the application of specific design treatments to provide safe street operations.

Street Typology indicates the role the street plays in the network and guides how to design the streetscape portion of the street between the curb and the property build to line.

Curb Lane Hierarchy identifies which curb lane uses to prioritize when designing and managing the curb lane. Transportation safety needs and Modal Priority Network connectivity needs are prioritized first, followed by the other uses in that street's curb lane hierarchy.

Each planning effort or project also takes into account **Community Context**, which includes a variety of factors unique to the planning area or project area in question, such as safety and transportation data, community input, additional County priorities, and nearby land use and development.



6 TRANSPORTATION GUIDANCE FOR LAND DEVELOPMENT

Transportation and land use have a symbiotic relationship; together, they shape how communities grow and how people move around, including where they travel, how far they travel, how they get there, and what their experience is like along the way. Land use planning establishes the locations of people's homes, jobs, schools, businesses, public space, and other destinations, as well as the scale, intensity, and function of those places. Transportation planning creates the connections that stitch land uses together and allows people to reach the places they want and need to go. Due to this interrelationship, it is important for transportation and land use decisions to be made together.

Considering Transportation During Development Review

The development process is one of the most consequential points at which transportation and land use intersect. Individual developments influence travel behavior, infrastructure demand, and public costs over long-term horizons, often extending well beyond the life of a single project. Development review is an opportunity to align land use with the transportation vision, goals, and policies of this plan, as an element of Arlington's Comprehensive Plan, as well as the transportation guidance in individual sector and area plans. **As developments often remain in place for multiple decades, the development process can be a once-in-a-generation chance to achieve multimodal network improvements and align development with County priorities.**

By establishing guiding principles and emphasizing multimodal needs for development, this plan ensures transportation is consistently considered during development review and that expectations are clear for all involved. These guiding principles cover the many topic areas in which transportation and development intersect, such as site access, sidewalk and streetscape layout, and connectivity to the surrounding street grid. Together, these individual decision points influence the ultimate built form of a site and its integration into the broader transportation network.

How to Use This Guidance

The policies and strategies included in this plan guide both public and private transportation investments within the County. This section outlines more specific site-level guiding principles for transportation associated with land development to ensure development projects are aligned with the plan's vision and goals for the future of transportation in Arlington to the greatest extent possible.

The guiding policy in this section is intended to 1) inform and influence the development team's approach to their project before undergoing County review, 2) guide County review of development projects, including redevelopment and new construction, and 3) provide more predictability and clarity for developers. These guiding principles are intended to be the starting point for the transportation review of all development projects, with sector and area plans providing additional

and more detailed guidance for the major planning corridors and other established planning areas. The guiding principles complement existing laws, codified standards, and engineering standards that apply and may be used to inform future planning, standards, and laws.

The County will work with developers to ensure that land development projects apply this guidance to the unique context and conditions of each site. Deviations may be considered on a case-by-case basis depending on the site-specific context, whether they help fulfill other County goals, and the degree to which they still fulfill the purpose or goal of the associated guidance. Deviations should not establish precedents that would undermine the intent of this guidance. During any associated public review process, deviations should be explicitly called out for transparency.

Site Access and Safety

Site access defines how public right-of-way intersects with the entry and exit points to a property. It is important to align site access to support the safe mobility needs of the surrounding transportation network and to create the desired street and streetscape environment that supports multimodal access to, from, and within the site.

SA-1. Safe Systems

Street design elements that improve transportation safety should be considered first in street redesigns. These include, but are not limited to, elements such as curb extensions, pedestrian refuges, and tighter curb radii.

SA-2. Driveway Placement

To minimize conflicts with pedestrians, bicyclists, micromobility users, and transit, and to provide safe mobility and accessibility to and around a site, development should minimize the number and size of curb cuts. Avoid placing curb cuts along arterial streets, the Transit Priority Network, and the Bicycle and Micromobility Priority Network. Where multiple streets serve a site, locate curb cuts on the street with the lowest functional classification or lowest pedestrian volume or activity.

SA-3. Building Orientation

Building design and placement on the site should enhance pedestrian connectivity with the public street and sidewalk network. Building design should orient building frontages to the street and orient front doors, primary building entries, and other pedestrian access points to be close to, aligned with, and facing the public street and sidewalk network.

SA-4. Building Access

Designing direct and intuitive connections to a building from the public sidewalk and multi-use trails network enables and encourages people to take trips without using a car. Prioritize direct and convenient access for people arriving as pedestrians, by bicycle and micromobility devices, and via transit. Discourage auto-oriented designs such as drive-throughs, porte cocheres, motor courts, and surface parking fronting the street, unless they provide a net benefit for multimodal safety.

SA-5. Pedestrian Access

All new public and private buildings are to be built with direct, accessible walkway connections to the adjacent public sidewalk system and bus stops.

SA-6. Off-Street Access Across Large Blocks

Improve off-street access for pedestrians, bicyclists, and micromobility users to increase direct travel to destinations such as transit facilities, schools, and parks. When large new developments are proposed that would establish long block faces (generally greater than 600 feet in length), provide a publicly accessible mid-block pedestrian and bicycle pathway.

SA-7. Shared Access

Where shared vehicular access is possible across multiple uses and/or parcels via an existing public alley or shared public driveway, maximize use of this shared access to minimize additional curb cuts and vehicle access points. Require alleys to serve multiple properties through recorded public access easements required by the development site plans. Ensure that access easements are available for adjacent properties.

SA-8. Service Access and Alleys

Alleys and “back of house” service access allow the needs of a site to be served without overburdening the adjacent public streets and sidewalks. Utilize existing alleys and upgrade them where needed. Consider new alleys as part of redevelopment, especially for larger developments considering multiple garage entries or driveways, to minimize curb cuts affecting the public street network.

Sidewalk and Streetscape

The streetscape is a dedicated space within the right-of-way, behind the curb, and abutting the front of a building or property line. It is the place where people interact with one another and access businesses. A well-designed streetscape creates comfortable places for pedestrians to walk and provides opportunities for businesses to engage directly with the public. Sidewalks are dedicated spaces within the streetscape that provide unobstructed, safe, accessible, and comfortable pedestrian mobility.

SS-1. Dedicate and Construct Sidewalks

Seek fee simple or easement dedication of land for, and construction of, ADA-compliant sidewalks, curb ramps, and bus stops that meet Street Typology guidance and County design standards.

SS-2. ADA Compliance and Accessible Design

All sidewalks, bus stops, and street crossings shall be designed and constructed (including any necessary retrofits) to comply with current ADA standards to ensure transportation accommodation for persons with disabilities. For all pedestrian facilities within the public right-of-way, the Public Right-of-Way Accessibility Guidelines (PROWAG) apply.

SS-3. Clear and Direct Paths

Design sidewalks with clear zones that, at minimum, meet the sector plan guidance or applicable Street Typology dimensions. The sidewalk clear zone is to remain unobstructed and oriented to provide as direct a path as possible along the street and to adjacent destinations. Generally, the width of a

sidewalk should increase in proportion to the density of the adjacent land uses and the expected activity level on the street.

SS-4. Enhance Existing and New Bus Stops

Upgrade existing and construct new bus stops, bus stop elements, and street furniture to meet current accessibility standards. Enhance bus stops in compliance with the County’s bus stop standards, considering upgrades to street furniture, bicycle parking, shade, real-time arrival information, and other elements that improve access and comfort.

SS-5. Activate and Green the Streetscape

As transportation needs are met for the streetscape area, reference County guidelines for elements to improve the streetscape such as street furniture, lighting, and street trees as part of development projects. Other low maintenance green elements are encouraged where street trees are not feasible.

SS-6 Street Level Activation

In mixed-use and commercial areas, consider elements to activate the streetscape, such as sidewalk cafes, ground-floor retail, parklets, and other streetscape enhancements. Reference the County Retail Plan for guidance on appropriate and encouraged treatments by location. Private activations that encroach into the sidewalk area should not obstruct sidewalk clear width and clearances from other elements. Safe, accessible, and convenient pedestrian travel must not be impeded.

SS-7. Bicycle Parking

Provide bicycle parking convenient to final destinations, such as near lobbies, primary and secondary entrances, storefronts, and bus stops. Consider sheltered bicycle parking where it will be visible, publicly accessible, and conveniently accessed. Where feasible, accommodate bicycles with a longer wheelbase (i.e., cargo bicycles).

SS-8. Utility Access Considerations

Provide adequate space within the streetscape and right-of-way for efficient delivery of public and privately owned utilities. Discourage the construction of garages and utility vaults under public streets.

SS-9. Utility Undergrounding

Pursue undergrounding existing overhead utilities and discourage new overhead utilities along development site frontages to minimize the impact of utilities on the streets and streetscapes. See the County's Underground Utility Plan for additional detail. If aboveground utilities are provided, the utility poles and all associated appurtenances are to be located outside of the sidewalk clear zone.

Network Connectivity

A well-connected network provides multiple ways for people to get where they want and need to go. When there is redundancy in a network, it enhances access for all modes, disperses traffic, ensures continued access when a link is blocked, and improves resilient, flexible mobility. Developments adjacent to the Priority Mobility Networks provide generational opportunities to realize the multimodal network.

NC-1. Enhance the Street Grid

Maintain and expand a grid-style street network by constructing new publicly accessible streets, sidewalks, and/or off-street trails or pathways during redevelopment of large blocks (generally greater than 600 feet in length).

NC-2. Street Realignment

Realign or relocate streets, including through right-of-way vacations/dedications or public access easements, to improve intersection safety and consistency with the surrounding street network.

NC-3. Modal Priority Networks and Street Typology

Build out the Modal Priority Networks and Street Typology specifications adjacent to the site, including but not limited to new and upgraded sidewalks, bicycle facilities designed to meet all ages and abilities design guidelines, bus stop improvements, and bus priority treatments. Curb realignment may be necessary as part of the development project to accommodate the appropriate facilities.

NC-4. Improve Neighborhood Connectivity

Encourage developments to tie into existing streets and discourage dead-end streets to support the creation of a gridded street network. When dead-end streets are considered or redeveloped, seek dedication of land for, and construction of, a multi-use trail connection to improve pedestrian and bicycle connectivity to adjacent parcels and/or the street and trail network.

Street Ownership, Use, and Maintenance

Well-maintained streets are important to the safe and comfortable use of the transportation network. Whether publicly or privately owned, streets should reliably serve the public by clearly establishing access, management, and long-term responsibilities from the outset of the development process.

SOU-1. Public Ownership

Consider public ownership of new streets where appropriate. When fee simple rights are not offered but public access would support these guiding principles, easements, site plan conditions, or other very specific agreements should be established between the County and the developer that state the public's rights for access and use of the streets and establish responsibility for operational issues such as snow removal, parking regulation, and general maintenance.

SOU-3. Design and Management of Publicly Accessible Private Streets

Require privately owned streets that are open for public access to be built to the same design standards and materials as publicly owned streets. Seek to manage privately owned streets in the same manner as those publicly owned, including such areas as parking regulation.

Curb Lane Management

The curb lane is the physical space where the roadway meets the sidewalk or adjacent property. This is a dynamic space used for a variety of activities, including bus stops or bikeshare stations, providing parking, serving as a loading zone, or many other uses. It is important to consider the demands on the curb lane during the development process to ensure support for the multimodal networks and to see that adjacent land use needs are met.

CM-1. Curb Lane Hierarchy

Use the Curb Lane Hierarchy to identify and design for the appropriate curb lane uses based on the land use context and adjacent street classification.

CM-2. Pick-Up/Drop-Off

Provide adequate on-street space for passenger and delivery pick-up/drop-off (5- to 15-minute parking depending on use) near primary building entrances where brief vehicle stops are expected. Consider more restrictive applications where there are safety concerns regarding blocked lanes or persistent parking misuse.

Off-Street Parking and Loading

Development can better allocate limited right-of-way space to support multimodal travel and overall site success by prioritizing efficient loading design and minimizing the visual and functional impacts of on-street parking and loading.

OPL-1. Off-Street Loading

Require adequate off-street delivery/loading docks in all new commercial, mixed-use, and high-density residential developments. Incorporate into the design adequate short-term off-street parking space for smaller delivery vehicles which are easily found and publicly accessible.

OPL-2. Surface Parking

Discourage the creation of off-street surface parking. Where it must be provided, minimize its footprint, do not locate it between the curb and the building face, and screen it from the street.

OPL-3. Shared Parking

Maximize the sharing of parking spaces within and between private parking garages and lots, among complementary uses at different times of day and days of the week, via less prescriptive requirements for parking by land use type and encouraging of shared parking agreements. Discourage assigned spots and private access control to improve flexible use of spaces.

OPL-4. Unbundled Parking

Separate or “unbundle” the price of parking from the price of owning, renting, or leasing a housing or office unit. Discourage subsidized parking for residents or workers.

OPL-5. Minimize Parking

Carefully evaluate and minimize the amount of parking provided with all new developments to ensure parking is not overbuilt. Consider the reallocation of existing under-utilized parking to other uses.

Transportation Demand Management (TDM)

TDM refers to a suite of tools to encourage people to use more sustainable modes like walking, taking transit, biking, carpooling, and more. Integrating TDM programs and strategies at the development stage helps improve transportation for the site and the overall network.

TDM-1. TDM Plans

Incorporate comprehensive TDM plans for all site plans and use-permit developments to encourage walking, biking, and taking transit to minimize vehicle trips.

TDM-2. TDM Evaluation

Require regular travel surveys of new development with TDM plans and link to performance measures to enable follow-up actions. Undertake biennial evaluations of the effectiveness of the County's TDM policies and private compliance with TDM commitments and revise as warranted.

TDM-3. Secure Bike Parking

Incorporate secure, convenient, and accessible Class I bicycle parking, as recommended by the Arlington County Bicycle Parking Standards guide and Supplement, into major new development and redevelopment to support safe, all-weather bicycle storage and increase bicycle access and use.



7 REALIZING THE PLAN

This refreshed plan will be used as a reference and guide for the development and management of planning efforts, projects, programs, and decision-making processes to improve Arlington's transportation system. County departments and County officials will need to collaborate with partner agencies and organizations, property owners, and the broader community to implement this plan and realize its vision and goals.

Priority Corridors for Further Study

One important piece of implementing this plan will be the ongoing study of major corridors in the County to identify, develop, and implement transportation improvements. These corridors carry large numbers of people every day and see a high degree of mixing of different modes and street uses, which create opportunities and challenges for the larger network. The County can address key safety issues, realize critical links in the Modal Priority Networks, and address major barriers to cross-County travel by applying the guidance from this plan to better organize the right-of-way along these streets.

The project team developed this list of corridors based on safety data from the Vision Zero program, a review of the Modal Priority Networks and existing infrastructure, and corridor priorities identified in previously adopted Sector, Area, and Revitalization plans. It is not intended to be an exhaustive list but rather a starting point for building out the Modal Priority Networks. New planning along these corridors will study how to make the best use of the limited right-of-way and will identify specific transportation capital improvement projects needed to implement key pieces of this plan. These studies will complement the many other planning efforts, projects, and programs that have recently been completed or are underway.

Priority corridors to be studied for future transportation capital improvements include:

- ▶ Arlington Boulevard
- ▶ Carlin Springs Road
- ▶ Fairfax Drive and 10th Street North
- ▶ Glebe Road
- ▶ Langston Boulevard
- ▶ North George Mason Drive
- ▶ Shirlington Road
- ▶ South Hayes Street
- ▶ Walter Reed Drive
- ▶ Washington Boulevard
- ▶ Wilson Boulevard

Transportation Capital Improvement Plan

A large part of this plan's implementation will take place through transportation improvements programmed through the County's Transportation Capital Improvement Plan (CIP). The guidance in this plan will inform the identification and prioritization of improvements for consideration in the CIP.

The Transportation CIP outlines the County's 10-year investment strategy for building, upgrading, and replacing transportation facilities and infrastructure. It is updated every two years, with any adopted general obligation bond referenda presented to voters in November of even numbered years.

The Transportation CIP consists of several programs that together fund capital improvements for all aspects of the transportation network, including street and trail projects, transportation technology systems, maintenance, and mode-specific improvements for the pedestrian network, bicycle and micromobility network, and transit network and system.

Short-Term Actions

While much of this plan will be implemented on an ongoing basis and over a long-term horizon through ongoing planning, projects, and programs, the project team identified a handful of discrete actions that will help to advance the County's transportation Vision and Goals in the near term. These items are intended to be completed within the first five years following plan adoption. Actions include:

- ▶ Review the zoning code for references to the 2007 MTP and the transportation network and update as appropriate to align with this plan's terminology, including the new street classifications.
- ▶ Review the Bicycle and Micromobility Priority Network to identify, map, and designate Bicycle Boulevards for future improvements.
- ▶ Review the County code for potential opportunities to update regulations to better align with and deliver the plan's Vision and Goals.
- ▶ Create a street design manual to update and expand design guidance for street improvements.

Measuring Progress

To track the implementation of this plan, progress towards achieving the Vision and Goals, and overall transportation trends, the County has established a set of Progress Tracking Metrics to be reported every five years. These progress tracking metrics allow for an understanding of how the transportation network performs over time. The project team developed two types of progress tracking metrics to help understand how the plan strategies are working and how to monitor progress toward the goals of plan.

- ▶ **Progress benchmarks** are specific, measurable, and quantifiable metrics used to track how much progress is being made toward plan goals. These measures describe in detail, using available data, what the County has accomplished and/or achieved.
- ▶ **Key progress indicators** are broader metrics that reflect how the conditions in the County are changing compared to the "desired" trend as a result of multiple combined factors, some of which the County has less of a direct ability to influence.

Table 3 outlines progress benchmarks and indicators as they relate to plan goals. In the context of the Equitable and Inclusive goal, some progress benchmarks and indicators will be measured for the County as a whole and based on the Community Vulnerability Index Map areas (CVIM) to identify any patterns or disparities.

Table 3: Progress Tracking Metrics

	Tracking Metric	Benchmark / Indicator	Desired Trend	CVIM	Goal(s) Supported	Data Source
Modal Priority Networks	Overall percent of each Modal Priority Network complete	Benchmark	Increase	Yes	    	Modal Priority Network data
	Households within 1/8 mile of an all-ages/abilities bicycle facility	Benchmark	Increase	Yes	    	County Housing Unit data; Modal Priority Network data
	Households within 1/4 mile of a bus stop/transit station	Benchmark	Increase	Yes	    	County Housing Unit data; Modal Priority Network data
	Jobs within 1/8 mile of an all-ages/abilities bicycle facility	Benchmark	Increase	Yes	   	Longitudinal Employer-Household Dynamics Data; Modal Priority Network data
	Jobs within 1/4 mile of a bus stop/transit station	Benchmark	Increase	Yes	    	Longitudinal Employer-Household Dynamics Data; Modal Priority Network data
Bicycle and Micromobility	Households within 1/8 mile of a Capital Bikeshare station	Benchmark	Increase	Yes	  	Capital Bikeshare data; County Housing Unit data
	Jobs within 1/8 mile of a Capital Bikeshare station	Benchmark	Increase	Yes	  	Capital Bikeshare data; Longitudinal Employer-Household Dynamics Data
Transit	Transit on-time performance (Metro Bus and ART)	Indicator	Increase (% on-time)	Yes	  	ART Service Performance data; Metro Bus Annual Line Performance Report data
	Time competitiveness of bus transit on major corridors	Indicator	Decrease transit travel time to no more than 1.5x driving	No	 	Travel time data (Google Maps)

Legend:  Equitable and Inclusive  Livable  Reliable  Safe

 Sustainable  Transparent and Accountable

	Tracking Metric	Benchmark / Indicator	Desired Trend	CVIM	Goal(s) Supported	Data Source
Maintenance/ State of Good Repair	Average Pavement Condition Index above threshold levels	Benchmark	Maintain a state of good repair between 75% and 80%	No	   	County Pavement Condition data
	Average Sidewalk Condition Inventory above threshold levels	Benchmark	Increase % in state of good repair	Yes	   	County Sidewalk Condition data
	Bridges in a state of good repair	Benchmark	Maintain a state of good repair above 6 on a scale of 0 – 9	No	   	County Bridge data
Environmental	Watershed retrofits completed (per MS4 permit)	Benchmark	Increase % complete	Yes	 	County MS4 Permit Plan data
	Greenhouse gas emissions from transportation	Indicator	Decrease	No	  	County Greenhouse Gas Inventory data
Travel Choice	Non-single-occupant vehicle mode share	Indicator	Increase	Yes	 	American Community Survey 5-Year data; MWCOG Regional Travel Survey data
	Vehicle Miles Traveled (VMT)—trips that start and/or end in Arlington	Indicator	Per capita reduction	No	  	MWCOG Regional Travel Survey data



	Tracking Metric	Benchmark / Indicator	Desired Trend	CVIM	Goal(s) Supported	Data Source
Safety	Number of traffic-related deaths and serious Injuries	Indicator	Decrease to zero	Yes	   	County Vision Zero data
	Crashes by severity and by mode/user	Indicator	Decrease	No	   	County Vision Zero data
	Travel speed on corridors	Indicator	Increase % corridors with safe speeds	No	   	Aggregated cell phone and vehicle data supplemented with County data
Affordability	Percent of household income spent on transportation	Indicator	Decrease	Yes	  	Center for Neighborhood Technology Household + Transportation Index data
Satisfaction	Reported level of satisfaction with transportation	Indicator	Increase % satisfied	No	 	County Resident Satisfaction Survey data

Legend:  Equitable and Inclusive  Livable  Reliable  Safe
 Sustainable  Transparent and Accountable

Updating the Plan

The County will holistically review the 2026 Multimodal Transportation Plan for updates every five years to best reflect Arlington's evolving transportation needs and priorities and to coincide with progress tracking metrics reporting. The metrics will help to assess the degree of change seen in the transportation network and broader transportation trends and will inform any updates to plan guidance that are needed to keep the County on track towards achieving its transportation vision and goals. Out-of-cycle updates or amendments will be considered as needed to maintain consistency with the County's long-range planning efforts.

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