

**RESOLUTION: A SAFE, EQUITABLE, AND ACCOUNTABLE
TRANSPORTATION PLAN IN ARLINGTON COUNTY****DRAFT 1: 30 JAN 2026**

Resolution by the Transportation Committee, Nicole Toulouse, Chair; transport.chair@civfed.org. To be introduced for consideration by the General Membership at the 10 March 2026 General Membership Meeting.

WHEREAS:

- **Arlington County is updating its countywide transportation policy through “Arlington’s Transportation Future”** to replace the 2007 Master Transportation Plan, with the aim of a safe, equitable, accessible, easy-to-use, and sustainable network and draft modal priority networks and curb lane categories now in public materials. [Arlington’s Transportation Future](#)
- **The County’s Vision Zero program provides a five-year action framework and measurable performance updates aligned to eliminating severe and fatal crashes by 2030**, with public dashboards, annual/mid-year reports, and an annual safety feedback engagement. [Arlington Vision Zero Action Plan](#)
- **Arlington already deploys proven safety tools** such as Pedestrian Hybrid Beacons (PHBs/HAWKs), Rectangular Rapid Flashing Beacons (RRFBs), speed feedback signs, and tactical speed humps, supported by published engineering toolboxes, guidelines, and before/after pilot results. [Arlington PHB/HAWK](#)
- **Arlington’s Legislative Agenda (Section J) aims to prioritize transportation safety** through legislative means and local empowerment of infrastructure improvements and authorities. [2026 Legislative Agenda](#)
- **Many of Arlington’s highest-volume corridors are maintained by the Virginia Department of Transportation (VDOT)**, including U.S. 29 (Langston Blvd.), Route 120 (Glebe Rd.), Route 27 (Washington Blvd.)/Route 237 segments, Route 124 (Spout Run Pkwy), and U.S. 50 (Arlington Blvd.), requiring sustained County-VDOT coordination for standards, safety, and operations. [Arlington’s VDOT Roads](#)
- **Arlington’s sidewalk and ADA accessibility policies call for unobstructed width and identify utility poles as a major category of sidewalk obstructions**, warranting systematic remediation and strengthened siting rules. [Arlington’s Residential Sidewalk Design Criteria](#)
- **Micromobility (shared e-bikes/scooters) is now a permanent program with operating rules, permits, coordinated corrals, and safety expectations**, and interacts with curbside loading and pedestrian access. With technology evolving, policy continues to need to adjust. [Arlington Micromobility](#)
- **Transit system capacity, bus operations and bus stop facilities remain central to corridor performance**, including Columbia Pike’s premium transit vision and the new ART Operations & Maintenance Facility that supports fleet growth and electrification. [Columbia Pike Premium Transit Network](#)
- **Arlington’s Comprehensive Plan, General Land Use Plan (GLUP), Transportation Plan, and site plan review process determine the future of Arlington neighborhoods** including office/commercial development, public services, and infrastructure support to promote a desirable and well rounded place to live.

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THEREFORE, BE IT RESOLVED: that the Arlington County Civic Federation asks the County Board to adopt the following actions and direct the County Manager to implement them, in partnership with civic associations, advisory groups, and regional/state partners:

A. Arlington's Transportation Future

1. **Civic association engagement:** Area and corridor focused institute a yearly Transportation Roundtables with civic association representatives to review requests, decisions, and timelines; where a request is not advanced, provide a brief written rationale and alternative options.
2. **Columbia Pike transit:** Add additional bus service improvements, stop/station improvements (real-time information, transit signal priority, off-vehicle fare payment, and steps to expedite loading/unloading) and larger buses to increase ridership and capacity along Columbia Pike to help ease existing demand strains and future transportation needs. Add lighting for safety. Publish a near-term implementation schedule for the Premium Transit Network with clear milestones and performance targets.
3. **ART routes, bus storage, & reliability:** Improve ART bus system through infrastructure improvements like more bus shelters with real time arrival information; request to locate school buses at schools to clear bus storage for ART at Trades Center and coordinate with WMATA on co-location options; expanded peak service; better understanding VHC busing needs and optimal routes; annually report on fleet capacity and reliability metrics by corridor.
4. **Park & trail crossings on high-speed arterials:** prioritize pedestrian-protected crossings across major planning corridors and near park entrances using PHBs or signals as warranted; pair with speed management and refuge islands.
5. **Capital Planning:** Create a realistic capital plan for major corridor improvements including public and private investment expectations and scheduling.
6. **Inclusion of Glebe Road as a major transportation planning corridor:** SR 120 (Glebe Road) is over 9 miles long spanning the entire length of Arlington County. It is the primary north-south connector and largely unplanned. An improvement plan that delineates commercial improvements from residential area improvements as well as pedestrian safety should be clearly articulated to VDOT. A vision statement for this corridor in the Transportation Future Plan can help guide this conversation with VDOT.
7. **Emergency Management and Regionalism:** Work cooperatively with federal and regional jurisdictions to see how Arlington supports their planned evacuation routes and the impacts on Arlington infrastructure and planning for regional success in an emergency. Provide community visibility into these plans where appropriate.
8. **Prioritize Privacy in Parking Automation and Parking Permit Digitization:** If legislative changes are made to allow for automated parking enforcement, ensure secure data storage and involve public input for defining that security level.
9. **Master Transportation Map(s) implementation plan:** publish a two-year rolling plan translating adopted/draft modal priority networks and map elements into projects with cost bands, division leads, and timing priority i.e. what areas are 1-4 years vs. 20-30 years to complete the planned bike and trail network map
10. **Open data & reporting:** maintain a single web hub for appropriate staff contact information, Vision Zero progress, curb pilots, MMTA submissions, and TDM compliance dashboards so the public can see timely, project-level information.

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11. **Codify a near-miss and hazard reporting pipeline** in the Vision Zero Five-Year Action Plan update, integrating the County's Request for Service portal with a dedicated, map-based "near-miss" intake and feedback loop; publish quarterly summaries and responses.
12. **Crosswalk request process:** publish a step-by-step, time-bound process for civic associations to request marked crosswalks, RRFBs, or PHBs (with warrant outcomes and alternatives when not met), and maintain a public tracker of requests and decisions. When "Request a Service" is rejected by an organization, it should merit a conversation instead of brief rejection justification.
13. **Scale quick-build safety tools**—Provide civic groups with a clear and transparent criteria to request quick-fix safety measures — for corridors and intersections on the High-Injury Network, including hardened centerlines, speed management markings, and daylighting. Provide crash data to assist in civic requests.
14. **Expand speed management pilots** (including speed feedback signs and tactical speed humps) with clear, posted criteria for school zones and neighborhood collectors; report before/after speed metrics.
15. **Automated safety enforcement:** continue deploying PhotoSPEED cameras in school zones and evaluate additional priority locations consistent with state authority; publish selection criteria, outcomes, and equity screening. Complete the photo enforcement in front of Glebe Elementary.
16. **Safety for all modes of transit:** Equitably balance transportation safety between all modes of transportation including pedestrian, bike, car, bus, Metro, and last-mile devices. This includes safety between modes like pedestrians to e-bikes or last mile devices or bus loading to cars.
17. **Scooters & e-bikes:** expand micromobility corrals, *require* geofenced parking/slow-zones in dense areas, and continue permit-based operator accountability, including safety education. Develop a plan to reduce the impediments caused by these vehicles.
18. **ADA-first sidewalk operations:** adopt a five-year remediation plan for sidewalk obstructions prioritizing utility pole relocations or adjustments to meet minimum clear widths and reporting mechanisms; publish annual progress maps. Advocate to the legislature that Dominion/Telecomm to track poles and lines that are in use or out of use and create a plan to remove inoperable and unnecessary poles/lines. Additionally, Code should disallow obstructions to public sidewalks with the exception of County permitted construction and maintenance.

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C. VDOT Relationships & Corridor Standards

19. **Coordination MOU:** establish an Arlington–VDOT coordination MOU that sets baseline design/safety standards when County funds are used on state-maintained roads (e.g., Langston Blvd., Arlington Blvd., Glebe Rd., Washington Blvd., Spout Run), including Vision Zero treatments and ADA compliance. Additionally have a set communication cadence for maintenance inquiries and mill and overlay standard replacement for road and crosswalks.
 - a. Require VDOT engagement on new SPRC processes on VDOT owned roads.
 - b. Seek feedback from VDOT on corridor planning documents passed by the County such as Langston Boulevard Area Plan which does not have a clear plan to implement the transportation goals set out by the policy document.
20. **Single front door for VDOT issues:** have a County staff person to maintain county requests to VDOT that can manage inquiries. Update the “submit an online work request” on the County’s VDOT page to a page that allows a work request.
21. **Ownership feasibility:** Request staff to scope the costs, staffing, standards, liabilities, and benefits of assuming ownership/maintenance of selected state routes (e.g., segments of Glebe Rd. and Langston Blvd.), including impacts on capital programming and speed-management authority; publish a public memo with options.
22. **High density vs. low density Corridors:** Establish clear county standards with VDOT in high density vs. low density areas. For example have more focus on traffic calming in residential neighborhoods and a focus on pedestrian refuge in commercial corridors.
23. **Transparency of studies:** when VDOT corridor studies (e.g., Strategically Targeted Affordable Roadway Solutions - STARS) are underway, ensure Arlington County is an active partner not just listener. There should be a transparent feedback process that invites coordination with civic associations, post shared milestones, alternatives, and County comments on the County website. Recommended and funded infrastructure changes should be made clear at the conclusion of the study.

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24. **Area Transportation Plan for major site plans:** require that Area Transportation Plan (ATP) as part of the Multimodal Transportation Assessment (MMTA) that includes the site and surrounding areas on transportation counts, multimodal access, neighborhood street/parking impacts, and mitigation sequencing.
25. **Designated delivery and ride share areas:** require site plans with current or potential retail/restaurant tenancy to provide on-site loading/delivery areas suitable for regular commercial deliveries and ride share activities and/or slug lines; make issuance of the Certificate of Occupancy contingent on delivery management plans.
26. **Parking Ratios:** reaffirm that parking ratios should be appropriately calibrated using observed demand and context (transit access, TDM strength, affordability, and curb demand). COG states that low income communities require access to cars for employment and upward mobility and as such there should be no penalty for living in an affordable community. In the unusual case where proposals include minimal on-site parking, require robust mitigations (e.g., TDM benefits, on-site carshare, PUDO/loading, and curb management plans) to avoid spillover in adjacent blocks.
27. **TDM compliance:** standardize enforceable TDM commitments (e.g., transit benefits distribution, unbundled parking, monitoring schedules), require independent compliance audits on a fixed cadence, and publicly post compliance status and parking studies.
28. **Residential parking program:** Create reasonable way to request residential parking program that has sufficient enforcement. Request input from neighbors on this option when a site plan is under review and a lower parking ratio is expected.
29. **Construction staging and detours:** require transportation staging plans that preserve sidewalks/bikeways, define detours, maintain safe access to bus stops, and coordinate with school and emergency access needs.
30. **Construction mobility plans:** require right-of-way permits to include continuous, ADA-accessible pedestrian routes, bus stop continuity/temporary relocations, and micromobility parking during construction.
31. **Commercial loading & delivery management:** Strengthen curbside and site-design standards in high-traffic urban areas to prevent loading, service vehicles, and PUDO activity from obstructing travel lanes, sidewalks, transit operations, and ADA access. Require that new residential and mixed-use developments implement effective solutions—on-site or curbside—to manage routine deliveries, service vehicles, and resident/visitor drop-offs. Tools may include internal loading or turnaround areas, porte-cochères or driveway access, designated PUDO curb space, shared or side-street loading, and targeted enforcement informed by curb-use data. Short-term “15-minute” loading zones alone have proven insufficient and should not substitute for durable operational solutions.