

Arlington Transit Strategic Plan

November 2023



Strategic Plan Desired Outcomes

Safety, Quality,
and Performance

Equity and
Sustainability

Goal 1: Promote transit as an attractive transportation option

Goal 2: Maintain a safe and secure transit environment

Goal 3: Deploy infrastructure and services equitably

Goal 4: Exercise sound financial management

Goal 5: Create a resilient community through environmentally sustainable transportation

Goal 6: Ensure accessible communications

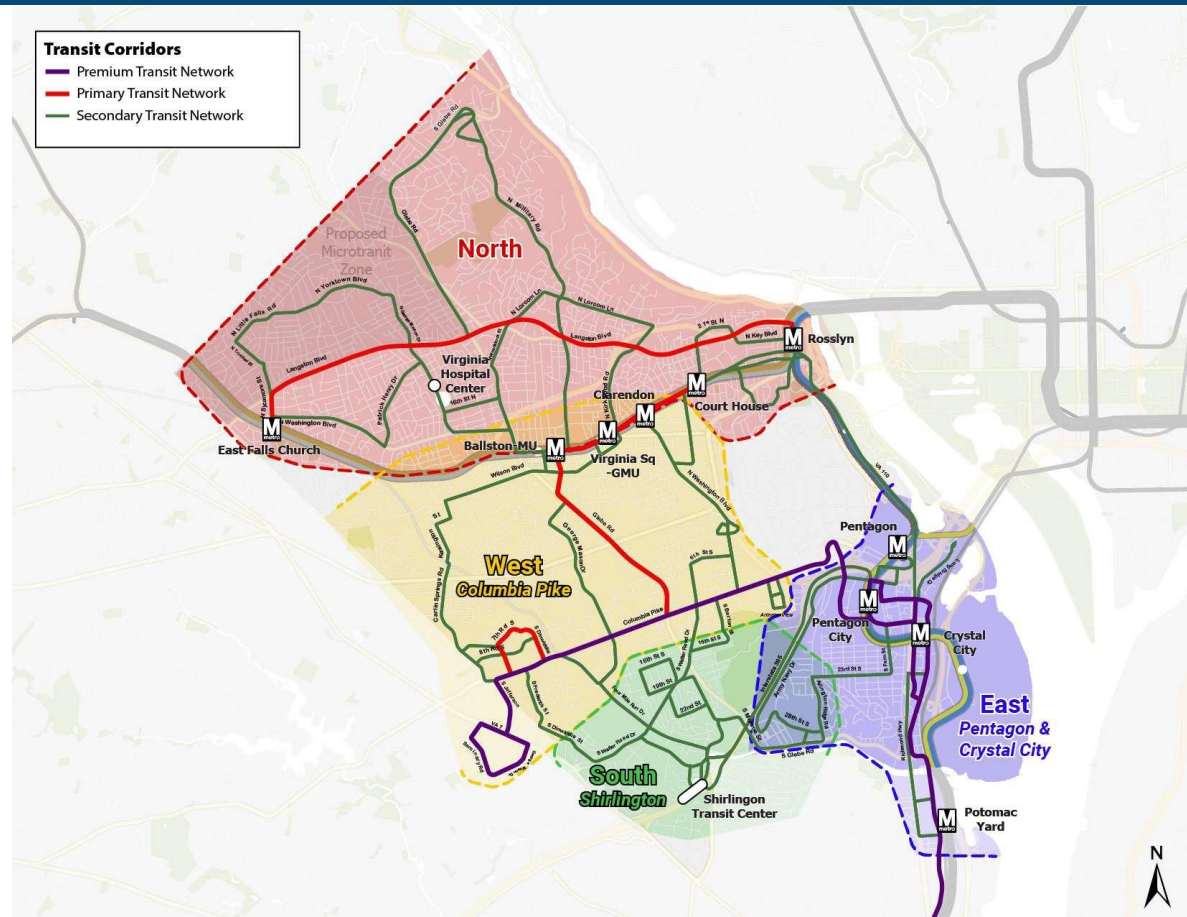
Goal 7: Create a safe and positive workplace

Goal 8: Proactively collaborate with regional partners

Communication
and Collaboration

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

Our topic today 

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)

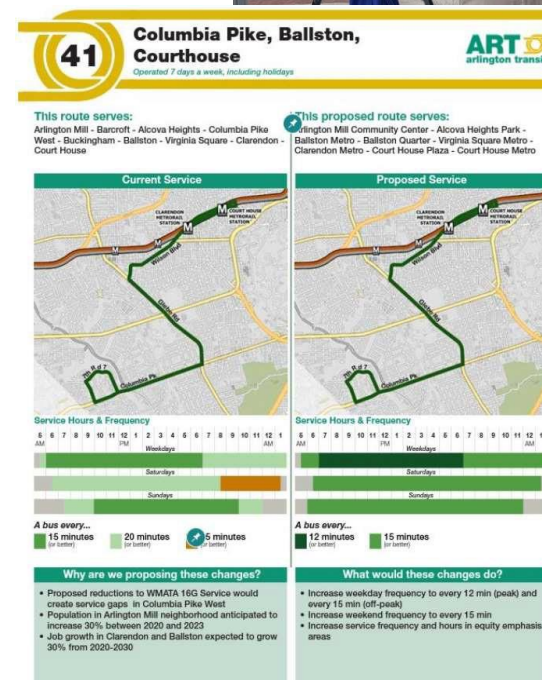


We are here.

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



*Addressed
by ATSP*

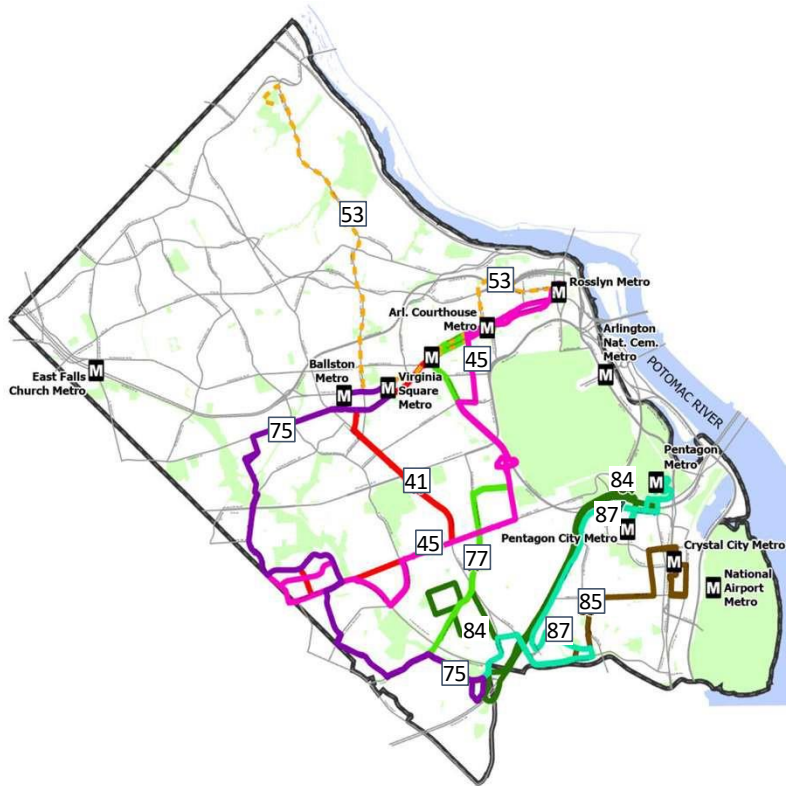
Public Feedback Rerouting Proposed Changes

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

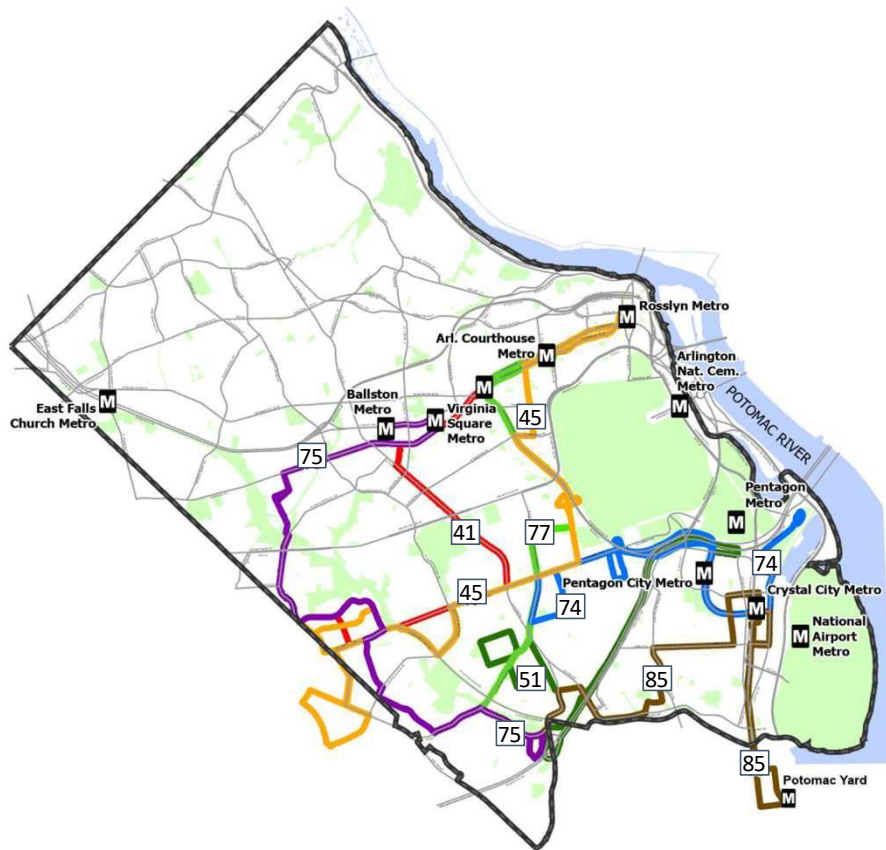
Proposed Implementation Timeline (Mid Term)



| 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](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:

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