

ABC Development Forum

Presentation by

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DPW Transit Program Coordinator

The Role of Transit In Arlington

- Transit is an integral part of the regional transportation network
- Arlington has been shaped by streetcar, railroad and bus lines throughout its history
- This presentation will review the past, report on the present and look to the future of transit services in Arlington

Transit service is provided
primarily by
Metrorail & Metrobus



Facts About Metrorail

- System-wide
 - 593,000 average weekday ridership
 - 103 miles of track
 - 83 current stations
 - \$9.6 billion total budget at completion
- Arlington
 - 173,000 weekday entries and exits
 - 12.19 miles of track
 - 11 stations
 - \$292 million contribution

Facts about Metrobus

- System-wide
 - 508,000 Weekday Passengers
 - 1,286 Buses
 - 12,000 Bus Stops
 - 1200 Shelters
 - 159 Lines
 - 344 Routes
 - 10 Garages
- Arlington
 - 24,000 Weekday Passengers
 - 85 Bus Equivalents
 - 640 Bus Stops
 - 190 Shelters
 - 18 Bus Lines
 - 99 Bus Routes
 - 2 Garages

Metrobus Fleet Assignment Serving Northern Virginia

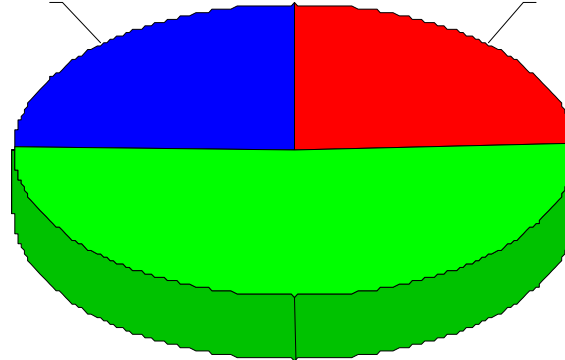
Total Fleet
Total: 333

Royal Street Division

81
24.3%

Arlington Division

80
24.0%



Four Mile Run Division

172
51.7%

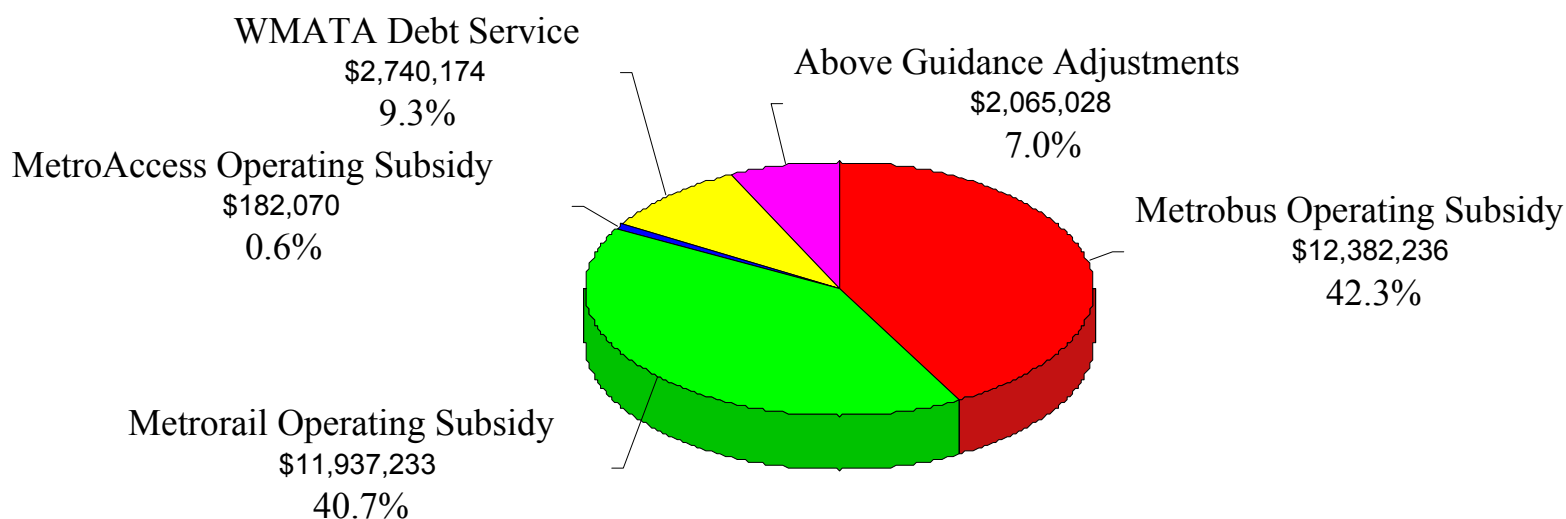
Arlington Bus Service Lineage

- Metrobus Began Operation in February 1973
- Acquired Private Bus Companies
 - Alexandria, Barcroft & Washington Transit Company (AB&W)
 - Origin in 1921 as Columbia Pike Bus Line
 - Washington, Virginia & Maryland Coach Company (WV&M)
 - Ancestors include Washington Arlington. & Falls Church Railway 1891

Transit service does not make a profit. It requires public subsidies

WMATA Operating Budget Arlington's Subsidy Requirement

Total: \$29,306,741

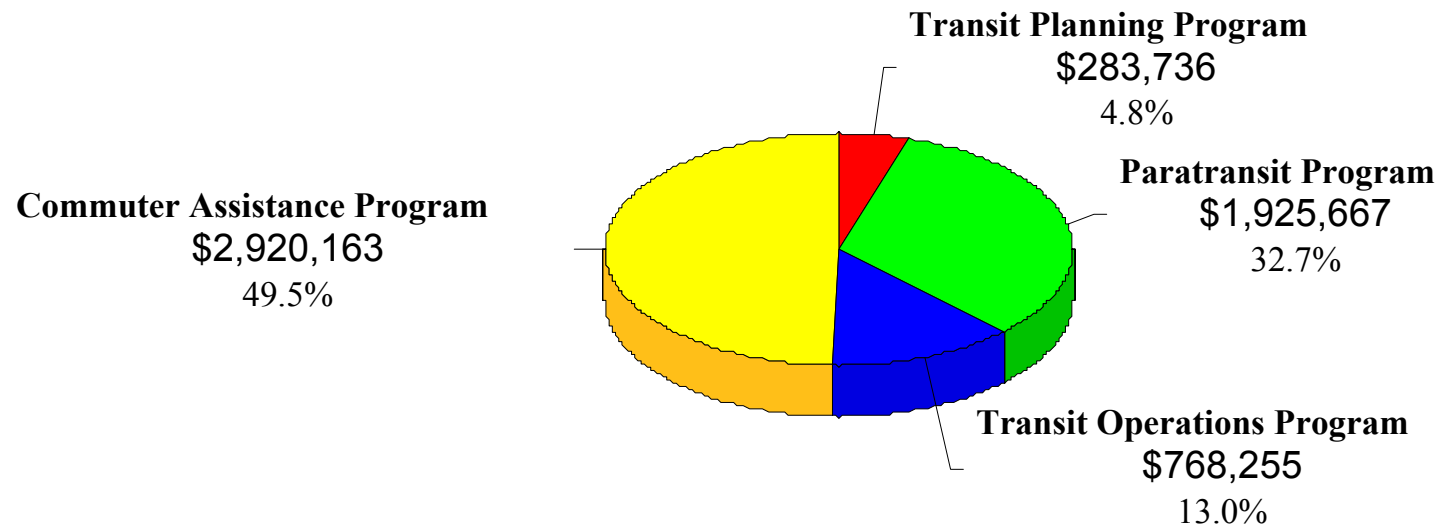


Arlington County also provides supplemental transit services

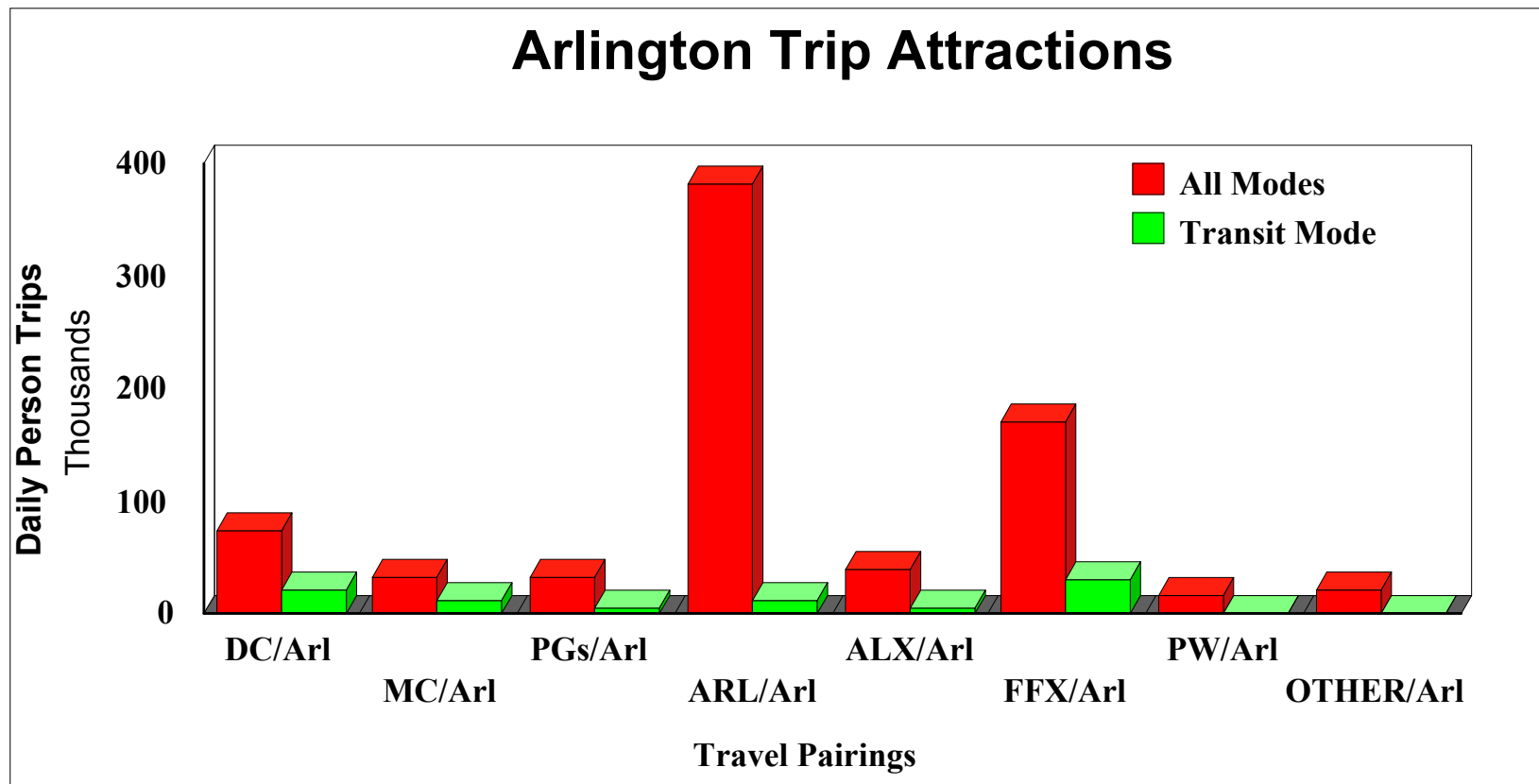
Arlington County Transit Operations

FY 2002 Proposed

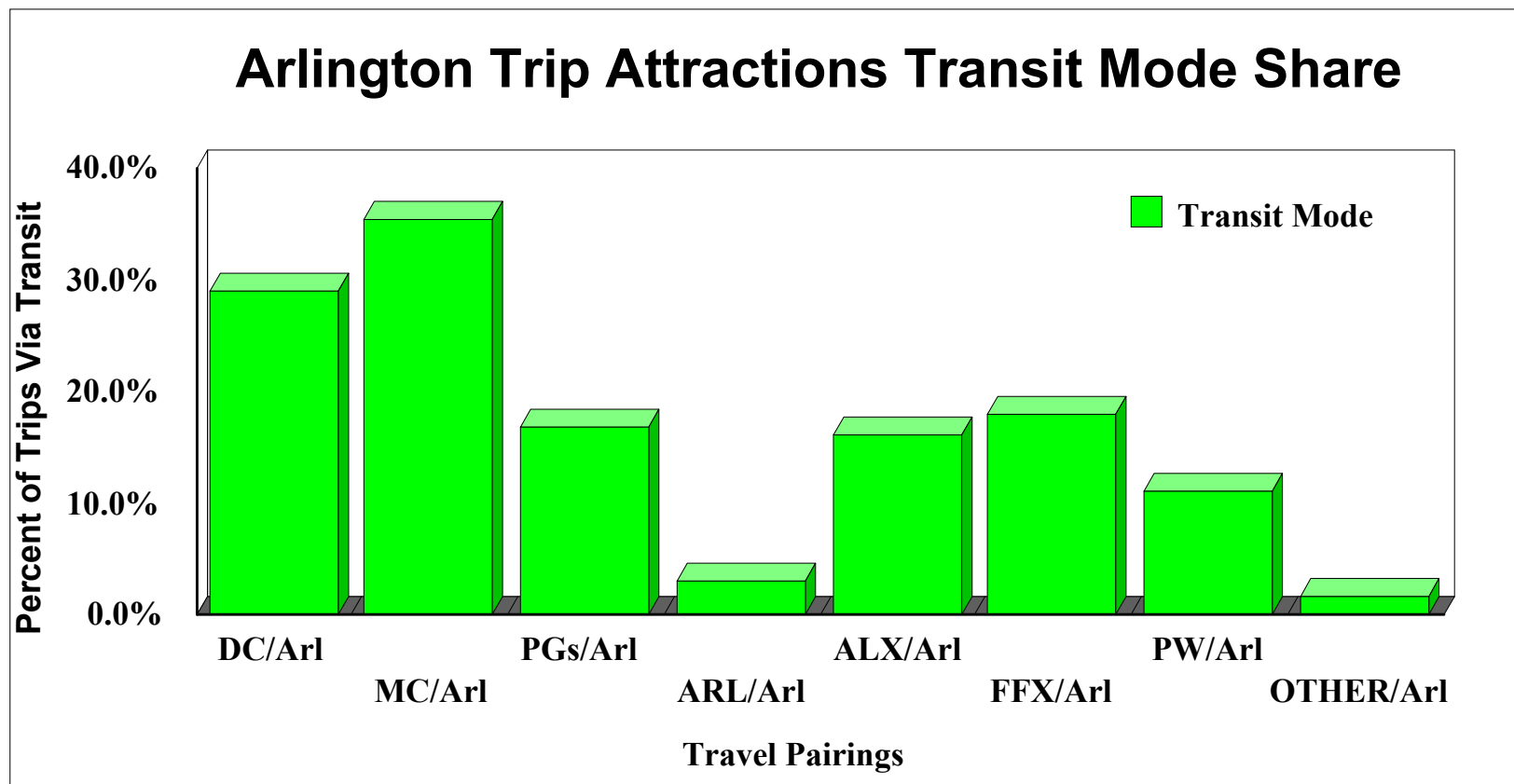
Total: \$5,897,821



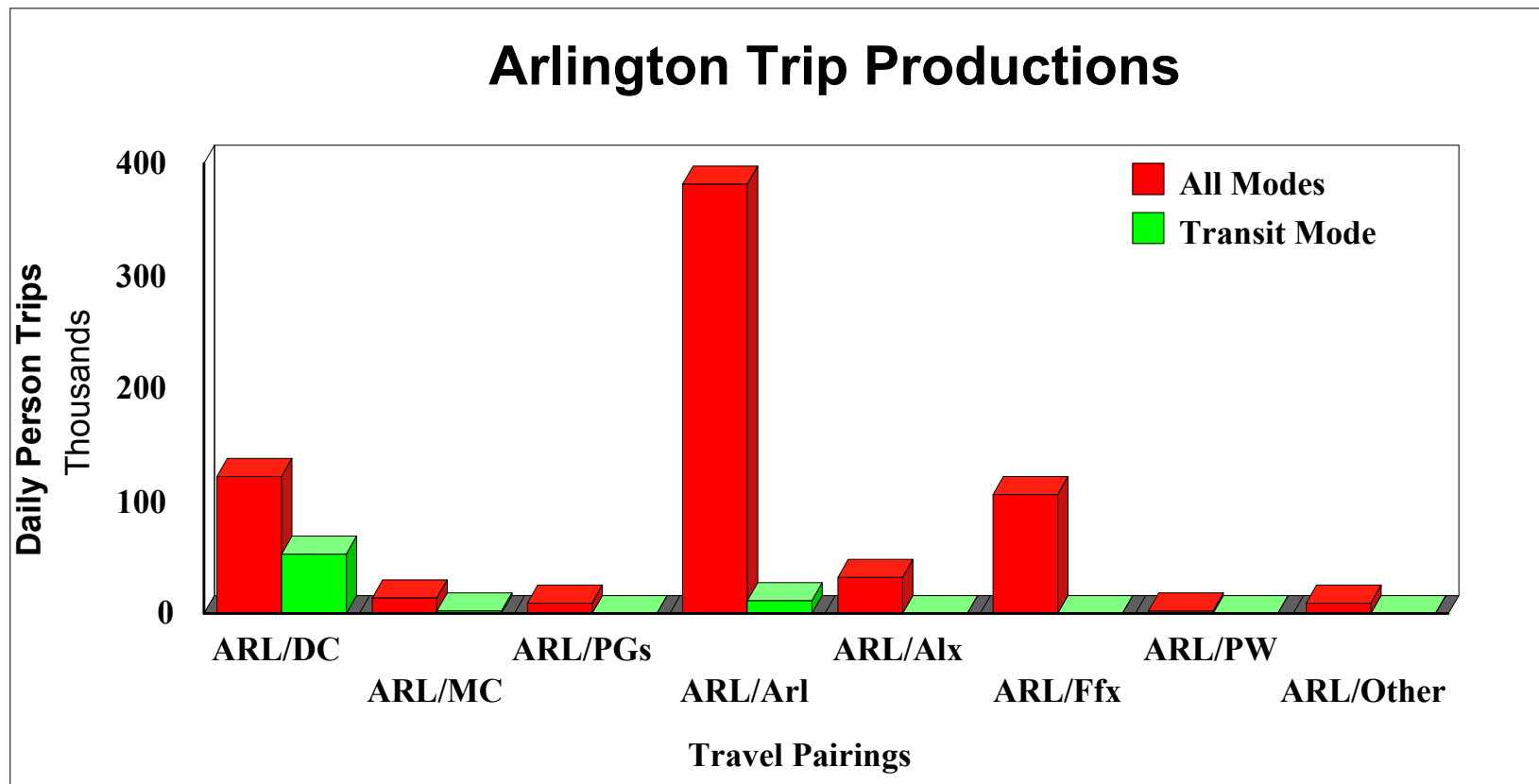
Where do people come from who travel to destinations in Arlington?



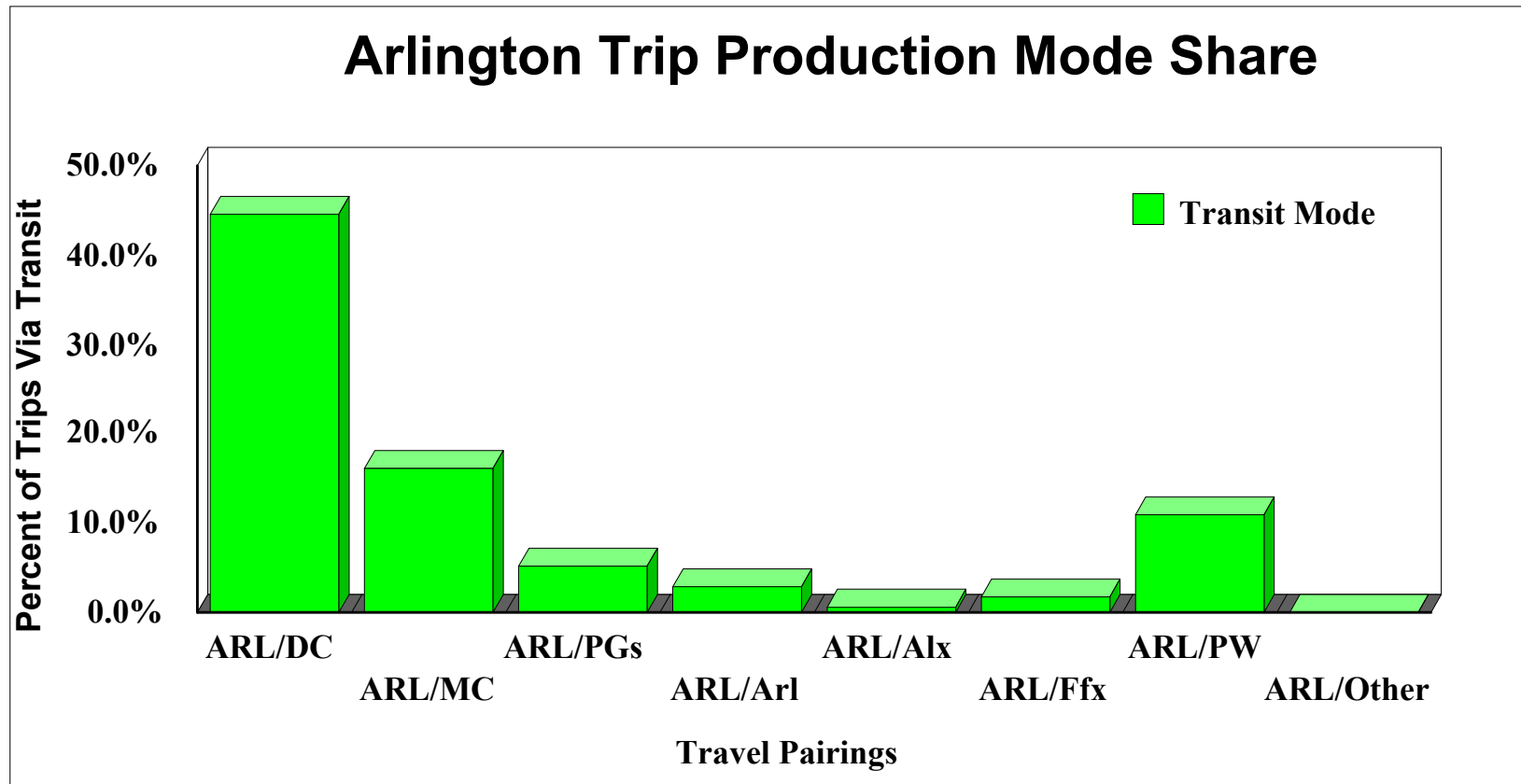
People from outside the County often use transit to get here



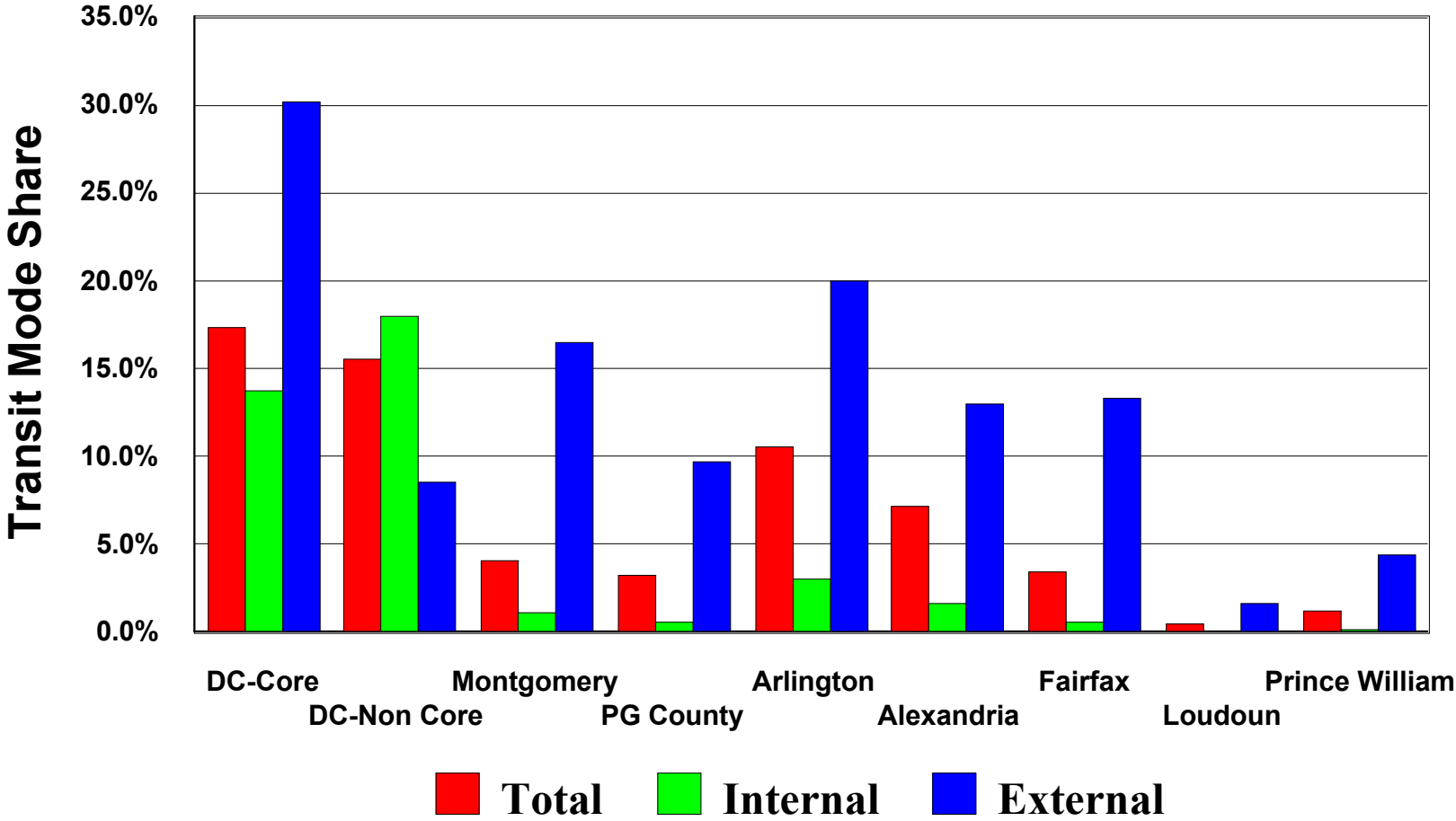
Where do residents of Arlington travel to?



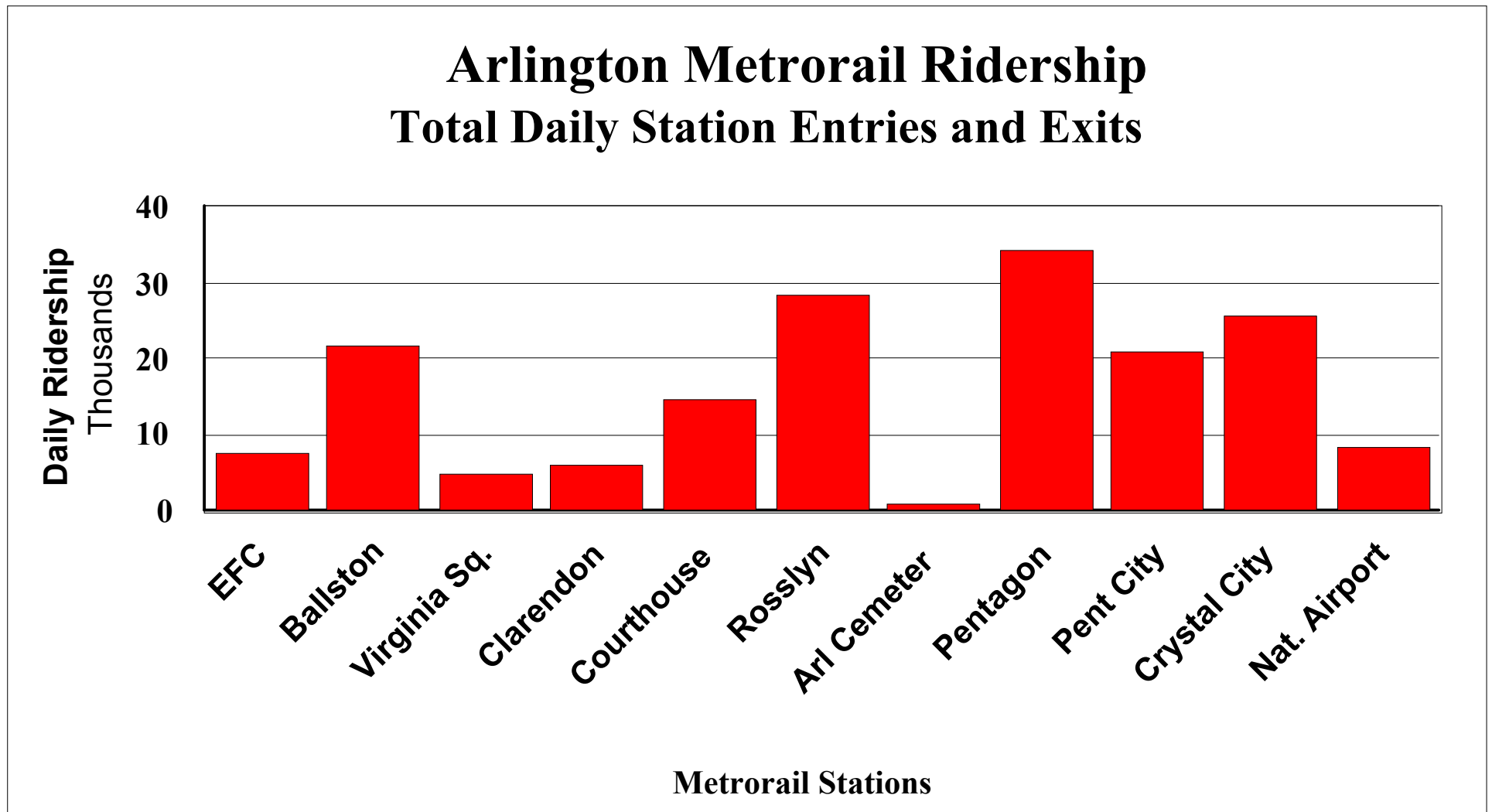
We often use transit to go to DC but little within the County



Daily Person Trips Transit Mode Share by Jurisdiction

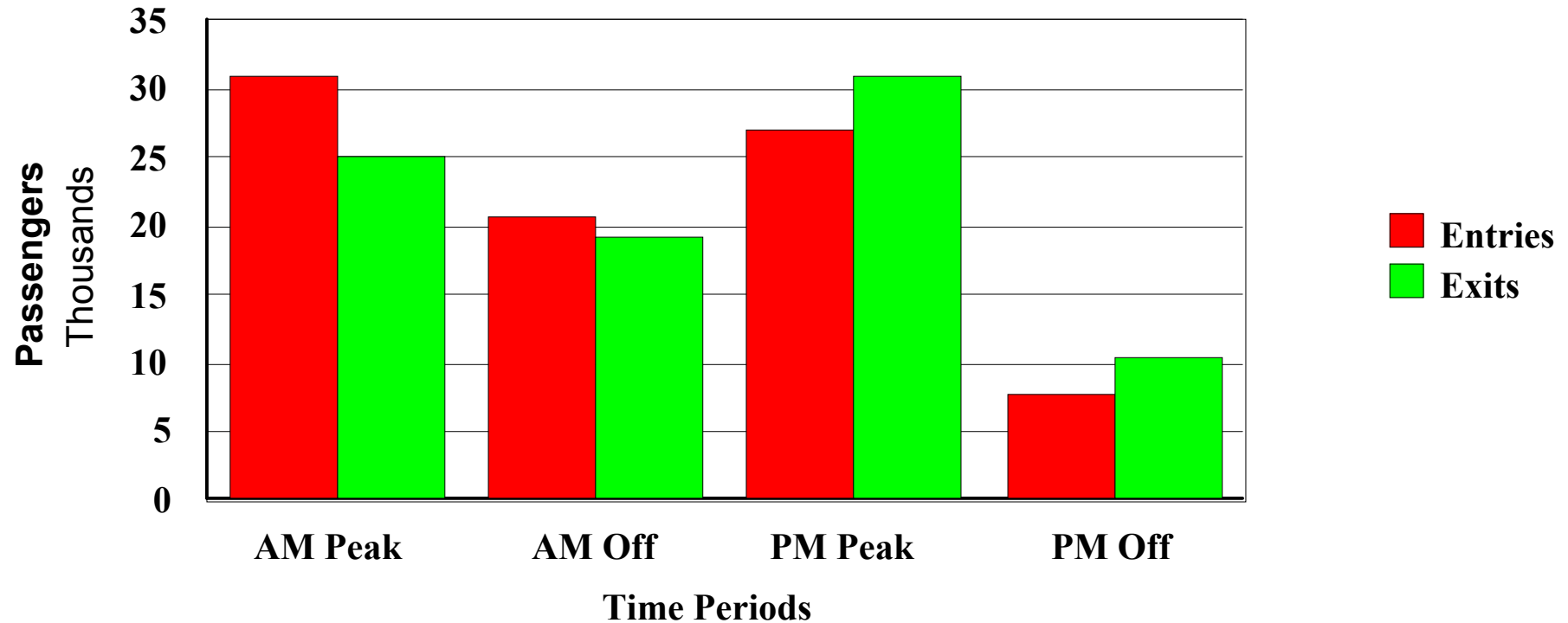


Metrorail carries the most people

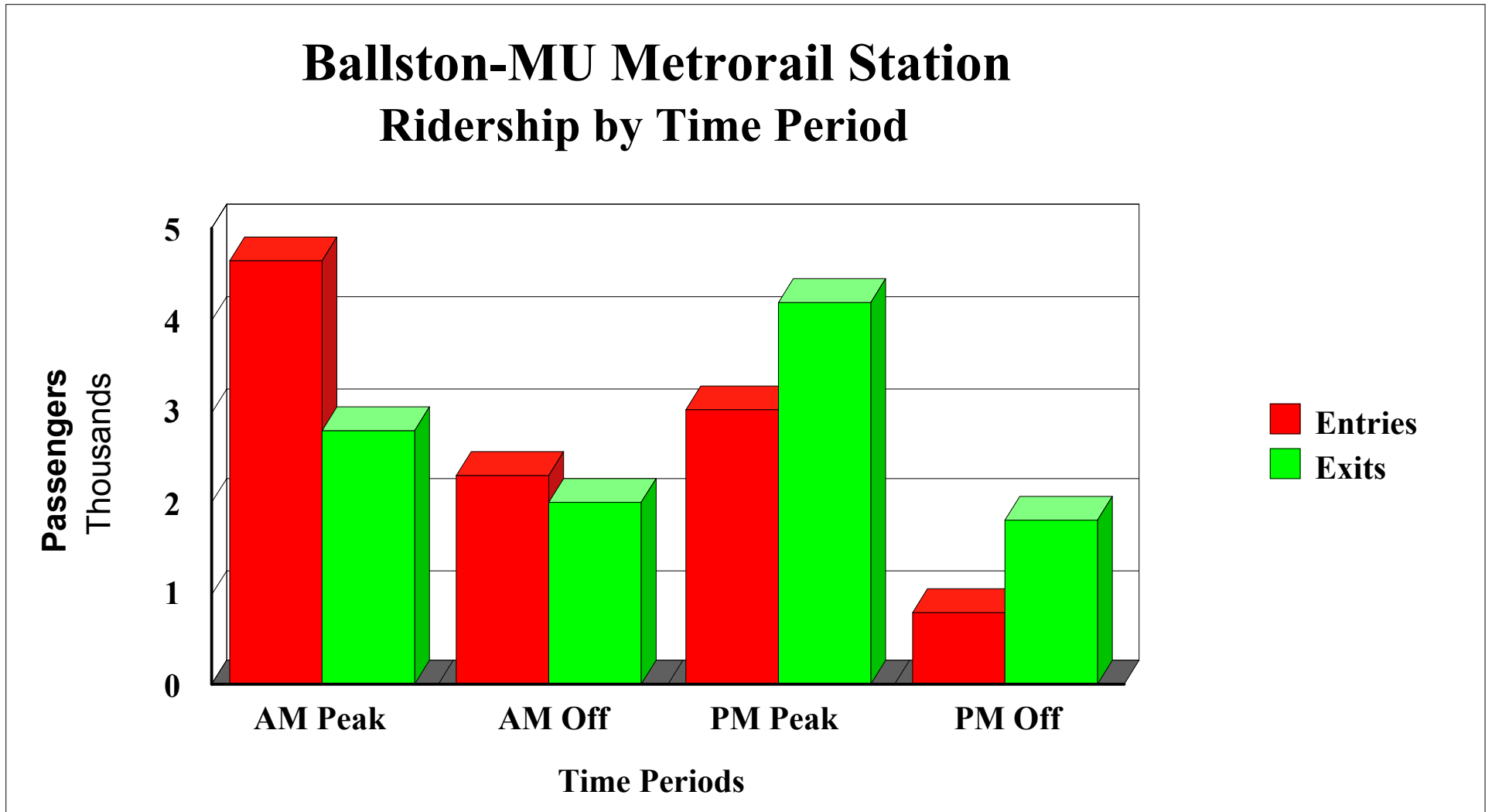


30% of all Metro trips involve Arlington

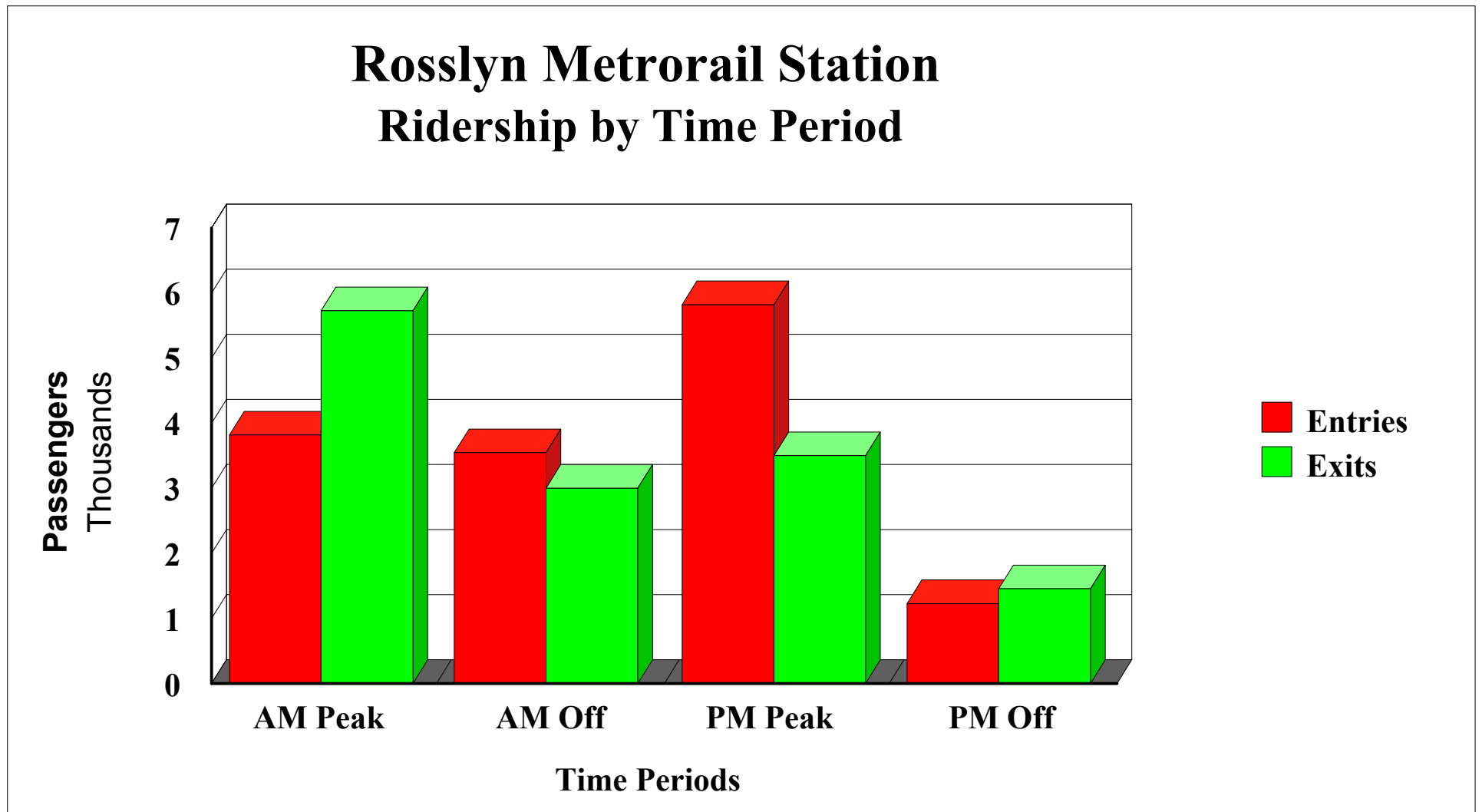
Arlington Metrorail Stations Ridership by Time Period



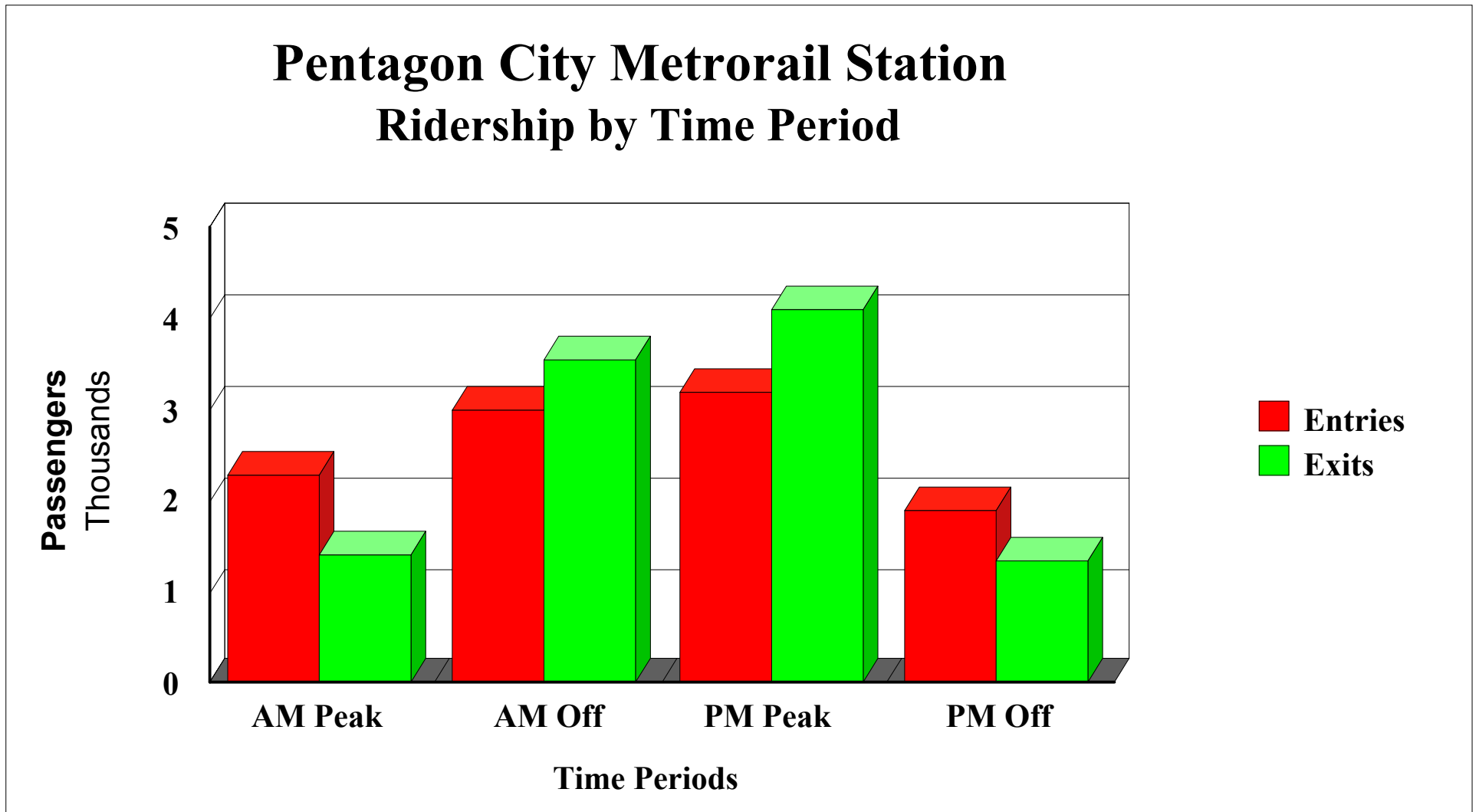
Ballston tends to be an originator



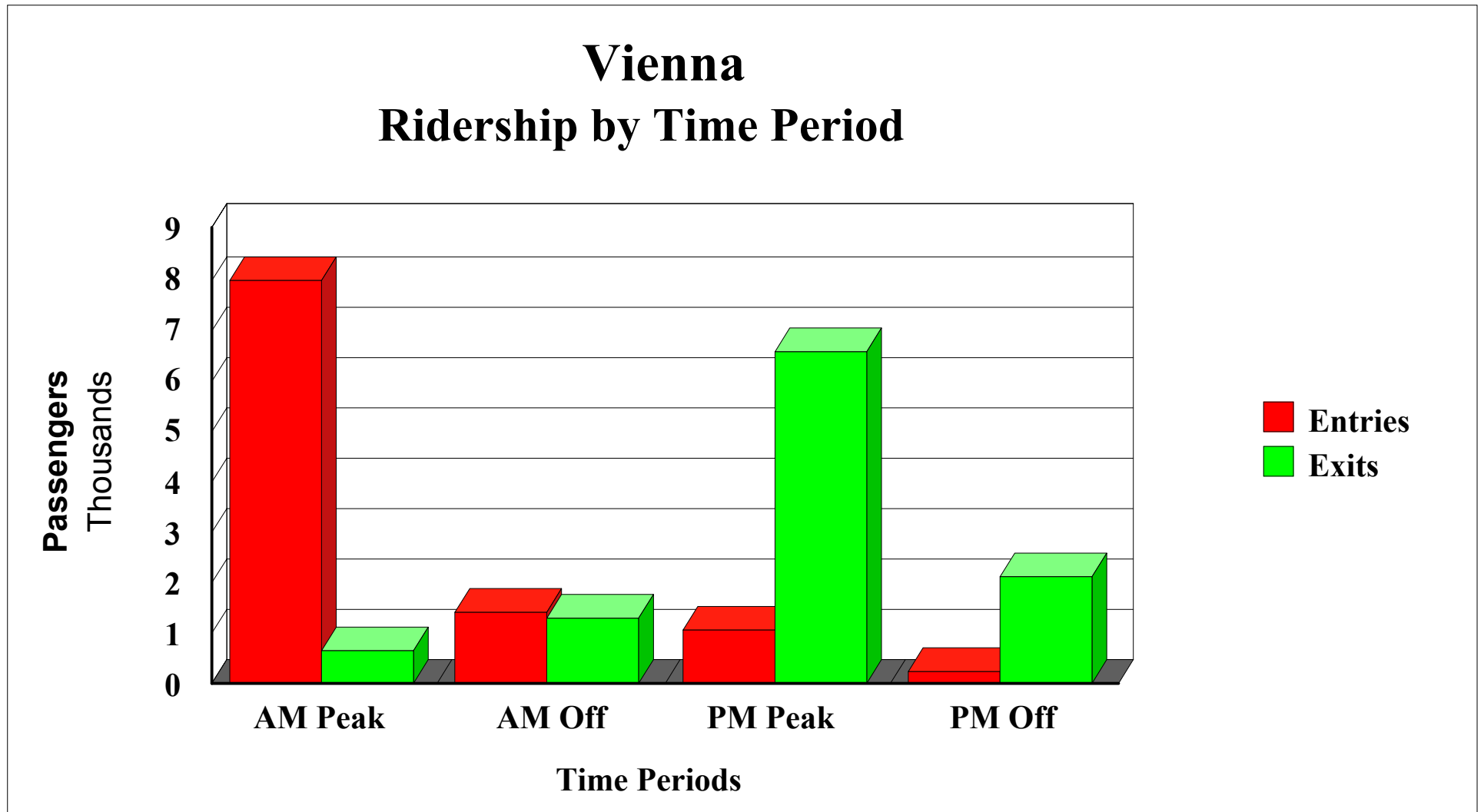
While Rosslyn tends to be a destination



PC tends to have a lot of shoppers

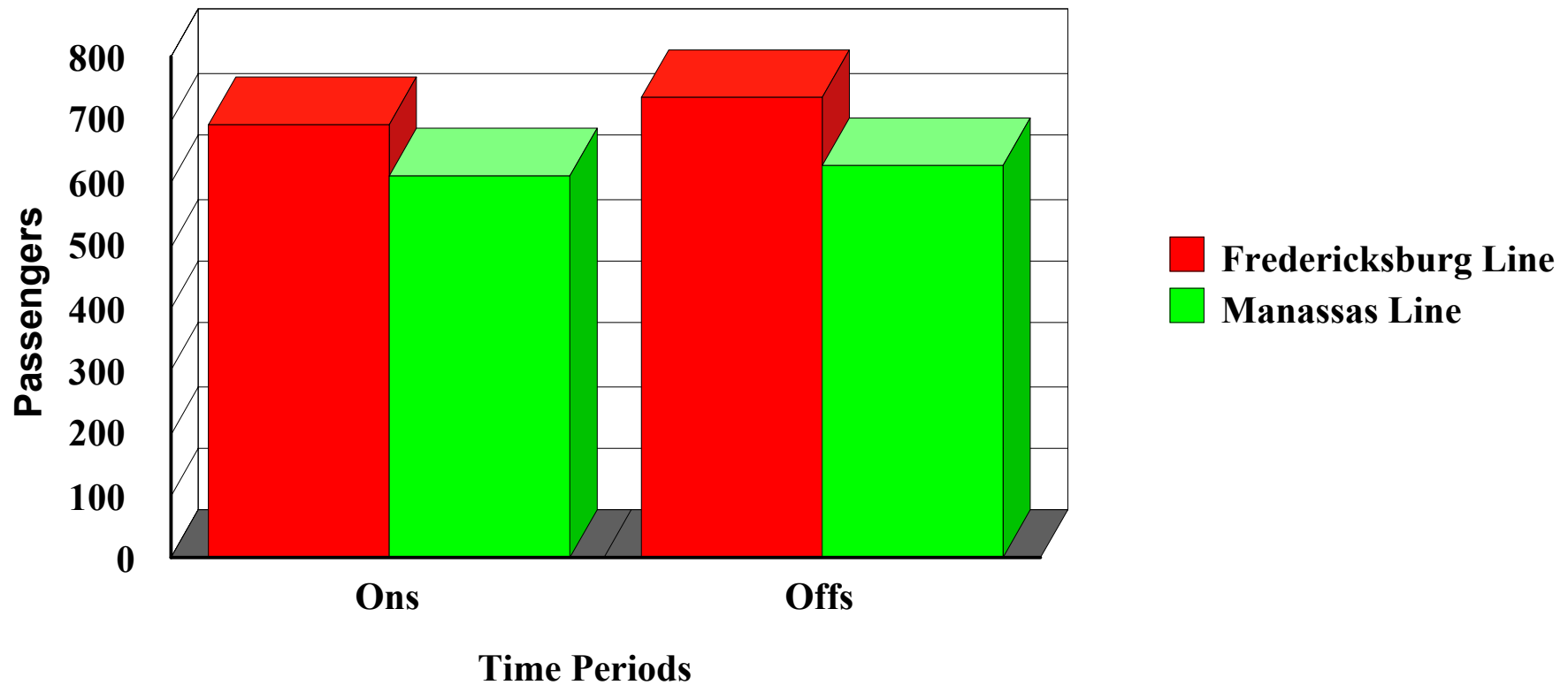


Vienna is very one-directional



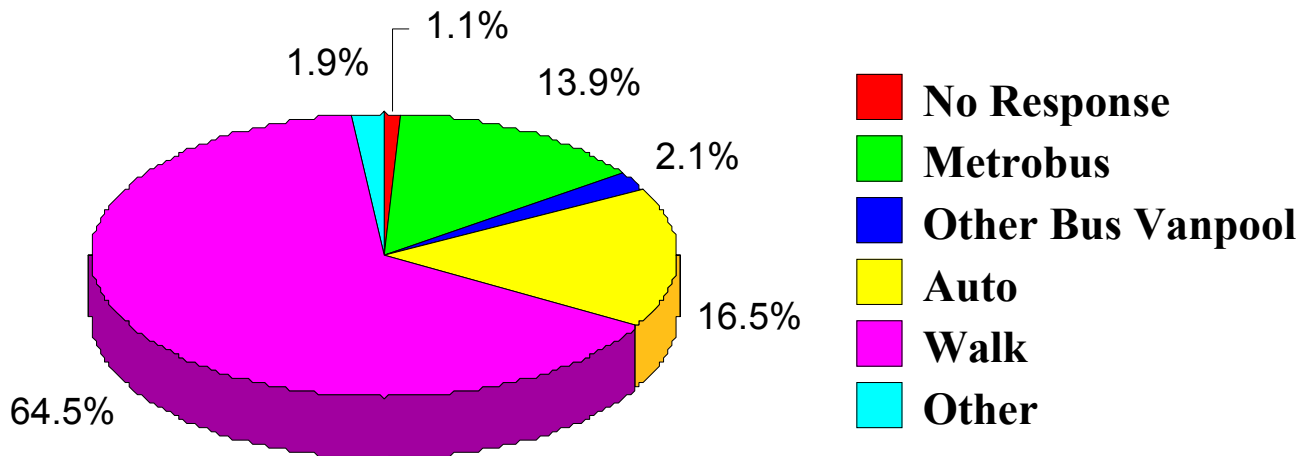
VRE has 1400 riders in CC

Crystal City Virginia Railway Express Station Ridership by Line

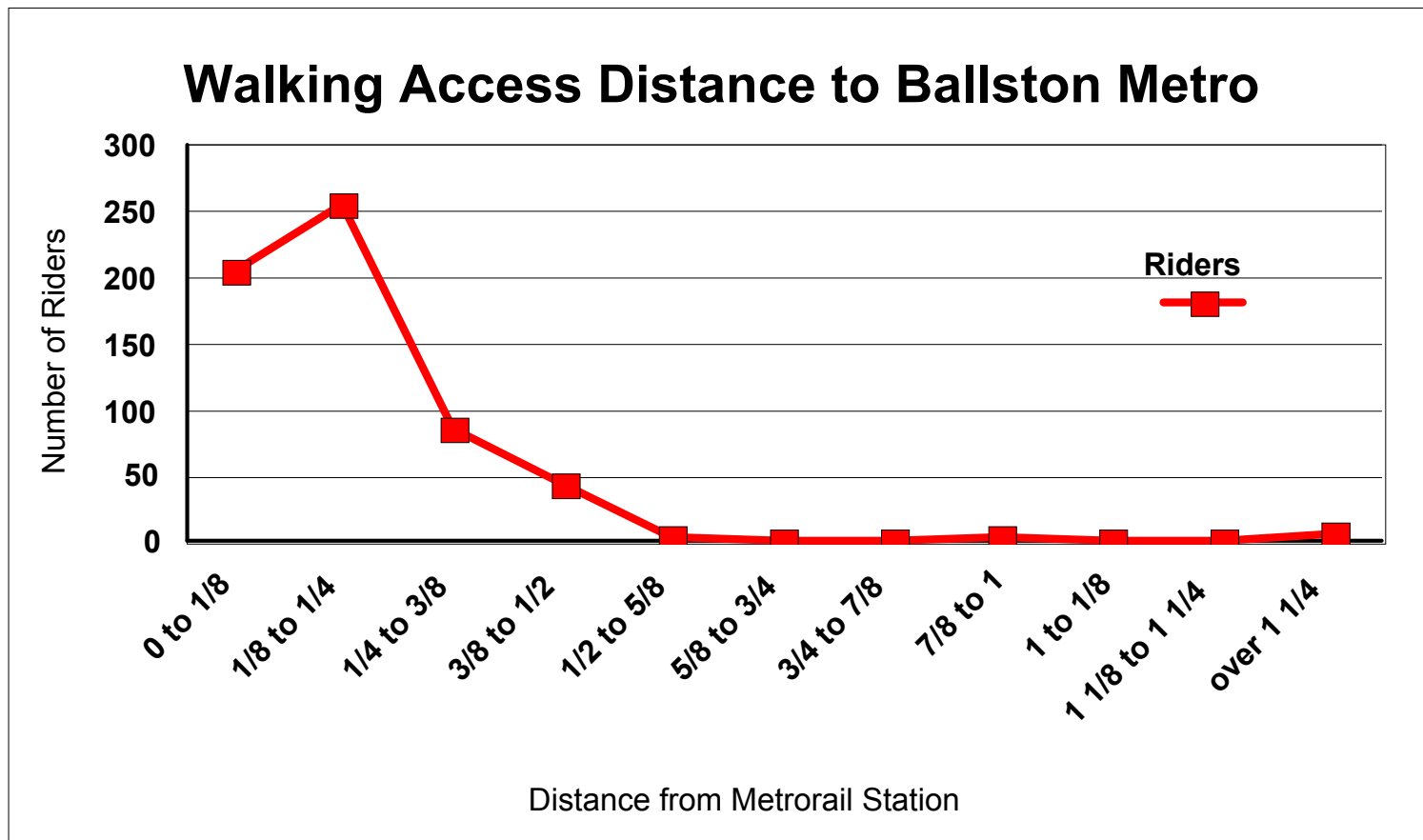


Metro needs good pedestrian connections

Ballston Metrorail Station Mode of Access and Egress

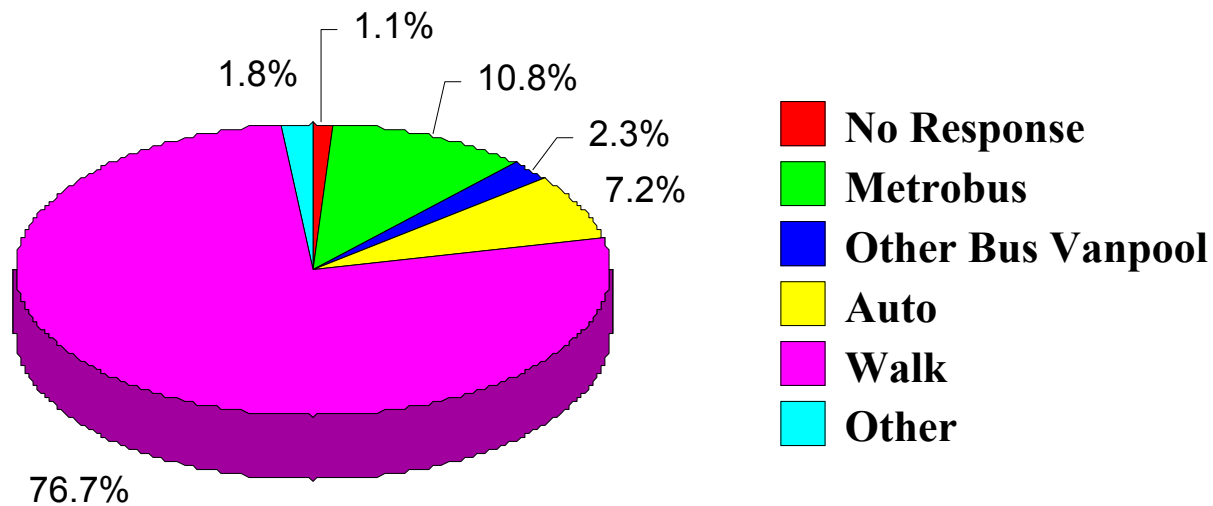


Distance is a critical factor in using Metro



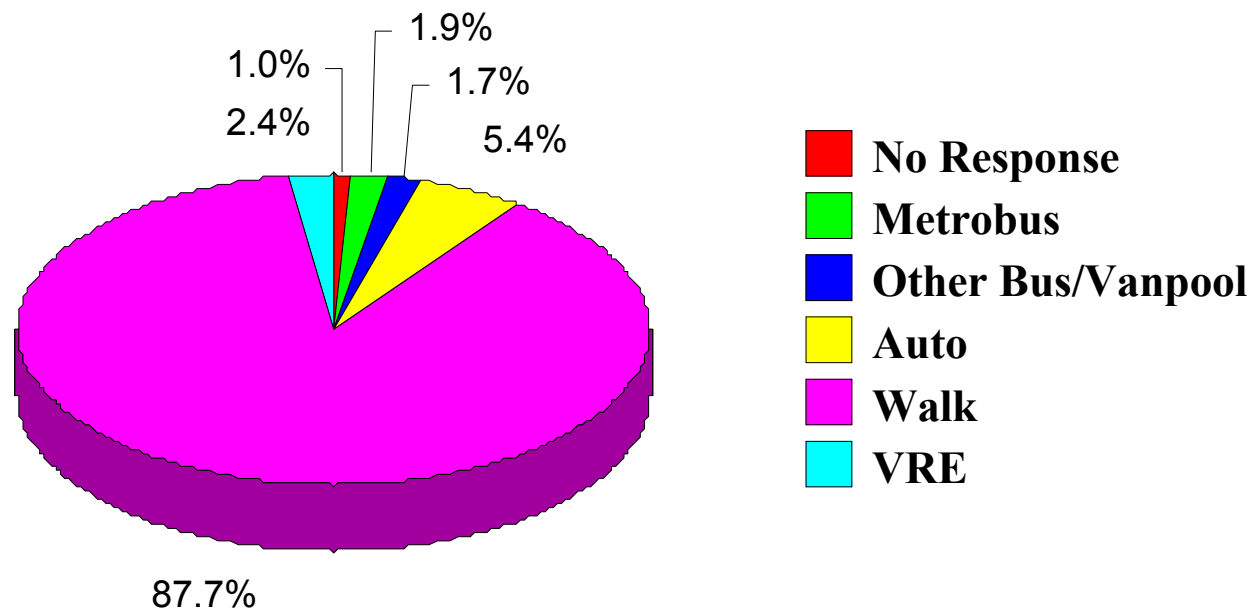
Rosslyn has a renewed bus station

**Rosslyn Metrorail Station
Mode of Access and Egress**

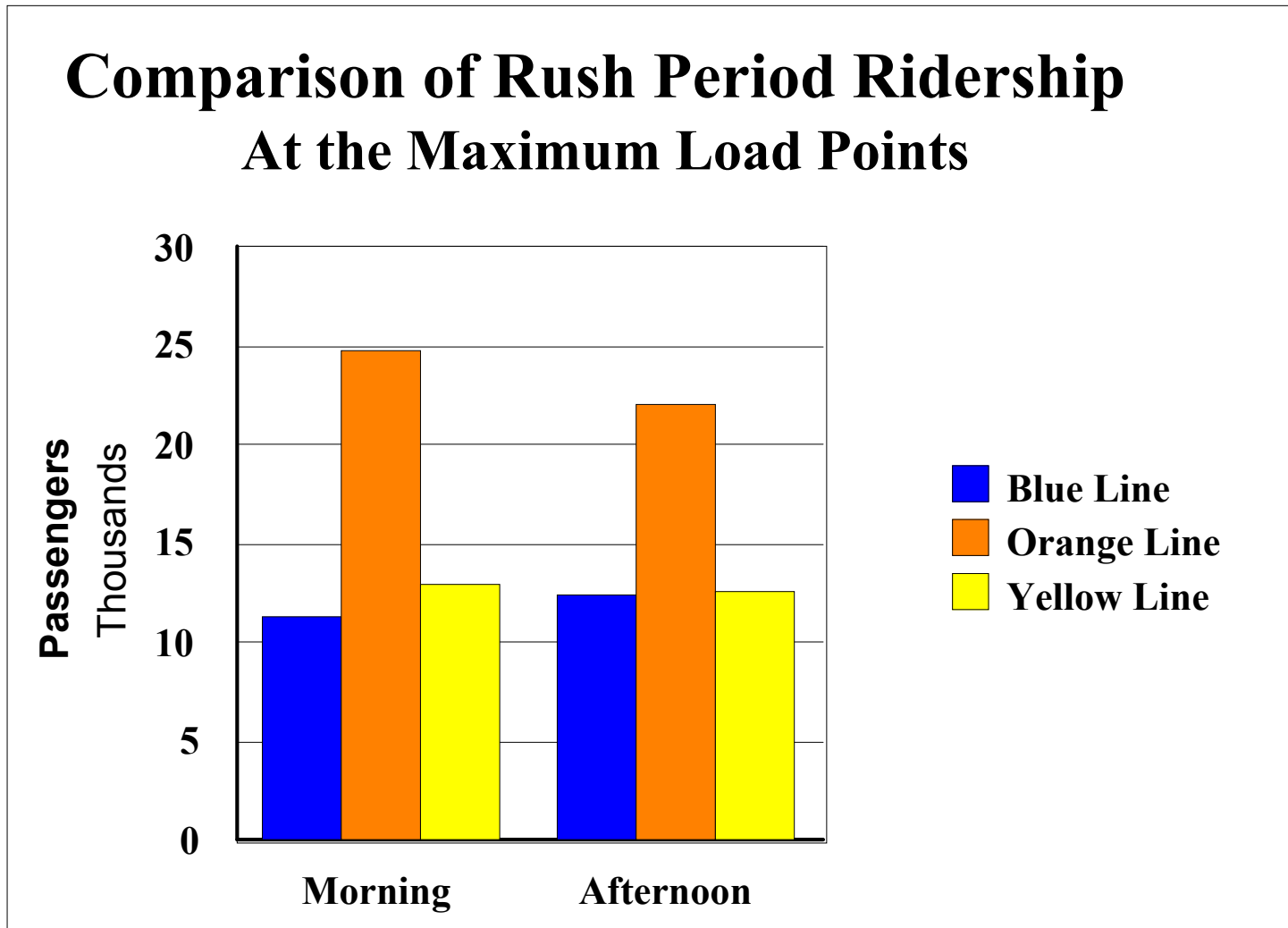


Metro delivers

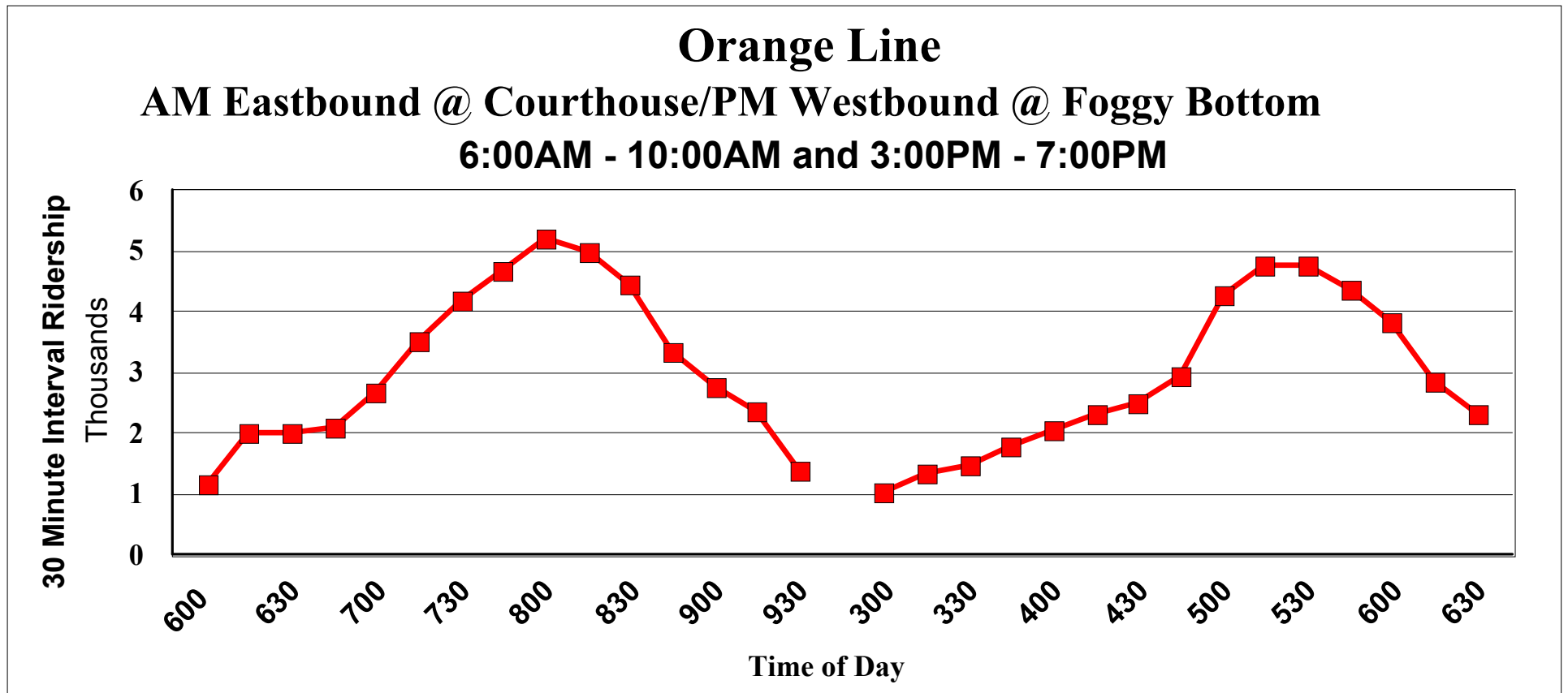
Crystal City Metrorail Station Mode of Access and Egress



Orange Line is very successful



Ridership is subject to severe peaks

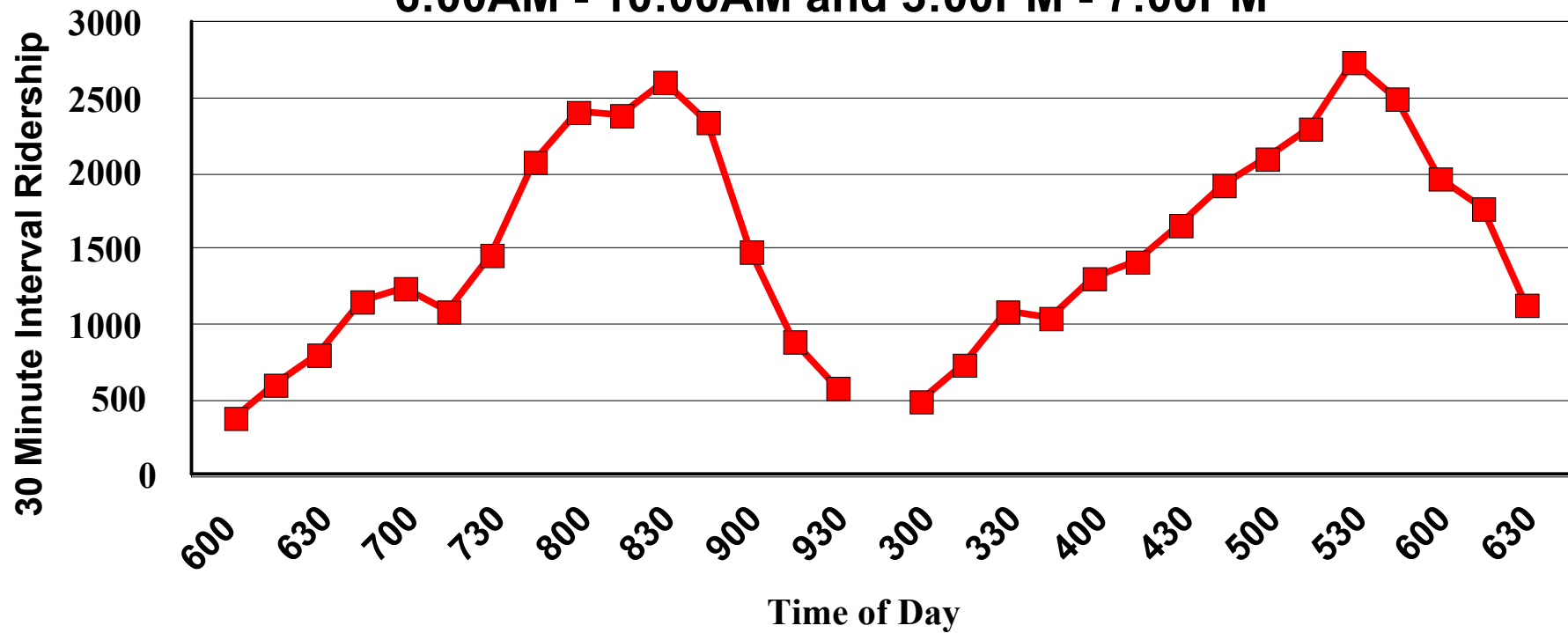


Each line has unique characteristics

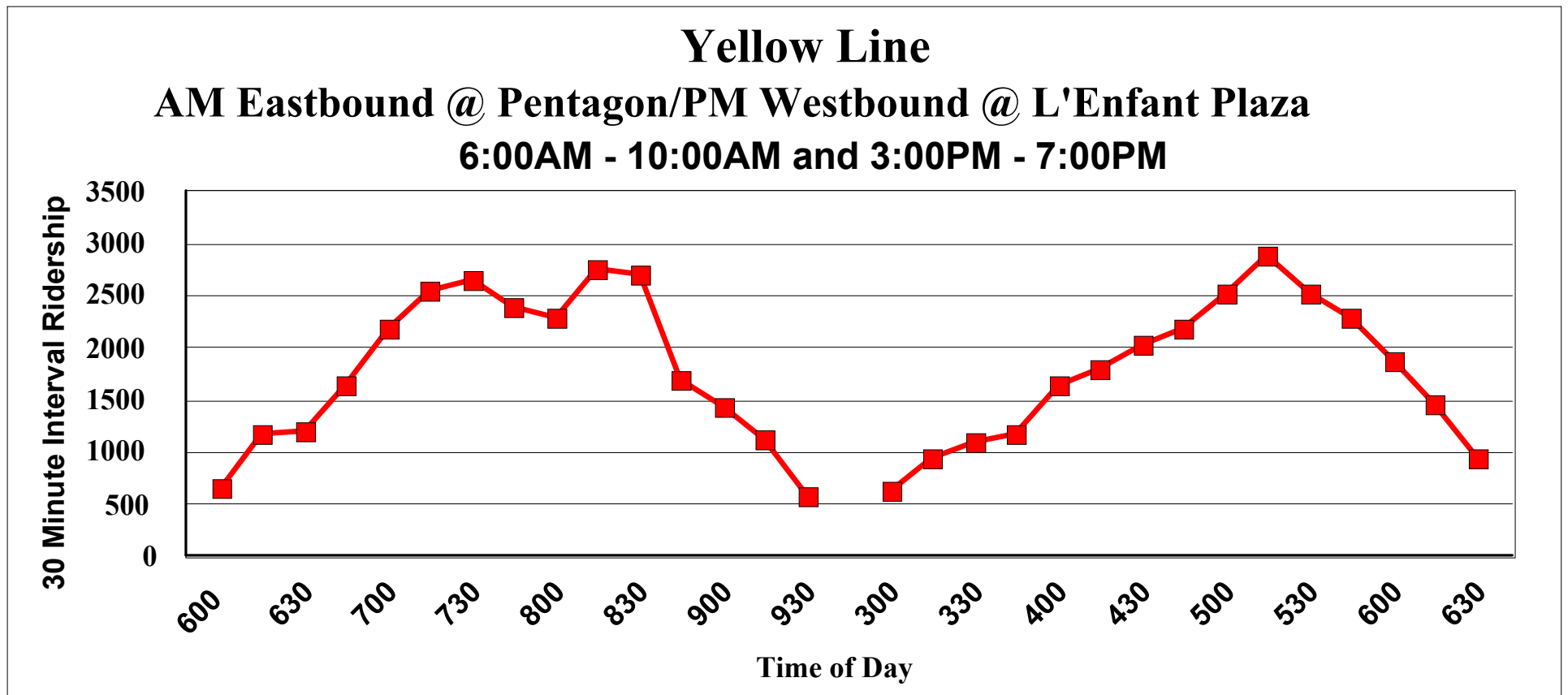
Blue Line

AM Eastbound @ Rosslyn/ PM Westbound @ Foggy Bottom

6:00AM - 10:00AM and 3:00PM - 7:00PM

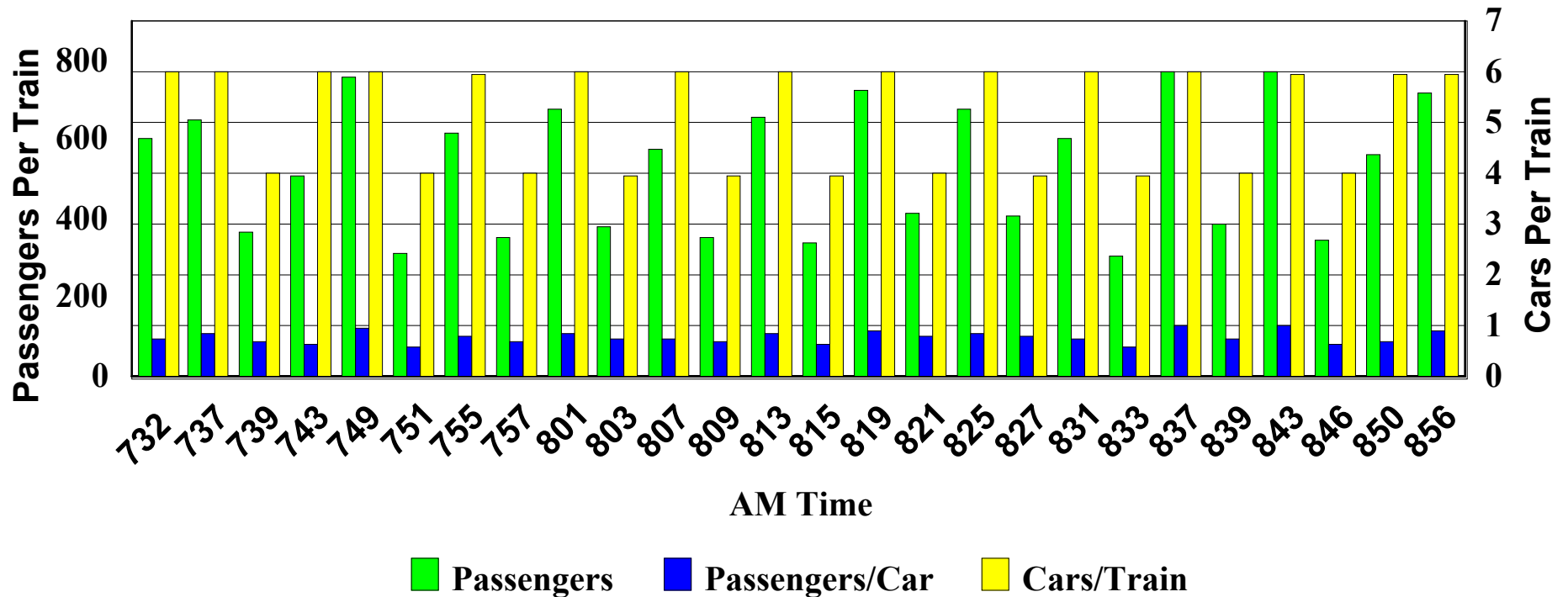


But all are subject to periods of crowding



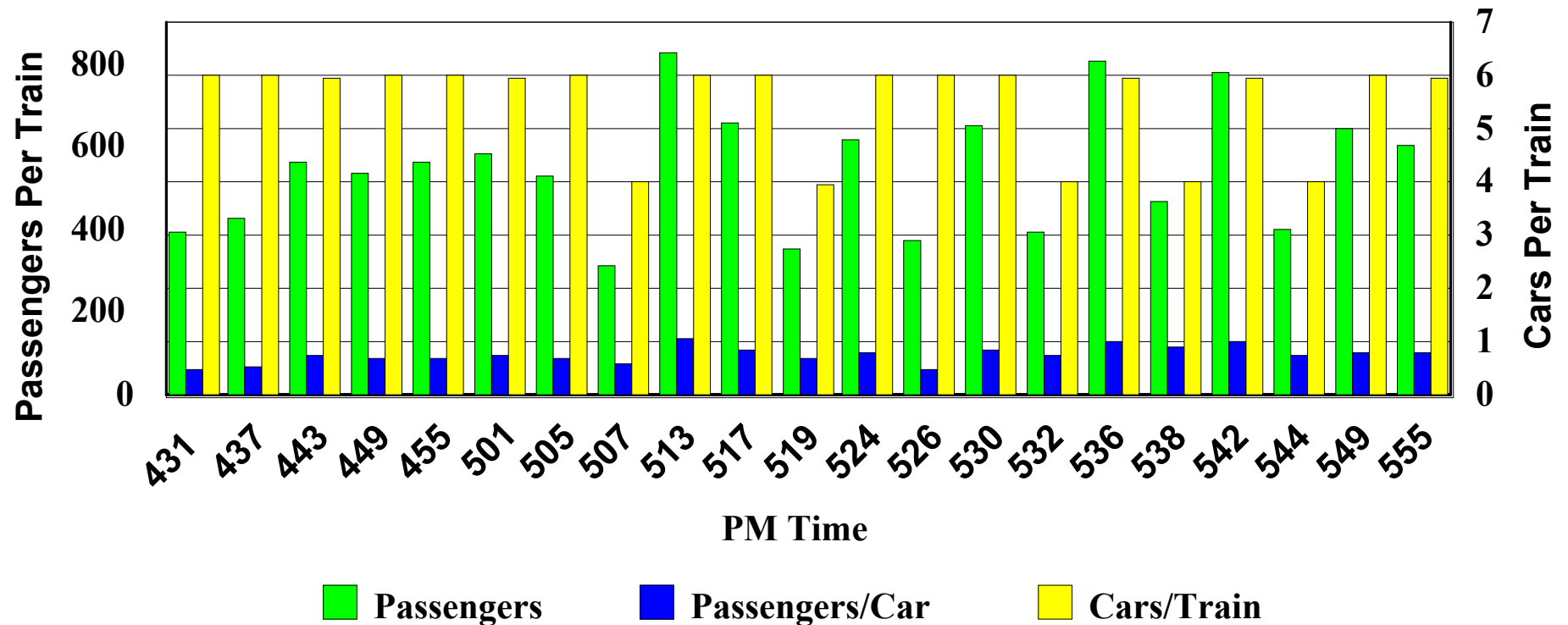
Crowding is carefully monitored

Orange Line Morning Rush Period Courthouse Toward New Carrollton

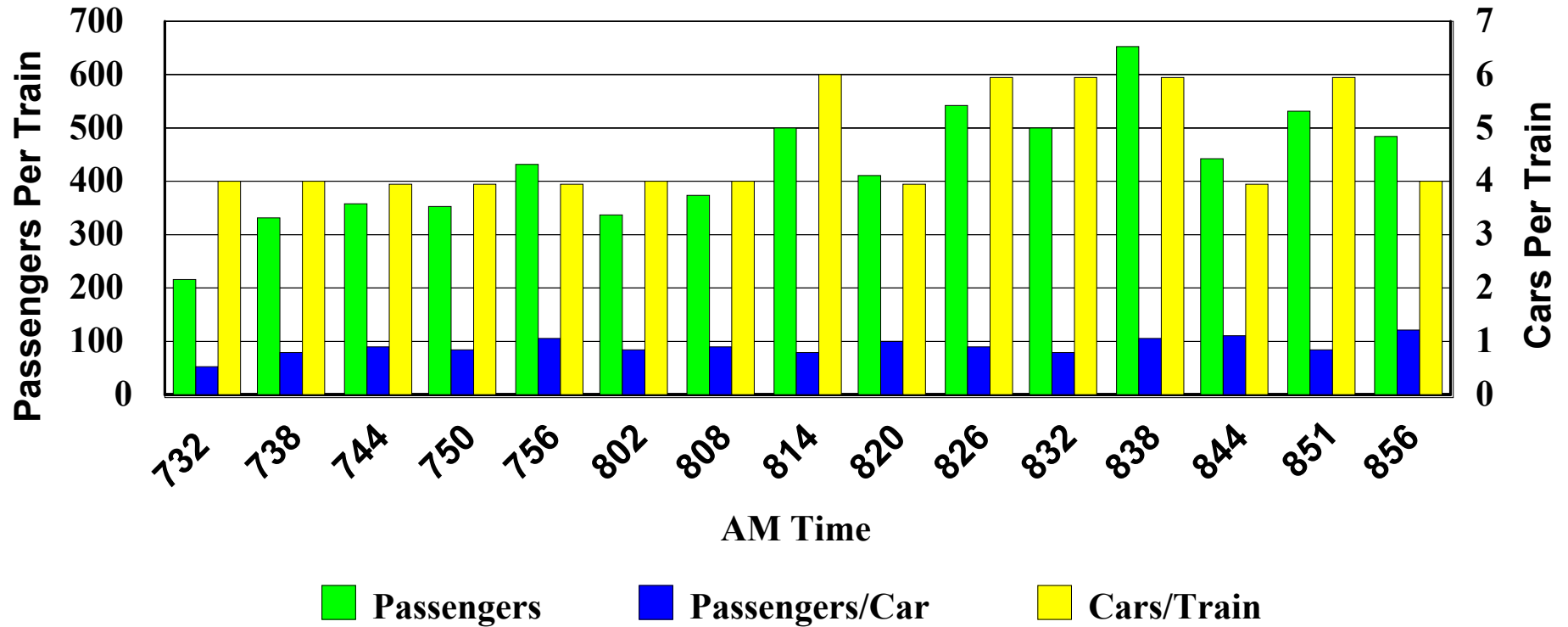


It is not always possible to match demand and capacity

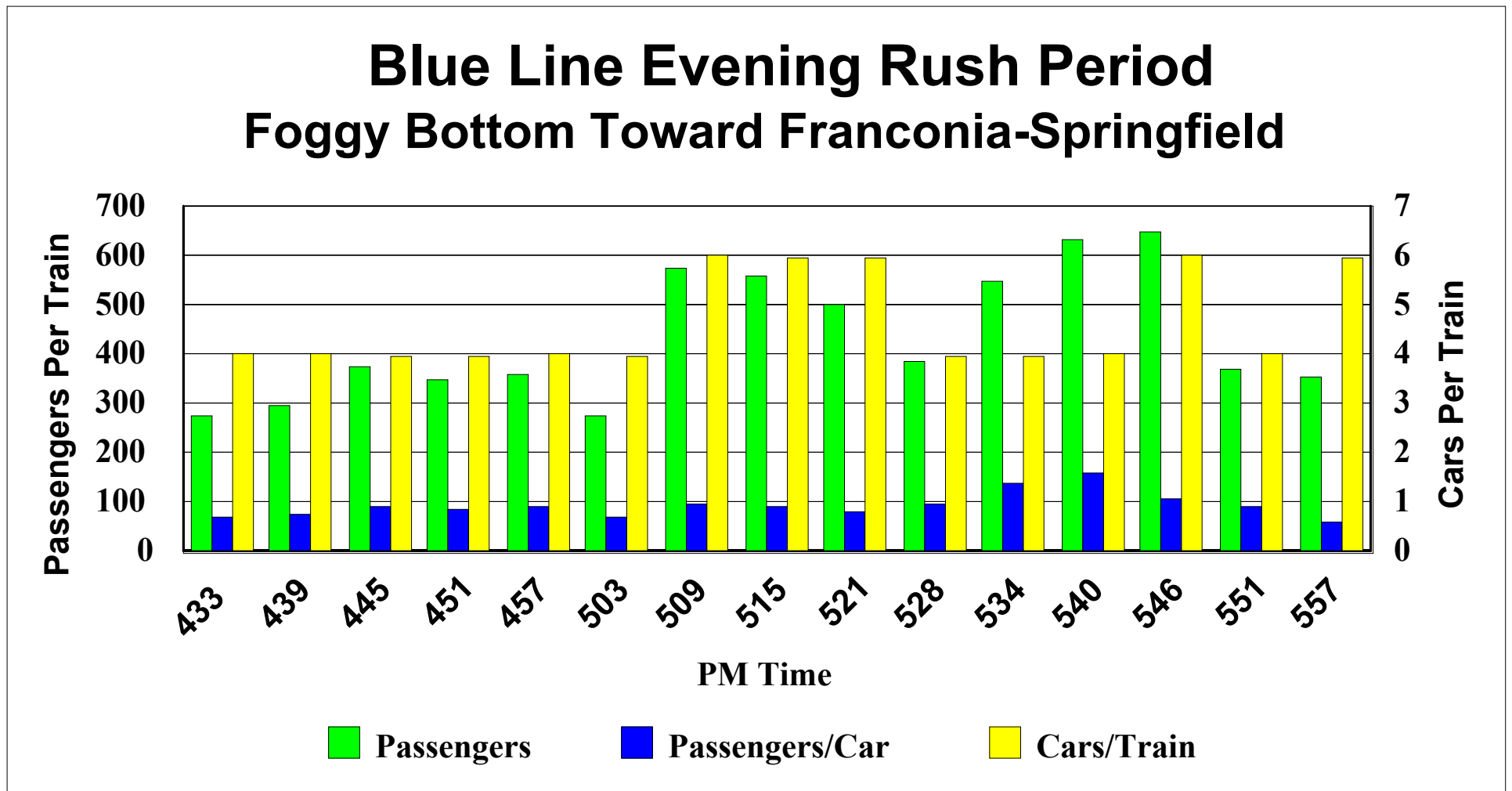
Orange Line Evening Rush Period Foggy Bottom Toward Vienna



Blue Line Morning Rush Period Rosslyn Station Toward Addison Road



The size of the Metro fleet constrains the ability to put cars where needed



Metrorail Fleet Assignments

Service to Arlington County

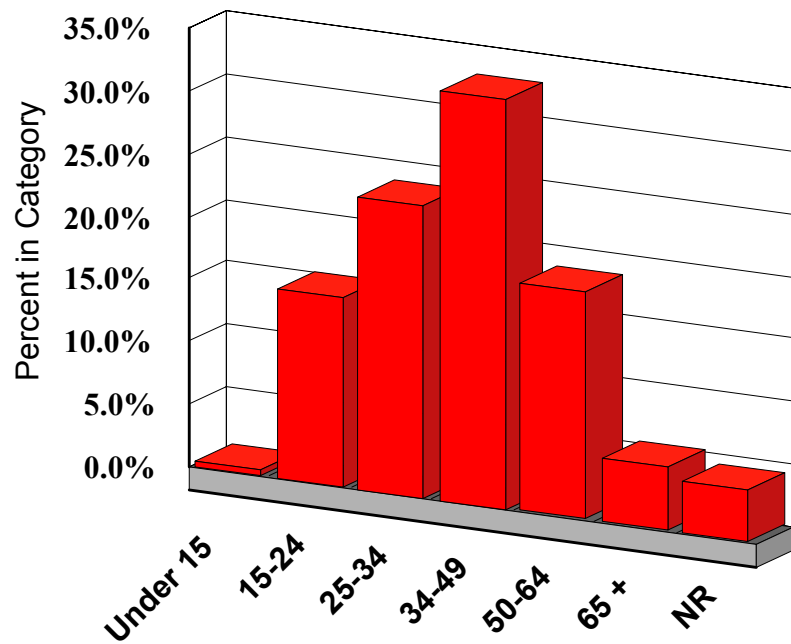
Current Scheduled Service					Expansion Capacity				
Number of Trains	Cars Per Train	Cars In Service	Capacity		All Six Car Trains	% Incr.	All Eight Car Trains	% Incr.	
			Per Car	Total					
Blue					6		8		
15	x 4	60	x	120	7,200				
6	x 6	36	x	120	4,320				
21		96	x	120	11,520	15,120	31%	20,160	75%
Orange									
8	x 4	32	x	120	3,840				
23	x 6	138	x	120	16,560				
31		170	x	120	20,400	22,320	9%	29,760	46%
Yellow									
6	x 4	24	x	120	2,880				
4	x 6	24	x	120	2,880				
10		48	x	120	5,760	7,200	25%	9,600	67%
TOTAL	62	314			37,680	44,640	18%	59,520	58%

New rail cars to be delivered

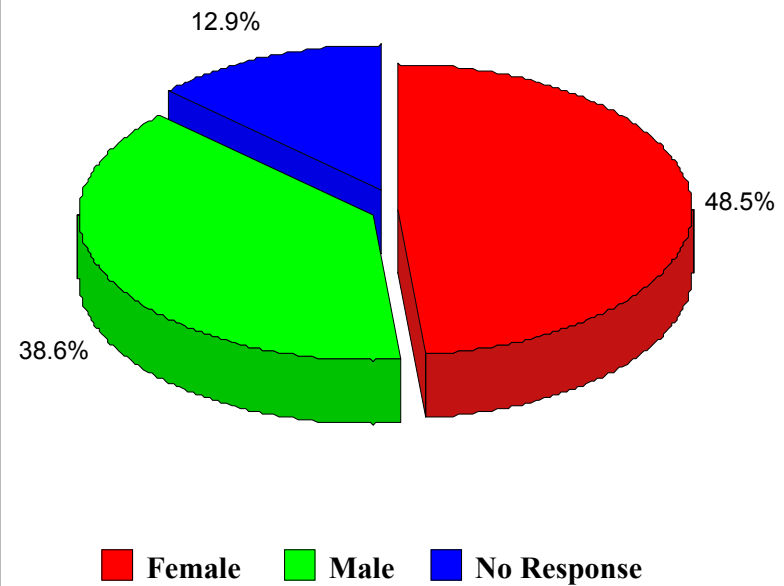
- Metro now has 758 available for service
- Renovation of fleet of Breda cars beginning
- 192 new cars to be delivered within 2 years
- Spares and Gap trains to be replaced
- 84 cars to be available for future deployment to meet ridership demands

Who Uses Metrobus In Arlington?

Age of Bus Riders

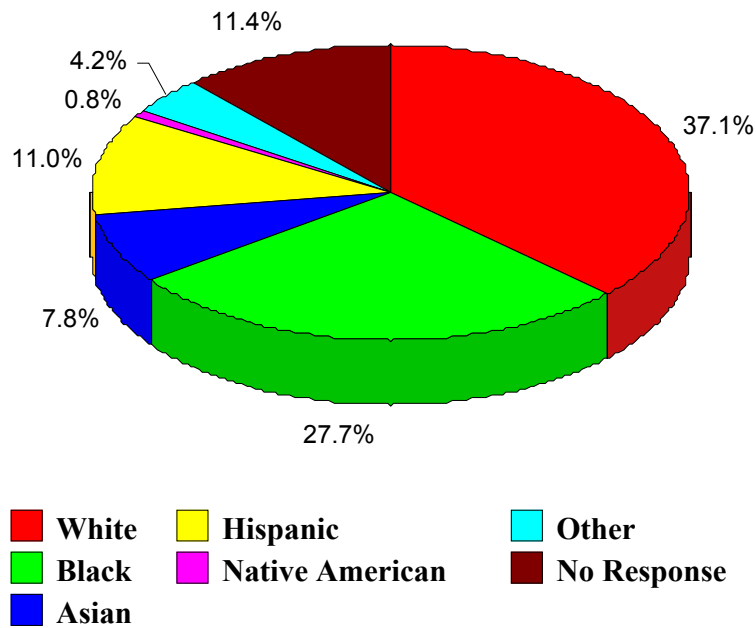


Gender of Bus Riders

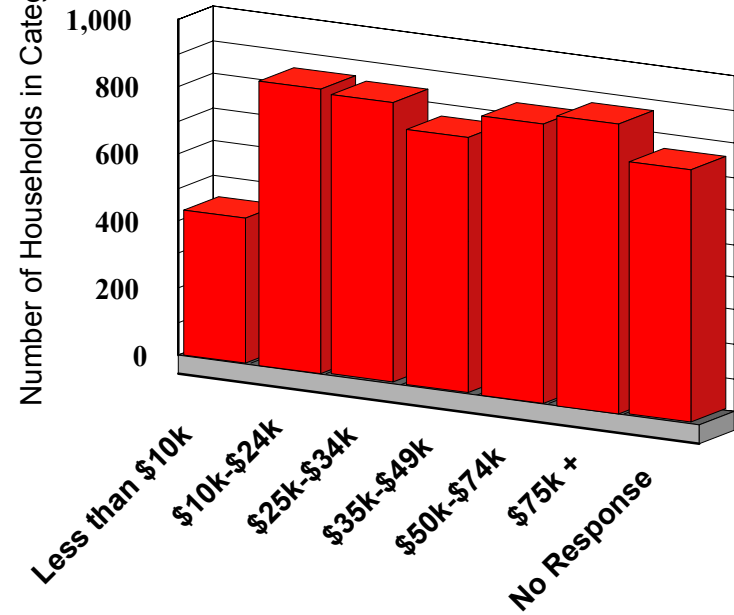


Who Rides Metrobus (Continued)

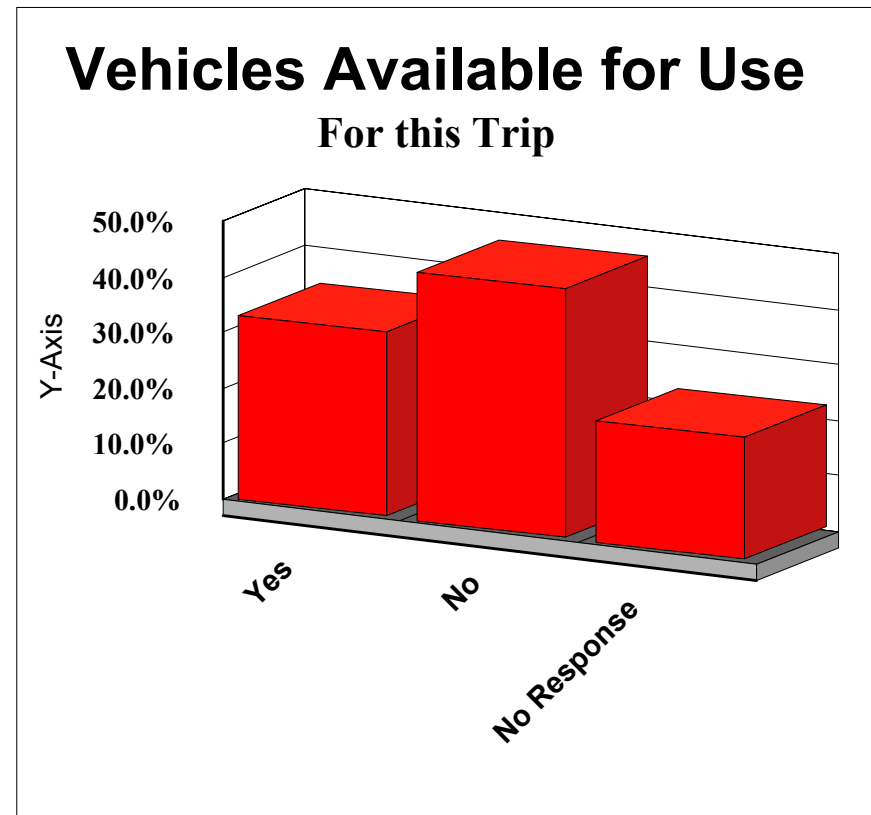
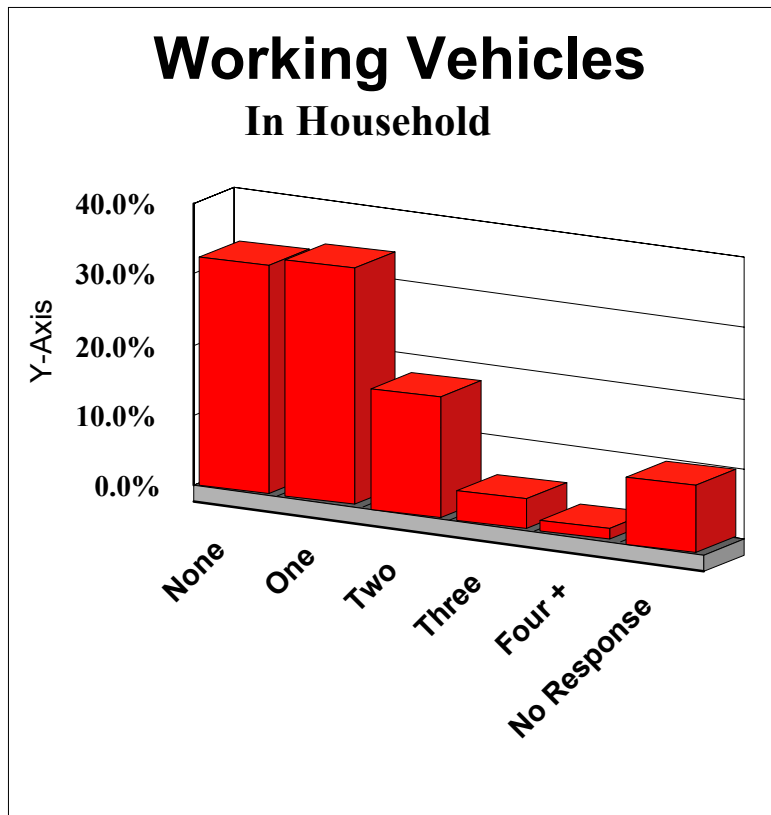
Ethnicity of Bus Riders



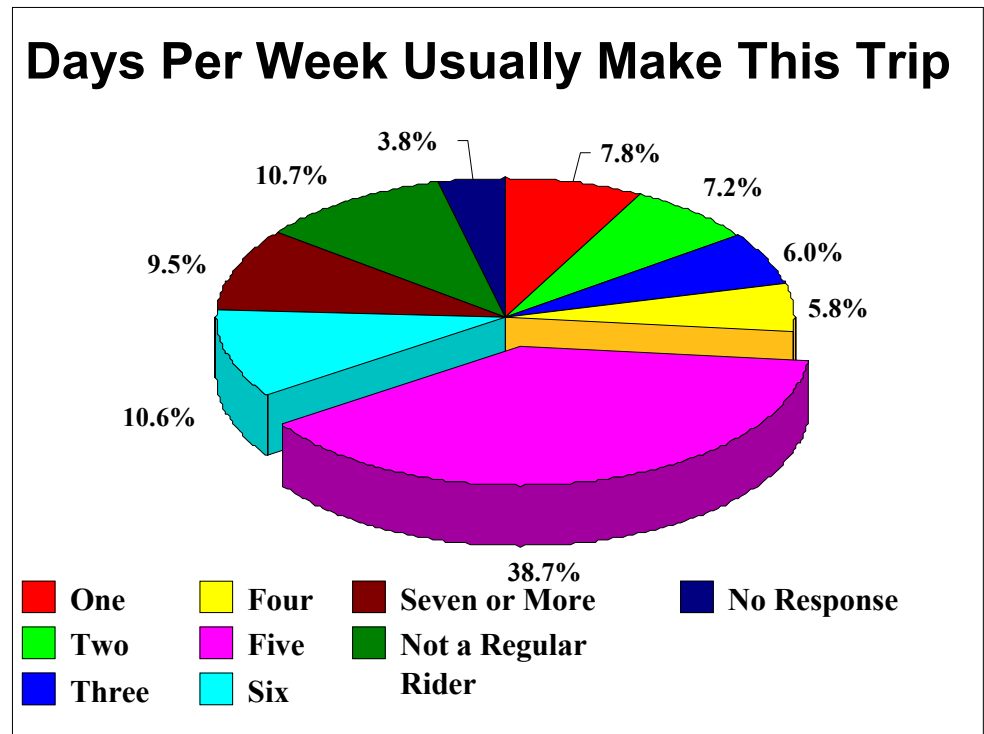
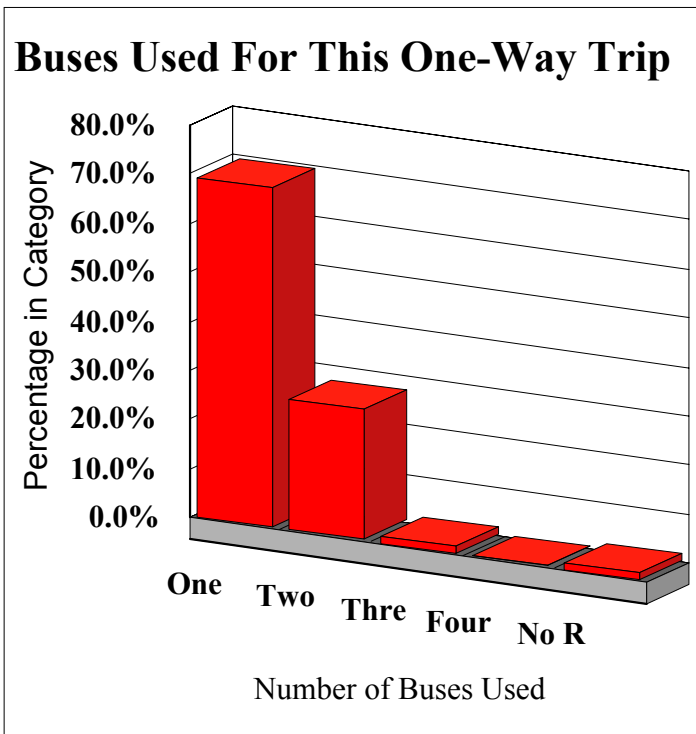
Household Income



Arlington Metrobus Riders by Choice

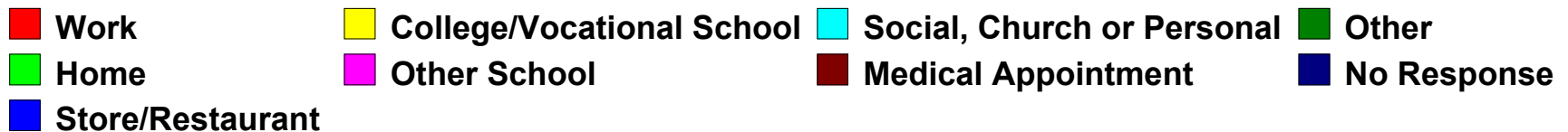
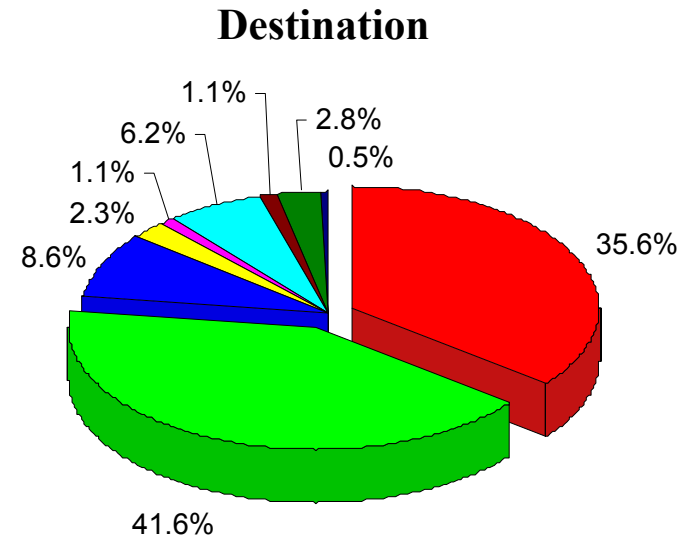
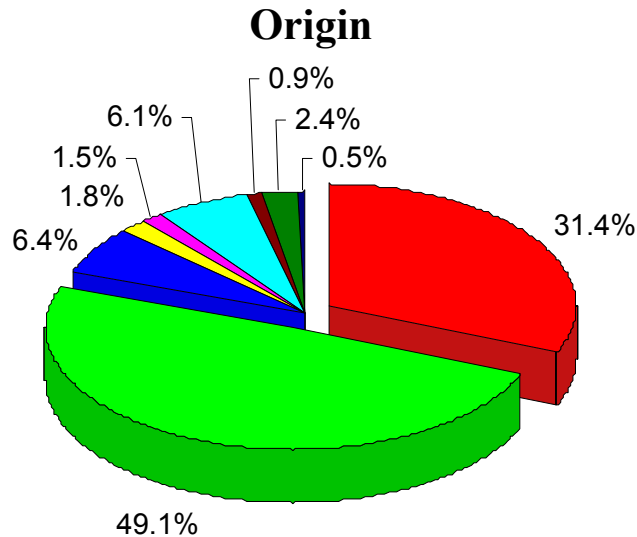


How Arlington Metrobus is Used



Metrobus is used for a variety of purposes

Arlington Metrobus Trip Purpose



Development in Arlington Attributable to Metro (KPMG Study)

	Portion Attributable to Metro 1973-1990	Portion Attributable to Metro 1990-2010	Total Attributable to Metro 1973-2010
Office Development (Sq. Ft.)	15,959,050	7,499,646	23,458,696
Retail Development (Sq. Ft.)	1,199,350	69,925	1,269,275
Hotel Development (Rooms)	3,906	0	3,906
Residential Units	17,233	7,851	25,084
Annual Commercial Activity	\$431,370,099	\$16,292,517	\$447,662,616
Total Construction Value	\$2,904,631,581	\$1,183,208,859	\$4,087,840,439

Transit will play a key role in continuing to support this development in the future

- We must ensure that transit remains a viable and significant element of the transportation network connecting Arlington to the region despite changing demographics and development patterns
- To maintain access to competitive labor market Arlington will increasingly rely on transit to grow ridership and improve regional access and mobility.
- The region must develop, adopt and implement a proactive Transit Service Expansion Plan to address Long Range Plan deficiencies

The Commuter Assistance Program is essential to maximize the value of our transit investment

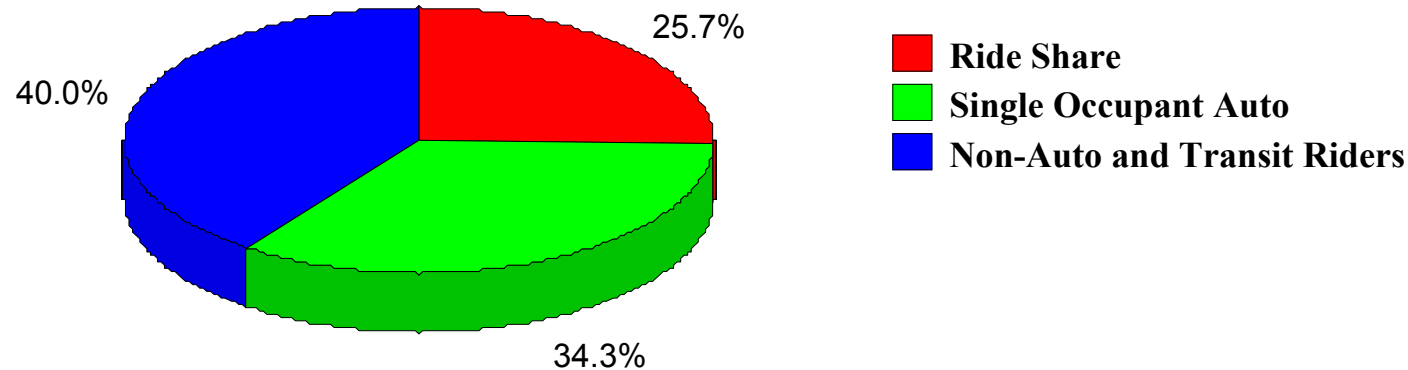
- Commuter Stores
 - Ballston
 - Rosslyn
 - Crystal City
 - Courthouse
- Commuter Page Website
- Regional TDM/TERMs
 - Commuter Connections
 - End Zone Action Days
 - Code Red Free Fares
- Arlington Transportation Partners
 - Employer Services
 - TDM Programs
 - MetroChek Match
- Arlington Metrobus Marketing
 - Service Map
 - Schedule Books
 - Advertisements
 - Ridership Incentives
 - Distribution Network

Policies have been developed to constrain the growth in traffic

Transportation Management Program A Formula for Success

Potomac Yard South Tract Employees

Total: 11375

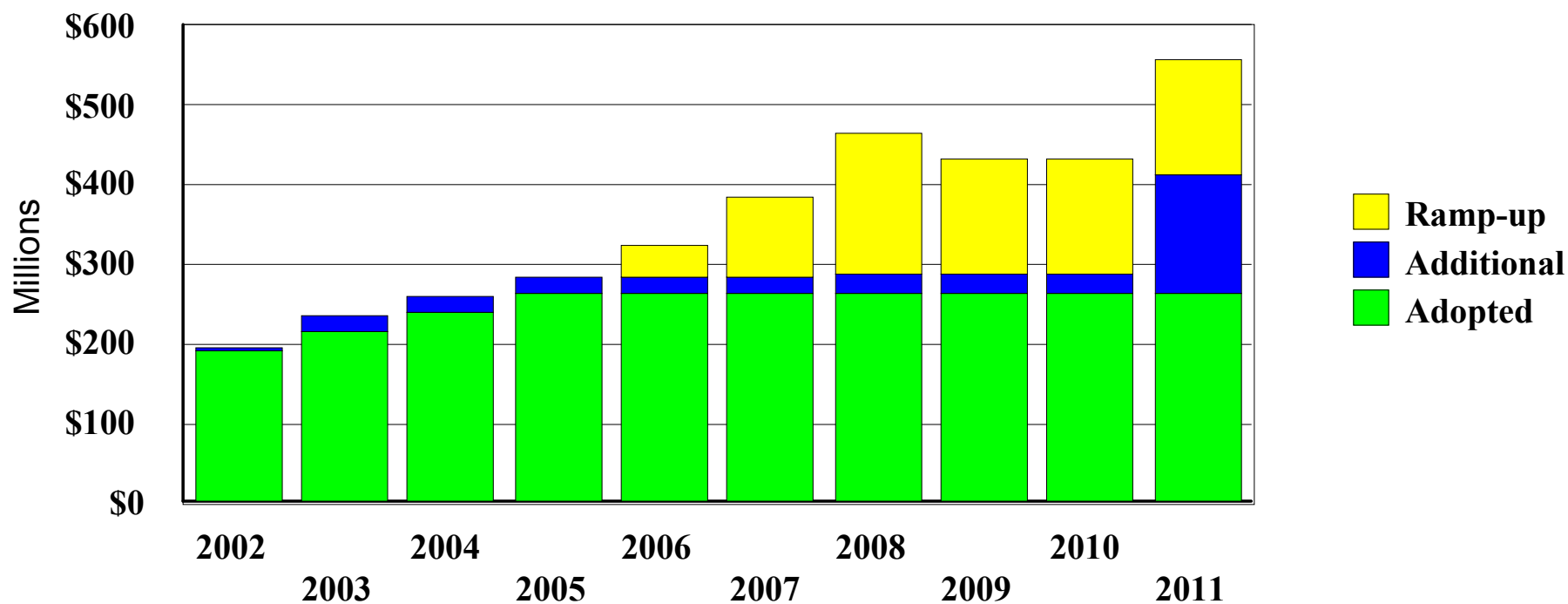


WMATA has adopted a Transit Service Expansion Plan

- Improve access to Metrorail
- Improve bus service levels and expand service area
- Enhancements and upgrades to existing Metrorail system
- Expand fixed-guideway services

The single biggest future issue is funding the WMATA CIP

WMATA Capital Improvement Program FY 2002 to FY 2011 IRP Proposed Funding



Arlington Transit Program: Plan for the Future

- Sustained funding to WMATA
 - Operating budgets
 - Infrastructure Renewal Program
 - Rail Construction Program
- Implement County CIP Transit Program projects
- Complete Regional Bus Study
- Update Transit Master Plan
- Continue and expand County's role in service provision

Arlington CIP Project Proposals

- Metrobus Facilities
 - Transfer Centers
 - Rosslyn
 - Columbia Pike
 - Shirlington
 - Lee Highway
 - East Falls Church
 - Ballston Bus Bays
 - Pentagon City
 - Pentagon Station
 - Columbia Pike
 - Signal Priority
 - Stop relocation
 - Technology deployment
- Parking Facilities
 - Tour bus
 - Vanpools
- Canopy Projects
 - Clarendon
 - Crystal City
 - Pentagon City
 - Virginia Square
- Planning Studies
 - EFC
 - Rosslyn
 - Crystal City
- Pentagon City Tunnel

Arlington Transit Service Opportunities

- Mode 1: Bus Service Improvements
 - Metrobus Non-regional Components
 - New Service Connections
 - Access to Metro
- Mode 2: Rail Transit Possibilities
 - Metro Extension to Dulles and/or Centerville
 - Station Improvements
 - Light Rail or Bus Rapid Transit facilities

Arlington Bus Service Improvements

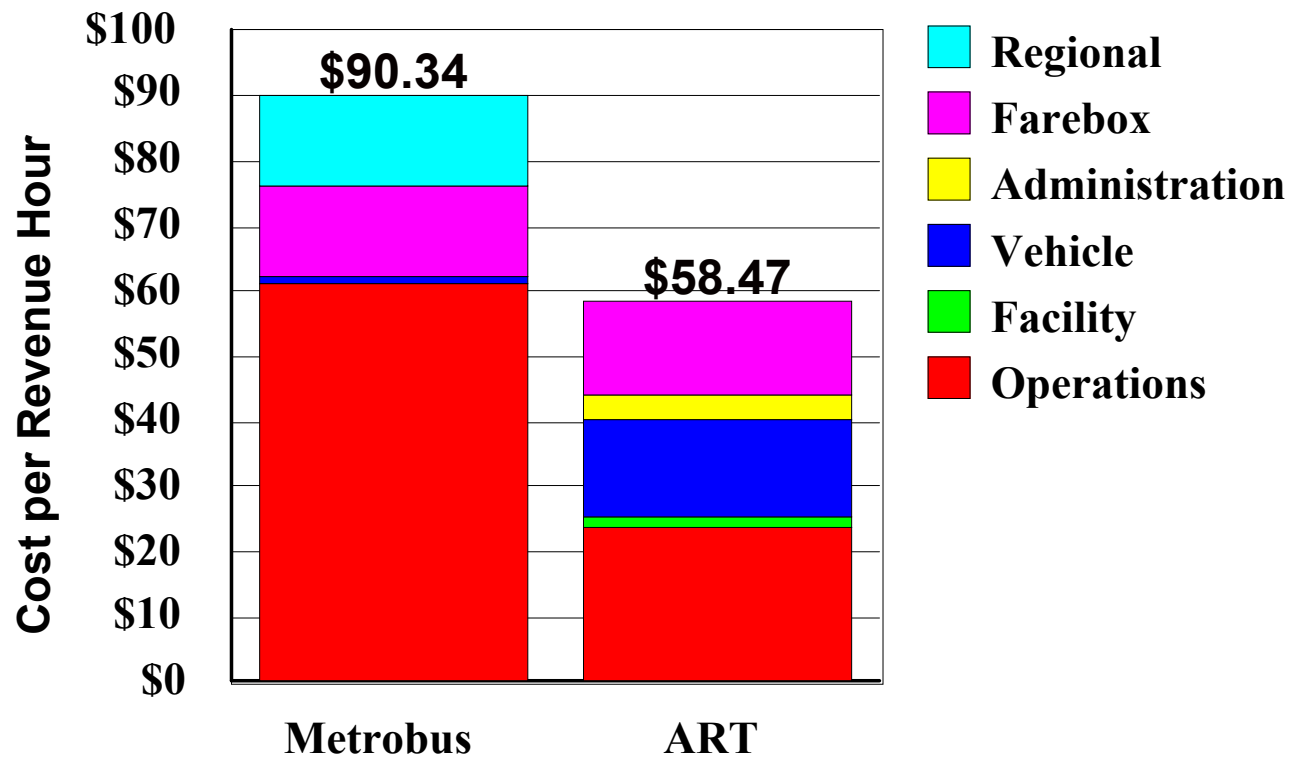
Assemble these 3 components into a meaningful network of internal circulation services integrated with Regional Metrobus routes

- Create internal-Arlington bus routes
- Use smaller vehicles
- Assign new routes to Metrobus, ART or Combination

Arlington Transit (ART) Bus



Transit Service Operator Comparative Subsidy/Cost Exposure



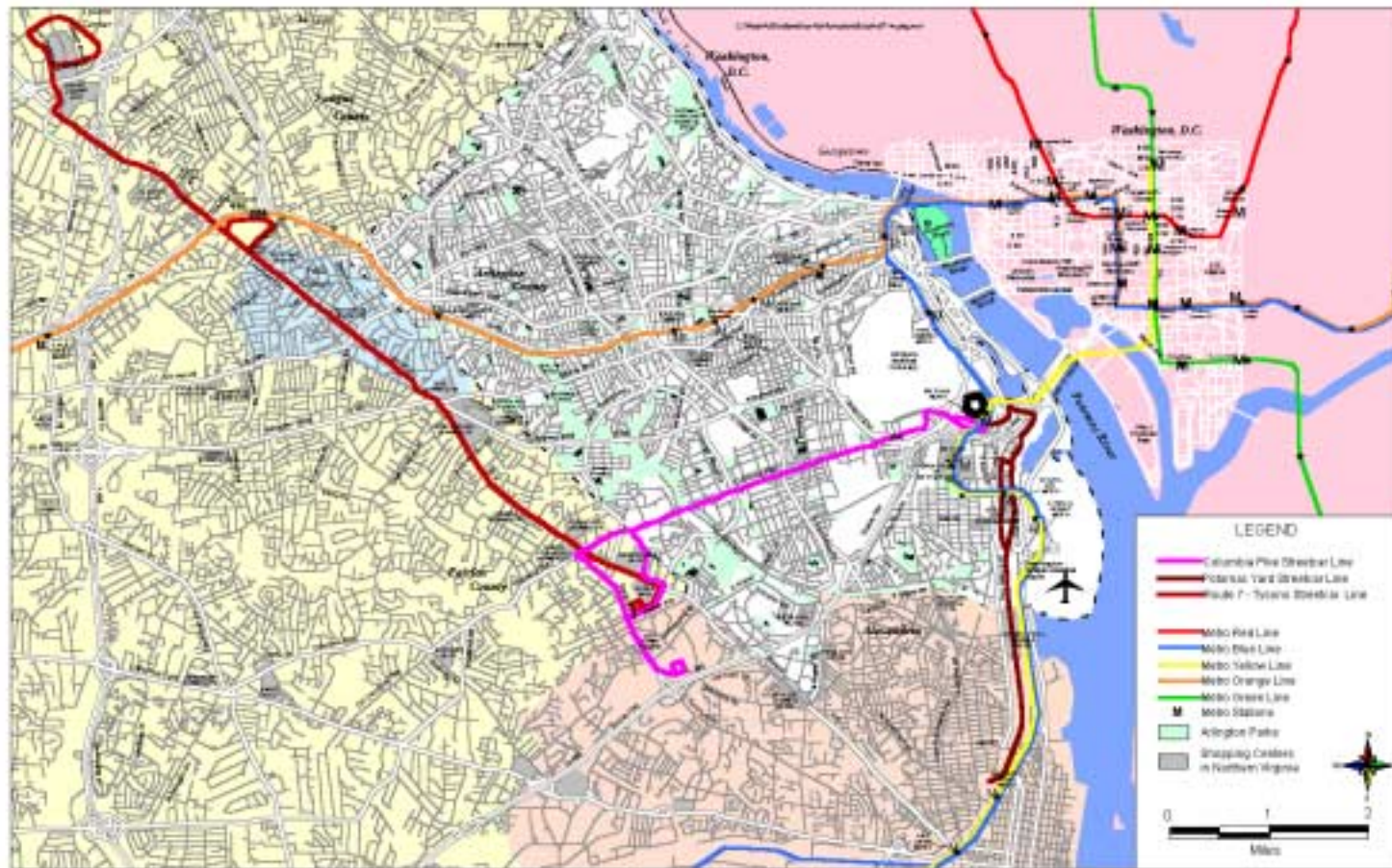
New Transit Possibilities- LRT/BRT

Light Rail/Bus Rapid System -- could serve:

- Jeff Davis Corridor
 - From Pentagon to Alexandria; would link Metro stations (Included in TCC 2020)
 - Potomac Yard Phased Development Plans
- Columbia Pike
 - From Pentagon to Skyline/Baileys X-roads; possible alternative to heavy rail (Included in TCC 2020)
 - Columbia Pike Initiative

With a Pedestrian-Oriented Community Vision...

A network of high quality transit services is envisioned



Light Rail (Portland)



Low-floor vehicle at curbside for pick-up

Transit service planning and
delivery will continue to evolve
to meet the needs of a changing
County

Thank you