

Complete 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 activity and commerce, providing space for landscaping and accommodating storm water management and other public utilities.

The Streets Modal Element of the MTP provides guidance for achieving a greater balance among modes through the introduction of a new street typology depicted on this map and other policies that promote and enable 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' settings. Complete Streets do not necessarily entail dedicated facilities for each mode (e.g., transit track, bike lane, sidewalk), particularly on lower-volume streets. However, Complete Streets do ensure that travel by all modes is accommodated in a manner appropriate to the context of the street.

Complete Streets have three areas of activity: context, pedestrian space, and the travelway. The context of a street includes the buildings and sites adjacent to the street, or right-of-way. Land use, physical form and intensity shape the context zone. The pedestrian space is that which extends between the building face, or front of the private property, and the travelway. The travelway encompasses that portion of the public right-of-way between the curbs that is dedicated partially or exclusively to travel.

Street Typology

This map designates specific types of arterial streets. The proposed typology has been developed to shape decision-making about a given street section in terms of its planned land use context and multi-modal function. This overlay is the principal guide for the rebalancing, redesigning and rebuilding of arterial streets to become Complete Streets that provide for all modes of travel as well as serve the adjacent land uses. More specific guidelines for improving the various designs of existing streets within each general type are set forth in the Streets Modal Element. Non-arterial (local) streets should also have designed features to complement their land use context and function as illustrated in the table below. Arlington will also continue to use its Functional Classification of streets to guide operational and maintenance priorities. Typical elements and dimensions for each street type are illustrated in the table below. Factors such as existing and planned land use types and intensities, right-of-way availability, travel demand, transit operations, neighborhood character, historic designations, presence of mature trees, topography, and community concerns should be considered in the development of the final dimensions and design of any street.

Arterial	Travel Lane/Lane	Median	Target Speed	Transit Service	Bike Accommodations	Restrict/Limit Driveway Access	On-Street Parking Priority	Pedestrian Way
Type A-Primary Retail/Urban Main-Use	2 to 4 Lanes	None	30-25	Frequent	Bike Lane / Shared Lane	Yes	High	10-15' Sidewalk 15' Furniture Zone on Top 25%
Type B-Primary Urban Main-Use	2 to 4 Lanes	None / Low	25-30	Frequent	Bike Lane / Shared Lane	Yes	High	10-15' Sidewalk 15' Furniture Zone of Top 25%
Type C-Primary Commercial Main-Use	4 Lanes	Medium	30	Frequent	Bike Lane	No	Low	10-15' Sidewalk 15' Furniture Zone
Type D-Primary Garden Apartments & Townhouses Neighborhood	2 to 4 Lanes	High	25-30	Moderate	Bike Lane	No	High	10-15' Sidewalk 15' Furniture Zone
Type E-Primary Single-Family Residential Neighborhood	2 to 4 Lanes	None / Medium	25-30	Limited	Bike Lane / Shared Lane	No	Medium	10-15' Sidewalk 15' Furniture Zone
Type F-Primary Low-Density Residential Main-Use	4 to 6 Lanes	High	25-45	Limited	Dedicated Shared Use Path	Yes	None	10-15' Sidewalk or 10' Shared Use Path 15' Furniture Zone
Non-Arterial								
Urban Center Local (medium to high density)	2	Low	25	Limited/None	Bike Lane / Shared Lane	No	High	10-15' Sidewalk 15' Furniture Zone
Neighborhood (low density)	1 to 2 Lanes	Low / None	20-25	Limited/None	Shared Lane	No	High	10-15' Sidewalk 15' Furniture Zone
Alley/Service	1 to 1.5 Lanes	None	10	None	Shared Lane	No	Low	10-15' Sidewalk 15' Furniture Zone
Transitway	2	Low / None	Varies	Frequent	Shared-Use Path	Yes	None	10-15' Sidewalk or 10' Shared Use Path 15' Furniture Zone

Note: The nomenclature of the typologies, found in the legend and table above, is designed to help users understand the typology assignments by indicating where such street types are most commonly found. Land uses in the GLUP, other land use plans or existing zoning designations are not meant to be affected, changed or interpreted based upon the name of an abutting street type.

Arlington County, Virginia
MASTER TRANSPORTATION PLAN



Adopted December 18, 2007

Updated March 2025

High-Occupancy-Incentive Corridors

Selected limited access highways and Potomac River bridges are envisioned to have facilities, restrictions, fees and other measures that encourage high-occupancy travel. These measures can include High-Occupancy-Vehicle (HOV) lanes, High-Occupancy-Toll (HOT) lanes, ramp metering and congestion fees. The Streets Modal Element provides additional details.

Enhancing the Street Network

Arlington seeks to enhance the street network by discouraging the closure of existing streets, and encouraging the creation of alleyways and new local street sections, particularly where large blocks can be broken up, and where pedestrians can be provided with better access or fewer vehicular conflicts.

Certain areas are identified on this map as locations where the construction of new streets to improve the connectivity of the existing street network is expected as part of planned development. New connecting streets are also routinely sought through public investment or private development on an ongoing basis where they are appropriate. In either case specific alignment and street design is determined through more detailed planning processes. The Streets Modal Element provides additional details.

About Arlington

Land	25.8 Square Miles (66.82 Square Kilometers)
Land Area	460 Feet (140.3 meters) above Sea Level
Population and Employment	
Total Population, 2000 U.S. Census	189,433
Total Population, 2010 U.S. Census	207,027
Total Population, 2020 U.S. Census	238,643
Average Household Size, 2022 ACS	2.10 persons
Estimated At-Risk Employment, January 2021	221,400 jobs (100%)**
Construction	4,100 (1.9%)
Retail Trade	19,900 (4.5%)
Transportation and Warehousing	12,300 (5.6%)
Information	6,900 (3.1%)
Finance and Insurance	9,800 (4.4%)
Real Estate and Rental/Leasing	9,200 (4.2%)
Professional and Technical Services	59,400 (26.9%)
Hospitality and Food Services	13,000 (5.9%)
Other Services	44,400 (20.1%)
Government	44,200 (20.0%)
All Other	8,100 (3.7%)
Estimated Daytime Population, 2024	302,700
Development	
Total Dwelling Units, 2000 U.S. Census *	90,426
Total Dwelling Units, 2010 U.S. Census *	105,404
Total Dwelling Units, 2020 U.S. Census*	119,085
Remainder Building Area in Square Feet, 4Q 2023**	43,012,179
Total Hotel Rooms, 2021 estimate**	7,556

Legend

Arterial-Street Typologies

- Type A
- Type B
- Type C
- Type D
- Type E
- Type F

Neighborhood Streets

- Urban Center Local
- Residential or Commercial
- Local Street
- Shared Street
- Pedestrian Priority Street

Limited-Access Routes

High-Occupancy-Incentive Corridors

VA Rte. 110, VA Rte. 27

Public Transportation Facilities

- Metro Blue Line
- Metro Orange Line
- Metro Yellow Line
- Metro Silver Line
- Railroad

Public Parks

Federal-Owned Lands

Bicycle/Pedestrian Trails

- Existing Major Trail Projects
- Planned Major Trail Projects

Transit Facilities

- Existing/Completed Transit Projects
- Planned Transit Projects

Intersection/Bridge Roadways

- Existing/Completed Projects
- Planned Roadway Projects

Key Facilities and Improvements

Bicycle/Pedestrian Facilities

- W & OD Trail
- Mt. Vernon Trail
- Cassidy Trail
- Arlington Blvd. Trail
- Four Mile Run Trail
- Bluemont Junction Trail
- Four Mile Run Trail Crossing of I-395
- Boundary Channel Bridge Underpass
- North Tract/Mt. Vernon Trail Connector
- Washington Blvd. West Side Trail
- Arlington Blvd. South Side Trail
- Route 110 South Trail
- Columbia Pike Bike Boulevards
- Iwo Jima Memorial Connection to Roosevelt Bridge
- Four Mile Run Bridge
- Rosslyn Circle Tunnel
- Potomac Yard to Four Mile Run Trail Connector
- Ballston Bike Station
- Bluemont Park to Upton Hill Park Trail
- Bike Share Stations (see MTP Bicycle Element Appendix F for additional detail)

Areas Planned for New Streets

- Pentagon City/Metropolitan Park Area
- Clarendon Commercial Area
- Rosslyn-Courthouse Area
- Columbia Pike West End
- Columbia Pike / Town Center
- Columbia Pike / Four Mile Run Drive Central
- Nauck Revitalization Area
- Virginia Square / 9th St.
- N. Quincy Street Plan Addendum (West Ballston)
- Crystal City Redevelopment
- Buckingham Redevelopment
- Columbia Pike East
- Washington Blvd. / Kirkwood Rd.
- Langston Boulevard Planning District
- Transit Facilities
- WMATA Bus Garage
- Crystal City/Potomac Yard Transitway
- Shirlington Bus Station
- Ballston-MU Metro Rail Station West Entrance & Multimodal Improvements
- Rosslyn Metro Rail Station Improvements
- Courthouse Metro Rail Station Second Elevator
- Pentagon City Metro Station Second Elevator
- East Falls Church Metro Station Access Improvements
- ART Light Maintenance Facility
- Clarendon Metro Rail Station Plaza & Bicycle Parking Improvements
- Crystal City Metro Rail Station Improvements & East Entrance
- Crystal City Multimodal Improvements
- Pentagon City Pedestrian Tunnel
- Pentagon City Multimodal Improvements

- Transitway Expansion to Pentagon City
- Shirlington Bus Station Expansion
- Courthouse Metro Rail Station Canopy and Escalator Entrance
- Transit Stations

Intersection + Bridge Roadway Improvements

- Clarendon Circle/Washington Blvd.
- Lee Hwy./N. Harrison St. (left-turn lanes)
- Glebe Rd. (left-turn lanes) at Lee Hwy.
- Columbia Pike/Four Mile Run Dr.
- Columbia Pike/Washington Blvd.
- Arlington Blvd./Washington Blvd.
- Arlington Blvd./Courthouse Rd./10th St.
- Glebe Rd./Arlington Blvd.
- S. Glebe Rd./Interstate 395
- S. Glebe Rd./Arlington Ridge Rd. (left-turn lanes)
- Marshall Dr./Route 110 (merge lane)
- N. Glebe Rd./Fairfax Dr./Wilson Blvd./Carlin Springs Rd.)
- N. Meade St./Arlington Blvd. (Route 50) bridge rebuild
- Long Bridge Drive/Interstate 395 interchange rebuild
- N. Carlin Springs Rd./N. George Mason Dr. bridge replacement
- Shirlington Rd./S. Four Mile Run Dr. bridge replacement
- Washington Blvd. (Route 27)/Jefferson Davis Hwy. (Route 110) bridge rebuild
- Columbia Pike Multimodal

Block Numbers on Numbered Streets				
200 Ball	2000 Tart	3700 Nelson	5400 Harrison	
300 Clark	2100 Little	3800 Oakland	5500 Illinois	
400 Dale	2200 Welch	3900 Pollard	5600 Jefferson	
500 East	2300 Wayne	4000 Quincy	5700 Kensington	
600 Fern	2400 Adams	4100 Randolph	5800 Lexington	
700 Grant	2500 Barton	4200 Taylor	5900 Madison	
800 Hayes	2600 Cleveland	4300 Stuart	6000 Nottingham	
900 Innes	2700 Dwyer	4400 Union	6100 Ohio	
1000 Joyce	2800 Edwards	4500 Vermont	6200 Potomac	
1100 Kent	2900 Fillmore	4600 Wakefield	6300 Quantico	
1200 Lynn	3000 Corbett	4700 Arlington	6400 Rosslyn	
1300 Meade	3100 Highland	4800 Buchanan	6500 Syracuse	
1400 Nash	3200 Irving	4900 Burton	6600 Takoma	
1500 Oak	3300 Jackson	5000 Columbia	6700 Underwood	
1600 Pierce	3400 Lincoln	5100 Edison	6800 Van Buren	
1700 Queen	3500 Monroe	5200 Frederick	6900 Westmead	
1800 Rife	3600 Monroe	5300 Greenleaf	7000 Arizona	
1900 Scott				
South and West Sides are Even Address Numbers				

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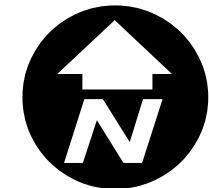
Map prepared by GIS Mapping Center
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Spatial reference: Virginia State Plane North, NAD 1983.
Base map updated from November 2024 digital aerial photography.
Potomac River from USGS 1:24,000 DLG files.
Cadastral and political data layers are maintained on an on-going basis.
Master Transportation Plan data effective through March 2025.

Map © 2025 Arlington County, VA
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SCALE IN FEET
0 1,200 2,400 3,600

0 0.25 0.5 0.75 1
SCALE IN MILES



FRONT

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 mode-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.



Arlington County Transit Network

Legend

- Limited-Access Routes**

High-Occupancy-Incentive Corridors

Neighborhood Streets

Flexible Transit Zones

Public Parks

Federal-Owned Lands

Potomac River
- Transit Networks**

Public Transportation Facilities
- Transit Stations - Existing and Proposed

Premium Transit Network

Express Bus Corridor

Primary Transit Network

Secondary Transit Network

Existing

Planned

Virginia Railway Express

Metro Station

Metro Blue Line

Metro Orange Line

Metro Silver Line

Metro Yellow Line

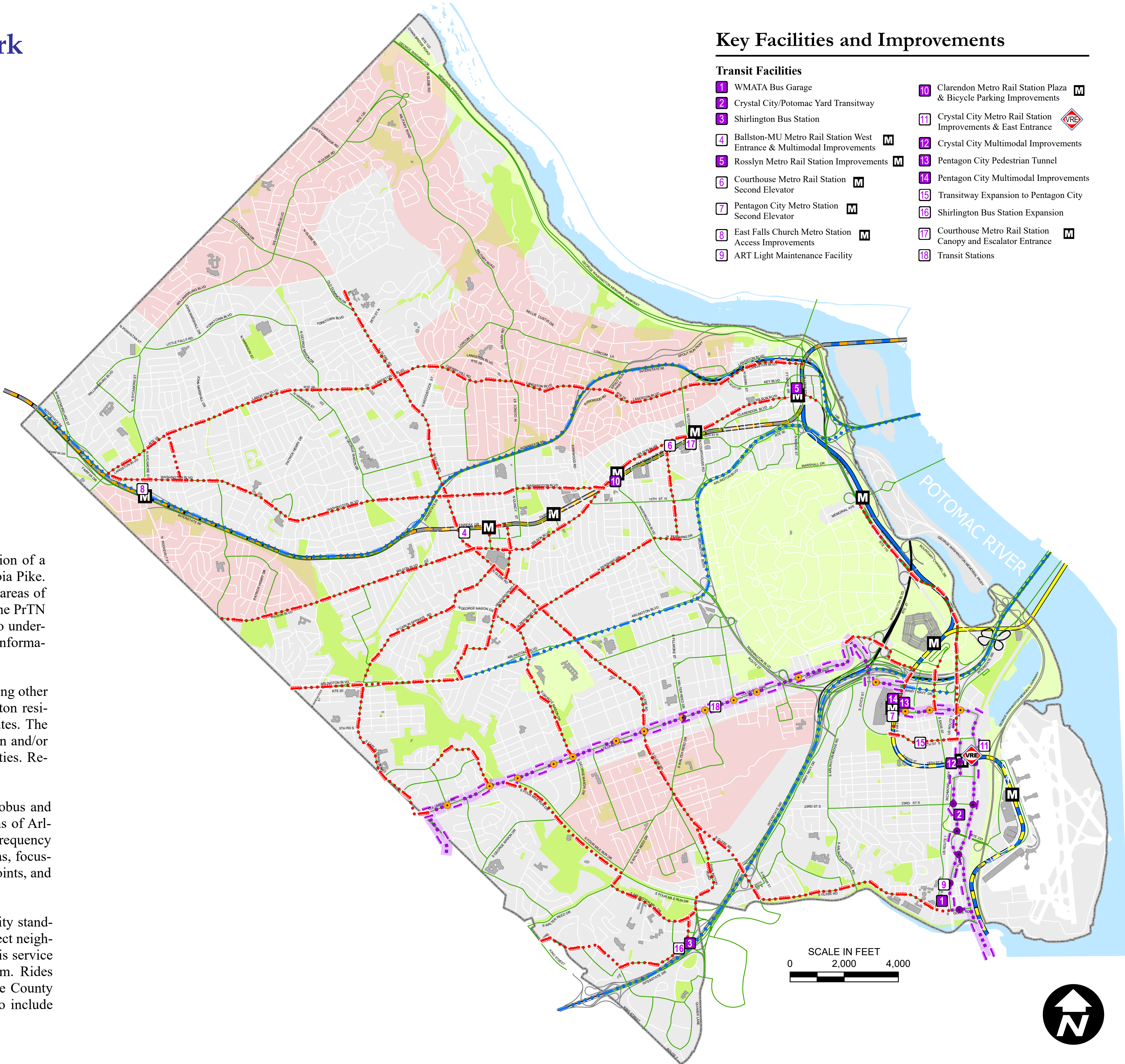
Transit

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



Arlington County Bike and Trail Network

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,

Legend

- Limited-Access Routes**

High-Occupancy-Incentive Corridors

Neighborhood Streets

Public Transportation Facilities

Potomac River
- On Street Bike Lanes**

On Street Bike Facilities

Off Street Trail Network

Public Parks

Federal-Owned Lands
- Existing Bike Lanes

Planned Bike Lanes

Existing Bikeway

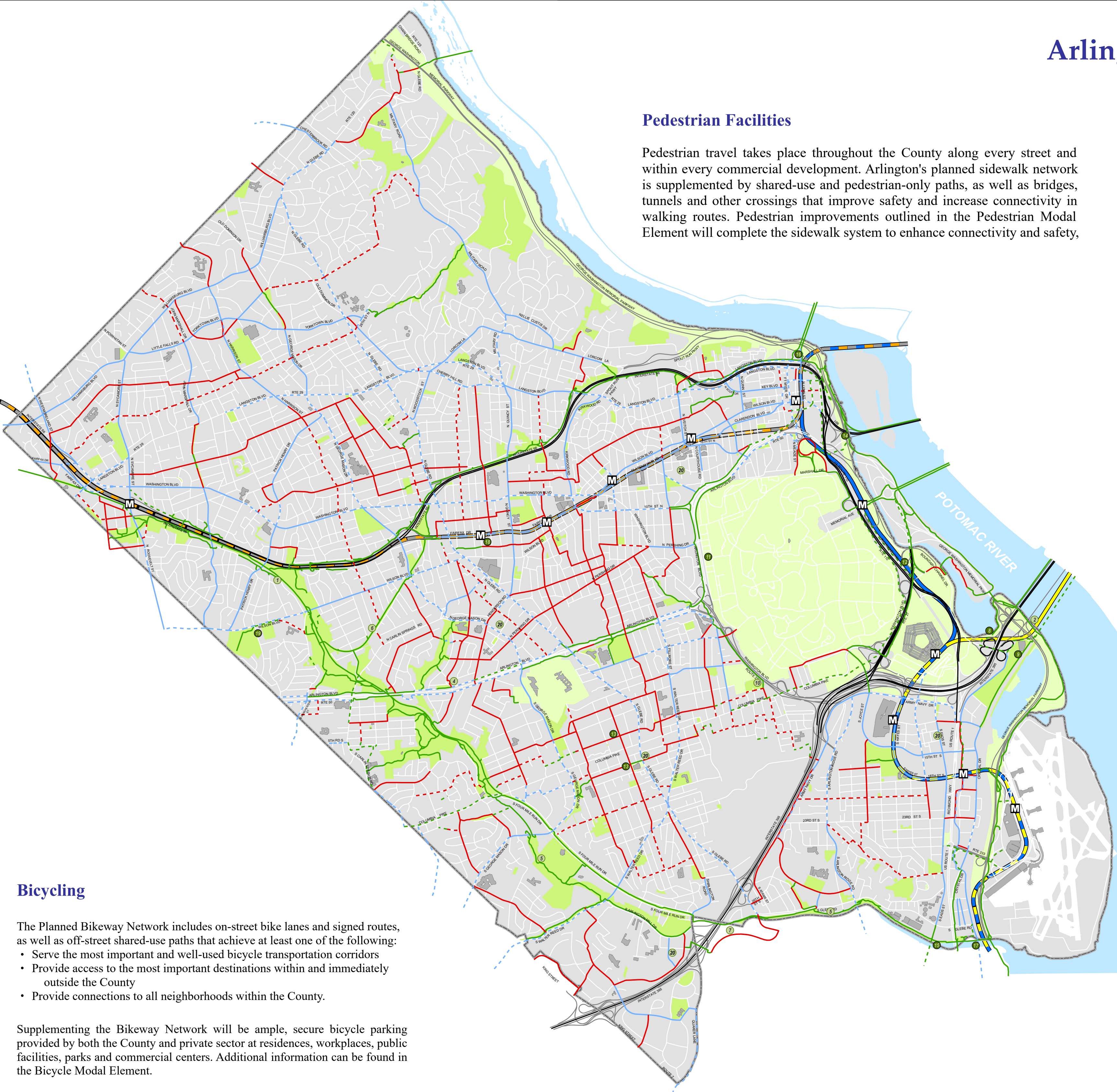
Planned Bikeway

Existing Trails

Planned Trail Projects

Key Facilities and Improvements

- Bicycle/Pedestrian Facilities**
- None: Trails shown on Columbia Island (D.C.) are for displaying connectivity
- W & OD Trail
 - Mt. Vernon Trail
 - Custis Trail
 - Arlington Blvd. Trail
 - Four Mile Run Trail
 - Bluemont Junction Trail
 - Four Mile Run Trail Crossing of I-395
 - Boundary Channel Bridge Underpass
 - North Tract/Mt. Vernon Trail Connection
 - Washington Blvd. West Side Trail
 - Arlington Blvd. South Side Trail
 - Route 110 South Trail
 - Columbia Pike Bike Boulevards
 - Jessie Jinn Memorial Connection to Roosevelt Bridge
 - Four Mile Run Bridge
 - Rosslyn Circle Tunnel
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 - Bike Share Stations (see MTP Bicycle Element Appendix F for additional detail)



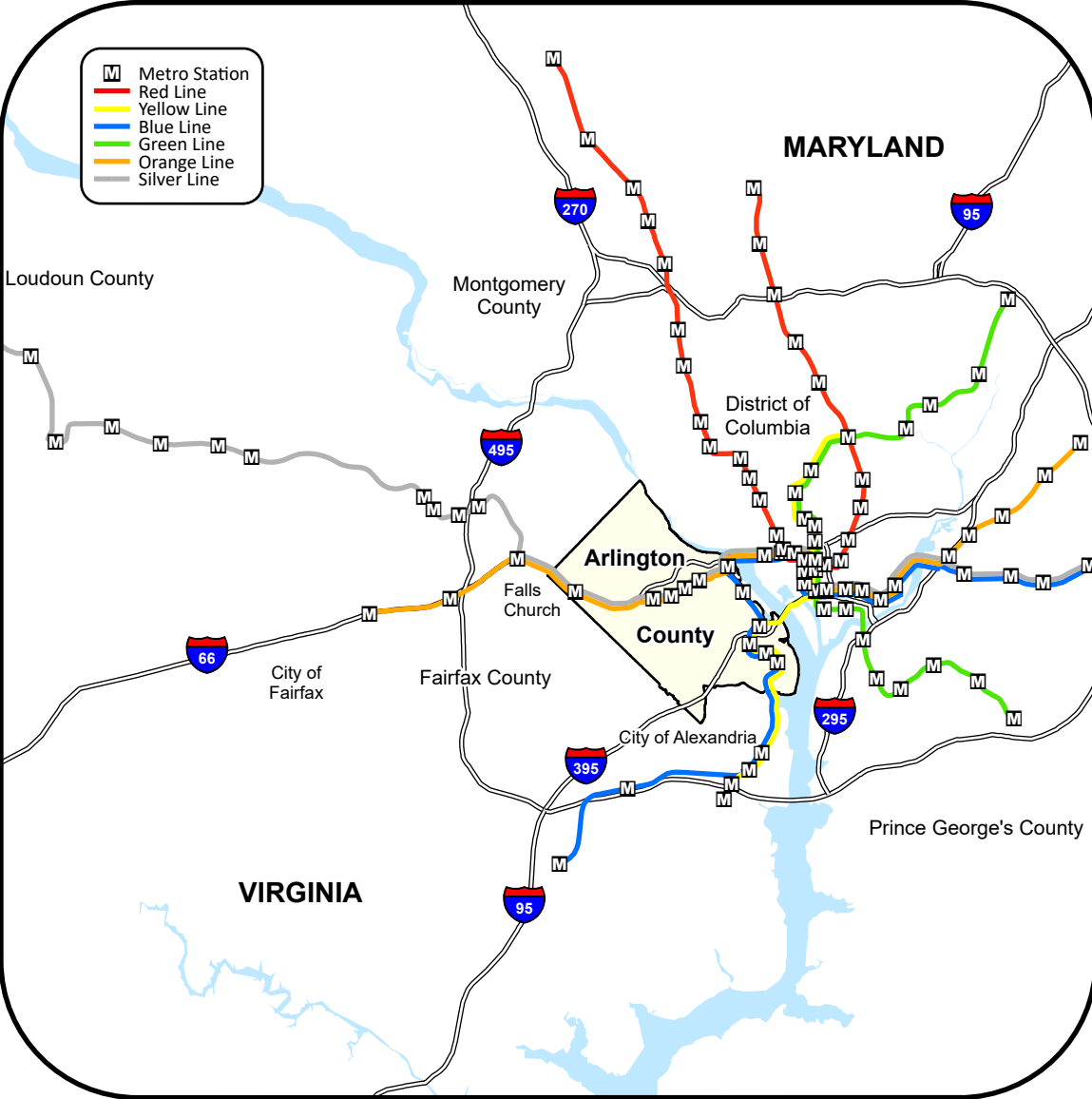
Bicycling

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

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

Map of Metrorail System



Map prepared by GIS Mapping Center
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Spatial reference: Virginia State Plane North, NAD 1983.
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