

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 zone. 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.

Arterial	Travel Lanes*	Median	Target Speed	Transit Service	Bike Accommodations	Restrict/Limit Driveway Access	On-Street Parking Priority	Prohibition Way
Type A: Primary Retail/Shared-Use	2 to 4	None	20-25	Frequent	Bike Lane / Shared Lane	Yes	High	10' to 15' Sidewalk 15' to 20' Green Strip or 20' Green Strip
Type B: Primary Urban Mixed-Use	2 to 4	None	25-30	Frequent	Bike Lane / Shared Lane	Yes	High	10' to 15' Sidewalk 15' to 20' Green Strip or 20' Green Strip
Type C: Primary Commercial	4 to 6	None	30	Frequent	Bike Lane	No	Low	10' to 15' Sidewalk 15' to 20' Green Strip or 20' Green Strip
Type D: Primary Garden Apartments & Townhouse Neighborhoods	2 to 4	Turning	High	Moderate	Bike Lane	No	High	10' to 15' Sidewalk 15' to 20' Green Strip or 20' Green Strip
Type E: Primary Single-Family Residential Neighborhoods	2 to 4	None / Medium	25-30	Limited	Bike Lane / Shared Lane	No	Medium	10' to 15' Sidewalk 15' to 20' Green Strip or 20' Green Strip
Type F: Primary Low-Density Residential	4 to 6	High	25-45	Limited	Dedicated Shared Use Path	Yes	None	10' to 15' Sidewalk or 10' Shared-Use Path 15' to 20' Green Strip
Non-Arterial								
Urban Center Local (medium to high density)	2	Low	25	Limited/None	Bike Lane / Shared Lane	No	High	10' to 15' Sidewalk 15' to 20' Green Strip or 20' Green Strip
Neighborhood (low density)	1 to 2	Low / None	20-25	Limited/None	Shared Lane	No	High	10' to 15' Sidewalk 15' to 20' Green Strip or 20' Green Strip
Alley/Service	1 to 1 1/2	None	10	None	Shared Lane	No	Low	None / 10' Sidewalk 15' to 20' Green Strip or 20' Green Strip
Transway	2	Low / None	Varies	Frequent	Shared-Use Path	Yes	None	Plants on each side 10' to 15' Green Strip

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 County, Virginia MASTER TRANSPORTATION PLAN



Adopted December 18, 2007



Updated December 2017

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

Last January 2016

Land
Land Area: 25.8 Square Miles (66.82 Square Kilometers)
Highest Elevation: 469 Feet (144.3 meters) above Sea Level

Population and Employment
Total Population, 2010 U.S. Census: 189,455
Total Population, 2010 U.S. Census: 207,627
Estimated Population, January 2016: 223,800
Estimated Average Household Size, 2010 Census: 2.97 persons
Estimated At-Place Employment, Jan. 2016*: 211,000 Jobs (100%)**
Construction: 3,900 (1.9%)
Retail Trade: 19,000 (9.0%)
Transportation and Warehousing: 9,500 (4.5%)
Information: 5,600 (2.7%)
Finance and Insurance: 6,800 (3.2%)
Real Estate and Rental/Leasing: 7,800 (3.7%)
Professional and Technical Services: 45,900 (21.8%)
Hospitality and Food Services: 16,200 (7.7%)
Other Services: 49,200 (23.3%)
Government: 58,500 (27.9%)
All Other: 8,400 (4.0%)
Estimated Daytime Population, 2016: 288,000

Development
Total Dwelling Units, 2010 U.S. Census*: 90,426
Total Dwelling Units, 2010 U.S. Census*: 104,804
Estimated Dwelling Units, January 2016*: 112,900
Rentable Building Area in Square Feet, January 2016***: 4,082,259
Total Hotel Rooms, 2016 estimate****: 10,827

Other Planning Documents
Arlington County Profile (June 2016)
Annual and Quarterly Development Tracking Reports (2015)

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-495
 - 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

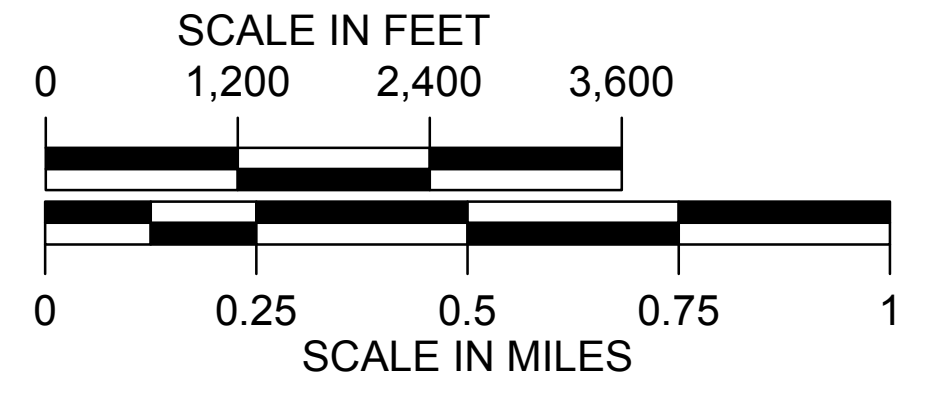
- Bicycle/Pedestrian Facilities**
 - W & OD Trail
 - Mt. Vernon Trail
 - Castis Trail
 - Arlington Blvd. Trail
 - Four Mile Run Trail
 - Bluemont Junction Trail
 - Four Mile Run Trail Crossing of I-395
 - Boundary Channel Bridge Underpass
 - North Tract/Mt. Vernon Trail Connection
 - Washington Blvd. West Side Trail
 - Arlington Blvd. South Side Trail
 - Route 110 South Trail
 - Columbia Pike Bike Boulevards
 - Iwo Jima Memorial Connection to Roosevelt Bridge
 - Four Mile Run Bridge
 - Rosslyn Circle Tunnel
 - Potomac Yard to Four Mile Run Trail Connector
 - Ballston Bike Station
 - Bluemont Park to Upton Hill Park Trail
 - East Falls Church Metro Station Access Improvements
 - ART Light Maintenance Facility
 - Clarendon Metro Rail Station Plaza & Bicycle Parking Improvements
 - Crystal City Metro Rail Station Improvements & East Entrance
 - Crystal City Multimodal Improvements
 - Pentagon City Pedestrian Tunnel
 - Pentagon City Multimodal Improvements
 - Transway Expansion to Pentagon City
- Transit Facilities**
 - WMATA Bus Garage
 - Crystal City/Potomac Yard Transitway
 - Shirlington Bus Station
 - Ballston-MU Metro Rail Station West Entrance & Multimodal Improvements
 - Rosslyn Metro Rail Station Improvements
 - Courthouse Metro Rail Station Second Elevator
 - Pentagon City Metro Station Second Elevator
 - East Falls Church Metro Station Access Improvements
 - ART Light Maintenance Facility
 - Clarendon Metro Rail Station Plaza & Bicycle Parking Improvements
 - Crystal City Metro Rail Station Improvements & East Entrance
 - Crystal City Multimodal Improvements
 - Pentagon City Pedestrian Tunnel
 - Pentagon City Multimodal Improvements
 - Transway Expansion to Pentagon City
- Areas Planned for New Streets**
 - Pentagon City/Metropolitan Park Area
 - Clarendon-Commercial Area
 - Rosslyn-Courthouse Area
 - Columbia Pike West End
 - Columbia Pike / Town Center
 - Columbia Pike / Four Mile Run Drive Central
 - Nauck Revitalization Area
 - Virginia Square / 9th St.
 - N. Quincy Street Plan Addendum (West Ballston)
 - Crystal City Redevelopment
 - Buckingham Redevelopment
 - Columbia Pike East
 - Washington Blvd. / Kirkwood Rd.
 - Shirlington Bus Station Expansion
 - Courthouse Metro Rail Station Canopy and Escalator Entrance
 - Transit Stations
- Intersection + Bridge Roadway Improvements**
 - Clarendon Circle/Washington Blvd.
 - Lee Hwy./N. Harrison St. (left-turn lanes)
 - Glebe Rd. (left-turn lanes) at Lee Hwy.
 - Columbia Pike/Four Mile Run Dr.
 - Columbia Pike/Washington Blvd.
 - Arlington Blvd./Washington Blvd.
 - Arlington Blvd./Courthouse Rd./10th St.
 - Glebe Rd./Arlington Blvd.
 - S. Glebe Rd./Interstate 395
 - S. Glebe Rd./Arlington Ridge Rd. (left-turn lanes)
 - Marshall Dr./Route 110 (merge lane)
 - N. Glebe Rd./Fairfax Dr./Wilson Blvd./Carlin Springs Rd.)
 - N. Meade St./Arlington Blvd. (Route 50) bridge rebuild
 - Long Bridge Drive/Interstate 395 interchange rebuild
 - N. Carlin Springs Rd./N. George Mason Dr. bridge replacement
 - Shirlington Rd./S. Four Mile Run Dr. bridge replacement
 - Washington Blvd. (Route 27)/Jefferson Davis Hwy. (Route 110) bridge rebuild
 - Columbia Pike Multimodal

Street	Block Range	Street	Block Range	Street	Block Range
200 Ball	2000 Telf	3700 Nelson	5400 Harrison		
300 Clark	2100 Linn	3800 Oakland	5500 Harris		
400 Dale	2200 Welch	3900 Pulaski	5600 Jefferson		
500 Eads	2300 Wayne	4000 Quincy	5700 Kensington		
600 Fern	2400 Adams	4100 Randolph	5800 Lexington		
700 Grant	2500 Barton	4200 Stuart	5900 Madison		
800 Hayes	2600 Cleveland	4300 Taylor	6000 Nottingham		
900 Hill	2700 Carlisle	4400 Utah	6100 Ohio		
1000 Joyce	2800 Carroll	4500 Vermont	6200 Ontario		
1100 Kent	2900 Filmore	4600 Wakefield	6300 Quantico		
1200 Lynn	3000 Gay	4700 Arlington	6400 Rochester		
1300 Meade	3100 Highland	4800 Burhan	6500 Syracuse		
1400 Nash	3200 King	4900 Cambridge	6600 Lakeside		
1500 Oak	3300 Jackson	5000 Danville	6700 Underwood		
1600 Pence	3400 Kearney	5100 Cambridge	6800 Van Buren		
1700 Queen	3500 Lincoln	5200 Frederick	6900 Westmoreland		
1800 Rife	3600 Monroe	5300 Greentree	7000 Venice		
1900 Scott					

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Spatial reference: Virginia State Plane North, NAD 1983.
Base map updated from April 2015 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 December 2017.

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Printed: December 2017



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.

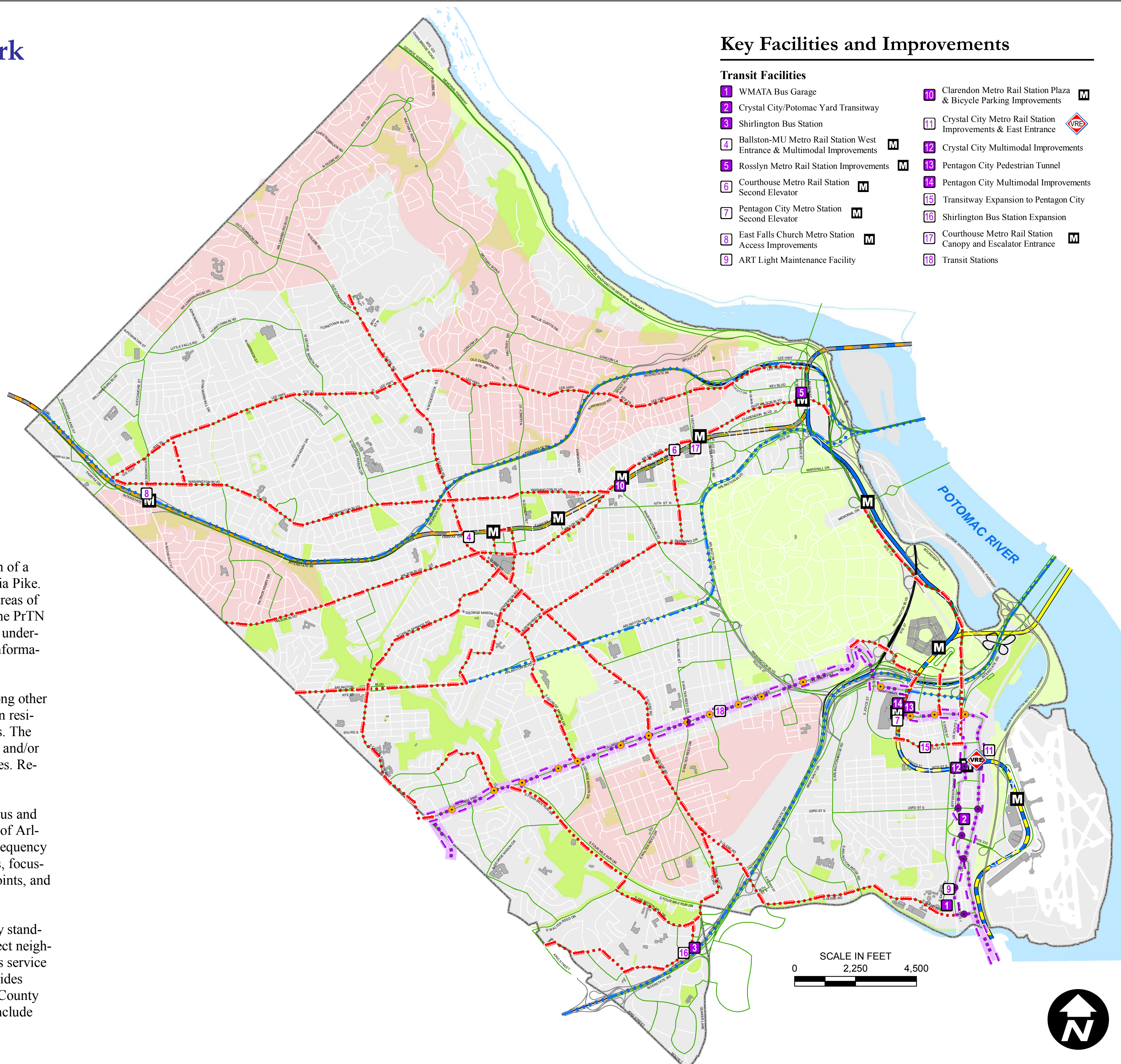
In addition, the expansion of the Primary Transit Network (PTN) along other primary development corridors will provide the majority of Arlington residents with all-day east-west and north-south access every 15 minutes. The PTN may be expanded further in future updates if parts of Arlington and/or adjacent 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

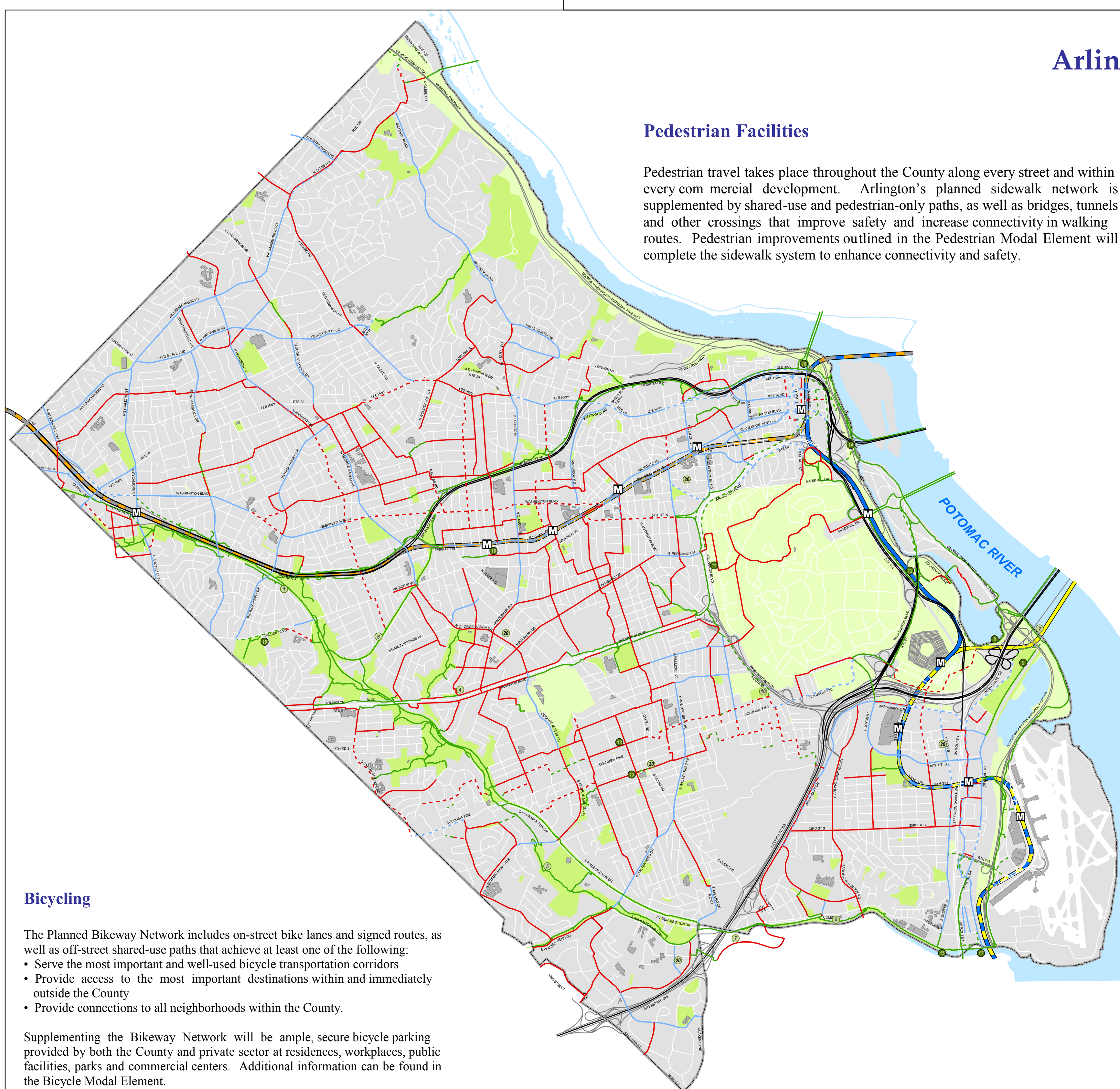
- | | |
|--|--|
| Transit Facilities | |
| 1 WMATA Bus Garage | 10 Clarendon Metro Rail Station Plaza & Bicycle Parking Improvements |
| 2 Crystal City/Potomac Yard Transitway | 11 Crystal City Metro Rail Station Improvements & East Entrance |
| 3 Shirlington Bus Station | 12 Crystal City Multimodal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

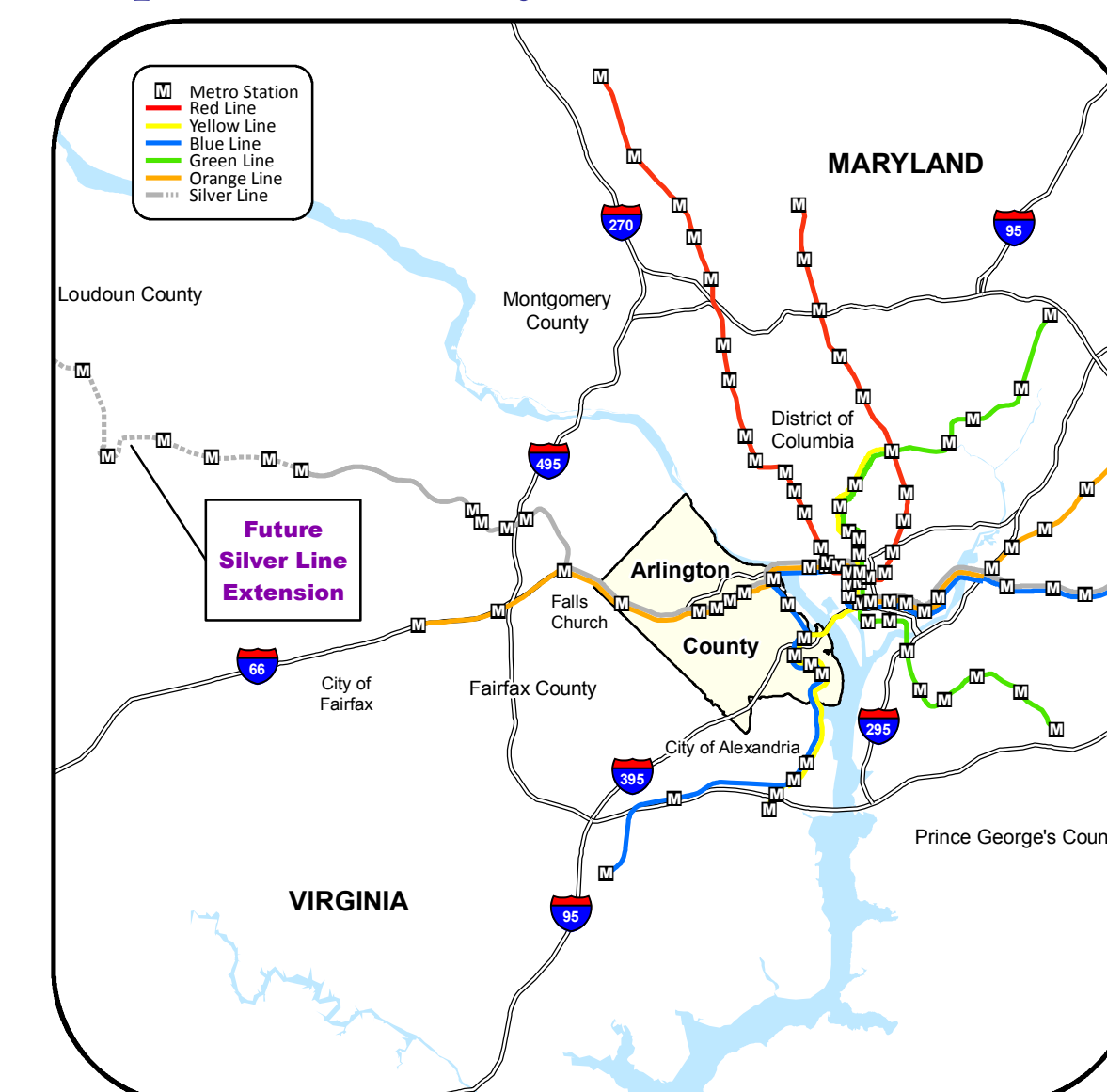
Key Facilities and Improvements

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

SCALE IN FEET
0 2,250 4,500



Map of Metrorail System



Map prepared by GIS Mapping Center
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Spatial reference: Virginia State Plane North, NAD 1983.
Base map updated from April 2015 digital aerial photography.
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BACK

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.