

R-B CORRIDOR 1970



R-B CORRIDOR TODAY



# Meeting Community Sustainability Goals Through Coordinated Development and Transportation Strategies

June 15, 2012

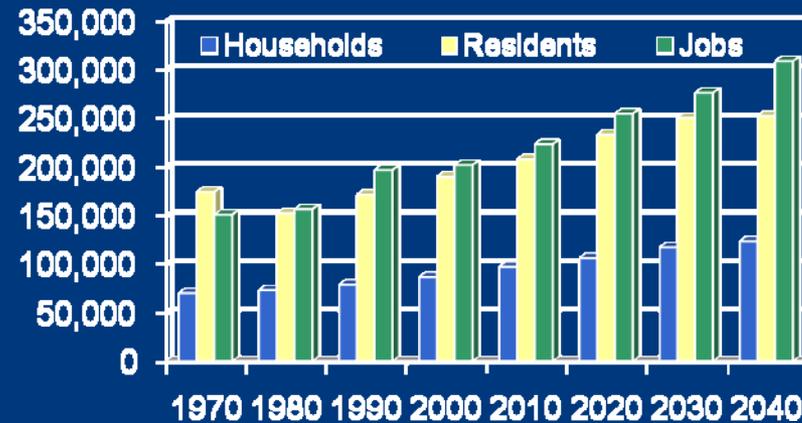
# The Community Sustainability – Transportation Question

- Can communities support increased economic activity, improved environmental performance and quality of life while reducing reliance on auto travel and associated VMT growth?
  - In Arlington, the answer is yes, but it takes commitment and continued innovation
  - Transportation infrastructure investments and services must be closely aligned with development
- Are there other ancillary community benefits?
  - The reduced reliance on auto travel yields many other community benefits: more efficient use of land, reduced environmental impacts, lower energy use, a lower carbon footprint, improved public health

# Topics to be covered

- Overview of development and transportation in Arlington
- Neighborhood case studies
  - Rosslyn-Ballston Corridor - Ballston
  - Jefferson Davis Corridor – Potomac Yard
  - Shirlington
- Selected community performance indicators
  - Economic and social
  - Transportation
  - Energy
- Lesson learned

# Context



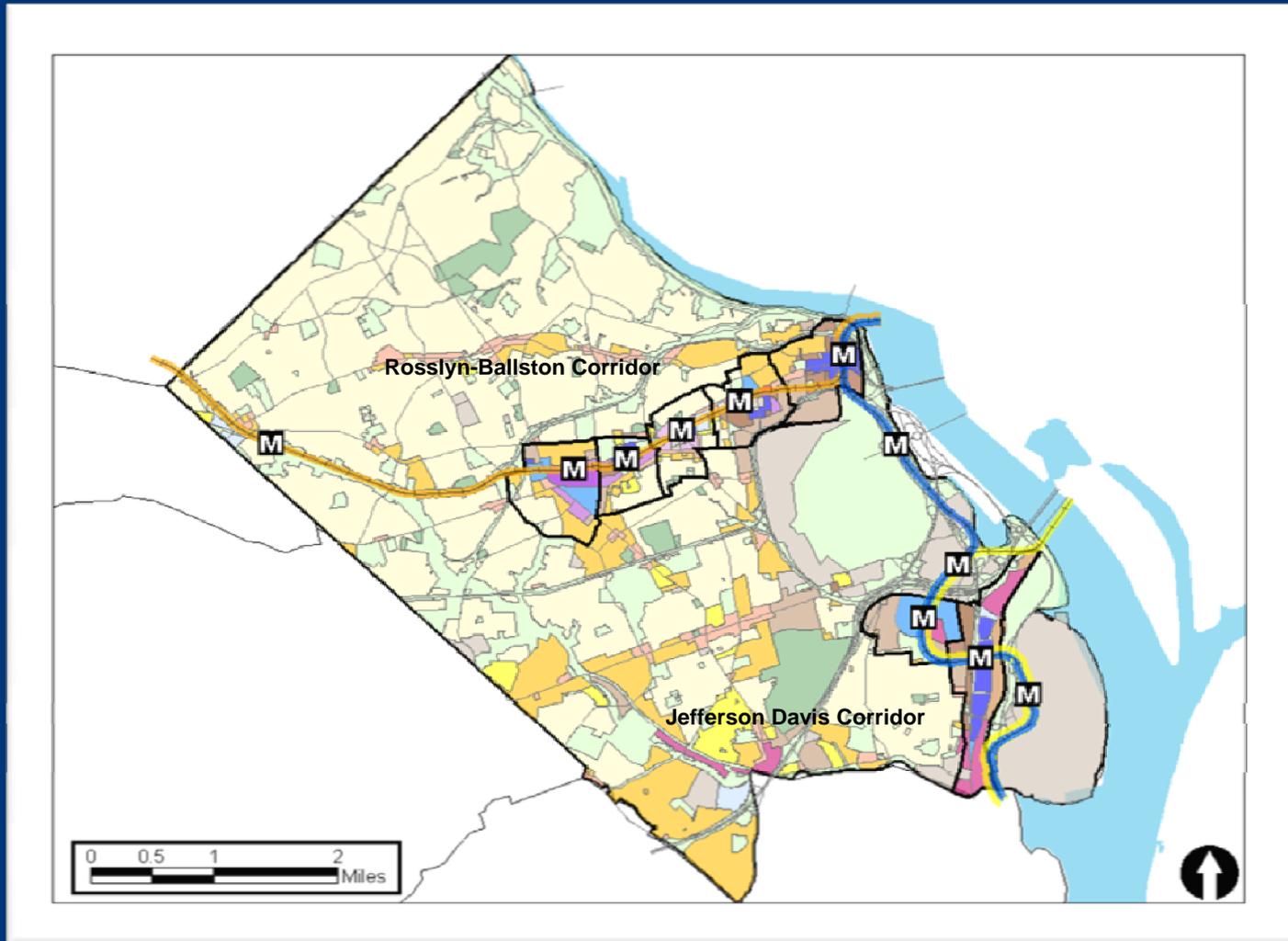
- Arlington, Virginia – 25.8 sq. miles in area including federal lands
- At the confluence of major regional transportation facilities
- Home to major federal facilities: Pentagon, Fort Meyer, Arlington Hall
- Located in the core of a rapidly growing Washington region (over 5 million residents, 3 million jobs and 1,200 sq. miles of urbanized area)
- Continuing to grow – with over 252,000 residents and 308,000 jobs projected by 2040

# Development Concepts



- Concentrate high and mid-density redevelopment around transit stations (highly targeted) and taper down to existing neighborhoods
- Encourage a mix of uses and services in station areas
- Create high quality pedestrian environments and enhanced open space
- Preserve and reinvest in established residential neighborhoods

# General Land Use Plan



# Development Characteristics

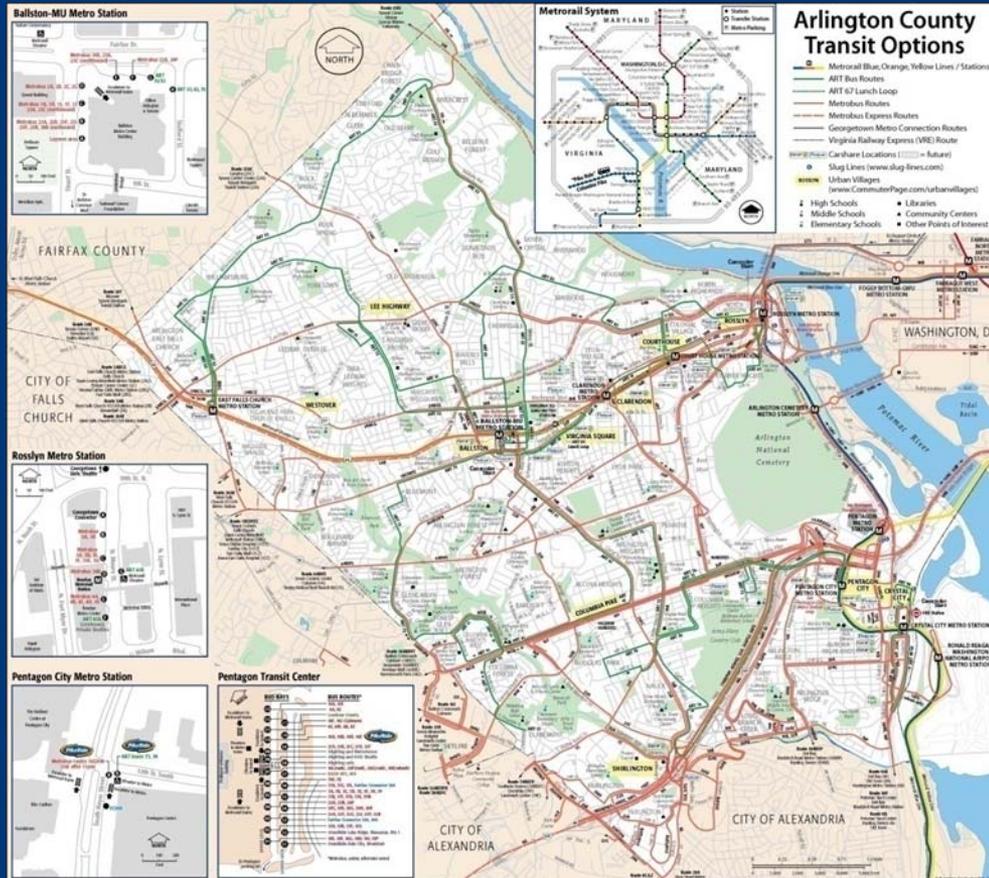


- 44.5 million sq. ft. of office space\*, 41 million sq. ft. in Metro station areas\* with over 4 million sq. ft. of supporting retail & services
- 107,500 housing units (over 42,700 in Metro station areas)
- Over 1,500 housing units, 1.3 million sq. ft. of office, 150,000 sq. ft. of retail under construction in April 2012.

\* Includes the Pentagon @ 5 million sq. Ft.

# Transportation Facilities & Services

## – Expanding Travel Options



- 1,094 lane-miles of streets and 19 miles of HOV lanes
- Over 5,300 on-street metered parking spaces
- 12 miles of Metrorail lines and 11 stations
- VRE commuter rail
- Extensive regional (Metrobus) and local bus (ART) service
- And expanding car-share program with over 80 cars
- A growing bikesharing program with 41 stations w/ 30 additional stations funded
- 50 miles of multi-use trails and 31 miles of on-street bike lanes and sharrows
- Extensive and growing network of sidewalks

# Transportation System Users

- **Residents**
  - Over 211,700 in 2012
  - Over 134,000 workers with 70% working outside the County
  - Lowest resident drive-alone commute rate in all VA regions
  - 46% residents use non-SOV as primary commute mode
- **Employees commuting to Arlington-based jobs**
  - Over 227,500 jobs in 2012
  - 200,000+ jobs clustered around transit in Arlington's high-density corridors.
  - 160,000+ workers commute into Arlington daily
  - Over 40% take transit, walk or bike to work.
- **Visitors**
  - 4 million plus visitors to Arlington National Cemetery
  - Over 10,000 hotel rooms used as a base for visitors from outside the region
  - Many daily visitors from adjacent jurisdictions
- **Through travelers & commuters**



# Transportation System Use

- > 4 million vehicle-miles of travel per day
- 220,000 Metrorail boardings/alightings
- > 64,000 bus trips
- > 3,000 commuter rail boardings/alightings
- > 6,000 car-share members
- > 200,000 transit-related walking trips
- < 50% of all resident and worker trips in the Metro Corridors by SOV



# Transportation System Use



4 million vehicle-miles  
of travel per day



220,000 Metrorail boardings/alightings

3,000 commuter rail boardings/alightings



# Transportation System Use



64,000 daily bus boardings

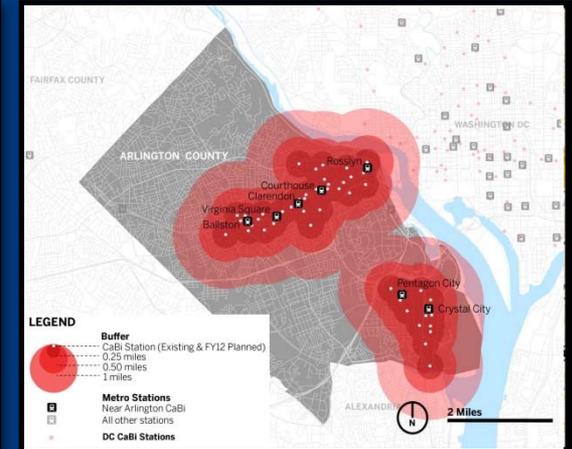
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# Transportation System Use

Over 200,000 transit-related walking trips

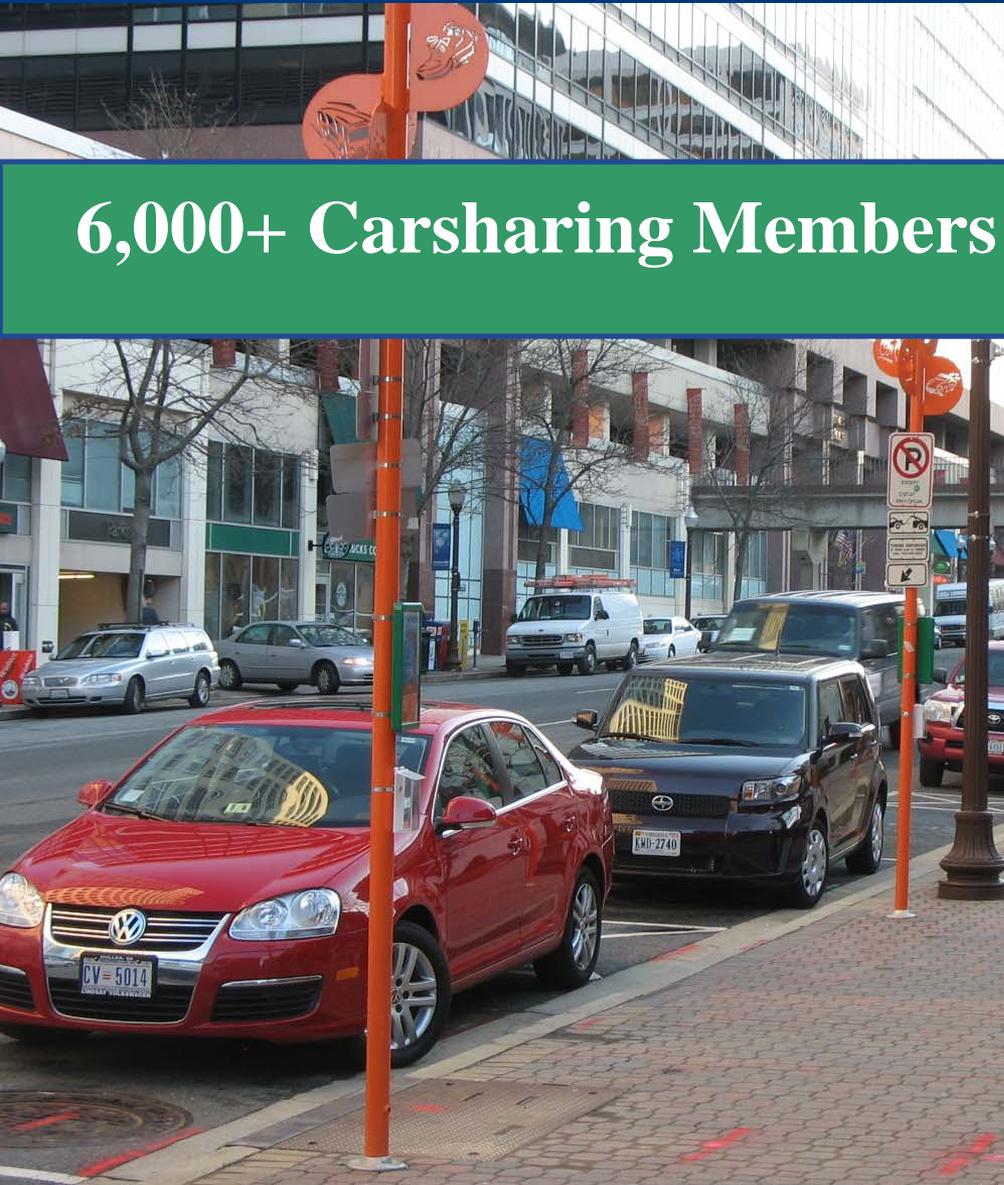


# Transportation System Use



# Transportation System Use

6,000+ Carsharing Members



# Transportation Strategies to Influence Travel Patterns



- Concentrate mixed use development around transit stations
- Create environments rich in travel choices
- Time transportation improvements including expansion of transit service to development
- Provide comprehensive travel information and encouragement
- Expand development-specific TDM requirements
- Increase focus on parking management (supply and pricing)

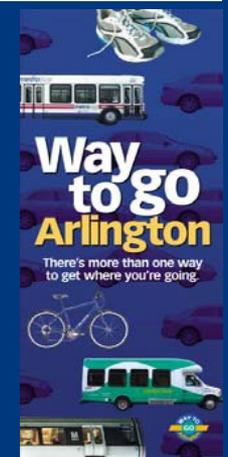
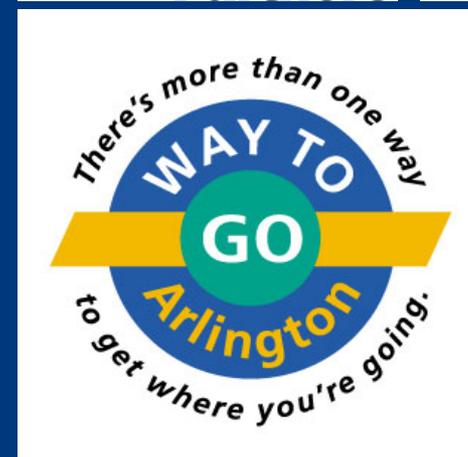
# Creating Environments Rich In Travel Choices



- Site Plan Development
- County Infrastructure Investments
- Expanded Transit Service
- Support for Emerging Travel Options

# Providing Comprehensive Travel Information and Encouragement

- Sales – Arlington Transportation Partners
- Retail Commuter Information and Support – three commuter stores, one mobile store
- Marketing
- Operations & Logistics
- Special Initiatives – BikeArlington, WalkArlington, Carsharing, Bikesharing
- Transportation research



# Requiring Development-Specific Transportation Demand Management

- Participation in County-wide Commuter Services programs
- Transit subsidies
- On-site improvements including sidewalk/streetscape and bicycle facilities
- On-site travel information
- Parking management
- Transportation performance surveys



EPA – Potomac Yard (completed 2006)

ATP participant

Employee transit subsidies

Dedicated transitway and station

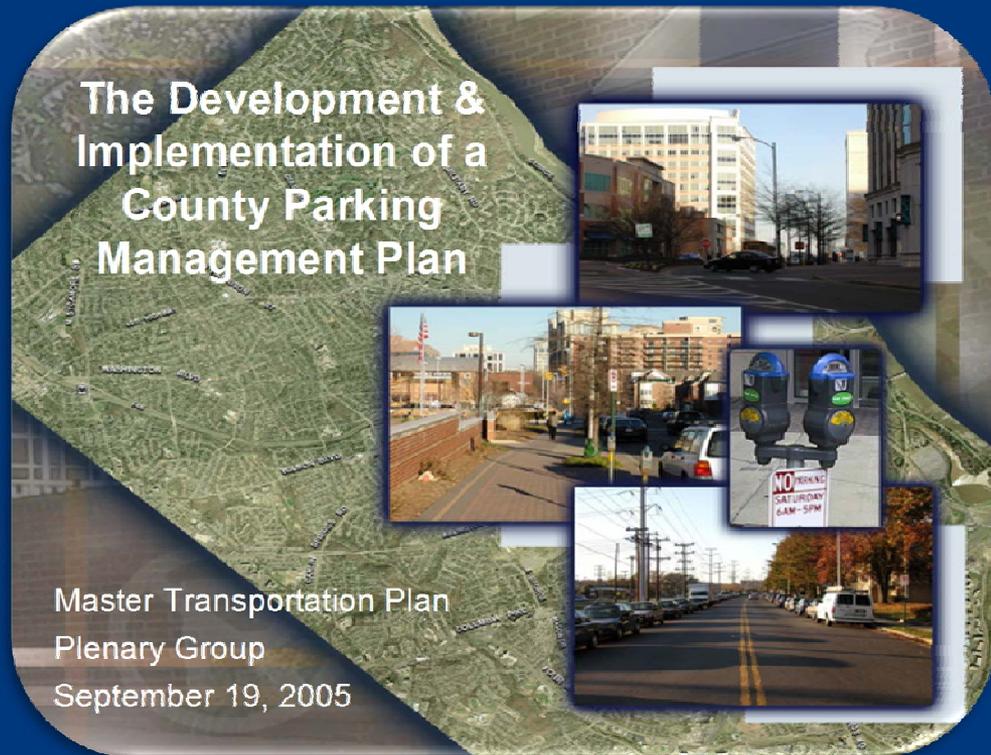
Sidewalk and bicycle improvements

Market-rate parking charges

On-site transportation coordinator

# Managing Parking

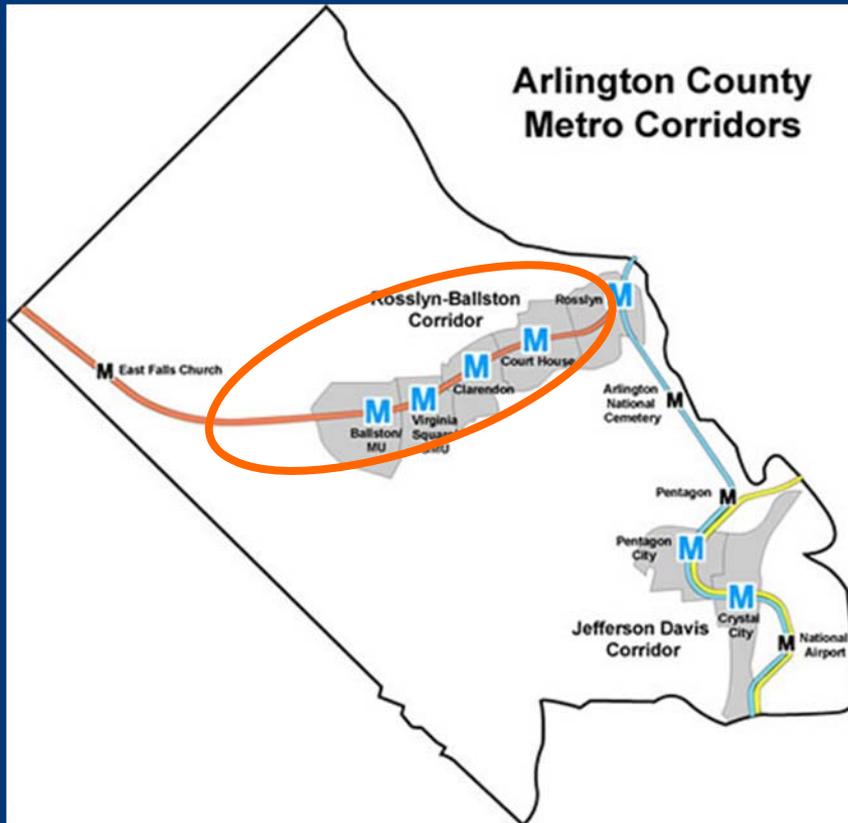
- Management of the on-street supply
  - Residential permit parking
  - On-street metered parking
- Influence off-street private parking
  - Parking information
  - Shared/public parking
  - Pricing
  - Amount provided



# Neighborhood Case Studies

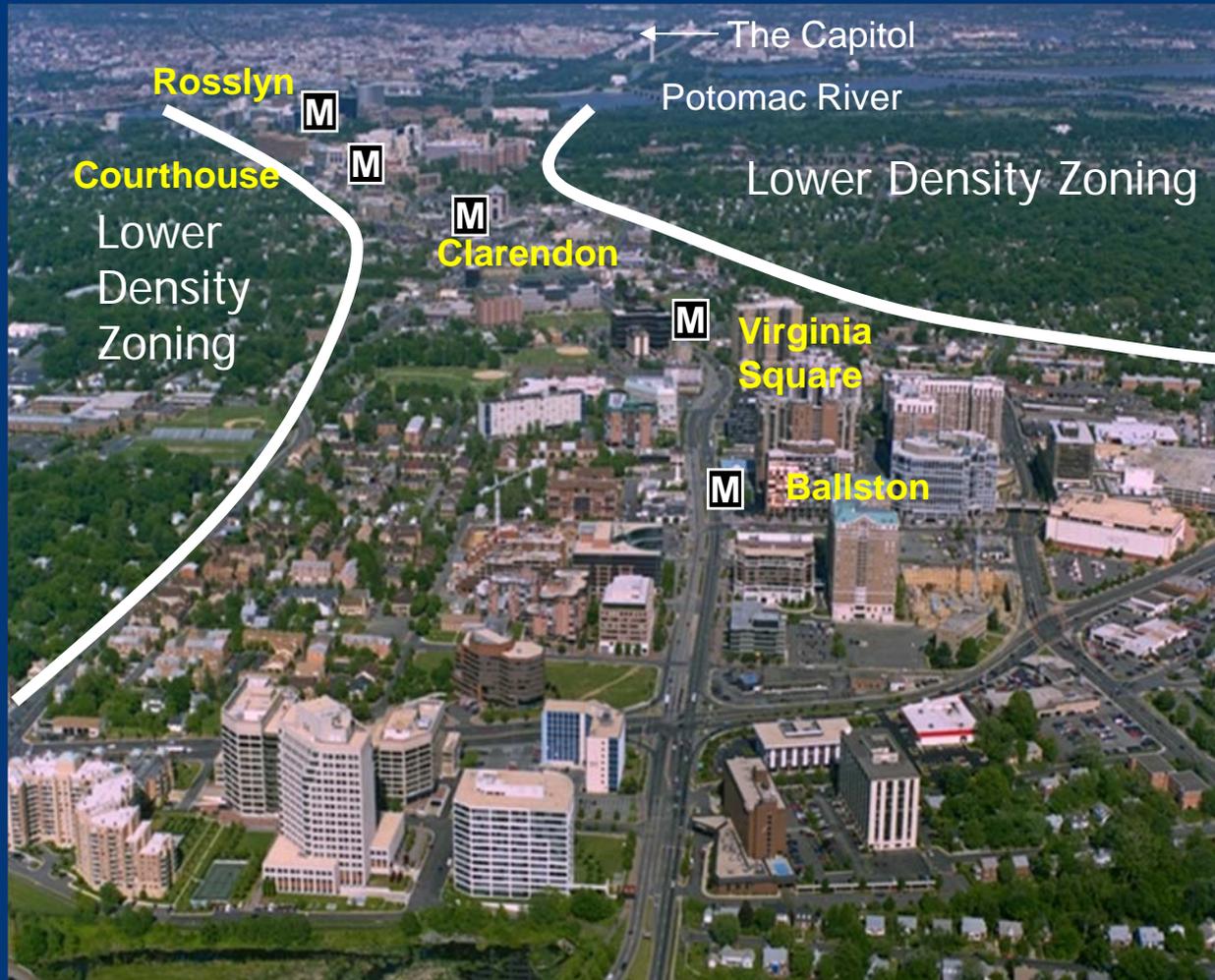
- Rosslyn-Ballston Corridor - Ballston
- Jefferson Davis Corridor – Potomac Yard
- Shirlington Village

# The Rosslyn-Ballston Corridor (METRO Orange Line)



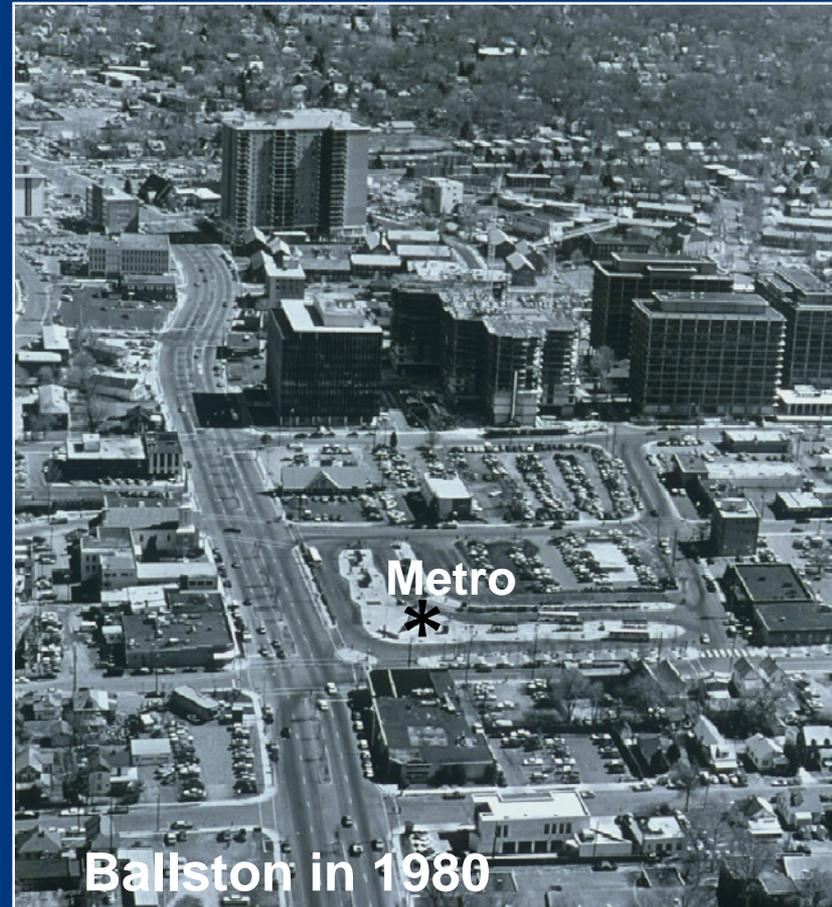
- Two square mile area
- Served by five Metrorail Stations & numerous bus transit routes
- Supported by a network of arterial and local streets
- Over 21.7 million sq. ft. of office space and 2.5 million sq. ft. of retail
- Over 28,600 housing units (*a four-fold increase since 1980*)

# View of Rosslyn-Ballston Metro Corridor



# Ballston - Context

- Western anchor of the Rosslyn-Ballston Corridor
- 240 acres in area
- Envisioned as a new downtown in Central Arlington
- First station-area sector plan developed in 1980
- Characterized by low-medium density auto-oriented commercial development



# Ballston - Development



## Existing:

- Over 7 million sq. ft. of office
- 1 million sq. sq. ft. of retail
- Over 7,000 housing units
- 760 hotel rooms

## Planned:

- 1.7 million sq. ft. of additional mixed use infill development

# Ballston



# Ballston - Infrastructure

## Existing:

- Grid of arterial and local streets with streetscape upgraded with redevelopment
- Metrorail station with 3-6 minute headway service in the peak (27,000 daily boardings/alightings)
- Nine Metrobus routes serving 9,000 passengers daily
- Seven local ART routes carrying over 4,000 passengers daily
- Incomplete network of bike lanes
- On-street car-sharing services and 7 bikesharing stations

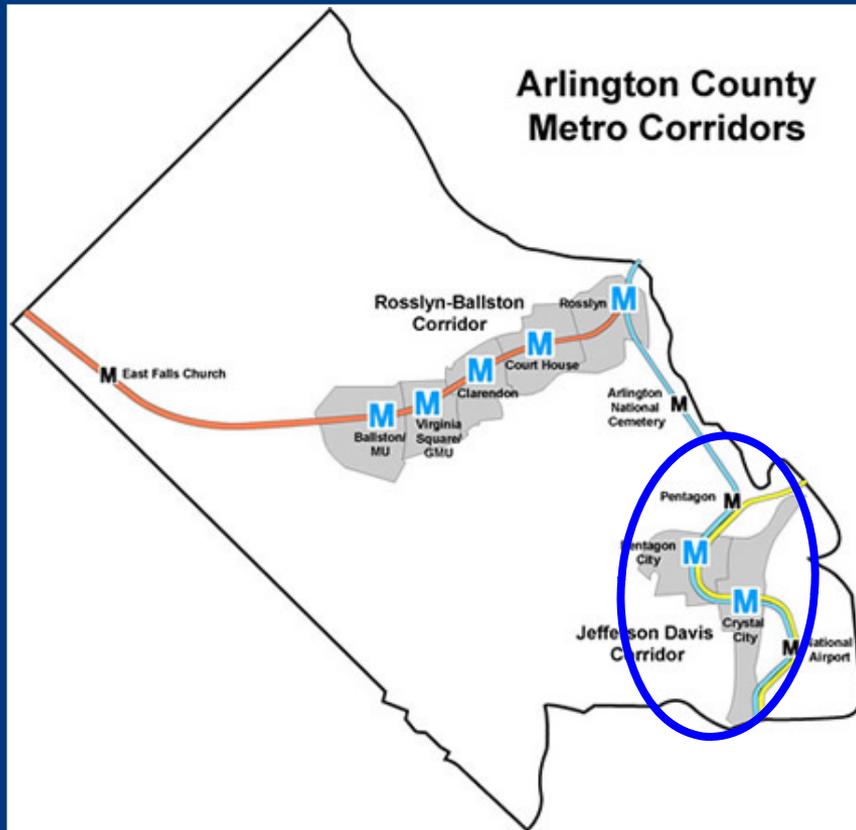
## Proposed:

- Streets improved to provide a cohesive pedestrian environment
- Second Metrorail Entrance (to provide access for up-to 13,000 daily trips)
- Expanded regional and local bus service
- Renovated bus-rail transit plaza with new on-street Commuter Store
- Upgraded on-street bicycle facilities, additional bike-sharing stations and parking

# Ballston – Expanding Travel Options and Information



# The Jefferson Davis Corridor (Blue and Yellow lines)



- One square mile area
- 2 stations (Pentagon City, Crystal City)
- Adjacent to the Pentagon and National Airport
- 12.4 million sq. ft. of office space
- 12,500 housing units
- New transit-oriented neighborhood under development in Potomac Yard

# Potomac Yards - Context



- Obsolete rail yard made available for redevelopment
- Arlington portion is about 45 acres (the remainder of the yard is in the City of Alexandria)
- Phased development site plan approved in 2000
- Planned as a new transit-oriented mixed use neighborhood
- Plan provides an integrated approach to development, transportation infrastructure and open space

# Potomac Yards - Development

- Office: 2.1 million sq. ft.
  - Residential: 1.7 m sq. ft.,  
1,700 housing units
  - Retail: 250,000 sq. ft.  
including a 45,000 sq. ft.  
grocery store
  - Hotel: 430,000 sq. ft.
- (All development sites  
approved as of Dec. 2007)



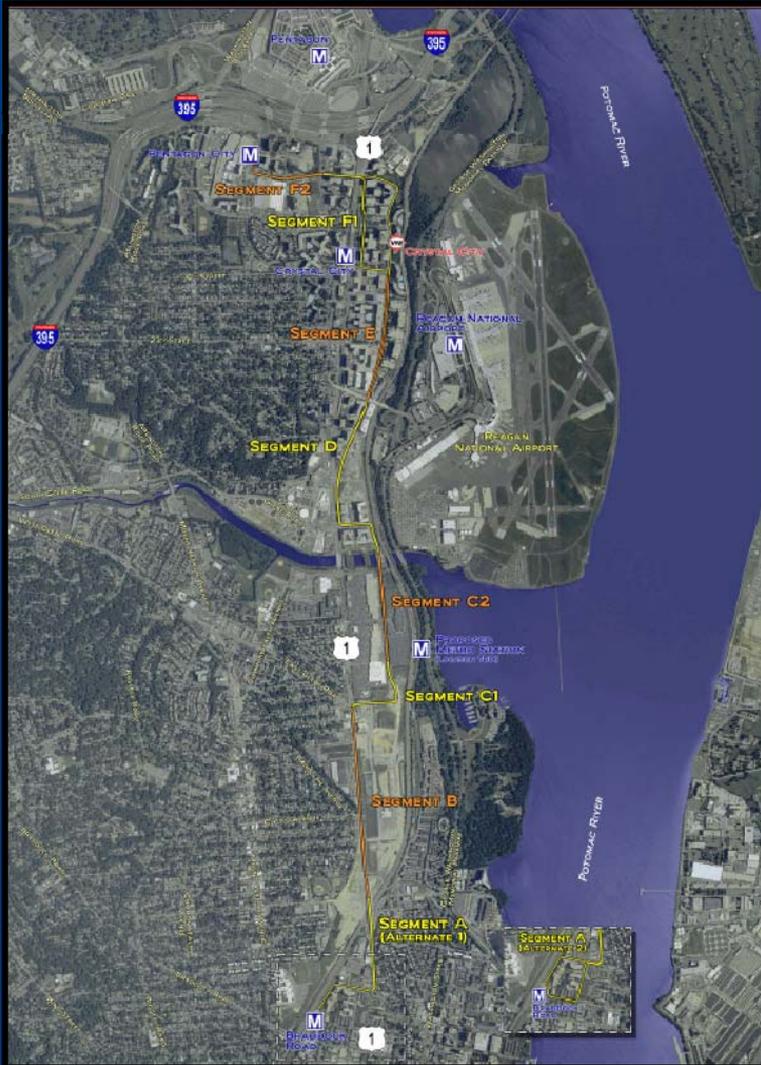
# Potomac Yards - Infrastructure

- 1.1 mile dedicated transitway with 3 stations
  - High frequency bus transit introduced with the first phase of development
  - 7 new or extended streets
  - Comprehensive system of sidewalks and trail connections
  - System of open spaces including a central park
- Goal of development is 40 percent of trips non-auto*



# Potomac Yard Infastructure – Route 1 Streetcar Conversion

## Location of Planned Alignment



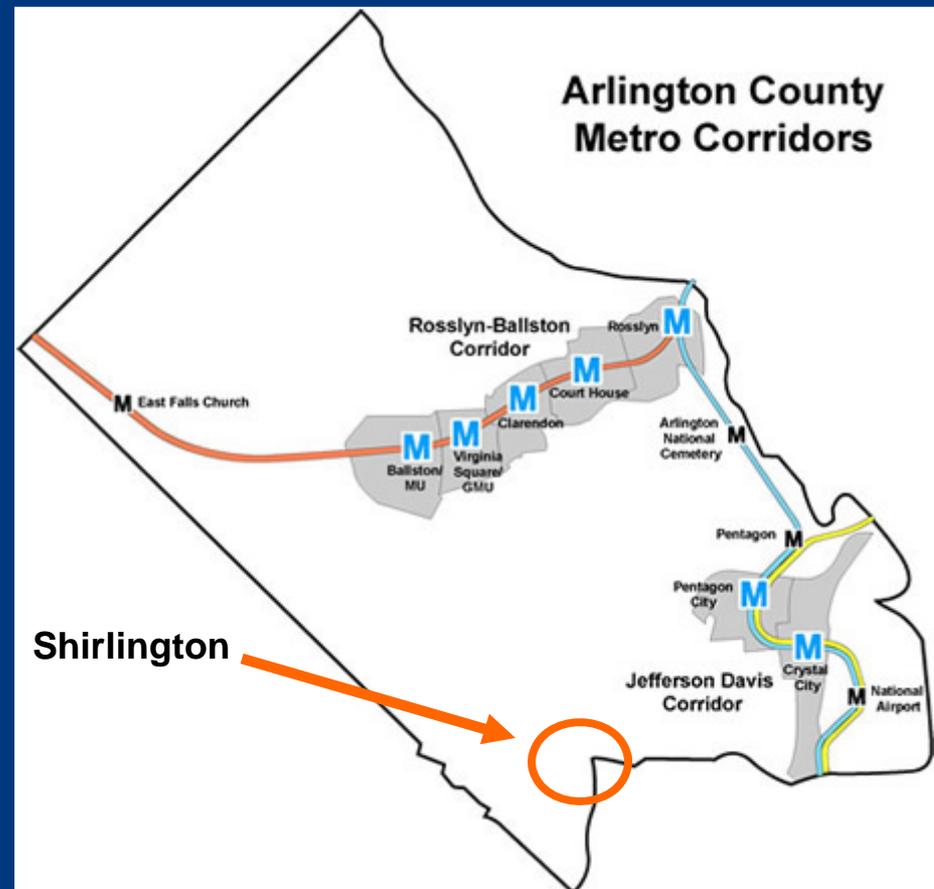
Rendering of Station



Example of Streetcar Elsewhere

# Shirlington - Context

- Small auto-oriented shopping center with surface parking located adjacent to Interstate 395
- Outside of the Metro-corridors but served by frequent bus service
- Surrounded by garden-style apartment neighborhoods with limited pedestrian access
- Adjacent to regional park system but with poor connections



# Shirlington - Context



1940's Shopping Center



Shirlington Village – 1989



Regional Context

# Shirlington - Development

## Existing (2000):

- 400,000 sq. ft. of office in three buildings
- 156,000 sq. ft. of retail
- 1 multi-screen cinema

## New Infill (2004 -):

- 195,000 sq. ft. of office
- 58,400 sq. ft. of retail Including a 2-level grocery store
- 55,500 sq. ft. public library and theater
- 634 housing units
- 106 room hotel



# Shirlington Development



# Shirlington - Infrastructure



- New street grid and network of sidewalks
- Three new traffic signals and intersection improvements to connect Shirlington with an adjacent arterial street and the regional park
- Two new shared use garages
- ½ mile of new landscaped connecting sidewalks to link to an adjacent neighborhood
- ½ mile new regional trail connection to the neighborhoods east of I-395
- Arlington's first bus transfer station & restructuring/expansion of bus service
- On-street carsharing

# Selected Community Performance Indicators

- Economic & Social
- Transportation
- Energy

# Arlington's Competitive Advantage

“It can move more people without more traffic while maintaining an attractive environment for workers, visitors and residents”

## The New York Times

Tuesday, October 6, 2009

### An Oasis of Stability Amid a Downturn

By Eugene Meyer

ARLINGTON, Va. — While many metropolitan markets around the country are enduring steep increases in vacancies in their office and retail sectors, the Rosslyn-Ballston corridor in the Northern Virginia suburbs of Washington is an oasis of stability — and even of prosperity.

Served by five Metro subway stops within four miles, the corridor continues to attract new tenants, buyers and developers in the face of the deepest recession since the Great Depression. “It’s really an anomaly, considering the tough economy we’ve been in since December 2007,” said Sigrid G. Zialcita, managing research director for Cushman & Wakefield, a global real estate services firm.

The firm’s most recent figures for the corridor show vacancy rates of 3.6

future,” Cushman & Wakefield said at the end of June. “It has remained resilient during the worst recession in decades, and should continue to do so, as demand will remain healthy and new supply will be low for the next few years.”

The positive economic vibe was evident this summer with the announcement that the Defense Advanced Research Projects Agency would move its 800 employees from older leased space nearby into a new 355,530-square-foot building designed to meet Defense Department antiterrorism standards.

The new Darpa building, slated to be completed in 2012, is part of a 1.2-million-square-foot mixed-use project called Founders Square. The developer is the Shooshan Company, which was already the dominant builder in Ballston. It previously built the Liberty Center a

Barbara A. Favola, chairwoman of the county’s governing board.

Rosslyn was little more than a collection of pawn shops and auto repair shops until the 1960s, when new office buildings rose to accommodate government agencies forced to relocate after the razing of temporary buildings erected on the Mall during World War I. Those early Rosslyn high-rises are now gradually being replaced by office towers.

“The Rosslyn-Ballston corridor, with its immediate access to downtown Washington, D.C., is an ideal submarket for transit-oriented, mixed-use development,” said Brian P. Coulter, chief development officer of the JBG Companies, which has been a major developer in Rosslyn and is also active in Ballston.

# Private Office Market Comparisons

Submarket	Office Inventory	Total Vacancy	Average Asking Rate
Downtown Philadelphia	43,694,641	14.6%	\$25.58
Chicago Central Loop	43,608,407	15.8%	\$31.11
Houston CBD	40,888,017	10.2%	\$30.61
Washington CBD	38,631,963	10.5%	\$53.20
Boston CBD	36,899,952	12.6%	\$42.22
Arlington County	36,468,163	7.0%	\$38.92
Los Angeles Downtown	31,125,339	17.7%	\$33.60
Dallas CBD	30,180,216	26.8%	\$19.30
Denver Downtown	25,545,755	14.3%	\$25.52
Minneapolis CBD	23,321,130	19.0%	\$12.30
Seattle CBD	20,313,798	17.7%	\$29.40
Atlanta Downtown	18,071,365	20.9%	\$18.28

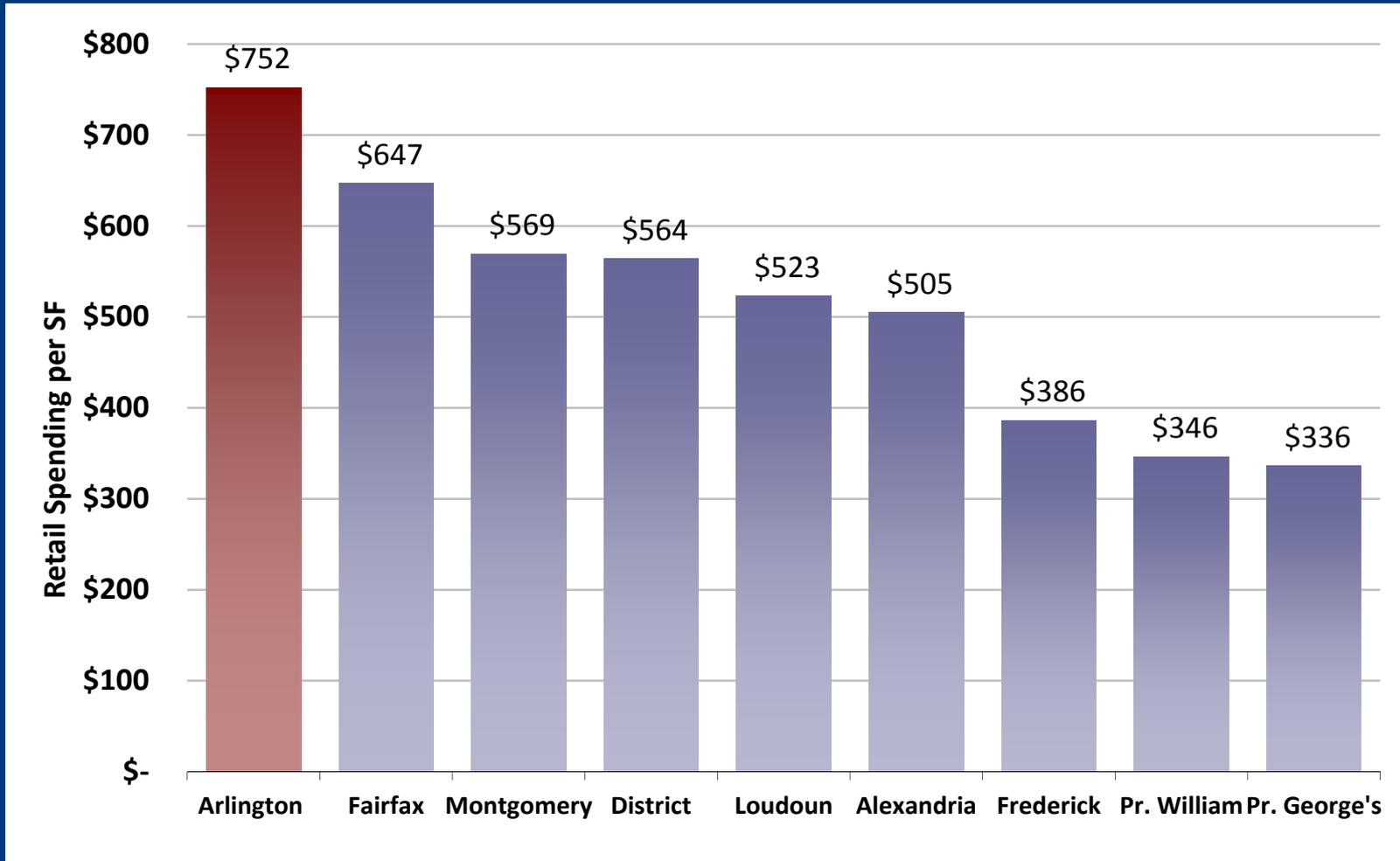
Source: CB Richard Ellis, 4<sup>th</sup> Quarter 2010

# Regional Office Availability

Submarket	Rentable Building Area	Total Available	Total Sublet Available	Total Vacant	Direct Vacant	Average Rate
Washington East End	46,514,181	5,921,100	840,130	9.7%	8.3%	\$52.77
Washington CBD	42,974,044	6,221,927	861,186	9.8%	8.5%	\$48.52
Tysons Corner	28,279,490	6,152,326	902,156	15.9%	14.5%	\$29.76
RB Corridor	23,429,308	3,372,808	734,654	11.1%	9.6%	\$39.18
Reston	19,254,402	4,974,875	654,735	19.3%	17.4%	\$26.76
Crystal City/Pentagon City	13,299,713	2,586,822	58,694	9.0%	8.7%	\$39.50
Herndon	12,366,569	2,290,648	2,139,110	16.6%	15.7%	\$28.39
Bethesda/Chevy Chase	11,962,618	1,473,417	1,217,019	9.7%	8.0%	\$34.21
NoMa	9,668,580	1,530,721	1,510,120	18.0%	17.8%	\$47.28
Capitol Hill	5,985,568	761,133	30,894	8.0%	7.7%	\$51.71
Capitol Riverfront	4,638,092	730,752	13,713	11.7%	11.6%	\$46.40

Source: CoStar 3/4/11

# Total Retail Sales per SF



Source: TrendLines 2011 - ERSI; Delta Associates

# Real Estate Values in Transit Districts

## Arlington County Real Estate Assessed Values by Sub-area (2011)

	Comm. Value*	%	Resid. Value **	%	Total Value	%
R-B Corridor	\$ 8,770,173,300	51%	\$ 9,218,388,700	23%	\$ 17,988,562,000	31%
J-D Corridor	\$ 6,490,559,100	38%	\$ 3,315,434,200	8%	\$ 9,805,993,300	17%
Columbia Pike	\$ 342,617,000	2%	\$ 3,604,671,400	9%	\$ 3,947,288,400	7%
Shirlington	\$ 312,391,700	2%	\$ 816,882,600	2%	\$ 1,129,274,300	2%
Other ***	\$ 1,128,291,900	7%	\$ 23,399,656,100	58%	\$ 24,527,948,000	43%
Total	\$ 17,044,033,000	100%	\$ 40,355,033,000	100%	\$ 57,399,066,000	100%

## Arlington County Real Estate Taxes Levied by Sub-area (2011)

	Comm. Value*	%	Resid. Value **	%	Total Value	%
R-B Corridor	\$ 82,878,138	51%	\$ 87,113,773	23%	\$ 169,991,911	31%
J-D Corridor	\$ 61,335,783	38%	\$ 31,330,853	8%	\$ 92,666,637	17%
Columbia Pike	\$ 3,237,731	2%	\$ 34,064,145	9%	\$ 37,301,875	7%
Shirlington	\$ 2,952,102	2%	\$ 7,719,541	2%	\$ 10,671,642	2%
Other ***	\$ 10,662,358	7%	\$ 221,126,750	58%	\$ 231,789,109	43%
Total	\$ 161,066,112	100%	\$ 381,355,062	100%	\$ 542,421,174	100%

\* Commercial use = office, retail, hotel

\*\* Residential includes apartments

\*\*\* All other parcels outside listed areas.



# 87%

of **business leaders** surveyed said that Arlington is a good or very good place to locate a business

2007 Arlington Business Leaders Survey

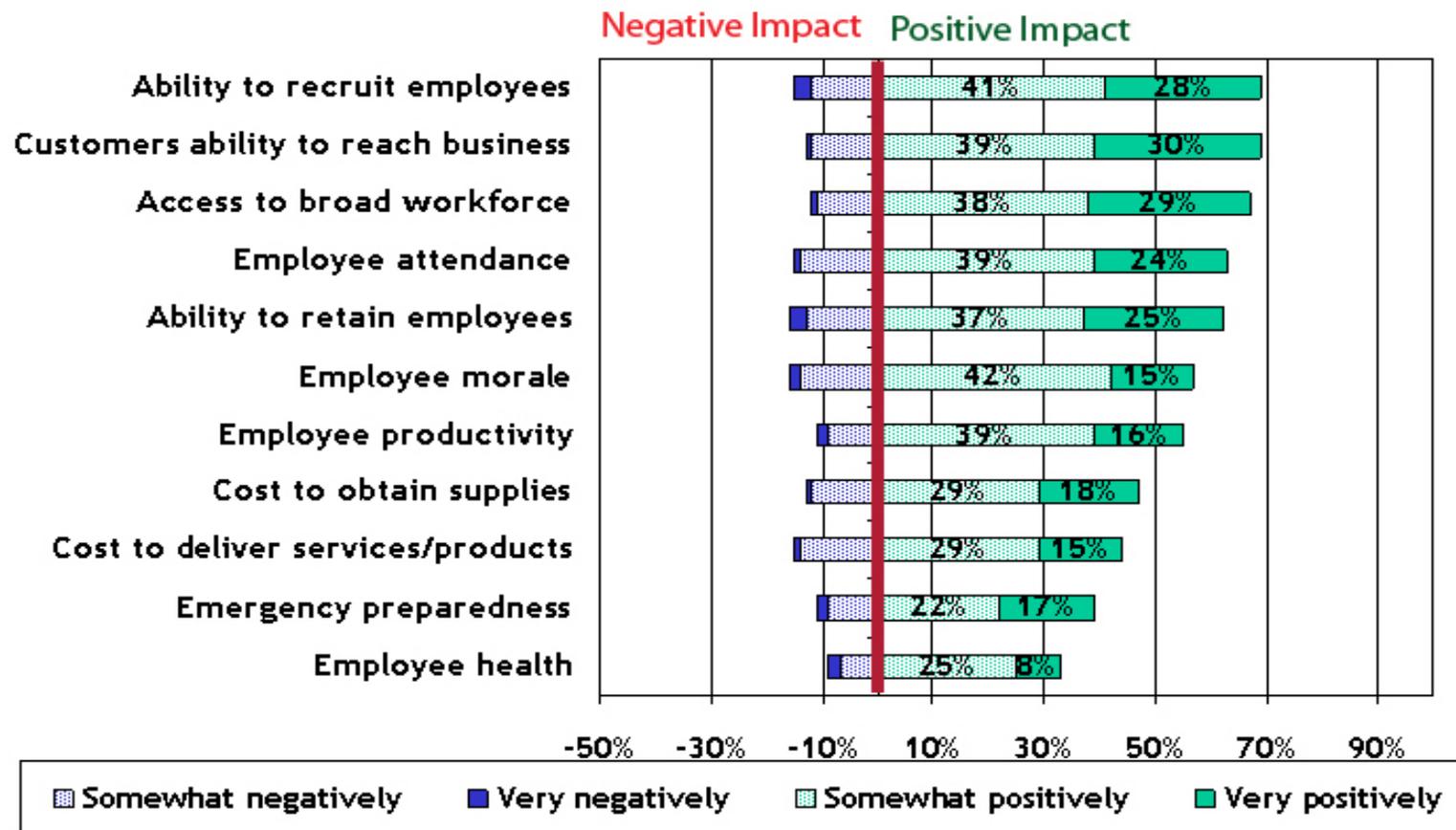
# 40%

of business leaders surveyed listed **transportation access** as the #1 reason Arlington is a good place to locate a business

2007 Arlington Business Leaders Survey

## Arlington County's Business Leaders Believe the County's Transportation System Has a Positive Impact on the Ability to Conduct Business.

Less Than 16% Think it Has a Negative Effect



Source: 2007 Arlington County Survey of Business Leaders by SIR/LDA  
 "No Impact" responses not shown in graph.

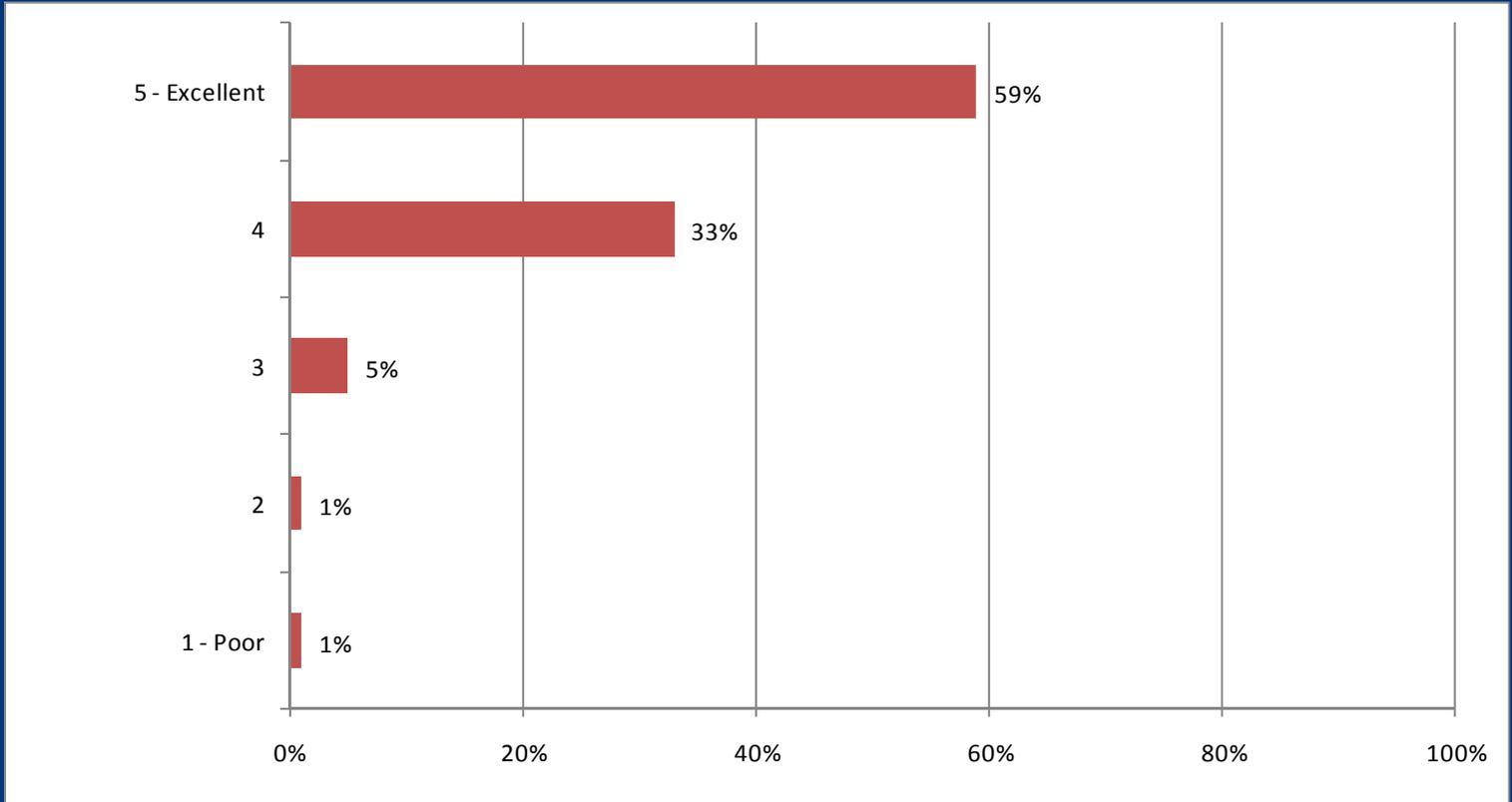
# 2009 Arlington Residents Survey



## 9 in 10 Residents Give Arlington County High Ratings for Overall Quality of Life

Long + Mini  
Survey

n = 4,325



Q10 Overall, how would you rate the quality of life in Arlington County?

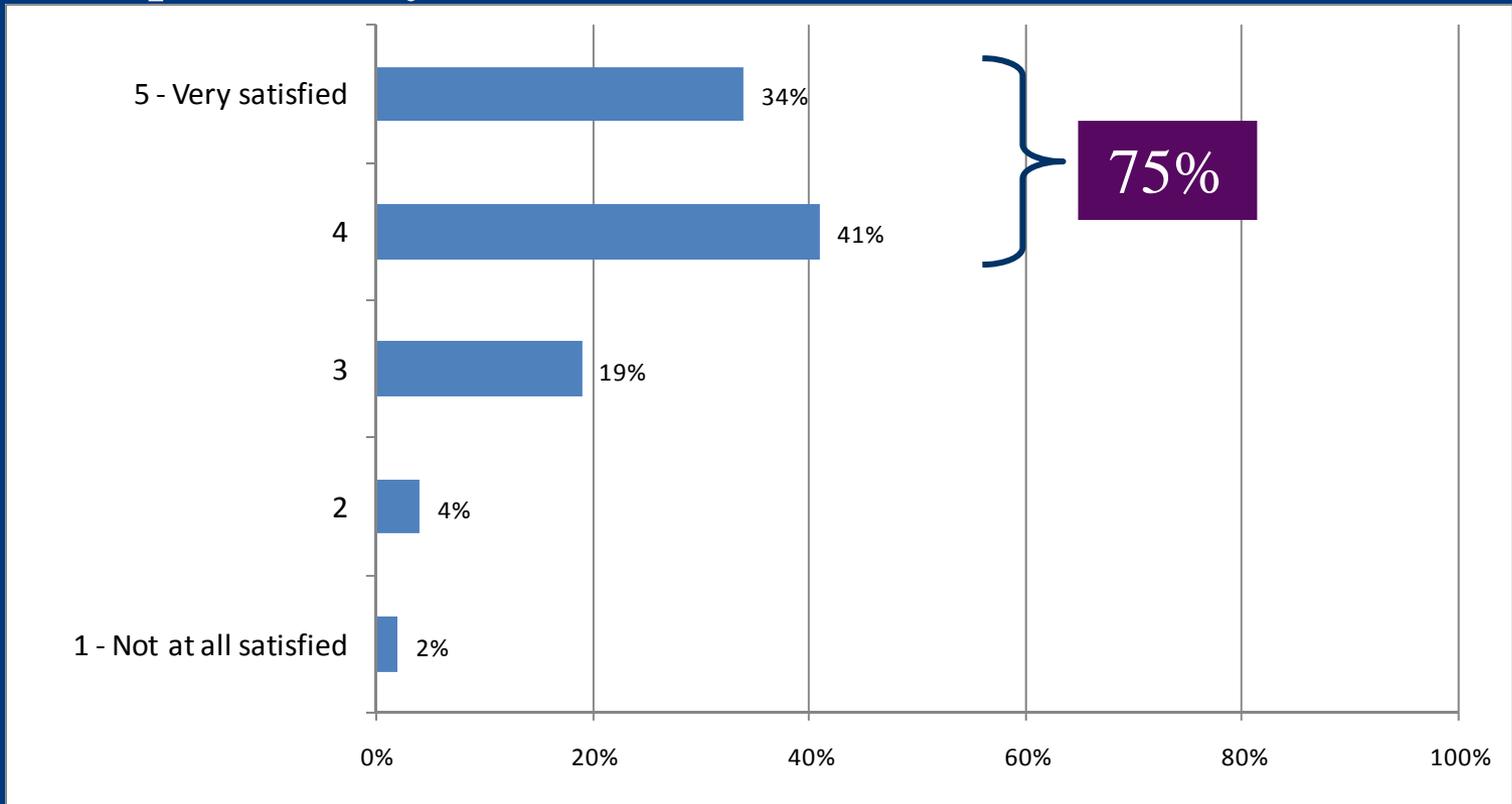


# 2009 Arlington Residents Survey – cont'd



## Three-Quarters of Residents are Satisfied with Arlington's Transportation System

Long + Mini  
Survey  
n = 4,204



Q11 How satisfied are you with the transportation system in Arlington County?



# Other Community Indicators

- The unemployment rate for Arlington residents stood at 3.1% for May 2012, 5.1% below the national average.
- Average Arlington worker incomes of \$102,373 ranked 2nd nationwide to Manhattan in 2009
- Median resident household income @ \$94,986 in 2009 rank 5th nationwide according to US Census ACS survey
  - Arlington County's 2011 estimates show an increase to \$103,900 for median HH income and \$74,700 for per capita income.
- 69% of Arlington residents over 25 have at least an undergraduate degree making Arlington the most highly educated large community in the Country
  - Educational attainment has a strong correlation with economic health and wealth creation.
- The foreclosure crisis that gripped the nation largely bypassed Arlington
  - Between 2005 and 2008, a total of 199 properties went into foreclosure on a base of over 100,000 owner occupied and rental units.

# Office Worker Travel Patterns by Station Area

Ballston/  
Courthouse  
n = 585

Crystal City  
n = 493

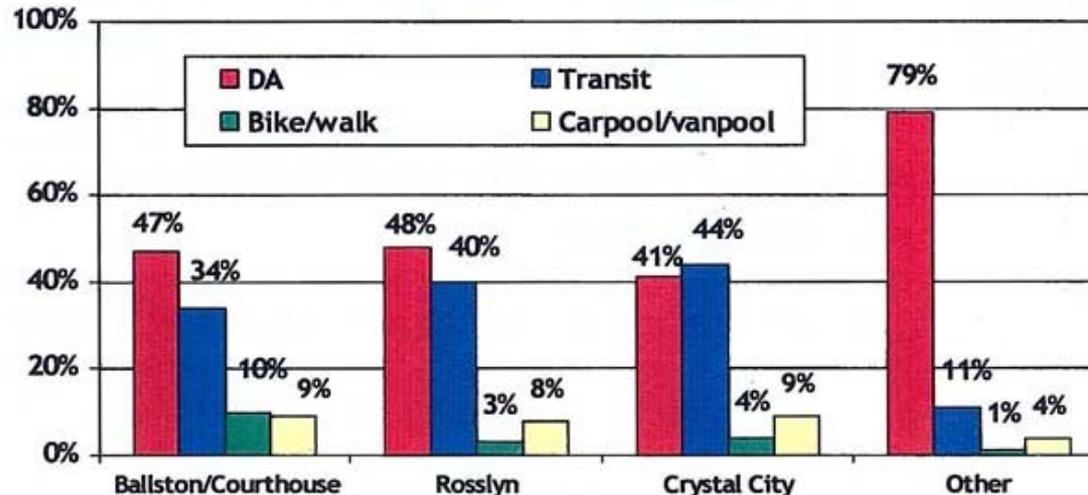
Rosslyn  
n = 248

Other  
n = 107

Arlington County  
Commercial  
Building Research  
June 2008

## Primary Mode by Area

The DA rate was similar for Ballston, Rosslyn, and Crystal City, but **dramatically** higher (79%) for areas outside Metro corridors. Crystal City had the highest transit share, but Ballston had much higher bike/walk use. CP/VP use was similar in the three Metro corridors and lower in “Other” areas.



Q 3 How many weekdays would you typically use each of the following types of transportation to get to [street address]?

LDA

92



# Daily Household Travel in the Greater Metropolitan Washington Region

Jurisdiction in the Greater Metropolitan Washington Region	Average Weekday Trips per Household	% of of Daily Household Trips by Mode of Travel					Average Weekday Auto Driver Trips*	Average Weekday Auto Driver VMT	% of Regional HH
		Auto Driver	Auto Passenger	Transit	Walk/ Bike	School Bus/Other			
<b>Core</b>									
District of Columbia	7.0	37.0	14.4	18.3	27.5	2.5	2.6	12.8	13.60%
Arlington	7.8	52.9	16.5	10.7	16.6	3.3	4.1	21.6	5.26%
- Rosslyn-Ballston Corridor	6.0	45.0	13.4	19.0	19.7	2.9	2.7	17.4	
- Jefferson Davis Corridor	5.6	35.2	11.2	20.6	29.2	3.8	2.0	10.9	
- Columbia Pike	6.5	58.2	16.0	11.3	12.1	2.4	3.9	21.2	
- Shirlington	6.2	64.5	8.2	12.3	13.9	1.1	4.0	19.3	
- Arlington outside activity center	9.6	56.0	18.5	6.8	15.1	3.6	5.4	26.1	
Alexandria	7.1	56.1	16.9	9.2	15.9	1.9	4.0	22.1	3.60%
<b>Inner Suburbs</b>									
Fairfax County	9.1	61.1	25.0	4.0	5.4	4.4	5.6	35.2	19.27%
Montgomery County	9.4	57.4	23.0	5.7	9.4	4.5	5.4	33.3	18.89%
Prince Georges County	8.3	58.1	25.2	6.5	5.8	4.5	4.8	36.3	16.80%
<b>Outer Suburbs</b>									
Loudoun County	8.8	63.3	26.4	1.3	3.9	5.2	5.6	50.1	5.42%
Prince William County	9.9	59.7	28.9	2.2	4.1	5.1	5.9	51.0	8.13%
Frederick County	9.8	64.7	25.0	1.3	4.8	4.2	6.3	57.4	2.67%
Charles County	9.4	64.5	24.9	1.8	2.5	6.2	6.1	65.6	4.50%
Regional Average VMT per HH									34.19
Arlington Ave HH VMT/Region Ave HH VMT									63.18%
Arlington Metro Corridors HH VMT/Regional Average HH VMT									45.70%

updated - June 1, 2011

Uses expanded Arlington dataset with new regional weighting factors

Results updated only for Arlington

# Traffic Trends - Arterial Streets



Street Segment	Street Type	1996	2001	2006	2009	% Change 1996-2009
Lee Hwy - Rosslyn	EW 6-lane arterial	37,770	33,632	32,428	34,000	-10.0%
Wash. Blvd – VA Sq.	EW 4-lane arterial	20,469	19,478	18,069	17,500**	-14.5%
Clarendon Blvd.	EW 2-lane 1-way arterial	13,980	14,199	14,539	13,080	-6.4%
Wilson Blvd. - Clarendon	EW 2-lane 1-way arterial	16,368	16,265	13,797	12,194	-25.5%
Arlington Blvd.	EW 6-lane arterial	55,865	63,272	60,223	62,000	11.0%
Glebe Road - Ballston	NS 6-lane arterial	35,230	39,409	35,900	33,000	-6.3%
G. Mason Drive	NS 4-lane arterial	20,002	22,578	23,386	22,824	14.1%

•No discernable pattern of growth on the local road system over the 13 year period

\*\* Location has no available data for 2009, data shown was collected in 2011

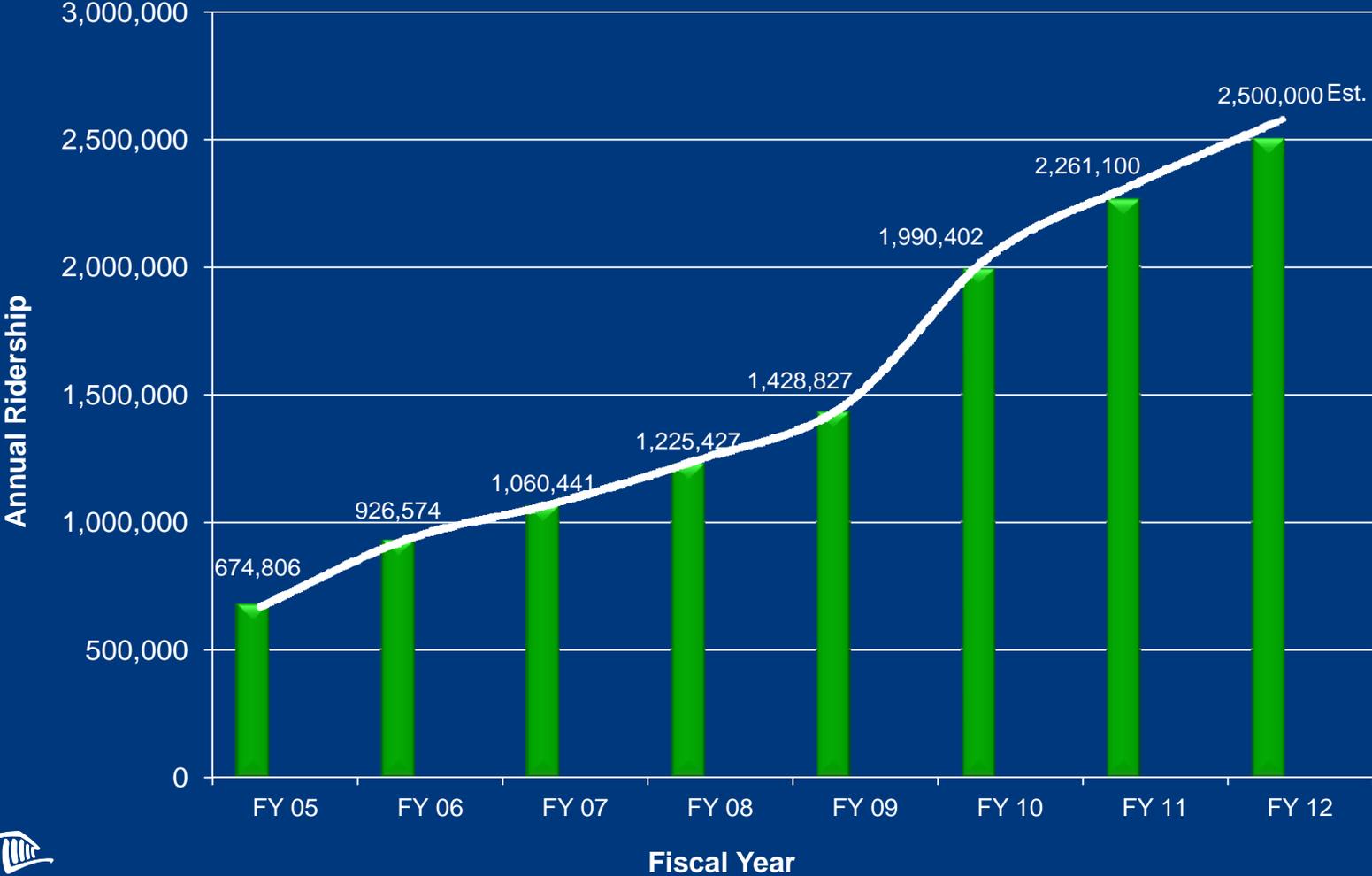
# Transit Ridership Trends – Arlington-Related Trips



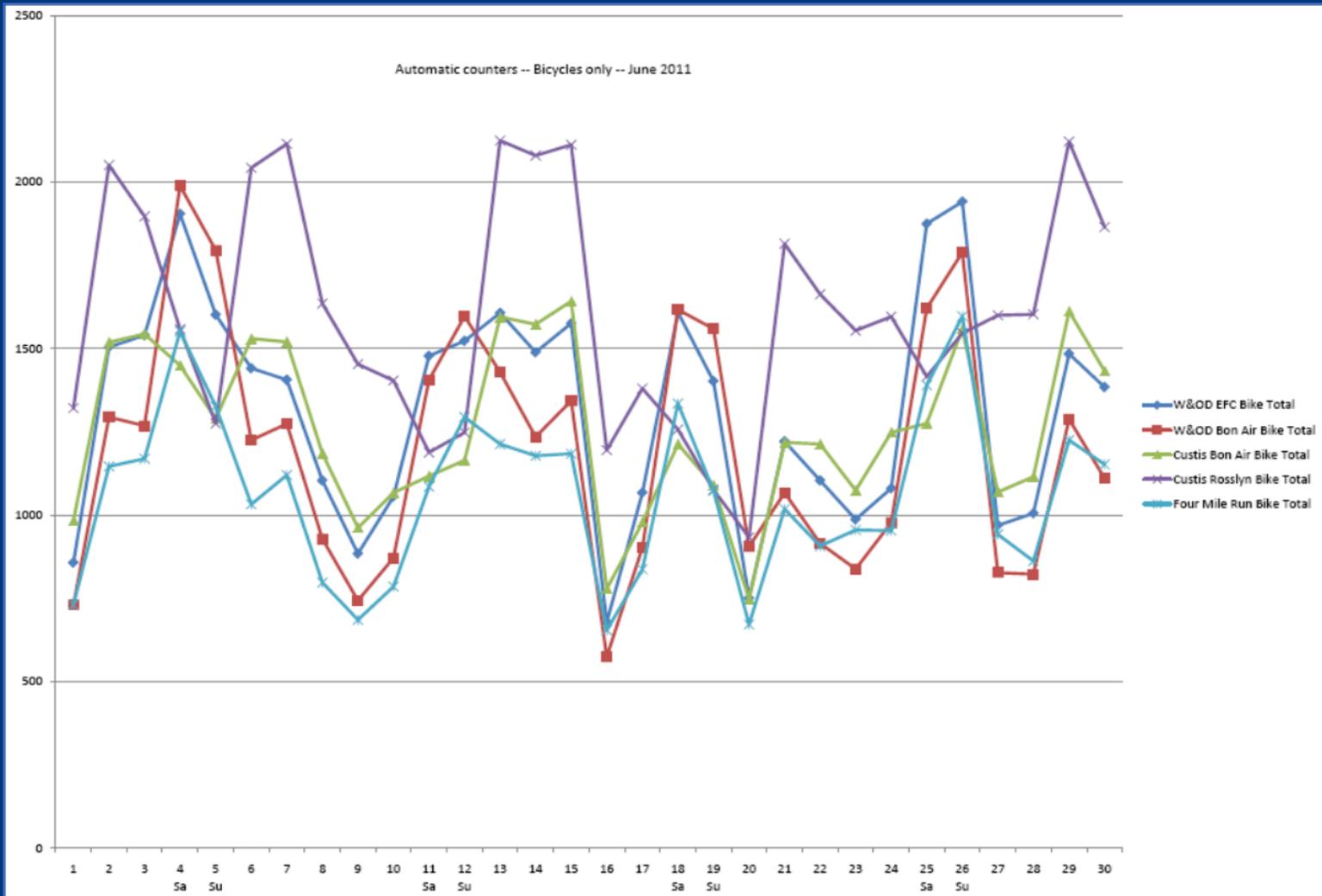
	FY1996 Actual	FY 2001 Actual	FY 2006 Actual	FY 2009 Actual	FY12 Est.	% Growth
Metrorail Arlington Stations	45,335,000	56,278,412	60,864,000	61,935,000	62,660,000	38.2%
Metrobus Arlington Routes	12,049,000	11,614,599	13,221,100	16,135,000	14,910,000	23.7%
VRE – Crystal City	567,000	586,069	992,600	1,027,000	1,153,700	103%
Arlington Transit (ART)	105,000	147,813	926,600	1,428,800	2,500,000	2,380%
<b>Total Annual Ridership</b>	<b>58,076,000</b>	<b>68,626,893</b>	<b>76,004,300</b>	<b>80,525,800</b>	<b>81,223,700</b>	<b>39.9%</b>

\* 2.1% average annual growth across all transit services over the 16 year period

# Growth in ART Local Transit Ridership



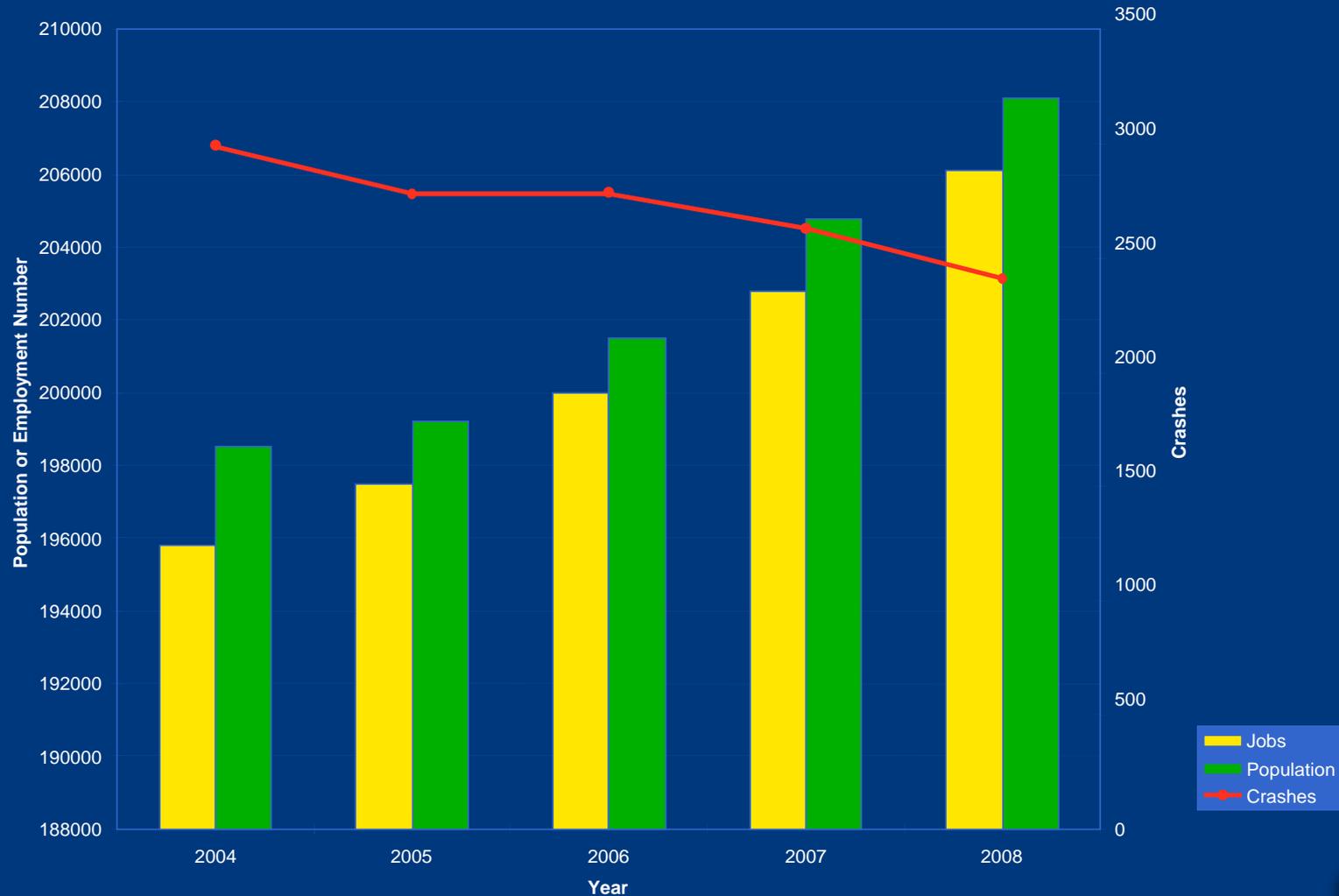
# Bicycle Usage on Trails - 2011



11% increase in selected trail use between May 2010 and May 2011

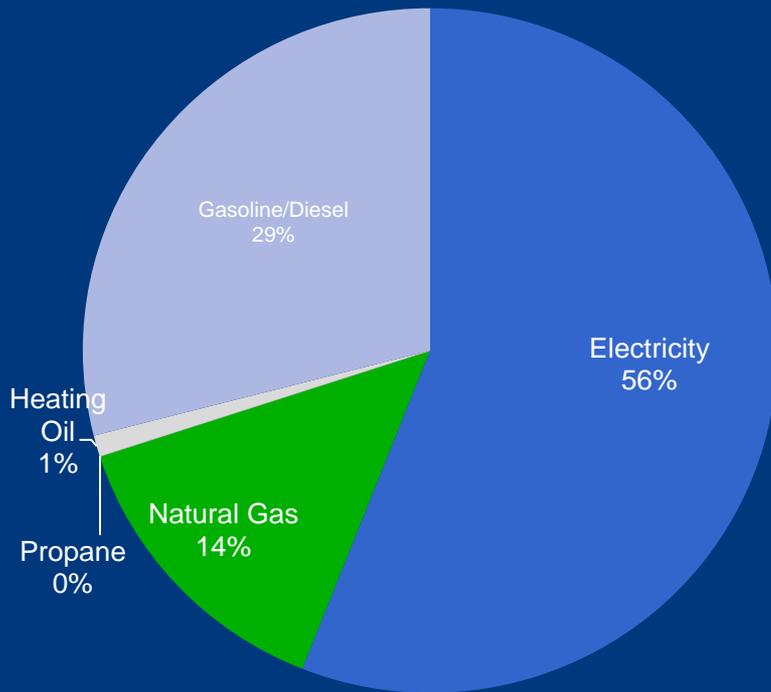
# Population, Employment and Accident Trends

Total Reported Crashes Relative To Population and Employment  
(2004 - 2008)

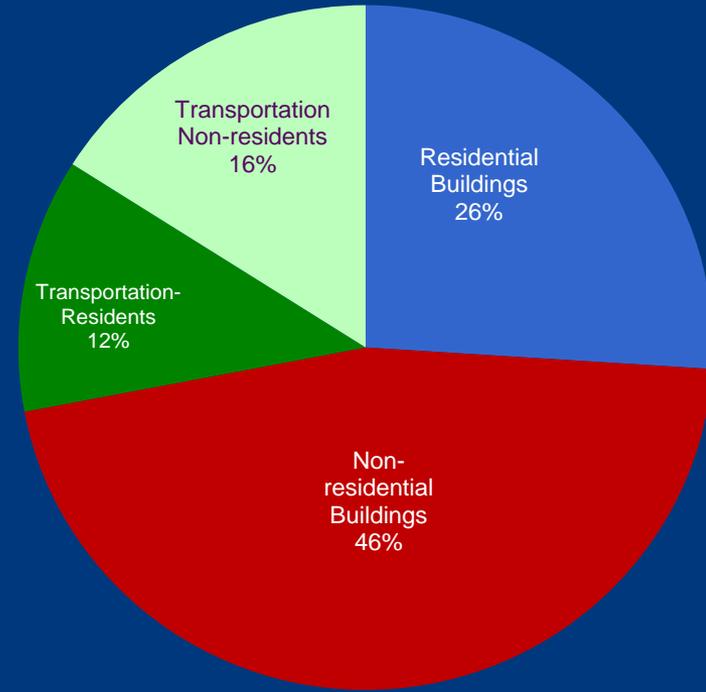


# Transportation Sector Energy Use

2007 Greenhouse Gas Emissions  
2,730,000 metric tons / 6,020,000,000 lbs CO<sub>2</sub>e



by Type



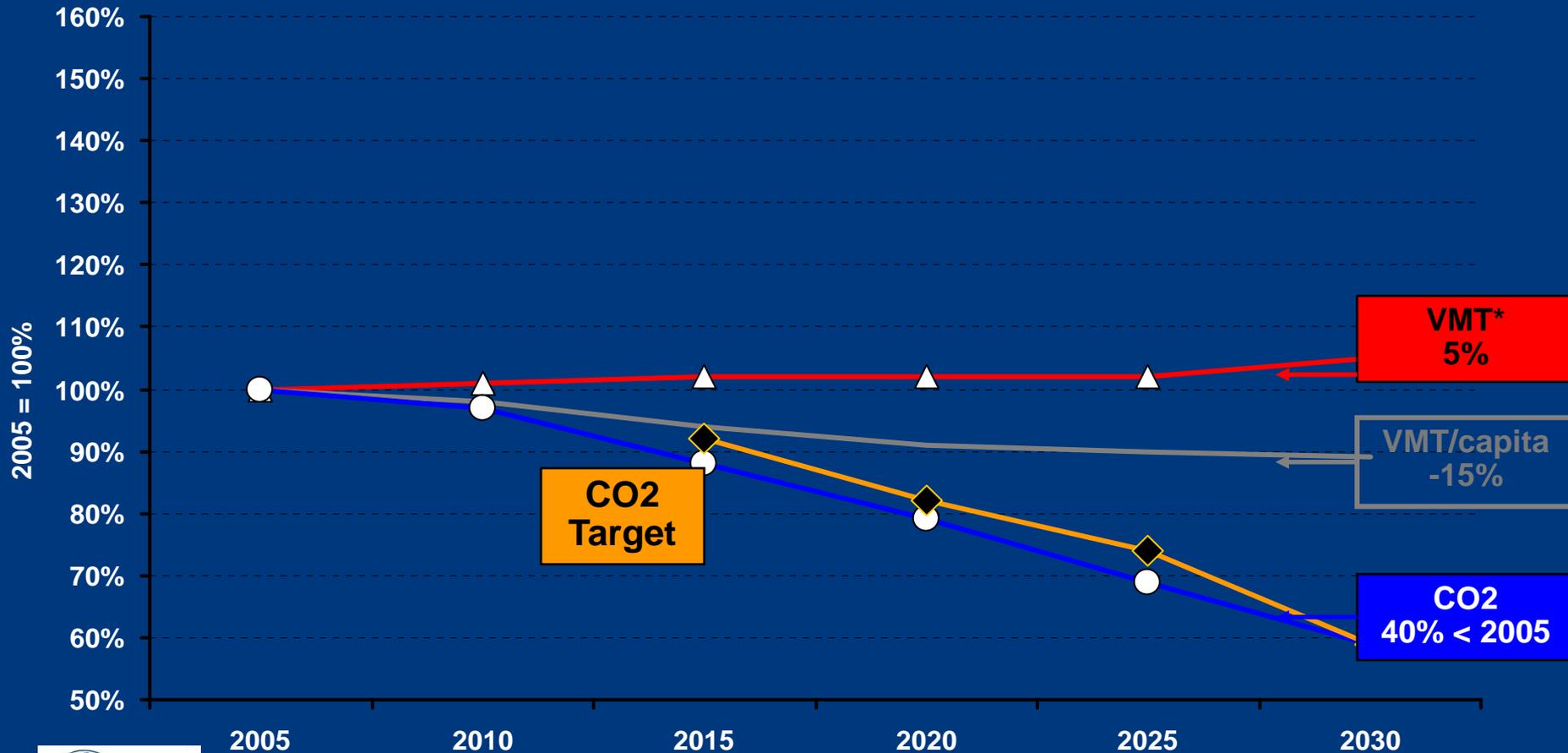
by Sector

Transportation uses 21% of all energy

# Arlington Scenario VMT -15% / Capita

## 40% < 2005 GHG in 2030

(path to 80% < 2005 GHG by 2050)



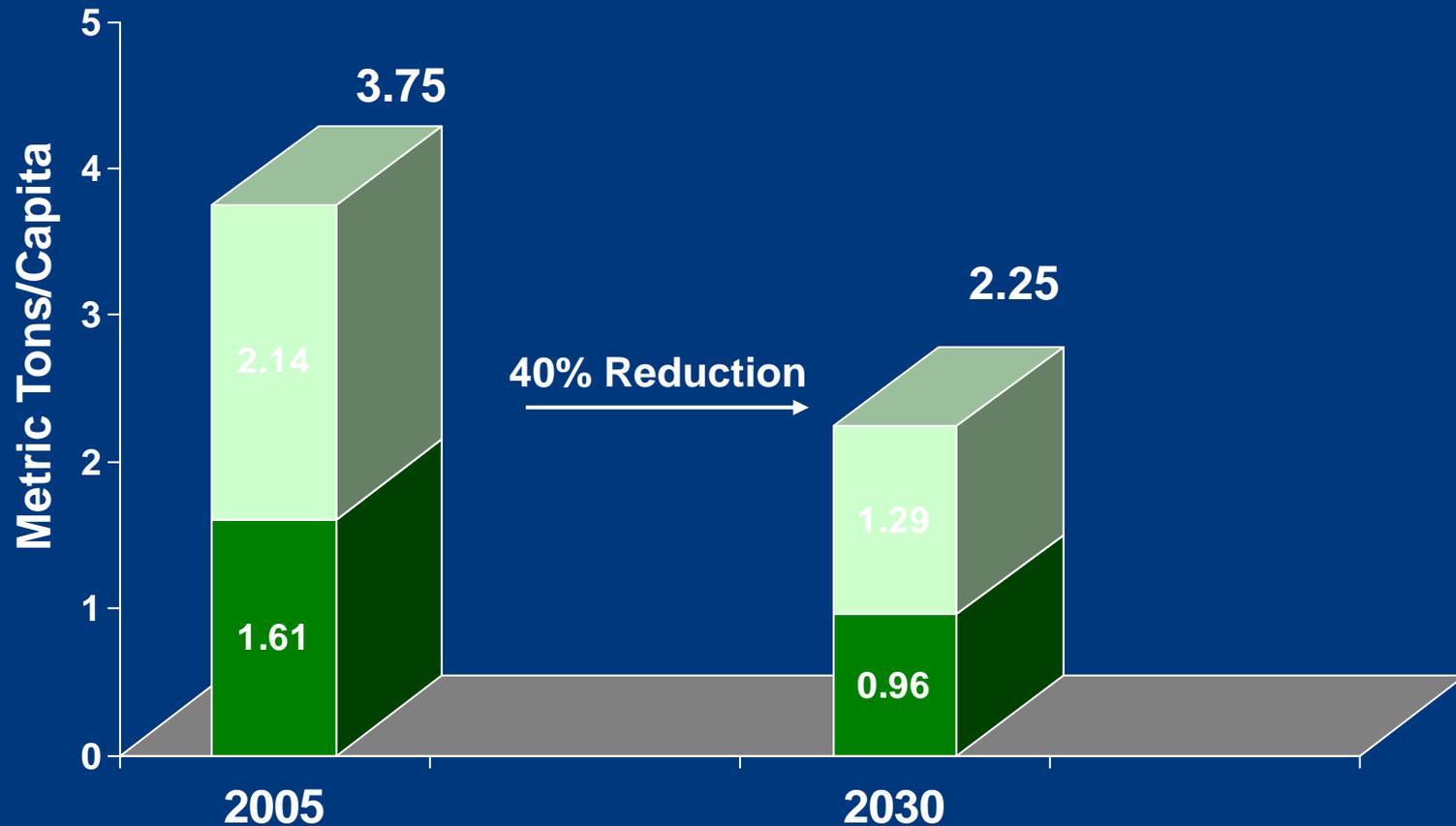
Assumption: 45 mpg in 2030, -10% fuel GHG. -15% VMT/capita



Framework provided by S. Winkelman, CCAP

\*Tied to Master Transportation Plan Policy Target for VMT

# Transportation Sector Reductions in CO<sub>2</sub> Emissions Through 2030



# Lessons Learned – Effectiveness Coordinated Development & Transportation Strategies

- Arlington’s strategies have yielded substantial economic, transportation, and environmental benefits - allowing continued growth with less reliance on auto trips, and more use of transit and other travel options.
- It isn’t just one policy but many that contribute to enhanced performance such as:
  - Building mixed use environments with highest densities around transit stops
  - Expanding viable and attractive transportation options
  - Making user information readily available and providing ongoing education and encouragement
  - Sustaining and strengthening transportation demand management (TDM)
  - Actively managing parking
- Sustaining community performance requires ongoing investments in infrastructure.
- It’s not a short term commitment - to achieve the full benefits, it requires sustaining and enhancing programs and policies over time
- It also requires ongoing community and institutional exposure to/and assimilation of best practices from other communities in the US and abroad



## Contact Information:

Dennis M. Leach, AICP  
Director of Transportation  
Arlington County Department of Environmental Services  
Division of Transportation & Development  
703-228-0588  
[dleach@arlingtonva.us](mailto:dleach@arlingtonva.us)

