

# meet ARLINGTON

COUNTY, VIRGINIA

## Improving Safety & Choices For All

### Our Philosophy

To make Arlington County a vibrant, accessible and sustainable community through strategic transportation, environmental and capital investment projects, while providing excellent customer service, operations, and maintenance in a safe and healthy environment for all.

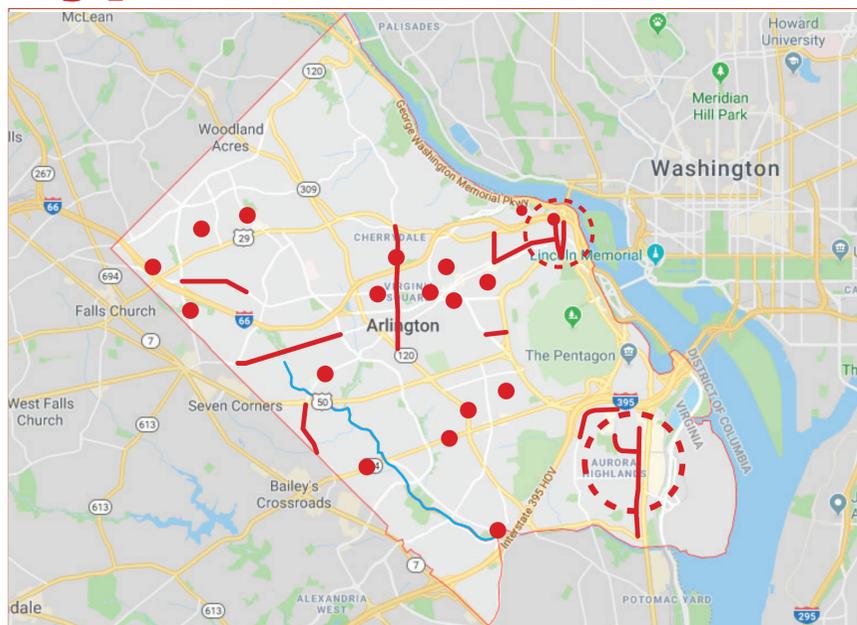
How we make it happen:

- Administering programs that assess safety via spot, corridor, and systemic treatments
- Reviewing and responding to community concerns
- Finding opportunities through repaving, remarking, and redevelopment
- Maintaining and updating guidelines for roadway and intersection treatments



To promote timely deployment of measures to address multimodal safety, Arlington deploys short-term strategies often referred to as **tactical urbanism**. By using this approach, benefits can be immediately realized.

### Types of Treatments



#### Spot Improvements

Provide opportunities for safety or operational improvements at specific areas or intersections of concern. These improvements often address conflict points at an intersection for motorists, pedestrians, and cyclists.



#### Corridor Improvements

Provide opportunities for safety or operational improvements along arterials. Corridor improvements typically entail finding opportunities for reconfiguring the roadway or reassigning space in conjunction with the repaving program.



#### Sub-Area Improvements

Provide opportunities for safety or operational improvements in an urban district or neighborhood and are typically vetted with civic associations and business improvement districts. Near term improvements can be deployed to model and test long-term improvement strategies.

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### Public Engagement & Support

**Stakeholder Input**



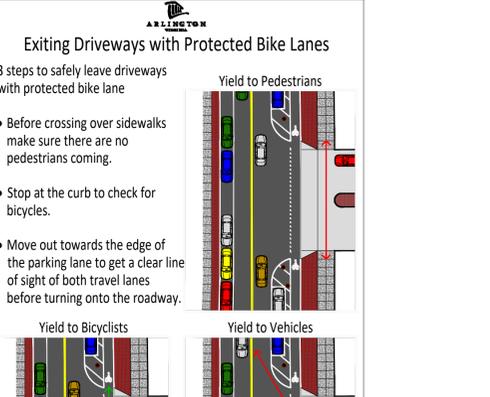
Stakeholder input is collected through workshops, pop-up events, community or committee meetings, and online tools.

**Education**

**Exiting Driveways with Protected Bike Lanes**

3 steps to safely leave driveways with protected bike lane

- Before crossing over sidewalks make sure there are no pedestrians coming.
- Stop at the curb to check for bicycles.
- Move out towards the edge of the parking lane to get a clear line of sight of both travel lanes before turning onto the roadway.



**Parking with Protected Bike Lanes**

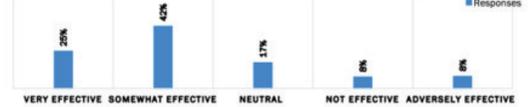
- Do not park in the protected bike lane.
- Pay for parking at the meters behind the curb.
- Thank you for helping to make Arlington a safer place to park and ride.



Introduction of new facilities allows for education opportunities through safety graphics and videos.

**Stakeholder Feedback**

**Fort Myer Drive and Fairfax Drive**

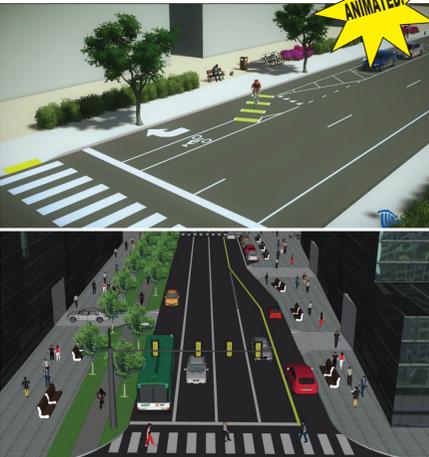



Response Category	Percentage
VERY EFFECTIVE	25%
SOMEWHAT EFFECTIVE	55%
NEUTRAL	15%
NOT EFFECTIVE	5%
ADVERSELY EFFECTIVE	0%



Stakeholder feedback can validate improvements and also provide insight to design changes for future improvements.

**3D Visualizations**



Development of 2D graphics and 3D renderings help communicate a project's short-term and long-term goals.



**Roadway:** Wilson Boulevard  
**Description:** The 80 ft. crossing was a concern for pedestrians in the neighborhood. Through tactical urbanism - a median refuge and curb extensions were installed and tested for a year. After a year of implementation, a hardscape median was constructed.

**Roadway:** South Arlington Mill Drive  
**Description:** The right turn channelized island was not ADA compliant and experienced heavy pedestrian and cyclist traffic due to its proximity to a trail. Through tactical urbanism - the island was grown by removal of a left-turn lane that was validated through traffic modeling. After a year of implementation, a hardscape island was constructed.

**Roadway:** North Quincy Street  
**Description:** The subject roadway serves as a primary north-south connection through the County for motorists, cyclists, and pedestrians. Through paving - the standard bike lane was converted into a protected bike lane. A County Park's Project will now be further enhancing the bike lane by removing pre-existing curb extensions to allow for less skewed bike crossings.