

Master Transportation Plan

Goals and Policies Summary



Master Transportation Plan – Goals and Policies Document

Adopted November 13, 2007

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I. Introduction

This Arlington Master Transportation Plan (MTP) takes the long view in promoting effective travel and accessibility for the County's residents, workers, and visitors through the year 2030. It provides a policy framework to guide the development of projects and programs, advance the County's goals and objectives, and help direct investment. These policies will affect how people travel, however they travel. As Arlington continues to grow, the MTP will play an important part in determining how the County will accommodate that growth.

Plan Purpose

The Master Transportation Plan (MTP) is an integral component of the County's Comprehensive Plan. Its purpose is to guide those who make or explain decisions that affect Arlington's transportation network, help the public understand the rationale behind the decisions, and assist stakeholders who choose to advocate for better implementation of County transportation policy. The plan fulfills its purpose by helping users understand the policy it sets forth, the objectives and principles behind the policy, and how policy is to be implemented. The plan also provides stakeholders opportunities to participate directly in the transportation policy development through periodic revisions.

Relationship to the General Land Use Plan

The County's General Land Use Plan (GLUP) guides development in the County. The GLUP serves as the primary policy document to establish the overall character,



extent, and location of various land uses and features, and as a guide to communicate the policy of the County Board to citizens, the business community, developers, and others involved in the future of Arlington. The MTP, along with the GLUP, is designed to ensure that land use and transportation planning are integrated.

Plan Elements

The Arlington Master Transportation Plan includes the following components:

- This MTP Goals and Policies document, which includes a transportation vision for Arlington, guiding planning principles, goals and strategies and policy statements.
- The MTP map which illustrates key existing transportation facilities and planned system improvements. Also included on the map is a typology of streets and general locations for proposed new arterial and local streets.

- Additional Modal Elements provide detailed information in the following areas: Transportation Demand and System Management, Transit, Streets, Parking and Curb Space Management, Pedestrians, and Bicycles.

Transportation Vision

Arlington's vision of transportation is a system that provides equity and access to all users. It involves concentrating investment in ways that yield the greatest good not only from a transportation standpoint, but also for overall quality of life of Arlington residents and workers. Arlington's vision for its transportation system also supports community efforts to improve our natural environment and achieve better public health and fitness.

In Arlington the benefits of coordinating land use and transportation planning—that is, bringing life's routine destinations closer together, closer to home, and closer to efficient transportation—have played an important part in the transformation of Arlington to a model urban community.

Arlington's integration of transportation into all aspects of urban development emphasizes accessibility options and gives priority to the movement of people rather than only vehicles. As part of this strategy, Arlington focuses high-density commercial and residential



development around Metrorail stations and corridors with extensive transit service, while maintaining lower-density residential neighborhoods elsewhere. Arlington's vision includes walkable, mixed-use neighborhoods well served by public transportation and pedestrian facilities in which residents, employees and visitors can spend more time enjoying the attractions of the region and less time traveling.

Arlington plans to build on its successes by expanding the availability of transportation options, serving more travelers as the region continues to grow, and further improving transportation facilities to promote connectivity throughout the County and the region.

II. Goals and Strategies

The MTP goals provide broad direction of where the County wants to go. Strategies focus that guidance into specific actions. Policies are the formal statements of action needed to achieve the strategies.

Goal 1 – Provide High-Quality Transportation Services.

Provide high-quality transportation services for all users and modes.

Strategies

1. Provide and promote affordable, convenient, and integrated transportation choices.
2. Construct and manage streets to be "Complete Streets." Streets should be safe and comfortable for pedestrians, bicyclists, transit riders, motorists, and other users.

3. Increase the overall person-capacity of Arlington's transportation network through the more efficient use of existing street rights-of-way.
4. Expand and complete the bikeway network with a focus on high-quality facilities, overcoming barriers, and facilitating overall connectivity.
5. Integrate local transportation facilities and transit services with those of neighboring jurisdictions to enhance regional connections.
6. Allocate transit resources to emphasize fast, frequent, and reliable service on the Primary Transit Network, and increase neighborhood access with the feeder and connector service of the Secondary Transit Network.
7. Facilitate car-sharing and regulate taxicab service to ensure they provide high-quality services that complement transit, paratransit and non-motorized travel options.

Goal 2 – Move More People Without More Traffic.

Provide more travel choices and reduce the relative proportion of single-occupant-vehicle (SOV) travel through Transportation Demand Management (TDM), telecommuting, and travel shifts to other modes including transit, carpooling, walking, and bicycling.

Strategies

1. Implement land-use policies such as transit-oriented and



mixed-use development that result in better access and use of the transportation system.

2. Focus on minimizing person delay across modes rather than focusing exclusively on minimizing vehicle delay.
3. Encourage the use of environmentally sustainable modes, including bicycling, walking, transit, carpooling, and telecommuting.

Goal 3 – Promote Safety. Provide transportation system operations that are safe and secure, and enable prompt and effective emergency response.

Strategies

1. Minimize rates of injuries and accidents for each mode and ensure that transit riders, pedestrians, bicyclists, and motorists feel safe and comfortable at all times when traveling in Arlington.
2. Optimize the transportation system's ability during emergencies to execute emergency responses, including evacuation when necessary.
3. Ensure that the County transportation infrastructure serves emergency responders' needs to react to disasters and enables people to move away from danger areas.

Goal 4 – Establish Equity. Serve the mobility and accessibility needs of all residents regardless of age, income, or ability.

Strategies

1. Provide safe and convenient pedestrian access on all streets.

2. Ensure transportation facilities meet the Americans with Disabilities Act (ADA) guidelines, preferably through universal design.
3. Provide good quality travel options for all residents and workers throughout the county regardless of their location.
4. Support programs that emphasize the special transportation needs of children, the elderly and the disabled.
5. Provide a broad array of transportation options that ensure access to affordable travel.

Goal 5 – Manage Effectively and Efficiently. Fund, develop, manage, and maintain transportation facilities and services in an equitable and cost-effective manner.

Strategies

1. Use Transportation Demand Management (TDM) and Transportation System Management (TSM) measures to mitigate expected increases in travel demand and to maintain traffic operation efficiency.
2. Plan, design, and maintain transportation facilities in a manner that minimizes the life-cycle cost of the facility while providing high-quality service.
3. Manage motor vehicle congestion by emphasizing transportation alternatives, parking management, and queue management.
4. Identify and pursue policies and practices that take advantage of new technologies that can enhance the quality and efficiency of transportation facilities and services. Carefully design and implement demonstrations of such innovations.

5. Plan, measure and evaluate service with a general emphasis on daily and weekly peak demand.

Goal 6 – Advance Environmental Sustainability. Reduce the impact of travel on community resources including air and water quality, and increase energy efficiency.

Strategies

1. Increase energy efficiency and reduce hydrocarbon emissions by encouraging and accommodating nonmotorized travel, public transit, carpooling, telecommuting, and alternative-fuel vehicles.
2. Minimize the creation of impervious surface area for streets and other transportation facilities, and manage the collection and release of runoff in an effective and environmentally sensitive manner.
3. Increase planting of trees within street and highway right-of-way.
4. Respect and accommodate historic and cultural resources.

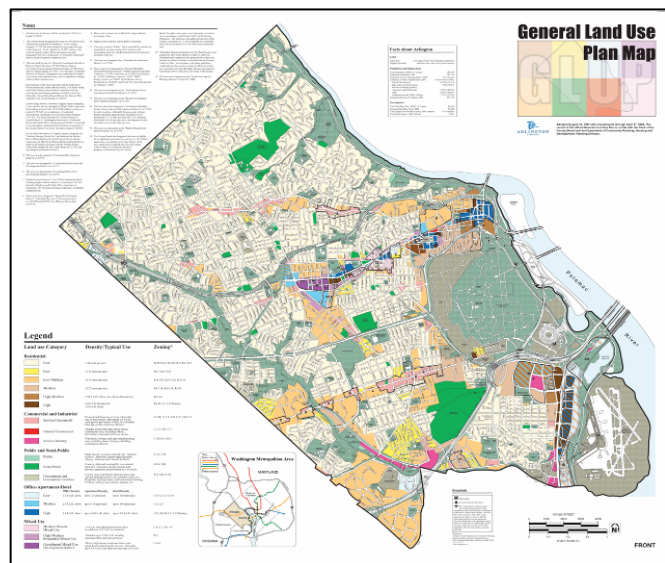
III. Transportation Policies

Arlington's policy is to use existing rights-of-way more efficiently through: integration of transportation and land use, and more effective integration and balancing of travel modes through the implementation of Complete Streets and TDM/TSM. This MTP does not propose the acquisition or construction of substantial new right-of-way for upgrade of existing streets.

These overall concepts provide the underlying framework for the plan.

General Policy A. Integrate Transportation with Land Use

Organize community development and redevelopment around high quality and high capacity transit. This has been a long-established policy of the County for the last 35 years in Arlington's Rosslyn-Ballston and Jefferson Davis Metro Corridors. This policy is expanded to cover the development and operation of planned high capacity/high quality surface lines on Columbia Pike and in the Crystal City/Potomac Yard corridors. Development is planned with regard to the type of transit planned.



Design and operate transportation facilities to be compatible with adjacent existing and/or planned development. For example, with regard to streets in commercial and development corridors, transportation elements are to be designed building-face to building-face (or front-of-yard to front-of-yard) with an emphasis on

maximizing local travel choice and improving environmental quality.

General Policy B. Support the Design and Operation of Complete Streets

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.

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 take into account the scale and character of the streets' setting. Transportation performance measurement will shift from an emphasis on the traditional vehicle "Level of Service" to an emphasis on multimodal "Quality of Service."



General Policy C. Manage Travel Demand and Transportation Systems

Influence travel demand generated from new development through County Board-approved conditions and actively manage County-controlled streets, parking, transit services, and commuter service programs to minimize the growth in single occupant vehicle trips and to promote the use of all other modes of travel. If not managed effectively, the projected increase in demand on Arlington's transportation system from anticipated local and regional population growth will far exceed the existing or future capacity of the system. Therefore, it is vital to put into place a wide range of demand-management and system-management strategies. Many measures are proposed to achieve a shift away from use of personal motor vehicles towards greater use of transit, carpooling, bicycling, and walking. Taxis and car-sharing also offer opportunities to reduce auto ownership and dependence.

Transportation Policies by Mode

The MTP contains policies to help Arlington build on past actions, assess what works and what doesn't, and continue to refine its strategies to promote accessibility, equity, and sound investment. The individual elements of the MTP address: streets, transit, pedestrians, bicyclists, parking and curb space management, and Transportation Demand and System Management. The following are summaries of these elements, which are discussed in greater detail in each element plan.

The policies as presented represent the long-term aspirations of Arlington County. Implementation of any of

the measures mentioned will depend on the specific circumstances encountered and funds available as determined by the County's annual budget process.

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 life and commerce, providing space for landscaping, and accommodating storm water management and other public utilities. The street binds and enhances a community. The purpose of the Streets Element of the MTP is to provide a framework for holistically addressing and managing the many street uses.

The MTP includes policies to achieve a greater balance among modes through the introduction of a new street

typology, as well as recommendations to improve quality of service, enhance safety, and manage Arlington's transportation

facilities. Even with the new street typologies, Arlington will continue to utilize its Functional Classification of streets to guide operational and maintenance priorities. The MTP Map also provides guidance for street design and operation.



Streets Policies:

1. Utilize the plan's typology of arterial streets to guide street planning, management, design and construction/reconstruction (See Map.) The typology identifies categories of arterial streets which are primarily assigned with relation to the types of land use found along them. Each street type should support the general policies of complete streets and the compatibility of transportation design with adjacent land uses. *Refer to the MTP Map for guidance on street design and dimensions.*
2. 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 streets in a manner that balances the needs of pedestrians, bicyclists, transit users and motorists in the right-of-way. Utilize the principles of Safe Routes to School in designing and operating streets in the vicinity of Arlington schools.
3. 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 street right-of-way except where additional space is needed for safety and operational improvements such as sidewalks, transit facilities, crosswalks, bike lanes, and left-hand turn facilities. Alter the circulation direction and alignment of streets as appropriate to address safety, pedestrian access or traffic circulation needs.
4. Design streets to generally favor lower vehicle speeds without impeding or diverting existing vehicle volumes. Reduce lanes where unused lane and unneeded capacity can be converted to better use of the underlying land.
5. Design neighborhood streets to control travel speeds. Permit those streets with relatively low traffic volumes (under 1,500 vehicles per day) and single family development to be narrowed and operate as "yield streets". Implement additional neighborhood traffic calming, sometimes including street narrowing on streets with defined speeding problems. Involve local residents and neighbors in the design of street modifications.
6. Maintain and enhance a grid-style street network. Facilitate desired creation, realignment or relocation of existing streets as appropriate, including through vacation of existing and acquisition of new street right-of-way. Enhance the connectivity of the existing street network by constructing new streets with redevelopment of large blocks and avoiding permanent closures or other reductions in street connectivity. Whenever feasible, new streets should be publicly-owned. Privately-owned streets should have in place agreements with the County regarding their maintenance and provision for public access. Seek to manage privately-owned streets in the same manner as those publicly-owned, including such areas as parking regulation. *Some areas where new street connections would be appropriate are illustrated on the MTP Map.*
7. Expect service alleys and off-street delivery/loading zones in all new commercial, mixed-use and high-density residential developments. Minimize the number and size of curb cuts for new developments, particularly along arterial streets. Place curb cuts where pedestrian volume is lowest.

8. Design and operate Arlington's streets to be vibrant public spaces through incorporation of human-scale structures and street furnishing, attractive landscaping, and active streetfront uses. Allow streets to be important public spaces that may be periodically closed to traffic to permit farmers' markets, festivals and other civic events.
9. Repave streets on approximately a 15-year cycle, considering streets' Pavement Condition Index (PCI) assessments, public and private construction schedules and traffic volumes. Repair, rather than repave streets lacking basic improvements such as curbs and gutters except if such streets are unlikely to have significant improvements made in the near future and annual repair expenses are comparable or greater than a one-time repavement cost.
10. Design and operate Arlington's street network in a manner that balances safety to users while still supporting efficient emergency responses. Provide signal priority for emergency vehicles on arterial streets as appropriate.
11. Enhance Arlington's natural environment through improvements to the street tree canopy by planting trees in landscape strips and medians and by creating planting areas where they do not currently exist.
12. Reduce storm-water runoff by minimizing the creation of additional impermeable areas and increasing the infiltration of storm water in street-side collection areas and through permeable pavement.
13. Expand High Occupancy Vehicle (HOV) incentives to additional roadways and bridges, such as Jefferson Davis Highway (Route 110) and the 14th

Street Bridge, to encourage greater carpooling and transit use on regional roadways. Ensure that High Occupancy Toll (HOT) lane implementation does not negatively affect the efficiency of existing transit and carpooling.

Transit

Arlingtonians recognize that an effective transit system is critical to meet their mobility needs, facilitate continued development, and support a high quality of life for people of all income levels, ages and abilities. With a roadway system approaching capacity during peak travel periods and limited opportunities to expand its roads, Arlington must invest in its transit network to achieve the County's overall transportation goals.

It is the policy of Arlington to institute both a Primary and a Secondary Transit Network (PTN and STN) to focus transit investment in corridors where much of the trip-making occurs today and is anticipated in the future. The PTN will consist of County-based service at a level comparable to Metrorail, while the STN connects service to all areas of the County.



Transit Policies:

1. Develop a Primary Transit Network (PTN) of high-frequency and quality transit services along major corridors to encourage a low-auto-usage lifestyle and higher all-day patronage. The PTN should extend beyond

the established Metrorail corridors and include new surface transit services, such as streetcar and bus rapid transit. Transit services should operate at 15-minute intervals or better every day for about 18 hours. Short-term priorities include increased frequency of service along Glebe Road and physical improvements to enhance transit travel speed and reliability in all PTN corridors. *See the MTP Map for locations of the planned PTN.*

2. Operate a Secondary Transit Network of bus and paratransit services that improves access to Arlington neighborhoods commercial centers, community facilities and to the primary transit corridors. The local transit services, such as bus routes, circulators and paratransit should meet service frequency standards of at least two trips per hour during weekdays and at least one trip per hour at night and on weekends, while operating in a cost-efficient manner.
3. Provide a full array of reliable transit services with total travel times and costs competitive with private automobile travel. Complement transit services with support for car-sharing and regulation of taxi services.
4. Make transit more accessible and convenient to all through transit-oriented land-use policies and enhancements to vehicles, stations, stops, walkways and information. Provide reliable shared-ride paratransit service for persons unable to use standard transit service due to disability.
5. Ensure the ease of transfer in the design of facilities, the reliability of services and the availability of information. Provide for exemplary multi-modal access to and between transit facilities via enhanced sidewalks and bikeways and by convenient access to bus transfer points, taxicabs, carpool pick-up/drop-off and car-sharing vehicles.
6. Implement improvements to the Metrorail system including new services and station enhancements, such as new entrances and additional elevators, and accommodations for anticipated ridership growth from Orange Line westward extensions. Support line capacity improvements, such as implementation of eight-car trains, and other necessary supporting infrastructure such as power upgrades and rail yards. *See the MTP Map for a listing and locations of planned station enhancements.*
7. Work with regional partners to identify, fund and implement necessary enhancements to Potomac River bus and rail crossings to provide capacity for long-term regional growth, including across the 14th Street Bridge.
8. Expand pedestrian access to transit facilities through measures such as improved sidewalks, new station entrances, upgraded street crossings, and new elevators and escalators.
9. Utilize new and improved technologies and best operating practices to provide transit service in a clean and energy efficient manner.
10. Promote transit use through direct marketing to residents and employers and by providing real-

time information at transit stops and via the internet, cell phones, and other devices.

Pedestrians

At some point, every traveler is a pedestrian. Almost every transportation trip begins and/or ends on foot, making pedestrian access and mobility critical to the success of the entire transportation system. Moreover, streets with exemplary pedestrian conditions are especially important to support Arlington's goals for greater use of transit.

The pedestrian policies provide a master plan for accommodating pedestrian travel throughout the County. It contains policies to enhance pedestrian safety and security, ensure pedestrian mobility and accessibility for all users, increase walking trips, and maintain and manage pedestrian facilities.



Pedestrian Policies:

1. Complete the walkway network with appropriately lit, ADA-accessible sidewalks along both sides of arterial streets and at least one side of neighborhood streets -- plan for only well-defined exceptions where sidewalks are expected to be omitted. Emphasize projects within priority pedestrian zones near schools, transit stops and commercial centers. Develop and adopt evaluation criteria and use them, along with identified needs, to prioritize the funding of proposed construction and improvement projects.
2. Upgrade existing infrastructure to comply with current accessibility standards.
3. Improve walkway connectivity through the creation of new pedestrian and bicycle pathways where existing travel routes are indirect and the creation of new connecting streets is not feasible. Provide or encourage additional safe pedestrian facilities where pedestrians are found to travel, such as short-cuts.
4. Encourage sidewalk cafes and other streetscape enhancements in the sidewalk. Locate private encroachments in the sidewalk area with sensitivity to sidewalk width, to historic structures, and to other obstructions, and subject to periodic review. Safe and convenient pedestrian travel should not be impeded.
5. Construct missing sidewalks and upgrade street crossings within school walking zones to provide school children and those who walk with them safe and enjoyable walking routes to school.
6. Conduct walkway maintenance promptly to ensure that sidewalks remain useable for all.
7. Provide straight, level, unimpeded and appropriately-designated pedestrian travel whenever feasible. For example, pedestrian crossings at intersections should generally follow the center line of the sidewalk, and newly-constructed driveways across pedestrian facilities

are expected to provide unobstructed pedestrian passage.

8. Use measures including street redesign and enforcement aimed at changing motorist behavior to manage vehicular speed and minimize vehicle/pedestrian conflicts.
9. Reconstruct arterial roadways to manage travel speeds, expand sidewalk area, improve the safety and accessibility of pedestrian crossings and add pedestrian crossings where appropriate. At-grade crossings are preferred over grade-separated crossings except at limited-access highways or where extreme topography exists.
10. Undertake ongoing pedestrian safety education and outreach activities with emphasis on addressing the populations with the greatest needs.
11. Develop promotional strategies to encourage more people to walk more often – with specific programs and events directed towards the needs of students held at least once a year.
12. Collect pedestrian data on County streets and trails on an annual basis.

Bicycles

Arlington has many of the necessary ingredients to be a first class bicycling community. Arlington's compact form, mix of uses and human-scale streets creates an environment of relatively short trips for



which bicycling can be an effective means of travel.

The bicycle policies guide development of bikeways and bicycle transportation programs in the County. They aim to complete the bikeway network, encourage bicycling through added amenities and activities, enhance bicycle safety, collect bicycle activity data, and improve management and maintenance.

Bicycle Policies:

1. Complete the Bikeway Network with a focus on overcoming barriers. Examples of barriers include Shirley Highway (I-395) and the George Washington Memorial Parkway. Improve connectivity between trails and other major bikeway corridors. Enhance bikeway information and way-finding signage.
2. Provide high-quality bicycling facilities as a part of all street improvement projects. Use marked bicycle lanes or shared-use lane symbols (“sharrows”) on arterial streets that provide access to commercial centers, schools and government facilities.
3. Provide convenient, covered and secure bicycle parking at transit stations, schools, County facilities and in commercial centers. Promote such parking at existing private facilities.
4. Manage the trails for safety with increased use. Undertake facility improvement projects to address overcrowding and user conflicts on trails and develop instructional materials and signs to encourage safe user practices.

5. Require the provision of appropriate facilities to support bicycling, such as showers, lockers and bicycle parking by new development.
6. Create a community culture that embraces bicycle use as a mainstream travel mode. Raise the visibility and participation of bicycling in Arlington through regularly organized bicycling events, prominent facilities and other encouragement activities.
7. Annually collect bicycling data on County streets and trails.
8. Conduct an ongoing safe bicycle route to schools program including semi-annual bicycle safety educational programs for children and adults.
9. Implement a bike-sharing program in the transit corridors and other densely-developed areas.

Parking and Curb Space Management

Careful management of the County's curb space and parking resources is essential for achieving Arlington's wider transportation, land-use, and economic development goals. Parking availability is a key contributor to the financial health of the County's commercial corridors and can reduce impacts on residential neighborhoods. At the same time, excessive parking can divert public and private resources from other community benefits, and subsidized parking can attract unwanted auto traffic. Shifting preferences so that fewer people feel the need to drive reduces the demand for parking.



Arlington's general policy is to provide the parking supply to meet community demands cost efficiently and equitably while being careful not to create inducements to more driving or to reduce the community's walkability. The Parking and Curb Space Management policies provide a comprehensive framework to prioritize and manage uses, minimize the impacts on residential areas, and enhance user convenience while employing equitable, fiscally sound, and environmentally sustainable practices.

Parking and Curb Space Management Policies:

1. Prioritize the use of curb space, matching the various types of uses to the most appropriate locations. In commercial areas and high-density residential areas, generally consider bus stops, curb nubs, taxis stands, paratransit pickup, short-term retail and handicapped parking to be the highest priority. In lower density residential areas, generally consider curb nubs, bus stops, residential parking and handicapped parking to be the highest priority.
2. Increase curb space availability through use of measures such as off-street loading, time specific regulations, street redesigns or re-striping and new street space.
3. Promote on-street parking within residential neighborhoods and on commercial streets to calm traffic, support retail activity, and efficiently use public resources.
4. Provide residential permit parking to manage the parking supply, limit overspill parking, and reduce the effects of vehicle congestion in single-family housing zones.

5. Utilize parking meter pricing strategies that vary by hour and location to better match parking availability and demand. Implement newer technologies such as multi-space meters and credit card and cell phone payment to enhance parking options.
6. Ensure that minimum parking needs are met and excessive parking is not built. Divert resources saved by reducing excess off-street parking to other community benefits.
7. Discourage off-street surface parking, particularly when it is located between the curb and the building face.
8. Allow reduced parking space requirements for new development in close proximity to frequent transit service and exemplary access by non-motorized travel modes and car-sharing vehicles. Require enhanced TDM measures for developments with reduced quantities of parking. Allow site plan and use permit developments to cooperate with each other to meet off-street parking requirements.
9. Maximize the sharing of parking space, including in private parking lots and garages, by various users throughout the day and night. Discourage assigned parking. Balance shared parking goals with the preservation of neighborhood character in church, lodge and school parking lots in residential areas.
10. Encourage the separation (“unbundling”) of the price of parking from the price of owning, renting or leasing a housing or office unit. Discourage subsidized parking for residents or commuters.
11. Reduce or eliminate parking requirements for specialized projects near transit nodes when they

advance related County transportation goals, such as lowering the cost of transit-proximate housing dedicated to those who cannot afford a private vehicle, making available underground space for a new subway entrance, or adding retail amenities to a transit stop. Tailor TDM measures for such projects appropriately.

12. Provide opportunities for off-site parking provision in commercial centers through the establishment of programs in which a property owner pays a fee to the County or another parking provider in lieu of providing all required spaces on-site.
13. Provide travel options for persons with disabilities through reserved access to curb space and dedicated off-street parking, with enforcement.

Transportation Demand and System Management

Transportation Demand Management (TDM) is a set of specific strategies that influence travel behavior to reduce vehicular trips.

Transportation System Management (TSM) strategies focus on increasing the efficiency, safety and capacity of existing streets, transit and other transportation facilities. These strategies together help to achieve maximally-efficient and sustainable use of transportation facilities, along with other community goals such as promoting access for all transportation system users



and improving mobility and environmental quality. TDM strategies typically include managing parking and pricing; marketing transit and providing commuter subsidies; promoting walking, bicycling, and ride-sharing; and encouraging telework and flexible work strategies.

To achieve the long-term TDM objectives, substantial changes in commuting mode split for Arlington travelers will have to occur. For example, the year 2030 mode split for Arlingtonians would have only about half of Arlington commuters driving to work. (The mode split of Washington, D.C., residents as identified in the year 2000 Census was about 50 percent auto drivers.)

TSM techniques include facility redesign, access management, traffic signal timing optimization, high-occupancy vehicle lanes, incident response plans, targeted traffic enforcement, and intelligent transportation systems.

TDM and TSM Policies:

1. Incorporate comprehensive TDM plans for all site plans and use permit developments to minimize vehicular trips and maximize the use of other travel options.
2. Incorporate TDM measures with respect to all existing public buildings and facilities, irrespective of redevelopment status. Explore strategies and incentives to achieve TDM measures in existing private buildings.
3. Require regular travel surveys of new development with TDM plans and link to performance measures to enable follow-up actions. Undertake biennial evaluations of the effectiveness of the County's TDM policies and private compliance with TDM

commitments and implement revisions as warranted.

4. Conduct biennial Countywide resident and worker transportation surveys to monitor travel behavior and system performance, and guide future efforts.
5. Apply TDM programs to non-work travel, as well as commuting, for resident, visitor and employee trips through informational distributions via informational displays, website, promotional campaigns and mailings of materials.
6. Coordinate TDM efforts with other jurisdictions and agencies across the region and actively promote the expansion of the TDM program.
7. Implement TSM strategies, including coordination and retiming of traffic signals, left-turn lanes, signal preemption for emergency and transit vehicles, cameras at intersections and transit stations, and real-time traffic information available to the public.

IV. Summary Conclusion

This MTP supports Arlington's General Land Use Plan and the other parts of the County's Comprehensive Plan in that its policies envision a transportation system that permits continued community economic growth in an environmentally sustainable manner. The goals, strategies and policies put forth in this plan are supported by the modal element documents that present more detailed analysis and guidance.

Effective implementation of this plan will require thoughtful allocation of available transportation resources amongst the many transportation projects, services and system elements. Funding decisions for transportation

investments will be made at the County level through its six-year Capital Improvements Program (CIP) and adoption of the annual budget. The Arlington County Board will work with State and regional agencies on the annual development of its Six-Year Funding program which will include cost estimates and implementation schedules for high-priority projects. Arlington will also seek to leverage Federal and State transportation dollars to improve our local and transportation facilities and work in a coordinated manner with our regional partners.

Acknowledgments

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