



Moving Towards Complete Streets in Arlington:

A Work in Progress



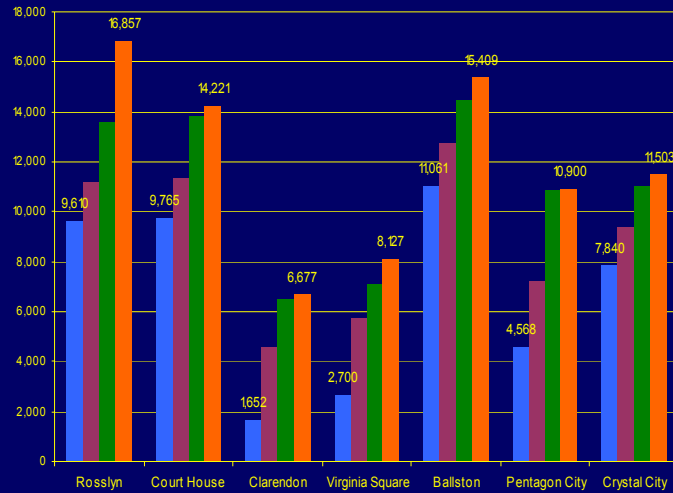
Context



- 26 square miles in area including federal lands
- Located in the core of the Washington region
- At the confluence of major regional multimodal transportation facilities
- Location for significant regional and federal facilities such as National Airport and the Pentagon

Population, HH & Employment

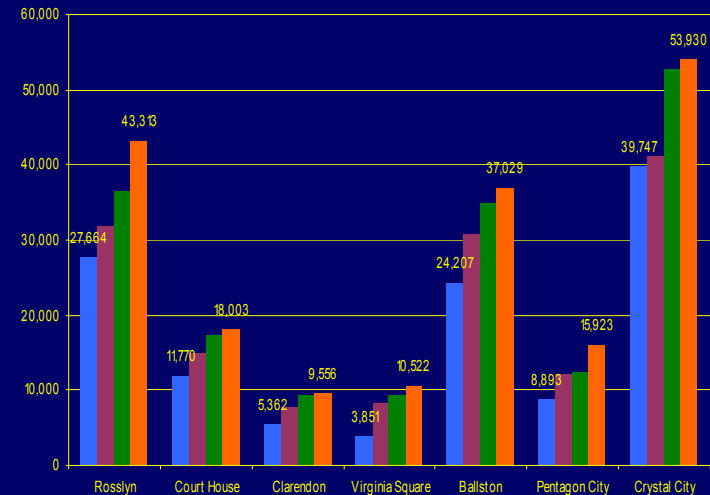
Population – Station Areas



January 2004

- 199,000 residents
- 92,000 households
- 200,000 jobs

Employment – Station Areas



2030 Projected

- 243,000 residents
- 117,000 households
- 276,000 jobs

Development Characteristics



- 40.6 million sf of office space, 35 million in Metro station areas
- Over 4 million sf of retail in Metro station areas
- 95,000 housing units (over 35,000 in Metro station areas)

Transportation Facilities



- 960 lane-miles of streets operated and maintained by the County and 179 lane- miles of interstates and arterials maintained by VDOT
- 12 miles of Metrorail lines and 11 stations
- Extensive regional and local bus service with five intermodal transfer locations
- A major airport
- 89 miles of multi-use trails, bike lanes and on-street routes
- An expanding sidewalk network

Transportation System Use



- > 4.4 million vehicle miles of travel per day
- 202,000 Metrorail boardings/alightings
- > 40,000 bus trips
- > 3,000 commuter rail boardings/alightings
- > 150,000 transit-related walking trips
- Increasing non-transit walking and biking activity

Challenges and Opportunities

- Hybrid street system – neither urban or suburban
- Uneven facility conditions
- Limited right-of-way
- Intensive existing use
- Continued development adding jobs and households
- Multiple demands for use of the right-of-way

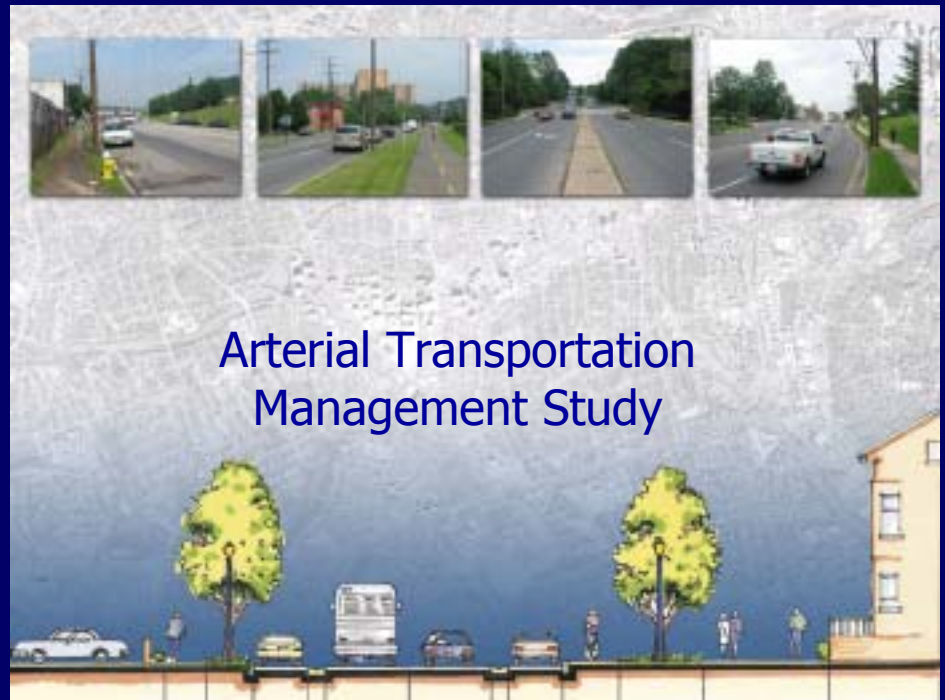


Why focus on complete streets?

- Need to accommodate more person trips with little new right-of-way
- Growing focus on providing safe access for various user groups
- Increasing need for quality open space in an urbanizing environment
- Growing focus on environmental quality and sustainability

What are some of the attributes of a complete street?

- Provides safe and attractive access and use for a variety of transportation modes and purposes
- Serves as functional public space
- Integrated with the adjacent built environment



What ROW functions should be evaluated?



- Walking
- Bicycling
- Surface transit service
- Private vehicle use
- Parking and loading
- Car-sharing services
- Information provision - wayfinding
- Outdoor activities and open space
- Relationship to adjacent development

Shifting focus

From

- streets defined curb-to-curb
- vehicle capacity and through-put
- vehicle access and safety

To

- streets defined building face to building face
- multi-modal capacity and quality of service
- multi-modal access and safety

Key concepts

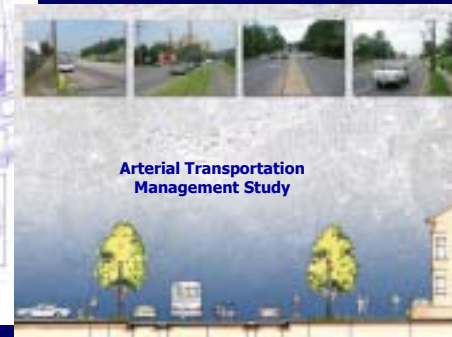
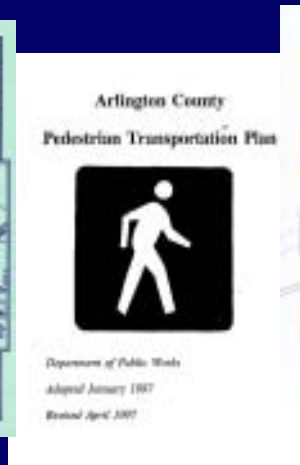
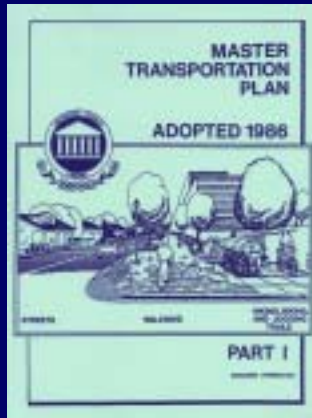
- Striking the right balance across uses
 - different streets have different functions
 - recognize the need for trade-offs
- Emphasizing safe and attractive access for an array of user groups
- Coordinating facility design with adjacent development

Arlington's response – planning & programming

Transportation Plans

- Master Transportation Plan
- Modal Plans

Corridor Plans

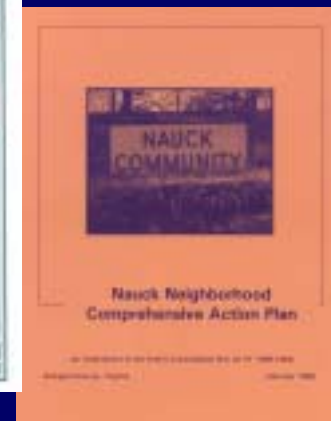
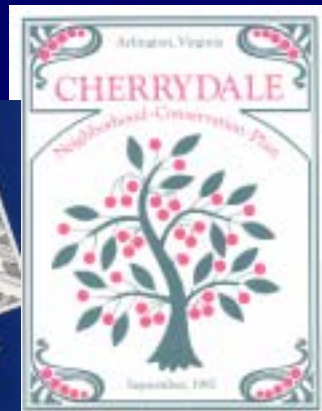


Arlington's response – planning & programming

Sector and Sub-Area Plans

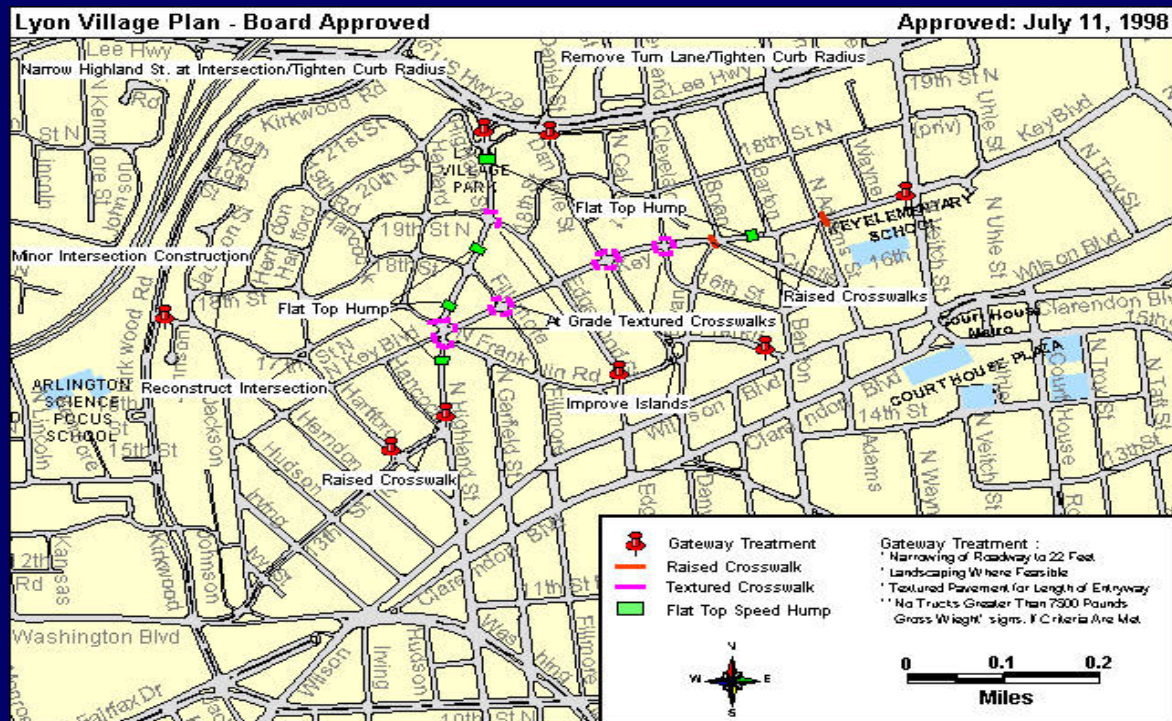
Neighborhood Programs

- Neighborhood Conservation
- Neighborhood Traffic Calming



Arlington's response – project examples

Neighborhood Traffic Calming – Lyon Village



Project Examples –

N. Highland Street – Neighborhood Connecting Street

Before:

- 1 wide travel lane in each direction w/ turn lane at the intersection
- Marginal crosswalk definition
- 5,900 vehicles per day
- 32 mph – 85th percentile speed

After:

- 1-10 foot travel lane in each direction
- Improved intersection/gateway definition
- 4,900 vehicles per day
- 22 mph – 85th percentile speed



Project Examples –

Pershing Drive – Minor Arterial

Before:

- 4 travel lanes w/on-street parking
- Poor pedestrian crossing facilities
- 7,500 vehicles per day
- Defined speeding problem

After:

- 1-11 foot travel lane in each direction with textured/colored median
- 2- 5-foot bike lanes adj. to on-street parking
- Improved pedestrian facilities
- 6,700 vehicles per day and reduced travel speeds



Project Examples –

South Eads Street – Minor Arterial

Before:

- 2 travel lanes in each direction w/ no turn pockets/lanes
- Marginal crosswalk definition
- Poor transition between commercial/service uses and residential uses
- Defined speeding problem

After:

- 1-11 foot travel lane in each direction
- Center median and turn pockets
- Bike lanes and on-street parking
- Improved sidewalks with landscape and lighting



Project Examples –

Crystal Drive – Minor Arterial

Before:

- One-way street with 3-12 foot travel lanes, turn lanes and on-street parking
- Narrow sidewalks with little amenity on west side of street
- 9,200 vehicles per day
- Defined speeding problem

After:

- 2-10 foot travel lanes in each direction
- 2-5 foot bike lanes with on-street parking on the west side
- Widened sidewalks adjacent to new street-front retail on the west side of street



Project Examples –

S. Joyce Street – Minor Arterial

Before:

- 1-2 travel lanes in each direction w/ on-street metered parking
- No sidewalk on east side & open field
- 11,000 vehicles per day

After:

- 2-travels lane in each direction with center median
- On-street metered with bike lanes to be installed Spring 05
- Wide sidewalks with street-front retail on east side



Project Examples –

S. Hayes Street – Principal Arterial

Before:

- Three travel lanes in each direction with channelized turn lanes
- On-street bike lanes
- On-street bus transfer facility
- Metrorail station with 32,000 boardings/alightings per day
- 22,000 vehicles per day



After:

- Existing travel lanes and bike lanes retained
- Standardized left hand turn lanes
- Substantially upgraded sidewalks
- Upgraded bus transit passenger facilities and Metro station entrances



Where do we go from here?

- Redesign/reconstruction of major arterial streets to improve safety and accessibility for all users
- Enhanced integration of bus transit facilities and operations into street design
- Integration of high-capacity surface transit (BRT/streetcar) into commercial streets
- Curb-side management



Is planning and building complete streets enough?

Not necessarily, it is also important to -

- Raise awareness
- Supply accessible information on travel options
- Provide ongoing encouragement



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