

Neighborhood Complete Streets

NCS PROGRAM UPDATE – MAY 2016



ARLINGTON
VIRGINIA

NEIGHBORHOOD COMPLETE STREETS

What is a Complete Street?

- **Complete Streets** are streets designed and operated to **allow safe and comfortable use by all users**. Walking, bicycling, public transit and motor vehicles are all accommodated in the available infrastructure and the street design is compatible with the surrounding land uses.



WHAT'S MISSING?



- Street design has traditionally favored private auto over other users
- Pedestrian, bicycle, and transit needs often retrofit after-the-fact, often not well

NEIGHBORHOOD COMPLETE STREETS



Example Complete Street elements:

- Contiguous, unobstructed sidewalks
- Curb ramps
- Streetlights
- Street trees
- Transit stops
- Reasonable pedestrian crossing lengths and staging areas (curb extensions, medians)
- Storm water management

NEIGHBORHOOD COMPLETE STREETS

Background

- Neighborhood Traffic Calming Commission & program retired (2014)
- Neighborhood Complete Streets Commission (2014) & NCS program & scoring (Jan. 2016) approved by Board, alternative to NC program
- No “vertical traffic calming measures” until 2019
- No failed or withdrawn NC projects

Application Period

- **Anyone** can nominate a problem street (different than NC)
- Online application in English & Spanish
- Accepting applications May 1 to June 16

PROJECT SCORING & RANKING

- Must score minimum of 12 points in Group 1 criteria to progress to group 2
- Potential projects eliminated if located on arterials, failed/withdrawn NC projects
- Ranked projects then considered with qualitative considerations
- Applications should be as specific as possible about the location and nature of the problem, and should consider keeping the project scope focused to avoid prohibitively expensive projects

Group I	
A. Sidewalk Conditions	
No sidewalks (12)	
Incomplete Sidewalk (6)	
Narrow or obstructed (up to 6)	
Missing curb ramps (2)	
B. Traffic Hazards/Safety	
Speeding Problem (10)	
Reported crash(es) (past 48 months) (10)	
Inadequate lighting (6)	
Total Group I:	0

Group II	
A. Pedestrian attractors	
3/4 mile to Metrorail (4)	
1/2 mile to ES; 3/4 mile to MS/HS (4 each)	
School bus stop (2)	
1/4 mile to bus stop (2)	
1/2 mile to shopping/office (1-3)	
B. Mapped Bike Routes	
Designated on bike map (2)	
Connects with trail (2)	
Connects to bike route (1)	
CaBi station w/in 1/4 mile (2)	
C. Traffic Volumes	
Above 1,000 per day (2)	
Between 500 and 1,000 (1)	
D. Land Use/GLUP	
Commercial/mixed use (5)	
37+ dwelling units (5)	
16-36 dwelling units (3)	
11-15 dwelling units (2)	
1-10 dwelling units (1)	
E. Other Street Improvements	
Street repaving (2)	
Water or sewer upgrade (2)	
Total Group II	0
OVERALL TOTAL	0

QUESTIONS & CONTACT

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