

Complete Streets

The street is where every element of transportation must be addressed and accommodated; pedestrians, transit, bicycles, passenger vehicles, trucks, and parking. It is also where many other aspects of public life take place including displaying civic pride, setting the tone for public activity and commerce, providing space for landscaping and accommodating storm water management and other public utilities.

The Streets Modal Element of the MTP provides guidance for achieving a greater balance among modes through the introduction of a new street typology depicted on this map and other policies that promote and enable Complete Streets. Complete Streets provide appropriate facilities to accommodate all expected transportation users and also take into account the scale and character of the streets' settings. Complete Streets do not necessarily entail dedicated facilities for each mode (e.g., transit track, bike lane, sidewalk), particularly on lower-volume streets. However, Complete Streets do ensure that travel by all modes is accommodated in a manner appropriate to the context of the street.

Complete Streets have three areas of activity: context, pedestrian space, and the travelway. The context of a street includes the buildings and sites adjacent to the street, or right-of-way. Land use, physical form and intensity shape the context. The pedestrian space is that which extends between the building face, or front of the private property, and the travelway. The travelway encompasses that portion of the public right-of-way between the curbs that is dedicated partially or exclusively to travel.

Street Typology

This map designates specific types of arterial streets. The proposed typology has been developed to shape decision-making about a given street section in terms of its planned land use context and multi-modal function. This overlay is the principal guide for the rebalancing, redesigning and rebuilding of arterial streets to become Complete Streets that provide for all modes of travel as well as serve the adjacent land uses. More specific guidelines for improving the various designs of existing streets within each general type are set forth in the Streets Modal Element. Non-arterial (local) streets should also have designed features to complement their land use context and function as illustrated in the table below. Arlington will also continue to use its Functional Classification of streets to guide operational and maintenance priorities. Typical elements and dimensions for each street type are illustrated in the table below. Factors such as existing and planned land use types and intensities, right-of-way availability, travel demand, transit operations, neighborhood character, historic designations, presence of mature trees, topography, and community concerns should be considered in the development of the final dimensions and design of any street.

Street Type	Travel Lanes*	Median	Target Speed	Travel Service	Bike Accommodations	Restricted/One-Way Access	On-Street Parking Priority	Pedestrian Way
Type A - Primary Retail/Office/Professional Use	2 to 4	None	20-25	Frequent	Bike Lane / Shared Lane	Yes	High	10' to 12' Sidewalk 10' to 12' Furniture Zone of Street
Type B - Primary Urban Mixed-Use	2 to 4	None	20-25	Frequent	Bike Lane / Shared Lane	Yes	High	10' to 12' Sidewalk 10' to 12' Furniture Zone of Street
Type C - Primary Commercial	4	Medians	30	Frequent	Bike Lane	No	Low	8' to 10' Sidewalk 8' to 10' Furniture Zone of Street
Type D - Primary Garden Apartments & Townhouses/Neighborhoods	2 to 4	None	20-25	Medium	Bike Lane	No	High	8' to 10' Sidewalk 8' to 10' Furniture Zone of Street
Type E - Primary Single-Family Residential/Neighborhoods	2 to 4	None	20-25	Limited	Bike Lane / Shared Lane	No	Medium	8' to 10' Sidewalk 8' to 10' Furniture Zone of Street
Type F - Primary Low-Density Residential Mixed-Use	4 to 6	High	25-35	Limited	Dedicated Shared Lane Path	Yes	None	8' to 10' Sidewalk or 10' Shared Lane Path 8' to 10' Furniture Zone of Street
Non-Arterial								
Urban Center Local (medium to high density)	2	Low	25	Limited/None	Bike Lane / Shared Lane	No	High	8' to 10' Sidewalk 8' to 10' Furniture Zone of Street
Neighborhood (low density)	1 to 2	Low/None	20-25	Limited/None	Shared Lane	No	High	8' to 10' Sidewalk 8' to 10' Furniture Zone of Street
Alley/Service	1 to 1.5	None	10	None	Shared Lane	No	Low	8' to 10' Sidewalk 8' to 10' Furniture Zone of Street
Transitway	2	Low/None	Varies	Frequent	Shared-Lane Path	Yes	None	8' to 10' Sidewalk 8' to 10' Furniture Zone of Street

Note: The nomenclature of the typologies, found in the legend and table above, is designed to help users understand the typology assignments by indicating where such street types are most commonly found. Land uses in the GLUP, other land use plans or existing zoning designations are not meant to be affected, changed or interpreted based upon the name of an abutting street type.



ARLINGTON VIRGINIA
Adopted December 18, 2007
Updated September 2023

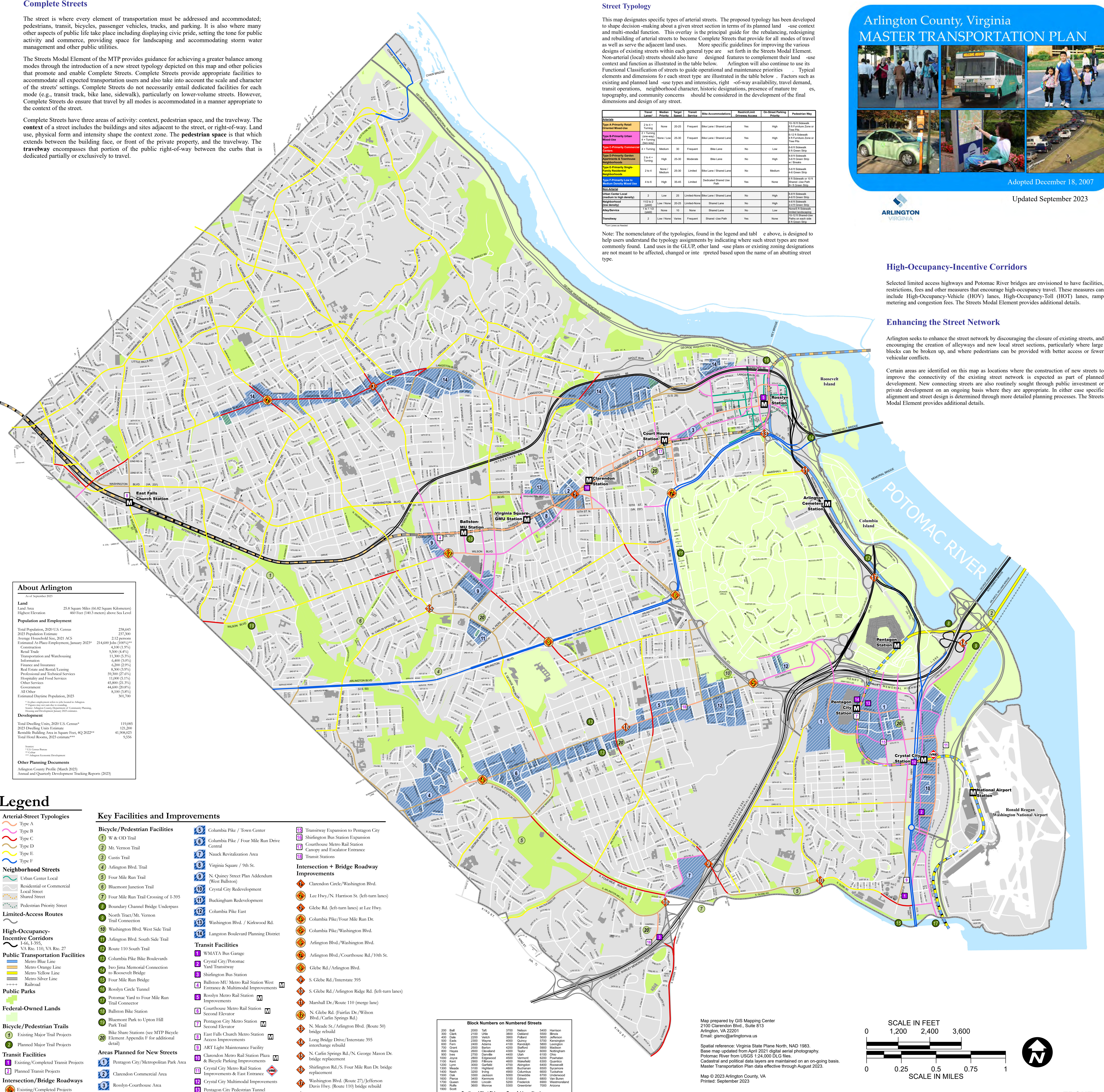
High-Occupancy-Incentive Corridors

Selected limited access highways and Potomac River bridges are envisioned to have facilities, restrictions, fees and other measures that encourage high-occupancy travel. These measures can include High-Occupancy-Vehicle (HOV) lanes, High-Occupancy-Toll (HOT) lanes, ramp metering and congestion fees. The Streets Modal Element provides additional details.

Enhancing the Street Network

Arlington seeks to enhance the street network by discouraging the closure of existing streets, and encouraging the creation of alleyways and new local street sections, particularly where large blocks can be broken up, and where pedestrians can be provided with better access or fewer vehicular conflicts.

Certain areas are identified on this map as locations where the construction of new streets to improve the connectivity of the existing street network is expected as part of planned development. New connecting streets are also routinely sought through public investment or private development on an ongoing basis where they are appropriate. In either case specific alignment and street design is determined through more detailed planning processes. The Streets Modal Element provides additional details.



About Arlington

As of September 2023

Land
Land Area: 25.8 Square Miles (66.82 Square Kilometers)
Highest Elevation: 460 Feet (140.3 meters) above Sea Level

Population and Employment

Total Population, 2020 U.S. Census	238,643
2023 Population Estimate	237,300
Average Household Size, 2021 ACS	2.12 persons
Estimated At-Risk Employment, January 2023*	214,660 Jobs (10.9%)**
Construction	4,100 (1.7%)
Retail Trade	9,500 (4.1%)
Transportation and Warehousing	11,300 (5.3%)
Information	6,400 (3.0%)
Finance and Insurance	6,200 (2.9%)
Real Estate and Rental/Leasing	8,300 (3.9%)
Professional and Technical Services	59,300 (27.4%)
Hospitality and Food Services	11,000 (5.1%)
Other Services	45,800 (21.3%)
Government	44,600 (20.8%)
All Other	8,100 (3.8%)
Estimated Daytime Population, 2023	301,700

* Higher employment refers to jobs located in Arlington.
** Higher than the state and the nation.
Source: Arlington County Department of Community Planning, Research and Development January 2023 estimates.

Development

Total Dwelling Units, 2020 U.S. Census*	119,085
2023 Dwelling Units Estimate	121,200
Residential Building Area in Square Feet, 4Q 2022**	41,948,023
Total Hotel Rooms, 2023 estimate**	9,536

Source: * U.S. Census Bureau
** U.S. Census Bureau

Other Planning Documents
Arlington County Profile (March 2023)
Annual and Quarterly Development Tracking Reports (2023)

Legend

Arterial-Street Typologies

- Type A
- Type B
- Type C
- Type D
- Type E
- Type F

Neighborhood Streets

- Urban Center Local
- Residential or Commercial
- Local Street
- Shared Street
- Pedestrian Priority Street

Limited-Access Routes

- High-Occupancy-Incentive Corridors (I-66, I-395)
- VA Rte. 110, VA Rte. 27

Public Transportation Facilities

- Metro Blue Line
- Metro Orange Line
- Metro Yellow Line
- Metro Silver Line
- Railroad

Public Parks

- Federal-Owned Lands

Bicycle/Pedestrian Trails

- Existing Major Trail Projects
- Planned Major Trail Projects

Transit Facilities

- Existing/Completed Transit Projects
- Planned Transit Projects

Intersection/Bridge Roadways

- Existing/Completed Projects
- Planned Roadway Projects

Key Facilities and Improvements

Bicycle/Pedestrian Facilities

- 1 W & OD Trail
- 2 Mt. Vernon Trail
- 3 Custis Trail
- 4 Arlington Blvd. Trail
- 5 Four Mile Run Trail
- 6 Bluemont Junction Trail
- 7 Four Mile Run Trail Crossing of I-395
- 8 Boundary Channel Bridge Underpass
- 9 North Tract/Mt. Vernon Trail Connector
- 10 Washington Blvd. West Side Trail
- 11 Arlington Blvd. South Side Trail
- 12 Route 110 South Trail
- 13 Columbia Pike Bike Boulevards
- 14 Iwo Jima Memorial Connection to Roosevelt Bridge
- 15 Four Mile Run Bridge
- 16 Rosslyn Circle Tunnel
- 17 Potomac Yard to Four Mile Run Trail Connector
- 18 Ballston Bike Station
- 19 Bluemont Park to Upton Hill Park Trail
- 20 Bike Share Stations (see MTP Bicycle Access Improvements)
- 21 ART Light Maintenance Facility
- 22 Clarendon Metro Rail Station Plaza & Bicycle Parking Improvements
- 23 Crystal City Metro Rail Station Improvements & East Entrance
- 24 Crystal City Multimodal Improvements
- 25 Pentagon City Pedestrian Tunnel
- 26 Pentagon City Multimodal Improvements

Transit Facilities

- 1 WMATA Bus Garage
- 2 Crystal City/Potomac Yard Transitway
- 3 Shirlington Bus Station
- 4 Ballston-MU Metro Rail Station West Entrance & Multimodal Improvements
- 5 Rosslyn Metro Rail Station Improvements
- 6 Courthouse Metro Rail Station Second Elevator
- 7 Pentagon City Metro Station Second Elevator
- 8 East Falls Church Metro Station Access Improvements
- 9 ART Light Maintenance Facility
- 10 Clarendon Metro Rail Station Plaza & Bicycle Parking Improvements
- 11 Crystal City Metro Rail Station Improvements & East Entrance
- 12 Crystal City Multimodal Improvements
- 13 Pentagon City Pedestrian Tunnel
- 14 Pentagon City Multimodal Improvements

Areas Planned for New Streets

- 1 Pentagon City/Metropolitan Park Area
- 2 Clarendon-Commercial Area
- 3 Rosslyn-Courthouse Area
- 4 Columbia Pike West End

Intersection + Bridge Roadway Improvements

- 1 Clarendon Circle/Washington Blvd.
- 2 Lee Hwy./N. Harrison St. (left-turn lanes)
- 3 Glebe Rd. (left-turn lanes) at Lee Hwy.
- 4 Columbia Pike/Four Mile Run Dr.
- 5 Columbia Pike/Washington Blvd.
- 6 Arlington Blvd./Washington Blvd.
- 7 Arlington Blvd./Court House Rd./10th St.
- 8 Glebe Rd./Arlington Blvd.
- 9 S. Glebe Rd./Interstate 395
- 10 S. Glebe Rd./Arlington Ridge Rd. (left-turn lanes)
- 11 Marshall Dr./Route 110 (merge lane)
- 12 N. Glebe Rd./Fairfax Dr./Wilson Blvd./Carlin Springs Rd.
- 13 N. Meade St./Arlington Blvd. (Route 50) bridge rebuild
- 14 Long Bridge Drive/Interstate 395 interchange rebuild
- 15 N. Carlin Springs Rd./N. George Mason Dr. bridge replacement
- 16 Shirlington Rd./S. Four Mile Run Dr. bridge replacement
- 17 Washington Blvd. (Route 27)/Jefferson Davis Hwy. (Route 110) bridge rebuild
- 18 Columbia Pike Multimodal

Transitway Expansion to Pentagon City

- 1 Shirlington Bus Station Expansion
- 2 Courthouse Metro Rail Station Canopy and Escalator Entrance
- 3 Transit Stations

Block Numbers on Numbered Streets

200 Ball	2000 Telt	3100 Nelson	5400 Harrison
300 Clark	2100 Little	3200 Oakland	5500 Bronx
400 Dale	2200 Welch	3300 Oakland	5600 Jefferson
500 East	2300 Wayne	3400 Park	5700 Kensington
600 Farm	2400 Adams	3500 Park	5800 Langston
700 Great	2500 Barron	3600 Park	5900 Madison
800 Hayes	2600 Cleveland	3700 Taylor	6000 McPherson
900 Jones	2700 Duval	3800 Taylor	6100 Montgomery
1000 Joyce	2800 Filmore	3900 Taylor	6200 Northampton
1100 Kane	2900 Filmore	4000 Wakefield	6300 Quantico
1200 Lynn	3000 Carroll	4100 Arlington	6400 Rosslyn
1300 Meade	3100 Highland	4200 Arlington	6500 Sycamore
1400 Nash	3200 King	4300 Arlington	6600 Takoma
1500 Oak	3300 Jackson	4400 Burhanon	6700 Underwood
1600 Pence	3400 Keene	4500 Calhoun	6800 Van Buren
1700 Queen	3500 Lincoln	4600 Frederick	6900 Westoverland
1800 Rife	3600 Monroe	4700 Greenlee	7000 Westoverland
1900 Scott			

South and West Sides are Even Address Numbers

Map prepared by GIS Mapping Center
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Email: gismc@arlingtonva.us

Spatial reference: Virginia State Plane North, NAD 1983.
Base map updated from April 2021 digital aerial photography.
Potomac River from USGS 1:24,000 DLG files.
Cadastral and political data layers are maintained on an on-going basis.
Master Transportation Plan data effective through August 2023.

Map © 2023 Arlington County, VA
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SCALE IN FEET
0 1,200 2,400 3,600

SCALE IN MILES
0 0.25 0.5 0.75 1

FRONT

Master Transportation Plan

Introduction

This Arlington Master Transportation Plan (MTP) promotes effective travel and accessibility for the County's residents, workers, and visitors through the year 2030. It provides a framework to guide the development of projects and programs, advance the County's goals and objectives, and help direct investment. Its policies affect how people travel, however they travel. As Arlington continues to grow, the MTP plays an important part in determining how the County will accommodate that growth. The MTP is comprised of three major components: this map, a Goals and Policies document, and six detailed mode-specific documents.

About this Map

The focus of this map is to provide visual guidance on the planned Arlington street system and to geographically locate the major transportation facility investments identified in the plan including streets, transit and bicycle facilities. Greater detail about the background of the transportation system and plan goals, policies and objectives, is found in the other components of the MTP.

Specific maps for the Transit and Bikeways networks are included to illustrate how existing and proposed facilities will integrate to create enhanced networks. Additional details on facilities can be found in the Transit and Bicycle Modal Elements.

Facilities for pedestrians, parking, and transportation demand and systems management are not included on this map as they are difficult to illustrate on a map of this scale. The respective modal elements of the MTP provide additional details, policies and design standards.



Arlington County Transit Network

Legend

- | | |
|---|--|
| Limited-Access Routes | Transit Networks |
| High-Occupancy-Incentive Corridors | ● Transit Stations - Existing and Proposed |
| Neighborhood Streets | — Premium Transit Network |
| Other Streets | — Express Bus Corridor |
| Pedestrian Priority Streets | — Primary Transit Network |
| Flexible Transit Zones | — Secondary Transit Network |
| Planned | Public Transportation Facilities |
| Public Parks | Existing |
| Federal-Owned Lands | Planned |
| Potomac River | Virginia Railway Express |
| | Metro Station |
| | Metro Blue Line |
| | Metro Orange Line |
| | Metro Silver Line |
| | Metro Yellow Line |

Transit

A key aspect of the Master Transportation Plan is the implementation of a Premium Transit Network (PrTN) in Crystal City and along Columbia Pike. The PrTN is designed to add capacity and encourage investment in areas of the County where significant growth and development is planned. The PrTN features high frequency (every 10-12 minutes), branded, and easy to understand bus routes with passenger amenities such as real-time transit information and high quality transit stations.

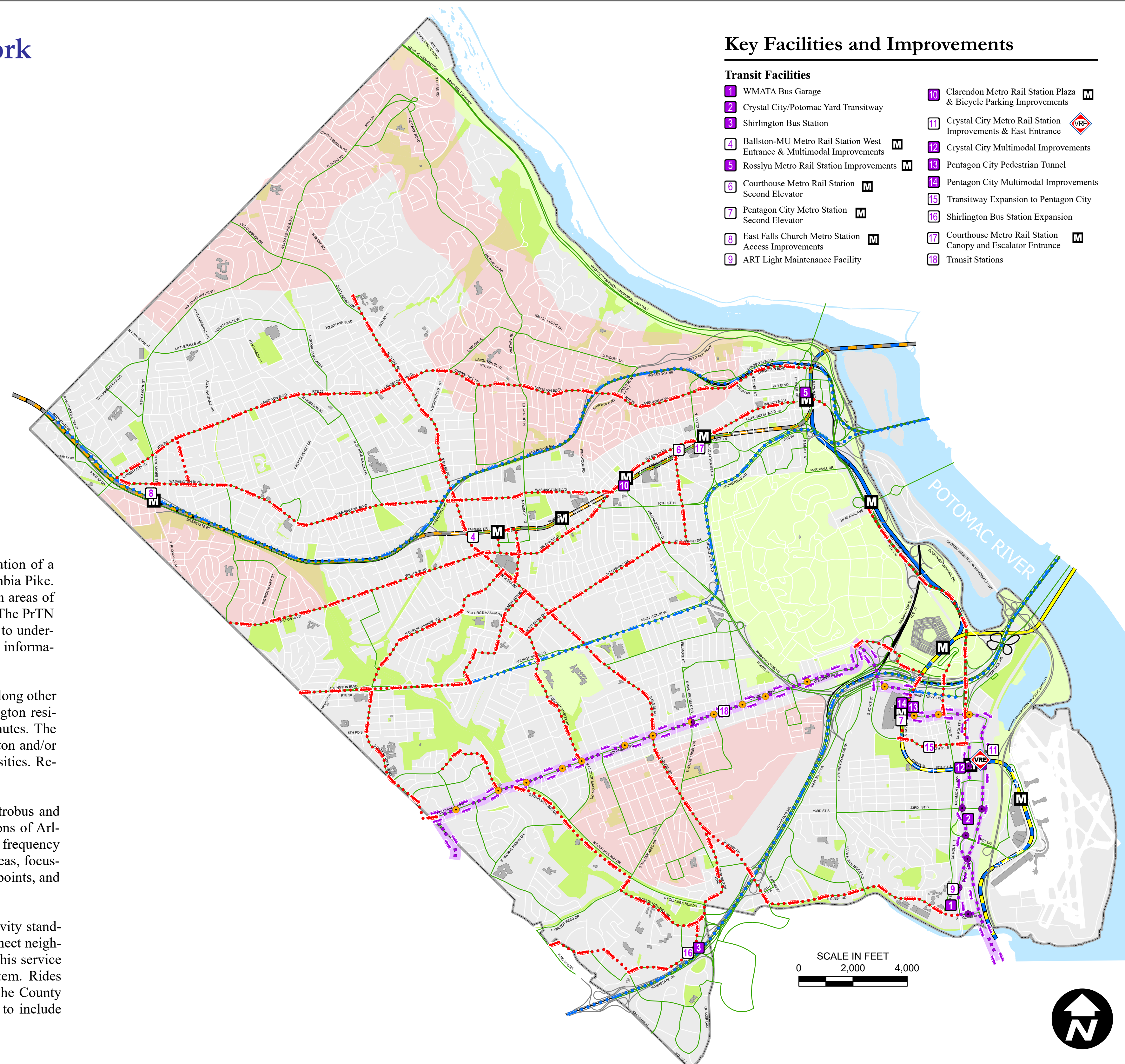
In addition, the expansion of the Primary Transit Network (PTN) along other primary development corridors will provide the majority of Arlington residents with all-day east-west and north-south access every 15 minutes. The PTN may be expanded further in future updates if parts of Arlington and/or adjacent communities are redeveloped at substantially higher densities. Regional express bus routes also complement PTN service.

The Secondary Transit Network (STN) offers more localized Metrobus and ART service. The STN serves the low- to moderate-density portions of Arlington and adjacent communities. The STN routes do not have the frequency or capacity of the PTN, but penetrate deeper into lower-density areas, focusing on bringing people to Metrorail stations, other service transfer points, and serving important neighborhood destinations.

In areas of the County where STN service does not meet productivity standards, the County will institute a flexible, on-demand service to connect neighborhoods with transit stations or key neighborhood destinations. This service will use smaller vehicles and could include a separate fare system. Rides would be grouped and provided on a demand-responsive basis. The County will pilot this service during off-peak periods but may expand it to include service during peak periods as well.

Key Facilities and Improvements

- | | | |
|--|---|--|
| Transit Facilities | 1 WMATA Bus Garage | 10 Clarendon Metro Rail Station Plaza & Bicycle Parking Improvements |
| 2 Crystal City/Potomac Yard Transitway | 3 Shirlington Bus Station | 11 Crystal City Metro Rail Station Improvements & East Entrance |
| 4 Ballston-MU Metro Rail Station West Entrance & Multimodal Improvements | 5 Rosslyn Metro Rail Station Improvements | 12 Crystal City Multimodal Improvements |
| 6 Courthouse Metro Rail Station Second Elevator | 7 Pentagon City Metro Station Second Elevator | 13 Pentagon City Pedestrian Tunnel |
| 8 East Falls Church Metro Station Access Improvements | 9 ART Light Maintenance Facility | 14 Pentagon City Multimodal Improvements |
| | | 15 Transitway Expansion to Pentagon City |
| | | 16 Shirlington Bus Station Expansion |
| | | 17 Courthouse Metro Rail Station Canopy and Escalator Entrance |
| | | 18 Transit Stations |



Arlington County Bike and Trail Network

Pedestrian Facilities

Pedestrian travel takes place throughout the County along every street and within every commercial development. Arlington's planned sidewalk network is supplemented by shared-use and pedestrian-only paths, as well as bridges, tunnels and other crossings that improve safety and increase connectivity in walking routes. Pedestrian improvements outlined in the Pedestrian Modal Element will complete the sidewalk system to enhance connectivity and safety.

Legend

- | | |
|---|----------------------------------|
| Limited-Access Routes | On Street Bike Lanes |
| High-Occupancy-Incentive Corridors | Existing Bike Lanes |
| Neighborhood Streets | Planned Bike Lanes |
| Other Streets | On Street Bike Facilities |
| Pedestrian Priority Streets | Existing Bikeway |
| Public Transportation Facilities | Planned Bikeway |
| Metro Station | Off Street Trail Network |
| Metro Blue Line | Existing Trails |
| Metro Orange Line | Planned Trail Projects |
| Metro Silver Line | Public Parks |
| Metro Yellow Line | Federal-Owned Lands |
| Potomac River | |

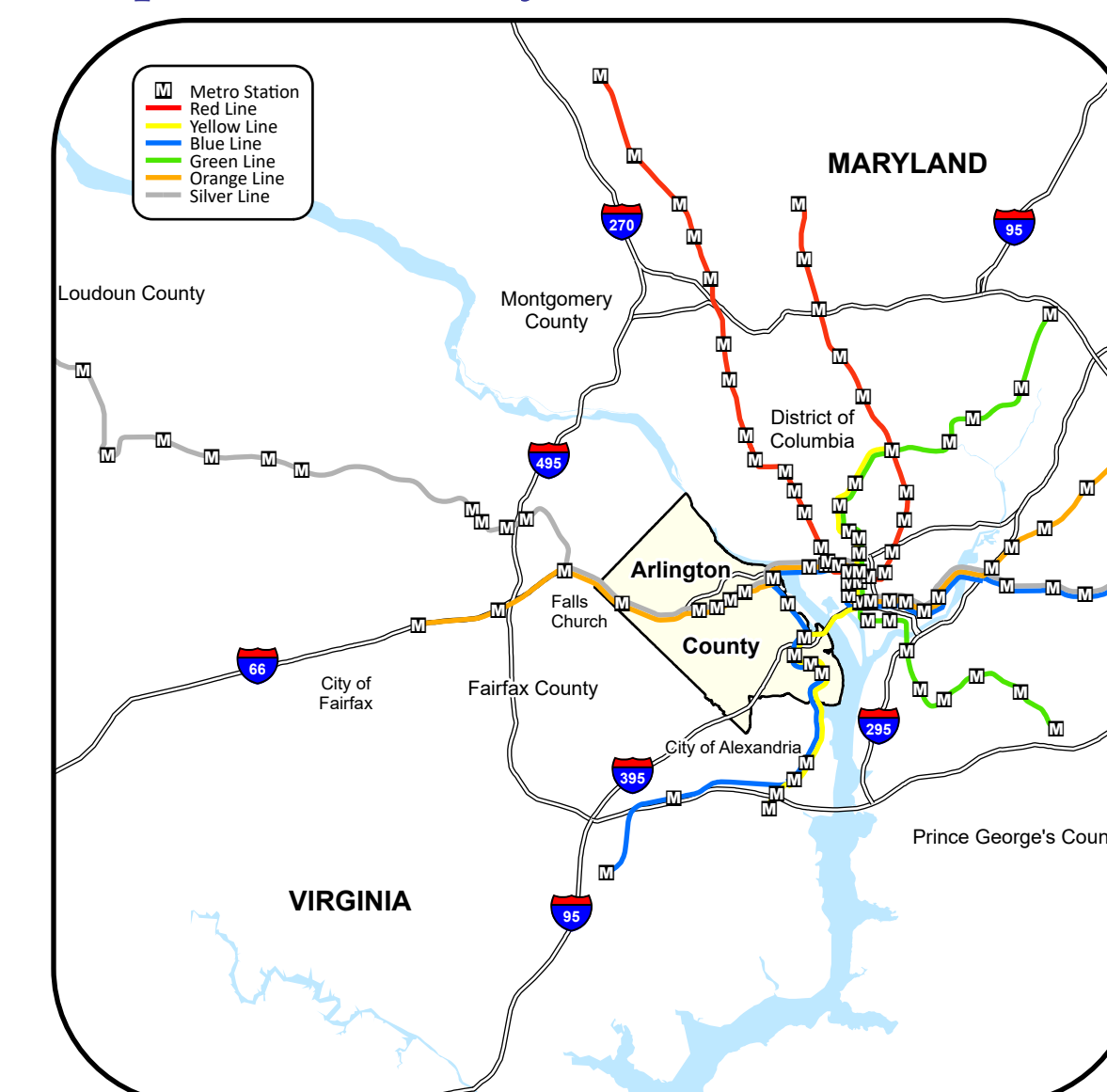
Key Facilities and Improvements

- | | |
|--|---|
| Bicycle/Pedestrian Facilities | 10 Washington Blvd. West Side Trail |
| Note: Trails shown on Columbia Island (D.C.) are for displaying connectivity | 11 Arlington Blvd. South Side Trail |
| 1 W & OD Trail | 12 Route 110 South Trail |
| 2 Mt. Vernon Trail | 13 Columbia Pike Bike Boulevards |
| 3 Custis Trail | 14 Iwo Jima Memorial Connection to Roosevelt Bridge |
| 4 Arlington Blvd. Trail | 15 Four Mile Run Bridge |
| 5 Four Mile Run Trail | 16 Rosslyn Circle Tunnel |
| 6 Ballston Junction Trail | 17 Potomac Yard to Four Mile Run Trail Connector |
| 7 Four Mile Run Trail Crossing of I-395 | 18 Ballston Bike Station |
| 8 Boundary Channel Bridge Underpass | 19 Blumenthal Park to Upton Hill Park Trail |
| 9 North Tract/Mt. Vernon Trail Connection | 20 Bike Share Stations (see MTP Bicycle Element Appendix F for additional detail) |

SCALE IN FEET
0 2,000 4,000



Map of Metrorail System



Bicycling

The Planned Bikeway Network includes on-street bike lanes and signed routes, as well as off-street shared-use paths that achieve at least one of the following:

- Serve the most important and well-used bicycle transportation corridors
- Provide access to the most important destinations within and immediately outside the County
- Provide connections to all neighborhoods within the County.

Supplementing the Bikeway Network will be ample, secure bicycle parking provided by both the County and private sector at residences, workplaces, public facilities, parks and commercial centers. Additional information can be found in the Bicycle Modal Element.



Map prepared by GIS Mapping Center
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Arlington, VA 22201
Email: gismc@arlingtonva.us

Spatial reference: Virginia State Plane North, NAD 1983
Base map updated from April 2021 digital aerial photography.
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