

Transit Development Plan

January 2016 Update

Department of Environmental Service
January 26, 2016

- What is a TDP?
 - System-wide analysis of bus service in the County
 - ART and Metrobus
 - Evaluates connections to Metrorail
 - No changes to Metrorail analyzed or proposed
 - 10-year plan for new, modified or expanded bus service
 - Plan for supporting capital improvements

- Why do a TDP?
 - Required by DRPT to be eligible for State funding
 - Identify and prioritize cost affordable operating and capital improvements
 - Established process for collaboration with jurisdictions, WMATA, DRPT and community

- Community engagement
 - *Spring 2015*: Resident/rider survey & community workshops
 - 3,300 survey responses & 14 community briefings
 - *Fall 2015*: Public meetings on initial service and infrastructure recommendations
 - 4 public workshops
 - 5 focus groups with stakeholders from Columbia Pike, Crystal City, business community, and low-income, minority and limited English populations
 - *Winter 2016*: Public meetings on draft findings and recommendations
 - *Spring 2016*: County Board review of recommendations

- **Columbia Pike & Crystal City corridors**
 - Detailed review and recommendations for corridors
 - Included as part of TDP scope
 - Not required to meet state requirements
- **Objectives:**
 - Assess transit needs in each corridor
 - Develop strategies to enhance service
 - Explore options to offer premium transit service

Premium transit service

- Premium transit service: *fast, frequent, reliable, easy to use, comfortable*
- Evaluating and/or pursuing features that will make a noticeable difference in transit-rich corridors

FASTER	MORE FREQUENT	EASY TO USE
Off-board fare collection/loading	Increased frequencies	Branded vehicles & stations
Transit signal priority	Limited stop/express service	Real-time information
Dedicated lanes/queue jumps	Variety of service types	High quality static information
Near-level boarding	New connections	Comfortable, attractive amenities

- **Near-level boarding**
 - Station platforms level with the bus floor (10 inches)
 - Faster boarding & alighting
 - Reduces vehicle dwell times
 - Appropriate in high capacity corridors, where feasible
 - Completed along CCPY Transitway & Columbia Pike transit station
- **Implementation**
 - Install level platforms at 23 Columbia Pike transit stations
 - Station design Board work session planned for spring



- Off-board fare collection and loading
 - Minimizes passenger queuing
 - Off-board fare *collection* allows for all-door boarding
 - Reduces vehicle dwell time at stops
 - Must be compatible with current/future regional fare media
- Implementation
 - Included in TDP corridor analysis
 - WMATA must make decision on future fare media
 - Procurement before WMATA decision may result in equipment that is obsolete in 3-5 years



- **Transit Signal Priority (TSP)**
 - County signal system monitors and optimizes traffic signal operations in real-time
 - System in place in Ballston and Pentagon City Arlington Blvd, Columbia Pike and Lee Hwy
 - TSP is next generation of intelligent transportation improvements
 - Holds green lights longer for transit vehicles
 - Reduces dwell time at traffic signals
 - Both vehicle and wayside equipment required for TSP
 - Columbia Pike and Crystal City wayside equipment is TSP-compatible
- **Implementation**
 - Procure ART vehicle equipment & additional wayside equipment
 - Ensure Metrobus equipment is compatible with County wayside equipment

- **Dedicated lanes**

- Lane separated from traffic to reduce transit delays
 - May be implemented 24 hours/day or for specific intervals only
- Queue jumps
 - Transit-only lane on approach to signalized intersection
 - Requires change in planned street profile & taking of ROW

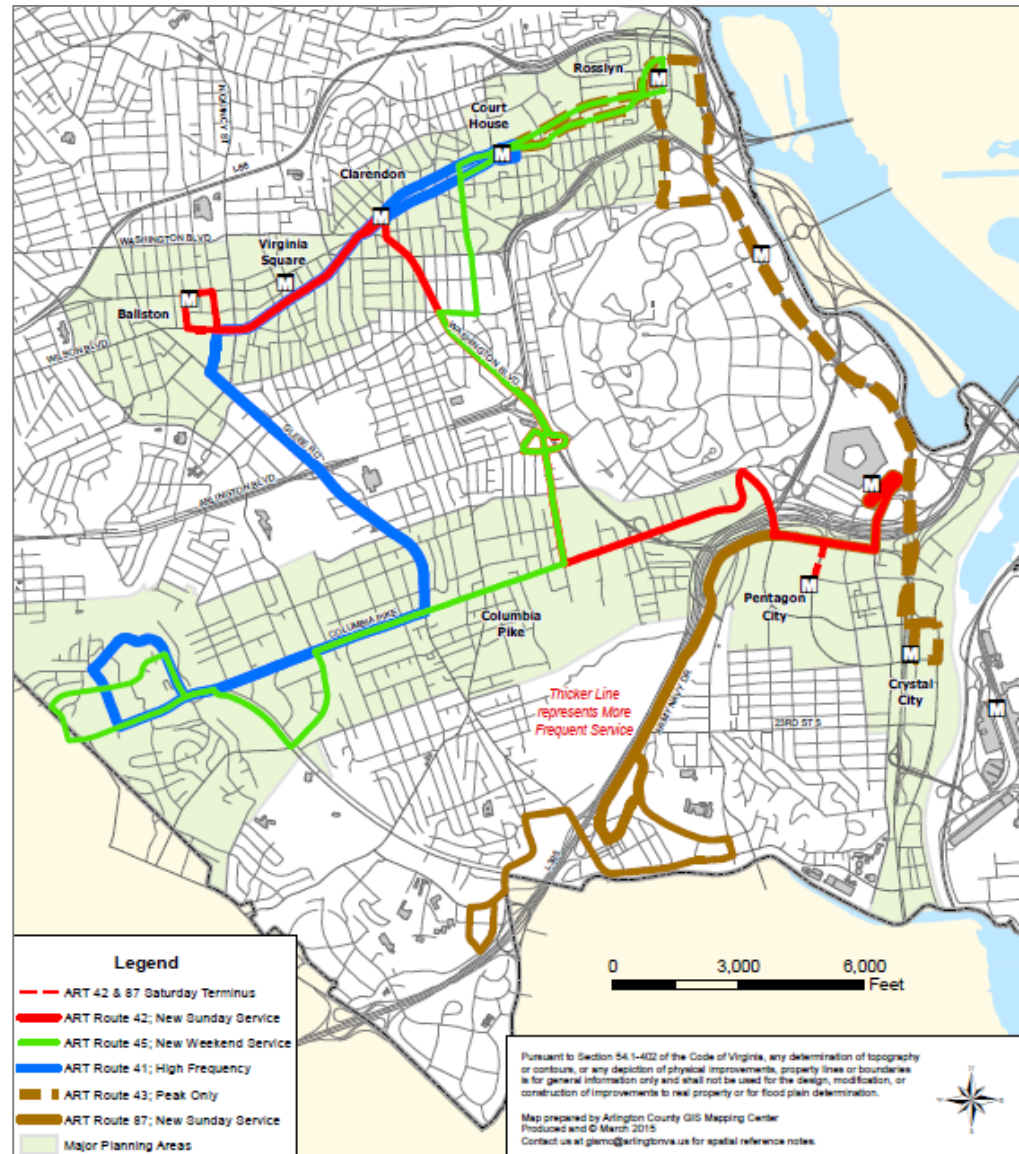
- **Implementation**

- Analyzing possible configurations in Columbia Pike/Crystal City corridor analysis
- Must evaluate impacts on travel times for transit and other vehicles
- VDOT permission required on Columbia Pike



Frequent transit

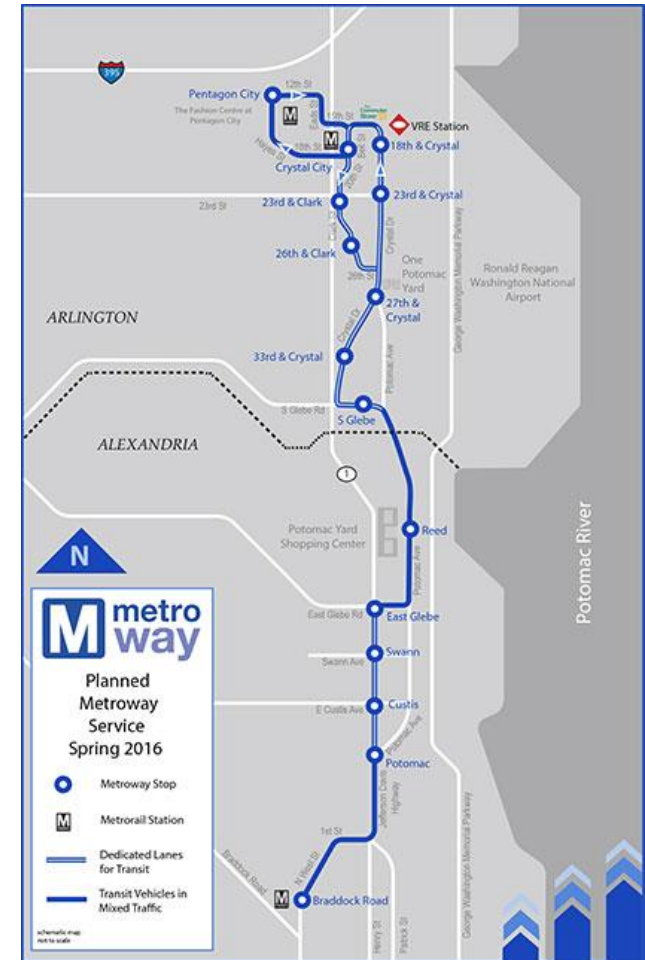
- Substantial, frequent bus service in Columbia Pike & Crystal City
- Recent ART service enhancements:
 - Columbia Pike
 - Pentagon City
 - Crystal City
 - Destinations in Rosslyn-Ballston corridor & Shirlington



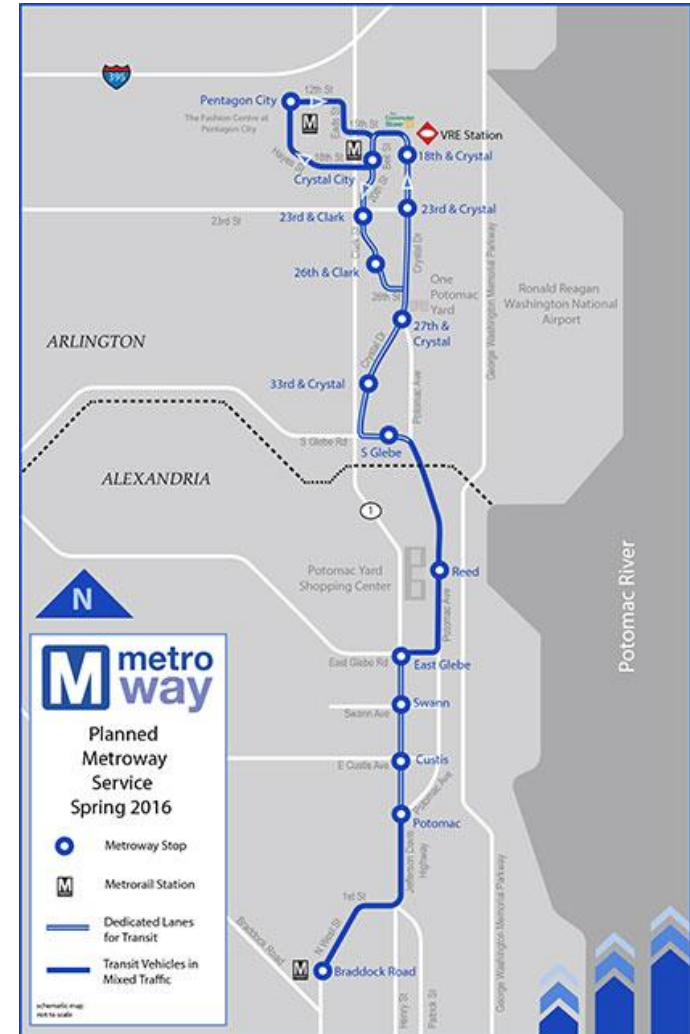
- Enhancing bus service
 - Emphasis on more one-seat rides and new connections
 - Variety of service types to meet needs of different riders
- Implementation
 - Corridor analyses exploring express and limited-stop service between key activity centers
 - Consider and plan for bus storage/maintenance needs
 - Evaluating opportunities to simplify bus service



- User-friendly bus service
 - Simple route structures & maps
 - Branded vehicles, stations, information
 - Communicates system values and characteristics
 - Offer comfortable, attractive amenities
- Implementation
 - Follows definition of service plan
 - Coordinate with WMATA



Easy to use (cont.)



- **Real-time transit information**
 - Provide timely and accurate information arrival information
 - Riders can make informed decisions about mode of travel, travel routes, and travel time
 - Currently available in Crystal City, Rosslyn, Shirlington and Columbia Pike transit station
- **Implementation**
 - Planned as part of 23 Columbia Pike transit stations



Implementation summary

	Crystal City/ Potomac Yard	Columbia Pike
Recent service improvements	<ul style="list-style-type: none"> • Metroway branded service • More frequent & longer hours • 7 days/week 	<ul style="list-style-type: none"> • Improved frequencies, added more weeknight & weekend service
Ongoing infrastructure improvements	<ul style="list-style-type: none"> • Bus stop consolidation • Transit station upgrades • Near-level boarding • Real-time information 	<ul style="list-style-type: none"> • Bus stop consolidation • Transit station upgrades • Near-level boarding • Real time information
Planned infrastructure improvements	<ul style="list-style-type: none"> • Extension to Pentagon City • Transit signal priority • Off-board fare collection 	<ul style="list-style-type: none"> • Transit signal priority • Off-board fare collection
Improvements under consideration	<ul style="list-style-type: none"> • Dedicated lanes to Pentagon City • Connections to Columbia Pike 	<ul style="list-style-type: none"> • Feasibility of dedicated lanes • Connections to Crystal City & Skyline • Simplification of bus service • More limited stop and express service

Implementation summary

Feature	Status
Near-level boarding	✓
Off-board fare collection	✓
Transit signal priority	✓
Dedicated lanes	?
Frequent service	✓
New connections	✓
Branded fleet, stations, information	✓
Real-time information	✓

✓ Implementation underway

✓ Planned; additional coordination/funding required

? Analysis underway

Next steps

- Jan/Feb 2016:
 - Draft service recommendations
- Feb/Mar 2016:
 - Phase III public outreach
- Mar/Apr 2016:
 - Draft operating and capital plans
 - Including implementation and facility plans
- May 2016:
 - Board review & approval of TDP



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