National Capital Region
Transportation Planning Board

TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE (RPTS)

Tuesday, November 28, 2023
12:00 – 2:00 P.M.

Chair: Nick Ruiz, VRE

VIRTUAL MEETING

AGENDA

12:00 P.M. **1. WELCOME**

12:10 P.M. **2. REGIONAL HIGH-CAPACITY TRANSIT ANALYSIS APPLICATION**
Charlie Eckard, Foursquare ITP Junior Transportation Planner
Kyle Hearing, Foursquare ITP Senior Transportation Planner
Eric Randall, TPB Transportation Engineer

12:30 P.M **3. TRANSIT TRANSFORMATION IN PRINCE GEORGE'S COUNTY**
Semia Hackett, Prince George's County Associate Director of Public Works and Transportation

12:50 P.M. **4. STRATEGIC AND SERVICE PLANNING UPDATES AT FAIRFAX CONNECTOR**
Michael Felschow, Fairfax County Section Chief, Planning Services, Transit Services Division

1:10 P.M. **5. ARLINGTON TRANSIT'S UPDATED TRANSIT STRATEGIC PLAN**
Paul Mounier, Program Manager, Arlington Transit

1:30 P.M. **6. 2023 RPTS YEAR IN REVIEW AND SURVEY RESULTS**
Pierre Gaunaurd, TPB Transportation Planner

1:45 P.M. **7. INTRODUCTION OF 2024 RPTS CHAIR AND CLOSING REMARKS**
Nick Ruiz, Chair

2:00 P.M. **8. ADJOURN**

The next regular meeting of the RPTS is January 23, 2024 and is in-person.

Reasonable accommodations are provided upon request, including alternative formats of meeting materials. Go to www.mwcog.org/accommodations or call (202) 962-3300 | (202) 962-3213 (TDD) for more info.

TPB REGION HIGH-CAPACITY TRANSIT NETWORK NEEDS

Phase II Analysis

Kyle Hearing
Project Manager & Senior Transportation Planner; Foursquare ITP

TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE
November 28, 2023

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Agenda Item 2

Agenda

- Project Goals
- Methodology
  - Accessibility Analysis
  - Station Classification
  - Prioritization
- Case Studies
- Planning Dashboard
- Toolkit

Web Application:

bit.ly/46KqTOV

PROJECT GOALS

Understanding HCT Service

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Understanding HCT

- Contextualize HCT with analyses of:
  - Accessibility
  - Connectivity
  - Transit service
  - Population/employment density
  - Projected growth
- Identify and prioritize station-level needs

METHODOLOGY

Access | Connectivity | Classification

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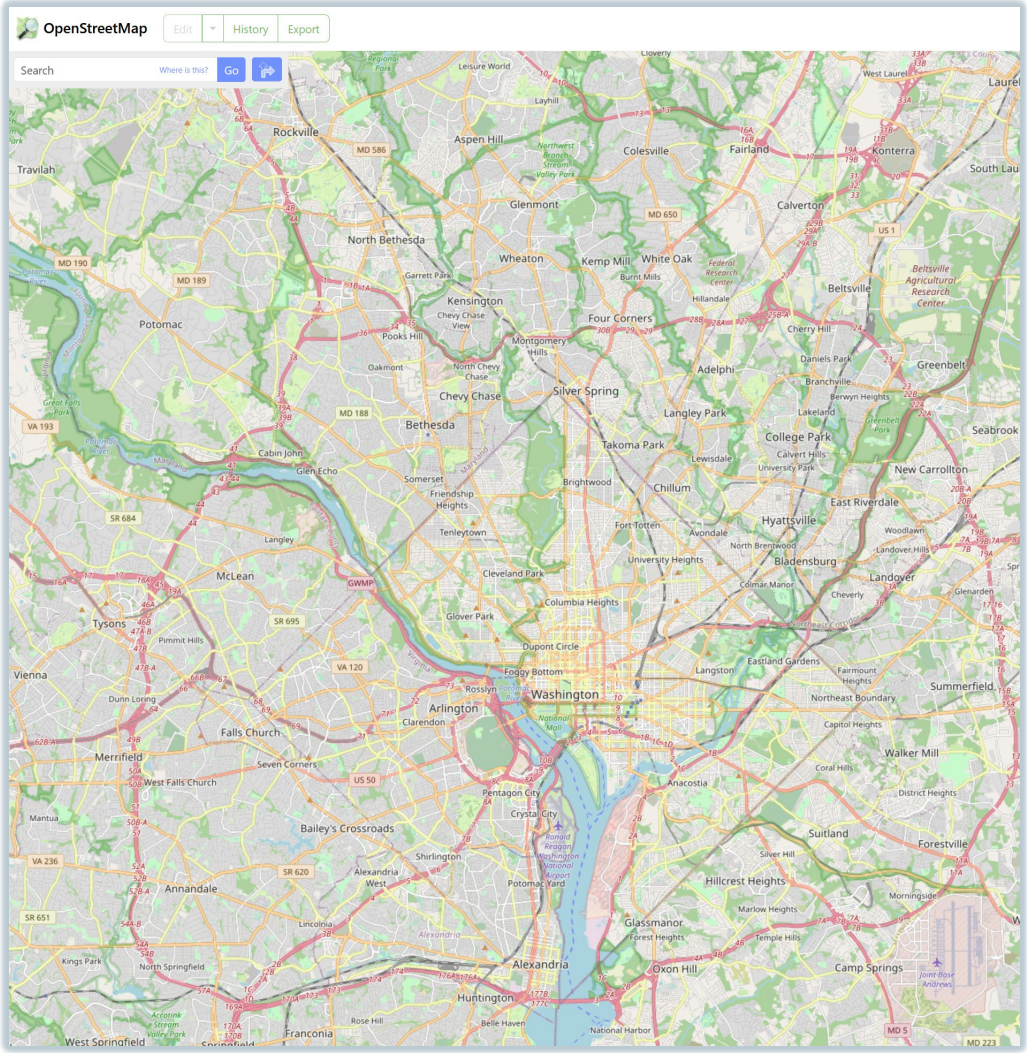
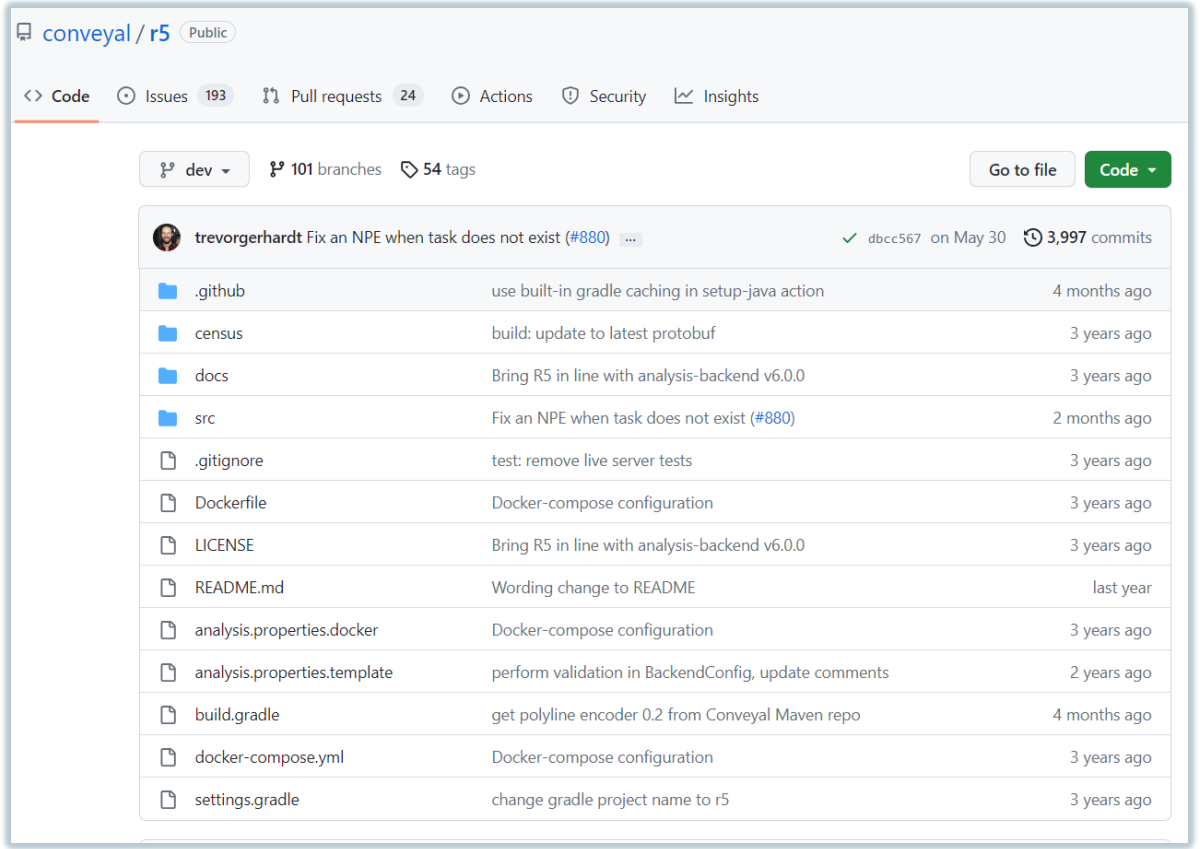
Framework

- Creating a multimodal network
  - OpenStreetMap
    - Allows for replicable, regional comparisons
  - GTFS data
    - Transit service



Framework

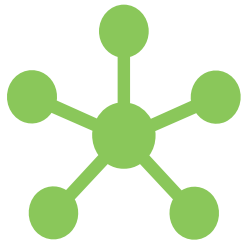
- Modeling travel
  - Conveyal R5 Routing Engine
    - Models trips every minute over the course of an hour, returning the median travel time between origin-destination pairs
  - Evaluated 30 minutes of travel time across three modes:
    - Walking
    - Bicycling
    - Transit (includes walking)



Overview

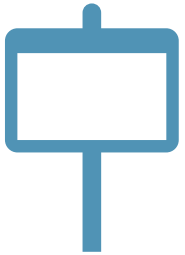
Accessibility Analysis

- Visualizes average travel time to the nearest HCT station
- Highlights gaps in infrastructure and transit



Connectivity Analysis

- Explores connections between HCT stations and residents, jobs, and points of interest
  - Evaluates walking, bicycling, and transit trips
- Provides framework for mode-specific recommendations

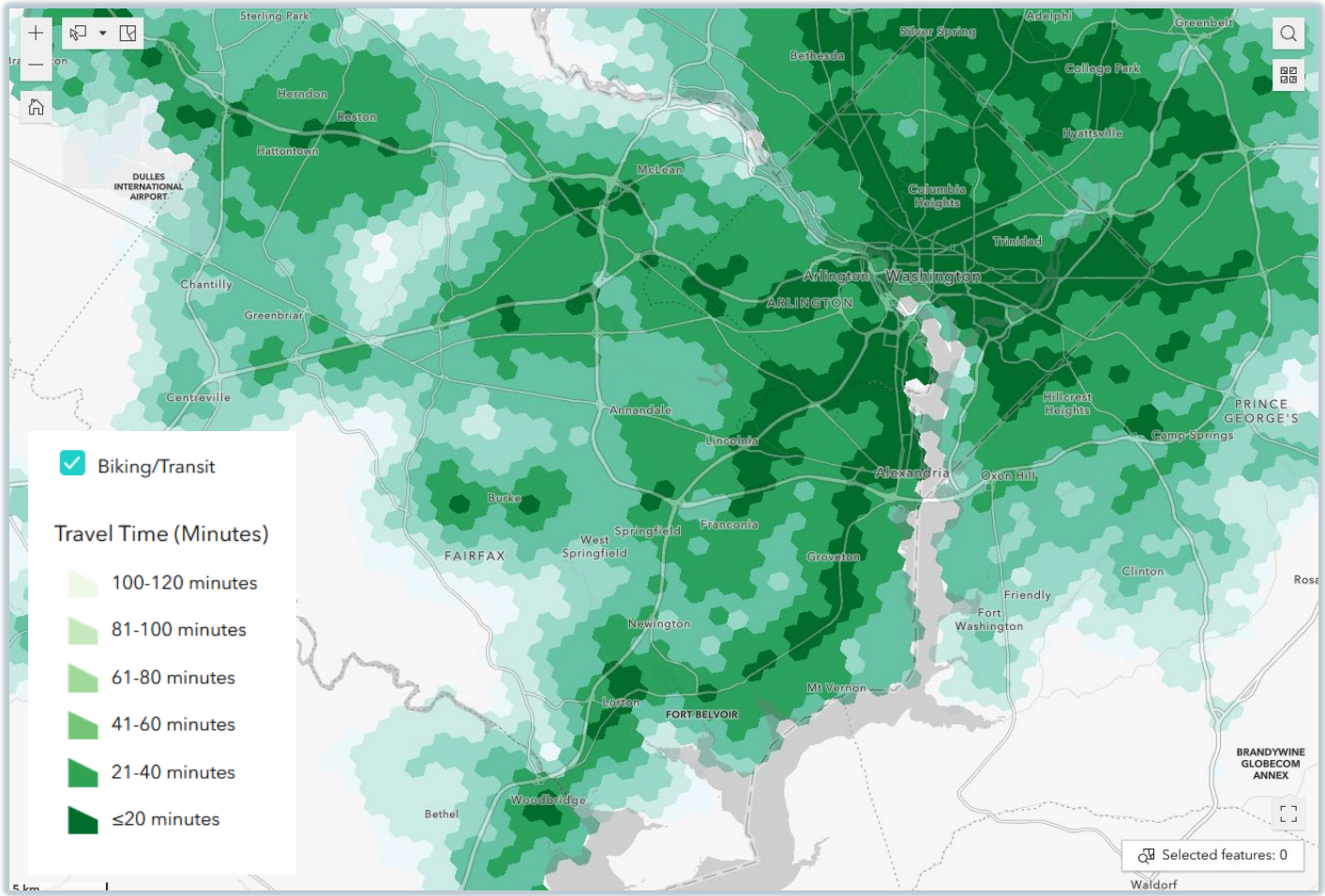


Station Classification

- Defines level of service and people and destinations served by each HCT station
- Contextualizes gaps identified in connectivity analysis (i.e., specifies magnitude of modal gap)

Accessibility Analysis

- Regional network modeling of the median travel time to the closest HCT station
  - Walking, transit
  - Biking, transit



Connectivity Analysis

- Measure connectivity of HCT stations to:
  - Residents
  - Jobs
  - Points of interest

Relative Connectivity:

Percentage of Points of Interest, Residents, and Jobs Near HCT Stations Accessible on the Existing Street and Transit Network

=

Practical Connectivity:

Estimated Points of Interest, Population, and Jobs Accessible via the Existing Street and Transit Network from each HCT Station

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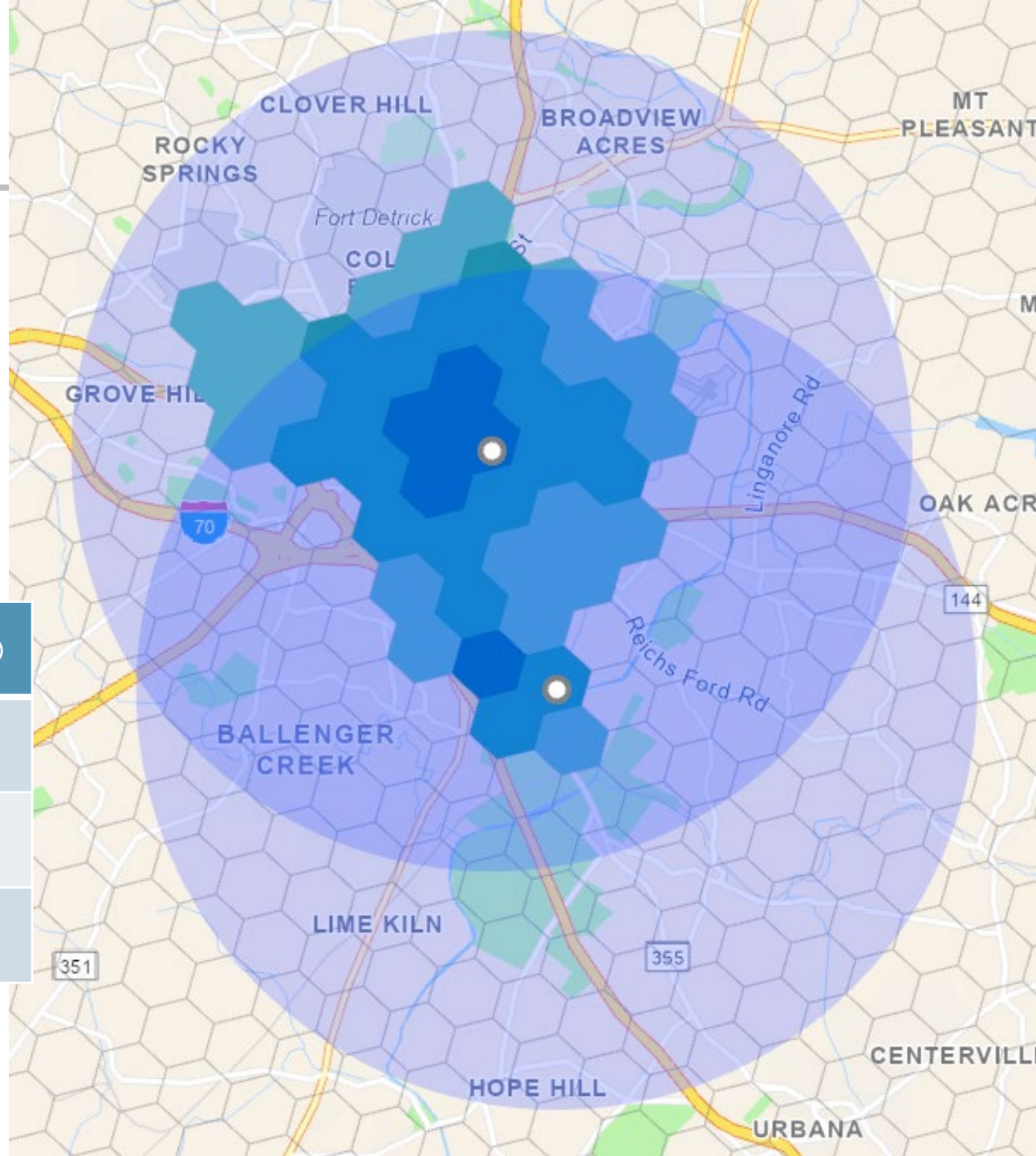
Theoretical Connectivity:

Points of Interest, Population, and Jobs Near HCT Stations

Connectivity Analysis

- Leverage travel time limitations in the R5 model to compare accessibility (green hexes) with geometric buffers

Mode	Speed (mph)	Buffer (mi)
Walking	2.2	1.1
Bicycling	7.5	3.7
Transit	10	5.0



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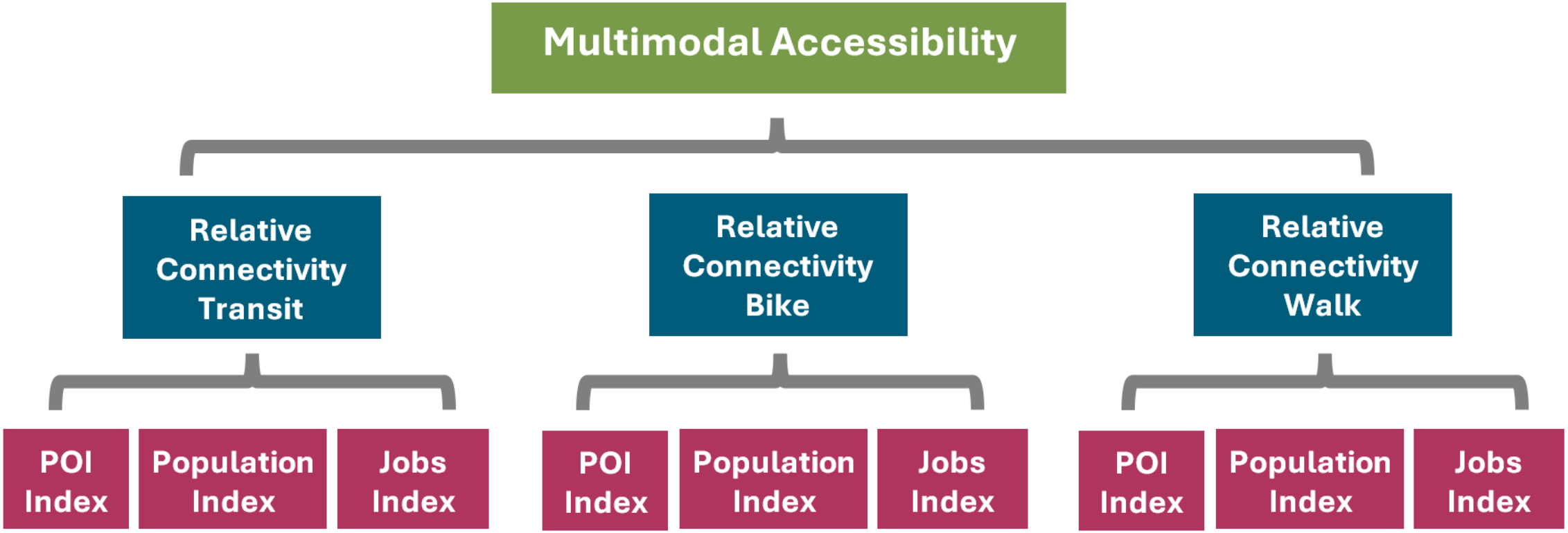
Connectivity Analysis



Station Classification

Level of Service

- Number of trips serving each HCT station

Transit Potential

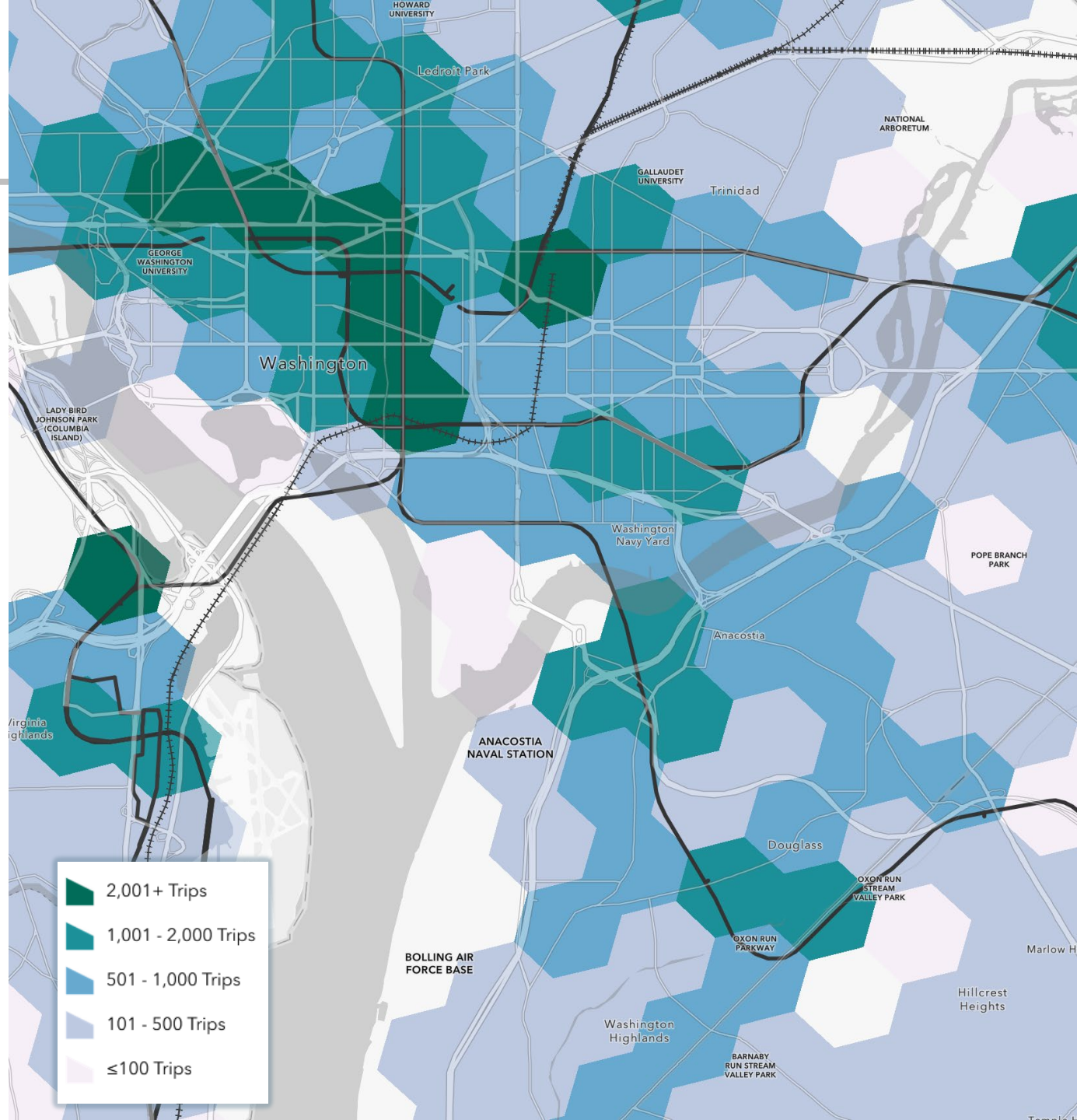
- Population and employment density, calculated using figures interpolated to hexes to match accessibility/connectivity analysis
  - Existing (ACS 2021 5-Year Estimates)
  - Forecast Cooperative Forecast 10.0

Gap Analysis

- Magnitude of gap in HCT station accessibility
  - Evaluated at the modal level and indexed across modes

Station Classification

- Level of service
  - Retrieved GTFS for each agency in COG region
  - Dissolved stops by route to sum trips with ¼ mile of each HCT station
  - Produced layer of trips by hex



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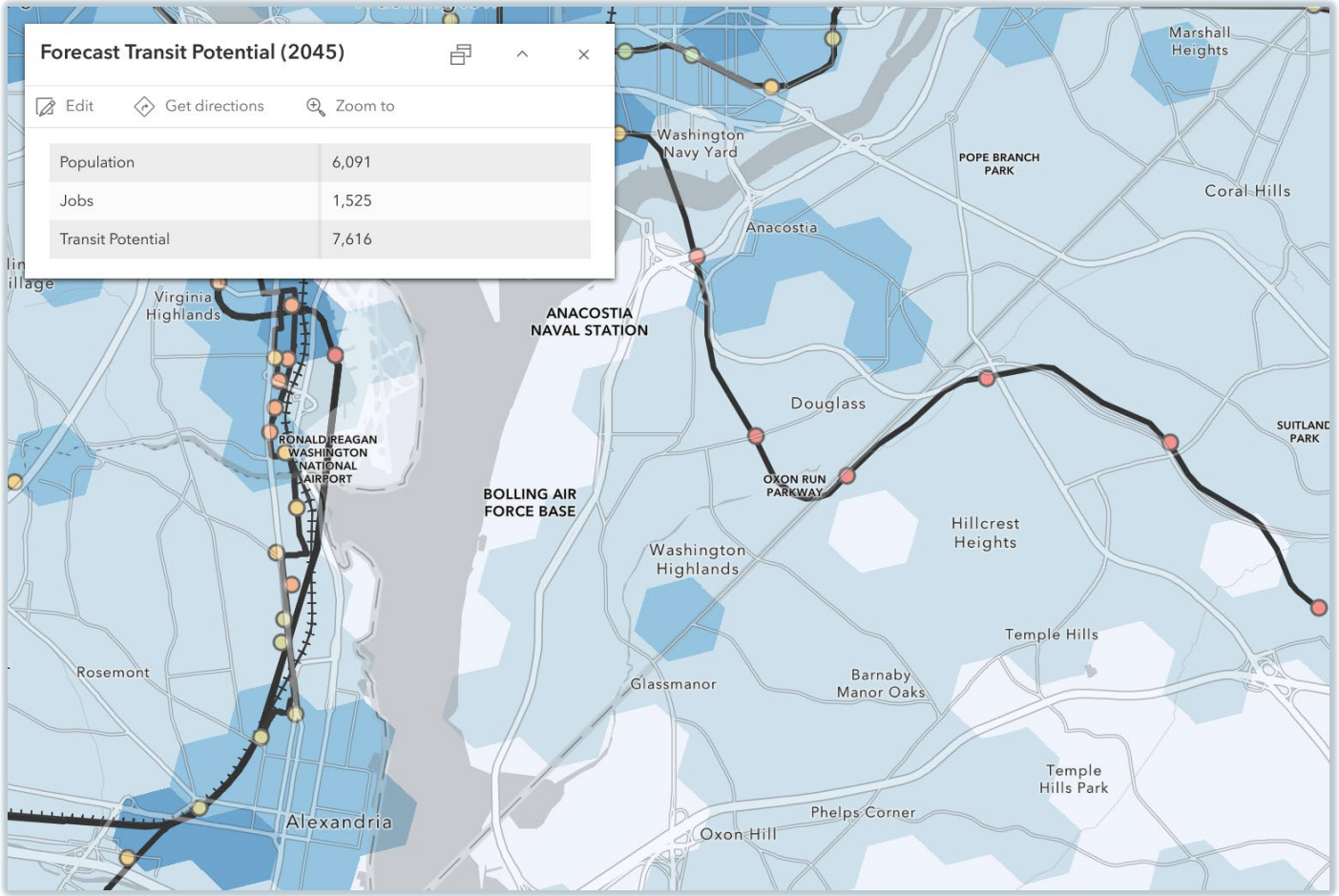
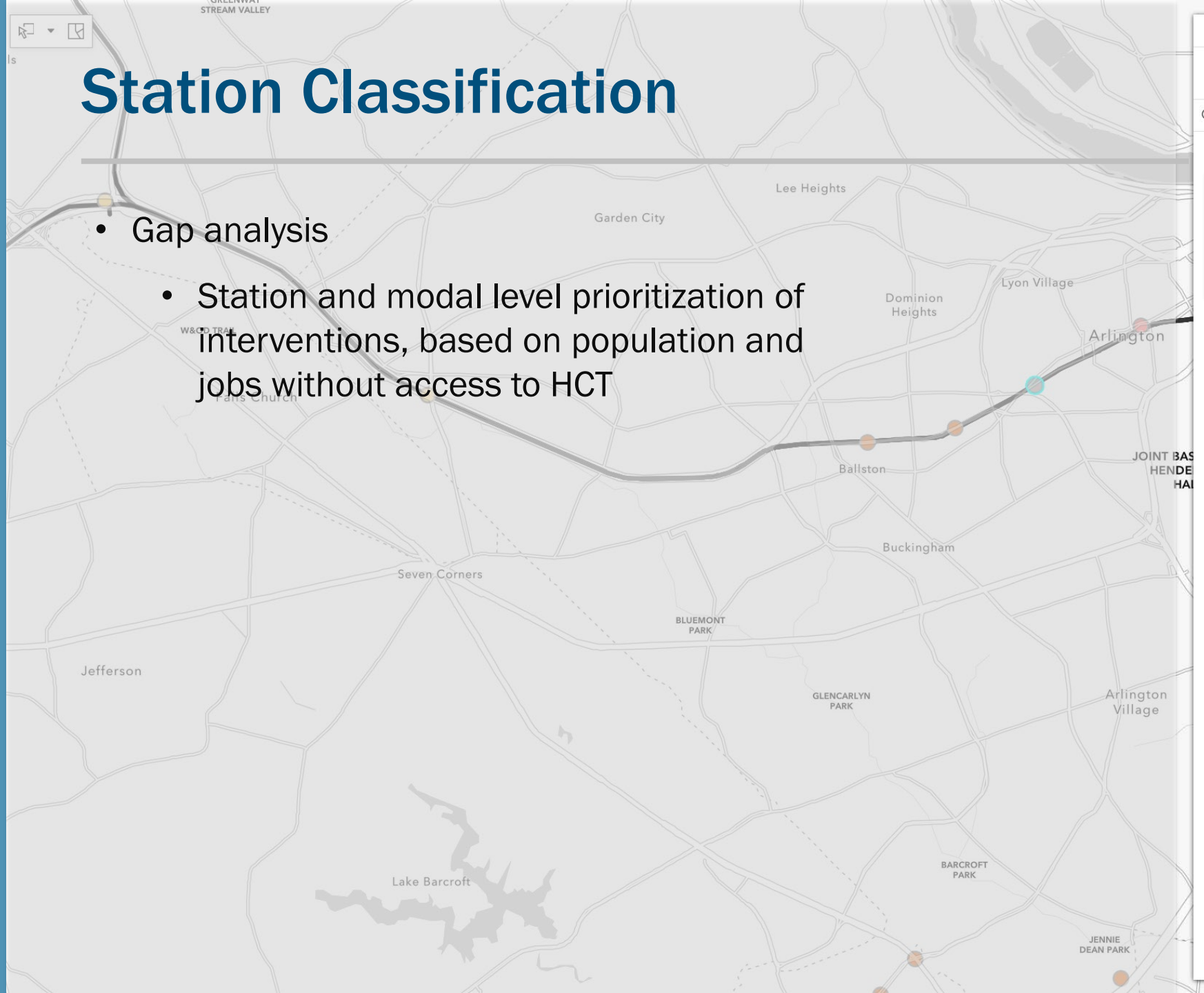
Station Classification

- Transit potential
  - Interpolated population and jobs to hexes
    - ACS 2021 5-Year Estimates
    - Cooperative Forecast 10.0 (2045)
  - Describes existing/future demand for transit infrastructure
  - Quantifies expected growth



Station Classification

- Gap analysis
  - Station and modal level prioritization of interventions, based on population and jobs without access to HCT



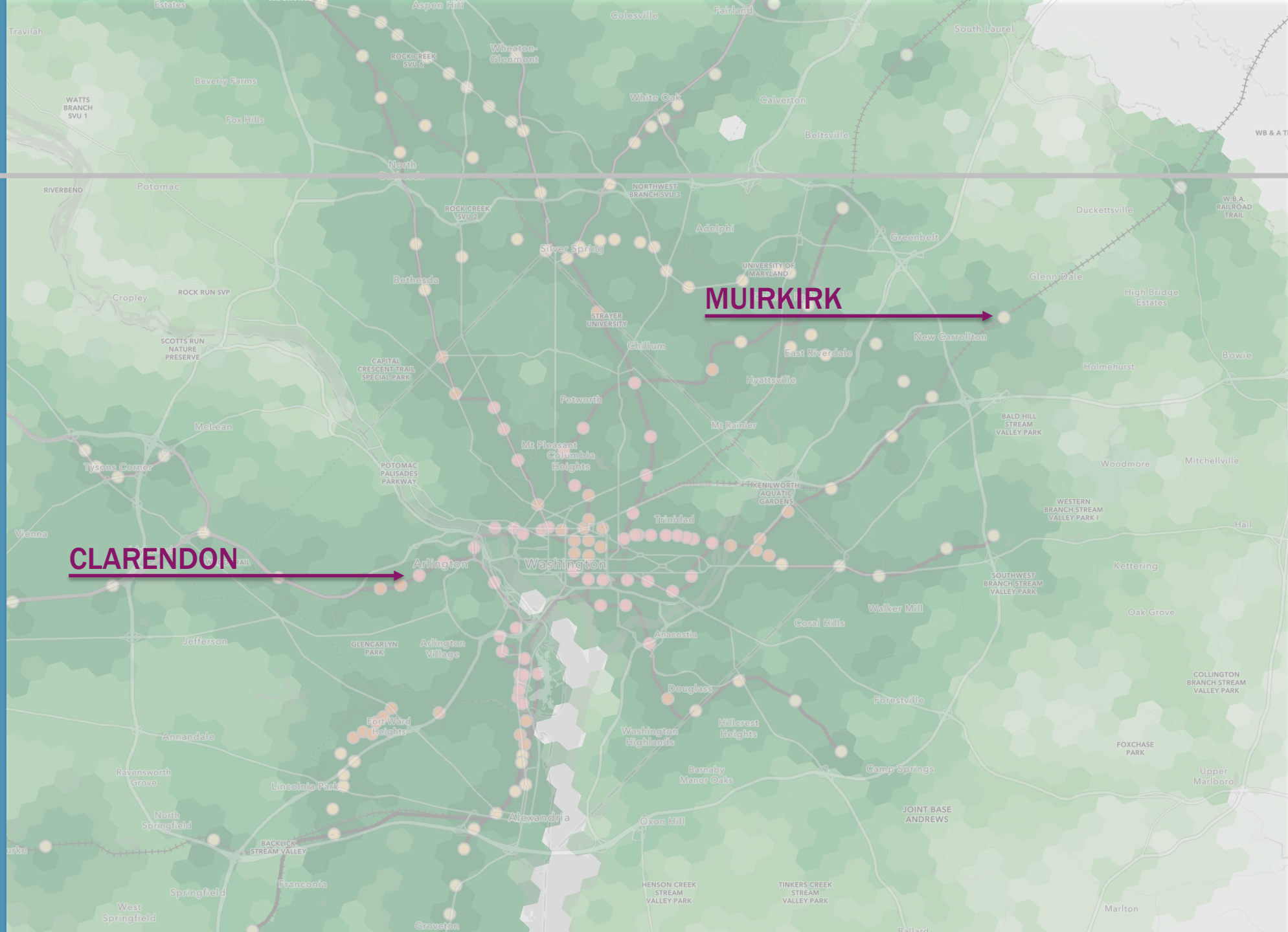
1 of 3

Clarendon

Zoom to

Multimodal Accessibility	Moderate - High
Multimodal Improvement Priority	High
Transit Improvement Priority	High
Walking Improvement Priority	Low
Bicycling Improvement Priority	High
Forecast Growth	Low
Weekday Service Level	High
Total Weekday Trips	898
Total Saturday Trips	706
Total Sunday Trips	773
Transit Accessibility	Moderate
Transit- Population with Access (Percentage)	14.9
Transit - Jobs Accessible (Percentage)	13.2
Transit - POIs Accessible (Percentage)	13.8
Walking Accessibility	High
Walking - Population with Access (Percentage)	84.4
Walking - Jobs Accessible (Percentage)	95.5
Walking - POIs Accessible (Percentage)	90.3
Bicycling Accessibility	Moderate
Bicycling- Population with Access (Percentage)	41.3
Bicycling- Jobs Accessible (Percentage)	26.5
Bicycling- POIs Accessible (Percentage)	34.8

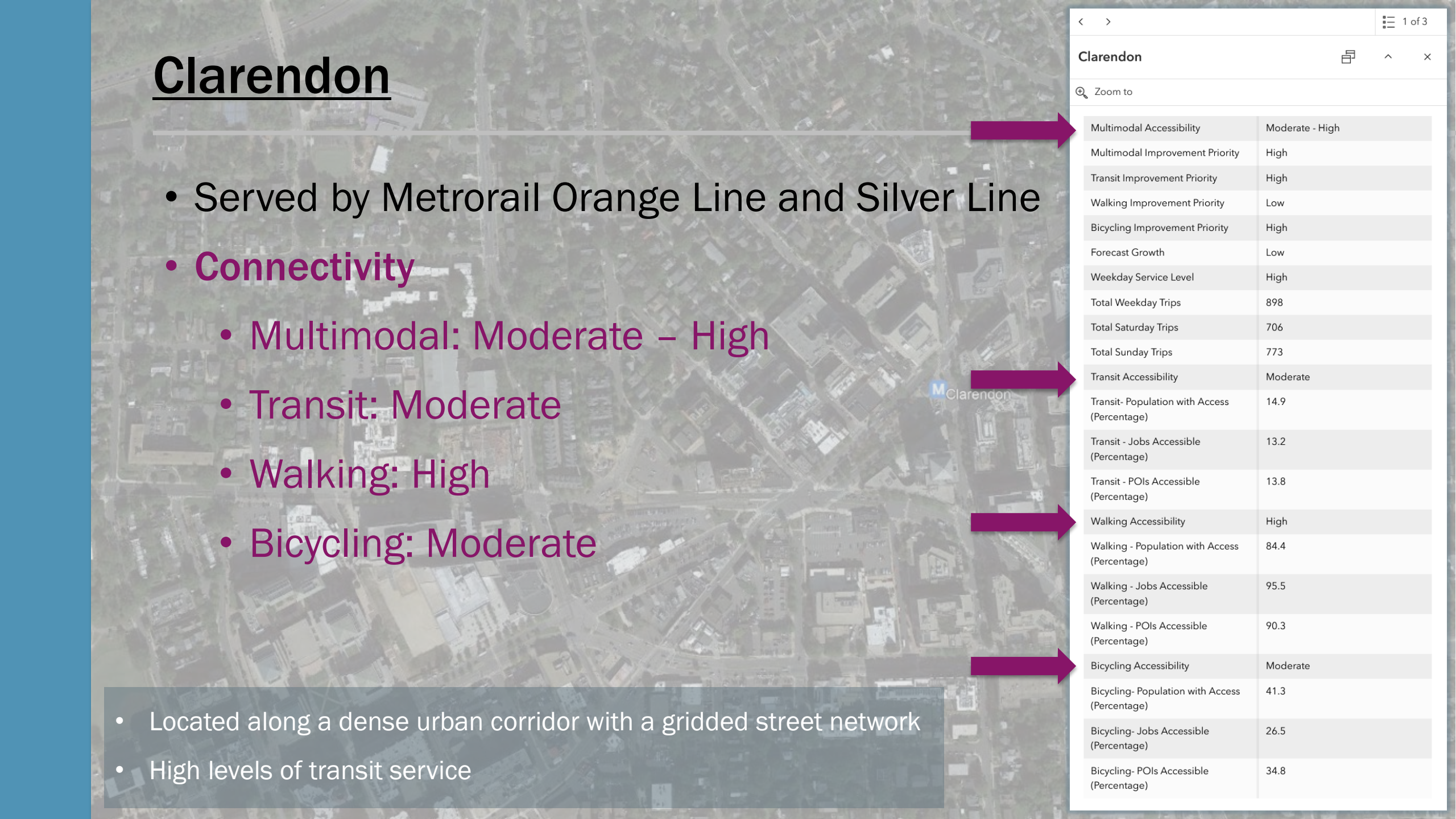
CASE STUDIES



Clarendon

- Served by Metrorail Orange Line and Silver Line
- **Connectivity**
  - Multimodal: Moderate – High
  - Transit: Moderate
  - Walking: High
  - Bicycling: Moderate

- Located along a dense urban corridor with a gridded street network
- High levels of transit service



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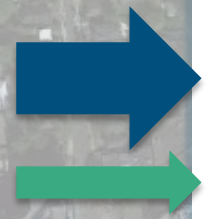
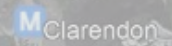
Bicycling- POIs Accessible (Percentage)	34.8

Clarendon

- **Improvement priority**
  - Multimodal: High
  - Transit: High
  - Walking: Low
  - Bicycling: High
- **Forecast growth**
  - Low

- Transit potential results in high need (improvement priority), despite strong connectivity
- Existing development precludes substantial growth





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Clarendon

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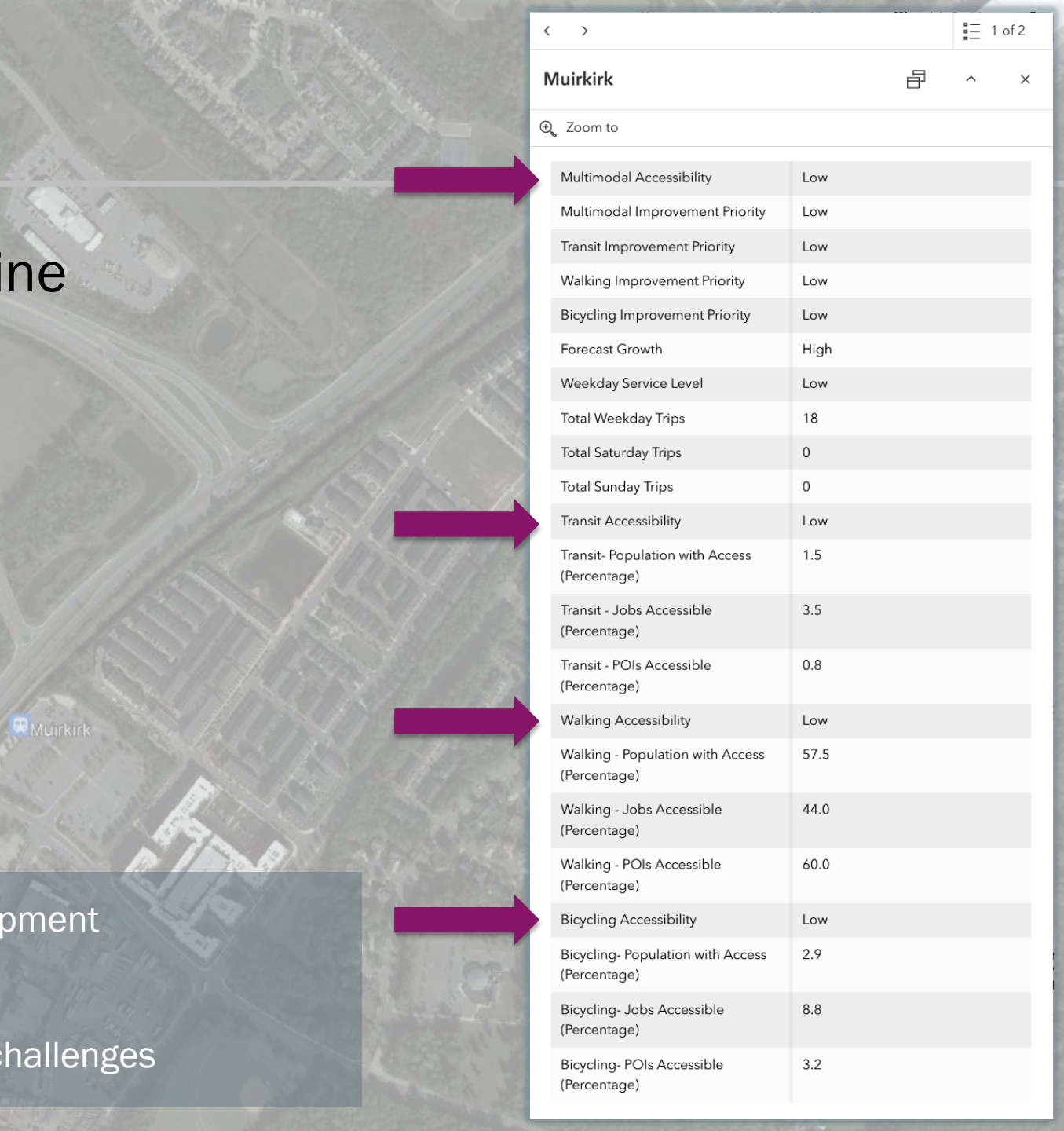
Bicycling- Jobs Accessible (Percentage)	26.5
Bicycling- POIs Accessible (Percentage)	34.8

Muirkirk

- Served by MARC Camden Line
- **Connectivity**
  - Multimodal: Low
  - Transit: Low
  - Walking: Low
  - Bicycling: Low

- Surrounded by low-to-moderate density development
- Lacks complementary local transit service
- Development patterns introduce accessibility challenges

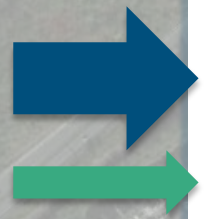


Multimodal Accessibility	Low
Multimodal Improvement Priority	Low
Transit Improvement Priority	Low
Walking Improvement Priority	Low
Bicycling Improvement Priority	Low
Forecast Growth	High
Weekday Service Level	Low
Total Weekday Trips	18
Total Saturday Trips	0
Total Sunday Trips	0
Transit Accessibility	Low
Transit- Population with Access (Percentage)	1.5
Transit - Jobs Accessible (Percentage)	3.5
Transit - POIs Accessible (Percentage)	0.8
Walking Accessibility	Low
Walking - Population with Access (Percentage)	57.5
Walking - Jobs Accessible (Percentage)	44.0
Walking - POIs Accessible (Percentage)	60.0
Bicycling Accessibility	Low
Bicycling- Population with Access (Percentage)	2.9
Bicycling- Jobs Accessible (Percentage)	8.8
Bicycling- POIs Accessible (Percentage)	3.2

Muirkirk

- **Improvement priority**
  - Multimodal: Low
  - Transit: Low
  - Walking: Low
  - Bicycling: Low
- **Forecast growth**
  - High

- Transit potential results in low need (improvement priority), despite weak connectivity
- Dense development forecast over the next 20+ years



1 of 2

Muirkirk

Zoom to

Multimodal Accessibility	Low
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Walking Improvement Priority	Low
Bicycling Improvement Priority	Low
Forecast Growth	High
Weekday Service Level	Low
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Bicycling- Population with Access (Percentage)	2.9
Bicycling- Jobs Accessible (Percentage)	8.8
Bicycling- POIs Accessible (Percentage)	3.2

PLANNING DASHBOARD

Demonstration

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Transportation Planning Board

NEEDS-BASED IMPROVEMENTS

Planning Toolkit

National Capital Region
Transportation Planning Board

Toolkit

MODE	IMPROVEMENT	DESCRIPTION	APPROPRIATE CONTEXTS
Walk	Pedestrian infrastructure	Infrastructure improvements enhancing the safety and comfort of pedestrian access to transit.	Low walking accessibility
	Pedestrian-scale lighting	Street lighting that illuminates the sidewalk and is positioned lower and spaced closer together than roadway lighting, located in areas with high pedestrian activity to improve safety and visibility.	Moderate – high transit potential
	Digital and physical wayfinding	A guidance system that directs pedestrians to nearby mobility services, amenities, and key points of interest.	Moderate – high transit potential; moderate – high level of service
	Street furniture	Objects placed or fixed in the public right-of-way that activate sidewalks and establish a sense of place (e.g., benches, planters).	Moderate – high transit potential

Toolkit

MODE	IMPROVEMENT	DESCRIPTION	APPROPRIATE CONTEXTS
Bike	Bicycle infrastructure	Roadway improvements that facilitate low-stress bicycling connections to transit.	Low bicycling accessibility
	Micromobility stations and drop zones	Designated areas for users to pick-up and drop-off shared bikes or scooters.	Moderate – high transit potential; moderate – high level of service
	Long-term bike parking	Bicycle infrastructure that provides a convenient and secure place to park and repair bikes. Consists of bike lockers, bike cages, or indoor bike parking that provides covered long-term parking.	High transit potential, high level of service
	Bike racks	Adequate bike racks available for short-term parking.	All contexts

Toolkit

MODE	IMPROVEMENT	DESCRIPTION	APPROPRIATE CONTEXTS
Transit	Local transit service	New and/or more frequent local transit service connecting people, jobs, and POIs with HCT.	Low transit accessibility
	Transit shelters and seating areas	Covered structures at transit stops that provide a safe and comfortable place to wait for transit.	All contexts
	Digital screens for booking and trip planning	Touch screen kiosks that digitally display nearby mobility options and allow users to book and plan their trip.	High transit potential; high level of service
	Real-time information	Information that shares the status of nearby mobility options to enable travelers to make informed decisions about their trips (e.g., estimated arrival/departure times, location of services).	Moderate – high transit potential; moderate – high level of service
	Service area maps, amenity information, and bulletins	Physical displays that help orient users and direct them to nearby amenities and relevant announcements.	Moderate – high transit potential, moderate – high level of service
	Clear connections to bus and other transit modes	Adequate access to nearby bus stops and shelters for simple and safe transfers.	All contexts

Kyle Hearing

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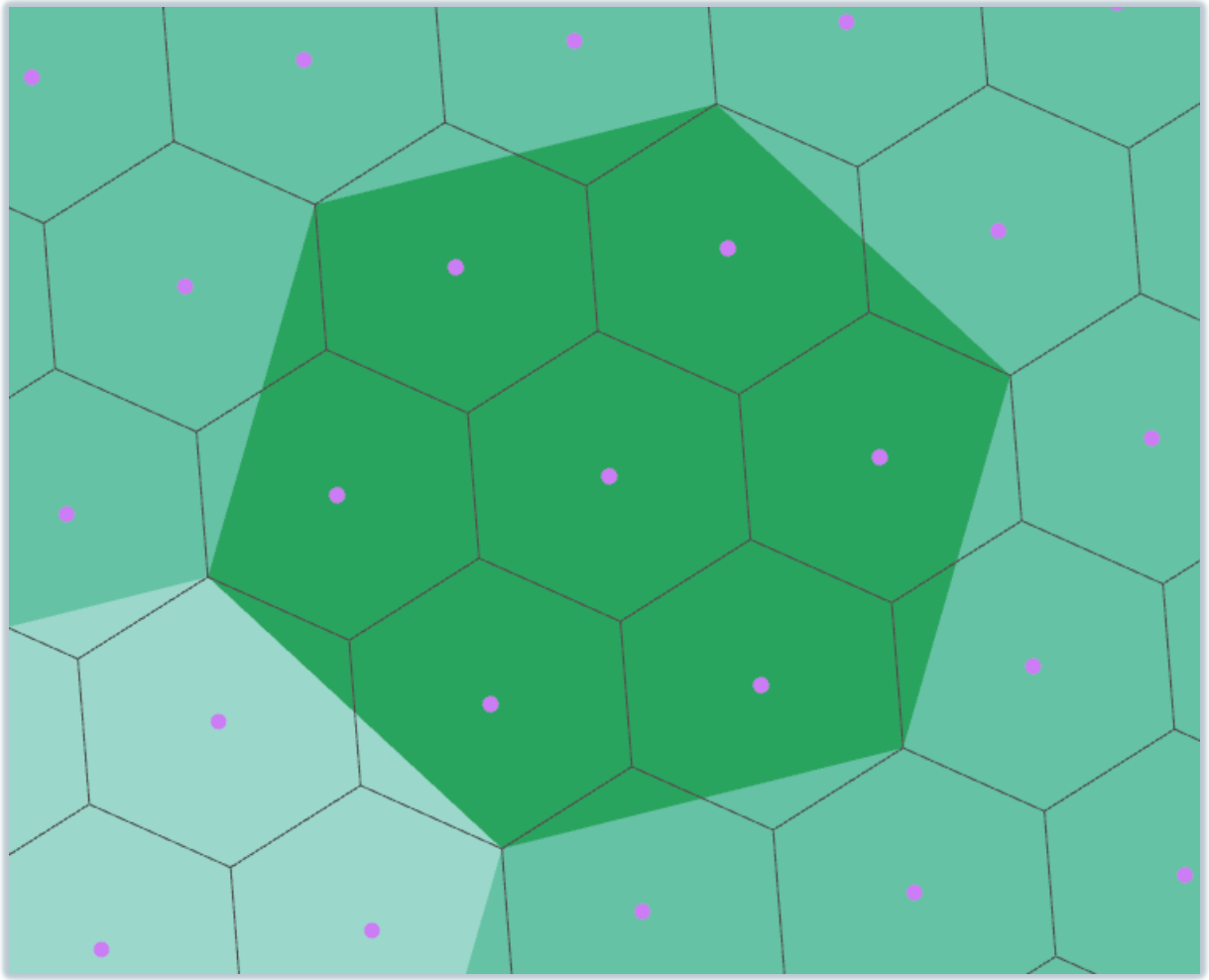
Geographical Framework

- Uniform
- Hierarchical



Angela D. Alsobrooks
County Executive

Michael D. Johnson, P.E.
Director

PGC Transit Transformation

Department of Public Works and Transportation

Prince George's County

TRANSIT

TRANSFORMATION

Prince George's County
Transit Transformation

Four initiatives, one clear vision

Angela D. Alsobrooks
County Executive

Michael D. Johnson, P.E.
Director

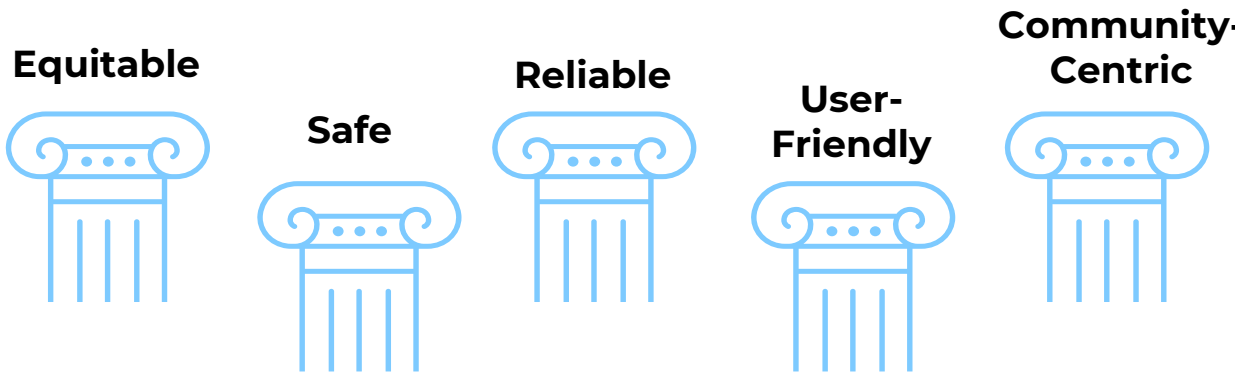
Angela D. Alsobrooks
County Executive

Transit Transformation

Michael D. Johnson, P.E.
Director

Transit Transformation is our commitment to revamp our framework for providing **safe, efficient, and reliable transit service.**

This new transformative approach is based on **five key pillars** and **three core values** for becoming the best transit operator in the region. The five key pillars represent the services we deliver and the three core values represent who we are.



Core Values

Equity
Innovation
Sustainability

Prince George's County TRANSIT TRANSFORMATION

Transit Transformation

In alignment with the foundational pillars and values of PGC Transit Transformation (PGC TT), we launched the **four initiatives**:

1. **Transit Vision Plan**
2. **Transit Forward**
3. **Zero – Emission Bus (ZEB) Transition**
4. **Service Changes**

Prince George's County TRANSIT TRANSFORMATION

Transit Forward

Transit Forward analyzes the quality, effectiveness, ad delivery of *TheBus and Call-A-Bus s*ervices, using a data-centric approach.

Goals Include:

- Improved on-time performance (OTP)
- Improved amenities
- Enhanced customer experience
- Coordinated transit tracking applications

Prince George's County TRANSIT TRANSFORMATION Transit Forward

Transit Forward

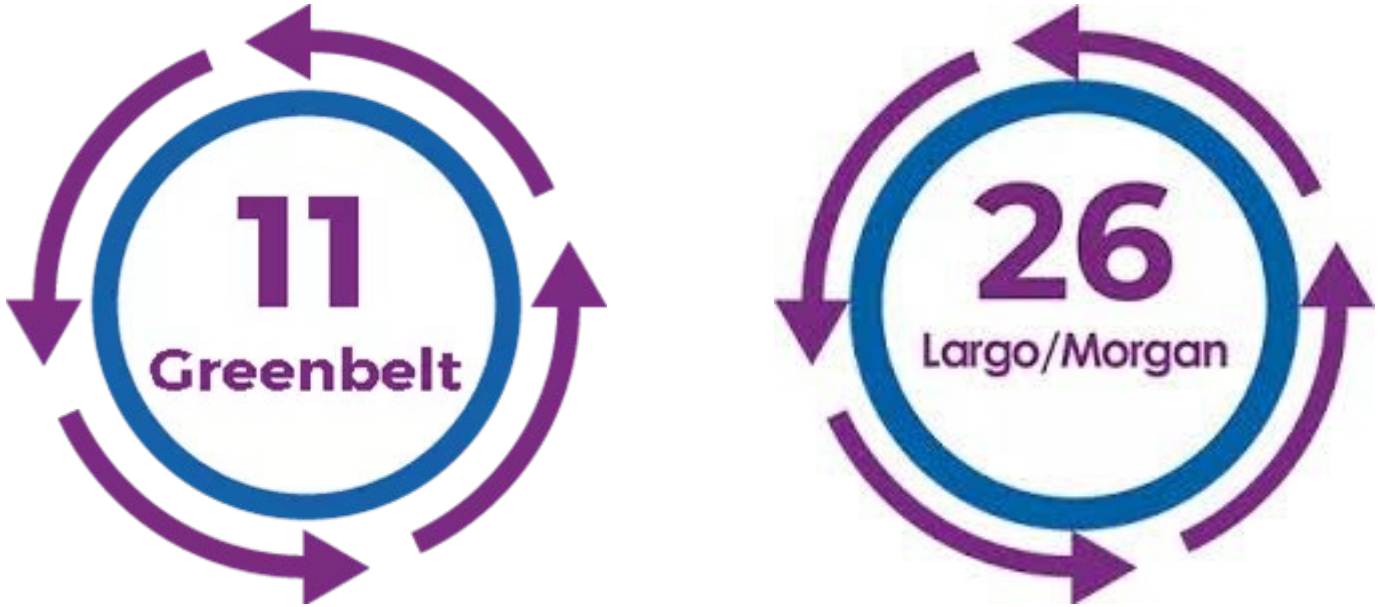
Since July 2023, DPW&T staff:

- Collected on-board surveys of Call-A-Bus service and conducted ride-alongs on TheBus as well as engaged riders at bus stops.
- Evaluated vehicle quality, vehicle amenities, driver performance, service quality and conditions at bus stops and shelters.
- Used survey data to make immediate changes to achieve quick results.

Transit Forward

QUICK HIGHLIGHTS:

TheBus routes 11 and 26 to Greenbelt and Largo communities now have an on-time performance above 90%



Transit Forward

- Last year, only 5 routes achieved the 80% on time performance goal.
- As of October 2023, Prince George's County transit has doubled that, with 10 routes operating at 80% OTP or better.

Prince George's County
TRANSIT
TRANSFORMATION
Transit Forward

Angela D. Alsobrooks
County Executive

Zero Emission Transition

Michael D. Johnson, P.E.
Director

TheBus is developing a **Transition Plan** to help determine *how* and *when* the transition to ZEB will occur. The plan will include:

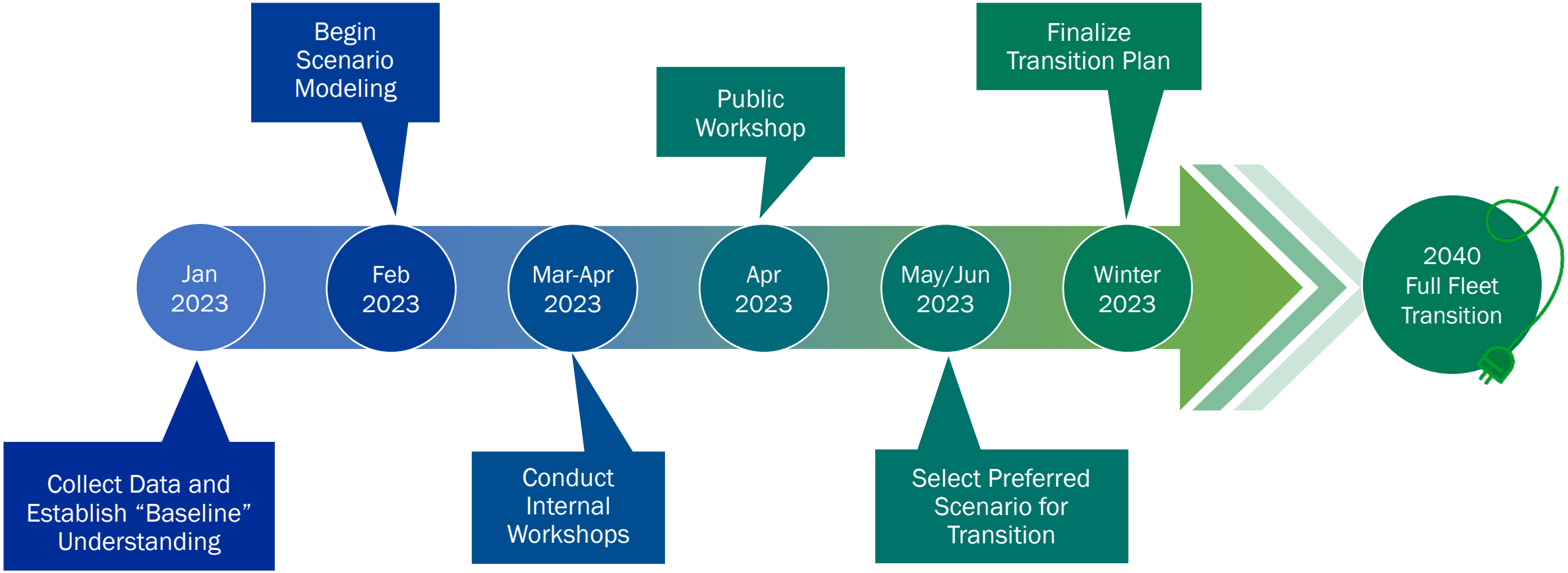
Prince George's County TRANSIT TRANSFORMATION Zero-Emission Bus

- **INFRASTRUCTURE NEEDS**
- **FLEET SIZE & REPLACEMENT PLAN**
- **WORKFORCE & TRAINING NEEDS**
- **PHASING OF TRANSITION**
- **COSTS & FUNDING OPPORTUNITIES**

Zero Emission Transition

Project Timeline

Prince George's County TRANSIT TRANSFORMATION Zero-Emission Bus



Angela D. Alsobrooks
County Executive

Zero Emission Transition

Michael D. Johnson, P.E.
Director

FLEET COMPOSITION

168 REVENUE VEHICLES

116 fixed-route buses – ~3 million VMT

52 demand response – ~600,000 VMT

12 BEBs already accepted

EMISSIONS IMPACT

13 million
pounds of greenhouse gases

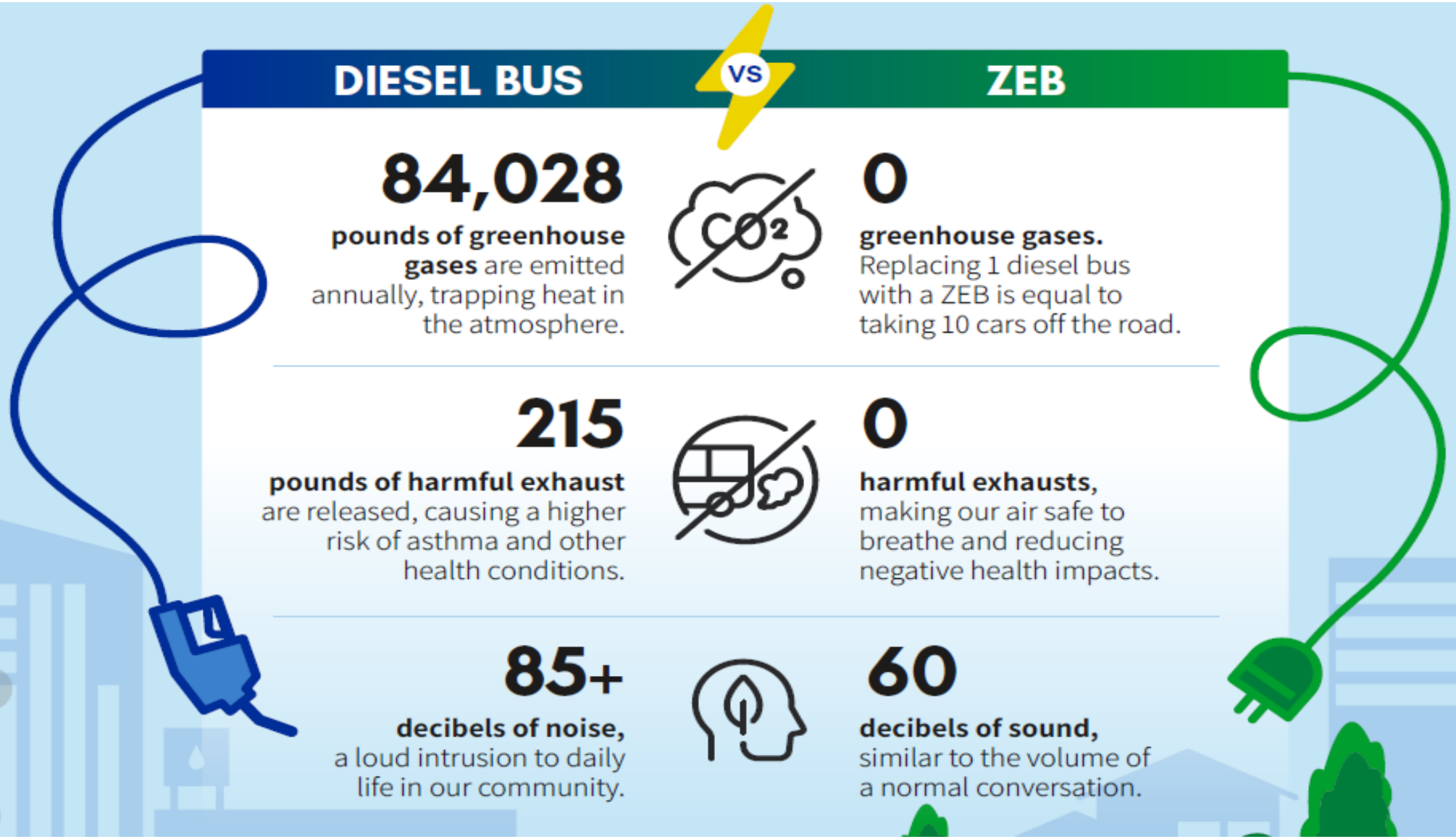
34,000
pounds of harmful exhaust

Prince George's County TRANSIT TRANSFORMATION Zero-Emission Bus

Angela D. Alsobrooks
County Executive

Zero Emission Transition

Michael D. Johnson, P.E.
Director



Angela D. Alsobrooks
County Executive

Transit Vision Plan (TVP)

Michael D. Johnson, P.E.
Director

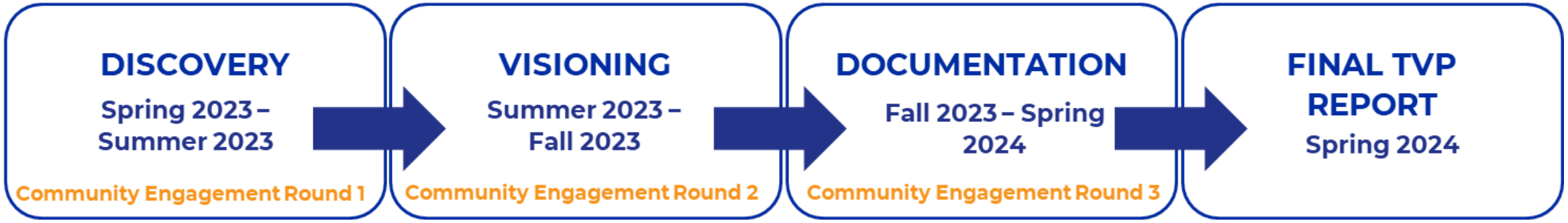
The Transit Vision Plan will review the current transit system (paratransit, micro-transit, and bus network) and provide recommendations to improve transit service throughout Prince George's County **over the next 5 years**.

- **Assess what transit means** to those who live, work, play, and travel in the County.
- **Understand how the system could work** for current and future travelers.
- **Attract more users to the system**, especially those who are most in need.
- **Meet the transit needs of users** and advancing the County's goals and priorities.
- **Enhance the regional network** and neighboring jurisdictions.

Prince George's County
TRANSIT
TRANSFORMATION
Transit Vision Plan

Transit Vision Plan (TVP)

Project Timeline



Prince George's County
TRANSIT
TRANSFORMATION
Transit Vision Plan

Service Changes

The Fall 2023 Service Change adjusts TheBus routes.

Goals:

- Enhance service frequency and extend hours on the best routes,
- Adjust service to meet rider needs (i.e. bus stop consolidations/elimination low ridership routes),
- Improve on-time performance, and
- Change where some routes go to better connect riders to destinations.

These changes are part of the County's Transit Transformation Initiative and have been made in coordination with WMATA's Better Bus Network Redesign.

Prince George's County TRANSIT TRANSFORMATION

Angela D. Alsobrooks
County Executive

2023 Fall Service Change

Michael D. Johnson, P.E.
Director

Major Service Change Highlights

Four routes that currently end at 6:00 or 6:30 p.m. will now extend to **run until 8:00 p.m.**, Monday through Saturday (routes 16, 18, 30, 32)

Route 18, TheBus' highest ridership route, will increase to **run every 20 minutes** (currently every 30 minutes)

Almost every route received a **timing and schedule update**, which will also improve on-time performance

2023 Fall Service Change

Other Service Change Highlights

- Route 21 rerouted to serve **Brightseat Road** (formerly served by Route 22, which hasn't operated since COVID-19)
- Route 21X rerouted to serve **McCormick Place** and **Downtown Largo Metro**
- Route 14 restructured not to run as a loop, which will **improve its on-time performance** and avoid congestion on Route 1

Angela D. Alsobrooks
County Executive

2023 Fall Service Change

Michael D. Johnson, P.E.
Director

Outreach Distributions

- 495 promotional posters
- 150+ distributed postcards
- 17 social media posts
- 750+ online hub sessions
- 3,000 online hub pageviews
- 268 QR code scans

To garner additional feedback, service changes were provided online and on the popular DPW&T Transportation Hub to receive additional comments.

Engagement Tactic	Interactions
Online Interactive Hub	2,985
Pop Up, Hyattsville Crossing	60
Pop Up, Largo	30
Pop Up, Courthouse (Upper Marlboro)	19
Virtual Public Meeting	4
In-person Staff Interactions	29

2023 Fall Service Change

Listening to Our Customers

- After public feedback closed, the project team reviewed and considered every comment.
- In response to customer and operator feedback, adjustments were made in routing and level of service

Prince George's County TRANSIT TRANSFORMATION

Recognitions & Awards

2023 Driver of the Year Award
Transportation Association of Maryland
Ms. Angie Counce

2023 Unsung Hero Award
Transportation Association of Maryland
Ms. Janelle Johnson

2023 Outstanding Leader Award
Transportation Association of Maryland
Ms. Oluseyi Olugbenle

2023 Rising Star Award
Community Transportation Association of America
Mr. James Turner

2023 Woman in Clean Energy & Transportation
Greater Washington Clean Cities Coalition
Ms. Semia Hackett

2023 40 Under 40
Mass Transit Magazine
Ms. Oluseyi Olugbenle

2023 Open Energy Program
Maryland Energy Administration
B100 Biodiesel Pilot

2022 Bus & Bus Facility Grant
U.S. Department of Transportation
Battery Electric Buses & Infrastructure

2021 Low to No Emission Grant
U.S. Department of Transportation
Battery Electric Buses & Infrastructure

2021 Areas of Persistent Poverty
U.S. Department of Transportation
High-capacity Transit Corridor Central

Angela D. Alsobrooks
County Executive

We Value Your Feedback

Michael D. Johnson, P.E.
Director

- **Survey:** Visit bit.ly/PGCTVPSurvey or scan the QR code to provide additional thoughts on transit in Prince George's County.
- **Share:** Please share the survey with your stakeholders.
- **Visit:** DPW&T will host Transit Vision Plan pop-ups across the County this fall and early 2024.

Department of Public Works & Transportation
Office of Transportation
(301) 883-5656
TransitVisionPlan@co.pg.md.us

Prince George's County TRANSIT TRANSFORMATION

Arlington Transit Strategic Plan

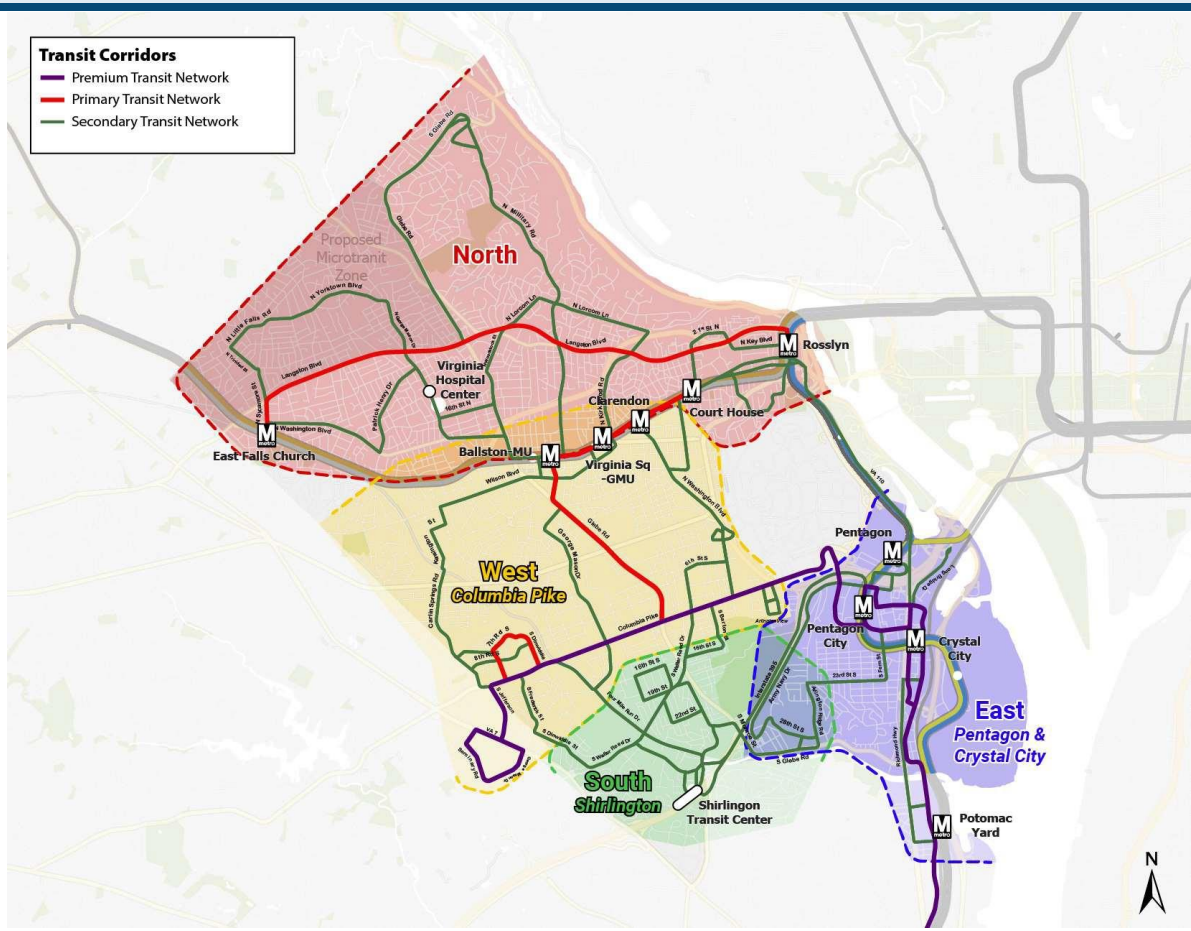
November 2023

ARLINGTON
VIRGINIA

Strategic Plan Desired Outcomes

Additional desired outcomes

- Improved service to key destinations
- Simpler network with more direct routing
- More efficient and equitable distribution of transit access and resources
- Provide more convenient and reliable transit service on off-peak hours and weekends



Prioritization

Recommendations developed to support the goals of Arlington Transit:

- Safety Quality and Performance
- Equity and Sustainability
- Communication and Collaboration

Implementation Strategy

Phased over 10 years (FY2025-FY2034)

- Recommendations are prioritized based on current service performance, public feedback and overall system impact
- Transit Service Standards are adjusted to reflect the new travel pattern and demand
- Phased implementation considering funding and other constraints

Annual review of recommendations to consider:

- Plan is required by DRPT to be revisited annually
- Performance standards and metrics will guide continued, restructure or possible elimination of routes
- Identify funding sources that align with operational recommendations

Concurrent Transit Studies

Arlington Transit Strategic Plan

- Planning service for next 10 years
- Required by Department of Rail and Public Transportation (DRPT)

Title VI Program

- Equity planning; required by Federal Transit Administration

Transit Signal Priority (TSP)

- Improving service operation through traffic signal control

Zero Emission Bus Study (ZEB)

- Fleet propulsion

WMATA Better Bus Network

- Anticipating gaps from changes in WMATA service to continue to serve Arlington passengers

How We Got Here

Current conditions evaluation (summer 2022)

Public Engagement: Passenger Wants and Needs (fall 2022)

Gaps analysis (fall – winter 2022)

Service recommendation development (winter – spring 2023)

Public Engagement: Proposed Service Changes (spring-summer 2023)

Develop final service recommendations (summer 2023)

Analysis for capital plan, operating funding plan (summer 2023)

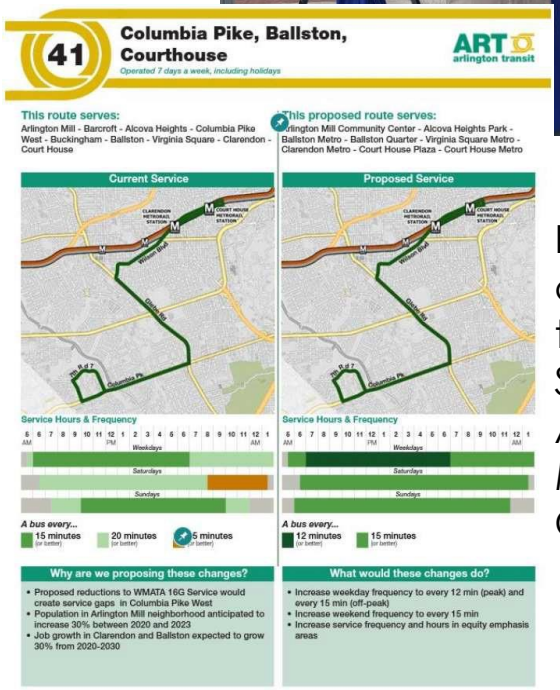
Submit final Transit Strategic Plan (fall 2023)

We are here.

Public Engagement – Summer 2023

Collected community feedback on proposed route changes and open-ended comments.

- Three ways to participate
  - Public meeting – June 21, 2023
  - Online feedback form
  - 18 pop-up events
- **1,800+** comments received on proposed service changes
  - **1,213** online feedback form conducted June-July 2023
    - Form available in six languages
  - **595** forms collected through 18 pop-up engagements held throughout Arlington
    - Spanish speaking staff available
    - 35% form responses were in Spanish
    - Appeared at farmers markets, food distributions, and other high foot traffic events



Proposed changes were translated into Spanish, Arabic, Amharic, Mongolian, and Chinese.

Public Engagement – What We Heard

- Key themes from public engagement comments
  - **Frequency**
  - **Service span/hours of operation**
  - **Connectivity**
  - Reliability
  - Accessibility (bus stops, boarding)
  - Communication (route changes, real time information)
  - Customer service
  - Quality of buses
  - Safety
  - Free Service

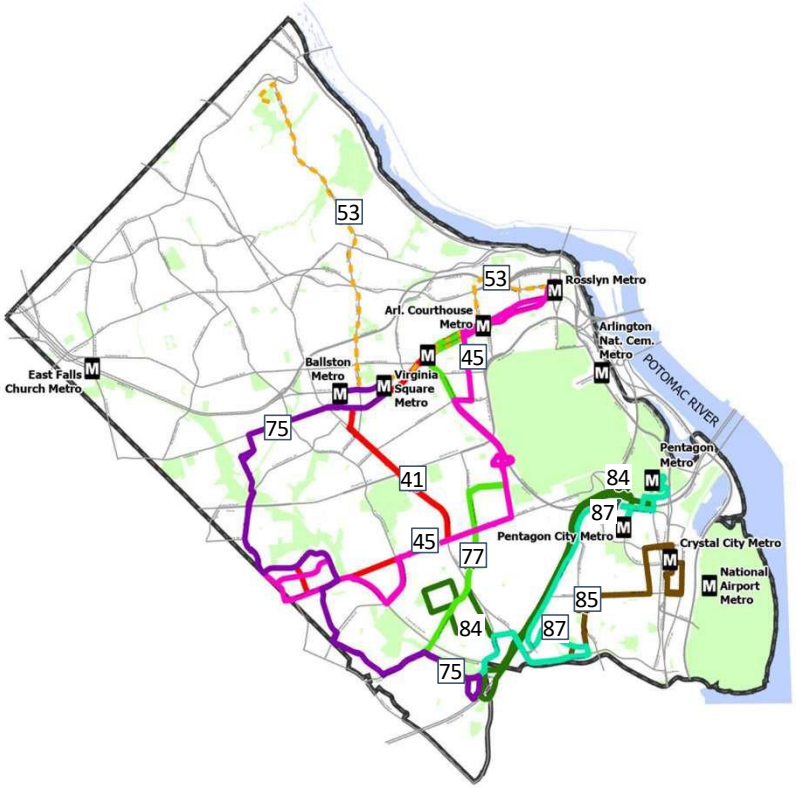
Public Feedback Rerouting Proposed Changes

Feedback from the summer 2023 questionnaire helped the Transit team revise proposed changes for several ART Routes, based on how passengers use those routes.

- **ART 75:** Added proposal to add weekend service and weekday frequency
- **ART 77:** Added proposal to add Sunday Service, increase weekend and weekday frequency.
- **ART 54:** Extend the 54 to Ballston-MU to provide a 1 seat ride to Metrorail
- **ART 55:** Plans for the 55 to align with ridership growth and development in the Langston Boulevard planning area.

The following slides discuss the whole system and changes to take place over the subsequent 10 years.

Proposed Implementation Timeline (Short Term)



Route	Community Impact	Cost ($K)
Route 41&45	Increase weekday frequency to fill gap from eliminated WMATA service (implemented FY23)	$2,925
Route 53 Route 61	Eliminating low-utilization stops on west leg of Route 53 & on Route 61; increasing frequency and span of service	
Route 55	Increase weekend frequency.	
Route 75	Increase weekday freq.; Improved service to Wakefield HS and Kenmore MS	
Route 77	Add Sunday service to serve weekend commuters	
Route 84	Extend route to Shirlington; transform to express route to Pentagon City	
Route 85	New route serving Shirlington Transit Center, Aurora Hills, Crystal City; backfills eliminated WMATA service	
Route 87	Simplify routing/numbering for easier planning	

Routes in **blue** indicate changes contingent with another route

Proposed Implementation Timeline (Mid Term)

Route	Community Impact	Cost ($K)
Route 42	Expanding service hours and providing more consistent schedule	$3,092*
Route 43	Extend express service to Clarendon Metro to serve commuters	
Route 51	Redesign to connect East Falls Church, VHC, and Rosslyn; increase frequency and span of service; restores connection to Swanson MS; serve gap from eliminated ART 61 routes	
Route 52	Extend to Clarendon; serve gap from ART 62; increased frequency and service hours	
Route 54	New service to cover gaps from ART 72; serves Williamsburg MS, Yorktown HS, Marymount U.	
Route 72	Extending to VHC to provide access from South Arlington	
Proposed Microtransit Zone	Microtransit zone will fill in gaps of eliminated service in North Arlington	

*Microtransit cost not included. More study required.

Proposed Implementation Timeline (Long Term)

Route	Community Impact	Cost ($K)
Route 41&45	Increase weekend frequency to fill gap from eliminated WMATA service	$4,414
Route 45	Extend to future Rt. 7 BRT (Fairfax County & WMATA)	
Route 74	Extend to all-day service to fit APS student hours; connect Columbia Pike to LBAC and Crystal City per passenger feedback	
Route 75	Increase weekend freq. to service weekend commuters	
Route 77	Increase weekday freq.; better serve Arlington Career Center, Strayer U.	
Route 85	Add Potomac Yard extension (City of Alexandria)	

See proposed changes for all individual routes here.

Service Hours

	Weekday	Saturday	Sunday	Total
Existing	153,969	16,000	11,688	181,657
Increase	71,502	26,798	27,639	125,939
Total	225,471	42,798	39,327	307,596
Percent Increase	46%	167%	236%	69%

Microtransit

2019 MWCOG (COG) funded Study – Six case studies of demand response services in urban areas similar to Arlington. All case studies operated different models. The study outcome offered potential ways to implement Microtransit. With additional services recently starting in the Washington region, the study would require updates. (https://www.arlingtontransit.com/sites/art/assets/File/Arlington_County_Guide_for_Flexible_Transit_reduced2019.pdf)

Transportation Commission – Requested positive examples of Microtransit, noting the many short-term pilots by most transit agencies. Suggested we look for successful examples prior to making a commitment.

Microtransit Implementation study – Include a review of fixed-route performance to determine the best and available model for potential Microtransit and associated costs.

Website and Contact Information

Website:

https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/Arlington-Transit-Strategic-Plan

Contact:

Paul Mounier
Department of Environmental Services
Arlington County
pmounier@arlingtonva.us

REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE (RPTS) YEAR-IN-REVIEW 2023

Pierre Gaunaurd
Transportation Planner

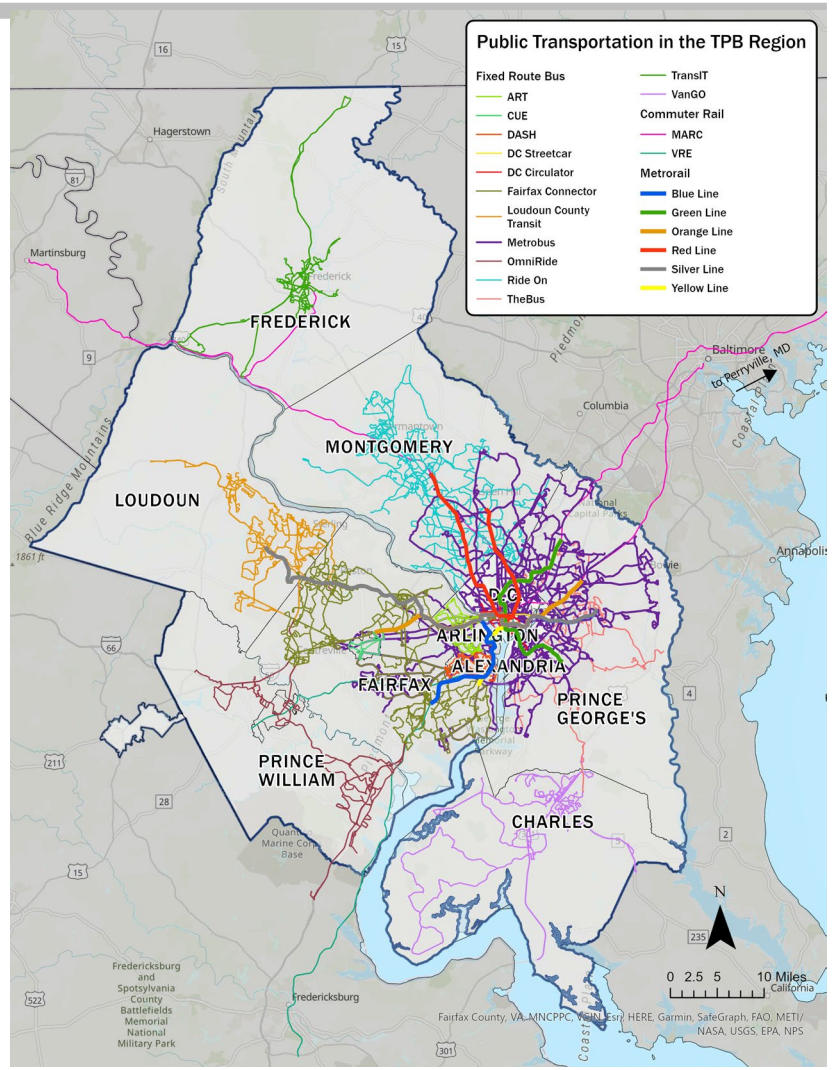
TPB Regional Public Transportation Subcommittee
November 28, 2023

Presentation Items

- Purpose of RPTS
- 2023 Subcommittee Year-in-Review
- Member Survey Results
- Looking Forward to 2024…

Purpose of RPTS

- Serve as a regional forum for collaboration and coordination regarding public transportation activities
- Be a platform through which to address public transportation interests at TPB
- Coordinate regional public transportation activities with those of adjacent interests within TPB and COG
- Update members on relevant topics of interest



National Capital Region
Transportation Planning Board

RPTS Activities in 2023

Jurisdictions/Organizations Presenting

DC: 2

MD: 6

VA: 9

WMATA: 4

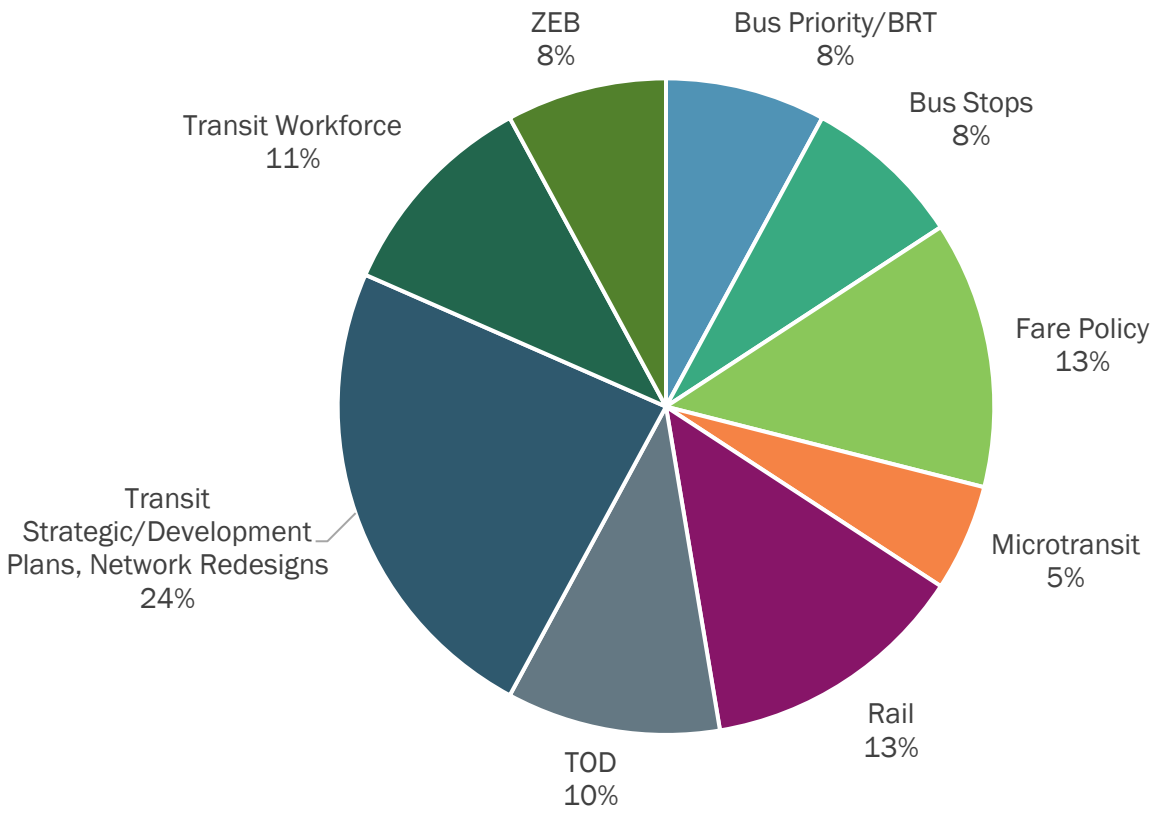
TPB: 13

Total Presentations at RPTS in 2023 = 46 (incl. 5 from outside the region)

Average Number of Presentations Per Meeting = 5

RPTS Activities in 2023

TOPICS COVERED BY TOTAL SHARE (APPX.)



2023 RPTS Member Survey - Results

https://www.surveymonkey.com/stories/SM-FhDCFYSjnFP_2F2PK2m7doUg_3D_3D/

Other Survey Takeaways

What Went Well/What Was Most Relevant in 2023

- “I enjoyed the very specific focus on transit and what the region is doing. Bringing in outside presenters also helped think through some issues we have yet to tackle.”
- “WMATA better bus network redesign”
- “Different topical conversations”
- “Hearing from other transit agencies”
- “Field trip to Broad Run”

What Could Improve in 2024

- “Consider one or two sessions for interactive workshops/content that promotes active participation.”
- “Discuss current regional and local transportation policy issues and challenges. More emphasis and focus on transportation funding opportunities that will benefit members. Lead regional initiatives.”
- “Attendance and participation seem low.”
- “Different day/time.”

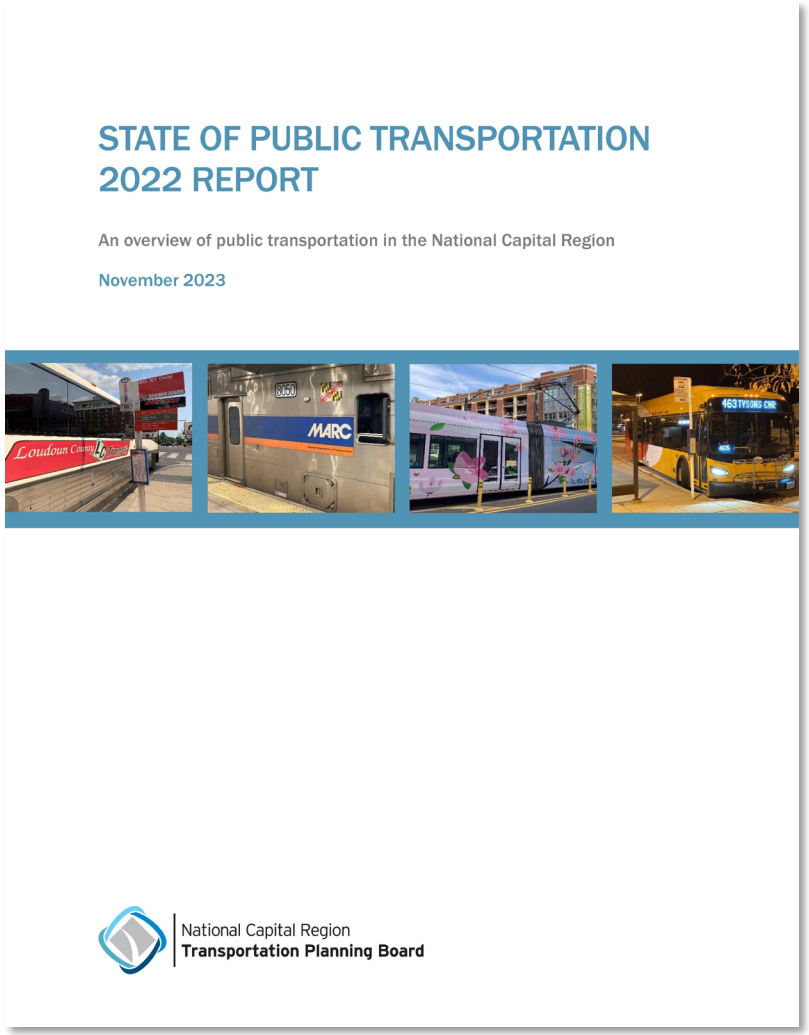
Other Survey Takeaways

What types of meetings are you most interested in attending (please rank in order of preference, top selection being the most preferred)?

- #1: Regional forum focused on a specific topic
- #2: Interactive workshops
- #3: Field trips
- #4: Panel presentations
- #5: Regional conference with multiple issues discussed

Looking Forward to 2024…

- More Site Visits
- More Interactive Programming
- More Free Lunch!
  - (Four In-Person Meetings – Including January 23,2024 at COG)



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National Capital Region
Transportation Planning Board