

Arlington County
2017 – 2026 Transit Development Plan,
Master Transportation Plan
& Transit Element Update Summary

TPB Regional Public Transportation Subcommittee
January 24, 2017

- **Master Transportation Plan (MTP)**
 - Policy framework to guide transportation decision-making through 2030
 - Includes Goals & Policy Summary and separate chapters (“elements”) by mode
 - Transit Element last updated in 2009
- **Transit Development Plan (TDP)**
 - System-wide analysis of and plan for bus service over 10 years
 - Adopted by County Board in July 2016
 - Involved significant public outreach over 18 months

TDP Public Outreach

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/Spring
2016**
Input on draft
recommendations

Present draft final
recommendations

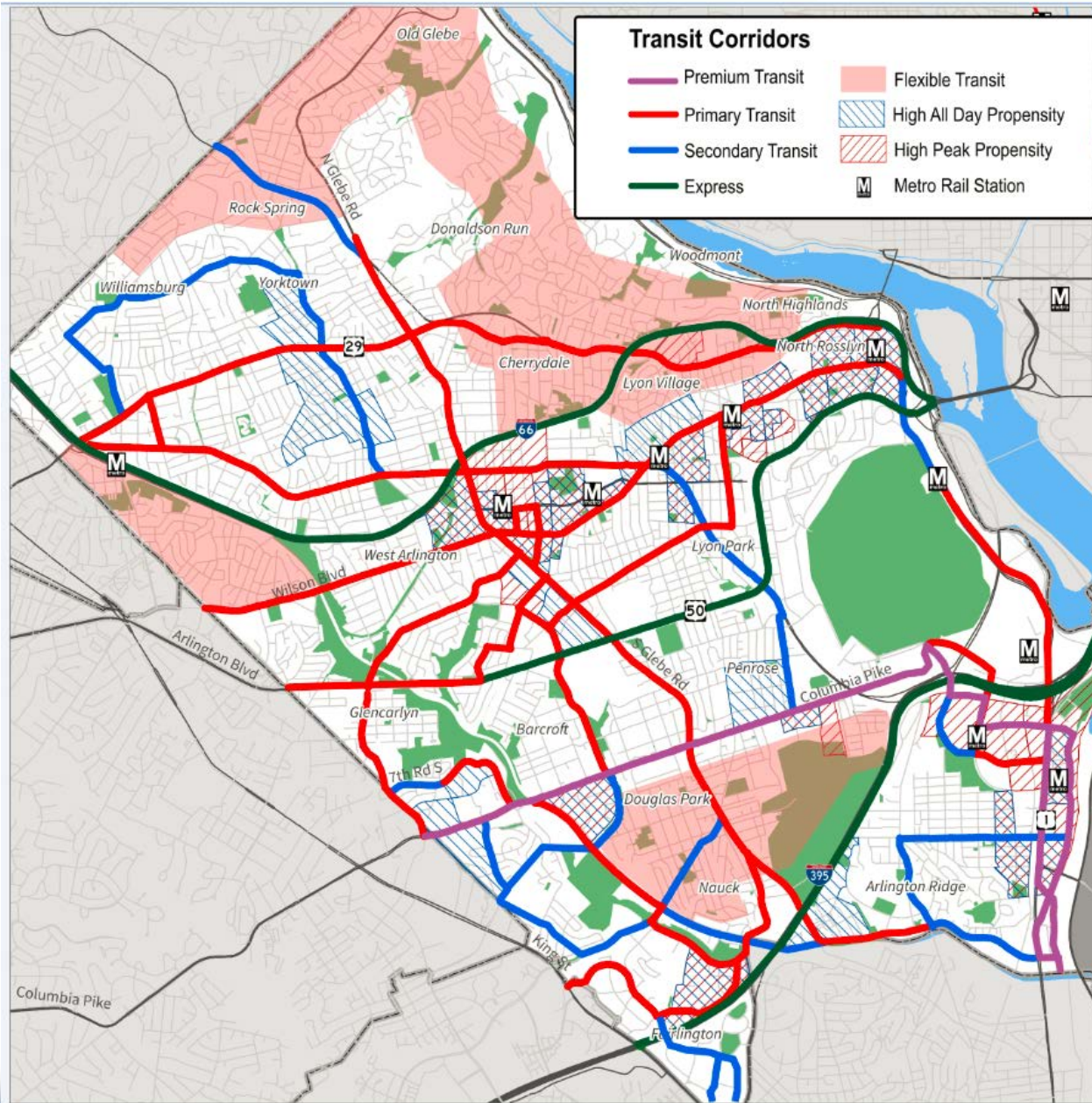
Proposed Significant Changes:

- (1) Add new transit policy defining Premium Transit Network
- (2) Revise Primary Transit Network policy to focus on expansion rather than initial development
- (4) & (6) Add flexible on-demand service
- (8) Broaden focus to all Potomac River crossings (not specific focus on 14th St Bridge)

Transit Network Standards

Type of Service	Frequency	Span
Identified in 2009 MTP <i>(no changes to standards proposed)</i>		
Primary Transit Network	15 minute headways	18 hours/day; 7 days/week
Secondary Transit Network	30 minute headways	7 hours/day; 5 days/week
Identified in FY17-26 Transit Development Plan		
Premium Transit Network	6-10 minute peak headways; 12 minute off-peak	18 hours/day; 7 days/week
On-demand/Flex service	Not headway based; arrives on demand and connects to nearest transit station	Off-peak only

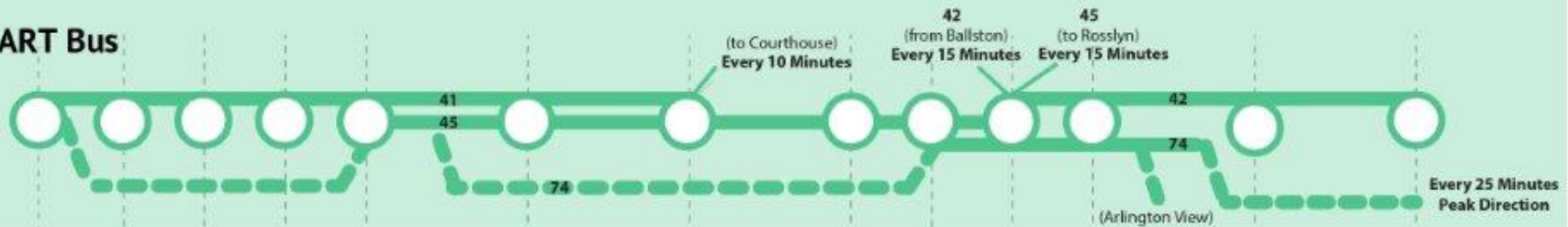
Planned Transit Network (2016 MTP)



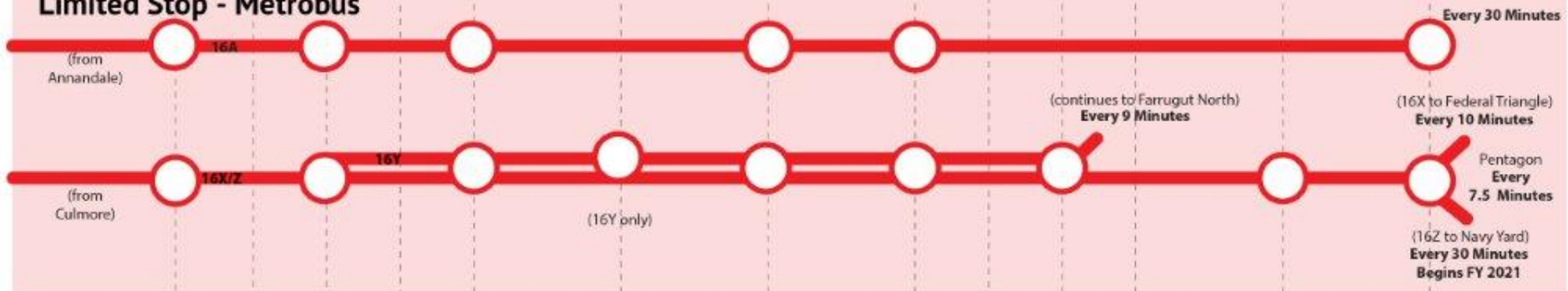
- Increase **capacity to meet 10-year demand**
 - Increased weekday and weekend service
 - More trips, more seats
 - Ability to add capacity through articulated vehicles
- Invest in transit that supports **economic development**
 - New high-frequency route serves every station along Columbia Pike
 - 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

Pike's Premium Transit Network Service

Local - ART Bus

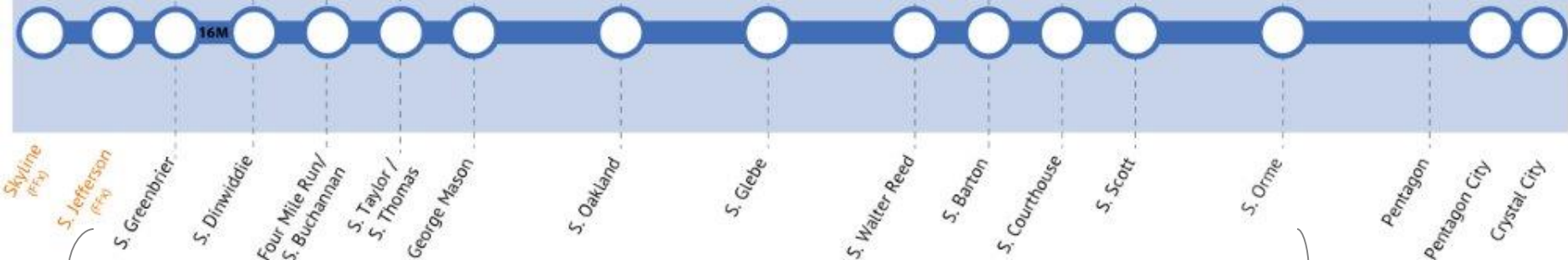


Limited Stop - Metrobus



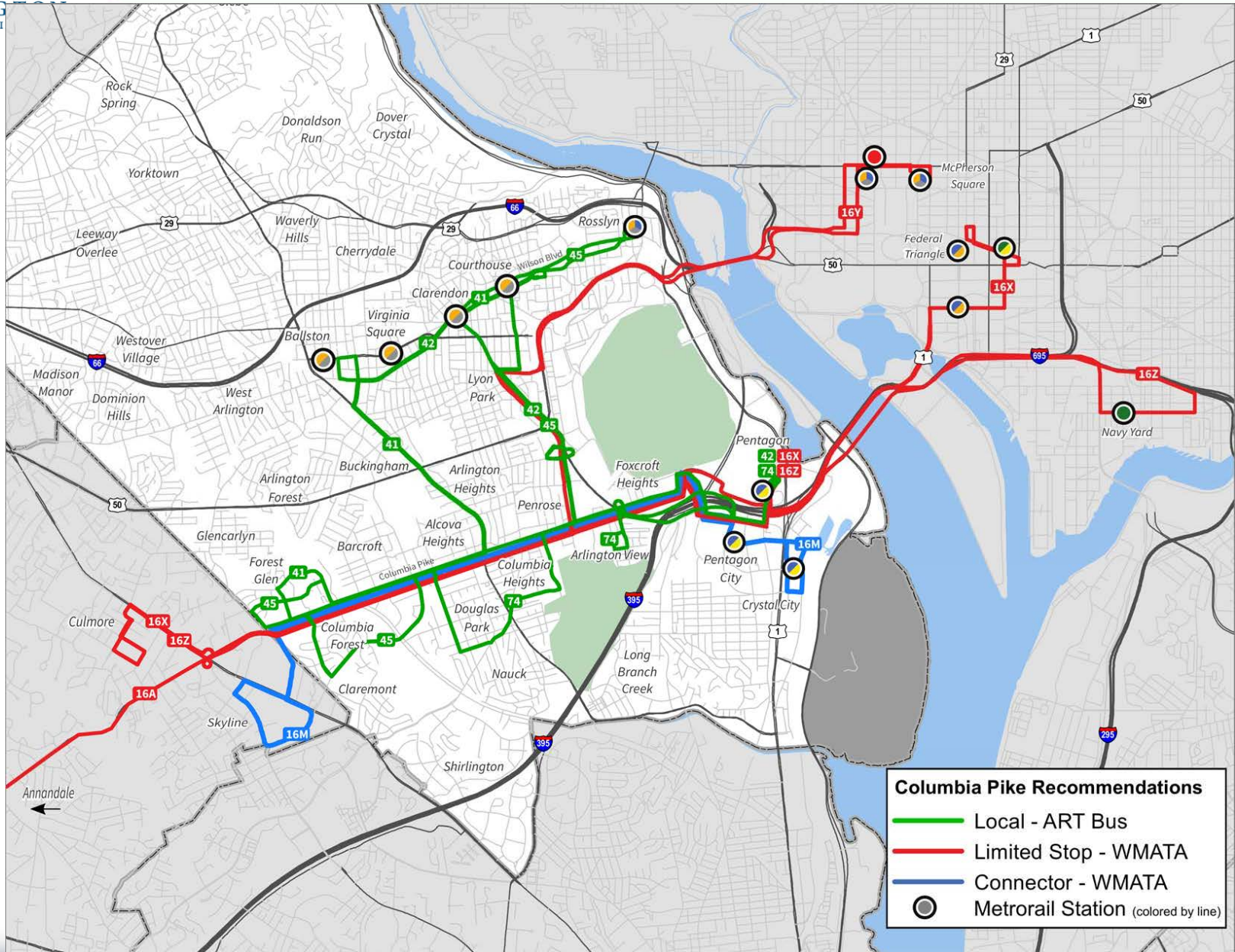
Connector - Metrobus

Every 6 Minutes



Columbia Pike Transit Stations

Pike's Premium Transit Network Service



- Transit stations
 - Near-level boarding, longer platform, real-time bus arrival information
- Off-vehicle fare collection
 - 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
- Articulated vehicles
 - Will be needed as ridership demand grows
 - Staff coordinating with WMATA on options for storing and maintaining vehicles



- Plans accommodate anticipated demand on Columbia Pike for the next 10 years
- Staff to monitor travel conditions
- Future long-term planning effort likely needed in 5-10 years

Transit Network Accessibility

Premium Transit Network (% within ¼ mile)

	Households	Population	Employment
Current (2015)	7%	5%	18%
<i>Proposed (2026)</i>	22%	21%	31%
Percent change	267%	350%	105%

Primary Transit Network (% within ¼ mile)

	Households	Population	Employment
Current (2015)	76%	72%	84%
<i>Proposed (2026)</i>	84%	82%	91%
Percent change	23%	26%	28%

Secondary Transit Network (% within ¼ mile)

	Households	Population	Employment
Current (2015)	97%	96%	96%
<i>Proposed (2026)</i>	97%	96%	97%
Percent change	11%	12%	19%

- Seek adoption of updates from Transportation and Planning Commissions and County Board in January 2017
- Work with WMATA's consultant for the Columbia Pike Evaluation as they
 - Analyze/Evaluate the Arlington & Fairfax TDPs
 - Develop a service improvement strategy & implementation plan.

For more information,

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