

EXECUTIVE SUMMARY

INTRODUCTION

This report uses American Community Survey (ACS) estimates from the U.S. Census Bureau to examine and update journey to work related information for Arlington County, Virginia. This report uses the ACS 2006-2008 three year estimates, which represent a period estimate from January 1, 2006 to December 31, 2008.

Using the ACS 2006-2008 three year estimates, commuting data were compared from 2006-2008 to CTPP (Census Transportation Planning Products) 2000 data. To help gauge the reliability of the estimate, the U.S. Census Bureau publishes the margin of error with each estimate. Since three year ACS estimate data contain relatively high margins of error, statistical significance testing was conducted at the 95% confidence level to detect the validity of an estimate's change when compared to 2000 data.

Census 2000, CTPP 2000, and ACS data are the primary data sources for the commuting habits of Arlington residents and Arlington workers as discussed in this report. These U.S Census Bureau data sources were augmented by information from area transit providers, Arlington County Commuter Services, and other resources.



Photo Credit: Arlington Transit

LIMITATIONS AND SCOPE OF THE DATA

Journey to work data from the ACS provide a valuable snapshot of commuting trends over time for a fixed geography. Commuting, however, is a complex concept and it is difficult to capture using only journey to work data. These data contain the following limitations:

- ACS data only capture the 'primary mode' as indicated in the last week.
 - These data ignore multimodal work trips (i.e. walking to subway or biking to a bus)
 - and taking different modes each day of week (i.e. subway Monday through Thursday and biking on Friday).
- According to the 2001 National Household Travel Survey, commuting to and from work accounted for approximately 16% of daily household person trips. These data explore only a small slice of the larger transportation picture in Arlington.

While these data contain some limitations, they are helpful in discerning high level commuting trends. Any changes should be placed in the overall transportation context for Arlington County. Since these data report estimates, the reader should focus their attention on the magnitude (and statistical significance) of change rather than the exact number reported by the ACS.



Photo Credit: Arlington Economic Development

TERMINOLOGY AND REPORT STRUCTURE

This report provides data for two distinct populations: Arlington residents and Arlington workers.

ARLINGTON RESIDENTS

Arlington residents live in Arlington and work either in Arlington or in another jurisdiction.

ARLINGTON WORKERS

Arlington workers are the workforce that commute to a job site in Arlington; they work in Arlington and live in either Arlington or another jurisdiction.

This analysis is only available for the entire County. Estimates for metro station areas and other major planned areas will be available for update with the release of 5 year estimates from the U.S. Census Bureau.

ADDITIONAL RESOURCES

Numerous data sources describe commuting behavior in Arlington County.

COMMUNITY PLANNING HOUSING AND DEVELOPMENT

Community Planning Housing and Development (CPHD) maintains data on various forms of commuting in Arlington County.

<<http://www.arlingtonva.us/PRAT>> Demographics > Commuting and Vehicle Ownership

ARLINGTON COUNTY COMMUTER SERVICES

Arlington County Commuter Services (ACCS) maintains a Transportation Demand Management Research Center with information on Arlington's transportation system and transportation demand management efforts.

<<http://www.commuterpage.com/research/index.asp>>

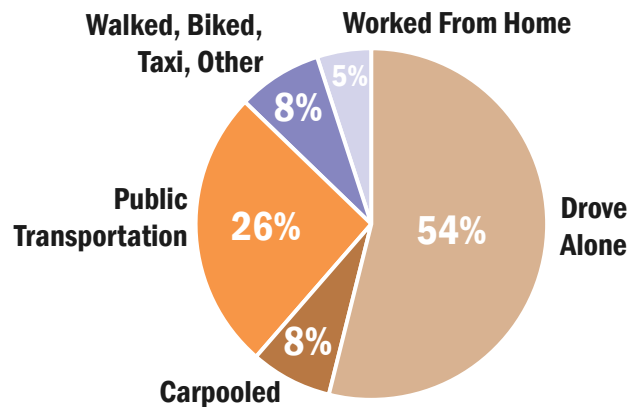


FOR ARLINGTON RESIDENTS

Journey to Work for Arlington Residents (2006-2008).

PUBLIC TRANSPORTATION

- American Community Survey data did not show statistically significant change for subway journey to work data; Metrorail average weekday passenger boardings show an overall increase of 21.6% from 86,555 to 105,252 between 2000 and 2009. The 2009 Arlington County Resident Study shows a mode share of 20% for subway and rail. Census 2000 showed an 18% mode share for subway and rail. (p5-6)
- Commuting to work by bus increased by 144% from 5,630 to 13,729 between 2000 and 2006-2008. Its share of total commuters increased from 4.9% to 10.7%. (p5)



Source: ACS 2006-2008 Table B08006

ACTIVE TRANSPORTATION

- Bicycling to work increased by 45.1% from 805 to 1,168 between 2000 and 2006-2008 and increased in share from 0.7% to 0.9%. (p5)
- Walking to work increased by 14.8% from 6,475 to 7,435 between 2000 and 2006-2008. Its share increased from 5.6% to 5.8%. (p5)

VEHICLES

- Drove alone commuters increased by 8.4% (just under the 10.3% growth in workers) from 63,725 to 69,081 between 2000 and 2006-2008. Drove alone commuting dropped in total commuting share from 54.9% to 54.0%. (p5)
- Carpooling decreased by 28.1% from 13,340 to 9,594 between 2000 and 2006-2008. (p5)

WORKING FROM HOME

- Working from home increased 58.9% from 3,890 to 6,182 between 2000 to 2006-2008 and increased its share from 3.4% to 4.8%. (p5)

HOUSEHOLD CHARACTERISTICS

- Between 2000 and 2006-2008, 1-person households increased by 16.3% from 35,235 to 40,971 and increased in share from 40.7% to 45.0%. MWCOG's latest Household Travel Survey shows that single person households in the region make less trips (3.9 trips per day) when compared to all households (8.3 trips per day). (p18)
- In 2006-2008, 11% of Arlington households (10,176) did not have a vehicle available. Between 2000 and 2006-2008, 1-vehicle households increased by 9.2% from 41,945 to 45,815 approaching a 2006-2008 share of 50.3% of all households. In 2006-2008, 67.6% of one vehicle households were one person households. (p19)

REGIONAL COMPARISON

- Arlington has the second highest mode share in the region (Washington, DC has the highest) for subway, bus, walking, and biking to work. Arlington has the second lowest drive alone share. (p24-25)

PLACE OF WORK

- According to the Bureau of Economic Analysis, Suburban job growth takes up an increasing share of Arlington residents' places of work. The number of Arlington residents who worked in Fairfax County, Fairfax City, and Falls Church City increased by 233.9% from 6,758 to 22,562 between 1970 and 2000 representing an increase in share from 7% to 20%. (p26)
- Reversing a decades long decline, 33% of Arlington residents (41,878) work in Arlington in 2006-2008. This share is up from a low of 30% in 2000. (p26-27)

*The numbers listed after each bullet point reference the page number that information can be found on in the full document.

FOR ARLINGTON WORKERS

PUBLIC TRANSPORTATION

- Commuting to work by subway increased 26.0% from 16,795 to 21,164 between 2000 to 2006-2008, increasing in share from 10.3% to 12.1%. (29)
- Commuting to work by bus increased by 69.4% from 8,295 to 14,053 between 2000 and 2006-2008. It increased in share from 5.1% to 8.0%. (p29)
- Rail commuting increased by 54.7% from 1,940 to 3,002 between 2000 and 2006-2008, increasing in share from 1.2% to 1.7%. (p29)

ACTIVE TRANSPORTATION

- Bicycling to work increased by 51.4% from 490 to 742 between 2000 and 2006-2008 and increased in share from 0.3% to 0.4%. (p29)
- Walking to work increased by 19.3% from 6,060 to 7,232 between 2000 and 2006-2008. Its share increased from 3.7% to 4.1%. (p29)

VEHICLES

- Drove alone commuters increased by 3.2% (just under the 6.9% growth rate in workers) from 95,539 to 98,617 between 2000 and 2006-2008. Drove alone dropped as a share from 58.4% to 56.4%. (29)
- Carpooling decreased by 25% from 29,155 to 21,854 between 2000 and 2006-2008. (p29)

INDUSTRY CATEGORIES

- While Public Administration jobs only increased by 0.2% from 36,720 to 36,778 between 2000 and 2006-2008, their public transportation usage increased by 83.1% from 6,695 to 12,256. (p37)
- Public administration and armed forces had the highest public transportation mode share of all industry categories at 33.3% and 33.2%, respectively. Armed forces had the lowest drove alone share of all industry categories at 39.8%. (p37)

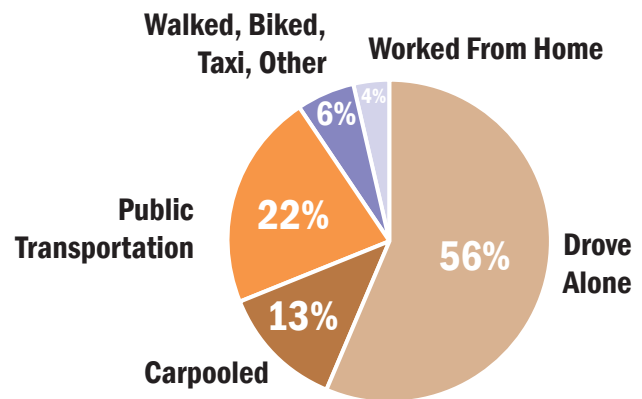
REGIONAL COMPARISON

- Regionally, Arlington had the second highest mode share for subway, bus, and walking and the second lowest drive alone share. (p40)

PLACE OF WORK

- According to the Bureau of Economic Analysis, between 1970 and 2000, the percentage of Arlington workers that lived in non-core jurisdictions (regional localities other than Washington, DC, Alexandria, and Arlington) increased from 47% to 64%. (42)

Mode to Work for Arlington Workers (2006-2008).



Source: ACS 2006-2008 Table B08601

PUBLIC TRANSPORTATION RIDERSHIP DATA

METRORAIL

- The average weekday boardings for all Arlington County Metro Stations increased by 21.6% from 86,555 to 105,252 between 2000 to 2009. (p8)
- Metrorail ridership in Arlington peaked in 2008 at 106,987 average weekday passenger boardings and has declined 1.6% from 2008 to 2009. (p8)
- Rosslyn, Pentagon City, and Pentagon stations are the busiest stations in Arlington and are the 10th, 11th, and 12th, busiest stations, respectively, in the entire Metrorail system (2009). (p8)

METROBUS

- Metrobus average weekday ridership in Arlington County increased by 6.8% between 2000 and 2009. (p9)
- This increase was due to restructuring existing routes to make them more efficient, adding routes and services, and providing direct connections to employment centers and Metrorail stations.

ART

- ART started service in 1999; Annual ridership increased from 118,155 in 1999 to an estimated 1,969,553 in 2010. (p10)
- Between 2006 and 2010, approximately 40-50% of ART's annual ridership came from the ART 41 route that travels between Columbia Pike, Ballston, and Courthouse.
- ART's ridership growth demonstrates the significant demand for cross corridor bus connections within the County.