

Arlington Transit Strategic Plan Recommendations

Transit Advisory Committee

September 2023

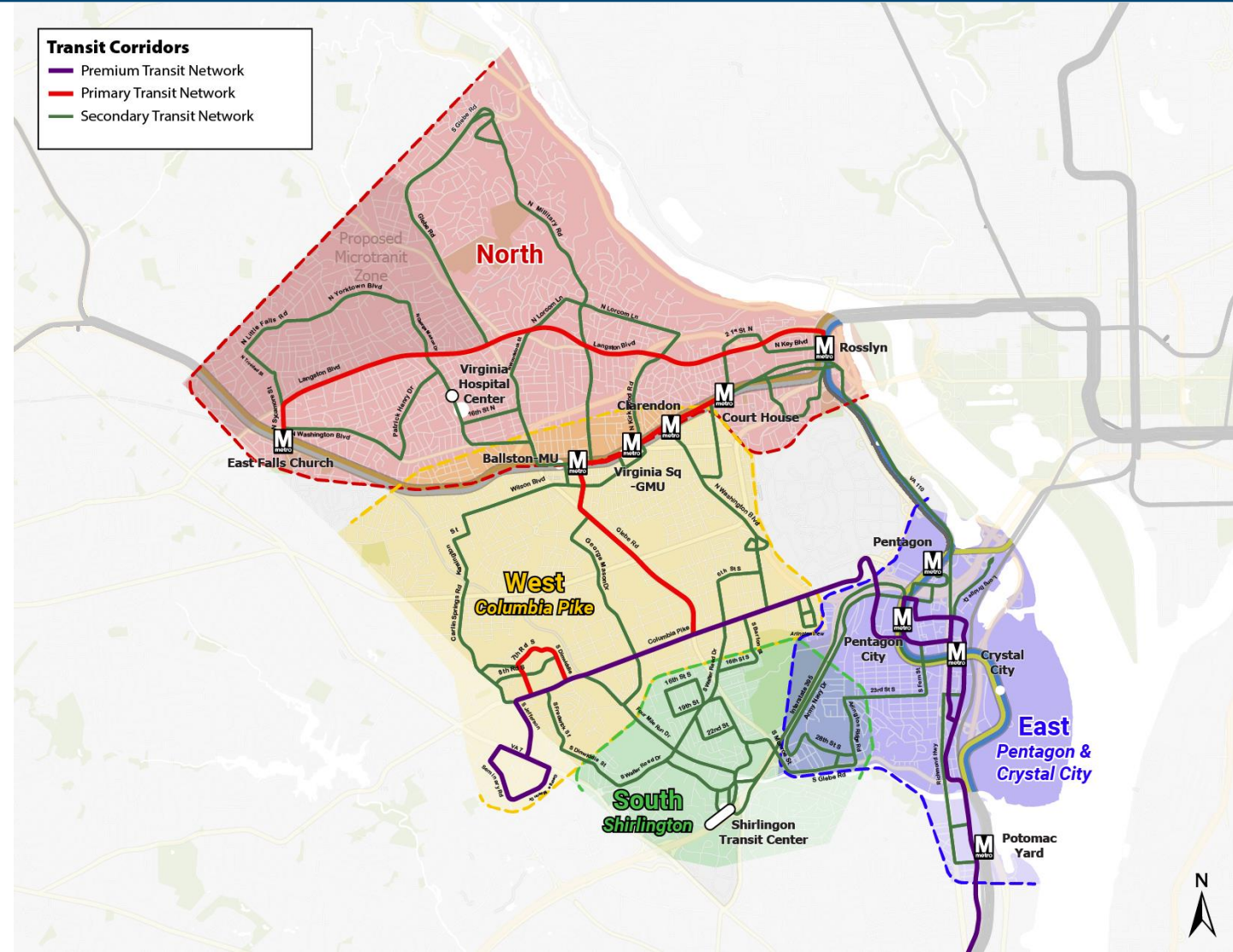


Agenda

- Implementation and Timeline
- Public Engagement Round 2
 - How we reached people
 - What we heard
- Recommended service changes

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



Implementation



Phased over 10 years (FY2025-FY2035)

- Timing of changes informed by public input and available financial resources



Annual review of recommendations to consider:

- Are recommendations still feasible?
- Are recommendations still desirable?
- Are adjustments to recommendations needed?

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)

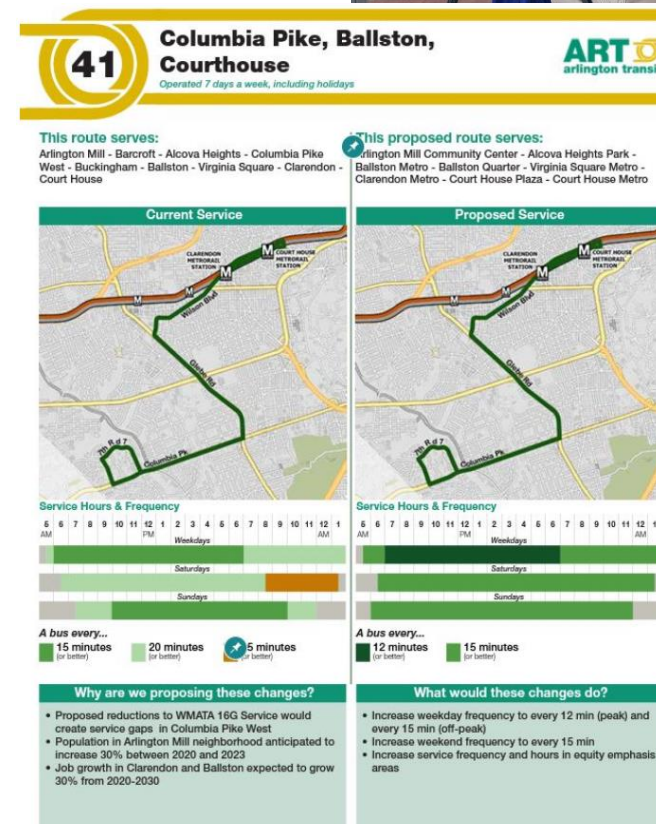
We are here.



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

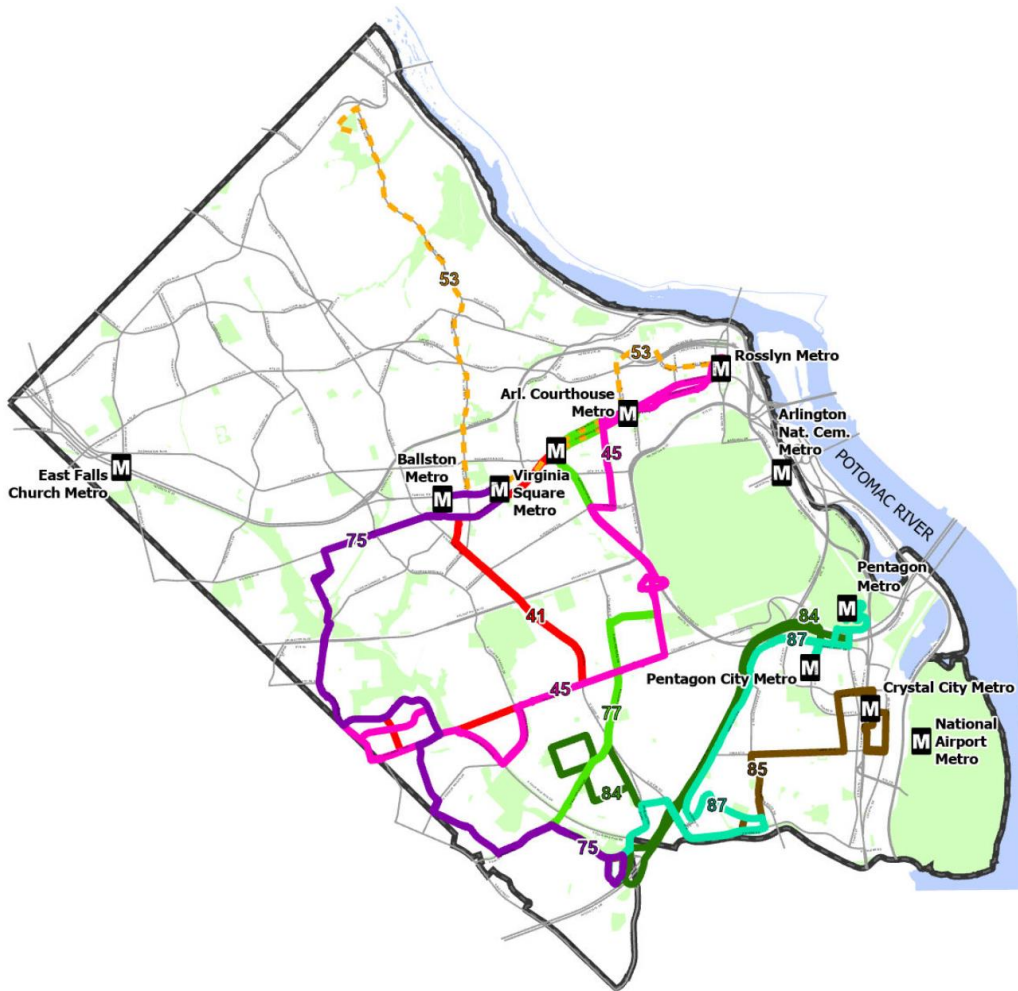
- Key themes from public engagement comments

- **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*

Proposed Implementation Timeline (Short Term)



| Route | Community Impact |
|----------------------|---|
| Route 41&45 | Increase weekday frequency to fill gap from eliminated WMATA service |
| Route 53 Route 61 | Eliminating low-utilization stops on west leg of Route 53 & on Route 61; increasing frequency and span of service |
| 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 |

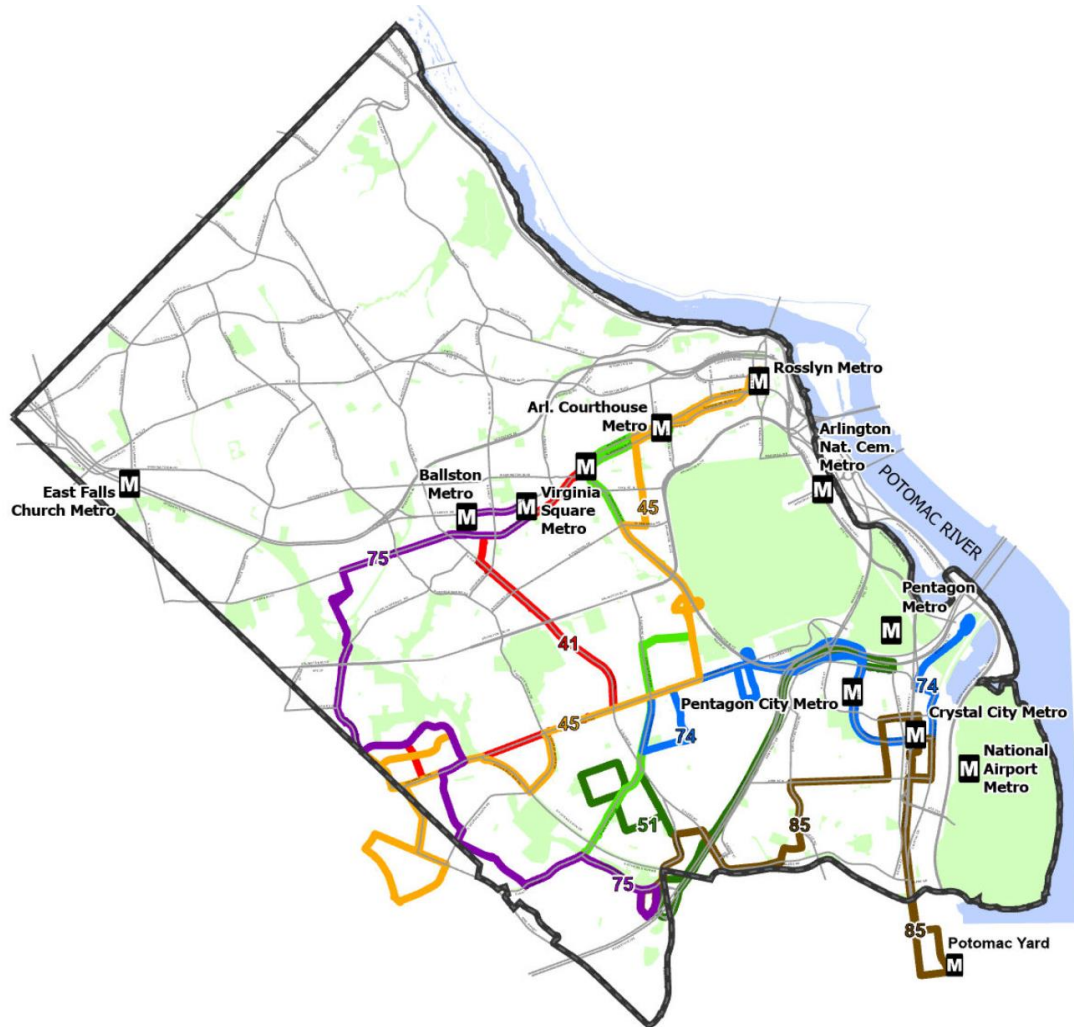
Routes in **blue** indicate changes contingent with another route

Proposed Implementation Timeline (Mid Term)



| Route | Community Impact | |
|----------------------------|---|--|
| Route 42 | Expanding service hours and providing more consistent schedule | |
| 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 | |

Proposed Implementation Timeline (Long Term)

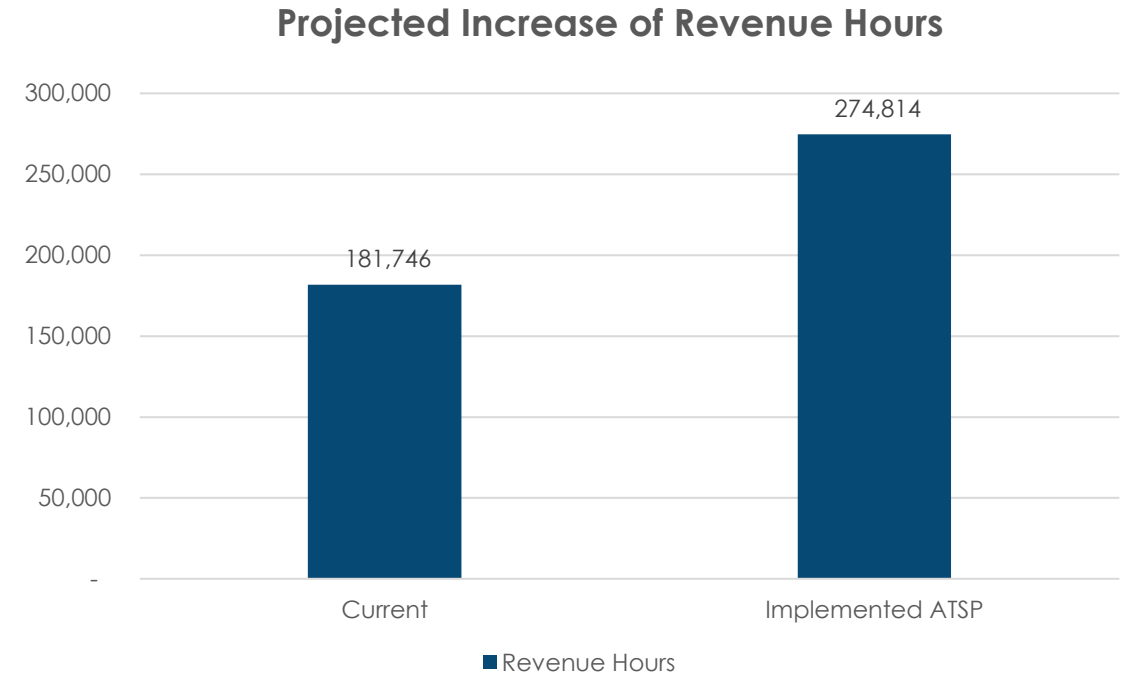


| Route | Community Impact |
|---------------|---|
| Route 41 & 45 | Increase weekend frequency to fill gap from eliminated WMATA service |
| Route 45 | Extend to future Rt. 7 BRT (Fairfax County & WMATA) |
| Route 74 | Extend to all-day service to fit APS student hours; connect Columbia Pike to LBAC 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](#).

Additional Charts

| Route | Hours | Percent Change |
|--------------------------------------|----------------|----------------|
| Weekday | +66,557 | +41.8% |
| Saturday | +12,760 | +69.8% |
| Sunday | +13,750 | +104.0% |
| Total increased service hours | +93,068 | +48.8% |



- **61** Maximum Vehicles in Service; **74** total fleet requirement
 - Based on CNG/RNG operation and pending ZEB study.
 - ZEB analysis shows that for each CNG replaced by Battery Electric Bus (BEB) 1.5 buses are required (73*1.5 = 111 BEB total fleet requirement)