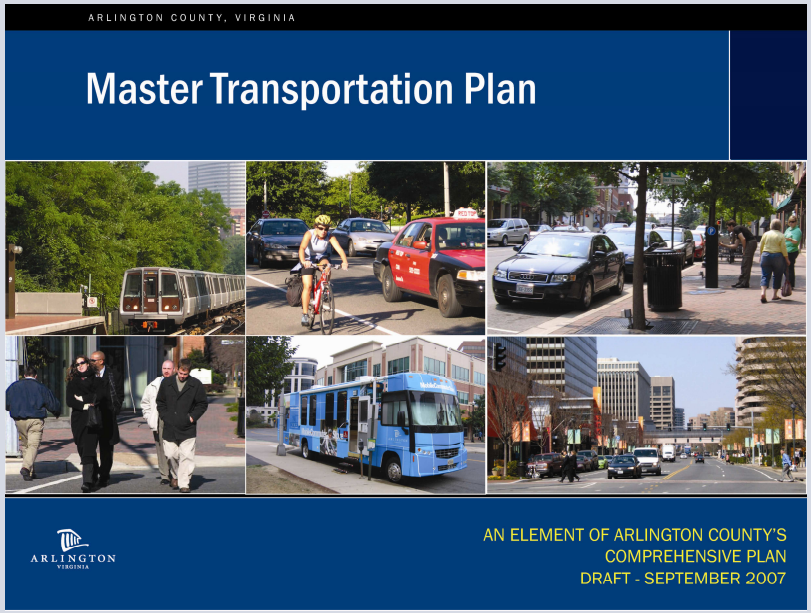
The Master Transportation Plan (MTP)

- ***Goals & Policies Element*** and ***MTP Map*** **-** adopted 2007
- ***Bicycle, Pedestrian*** and ***Demand and Systems Management*** **Elements** - adopted 2008
- ***Transit*** and ***Parking and Curb Space Management*** **Elements** - adopted 2009
- ***Streets Element*** **-**final element to adopt



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Streets Element Contents

- 13 adopted Streets policies plus one new policy
- Grouped into 5 overall objectives
- Implementation actions and performance measures
- Street classifications and types
- Design guidance for arterial and local street types

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Policies for a Network of Streets Compatible with Adjacent Land Uses

1. Utilize typologies to guide planning, management, design and construction
2. Maintain and enhance the grid street network. Construct new streets and avoid permanent closures.
3. Expect service alleys and off-street delivery zones. Minimize the number of curb cuts.

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Key Implementation Measures

- Publish a streets design/operations manual for arterial and local streets
- Evaluate current functional classifications of streets
- Identify opportunities for new streets through area and site plan efforts
- Evaluate “cut-throughs” and “paper streets” to determine if they should be constructed as streets or trails
- Create new alleys and service streets in commercial districts
- Adopt standards that limit the number and width of driveway curb cuts.

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Policies to Complete Streets to Accommodate All Users

4. Include appropriate facilities for transit riders, bicyclists, pedestrians, motorists and freight
5. Accommodate travel growth through shifts to non-automobile modes rather than wider roadways.
6. Expand HOV incentives to additional roadways

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Key Implementation Measures

- Allocate space for cyclists with markings or physical measures
- Provide travel priority to high-capacity transit in priority corridors
- Enhance walkways and crossings through signage, signals, high-visibility markings, and nubs or refuges
- Manage congestion by stabilizing traffic volumes and making selective network modifications
- Work with VDOT/others to expand HOV travel incentives to more highways

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Policies to Manage Streets to Reduce Injuries

7. Design streets to control travel speeds. Permit “yield streets”
8. Design streets to favor lower vehicle speeds. Reduce lanes where unneeded
9. Design and operate Arlington’s street network to provide for safety and efficient emergency response

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Key Implementation Measures

- Design and operate streets to encourage compliance with safe travel speeds
- Facilitate involvement of neighborhood groups and businesses in safe driving campaigns
- Adopt 25 mph as the standard speed limit and design speed in “downtown” areas
- Evaluate all marked crosswalks and address inadequate crossings through upgrades (whenever possible) or removal
- Seek authority to allow photo speed control
- Install emergency signal preemption on all arterial streets

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Policies to Manage Streets for Efficient Use and Minimize Long Term Expense

10. Repave on a 15-year cycle considering Pavement Condition Index
11. (NEW) Provide adequate space within Arlington's streets for efficient delivery of utilities.

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Key Implementation Measures

- Establish that streets are not to be cut for 5 years after repaving.
- Require developers and utilities to repave to full lane width after cuts.
- Evaluate spacing and type of existing lighting to achieve optimal coverage and greater energy efficiency
- Develop a County plan to direct where new underground utilities should be installed
- Discourage garages under streets that would hinder installation of public utilities

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Policies to Enhance the Human and Natural Environments

12. Design and operate streets to be vibrant public spaces.
13. Enhance Arlington's Tree Canopy
14. Reduce stormwater runoff by minimizing creation of additional impermeable areas and increasing infiltration.

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Key Implementation Measures

- Use design, landscaping, wide sidewalks, and art to make streets more enjoyable places
- Convert underutilized street spaces including parking and turn lanes into other public uses
- Make landscape strips wide enough for new trees as part of all street construction projects
- Use permeable pavement in streets, alleys and sidewalks where feasible
- Establish design and installation standards for bio-retention facilities in public rights-of-way

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Street Network

- Functional Classification Hierarchy
- Limited-Access Highways
- Arterial Streets Typology (6 types- related to land uses)
- Local Streets (3 types- Urban Center, Collector, Residential Minor)
- Alleys

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Design Guidance (Tables 1 & 2)

- Travel lanes
- Median priority
- Target travel speeds
- Transit service
- Bikeways
- Driveway access
- Parking priority & number of lanes
- Pedestrian way – sidewalks and landscape strip
- Right-of-Way width

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