Complete Streets

The concept of complete streets contains four main elements:

1. The street must be for all users, ensuring the comfort and safety of all users. This includes pedestrians, bicyclists, people using personal vehicles, and people using public transit.
2. Complete streets enhance the safety of all users by implementing treatments that reduce operating speeds and provide appropriate space for all users.
3. Complete streets must be accessible to everyone, which includes ensuring that the street is usable by all groups and eliminating barriers to access.
4. Complete streets should be designed and maintained to ensure durability and longevity, with consideration for future changes in usage and development.

Complete streets can be implemented through a variety of strategies, including infrastructure improvements, policies, and programs. Some examples of complete streets strategies include:

- Designing streets to support mixed land use, including commercial, industrial, and residential areas.
- Implementing strategies to improve pedestrian safety, such as improved crosswalks and sidewalks.
- Installing bike lanes and bike facilities to promote alternative modes of transportation.
- Providing public transit options and encouraging the use of public transit through convenient and accessible stops.
- Promoting non-motorized transportation, such as walking and cycling, to reduce traffic congestion and improve air quality.

Complete streets are an important component of transportation planning and development, as they support a range of transportation modes and promote a healthy, active environment for residents and visitors alike.
**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 modality-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.

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**Arlington County Transit Network**

**Legend**

- **Limited-Access Routes**
  - High-Occupancy
  - Neighborhood Streets
  - Other Streets
  - Pedestrian-density Facilities
- **Transit Networks**
  - Orange Line
  - Blue Line
- **Flexible Transit Zones**
  - Flex
- **Public Parks**
  - National Mall Express
  - Metro Track
  - Metro Orange Line
  - Metro Blue Line
- **Transit-Oriented Zones**
  - East Liberty
  - West Liberty

**Transit**

A key aspect of the Master Transportation Plan is the implementation of a Premium Transit Network (PTN) in Crystal City and along Columbia Pike. The PTN is designed to add capacity and encourage investment in area of the County where significant growth and development is planned. The PTN 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 Metro 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.

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**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.

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**Bicycling**

The Planned Bikeway Network includes on-street bike lanes and signed routes, as well as off-street shared-use paths that address 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.

Supporting the Bikeway Network will be ample, secure bicycle parking provided by both the County and private sector at roadways, workplaces, public facilities, parks and commercial centers. Additional information can be found in the Bicycle Modal Element.

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