



**NOTES**

1. Average daily traffic on S. Arlington Ridge Rd (south of 20th St) = 16,211 (2002)
2. General description: This segment of S. Arlington Ridge Rd is narrowed to allow bike lanes, wider sidewalks, and wider landscaped strips.
3. Intersections are modified to slow traffic and improve pedestrian safety. 23rd St southbound receiving lanes reduced to one lane (instead of one lane and a short merge lane). S. Oakcrest Rd intersection is modified to shorten pedestrian crossing distance. S. Meade St. intersection is modified to slow southbound vehicles turning right and to shorten pedestrian crossing distances.
4. Continuous ATM measures: reduced width of travel lanes, bike lanes, trees along roadway, wider sidewalks, wider landscaping strips, and street and/or pedestrian lighting.
5. Periodic ATM measures: crosswalks for persons of all abilities, nubs or bulb-outs on side streets to reduce pedestrian crossing distances, reduction in corner radii of side streets, bus pull-outs, and improved pedestrian access to bus stops with improved shelters.

**LEGEND**

- PROPOSED LANE USAGE
- TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED CROSSWALK
- PROPOSED BIKE LANE
- PROPOSED PAVERS



**PROPOSED CONCEPT DESIGNS**  
**ARTERIAL TRANSPORTATION MANAGEMENT STUDY**  
 ARLINGTON, VIRGINIA

SOUTH ARLINGTON RIDGE ROAD  
 FROM 20th ST TO S. MEADE ST.

AUGUST 2004

SHEET 47



**LEGEND**

- PROPOSED LANE USAGE
- TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED CROSSWALK
- PROPOSED BIKE LANE
- PROPOSED PAVERS

**NOTES**

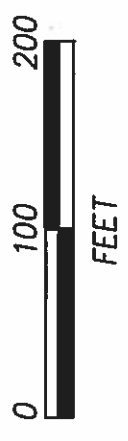
1. Average daily traffic on S. Arlington Ridge Rd (north of S. Lang St) = 11,957 vpd (2002) and 15,000 vpd (2001)
2. General description: This section of S. Arlington Ridge Rd is narrowed to slow traffic and allow bike lanes, wider sidewalks, and wider landscaped strips.
3. Intersections are modified to slow traffic and improve pedestrian safety. S. Meade St. intersection is modified to slow southbound vehicles turning right and to shorten pedestrian crossing distances. S. Lang St intersection is modified to slow southbound vehicle turning right and to shorten pedestrian crossing distances.
4. On-street (parallel) parking areas are better defined between intersections with landscaped nubs.

5. Continuous ATM measures: reduced width of travel lanes, on-street parking, bike lanes, trees along roadway, wider sidewalks, wider landscaped strips, and street and/or pedestrian lighting.

6. Periodic ATM measures: crosswalks for persons of all abilities, nubs or bulb-outs on side streets to reduce pedestrian crossing distances, reduction in corner radii of side streets, and improved pedestrian access to bus stops with improved shelters.



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PROPOSED CONCEPT DESIGNS  
 ARTERIAL TRANSPORTATION MANAGEMENT STUDY  
 ARLINGTON, VIRGINIA

SOUTH ARLINGTON RIDGE ROAD  
 FROM S. MEADE ST TO S. LANG ST

AUGUST 2004

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**LEGEND**

PROPOSED LANE USAGE

TRAFFIC SIGNAL

PROPOSED TRAFFIC SIGNAL

PROPOSED CROSSWALK

PROPOSED BIKE LANE

PROPOSED PAVERS



**NOTES**

1. Average daily traffic on S. Arlington Ridge Rd (north of S. Glebe Rd) = 12,165 vpd (2001)
2. General description: This section of S. Arlington Ridge Rd is narrowed to slow traffic and allow bike lanes, wider sidewalks, and wider landscaped strips.
3. Intersections are modified to slow traffic and improve pedestrian safety. S. Lang St intersection is modified to slow southbound vehicle turning right and to shorten pedestrian crossing distances. 28th St intersection enhanced with nubs. Pedestrian crossing distances shortened for S. Glebe Rd intersection.
4. On-street (parallel) parking areas are better defined between intersections with landscaped nubs.

5. Continuous ATM measures: reduced width of travel lanes, trees along roadway, bike lanes, wider sidewalks, wider landscaping strips, on-street parking, and street and/or pedestrian lighting.
6. Periodic ATM measures: crosswalks for persons of all abilities, nubs or bulb-outs on side streets to reduce pedestrian crossing distances, reduction in corner radii of side streets, and improved pedestrian access to bus stops with improved shelters.



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PROPOSED CONCEPT DESIGNS  
ARTERIAL TRANSPORTATION MANAGEMENT STUDY  
ARLINGTON, VIRGINIA

SOUTH ARLINGTON RIDGE ROAD  
FROM S. LANG ST TO S. GLEBE RD

AUGUST 2004

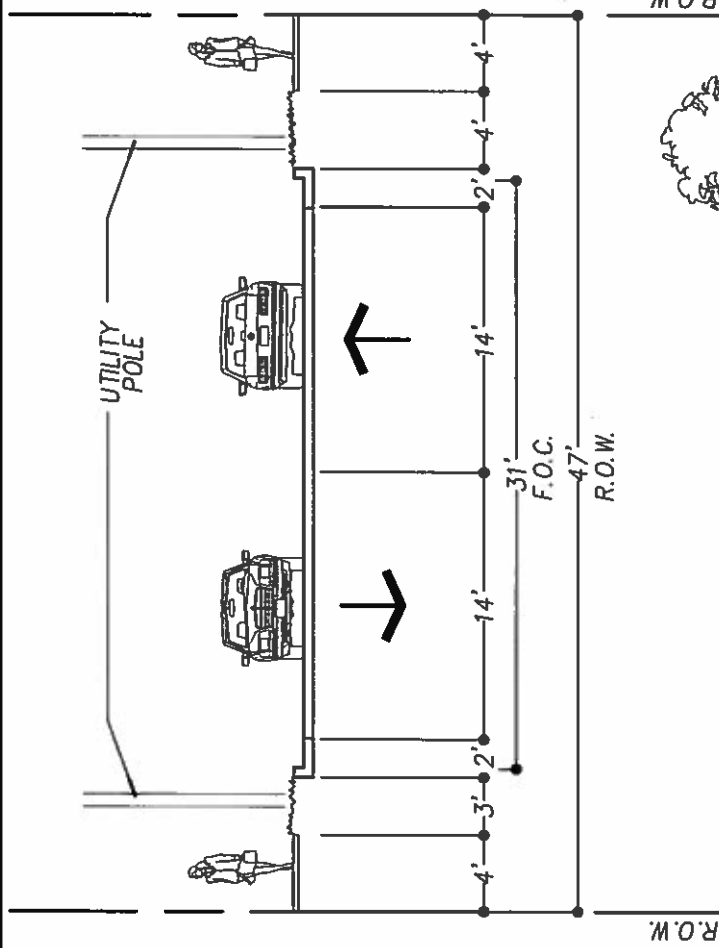
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**SOUTH ARLINGTON RIDGE ROAD - FROM 20th ST. TO GLEBE ROAD (LOOKING SOUTH)**

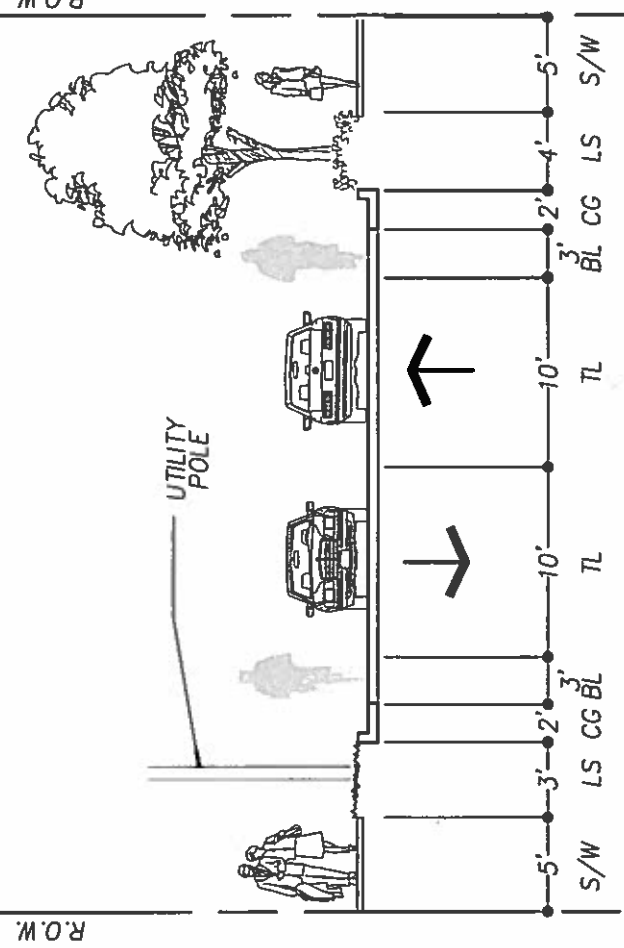
**NOTES**

1. Alternative cross section shows reduced width of travel lanes, addition of bike lanes, and wider sidewalks.
2. Utilities are relocated to one side of the street to allow street trees.
3. Measures shown improve safety and mobility for vehicle, pedestrian, bicycle, and transit modes. Measures also improve aesthetics.

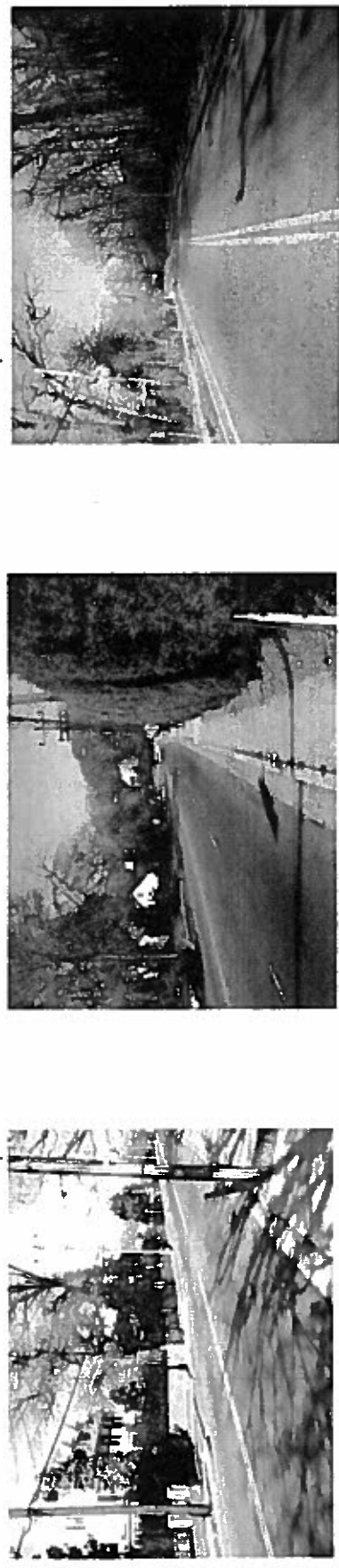
**EXISTING CROSS SECTION**



**ALTERNATE CROSS SECTION**



**CORRIDOR PHOTOS**



**LEGEND**

- BK BIKE LANE (OFFICIAL OR UNOFFICIAL)
- CG CURB AND GUTTER OR CURB ONLY (SHOULD BE MOUNTABLE IF CLEAR DISTANCE BETWEEN FACES OF CURBS IS LESS THAN 20' TO MEET EMERGENCY ACCESS REQUIREMENTS)
- F/C FACE OF CURB
- LS LANDSCAPE STRIP (MAY ALSO BE UTILITY ZONE)
- M MEDIAN (STRIPED OR LANDSCAPED, PAVERS, OR STAMPED ASPHALT)
- PK PARKING
- R.O.W. RIGHT OF WAY
- S/W SIDEWALK
- TL TRAVEL LANE
- TURN LEFT-TURN POCKET (MAY BE DIFFERENT PAVEMENT, MOUNTABLE CURB)
- ↑ TRAVEL DIRECTION
- 🚲 BIKE LANE



PROPOSED CONCEPT DESIGNS  
 ARTERIAL TRANSPORTATION MANAGEMENT STUDY  
 ARLINGTON, VIRGINIA

SOUTH ARLINGTON RIDGE ROAD - FROM 20th ST.  
 TO S. GLEBE RD.

AUGUST 2004

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