

Arlington's Complete Streets



POLICIES & PRACTICES



The Master Transportation Plan



- Complete rewrite of the County's Master Transportation Plan (MTP) began in 2005 and was completed in 2011
- Adopted in eight parts – the first and primary document is the Goals and Policies Summary

Three General Policies



- A. Integrate Transportation with Land Use
- B. Support the Design and Operation of Complete Streets
- C. Manage Travel Demand and Transportation Systems

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”.

MTP Streets Element Policies



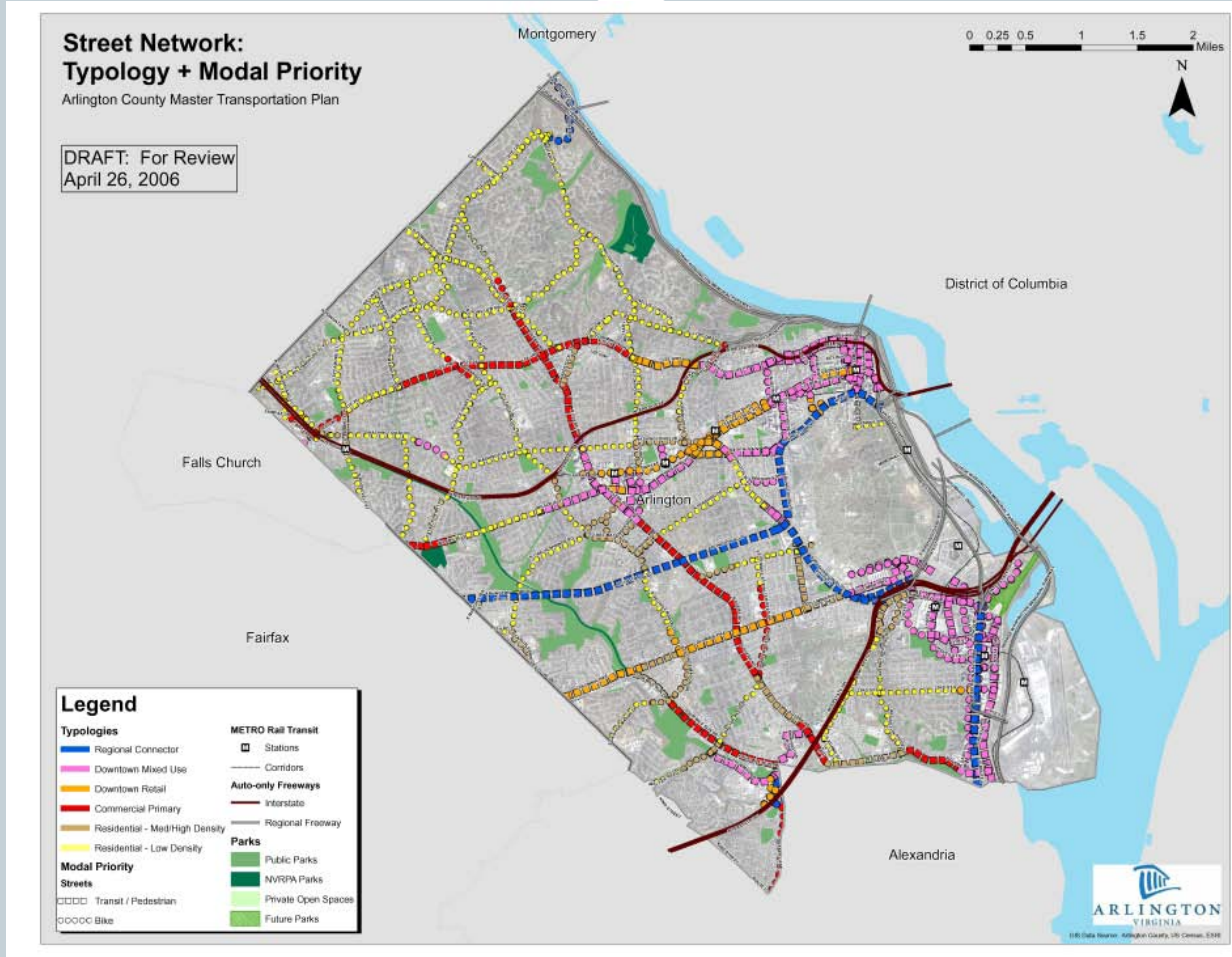
- Policy 4 – Include the appropriate facilities to meet the needs of bicyclists, pedestrians, transit riders, motorists and freight movements as part of all County street and facility improvement projects. Operate arterial and local streets in a manner that balances the needs of pedestrians, bicyclists, transit users and motorists in the right-of-way.

MTP Streets Element Policies



- Policy 5 – accommodate travel growth through shifts to non-automobile modes and improved management of the existing streets rather than the addition of significant new street capacity. Reconstruct streets within the existing right-of-way except where additional space is needed for safety and operational improvements.

Street Typologies



Design Guidance



- Travel Lanes
- Bicycle Facilities
- Sidewalks
- Medians & Landscaping
- Transit Service
- Parking
- Driveway Access
- Target Speed

Clarendon Boulevard



Fairfax Drive



N. George Mason Drive



Four Mile Run Drive – Before & After



Walter Reed Drive – Before & After

