

Arlington's Complete Streets



POLICIES & PROJECTS



The Master Transportation Plan

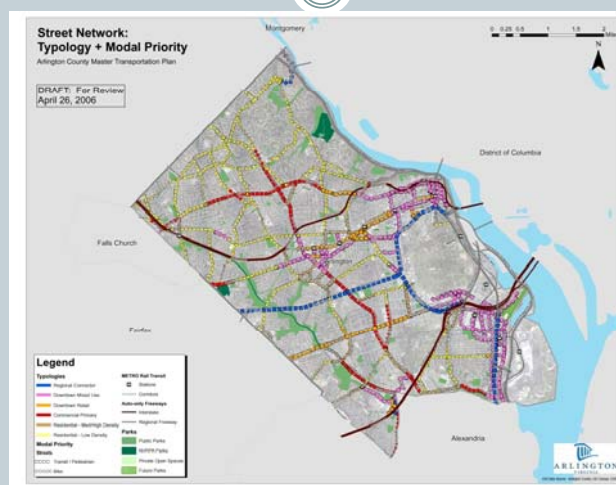


- County's Master Transportation Plan (MTP) was adopted in 8 parts between late 2007 and early 2011
- **Complete Streets Policy:** Design and operate a **comprehensive network** of Arlington's local and arterial streets to enable **safe access by all user groups** including pedestrians, bicyclists, transit vehicles and users, and motorists of all ages and abilities, allowing these users to access a full range of daily activities.

Supporting Guidance

- Arlington will work to **transform its current roadway network** into “Complete Streets”.
- Complete streets provide **appropriate facilities to accommodate all** expected transportation users and also to take into account the **scale and character** of the streets’ setting.
- Transportation performance measurement will **shift** from emphasis on the traditional vehicle “Level of Service” to an **emphasis on multimodal “Quality of Service”**.

Identified Street Typologies with design guidance for each street type



Complete Street Implementation

- County- initiated projects funded through the Capital Improvement Program (CIP)
- Private redevelopment is also being required to upgrade existing street conditions, as well as construct sections of new streets
- Coordination of private and public efforts

Crystal Drive



Clarendon Boulevard



Public Funding

- Have dedicated funding sources through CIP to transforming arterial streets
- Funding sources include:
 - County's general obligation bonds,
 - Commercial real estate tax
 - State Revenue Sharing matching grants, and
 - Local vehicle registration fee
 - Coordination with other improvements – stormwater, public facilities, community enhancements

Project Prioritization



- First Priority is County owned arterial streets
- County “Decal Fee” money directed towards primarily residential streets; Commercial Real Estate Tax funding “downtown” areas
- Emphasis on upgrades for transit stops, improved pedestrian crossings and marking bike lanes

N. George Mason Drive - After



Walter Reed Drive- Before & After



Walter Reed Drive – Before & After



N. Randolph Street – Before & After



Four Mile Run Drive – Before & After



A “Green” Complete Streets Project



- Reconstructed median allowed for bio-retention swale and landscaping
- Also, provided bicycle lane improvements and upgraded pedestrian crossings with pedestrian refuge spaces.