

Arlington County 10-Year Transit Development Plan & Premium Transit Network Briefing

May 2016

- 10-Year Transit Development Plan
- Premium Transit Network
 - Columbia Pike service concept
 - Premium amenities update
 - Columbia Pike transit stations

- TDP is a system-wide analysis of bus service in the County
 - 10-year plan for new, modified or expanded bus service
 - Plan for supporting capital improvements
- Major update required by Virginia Department of Rail and Public Transportation every 6 years
 - Must be completed to be eligible for State funding
 - Last major update was in 2011



TDP Timeline

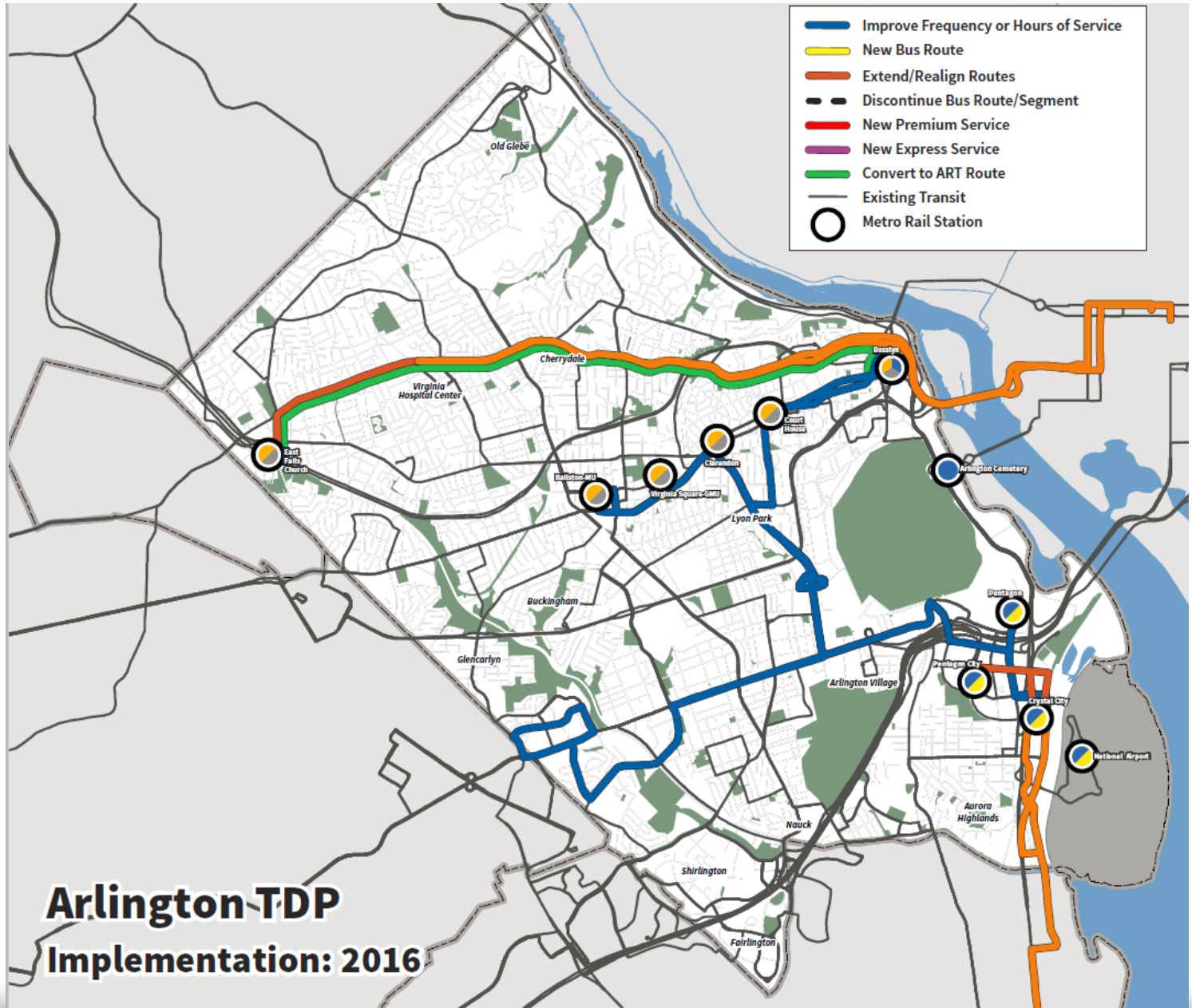
ARLINGTON VIRGINIA	2014		2015												2016					
	Nov	Dec	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	Apr	May	June
Streetcar cancelled																				
Streetcar closeout																				
Phase I Outreach																				
ART Service Improvements																				
Selected TDP consultant																				
Technical Analysis																				
Phase II Outreach																				
ART Service Improvements																				
Draft Recommendations																				
Phase III Outreach																				
Opened Transitway																				
Metroway to Pentagon City																				
Refine Recommendations																				
Present Recommendations																				



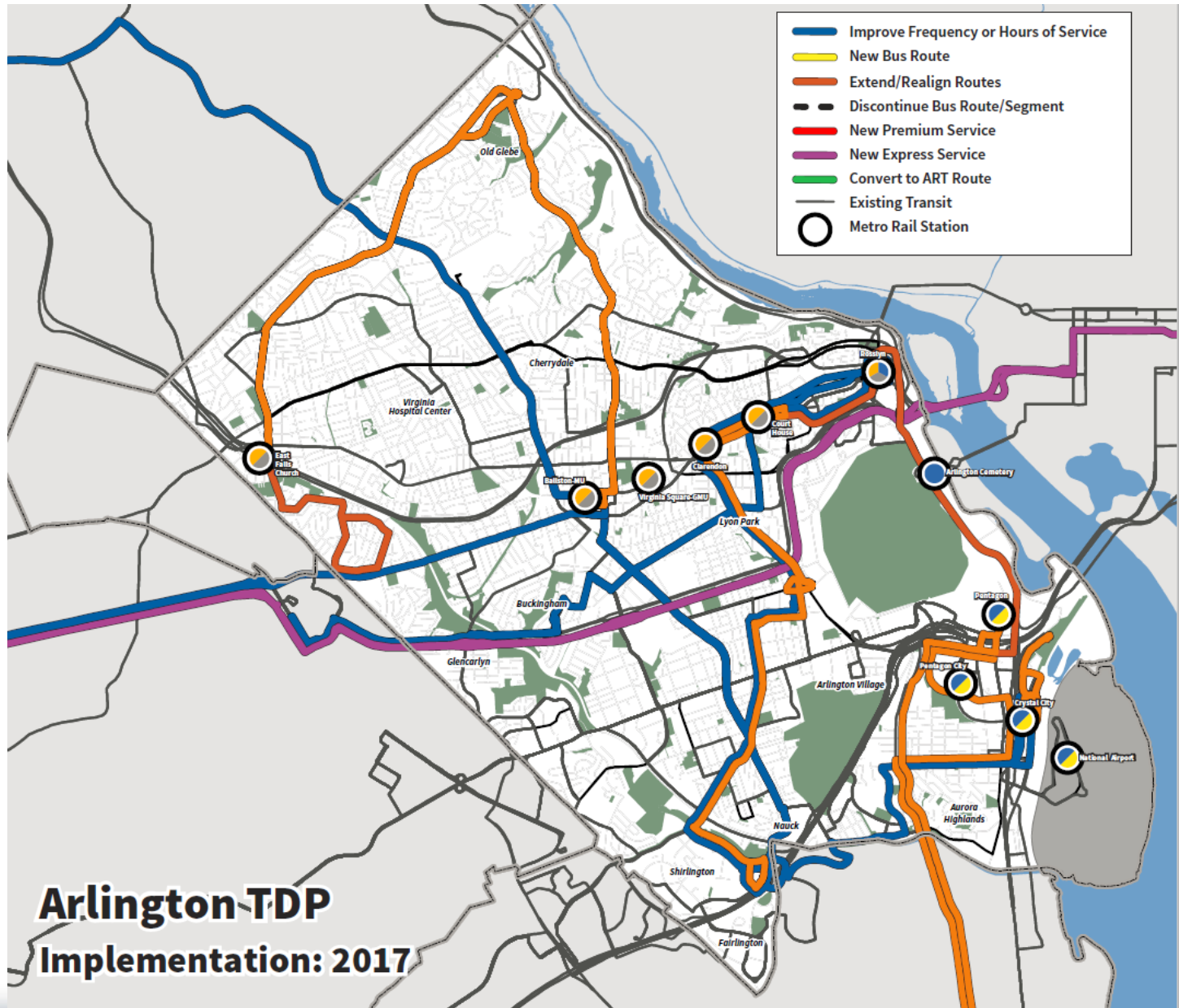
- **Next steps:**
 - Brief Columbia Pike and Crystal City communities
 - Adopt TDP recommendations at July County Board meeting
 - Adjust County's Capital Improvement Plan (CIP) to reflect TDP recommendations

- Maximize **accessibility** to regional and local activity centers
 - Add, expand or realign routes
 - Create easier transfers
- Maximize **transportation options** to reduce single-occupancy-vehicle travel
 - Increase frequency or hours of service
 - Balance different types of service (e.g., circulator, limited-stop)
- Ensure **fiscal stewardship** in provision of transit service
 - Reduce service in areas with low transit usage
 - Convert Metrobus routes to ART
- Meet the **needs of underserved** populations
 - Use innovative approaches to maintain connections in neighborhoods with low transit usage

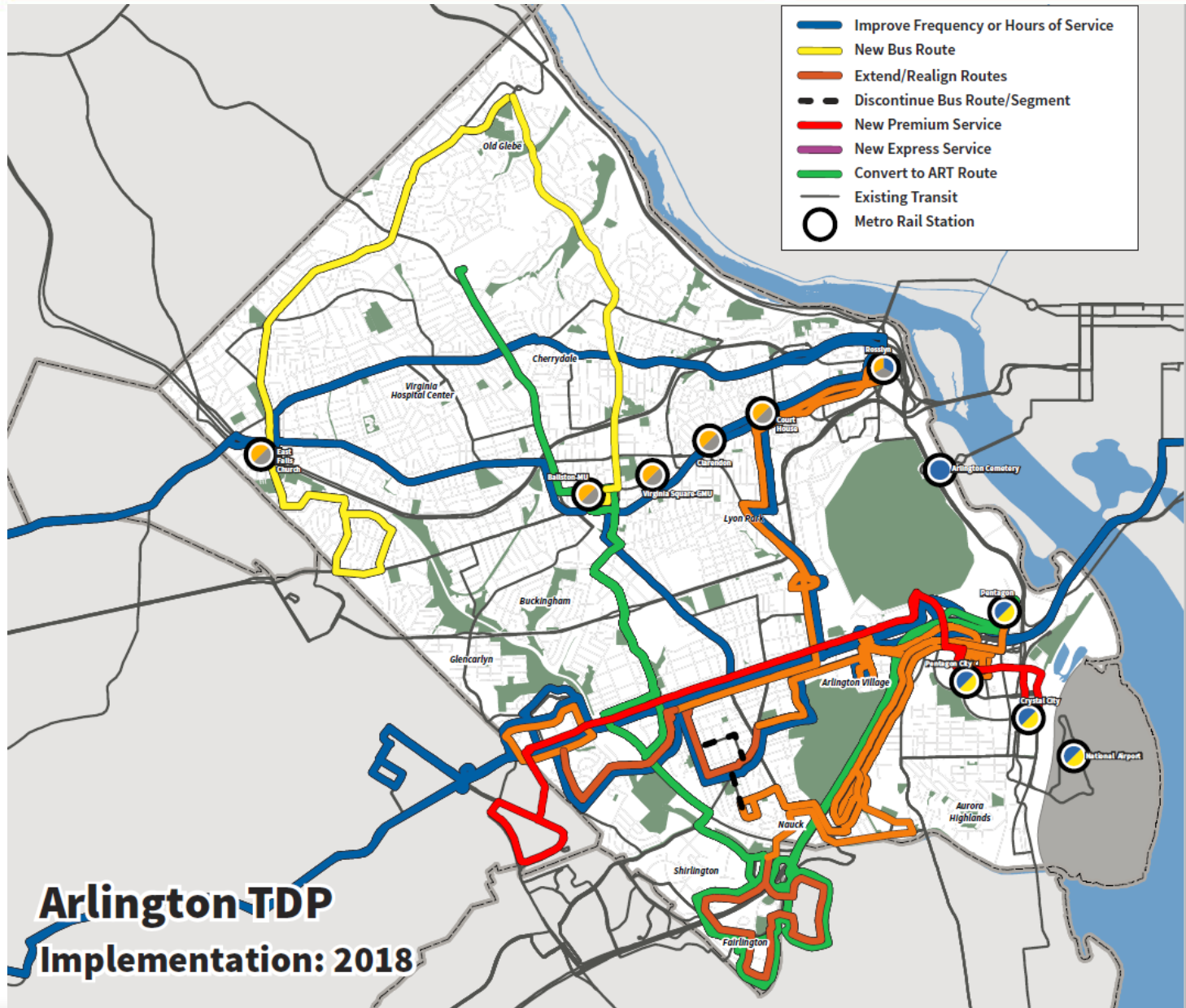
Service Enhancements (2015-2016)



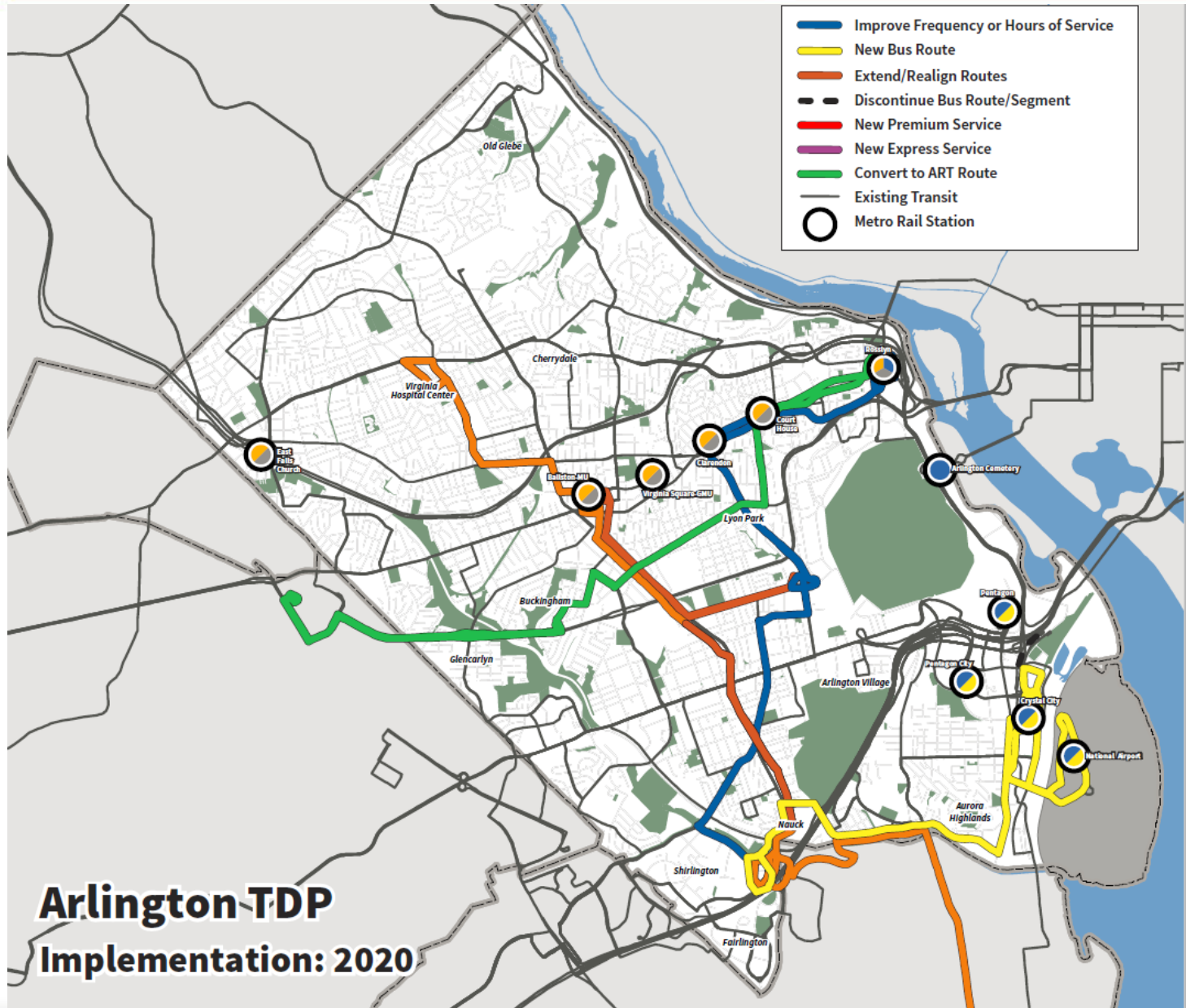
TDP Recommendations (2016-17)



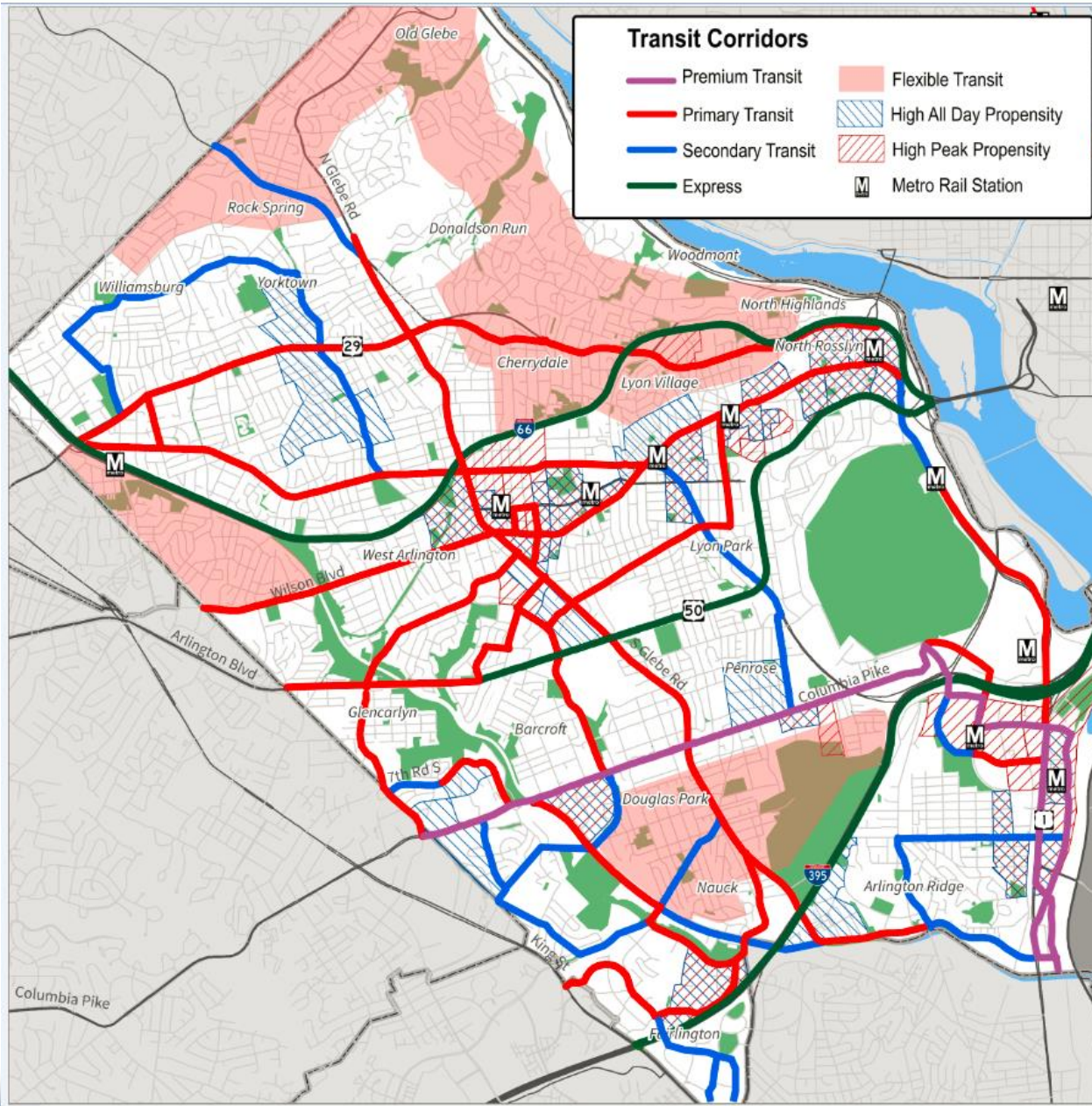
TDP Recommendations (2017-18)



TDP Recommendations (2019-20)

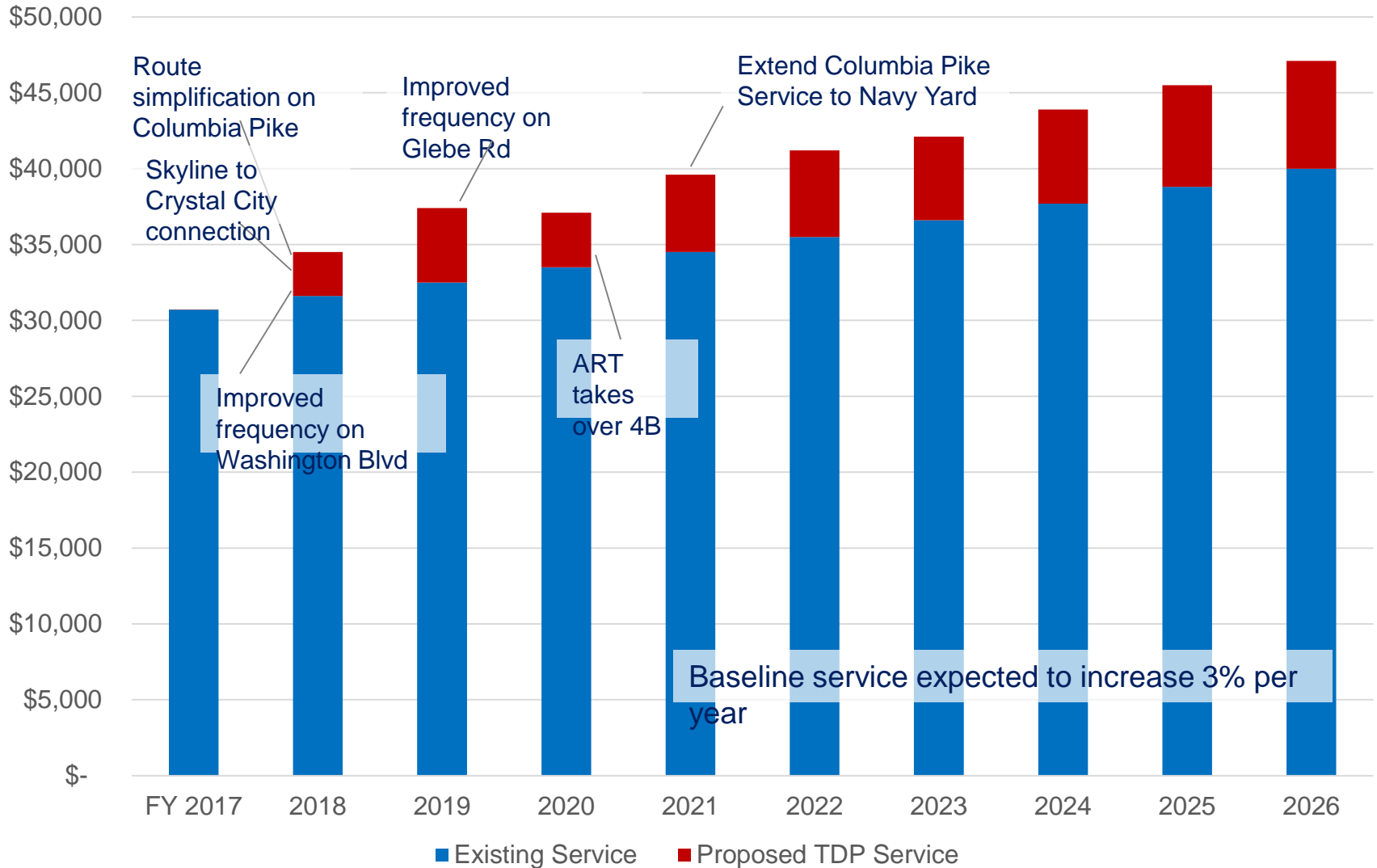


TDP Recommendations



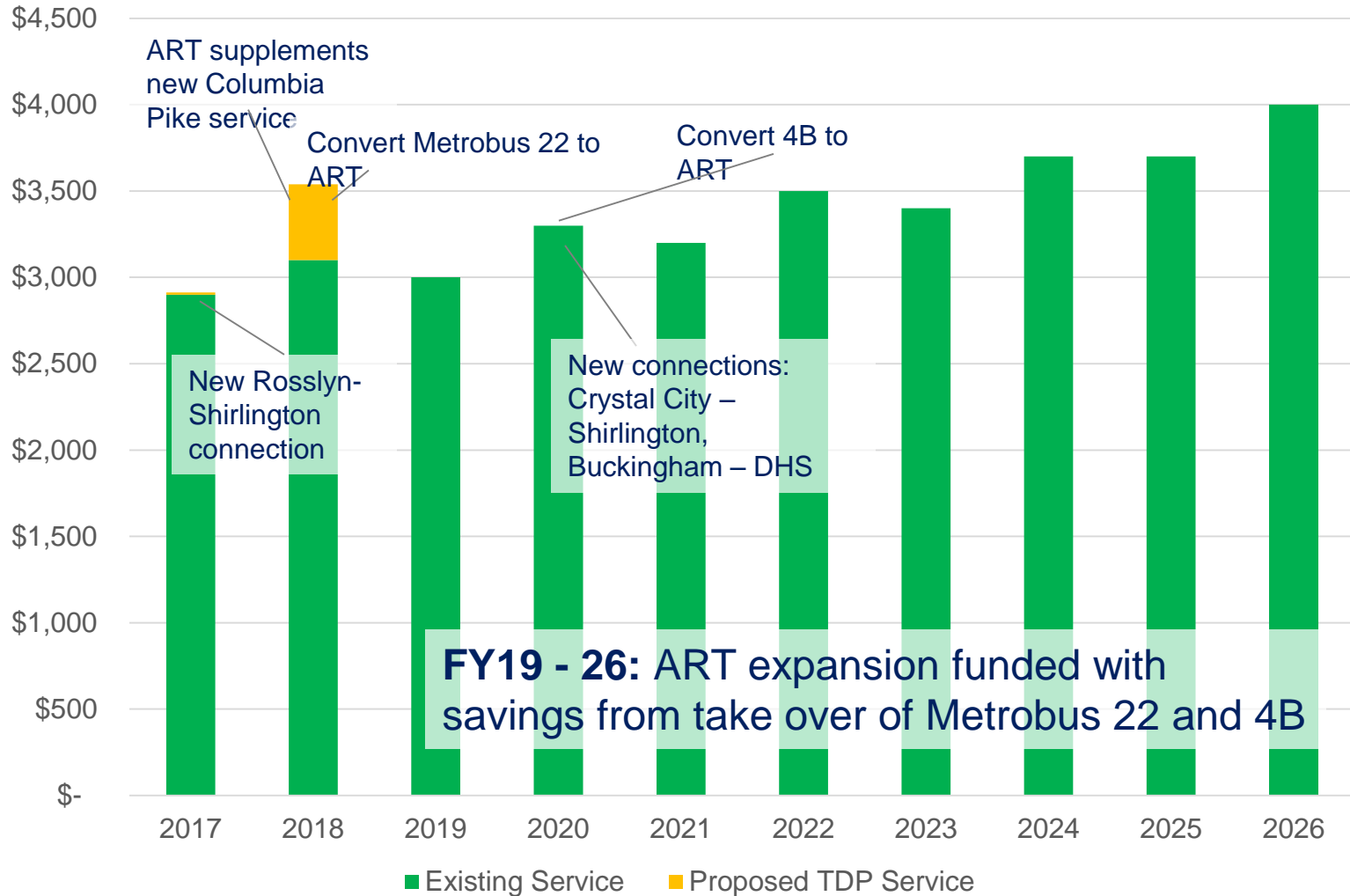
TDP: General Fund Subsidy

Metrobus General Fund Subsidy Need (in \$1000s)



TDP: General Fund Subsidy

ART General Fund Subsidy Need (in \$1000s)



- Capital projects to support TDP implementation were included in Manager's Proposed FY17-26 CIP:
 - ART fleet expansion (+20 vehicles over 10 years)
 - New ART heavy maintenance facility (to accommodate expansion)
 - Off-vehicle fare collection
 - Transit signal priority
 - Transitway extension to Pentagon City and Alexandria city line
 - Ballston Metro Station multimodal improvements
 - East Falls Church Metro bus bay expansion
 - Shirlington Bus Station expansion
 - Countywide bus stop, shelter and ADA improvements
 - Other station upgrades
- Projects to accommodate growth of ART and Metrobus

TDP: Capital Improvements

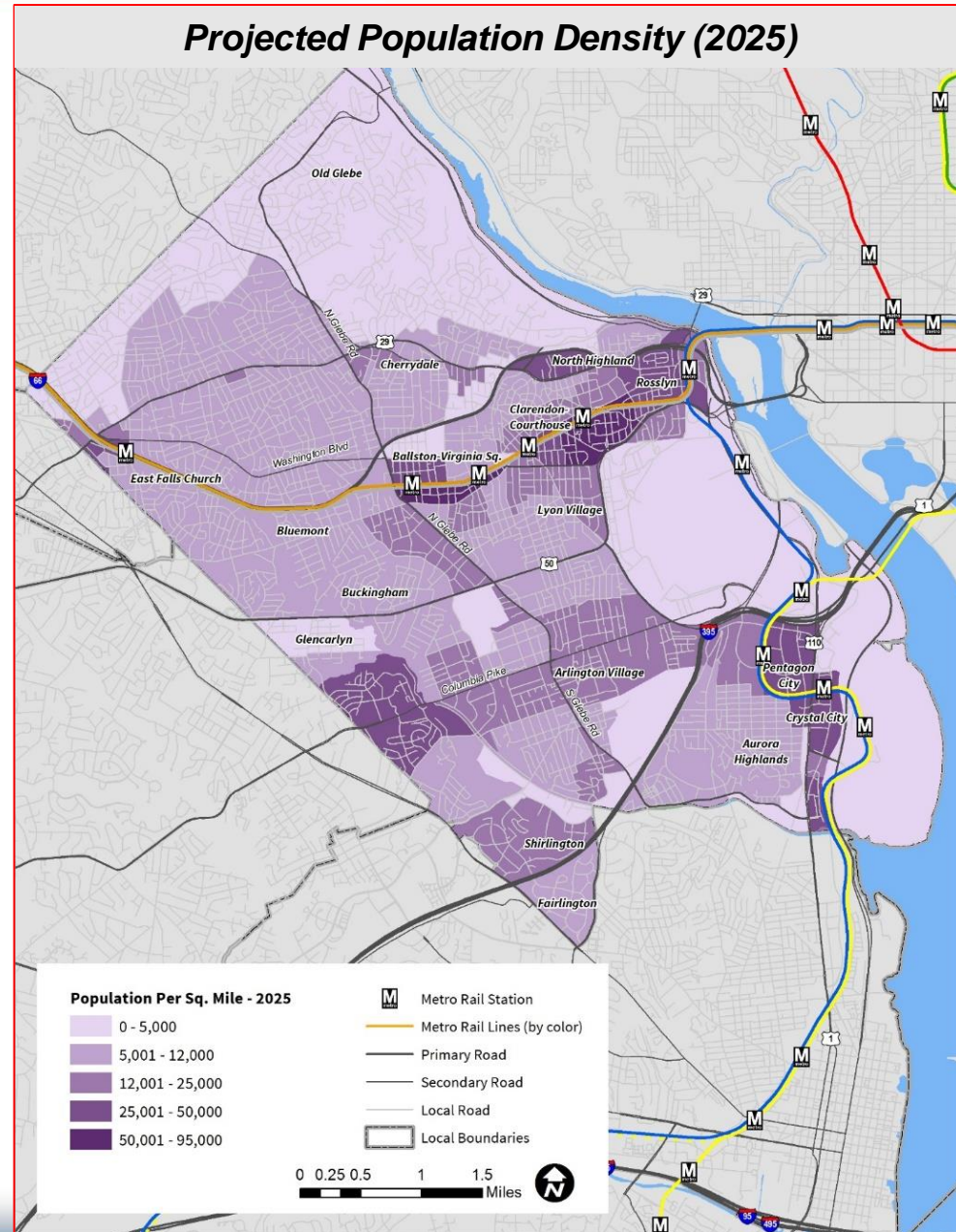
Transit CIP Funding Summary (in \$1000s)



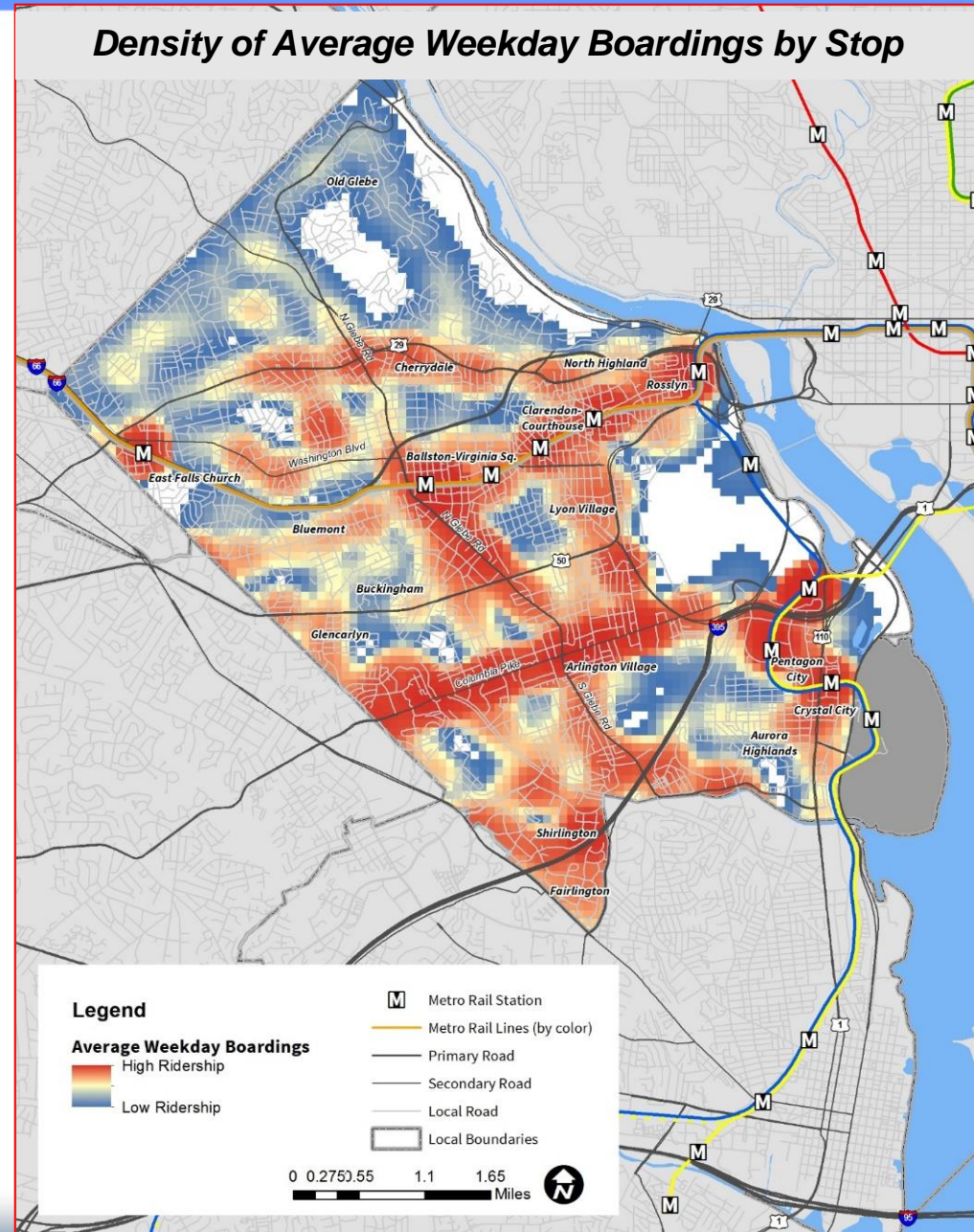
Transit Development Plan

Methodology

- Reviewed demographics to understand likely transit use
 - Transit dependent populations
 - Population densities
 - Poverty levels, disabilities, age, labor force, etc.

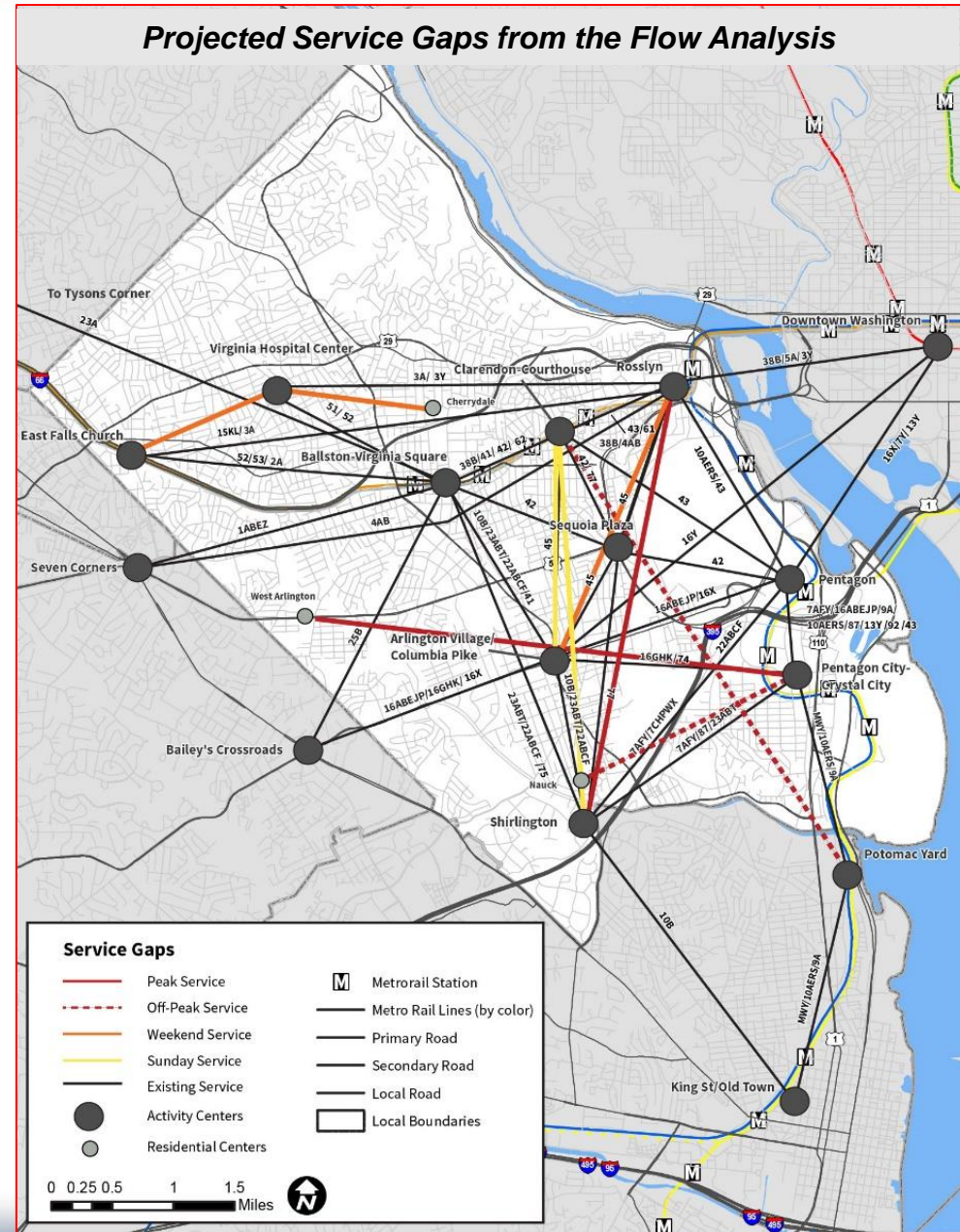


- Current ridership helps us identify where transit is used most
 - Indicator of where transit is needed
- Corridors with highest concentration of ridership:
 - Columbia Pike
 - Glebe Road
 - Wilson/Clarendon Boulevard
 - Shirlington Bus Station
 - Metro stations



Service Evaluation

- Analyzed gaps in service
 - Weekdays:
 - West Arlington to Crystal City-Pentagon City
 - Clarendon to Potomac Yard
 - Off-peak/Weekends:
 - Lee Highway to Ballston
 - Rosslyn to Shirlington
 - Clarendon-Courthouse to Arlington Village & Shirlington
 - Virginia Hospital Center to East Falls Church
 - Nauck to Crystal City-Pentagon City



Methodology

Public Outreach

Technical Analysis

3,396 people
surveyed

Spring 2015
Input on transit
usage and needs

Analyze existing
system & service
area

406 people
4 workshops,
5 focus groups,
online form

Fall 2015
Input on initial
findings of
technical analysis

Draft
recommendations

1,008 people
6 pop-up workshops,
online form

Winter 2016
Input on draft
recommendations

Present draft final
recommendations

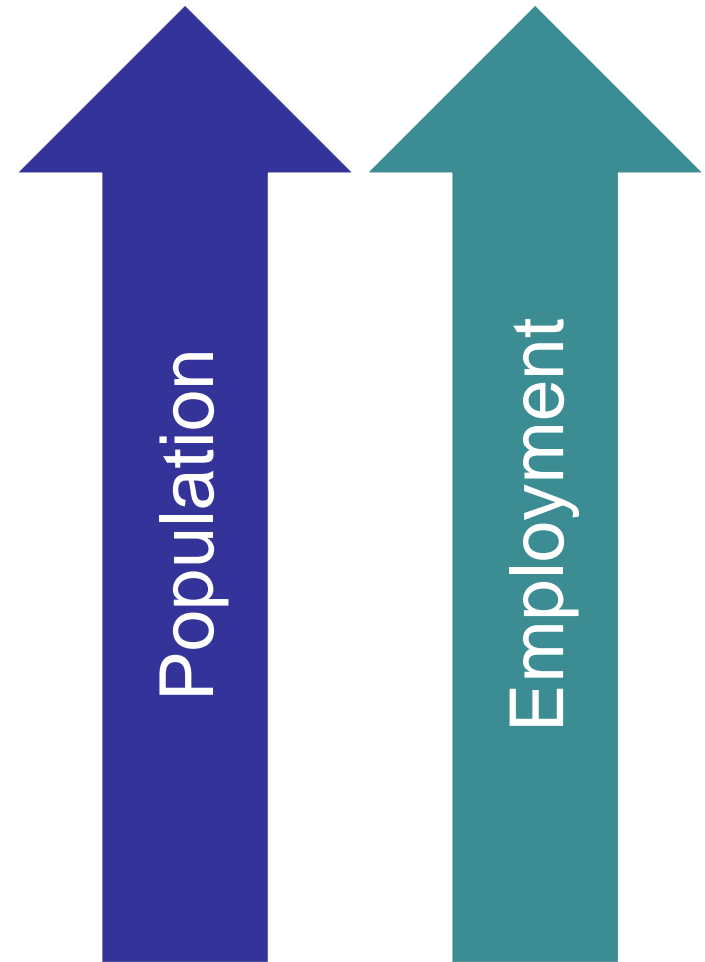
- **What we heard:**
 - Increase how often the bus arrives and off-peak/weekend service
 - Need better connections to key activity centers
 - Draft recommendations:
 - Opposition to changes to ART 53 (Ballston Metro-Old Glebe-East Falls Church-Westover) and ART 62 (Court House Metro-Lorcom Lane-Ballston Metro)
 - Strong support for added weekend service and new direct connections
 - Desire for premium service at all Columbia Pike transit stations
 - On Columbia Pike, reconsider stations recommended for limited-stop service
- **How we applied it:**
 - Validated findings from technical analysis
 - Informed development of recommendations for new connections and increased service
 - Refined recommendations to respond to public feedback

Premium Transit Network

Findings, Recommendations & Next Steps

- 15 bus routes travel through Columbia Pike
 - Buses every 2-3 minutes
 - Among the most productive in the County (17,000 daily boardings)
 - High ridership and congestion in the corridor impact on-time bus performance
- Top origins
 - Fairfax, Arlington Mill, Shirlington, Virginia Square, Rosslyn-Ballston corridor
- Top destinations:
 - Pentagon, Pentagon City, Courthouse, Crystal City, DC

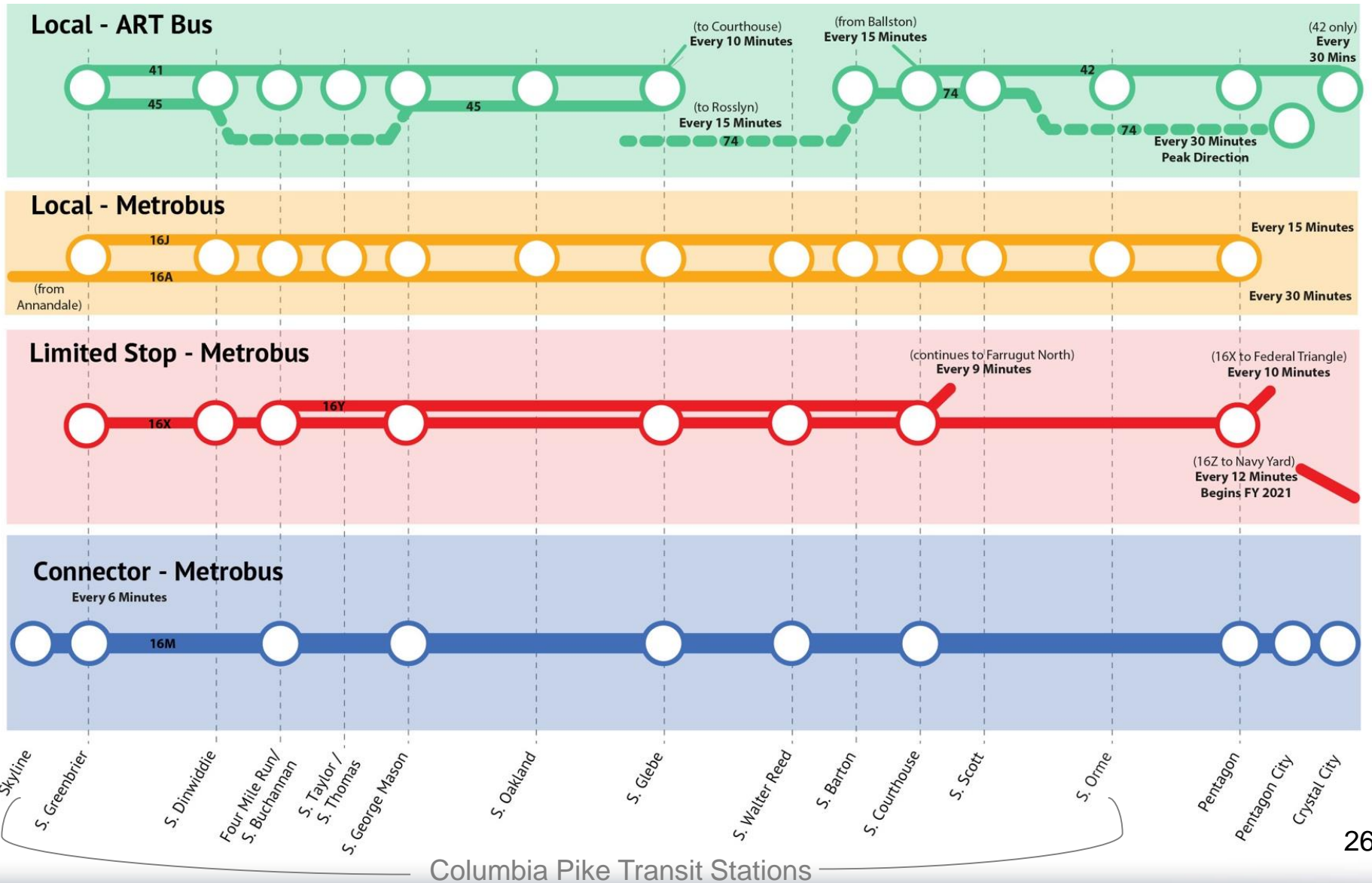
- Existing Conditions
 - Metroway August 2014, steady ridership growth
 - Arlington segment of Transitway to Crystal City opened April 2016
 - Extension of Metroway service to Pentagon City began April 2016
 - Significant growth forecasted over the next 10 years



- Increase transit **capacity**
 - Increased weekday and weekend service
 - More trips, more seats
- Invest in transit that supports **economic development**
 - New high-frequency route serves every station along Columbia Pike
 - One-seat ride from Skyline to Pentagon City-Crystal City
- Improve **connectivity** to key activity centers
 - New connections to DC's Navy Yard
 - Limited-stop service to Pentagon and DC
- Offer **premium** transit service that is fast, frequent, reliable & easy to use
 - Simplified route structure
 - Faster ride time
 - Enhanced amenities for both local and limited-stop service

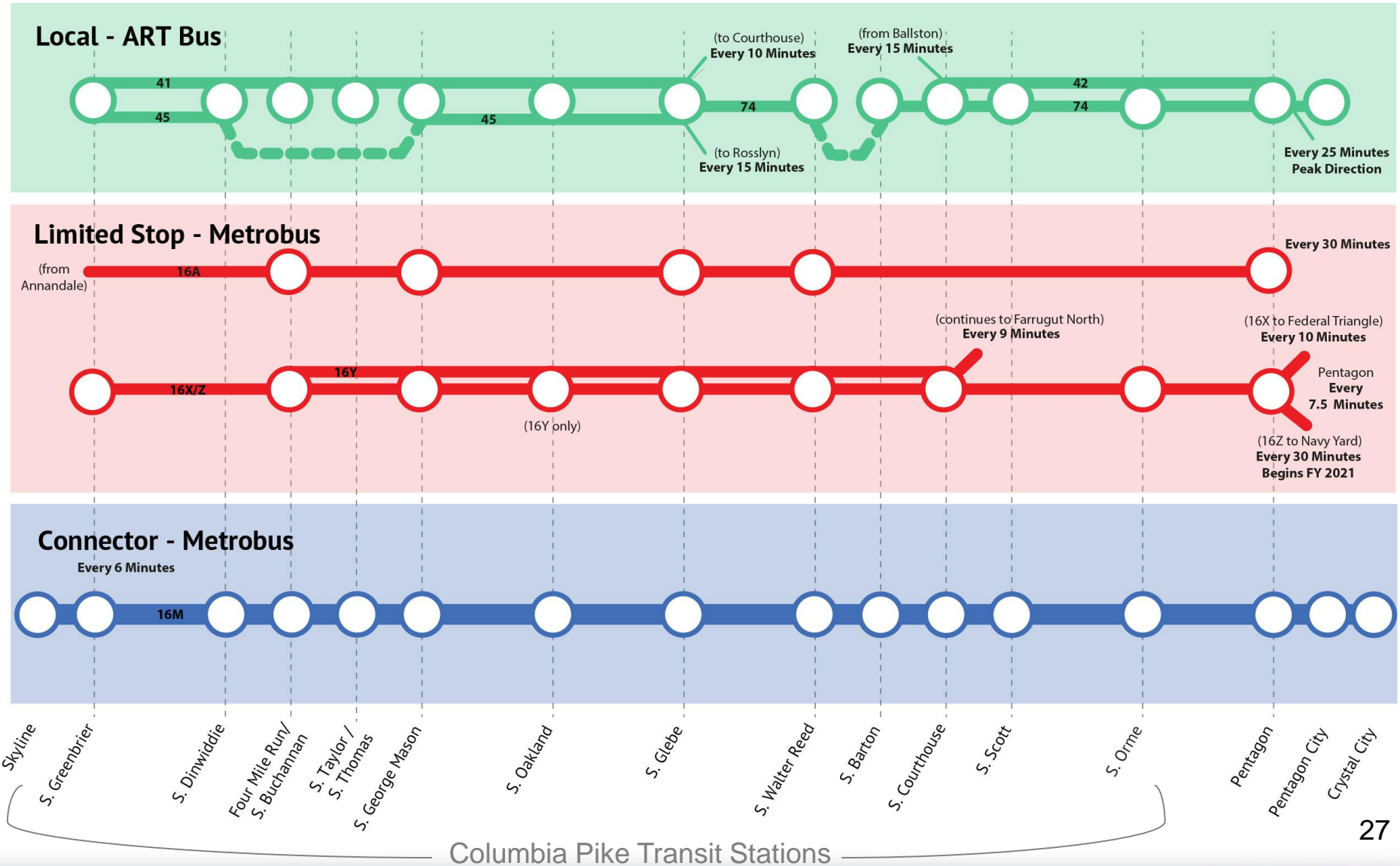
Premium Transit Network Service

Draft Proposal - February 2016

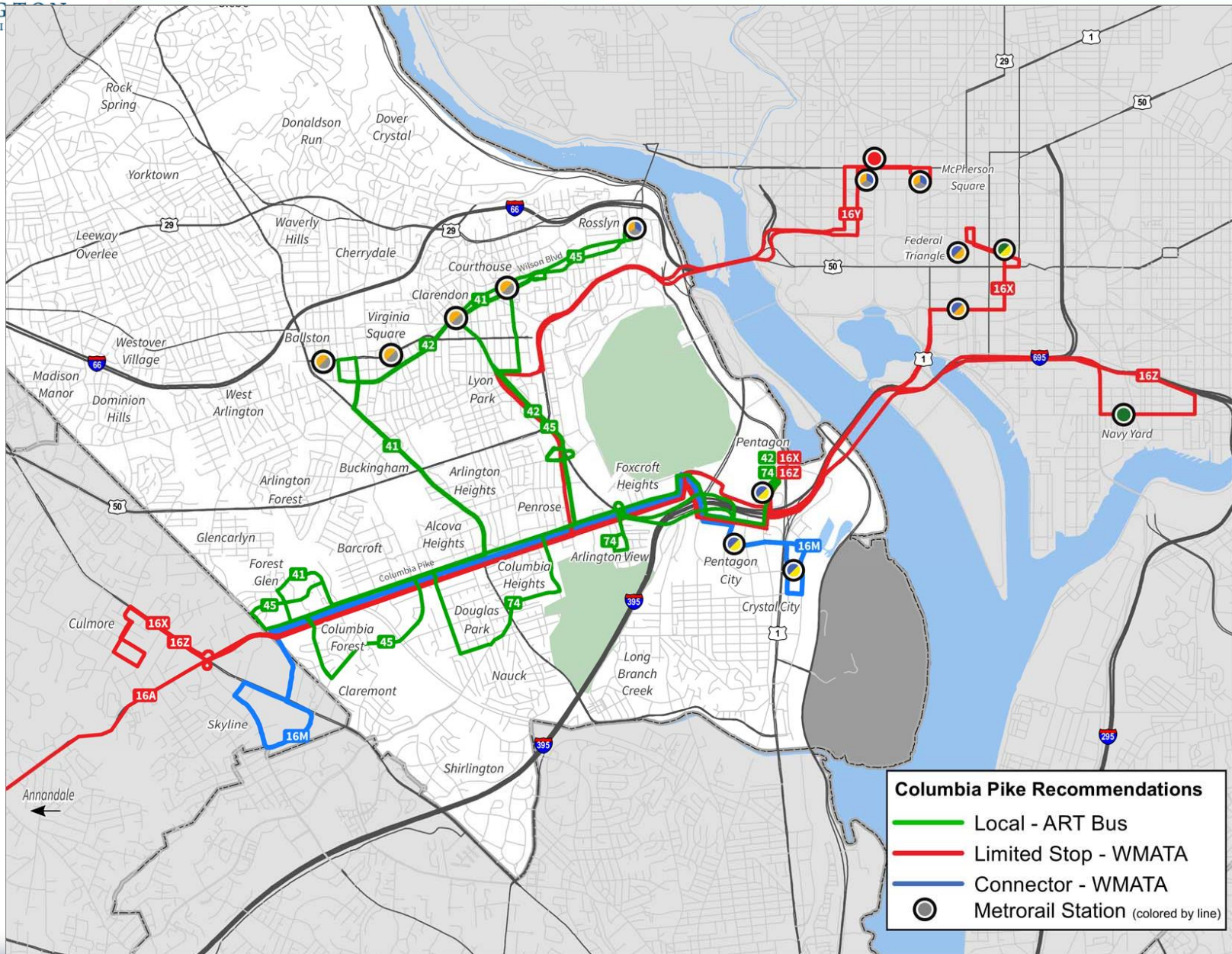


Premium Transit Network Service

Revised Proposal - May 2016



Premium Transit Network Service



PrTN Capital Improvement Timeline

	2017				2018				2019				2020				2021			
	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall
ART Fleet Expansion					Begin new Columbia Pike service															
Transit signal priority																				
Columbia Pike multimodal																				
Transit stations					Design				Construction of Phases 2-6											
Off vehicle fare collection					Feasibility + procurement				Coordinated with transit stations											
Extension to Pentagon City	Planning				PE/Design				Completion in 2022											
Extension to Alexandria													Design to begin in 2023							

- Next phase of Transit Stations to be completed in 2019
- Transitway extension to Pentagon City to open in 2023
- Transitway extension to Four-Mile Run to be timed with Alexandria construction

- Transit stations
 - Near-level boarding, longer platform, real-time bus arrival information
 - Discussed in detail later in presentation
- Off-vehicle fare collection
 - WMATA cancelled Next Generation Fare Payment (NEPP)
 - Jurisdictions coordinating on next steps
 - Planning collaborative effort to identify and procure appropriate technology
- Transit signal priority
 - Scope developed for consultant support
 - Ongoing coordination with WMATA, Alexandria and DC to learn from their experience
- Branding
 - Coordination with WMATA to begin Fall 2016



Dedicated Bus Lanes (Columbia Pike)

- Reversible/repurposed lanes result in significant traffic impacts at key intersections
- Traffic causes delays for drivers and buses
 - Express buses get stuck behind local buses
- Queue jumps are technically feasible but have major right-of-way impacts
 - Bus-only lane approaching signalized intersection must be ~600 feet long (= 1 block) to be effective



Dedicated Bus Lanes (PrTN)

- Ongoing traffic simulation exploring improvements along Columbia Pike
 - Testing 3 scenarios
 - Update available in July
- Pursuing exclusive lanes leading to doorstep of Columbia Pike
 - Transitway extension to Pentagon City
 - Travel time savings benefits service along entire corridor

