# Arlington Multimodal Transportation Plan Map Series

OVERVIEW

## Map Series Overview

The Arlington Multimodal Transportation Plan (MTP) Map presents a series of maps that outline how to create complete and connected networks for all modes of transportation.

Together, these maps are intended to be used as decision-making tools for future project planning, prioritization, and development. They do not identify specific projects or treatments but rather guide how to allocate street space to support the MTP's goals.

## Goals

- Equitable and Inclusive
- Safe
- Livable
- Sustainable
- Reliable
- Transparent and Accountable

## Want to learn more?

This network guidance series provides a summary of key transportation networks and planning guidance. For additional context, supporting analysis, and information on other transportation topics, please refer to the full Arlington Multimodal Transportation Plan [INSERT LINK HERE].

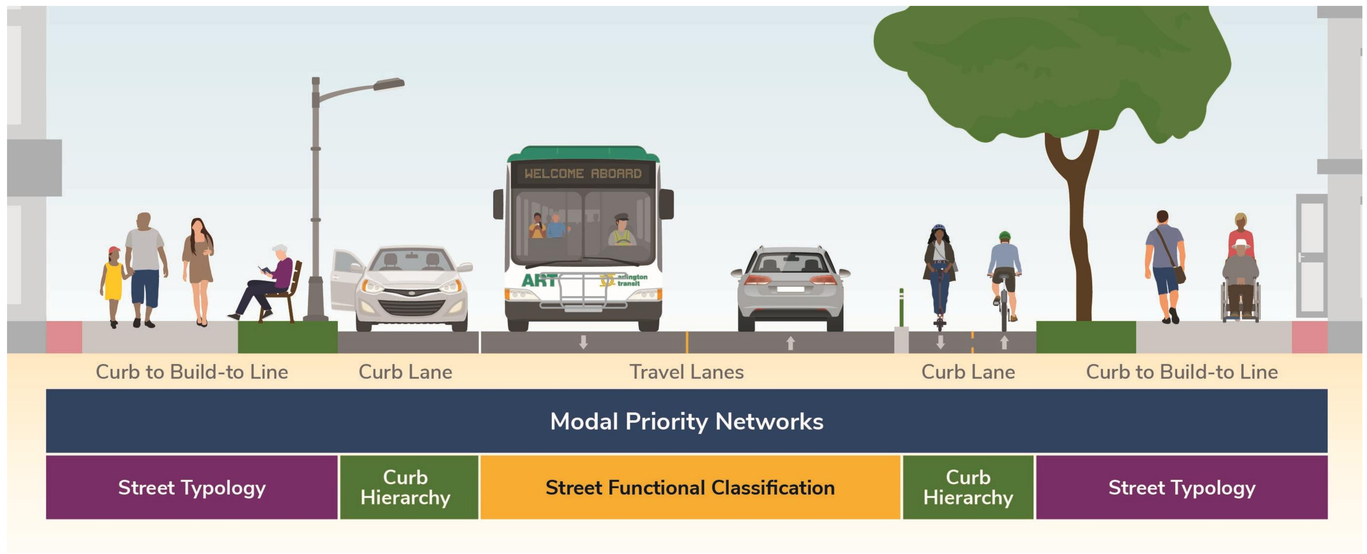
## Implementing the Guidance

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 have limited right-of-way and often cannot accommodate every use, leading to challenging decisions about how to prioritize that constrained space. This network guidance simplifies those decisions by providing a decision-making framework.

***This network guidance series includes...***

- **A** Street Functional Classifications
- **B** Modal Priority Networks
- **C** Pedestrian Activity Areas
- **D** Transit Priority Network
- **E** Bicycle and Micromobility Priority Network
- **F** Street Typology
- **G** Freight and Goods Delivery Network
- **H** Areas Planned for New Streets and Pedestrian Ways

The image below shows how the different pieces of network guidance fit together to guide how the County plans and designs a street.

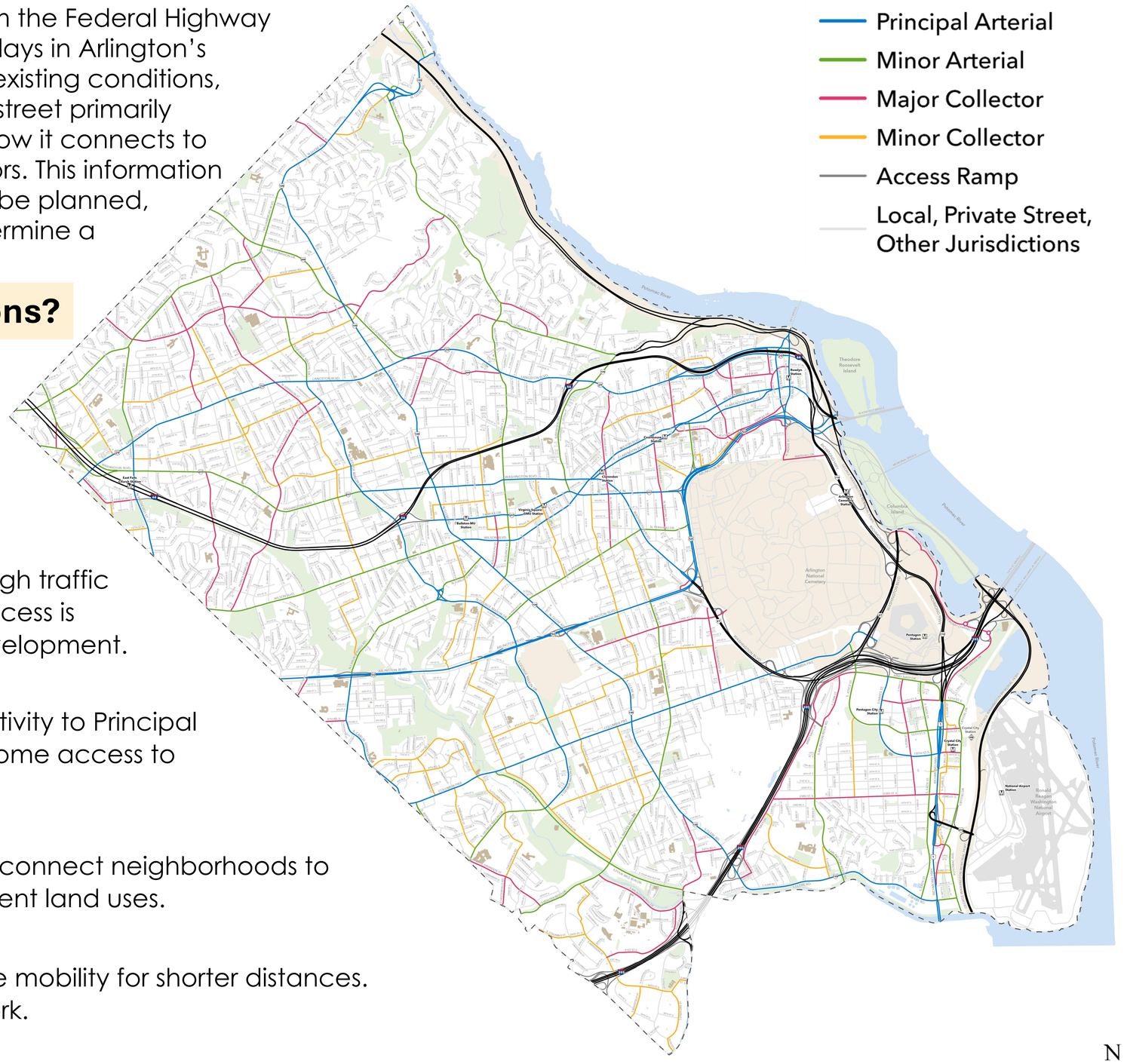


# Street Functional Classifications



## Defining the Role of Each Street in the Transportation Network

Street Functional Classifications, based upon definitions from the Federal Highway Administration (FHWA), 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 information helps the County make decisions about how streets should be planned, designed, and improved over time, though it does not determine a street's design by itself.




## What are the Street Functional Classifications?

### *Limited-Access*

These streets serve regional trips and 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 some access to adjacent land uses.

### *Major Collector*

These streets serve both 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.

# Modal Priority Networks



## Developing the Modal Priority Networks

The Modal Priority Networks designate where streets will be designed and operated to prioritize the safety, comfort, and flow 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 the County allocates street space.

## Modal Priority Networks and Modal Hierarchy

**First Priority:**
Pedestrian

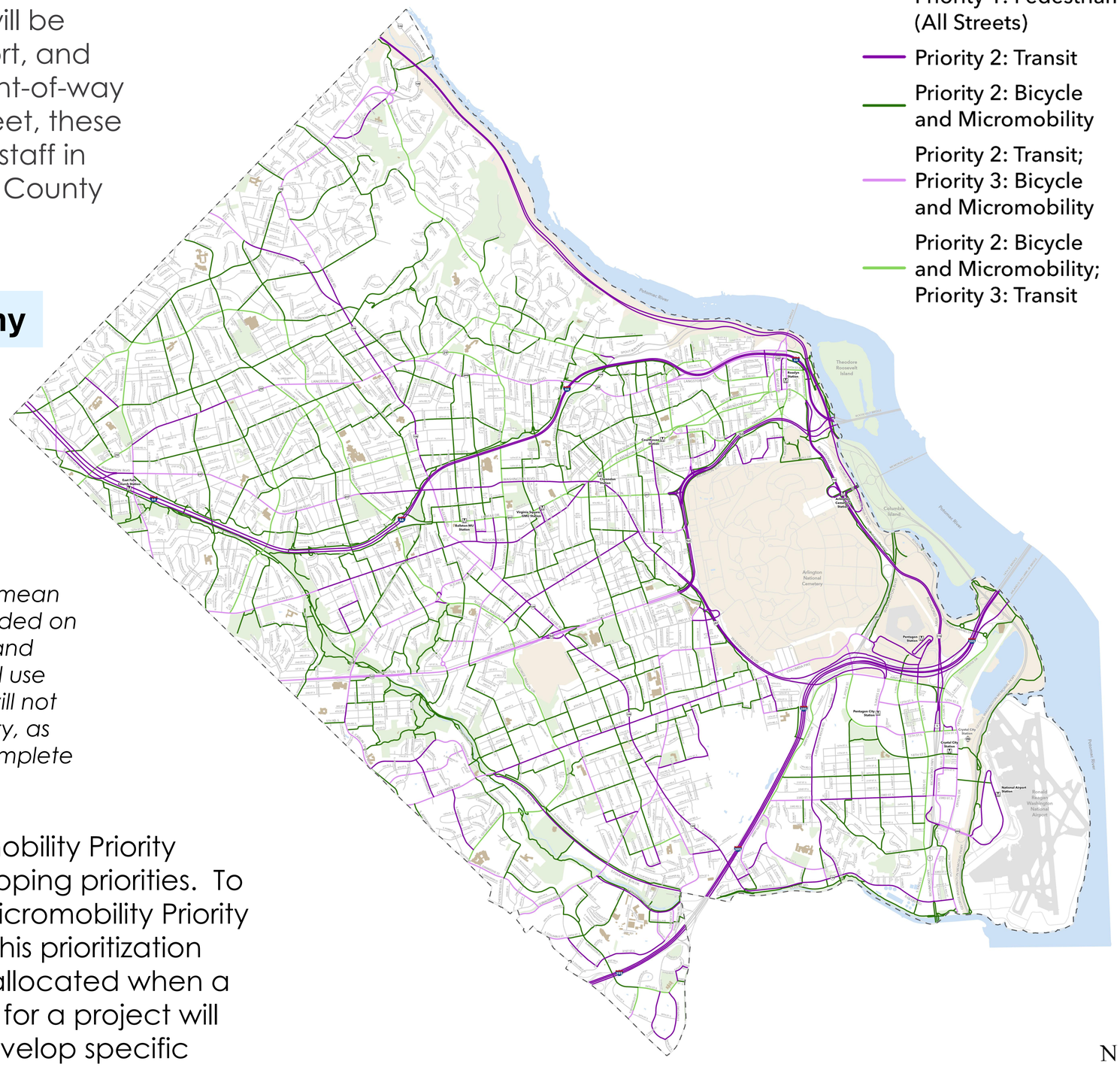
**Second Priority:**
Transit or Bicycle and Micromobility

**Third Priority:**
Transit or Bicycle and Micromobility

**Completed Networks:**
Vehicle and Freight

*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.*

When the Pedestrian, Transit, and Bicycle and Micromobility Priority Network maps are overlaid, some streets have overlapping priorities. To address these overlaps, the Transit and Bicycle and Micromobility Priority Networks are assigned either second or third priority. This prioritization reflects the order in which right-of-way space will be allocated when a street is redesigned. The planning and design process for a project will assess how to accommodate each mode and will develop specific design solutions for that street's unique needs.



# Pedestrian Activity Areas



## What are Pedestrian Activity Areas?

The Pedestrian Activity Areas Map identifies where streets are in proximity to everyday destinations and community resources. Rather than a standalone network connectivity tool, 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.

## What are the Pedestrian Tiers?

The Pedestrian Activity Areas map is tier-based and was developed using the following approach:

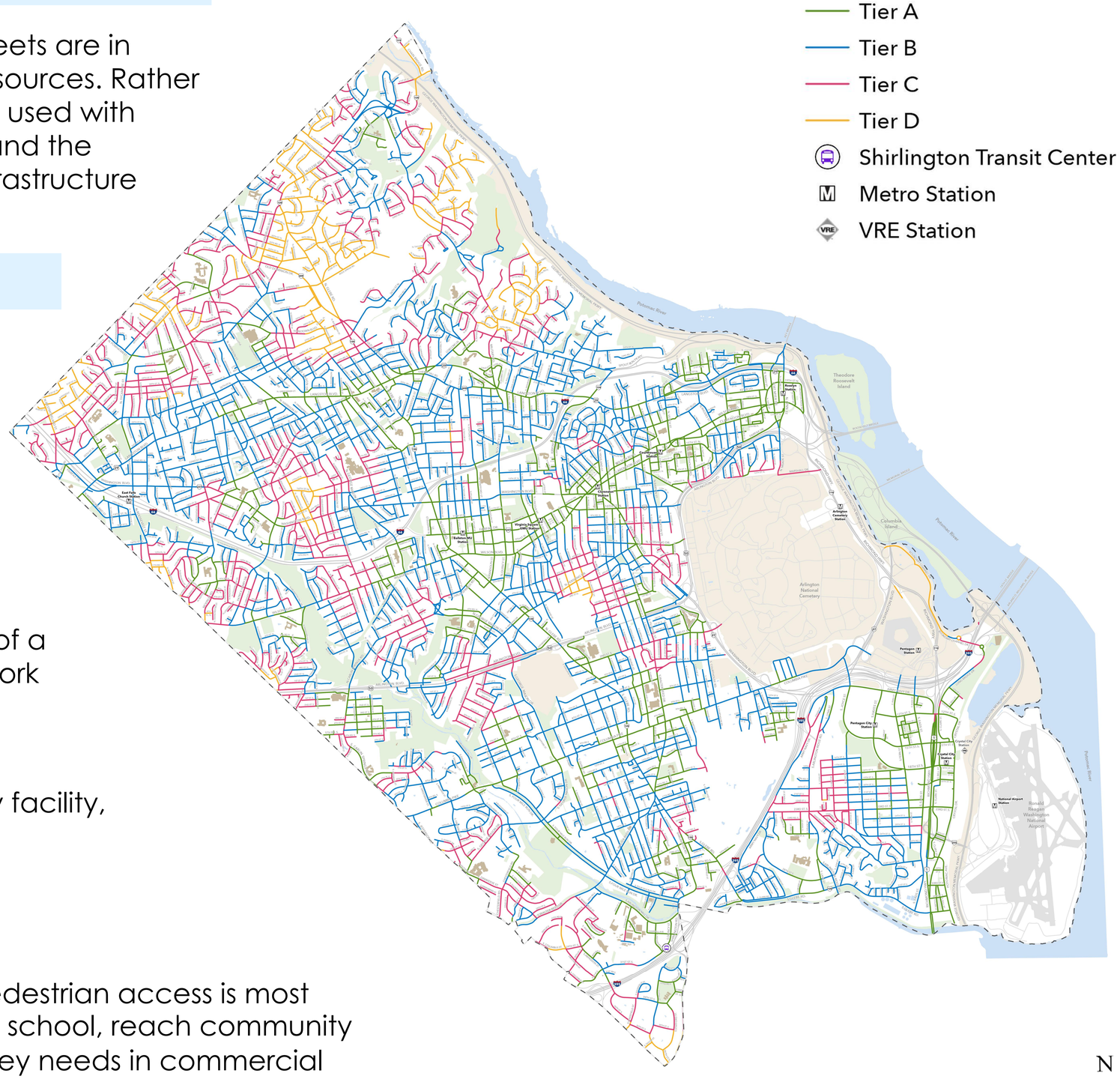
***Tier A***
Streets within 1/8 of a mile of a school, County facility (library, community center, or government services), or within a commercial area.

***Tier B***
Streets within 1/8 of a mile of a park or 1/4 of a mile of a 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 — for example, where people may walk to school, reach community services at libraries and community centers, shop for key needs in commercial areas, enjoy parks, and connect to opportunities through the transit network.



# Transit Priority Network

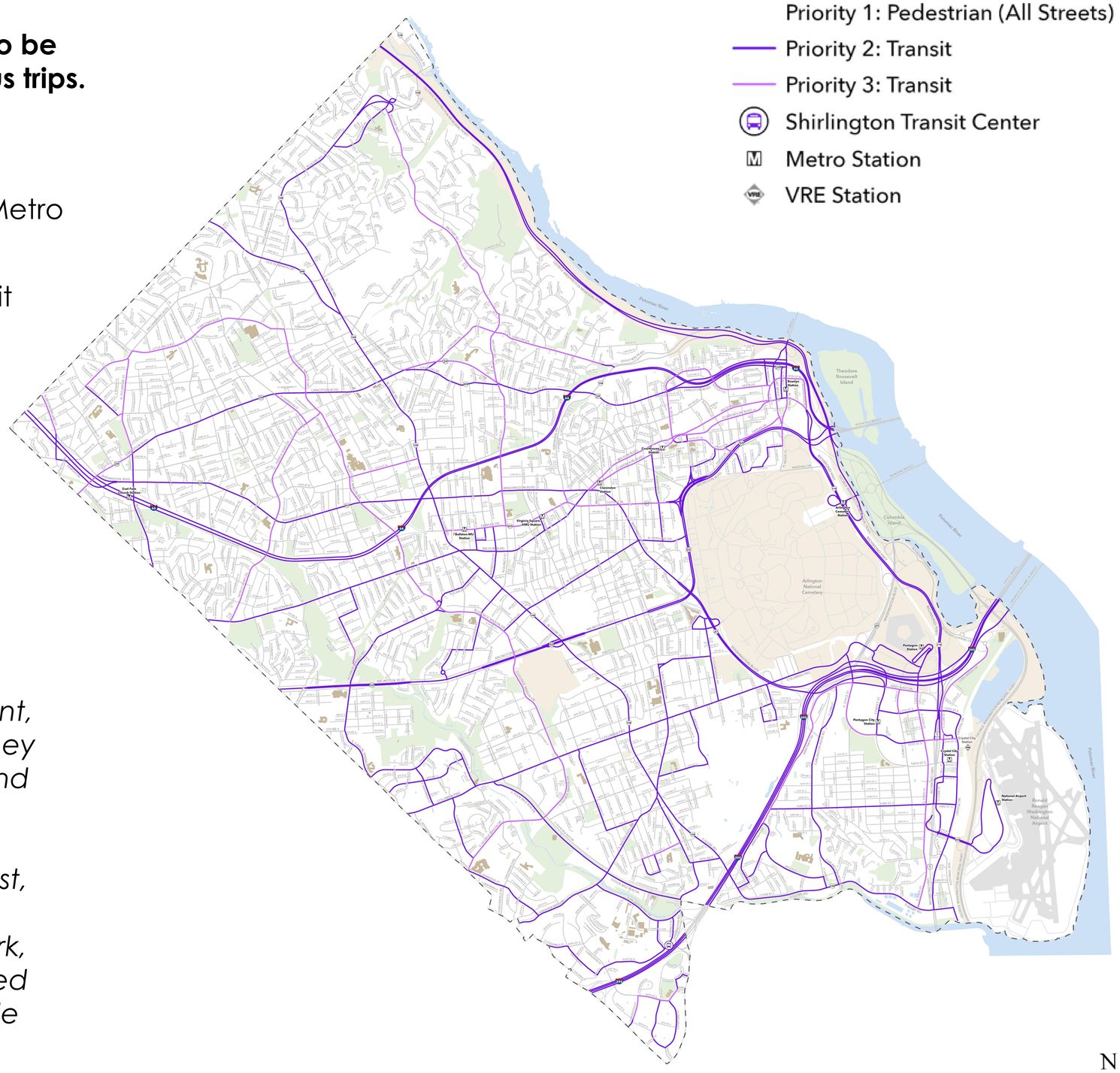


## What is the Transit Priority Network?

The Transit Priority Network shows **where streets need to be designed to support fast, reliable, and comfortable bus trips.**

- Focuses on areas with the greatest bus use today and where demand is expected to grow.
- Does not show specific routes or providers, such as Metro Bus or ART.
- Guides future planning, funding, and design of transit infrastructure investments, but does not indicate a specific treatment type.
- Transit priority infrastructure could include, but is not limited to, dedicated bus lanes, better bus stops, and special treatments for buses at intersections.

*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. 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. 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.*



# Bicycle and Micromobility Priority Network

MAP E (5 OF 8)

## What is the Bicycle and Micromobility Priority Network?

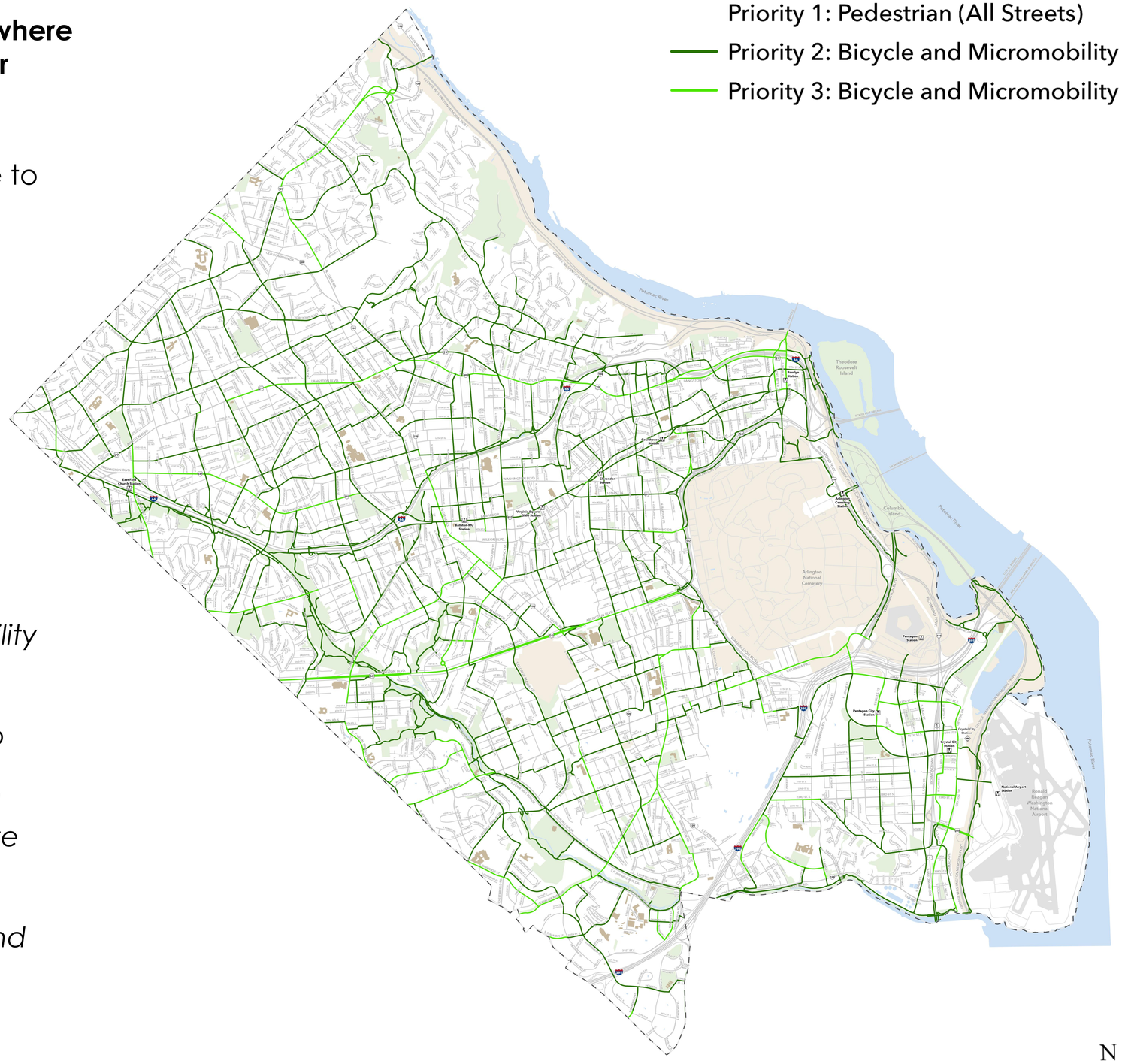
The Bicycle and Micromobility Priority Network shows **where streets and future connections need to be designed or updated to support safe, low-stress bicycle and micromobility trips across the County** by:

- Creating a complete network that connects people to the places they want to go, now and in the future.
- Guiding future planning, funding, and design of bicycle and micromobility infrastructure investments.
- Identifying corridors for future study where infrastructure such as multi-use trails, bicycle lanes, contraflow bicycle lanes bicycle boulevards, and advisory bicycle lanes may be appropriate.

*A safe and well-connected bicycle and micromobility network expands travel options and encourages more people to shift trips to bicycling and micromobility. The community expressed a desire to use these modes more often, provided that future bicycle facilities are 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.*

**Legend**

- Priority 1: Pedestrian (All Streets)
- Priority 2: Bicycle and Micromobility
- Priority 3: Bicycle and Micromobility



# Street Typology



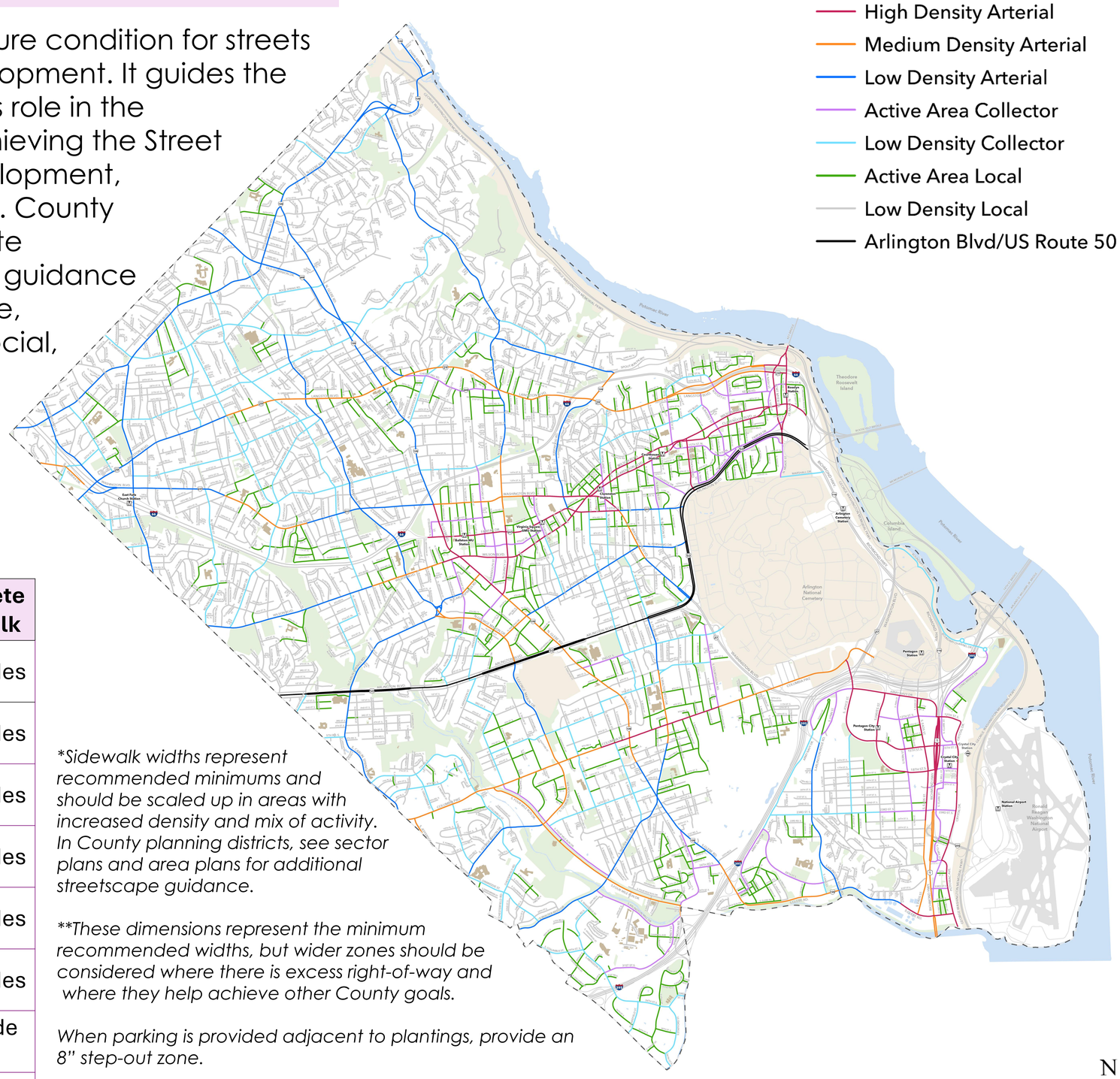
## What is a Street Typology?

The Street Typology represents the recommended future condition for streets to be achieved through County projects and redevelopment. It guides the design and use of the streetscape based on a street's role in the transportation network and surrounding land use. Achieving the Street Typology recommendations may require land redevelopment, easements, or additional right-of-way on some streets. County projects serve as incremental steps toward the ultimate recommendations. Implementing the Street Typology guidance will ensure that streetscapes support safe, comfortable, and accessible movement while accommodating social, economic, and operational needs.

## What are the Street Types?

Street types are detailed below. See the full plan for more guidance: [INSERT LINK HERE].

| Street Type | Sidewalk Width* | Utility/ Planting/ Amenity Zone** | Shy Zone | Complete Sidewalk |
|---|---|---|---|---|
| High Density Arterial | 10' | 6' | 2' | Both Sides |
| Medium Density Arterial | 8' | 5' | 2' | Both Sides |
| Low Density Arterial | 6' | 4' | 1' | Both Sides |
| Active Area Collector | 8' | 5' | 2' | Both Sides |
| Low Density Collector | 6' | 4' | 1' | Both Sides |
| Active Area Local | 6-10' | 2' utility strip OR 4' when plantings feasible | 2' | Both Sides |
| Low Density Local | 5' | 2' utility strip OR 4' when plantings feasible | 1' | One Side Min |
| Arlington Blvd/ US Route 50 | 11' multi-use trail | 4' | 2' | Both Sides |




**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.*

*When all minimums listed in the table cannot be met, achieving the minimum clear sidewalk width is the top priority, followed by the minimum utility/planting/amenity zone.*

# Freight and Goods Delivery Network

MAP G (7 OF 8)

## What is the Freight and Goods Delivery Network?

The Freight and Goods Delivery Network identifies streets where freight and delivery activity is more likely to occur. Unlike the Transit and Bicycle and Micromobility 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.

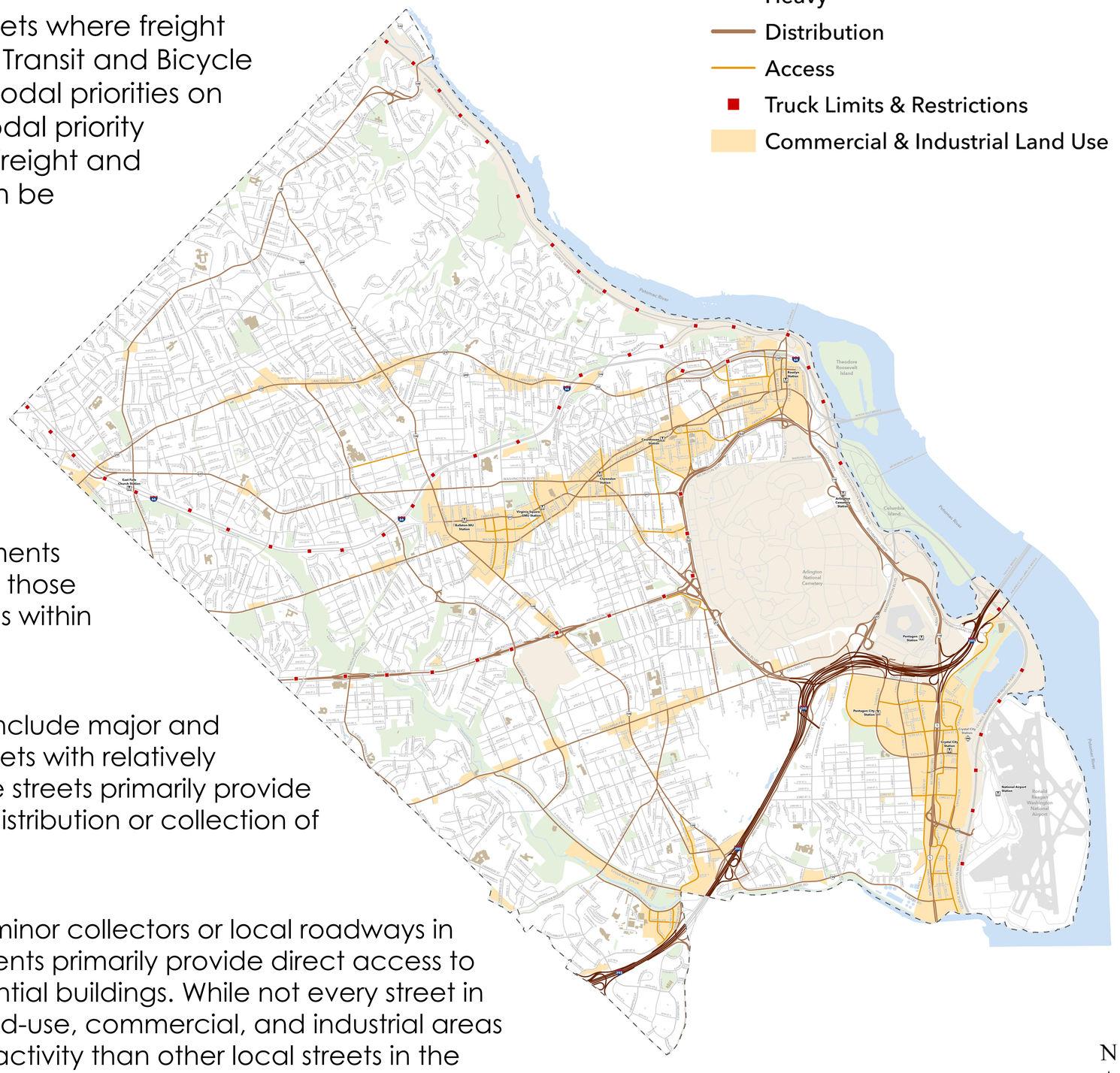
## What makes up the Network?

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 areas are expected to experience more freight and delivery activity than other local streets in the County.



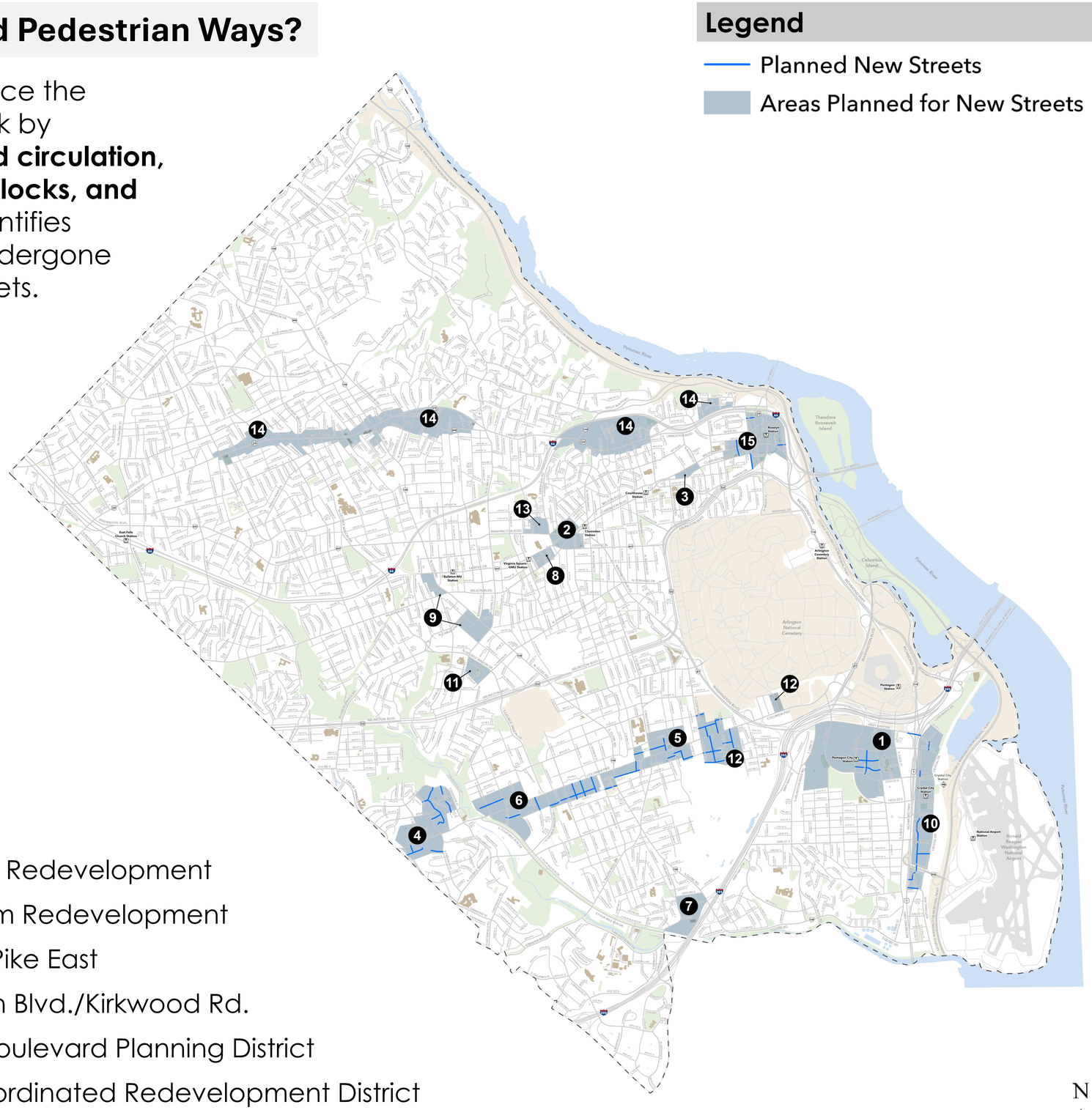
# Areas Planned for New Streets and Pedestrian Ways

MAP H (8 OF 8)

## What are Areas Planned for New Streets and Pedestrian Ways?

When redevelopment occurs, it is important to enhance the access and connectivity of the transportation network by constructing new streets **to enhance local access and circulation, create new pedestrian connections, break up large blocks, and facilitate loading for adjacent land uses.** This map identifies existing planning districts or similar areas that have undergone more detailed planning to identify needs for new streets.

Some planned streets are shown on this map where their alignments are known, while some alignments will be determined in the future. 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:

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