

Arlington's Transportation Future

Policy Modernization Report

June 2026



Arlington's
**Transportation
Future**



ARLINGTON
VIRGINIA





Table of Contents

Introduction.....	2
Policy Development Process.....	2
Guiding Principles for Policies.....	3
Foundations: Community Engagement Feedback and Initial Policy Assessment	4
Review of the Current County Policies	4
New Vision and Goals.....	5
Integration of Community Feedback	7
Advisory Group Feedback	7
Review of Peer Policies	8
Development: Draft Policies	9
Identification of Policy Categories	9
Development of Draft Policy Statements.....	10
Evaluation: Revised Policies	12
Phase 3 Community Feedback on Draft Policies	12
Advisory Group Discussion on Revised Policies.....	12
Development of Revised Policies	13
Refinement: Proposed Policies	16
Next Steps.....	20

Introduction

Arlington's Transportation Future, the process to create a refreshed transportation plan for the County, has been guided by the Vision and Goals endorsed by the County Board in summer 2025.

The plan's Vision is a clear description of the desired future for transportation in Arlington. The plan's Goals clearly define a set of outcomes that work together to achieve the Vision. Together, these well-defined Vision and Goals serve as a foundation for the plan, reflect the community's values and shared aspirations for the future, and identify transportation's role in achieving that future. Following the County Board's endorsement of the refreshed plan's Vision and Goals in summer 2025, the project team began developing the policies, strategies, and network guidance that will guide County transportation decisions and investments for the next 20 years.

Policies communicate what the County needs to do and why. They align transportation planning, design, management and maintenance decisions with the plan's Vision and Goals. Policies guide decision-making across a variety of topics, such as integrating County transportation investments with land-use decisions, prioritizing safety needs, and ensuring equitable access and opportunities for each person that uses Arlington's streets. What transportation looks like in the future is uncertain, but the policies are structured to enable the County to respond to a range of possible scenarios and guide the development and implementation of the plan's strategies.

This report summarizes how the project team developed the proposed policies for the refreshed transportation plan and how they gathered and incorporated community feedback into the policy development process.

Policy Development Process

The project team used a collaborative and iterative process, engaging the community, the Advisory Group, and County staff to develop the plan's policies. The project team's approach involved several key steps:

1. **Establishing a foundation** by evaluating the County's current transportation-related policies, drawing inspiration from peer communities, and conducting two phases of community engagement. The two phases of engagement established and refined the draft Vision and Goals that underpin the plan by asking the community how they travel today and would like to travel in the future, their wants and needs from Arlington's transportation network, and whether the (then) draft Vision and Goals reflect their transportation needs and desires.
2. **Drafting policies** based on the priorities, opportunities, and challenges identified through public engagement, the Advisory Group, and staff input; review of current transportation-related policies; and review of policies from peer jurisdictions. The draft policies were developed to support the Vision and Goals

endorsed by the County Board. These draft statements were evaluated and revised through conversations with staff and the Advisory Group.

3. **Evaluating policies** by conducting Phase 3 of community engagement (fall 2025). Community members were asked to share feedback on the draft policies and if they felt the draft policies supported the Vision and Goals. The project team focused on making changes to the policies to integrate the feedback heard from the community, the Advisory Group, and staff.
4. **Refining the policies** based on further evaluation by the Advisory Group and staff. This refined set of proposed policies will be integrated into the draft plan document to be shared publicly for community review in summer 2026.

Guiding Principles for Policies

The project team established four guiding principles to evaluate and update existing policies and to ensure adopted policies remain relevant and flexible in the years after their adoption:

- Policies should **reflect the community values** expressed in Phase 1 and 2 of community engagement.
- Policies should be able to **evolve over time and be adaptable** to anticipated changes in the County and region.
- Policies should meaningfully promote, support, or enable one (or multiple) of the refreshed transportation plan's Goals **by addressing a challenge or creating an opportunity**.
- Policies should be **global**; strategies may be modal. In other words, policies should be broad enough to apply across multiple modes of transportation and to allow for the development of a wide range of strategies.

Foundations: Community Engagement Feedback and Initial Policy Assessment

The policy development process began with an assessment of the policies in the 2007 Master Transportation Plan (MTP), a review of the shared values expressed during community engagement, and a review of peer communities with recently adopted transportation plans.

Review of the Current County Policies

The policies in the current MTP were first adopted in 2007 and last updated in 2017. The 2007 MTP contains three overarching, general policies:

1. Integrate Transportation with Land Use
2. Support the Design and Operation of Complete Streets
3. Manage Travel Demand and Transportation Systems

The remaining 65 policies are specific to the 2007 MTP element under which they are categorized. The 2007 MTP elements include bicycles, parking and curb management, pedestrians, streets, transit, and transportation demand and system management.

Figure 1: Diagram of the Current MTP General and Modal Elements Policies Structure



The modal-specific policies were appropriate at the time of adoption. However, the implementation of the modal-specific policies across six separate element documents has created challenges, especially when guidance overlaps within constrained right-of-way, as the current MTP does not specify how to prioritize competing policies. The

refreshed transportation plan will provide an opportunity to develop policies and network guidance that ensures a modally integrated approach to transportation planning that defines clear and consistent priorities.

This refresh of the County's policies began with a review of the existing policies in the 2007 MTP. The project team sought to determine which existing policies were still relevant, which needed revisions, and which were appropriate to discard entirely. Four guiding questions were used to determine the viability of the existing general and modal-specific policies:

1. Does the policy align with the endorsed Vision and Goals?
2. Is the policy still relevant and regularly used?
3. Is the policy too restrictive, i.e., does the policy prevent the County from achieving goals or is the policy too narrowly written to be effective?
4. Does the policy conflict with other policies or County Board direction?

The project team also considered the structure and clarity of the policies, including whether there was unintentional duplication/inefficiency between policies, whether the policy language as written needed a refresh or modernization, or whether the policy was better expressed as a strategy.

The review of the 2007 MTP's policies revealed common limitations among Arlington's existing policies:

- Irrelevance due to references to time-bound objectives the County has already completed
- Irrelevance due to references to actions the County no longer desires to pursue
- Duplication between modal elements
- Lack of clarity due to statements being overly long, vague, or addressing multiple disparate objectives
- Too much specificity to apply as broad policy and could be reclassified as new strategies
- Lack of clarity about applicability (i.e., inconsistently applying to "some" or "all" streets)

Overall, while the policies in the 2007 MTP have served as important tools to make significant progress on multimodal investments, a refreshed set of policies is needed to achieve the County Board-endorsed Vision and Goals for the refreshed transportation plan.

New Vision and Goals

Arlington's Transportation Future created a new policy structure to advance the main goals of the plan and to avoid certain constraints presented in the 2007 MTP. The new policies will directly support the plan's endorsed Vision and Goals rather than a specific transportation mode or plan element.

Arlington's Transportation Future Policy Modernization Report

The County Board officially endorsed the Vision and Goals for the refreshed transportation plan in summer 2025. The Vision is the aspirational description of the direction and desired outcome that Arlington's refreshed transportation plan hopes to produce.

Endorsed Vision

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

Six goals were developed together with the Vision and represent the achievable outcomes of the Vision's aspirations. While the Vision serves as the guiding principle when developing the refreshed plan's policies, the policies will be directly rooted in and support one or multiple Goals.

Endorsed Goals



Equitable and Inclusive

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



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.

Integration of Community Feedback

Community input underpins the planning process for Arlington's Transportation Future. Feedback from community members during Phase 1 and Phase 2 helped develop the Vision and Goals that reflect shared values for the future of transportation in Arlington. Phase 1 of community engagement focused on asking for the community's feedback on how they travel today, how they'd like to travel in the future, and what they value and desire from our transportation network. Phase 2 of community engagement focused on soliciting the community's feedback on the then-draft Vision and Goals.

For more information on the first two phases of engagement, see the [Phase 1 Engagement Summary](#) and the [Phase 2 Engagement Summary](#).

Advisory Group Feedback

The project team consulted with the Arlington's Transportation Future Advisory Group, which includes the representative perspectives of multiple County commissions and committees with vested interests in Arlington's transportation network and public right-of-way. Advisory Group members provided input to inform the development of draft policies by identifying key opportunities and constraints influencing the County's ability to achieve the endorsed Vision and Goals.

Common opportunities and challenges identified by the Advisory Group that informed policy development included:

- Opportunities
 - Identifying interdepartmental and regional partnership opportunities to advance transportation education, safety and awareness and improve regional connections
 - Continuing to prioritize investment to address vulnerable community members
 - Setting firm goals for increasing multimodal trip share
 - Incorporating more green space in the right-of-way
 - Reducing barriers to access transportation
 - Designing streets and common spaces for people, not cars

- Promoting a culture of safety for all modes of transportation
 - Reducing carbon emissions
 - Building trust through open and honest reporting
- Constraints
 - Existing definitions of multimodal transportation do not account for those with mobility impairments
 - Land use and development decisions that encourage vehicle usage at the expense of other transportation modes
 - Active transportation users do not feel safe when traveling on the existing transportation network
 - Accessible routes are not provided for all modes during inclement weather conditions and temporary disruptions
 - Priorities for use of public right-of-way are not clearly defined, increasing the chances of conflict when implementing the goals of the transportation plan
 - Some federal and state policies do not align with Arlington's
 - Some planned transportation improvements are reliant on redevelopment opportunities

Review of Peer Policies

The evaluation of the 2007 MTP's policies was supplemented by a review of policies included in recently completed transportation and mobility plans by the following peer localities:

- Washington, DC
- City of Alexandria, Virginia
- City of Richmond, Virginia
- Austin, Texas
- Denver, Colorado
- Minneapolis, Minnesota
- Portland, Oregon
- San Diego, California
- San Jose, California
- Seattle, Washington

The transportation and mobility policies from these peer communities' plans were evaluated. Relevant, innovative, and/or well-written policies from peer localities were referenced as examples of how the County's policies could be refreshed. The project team specifically highlighted peer policies that:

- Reflected more modally integrated decision-making
- Addressed broader topics such as equity, safety, and livability
- Addressed policy gaps in the 2007 MTP
- Were more clearly or broadly written

Together, the evaluation of 2007 MTP policies, integration of community feedback, and a review of peer communities' plans made up the Foundations phase of modernizing the policies for Arlington's Transportation Future. The Foundations phase provides the structure and informational backing to develop draft policies which are effective and innovative to meet the needs and desires of Arlington's diverse community.

Development: Draft Policies

Using the findings of the Foundations phase, the project team began the development of draft policies for the refreshed transportation plan.

Identification of Policy Categories

Using the Foundations phase results, the project team identified a set of categories to guide the development of the draft policies. These categories represent the major areas of interest to be addressed by the refreshed plan's policies.

Categories Used to Guide Policy Development

Accessibility	Affordability	Biophilia	Greenhouse Gas Emissions	Connectivity
Curb Space Management	Data and Technology	Equity	Freight	Funding
Land Use	Modal Priorities	Quality of Service	Regional Coordination	Safety
Planning Process	Prioritization	Public Engagement	Public Space	Transportation Demand Management

Development of Draft Policy Statements

The project team developed draft policy statements to provide high-level direction and guidance under each policy category. The policy statements were written to achieve three objectives:

- Be rooted in the refreshed transportation plan's Vision and Goals
- Address the County's needs and perspective on the policy categories
- Provide broad statements to allow for the development of strategies later in the process

The project team used an iterative process to develop 23 draft policy statements that were shared with the community for feedback during Phase 3 of public engagement.

Draft Policies Presented to the Community in Phase 3 of Engagement

No	Draft Policy	Supported Goals
1	Advance a transportation system that proactively addresses the impacts of a changing climate.	Livable, Sustainable
2	Clearly communicate how decisions are made when developing, funding, and implementing transportation projects and programs.	Equity, Transparent
3	Collaborate with local, regional, state, and federal jurisdictions, agencies, and other interested parties to advance transportation planning and services.	Reliable, Transparent
4	Collaborate with other county departments to further mutual goals in the right-of-way.	Transparent
5	Correct historic and existing disparities in the transportation system to improve access and opportunity for community members in the highest vulnerability areas.	Equity, Livable, Reliable
6	Couple infrastructure investments with transportation demand management to minimize single-occupancy vehicle trips and emissions.	Livable, Reliable, Sustainable
7	Create an accessible transportation system for all by eliminating barriers to mobility.	Equity, Livable, Safe
8	Develop a transportation system that provides essential access during emergencies, extreme weather events, and other disasters.	Equity, Reliable, Safe, Sustainable
9	Develop streets as low-stress, people-focused public spaces that foster community connection, economic opportunity, and everyday interaction.	Equity, Livable, Safe
10	During temporary disruptions such as construction and large events, provide safe and convenient transportation options.	Safe, Sustainable
11	Ensure community members are equitably engaged in transportation decision making.	Equity, Transparent
12	Ensure long-term, viable funding models to plan and finance the improvement and maintenance the transportation network.	Transparent
13	Ensure the safe mobility and access of people and goods in the right-of-way.	Equity, Reliable, Safe

Arlington's Transportation Future Policy Modernization Report

No	Draft Policy	Supported Goals
14	Evaluate new technologies, tools, and best practices and incorporate those that improve the transportation system and the experience of those who use it.	Equity, Reliable
15	Evaluate the progress and effectiveness of transportation plans, projects, and initiatives.	Equity, Reliable, Transparent
16	Foster a culture of safe travel behavior for all users.	Livable, Safe
17	Integrate biophilic principles, street trees, and green infrastructure into the planning, design, and operations of the transportation system	Livable, Sustainable
18	Integrate land use and transportation planning to co-locate growth and development with high-quality, sustainable transportation options.	Livable, Sustainable, Transparent
19	Maintain a state of good repair and service across the transportation network to support the safe movement of people and goods across the county and the region.	Reliable, Safe, Transparent
20	Manage the curb lane and streetscape as a valuable and limited public asset, recognizing its importance to safety, mobility, access, commerce, sustainability, and public life.	Livable, Reliable, Safe, Sustainable
21	Prioritize the reduction and prevention of severe and fatal crashes when developing, funding, and implementing transportation projects to create a safe transportation system.	Equity, Safe
22	Support low-impact urban freight operations that reduce congestion, emissions, and conflicts with other users of the right-of-way.	Livable, Reliable, Safe, Sustainable
23	Use the Modal Priority Networks to advance an interconnected and convenient multimodal transportation system.	Equity, Reliable, Sustainable

Evaluation: Revised Policies

Phase 3 of community engagement solicited feedback on the draft policies from the community, Advisory Group, and other key partners.

Phase 3 Community Feedback on Draft Policies

During Phase 3 of community engagement, the project team asked if the draft policies worked towards the endorsed Vision and Goals. Similar to the two prior phases of community engagement, the community was invited to provide feedback at a variety of in-person events including open houses, pop-up events, and focused engagement sessions. Community members could also comment on the draft policy statements online during the six-week public feedback period. The project team identified and considered potential refinements to the draft policies based on feedback received from the community.

Overall, the draft policies received positive reactions from the community. The majority of community members who shared feedback were satisfied with the draft policies, thought they were clear and supported the six endorsed goals well, and believed they would have a positive impact on their personal transportation experiences. Respondents also agreed that the draft policies would positively impact transportation overall in Arlington and would benefit all transportation modes, with especially strong support for walking, transit, biking, and micromobility. Community members were able to share their thoughts on each individual draft policy. All draft policy statements received support from the majority of community members who participated during engagement. The draft policies which received the strongest support focused on:

- Addressing historical and existing disparities
- Coupling infrastructure investments with transportation demand management strategies to reduce vehicle miles traveled
- Eliminating barriers to accessing transportation systems
- Developing low-stress, people-focused streets
- Integrating land use with transportation planning
- Prioritizing safety when planning transportation projects

The policies which were flagged for improvement included:

- Providing essential access to transportation systems during emergencies and extreme weather events
- Providing safe transportation alternatives during temporary disruptions to normal operations, such as construction or major events

Advisory Group Discussion on Revised Policies

Community feedback on the draft policies was shared with the Advisory Group in winter 2025. Advisory Group members similarly expressed that the draft policies overall

supported the endorsed Goals. The Advisory Group members shared critiques and suggestions for refinement, including:

- Some draft policies were vague and felt like goals
- The need for greater emphasis on safety
- The need for policies that speak to maintenance and upkeep (i.e., clearing sidewalks, trails, and bike lanes of debris)
- Desire to see the safety policy directly tied to Arlington's commitment to Vision Zero
- Affordability, comfort, and accessibility should be more heavily prioritized
- Reducing Vehicle Miles Traveled and creating more space for people should be a priority

Development of Revised Policies

The project team considered all the feedback received during Phase 3 of engagement. The team used the feedback to modify and strengthen the policies so that they better supported the goals and reflected the community's priorities. Some policies were completely rewritten, while others had minor modifications to improve language, scope, and clarity. A few policies with similar intents were consolidated to refine and reinforce key priorities.

The table below describes the draft and revised draft policy language.

- **Bolded and underlined** sections indicate text added to the previous draft policy
- ~~Strike throughs~~ indicate text removed from the previous draft
- *Italics* indicate structural changes to the policy

Original and Revised Draft Policies Post Phase 3 of Public Engagement

No	Draft Policy	Revised Draft Policy
1	Advance a transportation system that proactively addresses the impacts of a changing climate.	<u>Develop a transportation system that is resilient to shocks and stressors including weather, emergencies, and</u> the impacts of a changing climate.
2	Clearly communicate how decisions are made when developing, funding, and implementing transportation projects and programs.	<i>No change</i>
3	Collaborate with local, regional, state, and federal jurisdictions, agencies, and other interested parties to advance transportation planning and services.	<i>No change</i>
4	Collaborate with other county departments to further mutual goals in the right-of-way.	<i>No change</i>

Arlington's Transportation Future Policy Modernization Report

No	Draft Policy	Revised Draft Policy
5	Correct historic and existing disparities in the transportation system to improve access and opportunity for community members in the highest vulnerability areas.	Correct historic and existing disparities in the transportation system to improve access, <u>affordability</u> , and opportunity for community members in the highest vulnerability areas.
6	Couple infrastructure investments with transportation demand management to minimize single-occupancy vehicle trips and emissions.	<u>Policy 6a. Couple infrastructure investments with transportation demand management to minimize single-occupancy vehicle trips.</u> <u>Policy 6b. Reduce transportation greenhouse gas emissions to achieve carbon neutrality with a focus on shifting trips to high-quality multimodal transportation options.</u>
7	Create an accessible transportation system for all by eliminating barriers to mobility.	<u>Eliminate barriers to mobility to create an accessible transportation system for all.</u>
8	Develop a transportation system that provides essential access during emergencies, extreme weather events, and other disasters.	Combined with Policy 1
9	Develop streets as low-stress, people-focused public spaces that foster community connection, economic opportunity, and everyday interaction.	Develop streets <u>and streetscapes</u> as low-stress people-focused public spaces that foster community connection, economic opportunity, and everyday interaction.
10	During temporary disruptions such as construction and large events, provide safe and convenient transportation options.	<u>Maintain</u> safe, <u>accessible</u> , and convenient transportation options <u>during temporary disruptions such as construction and planned events.</u>
11	Ensure community members are equitably engaged in transportation decision making.	No change
12	Ensure long-term, viable funding models to plan and finance the improvement and maintenance the transportation network.	No change
13	Ensure the safe mobility and access of people and goods in the right-of-way.	Ensure <u>safety is the first priority on all projects, plans, and initiatives that impact the transportation network.</u>
14	Evaluate new technologies, tools, and best practices and incorporate those that improve the transportation system and the experience of those who use it.	No change
15	Evaluate the progress and effectiveness of transportation plans, projects, and initiatives.	No change
16	Foster a culture of safe travel behavior for all users.	No change

Arlington's Transportation Future Policy Modernization Report

No	Draft Policy	Revised Draft Policy
17	Integrate biophilic principles, street trees, and green infrastructure into the planning, design, and operations of the transportation system	<i>No change</i>
18	Integrate land use and transportation planning to co-locate growth and development with high-quality, sustainable transportation options.	<i>No change</i>
19	Maintain a state of good repair and service across the transportation network to support the safe movement of people and goods across the county and the region.	Maintain a state of good repair and service across the transportation network to support the safe movement of people and goods across the county and the region.
20	Manage the curb lane and streetscape as a valuable and limited public asset, recognizing its importance to safety, mobility, access, commerce, sustainability, and public life.	Manage the curb lane and streetscape as a valuable and limited public asset, recognizing its importance to safety, mobility, access, commerce, sustainability, and public life.
21	Prioritize the reduction and prevention of severe and fatal crashes when developing, funding, and implementing transportation projects to create a safe transportation system.	<i>Will become a strategy under Prioritize Safety policy.</i>
22	Support low-impact urban freight operations that reduce congestion, emissions, and conflicts with other users of the right-of-way.	Support low-impact urban freight and delivery operations that reduce congestion, emissions, and conflicts with other users of the right-of-way.
23	Use the Modal Priority Networks to advance an interconnected and convenient multimodal transportation system.	Build out the Modal Priority Networks to advance an interconnected and convenient multimodal transportation system.

Some of the revised draft policies reflect clearer language and intent, some reflect specific callouts for stated community priorities (for example, safety as the first priority, affordability, and eliminating barriers), while others address broader County Board goals (for example, resilience and reducing greenhouse gas emissions).

Refinement: Proposed Policies

The revised policies were presented to the Advisory Group in February 2026 for additional feedback and discussion. The Advisory Group expressed appreciation for many of the changes and provided some feedback for consideration to improve the word choice and tone of a few policies.

General comments from this phase of feedback suggested that the County should consider whether the policies are actionable and not a restatement of broader goals.

Following this round of Advisory Group and staff review, the project team refined the draft policies into a proposed set for inclusion in the draft refreshed transportation plan. The table below shows the comparison of the revised draft policy statements from post-phase 3 engagement with the proposed policy statements to be included in the draft plan.

- **Bolded and underlined** sections indicate text added to the previous draft policy
- ~~Strikethroughs~~ indicate text removed from the previous draft
- *Italics* indicate structural changes to the policy

Revised Draft and Proposed Policies Post Phase 3 of Public Engagement

No	Revised Draft Policy	Proposed Policy
1	<u>Develop a transportation system that is resilient to shocks and stressors including weather, emergencies, and</u> the impacts of a changing climate.	Develop a transportation system that is resilient to shocks and stressors including weather, emergencies, and the impacts of a changing climate.
2	Clearly communicate how decisions are made when developing, funding, and implementing transportation projects and programs.	Clearly communicate how decisions are made when developing, funding, and implementing transportation projects and programs.
3	Collaborate with local, regional, state, and federal jurisdictions, agencies, and other interested parties to advance transportation planning and services.	Collaborate with local, regional, state, and federal jurisdictions, agencies, and other interested parties to advance transportation planning and services.
4	Collaborate with other county departments to further mutual goals in the right-of-way.	Collaborate across County departments to further <u>align</u> mutual goals in the right-of-way.
5	Correct historic and existing disparities in the transportation system to improve access, <u>affordability</u> , and opportunity for community members in the highest vulnerability areas.	Correct historic and existing disparities in the transportation system to improve access, affordability, and opportunity for community members in the highest vulnerability areas.

Arlington's Transportation Future Policy Modernization Report

No	Revised Draft Policy	Proposed Policy
6	<u>Policy 6a. Couple infrastructure investments with transportation demand management to minimize single-occupancy vehicle trips.</u> <u>Policy 6b. Reduce transportation greenhouse gas emissions to achieve carbon neutrality with a focus on shifting trips to high-quality multimodal transportation options.</u>	Policy 6a. Couple infrastructure investments with transportation demand management to minimize single-occupancy vehicle trips. Policy 6b Reduce transportation greenhouse gas emissions to achieve carbon neutrality with a focus on shifting trips to high-quality multimodal transportation options <u>and by supporting low- and no- emission vehicle infrastructure.</u>
7	<u>Eliminate barriers to mobility to create an accessible transportation system for all.</u>	Eliminate barriers to mobility to create an accessible transportation system for all.
8	<i>Combined with Policy 1</i>	
9	Develop streets <u>and streetscapes</u> as low-stress people-focused public spaces that foster community connection, economic opportunity, and everyday interaction.	Develop streets and streetscapes as people-focused public spaces that foster community connection, economic opportunity, and everyday interaction.
10	<u>Maintain</u> safe, <u>accessible</u> , and convenient transportation options <u>during temporary disruptions such as construction and planned events.</u>	Maintain safe, accessible, and convenient transportation options during temporary disruptions such as construction and planned events.
11	Ensure community members are equitably engaged in transportation decision making.	Ensure community members are equitably engaged in transportation decision-making.
12	Ensure long-term, viable funding models to plan and finance the improvement and maintenance the transportation network.	Ensure long-term, viable funding models to plan and finance the improvement and maintenance <u>of</u> the transportation network.
13	Ensure <u>safety is the first priority on all projects, plans, and initiatives that impact the transportation network.</u>	Ensure safety <u>safe mobility</u> is the first priority on all projects, plans, and initiatives that impact the transportation network.
14	Evaluate new technologies, tools, and best practices and incorporate those that improve the transportation system and the experience of those who use it.	Evaluate new technologies, tools, and best practices and incorporate those that improve the transportation system and the experience of those who use it.
15	Evaluate the progress and effectiveness of transportation plans, projects, and initiatives.	Evaluate the progress and effectiveness of transportation plans, projects, and initiatives.
16	Foster a culture of safe travel behavior for all users.	Foster a culture of safe travel behavior for all users.

Arlington's Transportation Future Policy Modernization Report

No	Revised Draft Policy	Proposed Policy
17	Integrate biophilic principles, street trees, and green infrastructure into the planning, design, and operations of the transportation system	Integrate biophilic principles, street trees, and green infrastructure into the planning, design, and operations of the transportation system.
18	Integrate land use and transportation planning to co-locate growth and development with high-quality, sustainable transportation options.	Integrate land use and transportation planning to co-locate growth and development with high-quality, sustainable transportation options.
19	Maintain a state of good repair and service across the transportation network to support the safe movement of people and goods across the county and the region.	Maintain a state of good repair and service across the transportation network.
20	Manage the curb lane and streetscape as a valuable and limited public asset, recognizing its importance to safety, mobility, access, commerce, sustainability, and public life.	Manage the curb lane as a valuable and limited public asset, recognizing its importance to safety, mobility, access, commerce, sustainability, and public life.
21	<i>Will become a strategy under Prioritize Safety policy.</i>	
22	Support low impact urban freight and delivery operations that reduce congestion, emissions, and conflicts with other users of the right-of-way.	Support freight and delivery operations that reduce congestion, emissions, and conflicts with other users of the right-of-way.
23	Build out the Modal Priority Networks to advance an interconnected and convenient multimodal transportation system.	Build out the Modal Priority Networks to advance an interconnected and convenient multimodal transportation system.

Arlington's Transportation Future Policy Modernization Report

The 22 final proposed policies have been reordered for inclusion in the draft plan as shown in the table below.

Proposed Policies for Inclusion in the Draft Multimodal Transportation Plan

Proposed Policy Statements		Goals(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

Proposed Policy Statements		Goals(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 align 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

Next Steps

The project team will develop draft strategies that outline how the County will achieve each policy. These draft strategies will be incorporated into the draft plan document scheduled to be released for community review in summer 2026.