ARLINGTON COUNTY
Transit Development Plan
FY 2017-2026

ARLINGTON
VIRGINIA

Report Prepared by:

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ARLINGTON COUNTY

Transit Development Plan

CHAPTER 1:

Overview of Transit System

ARLINGTON
VIRGINIA

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1 OVERVIEW OF ARLINGTON TRANSIT SYSTEM

Arlington County, Virginia is an urban county of 25.8 square miles and is geographically the smallest county in the United States. Located directly across the Potomac River from Washington, DC, it is bounded on the northwest by Fairfax County; on the west by the City of Falls Church; on the south by the City of Alexandria; and to the northeast by the Potomac River. Arlington County's population was 207,627 in the 2010 census. As of January 1, 2015, Arlington had an estimated population of 216,700, reflecting an increase of 4.4% since 2010. Arlington County is one of the most densely populated jurisdictions in the country with a population density of 8,399 persons per square mile.[1] Population forecasts project 246,900 individuals living in Arlington County by 2025.[2]

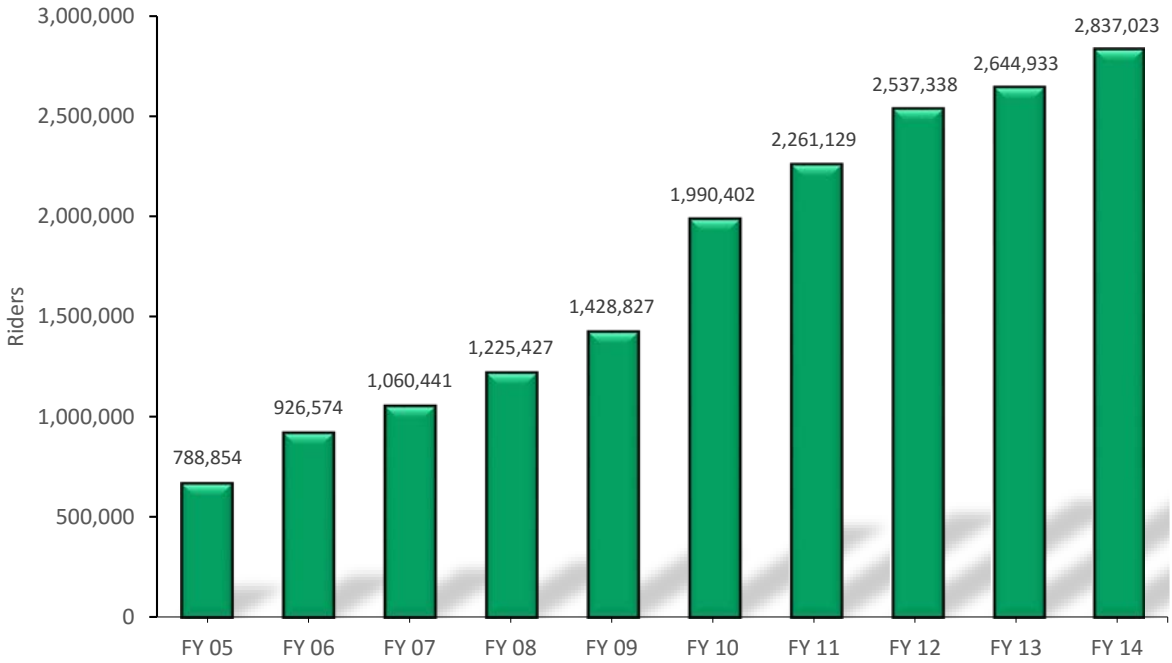
Although Arlington County has high-density residential communities, it is also known for its high employment concentrations. Arlington had an estimated 221,700 at-place employees as of January 2015. Currently, Arlington County has more private office space than the downtowns of Los Angeles, Dallas, Denver, Seattle, and Atlanta.[3] Nearly half of the employment is concentrated along the Rosslyn-Ballston Corridor near Orange and Silver Line Metrorail Stations. The Crystal City and Pentagon City areas are also major employment centers in the County. Employment forecasts project employment to increase to 243,600 by 2025 with growth concentrated in the Rosslyn-Ballston, Jefferson Davis, and Columbia Pike corridors.[4] To handle this anticipated growth, Arlington will need to improve the effectiveness and overall capacity of its transportation network.

1.1 History

Arlington Transit (ART) fixed route bus system began providing service in November 1998 to meet the needs of Arlington residents. Initial routes were in Crystal City. Prior to ART, the Washington Metropolitan Area Transit Authority (WMATA) was the sole provider of local bus service in the County with Metrobus. Today, the ART service has grown to 16 routes (December 2015), with continued ridership growth to over 2.8 million riders in FY 2014 (**Figure 1**). In FY 2008, ART received its first eight heavy-duty transit buses. Today, ART operates a fleet of 68 transit buses that all use compressed natural gas (CNG). In 2008, Arlington Transit opened the Shirlington Bus Station, which is a hub for ART, Metrobus, and Alexandria DASH buses. ART has become an important transportation link between local neighborhoods and regional transit services (e.g., Metrorail and Metrobus).

[1] http://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2013/12/2015ProfilePages.pdf. Accessed November 13, 2015
[2] Arlington County Forecast Round 8.4
[3] http://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2013/12/2015ProfilePages.pdf . Accessed November 13, 2015
[4] http://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2015/03/Forecast-8.4-FactsheetMarch2015.pdf Accessed November 13, 2015

Figure 1 | Arlington Transit Annual Ridership (Fiscal Years 2005-2014)



1.2 Governance Structure

Arlington County is governed by a five-member County Board vested with its legislative powers. Elected at-large, members serve for staggered four-year terms. The Board's current Chair is Libby Garvey and the Vice-Chair is Jay Fisette. The County Board sets policy direction for Arlington, which is then administered by the County Manager. Board members also serve on other regional advisory groups and commissions addressing transportation issues such as the Metropolitan Washington Area Transit Authority (WMATA), Northern Virginia Transportation Commission (NVTC), Northern Virginia Transportation Authority (NVTA), and Metropolitan Area Council of Governments (MWCOG).

The County Transportation Commission (TC) reviews transportation related items in Arlington County, including streets, transit, pedestrian, taxicabs and bicycle modes and their relation to site plans, local area and sector plans. The TC also advises the County Board on the implementation of elements of the Master Transportation Plan. The TC generally meets at 7:30 PM on select Thursdays during the year, ranging from once to twice monthly. The TC was formed in 1972 and is a committee appointed by the County Manager to four-year terms; the chairman is designated by the County Board in June of every year. The Commission is comprised of anywhere from seven to thirteen members. The current members are:

- Chris Slatt, Chairman (term ends: Sept. 30, 2017)

- David Dickson (term ends: Mar. 31, 2017)
- Bill Gearhart (term ends: Mar. 31, 2018)
- Eugene Hubbard (term ends: Apr. 30, 2020)
- Garrett McGuire (term ends: Nov. 30, 2017)
- Elisa Ortiz (term ends: Jul. 31, 2016)
- Ramon Perez (term ends Jul. 31, 2018)
- Michael Perkins (term ends: Jul. 31, 2016)
- Richard Price (term ends: Sept. 30, 2016)
- James Schroll (term ends: May 31, 2019)
- Andrew Schneider (term ends: Oct. 31, 2017)
- Joe Warren (term ends: Sept. 30, 2019)
- Daniel Weir (Mar. 31, 2018)

The Transit Advisory Committee (TAC) advises the County Manager and other staff on issues related to transit in Arlington, including ART, Specialized Transit for Arlington Residents (STAR), Metrobus, Metrorail, and MetroAccess. They also provide input on implementation of transit elements from the Master Transportation Plan. The Committee is comprised of up to 15 members appointed by the County Manager. One requirement is that each member must live or work in Arlington. The current members are:

- John Carten (Chair)
- Harvey Berlin
- James Davenport
- Frances DeSilva (Commission on Aging)
- Franz Gimmler
- Herschel Kanter
- David Dickson (Transportation Commission)
- Laura MacNeil
- Carlota Cobo
- Christina Perez
- Diedre Grant
- Katy Lang
- William Staderman

- Linda Massaro
- Alexa Mavroidis

The Transit Accessibility Subcommittee reviews accessibility issues in Arlington, including access to transit vehicles, stops and stations and the specialized transit services provided by Metrorail, Metrobus, ART, STAR and MetroAccess. Members are:

- Frances DeSilva (Co-chair)
- Alexis Mavroidis (Co-chair)
- Laura MacNeil
- William Staderman

The TAC usually meets the second Tuesday of each month from 7:00 PM-9:00 PM. The subcommittee usually meets on the third Thursday of each month starting at 7:00 PM

1.3 Organizational Structure

Arlington County's Department of Environmental Services is responsible, through its Transit Bureau, for providing public transportation that encompasses a network of transit services and facilities. Arlington Transit is one element of the program that also includes Metrorail, Metrobus, MetroAccess, STAR, Commuter Services, and Virginia Railway Express.

Greg Emanuel is Director of the Arlington County Department of Environmental Services (DES) and establishes policy and directive guidance for the management of the department. Responsibility for day-to-day activities including oversight of the Transit Bureau rests with the Deputy Director (Dennis Leach) for the Division of Transportation and Development Services (DOT) who also serves as Director of Transportation. The Director of Transportation oversees five (5) bureaus: Transportation Engineering & Operations, Transit, Development Services, Transportation Planning, and Commuter Services. In addition, The Director of Transportation also has a Transportation Program Support staff that deals with Operational Program Financial Management (Carolyn Gershfeld) as well as Capital Program Financial Management and Compliance. Staff in the Transportation Program Support section include: Management & Budget Specialist (Elizabeth Craig), who supervises the Capital Budget Analyst (Transit) (Giovanna Calabrese) and Capital Budget Analyst (Keo Sihalath). The Transportation Grants Manager is (David Frye), and the Contract Administrator (Ramon Paez) supervises the Contract Specialist (Michelle Chaney).

Marti Reinfeld, Acting Transit Bureau Chief, manages the Transit Bureau, which is organized as shown in **Figure 2**. The WMATA Service Coordinator is the liaison between the County and WMATA, and is also the lead of an in-house consultant team provided under contract with First Transit. Under this contract, several members of both the Transit

Services and Operations and Transit Capital Program teams are also First Transit employees.

The Capital Program Manager (Bee Buergler) supervises the Transit Capital Program team which is responsible for planning transit facilities and infrastructure improvements in Arlington including upgrades to Metrorail stations and implementation of major new surface transit services. The Transit Capital Program Team includes: Senior Capital Program Manager (Jim Curren, First Transit), Senior Transit Planner (Mark Schnaufer), Capital Project Manager (Under Recruitment, First Transit), and Bus Stop Manager (Oleg Kotov, First Transit).

The Transit Services Manager (Steve Yaffe) is responsible for local transit services including ART fixed route and STAR para-transit services. Both of these services are provided through public-private partnerships. The Transit Services and Operations team is responsible for leading the procurement process and overseeing the provision of contracted services, including service planning and evaluation; development of ART timetables; procurement of ART buses and support technology and equipment; and, in conjunction with the Commuter Services Bureau and other DOT staff, marketing of services and community engagement activities. While staff are also currently responsible for STAR support technology and equipment, that responsibility will be transferred to a contractor in late Fiscal Year 2017. The Transit Services Manager supervises a staff of five: Transit Operations Coordinator (Kelley Mackinnon); Transit Technology Coordinator (Tom Scherer with First Transit); Transit Service Planners (William Jones and Andy Wexler); and partially oversees the operations-related activities of the Bus Stop Manager (Oleg Kotov).

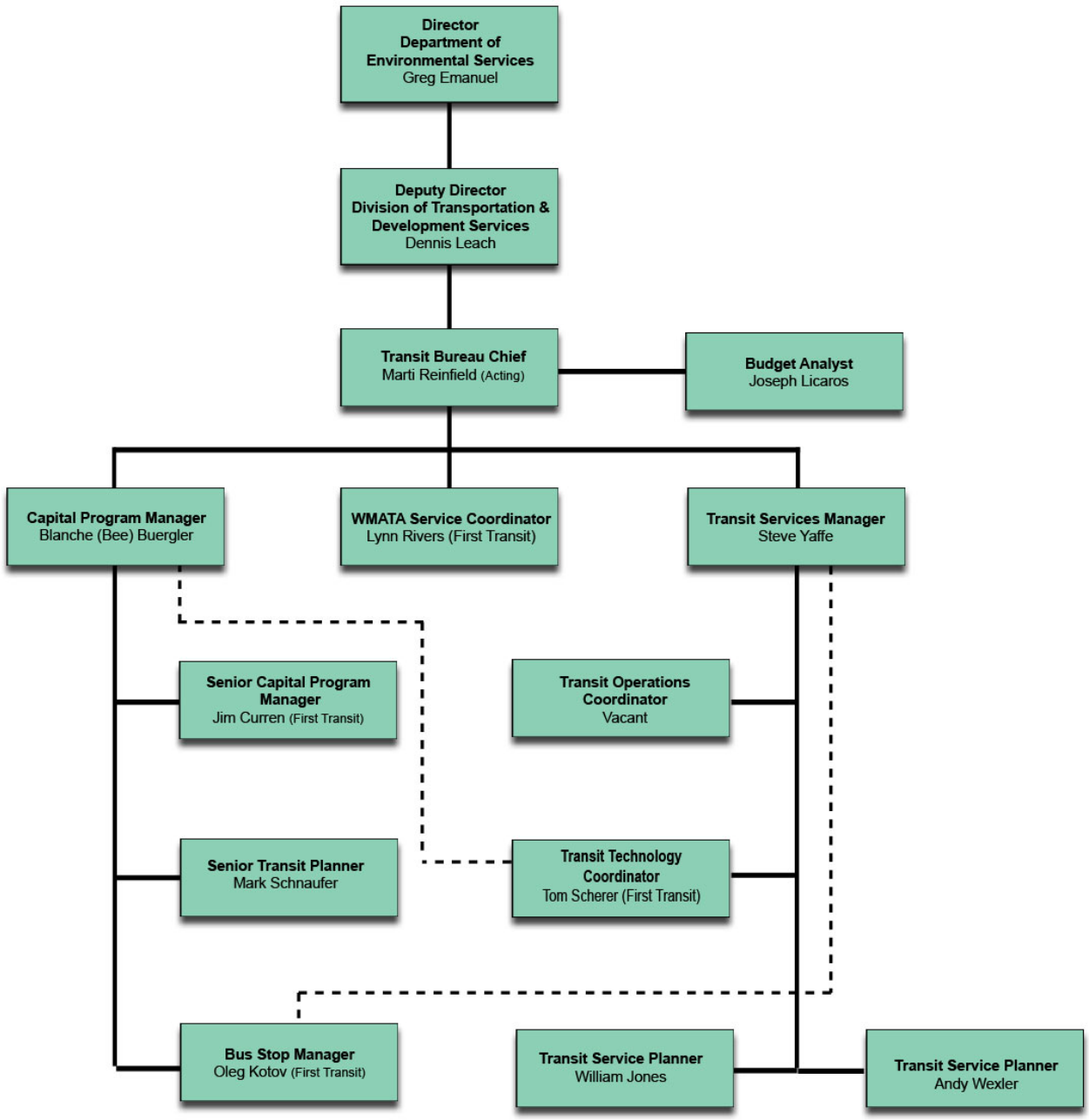
Mr. Yaffe's team oversees the work of several contractors and also works with other County departments:

- National Express Transit Corporation (hereinafter "National Express") operates, maintains, supervises and dispatches ART buses. This contract is structured to separate variable costs from fixed costs to minimize risk to both the County and Contractor and enable the Contractor to provide high-quality service on a continuing basis. The current contract is set to expire in June 2016 with an option to extend.
- ART Transit Technology capabilities are provided via contracts either directly through the County or through National Express.
- ART marketing capabilities are enhanced with personal service and company contracts overseen by the Commuter Services Bureau for marketing and webmaster services.
- First Transit is responsible for the STAR Call Center, which oversees paratransit street operations as well as books and schedules STAR rides and provides summary statistics each month.

- Diamond Transportation operates 14 vehicles dedicated to STAR services and, through the same contract, another 13 vehicles dedicated to transporting Arlington County Dept. of Human Services – Intellectual and Developmental Disabilities Services (IDDS) Division clients to/from day support and employment programs.
- Red Top Cab provides taxi dispatch services for STAR, four IDDS clients, as well as the senior center programs operated by the Arlington County Parks & Recreation Department.

The Facilities Design & Construction Bureau is responsible for designing, constructing, and commissioning transit facilities. June Locker serves as Bureau Chief.

Figure 2 | Arlington County Transit Bureau Organization Chart



1.4 Transit Services Provided and Areas Served

The Arlington County Department of Environmental Services' Transit Bureau oversees transit operations and provides public transportation services to accommodate the needs of Arlington residents, workers and visitors. The ART bus service is operated through a competitively procured contract with a private sector company (currently National Express). Funding for the ART bus service is derived from the County general funds, fares, state transit aid, and developer contributions.

The integrated network of mobility services and facilities developed, coordinated or operated through this program to meet the mobility needs of the Arlington community and offer alternatives to driving alone include: Arlington Transit, Specialized Transit for Arlington Residents, Metrorail, Metrobus, MetroAccess, Commuter Services, Virginia Railway Express, Bicycling, Walking, Super Senior Taxi (SST) and Taxi. Following is a brief description of each of these Mobility Services.

1.4.1 Arlington Transit

ART is Arlington County's local bus service, which complements the line service provided by Metrobus, offering fixed route transit with cross-county routes and neighborhood connections to Metrorail stations. ART provides service to numerous urban villages in Arlington, including Rosslyn, Ballston, Pentagon City, and Crystal City. ART also serves several high-level security agencies and facilities, such as the Pentagon, Transportation Security Administration (TSA), US Marshals Service, State Department, Federal Deposit Insurance Corporation (FDIC), and Defense Advanced Research Projects Agency (DARPA).

ART currently (December 2015) operates 16 routes (**Figure 3**), five of which operate during weekday peak periods only, 10 operate all-day on weekdays, seven offer service on Saturdays, and six operate on Sunday. Weekday service operates between 5:00 AM and 1:45 AM, Saturday service is offered between 5:50 AM and 2:00 AM, and Sunday service operates between 6:20 AM and 12:50 AM Weekday peak-period service operates with frequencies ranging between 10 and 30 minutes, weekday midday service headways range between 15 and 70 minutes, and weekend service operates within a range of between 20 and 65 minute frequencies. **Chapter 1: Service and System Evaluation** contains a detailed description of each ART fixed route including span of service hours and frequency of service by time period.

1.4.2 Specialized Transit for Arlington Residents

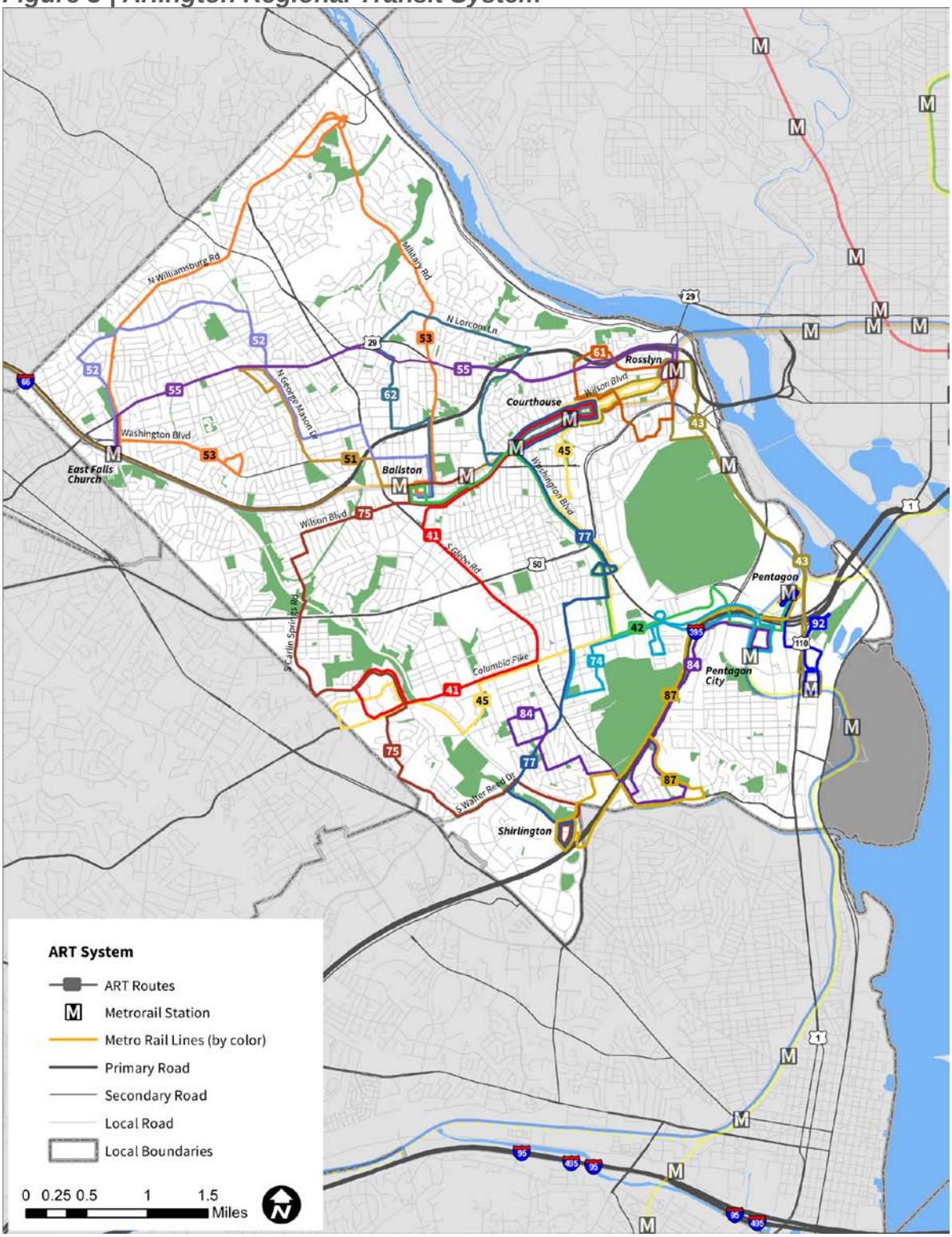
Specialized Transit for Arlington Residents (STAR) is a shared-ride paratransit service intended to provide comparable levels of transportation to that provided by ART, Metrobus and Metrorail. Service is provided to Arlington County residents who have difficulty using public fixed route transit due to a disability. STAR was reconfigured from a separate service for people with disabilities to offer a higher level of service for residents certified for MetroAccess at a lower cost per trip.

STAR is available between 5:30 AM and midnight, seven days a week. All peak period, night and weekend trips must begin or end in Arlington. STAR serves Arlington residents certified to receive MetroAccess services as well as some human service agency clients. Trips are scheduled without regard to the purpose of the trip, with a few exceptions related to medical trips.

All trips are scheduled through the STAR Call Center either by a phone call to the dispatcher or from STAR's website. Trips need to be booked one to seven days in advance. STAR will allow same-day scheduling of medical trips, including medical return trips.

STAR carried 85,429 MetroAccess-certified passengers and 15,421 human service passengers in FY15.

Figure 3 | Arlington Regional Transit System



1.4.3 Metrobus

The Washington, DC area's regional bus service, operated by WMATA, has 26 bus lines operating 59 route patterns within Arlington County. Metrobus primarily operates line-haul fixed route (16 local fixed lines) and express route (8 express lines) service within and through Arlington County (**Figure 4**). Of the 26 lines operated in Arlington County, 12 operate on weekdays only, 11 routes operate Monday through Sunday, and one route operates Monday through Saturday. Weekday and Saturday service generally operates between 5:00 AM. and 12/1:00 AM, and Sundays between 6:00 AM and 11:00 PM/12:00 AM. Weekday service frequencies range between 5 and 60 minutes, while weekend service operates at frequencies between 30 and 60 minutes. Metrobus began operating in Arlington County in 1973. In FY 2015, Metrobus routes in Arlington had a ridership of 13.7 million. **Chapter 1: Service and System Evaluation** contains a detailed description of each Metrobus fixed line including span of service hours and frequency of service by time period.

1.4.4 Metrorail

WMATA began Metrorail service in Arlington County in July 1977 with the opening of the Blue Line. Today, WMATA operates three heavy rail lines with 12 miles of rail and 11 stations in the County (**Figure 5**[5]). Following are the lines and stations:

- The Orange and Silver Lines operate in Arlington County with stations at Rosslyn, Courthouse, Clarendon, Virginia Square-George Mason University, Ballston-Marymount University and East Falls Church.
- The Blue Line operates in Arlington County with stations at Rosslyn, Arlington Cemetery, Pentagon, Pentagon City, Crystal City and Ronald Reagan Washington National Airport.
- The Yellow Line operates in Arlington County with stations at Pentagon, Pentagon City, Crystal City and Ronald Reagan Washington National Airport.

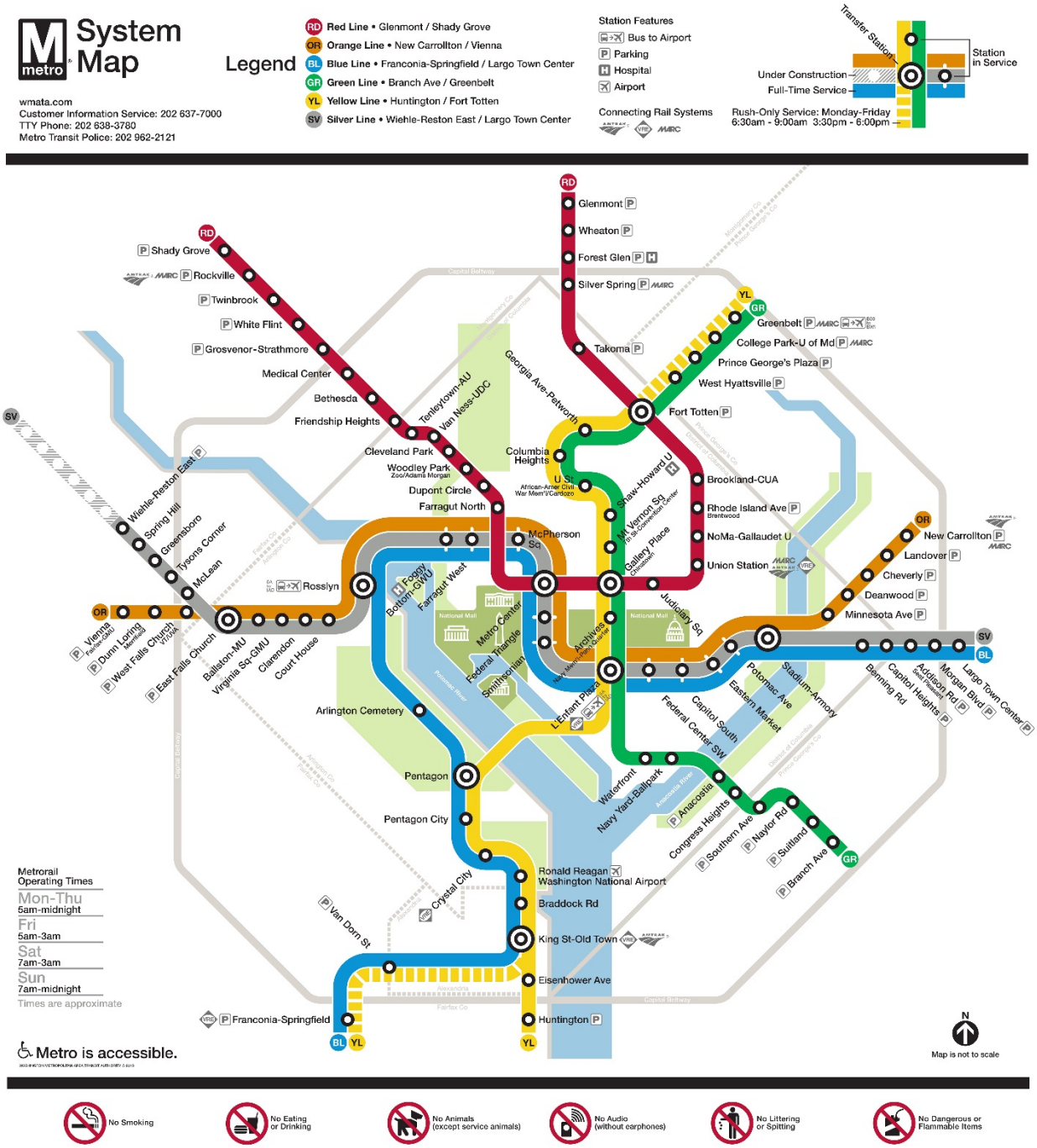
Metrorail trains operated Monday through Thursday from 5:30 AM until midnight, Friday from 5:30 AM until 3:00 AM the next day, Saturday from 7:00 AM until 3:00 AM the next day, and Sunday from 7:00 AM until midnight. Effective June 4, 2016, operations after midnight were discontinued due to the SafeTrack Metrorail rehabilitation program.

In FY 2015, Arlington County Metrorail Stations had ridership of 56.2 million, with the Pentagon Station being the busiest in the County, averaging over 30,000 combined station entries and exits during weekdays.

[5] Source: http://www.wmata.com/rail/maps/ (Accessed: November 13, 2015)

Figure 4 | Metrobus System in Arlington County

Figure 5 | Metrorail System



1.4.5 MetroAccess

Accompanying Metrorail, Metrobus, and local bus service, MetroAccess is a regional, shared-ride, door-to-door paratransit service for people whose disability prevents them from being able to use bus or rail. In order to use MetroAccess, riders must meet the criteria specified by the Americans with Disabilities Act (ADA) and who have been certified as eligible. Eligibility is based on a person's functional limitations, instead of whether they have a disability or because of their age. The service area includes the District of Columbia, Montgomery County, Prince George's County, Arlington County, Fairfax County, and the cities of Alexandria, Fairfax and Falls Church.

Core hours of MetroAccess operation mirror the core hours of operation of fixed-route services (Metrorail and Metrobus): Monday through Thursday, 5:00 AM to midnight; Friday 5:00 AM to 3:00 AM Saturday; Saturday 7:00 AM to 3:00 AM Sunday; and Sunday 7:00 AM to midnight. Reservations can be made outside of those hours if fixed-route service is offered at the same time and along the requested route of MetroAccess travel.

MetroAccess fares are two times the fastest comparable fixed-route fare, with a maximum fare of $6.50. Passengers may travel through up to four additional zones beyond the weekday, peak period public transit service area by paying $1.00 per zone in addition to the base fare. In Fiscal Year 2015, MetroAccess provided 18,634 trips for those Arlington County residents certified for ADA paratransit.

1.4.6 Virginia Railway Express

VRE is a commuter rail service connecting the Northern Virginia suburbs to Alexandria, Arlington (Crystal City), and L'Enfant Plaza and Union Station in Washington, D.C. VRE is operated as a partnership of the Northern Virginia Transportation Commission (NVTC) and Potomac Rappahannock Transportation Commission (PRTC) to provide commuter rail service on two lines along the Interstate 95 and Interstate 66 corridors from Fredericksburg and Manassas (**Figure 6**[6]). VRE began service in June 1992. Located on South Crystal Drive, VRE's Crystal City station, about five miles south of Union Station, had a ridership of 875,000 in FY 2015. Trains run Monday through Friday, except on federal holidays.

Figure 6 | Virginia Railway Express System

The combined headway of both lines provide Crystal City with 16 northbound trains to Union Station between 6:00 AM and 9:00 AM, two southbound trains during the midday between 1:00 PM and 1:30 PM, and 14 southbound trains that arrive at the Crystal City station between 1:00 PM and 7:00 PM.

There is no station-area parking, but connections are possible to the Metrorail Crystal City Station (Yellow and Blue lines) and by Metrobus (Routes 9S, 10R, 13Y, 23A, 23B) and ART (Route 43).

1.4.7 Arlington County Commuter Services

Arlington County Commuter Services (ACCS) is the Transportation Demand Management (TDM) agency of Arlington County. ACCS encourages people who live, work or commute through Arlington to use mass transit, car and vanpool, bicycle, walk,

[6] Source: http://www.vre.org/service/map/ (Accessed: November 13, 2015)

telecommute and use other alternatives to driving alone. The ACCS program provides information and services to customers via employer and residential outreach efforts, general travel option marketing, commuter information distribution, commuter stores, the internet, advertising, direct mail and other promotional events. ACCS also works with businesses, property managers and hotel managers who, in turn, work with their employees, tenants and guests. Major program areas include: Arlington Transit Partners (ATP), Commuter Stores, marketing and promotions, and internet services. The Demand and System Management Element of the Arlington Master Transportation Plan (MTP), reinforces the general policy of integrating transportation and land use, and focuses on the general policy of managing travel demand and transportation systems.

In FY 2015, ACCS reduced traffic by approximately 42,900 single-occupant vehicle (SOV) trips per workday, saving tens of thousands of gallons of gas and reducing hundreds of thousands of pounds of carbon dioxide.[7]

Arlington County has a long-standing tradition of concentrating much of its development near public transit facilities and services. According to the 2009 Arlington County Master Transportation Plan (MTP):

> *Approximately 96 percent of Arlington's residents and 96 percent of its jobs are located within a quarter mile of a local bus route and/or a half mile of a Metrorail station…. About one-quarter of all Arlingtonians rely on Metrorail, Metrobus, and Arlington Transit (ART) service for daily commuting, primarily for access to worksites in Washington, DC Many other residents take transit to work at the nearly 200,000 jobs clustered around transit stops within Arlington's higher-density corridors.*

Several other public transportation agencies also provide service to Arlington's Metrorail stations, including Alexandria's DASH bus system, the District Department of Transportation (DDOT)'s DC Circulator bus service, the Fairfax Connector bus system, the Georgetown Metro Connection, Georgetown University Transportation Shuttle, Loudoun County Transit, and OmniRide, a weekday express bus service operated by the Potomac and Rappahannock Transportation Commission (PRTC).

Additional transportation connections to Arlington County include private commuter services from the City of Fredericksburg, Stafford and Loudoun counties; shuttle services from Marymount University, the federal government and several private property owners; the Washington Flyer airport service; taxicab and car-share services; and the Arlington Department of Human Services and other specialized transportation services.

[7] http://www.commuterpage.com/tasks/sites/cp/assets/File/ACCS_FY2016_Strategic_Plan_FINAL.pdf. Accessed September 30, 2015.

1.4.8 Ridesharing / Car Pooling / Car Sharing

Commuter Connections is a network of Washington, DC area transportation organizations coordinated by the Metropolitan Washington Council of Governments (MWCOG). Commuter Connections will match commuters with a carpool, or they can use their online bulletin board. Commuter Connections also operates the Guaranteed Ride Home program, which provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home when unexpected emergencies arise. Car sharing is a form of car rental service where people rent cars for short periods of time, usually by the hour. Car sharing services include Enterprise CarShare, Zipcar and Car2go. Vehicles for car sharing are available at several locations throughout the County.

1.4.9 Bicycling

Arlington's emphasis on mixed-use development and the county's compact size produces many short trips for which bicycling is the most effective travel mode. The Arlington County Board first included trails in the County's Master Plan for Transportation in 1974. Currently in the county, there are 50 miles of off-street trails, 38 miles of marked on-street bike lanes and sharrows, 78 miles of recommended on-street bicycle routes, and more than 700 public bike parking racks. Both ART and Metrobus buses have bicycle racks that will accommodate two standard length bicycles. Bikes ride free with the passenger and are permitted on Metrorail during off-peak times.

For short point-to-point bicycle trips, Capital Bikeshare, one of the largest and most successful public bikeshare systems in North America, has 81 stations in Arlington County, with 1,110 docks and 598 bicycles available for use. Capital Bikeshare stations are concentrated in the Rosslyn-Ballston Corridor, Crystal City, and Pentagon City areas. Capital Bikeshare launched in the county in September 2010 and in FY 2015, the system had 466,131 miles ridden in Arlington County, with the average trip length being 1.79 miles and average trip duration of 16 minutes.[8]

Future Arlington County infrastructure projects include protected bike lanes in Pentagon City, Rosslyn, Ballston and Crystal City. The Bicycle Element of the Arlington Master Transportation Plan (MTP) focuses on bicycle travel, which is greatly affected by land use, street design, traffic volumes, fuel prices, public perception and transportation system management.

1.4.10 Walking

Arlington County offers some of the best walking environments as an urban area in the country. Approximately 90% of residential streets in Arlington have sidewalks. Arlington's goal is to design sidewalks to be safe from conflicts with automobile traffic, and to provide

[8] http://www.bikearlington.com/tasks/sites/bike/assets/File/FY15_Summary_Report_on_Capital_Bikeshare.pdf. Accessed October 1, 2015.

easy access to mixed-use destinations. All new construction in Arlington is built to ADA standards. Additionally, the county has retimed traffic signals to improve pedestrian safety at intersections. The Pedestrian Element of the Arlington Master Transportation Plan (MTP), focuses on pedestrian travel, which is greatly affected by land use, street design and transportation system management

1.4.11 Taxi

Arlington County works with multiple taxi providers to regulate fares and the size and age of the fleet to ensure quality alternative mobility services within the county. The operation of taxicab service within Arlington is regulated and controlled by Chapter 25.1 of the County Code.

1.4.12 Transportation Network Companies

A Transportation Network Company (TNC) is a company that uses an online-enabled platform to connect passengers with drivers using their personal, non-commercial, vehicles. This transportation business platform is commonly referred to as “ride sourcing” (i.e., outsourcing of rides). Examples include Uber and Lyft. UberPool and LyftLine allow TNC riders to share their rides with another rider along their route traveling in the same direction, similar to carpooling. These services are all available in Arlington County. A TNC provides an alternative to owning a personal vehicle. TNCs in Arlington are not regulated by the County, but by the Virginia Department of Motor Vehicles.

1.4.13 Transportation for seniors

Super Senior Taxi

Super Senior Taxi (SST) is a subsidized transportation program for Arlington County residents age 70 and over. Participants are issued vouchers which can be used for trips using Arlington Red Top Cab and Yellow Cab. Seniors are able to purchase a $20 book of vouchers for half price, at $10.

Senior Center Adult Transportation

Senior Center Adult Transportation (SCAT) is a pre-arranged shared-ride cab transportation service that Arlington residents age 55 and older can use to travel to and from their homes to Arlington Senior Centers. Each one-way trip costs $2.50 (roundtrip is $5.00). An additional discount can be attained by purchasing a coupon book from Red Top Cab and Yellow Cab.

Senior Loops

There are several other transportation options available to Arlington County residents. Senior Loops provide weekly and monthly grocery shopping for residents of the Culpepper Garden, The Carlin, Claridge House, Hunters Park, and Woodland Hill

apartment communities and select neighborhoods. This service is also available to all Arlington residents age 55 and older who are able to get to these locations. During the summer months, an additional Senior Loop provides transportation to participating Senior Farmer's Markets.

1.4.14 Other Transportation Services

Door-Thru-Door Assisted Transportation is a grant-funded program for adult residents of Arlington County and the City of Alexandria who need help in getting to and from health care appointments. This program provides the passenger with home care aides who help individuals prepare for the trip, get to and from the vehicle, accompany persons during the health care appointment, provide assistance in returning home, and share information with family caregivers and community service providers, when appropriate.

1.5 Fare Structure

1.5.1 ART Fare Structure

Passengers boarding ART buses are subject to the fares shown in **Table 1**. On July 1, 2014 Arlington Transit increased bus fares for the first time since 2010. The base fare for ART rose $0.25 and the discounted fare for seniors, middle and high school students, and people with disabilities increased by $0.10. The additional revenue generated from the increased fares are used to help offset increased contractual costs for operation and maintenance and the cost of additional ART bus services.

Table 1 | ART Fare Structure

Service	Fare
Regular Fares	
Regular Fare with a SmarTrip® card or cash	$1.75
Transfer from ART to ART or ART to/from Metrobus with SmarTrip® card within two hours	Free
Transfer from Metrorail to ART or ART to Metrorail with SmarTrip® card	$0.50 discount
Transfer between Metrobus & ART with SmarTrip® card within two hours	Free
Transfer without a SmarTrip® card	$1.75
Children under five	Free
Senior/Disabled Discount	
Fare for senior citizens (age 65 and over with any ID that shows date of birth) and people with disabilities (WMATA ID or Medicare card)	$0.85
With Senior/Disabled SmarTrip® card	$0.85
Transfer from ART to ART or ART to/from Metrobus with SmarTrip® card	Free
Transfer from Metrorail to ART or ART to Metrorail with SmarTrip® card	$0.50 discount
iRide Teen Discount	
Teens paying with cash, a green iRide token or a Student iRide SmarTrip® card. Students must have a middle or high school ID if paying by cash	$0.85 discount

1.5.3 STAR

Riders using ART's complementary paratransit service pay fares that are structured on a zone basis as shown in **Table 2**.

Table 2 | STAR Fare Structure

Service	Fare
Zone 1: Trips inside Arlington County.	$3.50
Zone 2: Trips to/from Washington, DC, Alexandria, Falls Church or Fairfax County inside the Beltway and Inova Fairfax Hospital	$5.00
Zone 3: Trips to/from Fairfax County outside the Beltway, Montgomery County or Prince George's County. All trips must begin or end in Arlington. (MetroAccess is also available to provide these rides for a lower fare.)	$9.00

1.5.4 Metrobus Fare Structure

Passengers boarding Metrobus are subject to the fares shown in **Table 3**.

Table 3 | Metrobus Fare Structure

Service	Fare
Regular Fares	
With a SmarTrip® card or cash	$1.75
Senior SmarTrip® card or cash (with proper ID) for seniors and people with disabilities	$0.85
Express Bus Fares	
Express Bus Fare with a SmarTrip® card or cash	$4.00
Senior SmarTrip® card or cash (with proper ID) for seniors and people with disabilities	$2.00
Airport Express Route Fare	
Airport Express Route Fare with a SmarTrip® card or cash	$7.00
Senior SmarTrip® card or cash (with proper ID) for seniors and people with disabilities	$3.50

1.6 Vehicle Fleet

As of October 2015, ART has a transit vehicle fleet size of 68 buses (**Table 4**): 16 heavy-duty 40' buses, 23 heavy-duty 35' buses, 15 heavy-duty 31' buses and 14 light-duty narrow-width 28' body-on-chassis buses. The three 2012 Designline CNG-Electric Hybrid buses are currently not operational. The total number of vehicles required for maximum service (i.e., peak period) is 46, leaving 19 spare buses or a spare ratio of 27 percent. All ART buses are fueled with compressed natural gas (CNG), but three of the vehicles are CNG-Electric hybrids. All ART buses are fully ADA accessible with wheelchair ramps and priority seating. In addition to the buses, there are six non-revenue vehicles that are used to support transit operations. The non-revenue vehicle fleet includes a 2006 Ford van, 2005 Chevy truck, and four Chevy HHRs of varying age from 2006 to 2011.

Table 4 | Arlington Transit Vehicle Fleet (As of October 2015)

Year Purchased	Make & Model	Size of Bus	Number of Vehicles
2015	NABI 40 LWF	40 FT	8
2014	NABI 40 LWF	40 FT	8
2014	ARBOC Spirit of Mobility	28 FT	4
2013	ARBOC Spirit of Mobility	28 FT	4
2012	Designline CNG-Electric Hybrid	35 FT	3
2012	ARBOC Spirit of Mobility	28 FT	6
2011	NABI 31 LFW	31 FT	3
2010	NABI 31 LFW	31 FT	12
2009	NABI 35 LFW	35 FT	12
2007	NABI 35 LFW	35 FT	8

1.7 Existing Facilities

1.7.1 Administrative

Arlington Transit leases space from another County department for the ART operations center, located at 2900 South Eads Street near Crystal City. The center contains administrative and management offices, dispatch and other operating functions, a break room for bus drivers, and a classroom for training. The facility was built in 1948, and leased by ART in 2012.

1.7.2 Maintenance/Fueling

Currently, washing and fueling services for ART buses are contracted from the WMATA Four Mile Run bus operations and maintenance facility on South Eads Street at South Glebe Road. ART buses are maintained at a site leased by National Express on Farrington Avenue in Fairfax County, inside the I-495 beltway near the Van Dorn interchange.

Planning is underway for a new ART bus facility in Crystal City at South Eads Street and 32nd Street South, adjacent to the WMATA Four Mile Run facility.[9] The County is building the facility with construction expected to begin in September 2015. The new facility will be two-stories and will include:

- Light-duty maintenance bay
- Bus wash bay
- Compressed natural gas fueling station

[9] http://projects.arlingtonva.us/projects/art-bus-facility/ Accessed September 23, 2015.

- Bus Parking

1.7.3 Storage and Staging

During construction of the new ART bus facility, ART buses are temporarily parked at 3600 South Four Mile Run Drive (former LaPorte Property) in Shirlington. The new ART bus facility will not be large enough to house the entire existing ART fleet or accommodate all of the buses that will expand the fleet over the next decade. Extensive maintenance of ART buses will continue to take place outside of the County for the near future. The necessity for additional dedicated space for bus maintenance and parking is one of many County facilities needs highlighted by the Community Facilities Study, which is a planning effort launched in January 2015 to examine requirements for additional school, fire station, vehicle storage sites and other facility needs in the county.[10]

1.7.4 Parking

Arlington Transit currently does not own or operate any park-and-ride facilities. The WMATA-owned park-and-ride facility at the East Falls Church Metrorail Station has 422 all-day parking spaces and 33 short-term metered spaces. Other privately-owned parking facilities are located throughout Arlington with access to transit.

1.7.5 Stations/Transit Centers/Bus Stops

Arlington County has 1,120 bus stops, including both ART and Metrobus stops. Of these stops, 251 have bus shelters and 301 have benches. Most shelters (244) also have benches. The majority of bus stops in the County (1,083) have a 5'x8' pedestrian pad. Arlington and WMATA have updated their bus stop signs to indicate the routes that serve a particular stop. 711 of the bus stops also include additional information, like schedules, in informational boxes mounted at the bus stop.

[10] http://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/5/2015/11/CFS_Final_Report_web.pdf. Accessed September 24, 2015.

ART uses the following guidelines[11] when determining bus stop amenities:

- **Shelters** - Ridership exceeding 40 passenger boardings per day.
- **Benches** - Benches are installed at all shelters and at stops where a shelter is not warranted but some level of amenity is justified. There is no formal criteria, but typically daily boardings between 10 and 40 riders would be prioritized.
- **Trash Cans** - Trash cans are installed at all locations where a shelter is installed, and at locations where litter is a frequent problem.
- **Customer Information** - Route map and schedule information are installed at all ART bus stops. WMATA's guidelines also call for the same, but this is not currently the case in Arlington.

ART's bus stop guidelines also include recommendations for stop spacing, location in relation to the intersections, and stop length. They also provide guidance on minimum elements for bus stops: landing area, pedestrian connections, signage, and safety and security.

ART recently completed an update to their bus stop database in 2013. This information is being used to target capital improvements for the more than 1,100 bus stops in the County. Currently, the County is working to maintain and upgrade bus stops as part of a capital project to improve accessibility and meet ADA standards. These efforts include adding level waiting areas, connecting sidewalks, and providing areas inside shelters for wheelchairs. Additionally, the program will replace aging bus shelters and repair broken signage and information cases.

Arlington County owns, operates and maintains a bus transfer hub on South Quincy Street next to a southbound ramp for the Shirley Highway/I-395. Called the Shirlington Bus Station, the facility provides a climate-controlled indoor waiting area with customer seating and restrooms and a partially covered outdoor plaza. The station has seven bays with LED signs that provide real-time data for ART, Metrobus and DASH. Indoor LCD screens provide additional transit information. There is also a Commuter Store in the waiting room. The facility opened in 2008 and currently there are more than 2,000 commuters use the station each day.[12]

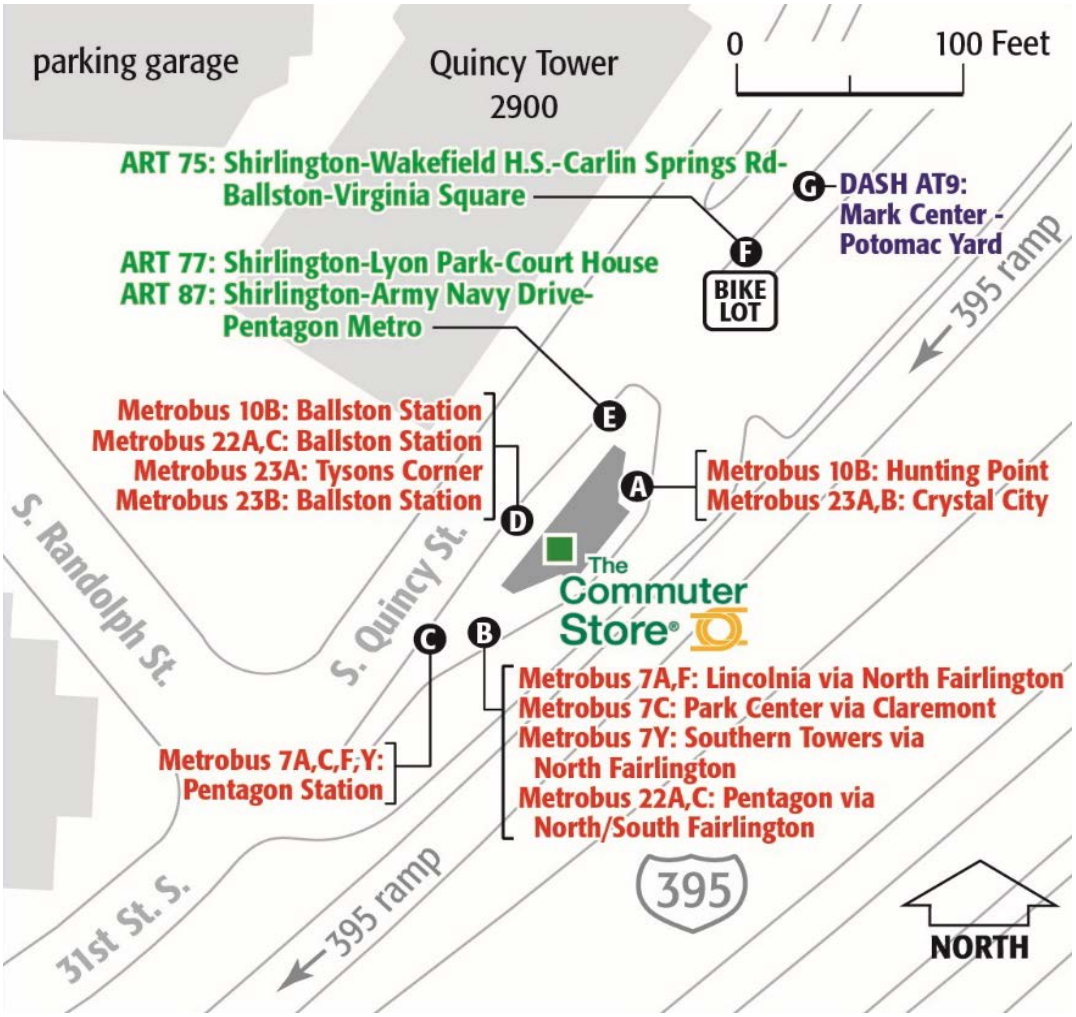
Shirlington Bus Station (**Figure 7**)[13] is served by three ART Bus Routes, five Metrobus Lines, and one Alexandria DASH Bus Route:

- ART 75 – Shirlington-Wakefield High School Carlin Springs Road-Ballston-Virginia Square

[11] Arlington County Bus Stop Design Standards, December 3, 2002.
[12] Arlington Transit. http://www.arlingtontransit.com/pages/about/shirlington-bus-station/ Accessed September 24, 2015.
[13] Source: http://www.arlingtontransit.com/pages/about/shirlington-bus-station/ (Accessed: November 13, 2015)

- ART 77 – Shirlington-Lyon Park-Court House
- ART 87 – Pentagon Metro-Army Navy Drive-Shirlington
- Metrobus 7ACEF – Lincolnia-North Fairlington
- Metrobus 10B – Hunting Towers-Ballston
- Metrobus 22A – Barcroft-South Fairlington
- Metrobus 23AC – McLean-Crystal City
- Metrobus 25A – Ballston-Bradlee-Pentagon
- Dash AT9 – Mark Center-Potomac Yard

Figure 7 | Shirlington Bus Station Layout



1.7.6 Track or Guideway

Arlington County opened its first segment of dedicated guideway, the Crystal City Potomac Yard Transitway, in March 2016 for use by the new Metroway service. Metroway is the region's first BRT-type service utilizing a dedicated transitway for portions of the route from the Braddock Road Metro Station to the Crystal City Metro Station. The service began operation in August 2014 utilizing a dedicated busway on part of the route in the City of Alexandria. The transitway runs along South Glebe Road between Potomac Avenue and Crystal Drive, and along Crystal Drive from South Glebe Road to 26th Street (**Figure 8**).[14] The Metroway service operates in peak period-only curbside bus lanes along Crystal Drive, 15th Street, and Clark Street between 26th and 15th Streets. Figure 1-8 below shows the routing of the Metroway within the City of Alexandria and Crystal City. The final alignment for the transitway extension to Pentagon City is yet to be determined. In spring 2016, Metroway service during midday hours and alternating trips during peak periods began serving Pentagon City using existing streets.

Figure 8 | Crystal City Potomac Yard Transitway and Metroway Service

[14] Source: http://metrowayva.com/route/ (Accessed: June 16, 2016)

1.7.7 Bicycle Facilities

Arlington County has 50 miles of shared-use off-street trails. These multi-use trails are usually 10 feet wide with a solid yellow line striped down the middle to separate users. Multi-use trails in the county include the Arlington Boulevard Trail, Bluemont Junction Trail, Custis Trail, Four Mile Run Trail, Mount Vernon Trail, and Washington & Old Dominion Trail. The Mt. Vernon Trail is the most popular trail in Arlington, with nearly 74,000 bicyclists recorded in June FY2014.[15]

Bicycle lanes are striped areas on the roadway designated for the preferential use of bicyclists over motor vehicles. Bicycle lanes are generally located between the curb and the right travel lane, or between the curbside parking lane and the right travel lane. In Arlington as of spring 2015, there are 38 miles of striped bike lanes that can be found on several roadways throughout the County (**Figure 9**).[16]

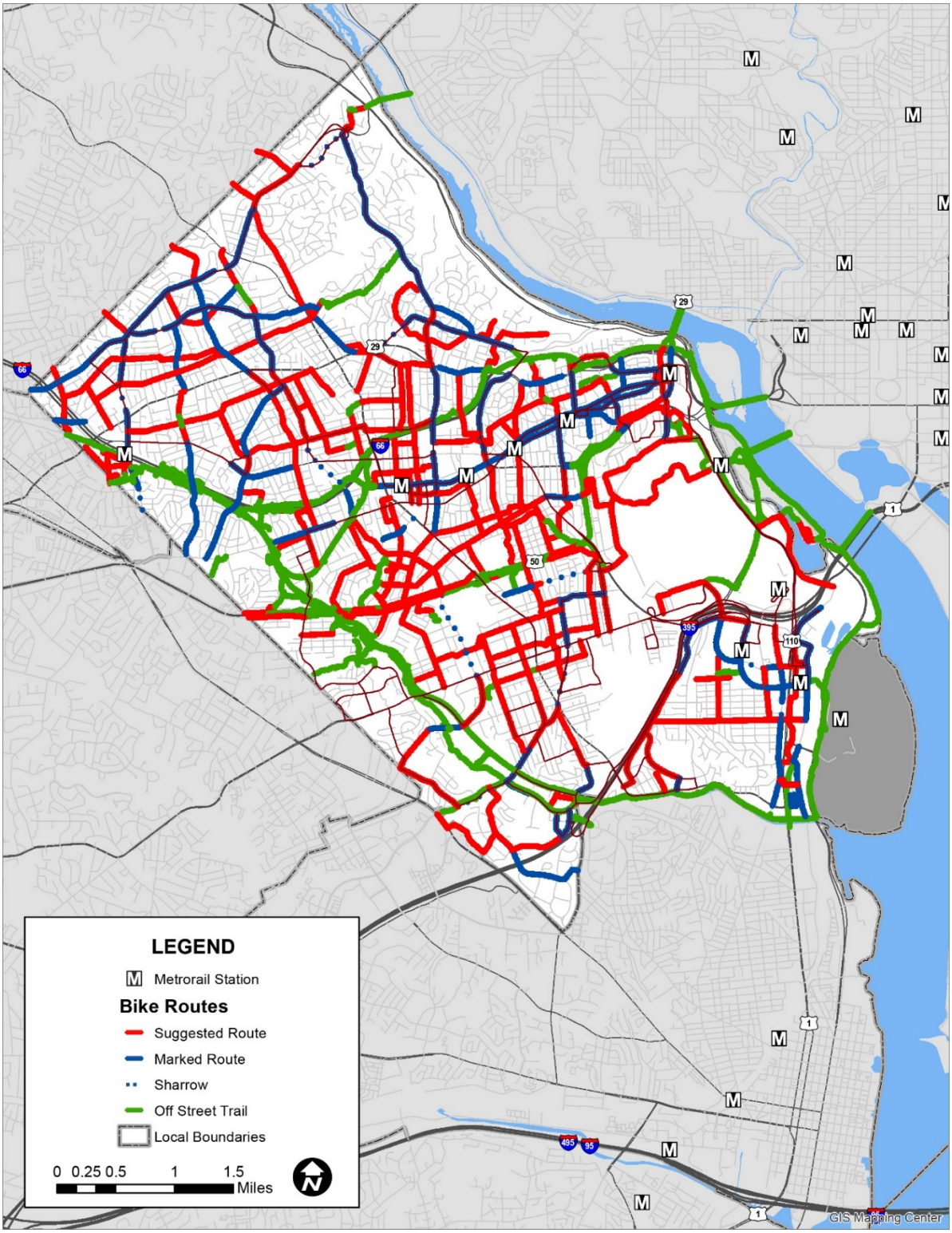
Sharrows, shared-lane markings, are intended to help cyclists and motorists safely share the roadway. The lane markings show cyclists where to be in the road. In the County, sharrows are used primarily on streets designated as part of Arlington's bicycle route network. They may also be used where there is a significant number of cyclists or to note a connection between common cycling routes. As of fall 2015, there are 3.42 miles of sharrows in the County.

Protected bike lanes provide physical separation between people on bikes and motor vehicles. The separation can be provided in a variety of ways including plastic bollards or "flex posts", landscaping and large planters, curbs, and car parking. Arlington's first protected bike lanes were installed on S. Hayes Street and Eads Street in Pentagon City in 2014 and uses car parking as the separation from motor vehicles.

Arlington has a number of bicycle repair "Fixit" stands that include an air pump for filling up tires and tools for basic repairs and adjustments. The stands are free to use and are located near the Ballston and Clarendon Metro Stations and another is proposed near the Pentagon City Metro Station. There is a similar bike maintenance Fixit stand located at the Crystal City Water Park on Crystal Drive, which was installed through a partnership between the Crystal City Business Improvement District and Phoenix Bikes.

[15] Source: Bike Arlington. http://www.bikearlington.com/pages/biking-in-arlington/bicycle-facilities/. Accessed September 21, 2015.
[16] Source: Arlington County GIS Mapping Center, October 2015

Figure 9 | Arlington County Bicycle Lanes



1.7.8 ADA Accommodations

All ART buses are fully ADA accessible with low floors, wheelchair lifts or ramps, and priority seating. A bus annunciator system provides both audible and digital display announcements of each upcoming stop.

To meet ADA requirements, several standards were established by the Master Transportation Plan for bus stops throughout Arlington County. Boarding/alighting areas should provide a 40-foot by 4-foot clear zone at each stop, unobstructed by street furniture, landscaping, or signage to allow ingress and egress from both the front and back doors for travelers of all abilities. Pedestrian paths of travel of at least 5 feet wide, should be provided between bus stops and sidewalks to allow pedestrians of all abilities to pass in opposite directions.

The County subsidizes two paratransit systems (STAR and MetroAccess) to serve those who cannot use public transit due to a disability.

1.8 Transit Security Program

National Express, the operations and maintenance contractor of ART, follows a nationally recognized customer and safety program, which includes safe and defensive driving techniques, accident reporting, and emergency preparedness including table-top and live exercises. National Express has a company-wide, global safety development campaign called "Driving Out Harm" which has proven to both drive and strengthen consistency in safety practices. National Express has designed its Safety Program on 12 Global Standards of Excellence, including risk assessment, accident and incident investigation, safety audit and management check, and safety of vehicles.

According to the Arlington County 2011-2016 Transit Development Plan (TDP), on-board cameras were proposed to be installed on all buses during the subsequent two to six years. Currently no buses are equipped with on-board video surveillance; however there are plans in place to install them in FY 2017. Video surveillance will be an important component of the Safety and Security Plans currently being established by the Transit Bureau for ART by the new regulations under the federal Moving Ahead for Progress in the 21st Century Act (MAP-21). Subsequent updates to the TDP will contain the most recent version of this plan. At the moment, ART buses are only equipped with a silent security system in which a driver can press a button to notify dispatch of a situation.

In the 2011-2016 TDP, transit facility security upgrades were proposed. Bus garage security was planned to be improved, including security cameras and an operator-activated security alarm system. This feature will be included with the planned redevelopment of the bus parking lots. Shirlington Station is not currently staffed with security personnel. While cameras are located on the inside and outside of the building, staff have expressed concerns about the station's automatic opening, alarming, and closing system. Operating procedures have been changed to decrease the occurrence of false alarms.

ART's fare collection program has several measures in place to ensure security of the collected revenues. The ART buses are equipped with Genfare GFI fareboxes, designed to ensure security of collected fares on the bus. Upon returning to the bus yard, each farebox is probed to download fare data into the system and farebox vaults are pulled and dumped into a single vault. This procedure ensures that the money is never accessible to anyone. Collected fares are then transported from the vault to the bank via a contracted security firm. Revenues are counted by the bank and credited back to the County.

Arlington County does not currently have any ART-specific public safety awareness programs or campaigns in place. ART is a partner in the "See Something, Say Something" campaign. The campaign asks those riding public transportation across the region to keep an eye for suspicious activity or items and report them to the appropriate officials. Arlington County has a number of campaigns in place that cover transit riders, including: Be a PAL, Street Smart, and Arlington Alerts. The "Be a PAL" campaign is produced by Arlington County Commuter Services and promotes sharing the street with all users. PAL stands for: Predictable, Alert, and Lawful. The Street Smart campaign is a regional campaign promoting education to drivers, pedestrian, and cyclists. The campaign began in 2002 and is funded through a partnership between the District of Columbia Department of Transportation, Maryland Motor Vehicle Administration, Metropolitan Washington Council of Governments, Virginia Highway Safety Office, and WMATA. Similar to ART's subscription service for alerts, Arlington County provides a subscription service to residents, commuters, and visitors to give alerts about different types of emergencies and situations within the County.

1.9 Intelligent Transportation Systems Program

ART has a robust Intelligent Transportation System (ITS) program, covering dispatching, scheduling, and public information.

1.9.1 Computer Aided Dispatch or Automatic Vehicle Locator systems

ART uses the Connexions Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) system to manage bus service. This software is loaded with timetable, schedule and operator information and updated automatically using real-time information. ART uses this system to identify current on-time performance for each bus, send messages to each bus, and alter service as needed. This system also produces a General Transit Feed Specification (GTFS) compliant data feed used on ART's website (www.arlingtontransit.com) that informs passengers how many minutes their bus is away from their bus stop. This feed also supports publically available trip planning software such as CarFreeAtoZ, RideScout, Hop Stop, and other similar services.

1.9.2 Automatic Passenger Counters

ART uses the Urban Transportation Associates' Automated Passenger Counter (APC) system to count passengers on their buses. This system allows ART to count passenger boardings and alightings. These counters are installed on 100 percent of the fleet.

1.9.3 Traffic Signal Priority

ART is currently undertaking a study to implement Traffic Signal Priority (TSP) capability on major corridors in the county.

1.9.4 On-board Cameras

ART proposes to install on-board cameras on all buses with audio-recording in the driver compartment.

1.9.5 Trip Planners

Real time information and trip planners are available over the web at: http:/www.commuterpage.com/

Additionally, ART provides General Transit Feed Specifications (GTFS) data to the general public, which supports publically available trip planning software such as Google Maps and Hopstop.

1.9.6 Scheduling and Run cutting Software

ART currently uses Schedule Masters' The Master Scheduler software for preparation of system schedules.

1.9.7 Maintenance, Operations and Yard Management Systems

Maintenance management, driver management, and yard management are the responsibility of the contractor that provides bus service for ART. Staff are currently working with Connexionz to implement a yard management software solution within their computer-aided dispatch package.

1.9.8 Information Displays and Real Time Arrival

Arlington County uses electronic message boards that are located at select bus stops, in County buildings, and libraries as a means of transmitting information about the real-time status of bus arrivals. Real-time information is also available at http://artdev.commuterpage.com/pages/rider-tools/.

ART uses DRI Corporation's Talking Bus Automatic Vehicle Annunciation (AVA) system, based on DRI600 technology. The system is used to announce the route and stop for passengers with a visual disability to meet ADA requirements. It can also be used to share system warnings and alerts. However, this technology will only be supported through 2018 and must be replaced.

1.9.9 Information to Mobile Devices or Applications

ART currently provides email and text alerts about service changes or disruptions for riders who sign up. These are also shared through their Facebook, Twitter, or RSS feed. The Arlington Transit website is mobile device friendly, providing access to real-time predictions for routes, schedules, and alerts. ART's GTFS feed allows applications like Google Maps to identify routes that would be suitable to complete a trip by transit within the County. Google Maps is also linked to ART's real-time predictive software, allowing the user to identify where a stop is location.

The County's website provides a list of applications, websites, and tools designed to work from a mobile device platform. They are designed to help users live a more car free lifestyle by identifying transportation alternatives, providing route and schedule information, and trip planner services.

1.10 Data Collection and Ridership and Revenue Reporting Methodology

ART conducts the following activities to collect, process/verify, and retain ridership and revenue data (**Table 5**).

Table 5 | Arlington Data Collection Processes

Process	Ridership Data	Revenue Service / Financial Data	Equipment or Process Used
Collect	Automatic Passenger Counters and/or Electronic Registering Fareboxes (Boarding and alighting by stop, route)	Fares from Passengers via Electronic Registering Fareboxes	INFODEV (for 1st 20) and UTA Sensors sent through wireless link; processed through software.
Process	Through sensors at the doors of the bus (recorded at each door opening); Through transactions from the Electronic registering fareboxes (cash, SmartTrip cards, or flash passes)	Through transactions (SmartTrip cards, cash, fare tokens, and/or flash (ID) passes) at the farebox through the service day on each route.	GFI Odyssey fareboxes with Cubic operator control units and smartcard processing units
Verify	Information from both sources are checked to ensure that figures generated are accurate from both systems. APC software compares data with previous and current for consistency and accuracy.	All transactions are checked by revenue inspectors at the close of each day. Those in charge of transferring the cash transactions conduct this once a week matching the amount deposited in the department's account with what was collected during the same period from the fareboxes.	National Express and Transit Bureau personnel review farebox reports for accuracy and completeness.
Store	This information is downloaded into a data repository that collects the information on a daily basis. It is stored locally for use by staff (Raw Data and Compilation).	n/a	n/a
Report	The data is reported on a monthly and quarterly basis to various local, regional, state and federal agencies.	The data is reported on a monthly and quarterly basis to various local, regional, state and federal agencies.	n/a

1.11 Public Outreach Program

Arlington Transit provides outreach and information to the public by providing information about existing services and how, best to use them. They also solicit feedback from the public through daily interactions with their customer service agents on problems riders experience on buses or at bus stops, and through more formal outreach events to understand the impacts of larger service changes.

The Arlington County Commuter Services Bureau (ACCS) and the Transit Bureau, both within the Department of Environmental Services, share responsibility for public outreach activities to promote transit use. Arlington Transportation Partners (ATP) is a program of ACCS to support businesses, residential communities and commercial properties to create transportation programs for the reduction of single occupancy vehicle trips in Arlington County. ATP provides information and offers commuter and transportation benefits to employers, visitors, and tenants throughout Arlington County. ATP provides information and assistance to businesses implementing commuter benefits programs as well as residential developments and hotels looking to improve their attractiveness to potential tenants and guests. ACCS provides transportation and commuting information to Arlington County residents through direct mailings, free brochures, point-of-purchase displays, articles and special inserts in The Citizen newsletter, events, Commuter Stores and the internet.

ACCS, in conjunction with the Transit Bureau, also prepares and provides printed and online Northern Virginia Transit schedules (ART, Metrobus, and other local bus routes), the STAR Rider Guide, and periodic newsletters of interest to the riders. ACCS develops and maintains signage at each ART bus stop displaying the route and schedule using that stop, including new LED Bus information signs. ACCS contracts for maintenance of the ART/STAR websites as well as the software allowing staff to send ART Alerts to user e-mail and cell phone accounts with information of interest. ACCS staff takes a prime role in executing the Demand and System Management element of the Master Transportation Plan, which encourages developers to support transit through a variety of means.

The Commuter Store®, Mobile Commuter Store, and CommuterDirect.com® provide one-stop location to purchase ART, Metro, VRE, MARC, Circulator, and DASH fares. ACCS operates four Commuter Stores in Arlington County, (Ballston, Crystal City, Rosslyn, and Shirlington) with two affiliate stores in Maryland (Odenton and Frederick). The Mobile Store serves additional Arlington and Washington, DC locations. Capital Bikeshare memberships can also be purchased at The Commuter Store® outlets in Arlington, as well as the Mobile Commuter Store. CommuterDirect.com® allows for the purchase and delivery of transit tickets and passes online.

ART uses its website as a method of public outreach for service changes and disruptions. Passengers can be updated on service changes, disruptions and other advisories through news headlines and links on the homepage. Passengers can also subscribe to receive

ART service alerts via email or text message. The website also provides regional transit news and service advisories that may affect Arlington residents. Periodically, ART publishes the *ART Forum Newsletter* to provide updates and information about Arlington Transit and other transit-related topics. The newsletter is distributed in printed form on board ART buses.

The Transit Bureau has a variety of outreach functions that are currently shared between the bureau, ACCS, and Arlington DOT. These include maintenance of an inventory of civic and neighborhood associations affected by each bus route; maintenance of an email list of observers on each ART route, oversight of the on-line customer comments system; and liaison duties with potential stakeholders in the success of transit in Arlington. The Transit Bureau has developed the public participation process for this TDP and conducts community meetings to assess the adequacy of routing and scheduling idea sand changes that would affect the community. Residents may also fill out a comment form to submit feedback on how bus service should be improved. There are also several advisory committees, which are open to the public, that allow the community to give feedback and improvement suggestions and to be made aware of issues affecting transportation in the County, the committees include: Bicycle Advisory Committee, Pedestrian Advisory Committee, Transit Advisory Committee, and Transportation Commission.

ARLINGTON COUNTY

Transit Development Plan

CHAPTER 2:

Goals, Objectives & Standards

ARLINGTON
VIRGINIA

Report Prepared by:

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2 GOALS, OBJECTIVES AND STANDARDS

The Transit Development Plan's (TDP) goals, objectives, and performance measures reflect those developed for the Transportation and Development Division's (DOT) 2014 Performance Report. DOT developed this Performance Report in order to track the Division's progress toward the vision set out in the County's Master Transportation Plan (MTP).[1] The goals, objectives, and performance measures developed as part of the Performance Report and used in this TDP are based on a variety of publicly reviewed documents that contained existing Arlington County goals, objectives, performance measures, targets, and standards that pertain to transit, along with input and refinement by DOT leadership. The Fiscal Year 2017 TDP aims to support concepts put forth by the DOT Performance Report. As such, Chapter 2 of the TDP summarizes and reiterates the goals, objectives, and transit related performance measurements and adds TDP specific performance targets.

The goals and objectives fall within the context of the Division's Vision and Mission. DOT's Vision is a thriving and sustainable community supported by transportation choices allowing for seamless movement at any time and to any place. DOT's Mission is to provide an accessible integrated system of transportation choices in coordination with land use and development.

In addition to the goals, objectives, performance measures, and targets presented in this chapter, updated service standards for the ART system are also provided.

2.1 Goals, Objectives, Performance Measures, and Targets

The performance measures from the Performance Report specifically related to transit are incorporated into this TDP. These measures include performance targets that build off of standards developed for the MTP, which set service level standards and targets based on classifying transit as falling within either the Primary Transit Network (PTN) or the Secondary Transit Network (STN), and the new Premium Transit Network (PrTN) will be incorporated as well. The PrTN is defined as the County's high-frequency enhanced bus service (10-minute peak headways and 12-minute off-peak headways, seven days a week) that operates along major thoroughfares that have high volumes of travel through and internally. These corridors will have bus stops that are spaced further apart with enhanced amenities. The PTN is defined as the high-quality, high-frequency transit service along primary development corridors; it includes higher frequency bus service (service that operates at 15 minute headways seven days a week). The STN is defined as comprising local corridor and circulator bus routes that serve the low- to moderate-density portions of Arlington and adjacent communities and feed into the PTN. **Table 1** summarizes the performance measures and specific targets created for the TDP.

[1] While the MTP provides goals and objectives aimed toward a long-range vision, DOT lacked a unifying set of goals and objectives to which the Division could measure, assess and communicate its ongoing performance.

Table 1 | Performance Measures and Targets for FY 2017 TDP

DOT Goal	DOT Objectives	DOT Transit Performance Measures	TDP Performance Targets
Accessibility: Expand multimodal access and connectivity to destinations both within and outside of the County.	Maximize accessibility for Arlington residents, employees and visitors to regional activity centers and destinations within Arlington. Meet the needs of traditionally underserved populations in transportation planning, operations, maintenance and the provision of infrastructure.	Proximity to Multi-Modal Transportation	Increase the percent of population within a quarter mile of transit with a peak frequency of every 30-minute by 10 percent by FY 2026. Increase the percent of population and jobs within a quarter mile of a bus stop with PTN level service by 20 percent by FY 2026.
		ADA Accessibility to Transit	Achieve 90 percent ADA Accessible Bus Stops / Transit Centers by FY 2026.
		Service to Traditionally Underserved Populations	Increase the percent of traditionally underserved (low income and minority) populations within a quarter mile of a bus stop with seven-day a week service by 2 percent by FY 2026. Achieve 100 percent Title VI compliance with all transit planning outreach throughout the implementation of the TDP.

DOT Goal	DOT Objectives	DOT Transit Performance Measures	TDP Performance Targets
Mobility: Improve mobility for all users of the transportation system in Arlington County.	Provide efficient (cost and time to users) personal mobility balancing all modes of transportation. Maximize use of transportation options while minimizing single-occupancy vehicle travel.	Usage of ART and Metrobus	Increase the percent of those living and working in Arlington who use transit for commuting to 30 percent by FY 2022. Increase ART and Metrobus combined total ridership by two percent annually. Achieve and maintain on-time performance at agency standards for each individual route. Achieve and maintain trip load capacities at agency standards for each individual route trip.
Safety and Security: Provide transportation infrastructure and an integrated transportation network that is safe and secure for all users and all modes of travel.	Minimize the frequency and severity of injury on all modes of travel. Mitigate transportation related safety and security risks. Build and maintain a premier safety culture within the Transportation & Development Division and the community at large.	Transit Injuries	Reduce major transit injuries to zero. Install interior lighting (using solar and/or conventional/hardwired technology) at all shelters, wherever feasible, by 2026. Reduce the rate of accidents per 100,000 miles by 10% by FY 2026.

DOT Goal	DOT Objectives	DOT Transit Performance Measures	TDP Performance Targets
Manage Effectively and Efficiently: Construct and manage the transportation system, infrastructure and operations effectively, efficiently and transparently.	Ensure fiscal stewardship in the funding, development, management, operation and maintenance of transportation systems to maximize community value. Build and sustain meaningful public support in transportation policies and programs. Construct financially sustainable assets and preserve, maintain and improve the condition of the existing transportation system.	Cost per Trip for ART ART Farebox Recovery	Maintain a minimum of 15 passengers per revenue hour on all STN routes. Maintain a minimum 20 percent farebox recovery for STN routes. Maintain 35 passengers per revenue hour during peak hours and 15 passengers per off peak revenue hour on all PTN/PrTN routes. Maintain a minimum 35 percent farebox recovery ratio for all PTN/PrTN routes. Reduce the proportion of non-revenue hours to total hours by 10% by FY 2026.
		Mean Distance Between Failures of ART Fleet	Achieve and maintain the agency standard of 11,000 mile average mean distance between failure agency standard.
		Citizen Service and Study Requests	Achieve and maintain at least a “Satisfactory” rating at least 95 percent of the time and an “Excellent” or “Very Good” rating at least 50 percent of the time when periodic satisfaction surveys are conducted.

DOT Goal	DOT Objectives	DOT Transit Performance Measures	TDP Performance Targets
Environment, Energy, Health, and Economy: Enrich the quality of life in Arlington County through sustainable transportation improvements and infrastructure.	Maintain or reduce noise, air and water pollution through Transportation & Development Division Activities. Promote public health through transportation activities. Leverage investments in transportation and guide development of land use and transportation to support economic development.	Particulate Matter per Mile Produced by ART	Maintain ART fleet particulate matter at .003 lbs per revenue mile

2.2 Service Standards

As part of the development of the FY 2017 TDP, ART's service standards have been reviewed and modified. The revisions are intended to add more specificity to the standards and take into account the different types of bus services that ART offers.

For vehicle load factors, the standard is broken up into peak periods versus off-peak periods, and express type service and local service.

For on-time performance, the definition of "early" was adjusted to be more in line with industry norms and to allow more flexibility in the "on-time" definition. Stop spacing standards were developed based on ART stop spacing performance measures from the 2010 TDP, WMATA's current stop spacing standards, and those presented in Transit Cooperative Research Program Report 19: Guidelines for the Location and Design of Bus Stops (TCRP-19). Limited stop service was given a separate standard to match WMATA's standard for its limited stop service.

For service levels, routes were assigned to the Primary Transit Network (PTN), Secondary Transit Network (STN) and the new Premium Transit Network (PrTN), based on existing characteristics and service levels.

The PrTN is defined as a high-frequency (10-minute peak and 12-minute off-peak) enhanced bus service with 18-hour, seven days a week service. The bus stop spacing is further apart for these services and will be accompanied by enhanced amenities. Within Arlington County, two corridors are being recommended for this type of service:

- Columbia Pike from the County Line to the Pentagon, Pentagon City and Crystal City Metro stations
- Route 1 corridor from the County Line to the Pentagon City and Crystal City Metro stations

The MTP defined Definite PTN[2] areas as: Lee Highway, Wilson Boulevard between Ballston and Rosslyn, Columbia Pike, South Glebe Road and the Route 1 corridor. For the purpose of this TDP, the portion of South Glebe Road southeast of Shirlington is not considered part of the Definite PTN and the Route 1 and Columbia Pike corridors are being considered part of the Premium Transit Network. Washington Boulevard has also been added based on the existing and proposed level of service along the corridor, and the high propensity for transit along certain portions of the corridor. The Definite PTN corridors are defined in this TDP as follows:

- Glebe Road between Marymount University/Lee Highway and Arlington Ridge Road

[2] Definite PTN corridors should have planned PTN service, Candidate PTN corridors should have at least STN level service, and should be considered in the future for PTN level service based on development.

- Lee Highway between East Falls Church Metro station/North Sycamore Street and Rosslyn Metro station
- Washington Boulevard between East Falls Church Metro station/North Sycamore Street and Ballston Metro station
- Wilson Boulevard / Clarendon Boulevard between the Ballston Metro station and Rosslyn Metro station

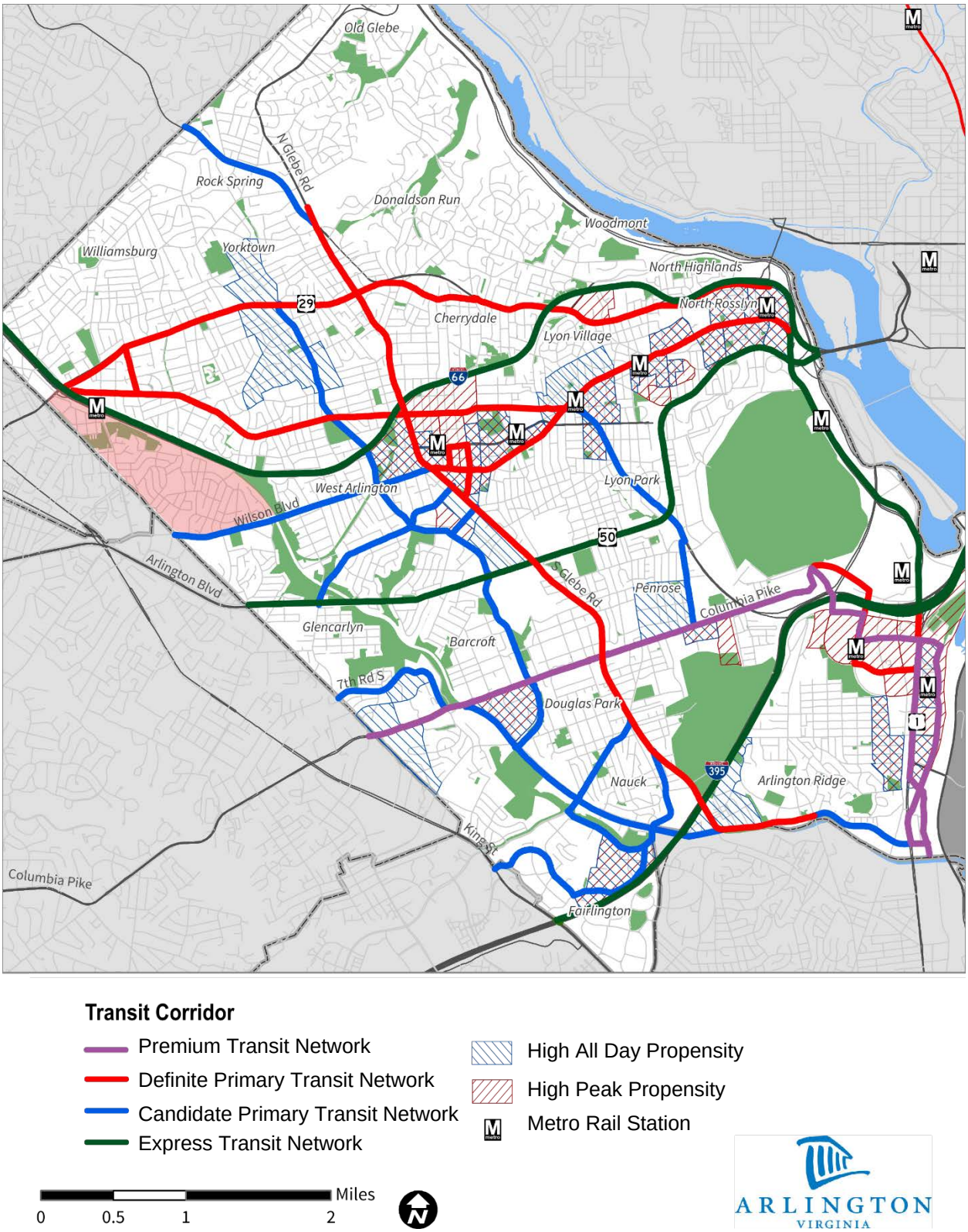
The updated service standards are summarized in **Table 2** and **Figure 1** is a map of the updated PrTN and PTN corridors based on the updates made in this TDP.

Table 2 | Proposed Arlington County Service Standards

Category and Subcategories			Standard
Vehicle Load Factor	Peak Periods	Express	100% of seated capacity
		Local	125% of seated capacity
	Off-Peak Periods	All routes	100% of seated capacity
Frequency (minimum)	Premium Transit Network		10-minute peak headways and 12-minute off-peak headways
	Primary Transit Network		15 minute headways
	Secondary Transit Network		30-minute peak headways and either 30 minute off-peak headways or availability of Flex service
Span of Service (minimum)	Premium Transit Network		18-hours a day, 7 days a week
	Primary Transit Network		18-hours a day, 7 days a week
	Secondary Transit Network		7-hours a day, 5 days a week
On-Time Performance[3]			95%
Service Availability			90% of residents live within ¼-mile of transit
Bus Stop Spacing	Limited Stop Service		1,760 – 2,640 feet
	Premium Transit Network		1,320 – 2,649 feet
	Primary Transit Network		1,320 feet
	Secondary Transit Network		660 – 1,320 feet
Average Mean Distance Between Failure			11,000 miles

[3] ART measures on-time performance at major time points, the route must not depart early and arrive before six minutes after scheduled.

Figure 1 | TDP Proposed PrTN and PTN Network Map



Appendix A: Existing ART and WMATA Service Standards

Table 3 details the WMATA, TCRP-19, and ART 2010 TDP standards.

Table 3 | Industry Stop Spacing Standards

Stop Type	WMATA	TCRP-19	ART 2010 TDP
Downtown	-	600 feet	-
Urban	-	750 feet	-
Suburban	-	1,000 feet	-
Rural	-	1,250 feet	-
Local Service	1,050 – 1,320 feet	-	-
Limited Stop Service	1,760 - 2,640 feet (MetroExtra)	-	-
Primary Transit Network	-	-	1,320 feet
Secondary Transit Network	-	-	660 – 1,320 feet

The Arlington County Title VI Plan[4] defines a number of standards for the services operating in the County, including ART, Metrobus, and Metrorail. These service standards include vehicle passenger loads, service levels (headways and spans of service), on-time performance, and service availability (see **Table 4**).

Table 4 | Arlington County Title VI Service Standards

Category		Standard
Vehicle Load Factor		125% of seated capacity
Service Levels	Primary Transit Network	15 minutes 18-hour span
	Secondary Transit Network	30 minutes during peak periods
On-Time Performance		Early: Depart any time before scheduled Late: Depart six or more minutes later than scheduled 95% on-time
Service Availability		90% of residents live within ¼-mile of transit

[4] Arlington County Title VI Civil Rights Program, 2014

WMATA, while operating within the service standards prescribed by Arlington County, has additional service standards for Metrobus as defined under WMATA's Title VI Plan,[5] as summarized in **Table 5.**

Table 5 | WMATA Metrobus Title VI Service Standards

Category	Standard
Vehicle Load Factor	**Peak:** Maximum load factors of 120% on radial lines, 110% on crosstown lines, and 100% on express lines **Off-Peak:** Maximum load factor of 100% on all service types
Vehicle Headway	**Peak:** 15 minutes for urban and radial lines, 30 minutes for suburban lines **Off-Peak:** 30 minutes for urban and radial lines, 60 minutes for suburban lines
On-Time Performance	**Early:** Arriving at stop more than 2 minutes before scheduled time **Late:** Arriving at stop more than 7 minutes late
Service Availability	Population living within ¼-mile of a bus stop (regional and non-regional) divided by the total population living in the compact zone.

[5] WMATA Title VI Plan, 2014

ARLINGTON COUNTY

Transit Development Plan

CHAPTER 3:

Service and System Evaluation

ARLINGTON
VIRGINIA

Report Prepared by:

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3 SERVICE AND SYSTEM EVALUATION

The Arlington County transit program includes local, inter-jurisdictional and regional bus services, regional heavy rail and commuter rail, paratransit, and human services transportation. This chapter analyzes the existing bus services that operate throughout the County, including Arlington Transit (ART) (**Figure 1**), Metrobus services (**Figure 2**), and STAR demand response and provides a historical performance analysis over the last three to five years, depending on data availability. The assessment of the transit needs across the County identifies any deficiencies or gaps in bus transit services and includes a peer analysis to compare transit within Arlington County against local and national peers. The purposes of this assessment are to develop an understanding of the transit market that exists now and to project how effectively and efficiently existing services can meet the transit needs of the County in the future.

Figure 1 | Arlington Regional Transit System Map

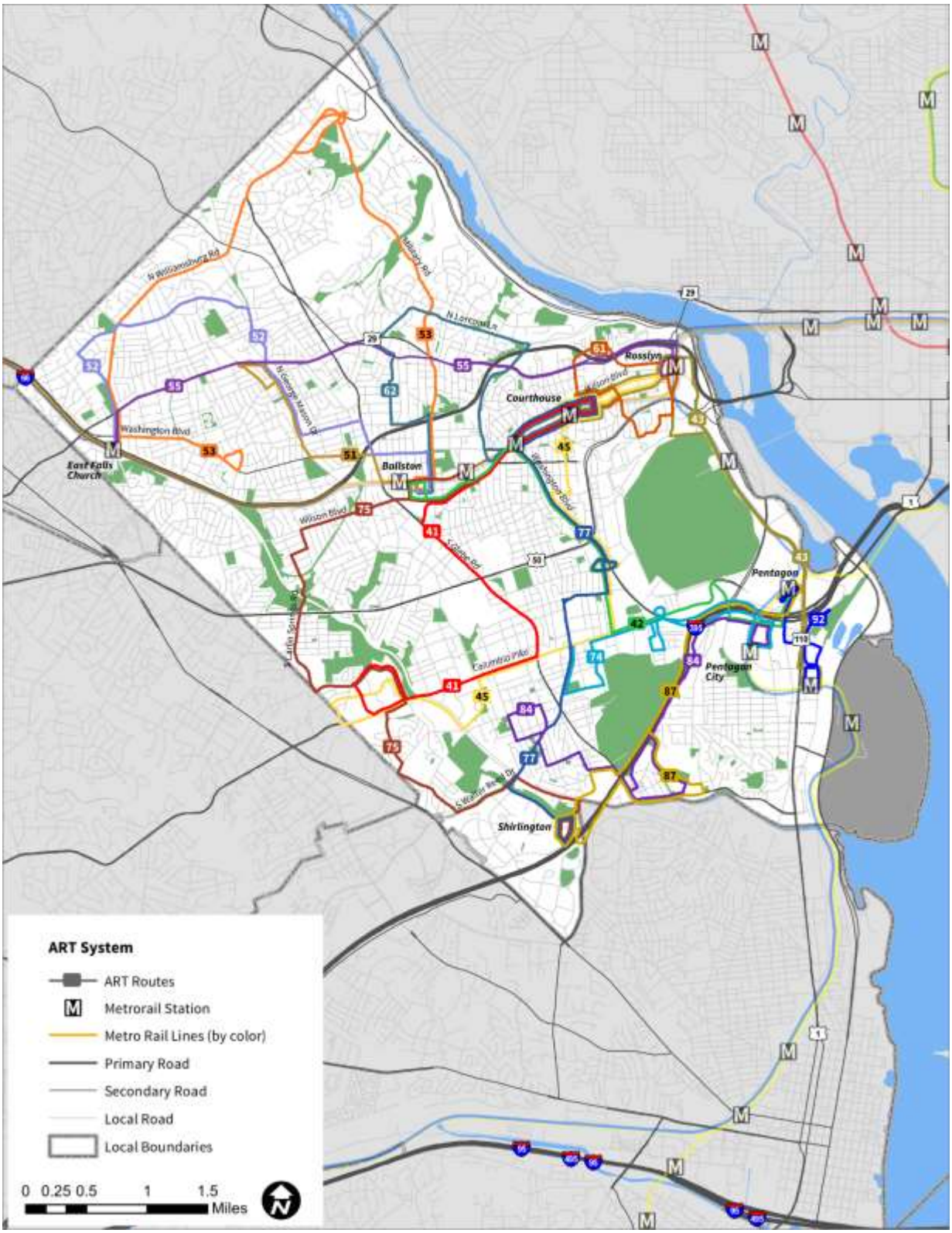


Figure 2 | Metrobus System Map (Arlington County)

3.1 Fixed Route Service Analysis

The following sections summarize ART and Metrobus data, including ridership, operating characteristics, and level of service. This information is presented by service day and period, and helps in understanding the route-level service performance.

3.1.1 ART Transit Service

The ART transit system consists of 16 routes that operate throughout Arlington County.[1] The system consists of a Primary Transit Network (PTN) and a Secondary Transit Network (STN). The PTN is made up of high-quality, high-frequency transit service along Arlington's primary development corridors. The STN is the supplementary network that serves moderate- to low- density portions of Arlington and adjacent communities with a focus on providing connections to Metrorail stations and other PTN service transfer points. Routes are evaluated based on different service standards based on the network classification. Currently, two routes, Route 41 and 55, are classified as part of the PTN and the remaining 14 routes are classified as STN.

Due to the local connector/feeder nature of the ART bus system, and in particular the STN, Metrorail stations in Arlington County serve as the majority of major trip generators. The Metrorail stations with the most ART connections are Court House, Pentagon, Ballston-MU, Rosslyn, and Pentagon City. Additionally, several ART routes serve the Shirlington Transit Center and nearby Village at Shirlington. The office and retail developments in the Rosslyn-Ballston corridor attract a significant number of ART riders. ART provides the only transit connections to the headquarters of the County Departments of Human Services and Health as well as Arlington Public Schools' Syphax Center. Finally, Virginia Hospital Center is a large employment center and major trip generator served by multiple ART routes. **Table 1** provides an overview of the major generators that each route serves and the land uses and transit connections possible at each generator.

The weekday span of service runs between 5:00 AM and 1:45 AM, although only four routes provide late night service: Routes 41 (Columbia Pike-Ballston-Court House), 45 (Columbia Pike-DHS-Sequoia-Rosslyn), 51 (Ballston-Virginia Hospital Center), and 55 (East Falls Church-Lee Highway-Rosslyn). Most routes operate on a 30-minute headway during morning and afternoon peak periods. Routes 43 (Crystal City-Rosslyn-Court House) and 87 (Pentagon Metro-Army Navy Drive-Shirlington) southbound run on the most frequent service with 10-minute peak headways followed by Route 55 (East Falls Church-Lee Highway-Rosslyn), with 12-minute peak headways and Route 41 (Columbia Pike-Ballston-Court House) which operates on 15-minute peak headways. All ART services operate on the weekdays, however only Routes 41 (Columbia Pike-Ballston-Court House), 42 (Ballston-Pentagon), 51 (Ballston-Virginia Hospital Center), 55 (East Falls Church-Lee Highway-Rosslyn), 77 (Shirlington-Lyon Park-Court House), and 87 (Pentagon Metro-Army Navy Drive-Shirlington) operate on Saturday. Saturday headways

[1] ART Route 92 began in January 2015 and Route 55 began in December 2015. Data is reported between January and July 2015, where available.

vary from every 19-65 minutes, with an average frequency of every 35 minutes. Routes 41 (Columbia Pike-Ballston-Court House), 51 (Ballston-Virginia Hospital Center), 55 (East Falls Church-Lee Highway-Rosslyn), and 87 (Pentagon Metro-Army Navy Drive-Shirlington) also operate on Sunday, the average frequency is every 25 minutes.

Table 2 and **Table 3** summarize headways by service day and time period, and span of service for each service day by individual ART route.

Table 1 | ART Service Characteristics

Route	Name	Major Generators	Land Use	Transfer Opportunities
41	Columbia Pike-Ballston-Court House	Court House Metro	Transit Center; Mixed-Use; Employment Center	Metrorail Orange and Silver Lines; ART 43, 45, 61A/B, 62, 77; Metrobus 4B, 38B
		Clarendon Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 38B; ART 42;
		Ballston Common Mall	Retail Center; Employment Center; Mixed-Use	Metrobus 10B, 22A/B/C, 23A/B/T
		Columbia Pike	Affordable Housing; Shopping Centers	ART 45; Metrobus 16G/H/K, 16A/B/E/J/P
42	Ballston-Pentagon	Pentagon Transit Center	Transit Center; Employment Center	Metrorail Yellow and Blue Lines; Metrobus; ART; PRTC; FFX; DASH; Loudoun County Transit
		Pentagon City Metro (weekend only)	Transit Center; Mixed-Use; Retail; Commercial	Metrorail Blue and Yellow Lines; Metrobus 10A, 13Y, 16E/G/H
		Sequoia Plaza, Arlington County Department of Human Services	Employment Center; County Services	ART 45, 77
		Clarendon Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 38B; ART 41;
		Ballston-MU Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 1A/B/E/Z, 2A, 10B, 22A/B/C, 23A/B/T, 25B, 38B; ART 51, 52, 53, 62, 75
43	Crystal City-Rosslyn-Court House	Crystal City Metro	Transit Center; Mixed-Use; Retail Center	Metrorail Blue and Yellow Lines; ART 92; Metrobus 10R, 13Y, 16H, 23A/B, Metroway; FFX 597; PRTC Dale City, PRTC Lake Ridge

Route	Name	Major Generators	Land Use	Transfer Opportunities
		Crystal City VRE	Transit Center; High Density Residential	ART 92; VRE
		Rosslyn Metro	Transit Center; Mixed-Use Office/Commercial	Metrorail Blue, Silver, and Orange Lines; Metrobus 4A/B, 5A, 10R/S, 15K, 38B; ART 45, 55, 61A/B; DC Circulator; Loudon County Transit
		Court House Metro	Transit Center; Mixed-Use; Employment Center	Metrorail Orange and Silver Lines; ART 41, 45, 61A/B, 62, 77; Metrobus 4B, 38B
45	Columbia Pike-DHS-Sequoia-Rosslyn	Columbia Pike	Affordable Housing; Shopping Centers	ART 41; Metrobus 16G/H/K, 16A/B/E/J/P
		Sequoia Plaza, Arlington County Department of Human Services	Employment Center; County Services	ART 42, 77
		Rosslyn Metro	Transit Center; Mixed-Use Office/Commercial	Metrorail Blue, Silver, and Orange Lines; Metrobus 4A/B, 5A, 10R/S, 15K, 38B; ART 43, 55, 61A/B; DC Circulator; Loudon County Transit
51	Ballston-Virginia Hospital Center	Virginia Hospital Center	Medical	ART 52
		Ballston-MU Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 1A/B/E/Z, 2A, 10B, 22A/B/C, 23A/B/T, 25B, 38B; ART 42, 52, 53, 62, 75
52	Ballston-Virginia Hospital	East Falls Church Metro	Transit Center	Metrorail Orange and Silver Lines; Metrobus 2A, 3A, 3Y, 15K/L, 26A; ART 53, 55
		Yorktown High School	Educational	No transfers

Route	Name	Major Generators	Land Use	Transfer Opportunities
	Center-East Falls Church	Virginia Hospital Center	Medical	ART 51
		Ballston-MU Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 1A/B/E/Z, 2A, 10B, 22A/B/C, 23A/B/T, 25B, 38B; ART 42, 51, 53, 62, 75
53	Ballston Metro-Old Glebe-East Falls Church-Westover	East Falls Church Metro	Transit Center	Metrorail Orange and Silver Lines; Metrobus 2A, 3A, 3Y, 15K/L, 26A; ART 52, 55
		Ballston-MU Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 1A/B/E/Z, 2A, 10B, 22A/B/C, 23A/B/T, 25B, 38B; ART 42, 51, 52, 62, 75
55	East Falls Church-Lee Highway-Rosslyn	Rosslyn Metro	Transit Center; Mixed-Use Office/Commercial	Metrorail Blue, Silver, and Orange Lines; Metrobus 4A/B, 5A, 10R/S, 15K, 38B; ART 43, 45, 55, 61A/B; DC Circulator; Loudon County Transit
		East Falls Church Metro	Transit Center	Metrorail Orange and Silver Lines; Metrobus 2A, 3A, 3Y, 15K/L, 26A; ART 52, 53
61	Rosslyn-Court House Metro Shuttle	Courthouse Metro	Transit Center; Mixed-Use; Employment Center	Metrorail Orange and Silver Lines; ART 41, 43, 45, 62, 77; Metrobus 4B, 38B
		Rosslyn Metro	Transit Center; Mixed-Use Office/Commercial	Metrorail Blue, Silver, and Orange Lines; Metrobus 4A/B, 5A, 10R/S, 15K, 38B; ART 43, 45, 55; DC Circulator; Loudon County Transit
62	Court House Metro-Lorcom Lane-Ballston	Ballston-MU Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 1A/B/E/Z, 2A, 10B, 22A/B/C, 23A/B/T, 25B, 38B; ART 42, 51, 52, 53, 75
		Courthouse Metro	Transit Center; Mixed-Use; Employment Center	Metrorail Orange and Silver Lines; ART 41, 43, 45, 61A/B, 77; Metrobus 4B, 38B

Route	Name	Major Generators	Land Use	Transfer Opportunities
74	Arlington Village-Arlington View-Pentagon City	Arlington Village	Medium Density Residential; Commercial	Metrobus 10B; ART 77
		Pentagon City Metro	Transit Center; Mixed-Use; Retail; Commercial	Metrorail Blue and Yellow Lines; Metrobus 10A/E, 16E/P, 16G/H; ART 84, 87; FFX 599
		Walter Reed Community Center and Park	Park/Open Space	No transfers
75	Shirlington-Wakefield H.S.-Carlin Springs Road Ballston-Virginia Square	Shirlington Transit Center	Bus Transit Center	Metrobus 7A/F/Y, 7C, 10B, 22A/ C, 23A/B/T; ART 77, 87; DASH AT-9
		Wakefield High School	Educational	No transfers
		Ballston-MU Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 1A/B/E/Z, 2A, 10B, 22A/B/C, 23A/B/T, 25B, 38B; ART 42, 51, 52, 53, 62
		Virginia Square Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; ART 41, 42
		West Village of Shirlington	Residential; Commercial	Metrobus 22A/C; ART 77
		Arlington Mill Community and Senior Center	Residential; Institutional	Metrobus 16G; ART 41, 45
77	Shirlington-Lyon Park-Court House	Shirlington Transit Center	Transit Center	Metrobus 7A/F/Y, 7C, 10B, 22A/ C, 23A/B/T; ART 75, 87; DASH AT-9
		Village at Shirlington;	Mixed-Use	Adjacent to the transit center
		Sequoia Plaza; Arlington County Department of Human Services	Employment Center; County Services	ART 42, 45
		Courthouse Metro	Transit Center; Mixed-Use; Employment Center	Metrorail Orange and Silver Lines; ART 41, 43, 45, 61A/B, 62; Metrobus 4B, 38B

Route	Name	Major Generators	Land Use	Transfer Opportunities
		Clarendon Boulevard/Wilson Boulevard	Mixed-Use Commercial; Residential	Metrobus 38B; ART 41, 62
		Arlington Village	Medium Density Residential; Commercial	Metrobus 10B; ART 74
		Nauck (residential neighborhood)	Residential	No transfers
84	Douglas Park-Nauck-Pentagon City	Pentagon City Metro	Transit Center; Mixed-Use; Retail; Commercial	Metrorail Blue and Yellow Lines; Metrobus 10A/E, 16E/P, 16G/H; ART 74, 87; FFX 599
		Douglas Park/Nauck (residential areas)	Residential	No transfers
87	Pentagon Metro-Army Navy Drive-Shirlington	Pentagon Transit Center	Transit Center; Employment Center	Metrorail Yellow and Blue Lines; Metrobus; ART; PRTC; FFX; DASH; Loudoun County Transit
		Pentagon City Metro	Transit Center; Mixed-Use; Retail; Commercial	Metrorail Blue and Yellow Lines; Metrobus 10A/E, 16E/P, 16G/H; ART 42 (weekend only), 74, 84; FFX 599
		Army-Navy Drive	High Density Residential	No transfers
		Shirlington Transit Center	Mixed-Use; Transit Center	Metrobus 7A/F/Y, 7C, 10B, 22A/ C, 23A/B/T; ART 75, 77; DASH AT-9
		Village at Shirlington	Mixed-Use	Adjacent to the transit center
92	Crystal City-Long Bridge Park/Boeing-Pentagon	Pentagon Transit Center	Transit Center; Employment Center	Metrorail Yellow and Blue Lines; Metrobus; ART; PRTC; FFX; DASH; Loudoun County Transit
		Long Bridge Park	Open Space	No transfers
		Crystal City Metro	Transit Center; Mixed-Use; Retail	Metrorail Blue and Yellow Lines; ART 43; Metrobus 10R, 13Y, 16H, 23A/B, Metroway; FFX 597; PRTC Dale City, PRTC Lake Ridge
		Crystal City VRE	Transit Center; High Density Residential	ART 43; VRE

Table 2 | ART Service Level (Weekday)

Route	Weekday						
	Headway						Span
	Early	AM Peak	Midday	PM Peak	Evening	Late Night	
41	20	15	15	15	20	25	5:30 AM - 1:10 AM
42	-	20	40	20	20	-	6:00 AM - 8:24 PM
43	-	10	15	10	-	-	6:08 AM - 10:35 AM; 2:49 PM - 7:47 PM
45	25	25	30	25	30	-	5:40 AM - 11:23 PM
51	-	30	30	30	30	30	6:05 AM - 12:30 AM
52	30	30	60	30	30	-	5:51 AM - 9:29 PM
53	-	30	60	30	30	-	6:01 AM - 7:58 PM
55	20	12	15	12	30	40	5:00 AM - 1:44 AM
61	-	25	25	25	-	-	6:15 AM - 9:41 AM; 3:03 PM - 7:06 PM
62	-	30	30	30	30	-	6:22 AM - 9:36 AM; 3:10 AM - 7:35 PM
74	30	30	-	30	30	-	5:53 AM - 9:11 AM; 3:35 PM - 7:55 PM
75	30	30	45	30	40	-	5:30 AM - 11:03 PM
77	-	30	30	30	30	-	6:00 AM - 10:54 PM
84	20	20	20	20	20	-	5:51 AM - 9:31 AM; 3:30 PM - 7:52 PM
87	20	20	30	20	28	-	5:50 AM - 11:41 PM
92	-	30	30	30	35	-	6:15 AM - 9:00 PM

Table 3 | ART Service Level (Weekend)

Route	Saturday		Sunday	
	Headway	Span	Headway	Span
41	15	6:10 AM - 1:57 PM	15	6:55 AM - 10:10 PM
42	35	6:45 AM - 8:15 PM	35	7:00 AM - 7:22 PM
43	-	-	-	-
45	30	7:50 AM – 12:15 AM	30	6:50 AM - 7:45 PM
51	30	6:05 AM - 12:13 AM	30	6:45 AM - 10:34 PM
52	-	-	-	-
53	-	-	-	-
55	20	5:48 AM – 1:02 AM	30	6:18 AM – 12:12 AM
61	-	-	-	-
62	-	-	-	-
74	-	-	-	-
75	-	-	-	-
77	30	7:00 AM - 11:54 PM	-	-
84	-	-	-	-
87	30	7:00 AM - 11:53 PM	30	7:14 AM - 7:09 PM
92	-	-	-	-

3.1.2 Metrobus Transit Service

WMATA provides 22 Metrobus lines within Arlington County. Metrobus lines are composed of individual routes that either operate slightly different alignments or operate during different time periods. Major trip generators for Arlington County Metrobus service include many of the same Metrorail stations, including Ballston-MU, Court House, Pentagon Transit Center, Rosslyn, and Pentagon City. Additional Metrorail stations that are served by Metrobus services that operate in Arlington County include Braddock Road, Crystal City, Dunn-Loring, East Falls Church, Farragut Square West, Farragut Square North, and McPherson Square. Other major generators served by Metrobus lines that operate in Arlington County include Columbia Pike, Potomac Yard, and the Shirlington Transit Center. **Table 4** provides an overview of the major generators that each route serves and the land uses and transit connections possible at each generator.

The Metrobus service spans between 4:00 AM and 2:00 AM. Several routes have extended late evening and owl service: 1A (Wilson Boulevard); 2A (Washington Boulevard-Dunn Loring); 4A/B (Pershing Drive-Arlington Boulevard); 5A (DC-Dulles); 7A/F (Lincolnia-North Fairlington); 10A (Hunting Point-Pentagon); 10B (Hunting Point-Ballston); 16A/B/E (Columbia Pike); 16G (Columbia Heights West-Pentagon City); 22A (Barcroft-South Fairlington); 23A/B (McLean-Crystal City); 25B (Landmark-Ballston); and 38B (Ballston-Farragut Square). Routes with frequent peak service (headways less than 15 minutes) include 2A (Washington Boulevard-Dunn Loring); 3A (Annandale-East Falls Church); 5A (DC-Dulles); 7F/Y (Lincolnia-North Fairlington); 7C (Lincolnia-Park Center-Pentagon); 10B (Hunting Point-Ballston); 16G/H (Columbia Heights West-Pentagon City); 23A (McLean-Crystal City); 25B (Landmark-Ballston); and the Metroway-Potomac Yard. Routes with infrequent peak service, every 60 minutes or more, include Routes 1E (Wilson Boulevard); 10E/R (Hunting Point-Pentagon); and 15K/L (Chain Bridge Road). Eighteen lines also operate on Saturday and 16 lines operate on Sunday. Saturday span of service is comparable to weekday service; however, the average Saturday headway is 30 minutes. Sunday span of service is reduced, operating between 6:00 AM to 10:00 PM on an average of 40 – 60 minute headways.

Table 5 and

Table 6

Table 6summarize headways by service day and time period and span of service for each service day by line, summarize headways by service day and time period and span of service for each service day by line.

Table 4 | Metrobus Service Characteristics

Line	Name	Service Type	Major Generators	Land Use	Transfer Opportunities
1ABEZ	Wilson Boulevard	Local (1A), Commuter (1BEZ)	Ballston-MU Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 2A, 10B, 22ABC, 23ABT, 25B, 38B; ART 42, 51, 52, 53, 62, 75
			Seven Corners Transit Center	Transit Center; Shopping Center	Metrobus 4AB, 28AX, 26A
			Inova Fairfax Hospital	Hospital	Metrobus 1C
			Vienna Metro	Transit Center; Residential	Metrorail Orange Line; Metrobus 2B, W99; City of Fairfax GO, GR; FFX 462, 463, 466, 621, 622, 623, 630, 631, 632, 640, 641, 642, 644, 650, 651, 652
			Fairview Park Marriott	Office/Conference Center	No transfers
			Dunn-Loring Metro	Transit Center; Office/Residential	Metrorail Orange Line; Metrobus 1C, 2A, 2B, 2T; FFX 401, 402, 462
2A	Washington Boulevard - Dunn Loring	Local	Dunn-Loring Metro	Transit Center; Office/Residential	Metrorail Orange Line; Metrobus 1B, 1C, 2B, 2T; FFX 401, 402, 462
			East Falls Church Metro	Transit Center	Metrorail Orange and Silver Lines; Metrobus 3A, 3Y, 15KL, 26A; ART 52, 53, 55
			Ballston-MU Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 1ABEZ, 10B, 22ABC, 23ABT, 25B, 38B; ART 42, 51, 52, 53, 62, 75
3A	Annandale-East Falls Church	Local	East Falls Church Metro	Transit Center	Metrorail Orange and Silver Lines; Metrobus 2A, 3Y, 15KL, 26A; ART 52, 53, 55

Line	Name	Service Type	Major Generators	Land Use	Transfer Opportunities
3Y	East Falls Church-Farragut Square	Commuter	East Falls Church Metro	Transit Center	Metrorail Orange and Silver Lines; Metrobus 2A, 3A, 15KL, 26A; ART 52, 53, 55
			Rosslyn Metro	Transit Center; Mixed-Use Office/Commercial	Metrorail Blue, Silver, and Orange Lines; Metrobus 3A, 4AB, 38B, 5A, 15K; ART 43, 61AB
			Farragut Square	Transit Center; Mixed-Use Office/Commercial	Metrorail Orange, Silver, Blue, and Red Lines; Metrobus 11Y, 16Y, 32, 36, 37, 38B, 39, 42, 43, 80, D1, D3, D5, D6, G8, L2, N2, N4, N6, P17, P19, S1, S2, S4, S9, W13; DC Circulator; MTA 901, 902, 904, 905, 909, 950, 995; Loudoun County Transit; PRTC Manassas, Dale City
			McPherson Square Metro	Transit Center; Mixed-Use Office/Commercial	Metrorail Orange, Silver, and Blue Lines; Metrobus 11Y, 16Y, 32, 36, 37, 39, 42, 43, 52, 53, 54, 80, D1, D3, D6, G8, L2, P17, P19, S2, S4, S9, W13, X2; DC Circulator; MTA 901, 902, 904, 905, 909, 915, 922, 950; Loudoun County Transit; PRTC Dale City, Manassas, Montclair, Southbridge
4AB	Pershing Drive-	Local	Fort Myer	Military Base	No transfers

Line	Name	Service Type	Major Generators	Land Use	Transfer Opportunities
	Arlington Boulevard		Rosslyn Metro	Transit Center; Mixed-Use Office/Commercial	Metrorail Blue, Silver, and Orange Lines; Metrobus 5A, 10RS, 15K, 38B; ART 43, 45, 55, 61AB; DC Circulator; Loudon County Transit
			Court House Metro	Transit Center; Mixed-Use; Employment Center	Metrorail Orange and Silver Lines; ART 41, 43, 45, 61AB, 62, 77; Metrobus 38B
5A	DC-Dulles	Airport Shuttle	Dulles Airport	Airport	No transfers
			Herndon Monroe Park and Ride	Parking Lot	FFX 551, 924, 926, 927, 929, 937, 950, 951, 952, 980, 981, 983
			Rosslyn Metro	Transit Center; Mixed-Use Office/Commercial	Metrorail Blue, Silver, and Orange Lines; Metrobus 4AB, 10RS, 15K, 38B; ART 43, 45, 55, 61AB; DC Circulator; Loudon County Transit
			L'Enfant Plaza	Transit Center; Mixed-Use Office/Commercial	Metrorail Blue, Green, Orange, Silver, Yellow Lines; Metrobus 16X, 32, 34, 36, 39, 52, 54, 74, A9, A42, A46, A48, P17, P19, V5, V7, V8, W9, W13; MTA 901, 902, 903, 904, 905, 906, 907, 909, 915, 922, 929, 995; Loudoun County Transit; PRTC Montclair, Southbridge
7AFY	Lincolnia-North Fairlington	Local (7AF), Commuter (7Y)	Mark Center Station	Transit Center; Employment Center	Metrobus 7M, 7WX, 28X, 8W; DASH AT-1, AT-2, AT-2X, AT-9, Fairfax Connector 393

Line	Name	Service Type	Major Generators	Land Use	Transfer Opportunities
			Shirlington Transit Center	Transit Center	Metrobus 7C, 10B, 22AC, 23ABT; ART 75, 77, 87; DASH AT-9
			Pentagon Transit Center	Transit Center; Employment Center	Metrorail Yellow and Blue Lines; Metrobus; ART; PRTC; FFX, DASH, Loudoun County Transit
7CHPWX	Lincolnia-Park Center-Pentagon	Commuter (7CHWX), Shuttle (7P)	Shirlington Transit Center	Transit Center	Metrobus 7AFY, 10B, 22AC, 23ABT; ART 75, 77, 87; DASH AT-9
			Pentagon Transit Center	Transit Center; Employment Center	Metrorail Yellow and Blue Lines; Metrobus; ART; PRTC; FFX, DASH, Loudoun County Transit
			Mark Center Station	Transit Center; Employment Center	Metrobus 7AF, 7M, 28X, 8W; DASH AT-1, AT-2, AT-2X, AT-9, FFX 393
9A	Huntington - Pentagon	Local	Huntington Metro	Transit Center; Residential	Metrorail Yellow Line; Metrobus REX; FFX 171, 301, 109, 101, 301, 151, 152, 161, 162
			Potomac Yard Shopping Center	Shopping Center	DASH AT-9, AT-10
			Pentagon Transit Center	Transit Center; Employment Center	Metrorail Yellow and Blue Lines; Metrobus; ART; PRTC; FFX; DASH; Loudoun County Transit
10AERS	Hunting Point-Pentagon	Local (10A), Commuter (10ERS)	Pentagon Transit Center	Transit Center; Employment Center	Metrorail Yellow and Blue Lines; Metrobus; ART; PRTC; FFX; DASH; Loudoun County Transit
			Braddock Road Metro	Transit Center; Residential; Office	Metrorail Yellow and Blue Lines; Metrobus 10B, Metroway; DASH AT-2, AT-3, AT-4, AT-34, AT-5

Line	Name	Service Type	Major Generators	Land Use	Transfer Opportunities
			Rosslyn Metro	Transit Center; Mixed-Use Office/Commercial	Metrorail Blue, Silver, and Orange Lines; Metrobus 4AB, 5A, 15K, 38B; ART 43, 45, 55, 61AB; DC Circulator; Loudon County Transit
			Crystal City VRE	Transit Center; High Density Residential	Metrobus 92; VRE
			Potomac Yard Shopping Center	Shopping Center	Metrobus 9A; DASH AT-9, AT-10
10B	Hunting Point-Ballston	Local	Ballston-MU Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 1ABEZ, 2A, 22ABC, 23ABT, 25B, 38B; ART 42, 51, 52, 53, 62, 75
			Ballston Common Mall	Retail; Employment Center; Mixed-Use	Metrobus 22ABC, 23ABT; ART 41
			Shirlington Transit Center	Transit Center	Metrobus 7AFY, 7C, 22AC, 23ABT; ART 75, 77, 87; DASH AT-9
			Braddock Road Metro	Transit Center; Residential; Office	Metrorail Yellow and Blue Lines; Metrobus 10AERS, Metroway; DASH AT-2, AT-3, AT-4, AT-34, AT-5
13Y	Arlington-Union Station	Weekend Only	Reagan National Airport	Airport	---
			Pentagon Transit Center	Transit Center; Employment Center	Metrobus; ART; PRTC; FFX; DASH; Loudoun County Transit

Line	Name	Service Type	Major Generators	Land Use	Transfer Opportunities
			Pentagon City Metro	Transit Center; Mixed-Use; Retail; Commercial	---
			Crystal City Metro	Transit Center; Mixed-Use; Retail	---
			Union Station	Transit Center; Mixed-Use Commercial/Office/ Residential	Metrobus 80, 96, 97, D3, D6, D8, X1, X2, X8; Maryland MTA Charlotte Hall; PRTC Dale City
15KL	Chain Bridge Road	Commuter	East Falls Church Metro	Transit Center; Parking	Metrorail Orange and Silver Lines; Metrobus 2A, 3A, 3Y, 26A; ART 52, 53, 55
			Rosslyn Metro	Transit Center; Mixed-Use Office/Commercial	Metrorail Blue, Silver, and Orange Lines; Metrobus 4AB, 5A, 10RS, 38B; ART 43, 45, 55, 61AB; DC Circulator; Loudon County Transit
			Langley	Office/Commercial	No transfers
16ABEJP	Columbia Pike	Local (16ABJ), Evening (16E), Sunday (16P)	Pentagon Transit Center	Transit Center; Employment Center	Metrorail Yellow and Blue Lines; Metrobus; ART; PRTC; FFX; DASH; Loudoun County Transit
			Columbia Pike	Affordable Housing; Shopping Centers	ART 41, 45

Line	Name	Service Type	Major Generators	Land Use	Transfer Opportunities
			Pentagon City Metro	Transit Center; Mixed-Use; Retail; Commercial	Metrorail Blue and Yellow Lines; Metrobus 10AE, 16GH; ART 42 (weekend only), 74, 84, 87; FFX 599
16GHK	Columbia Heights West-Pentagon City	Local (16G), Commuter (16H), Weekend Only (16K)	Columbia Pike	Affordable Housing; Shopping Centers	ART 41, 45
			Pentagon City Metro	Transit Center; Mixed-Use; Retail; Commercial	Metrorail Blue and Yellow Lines; Metrobus 10AE, 16EP; ART 74, 84, 87; FFX 599
			Crystal City Metro	Transit Center; Mixed-Use; Retail	Metrorail Blue and Yellow Lines; ART 43, 92; Metrobus 10R, 13Y, 23AB, Metroway; FFX 597; PRTC Dale City, PRTC Lake Ridge
			Pentagon Transit Center	Transit Center; Employment Center	Metrorail Yellow and Blue Lines; Metrobus; ART; PRTC; FFX, DASH, Loudoun County Transit
16X	Columbia Pike-Federal Triangle	Commuter	Columbia Pike	Affordable Housing; Shopping Centers	ART 41, 45
			Pentagon Transit Center	Transit Center; Employment Center	Metrorail Yellow and Blue Lines; Metrobus; ART; PRTC; FFX; DASH; Loudoun County Transit

Line	Name	Service Type	Major Generators	Land Use	Transfer Opportunities
			Archives Metro	Transit Center; Mixed-Use Office/Commercial	Metrorail Yellow and Green Lines; Metrobus 13FG, 32, 34, 36, 39, 54, 70, 79, A42, A46, A48, P6, P1719, V8, W13, X1; MTA 901, 902, 904, 905, 906, 915, 922, 929, 995; PRTC Montclair, Southbridge
			Federal Triangle Metro	Transit Center; Office	Metrorail Orange, Silver, and Blue Lines; Metrobus 7Y, 11Y, 13FG, 32-36, 37, 39, 52, 54, 63, 64, A42, A46, A48, D1, N3, P6, P17, P19, S24, X1, W13; MTA 901, 902, 904, 905, 907, 909, 915, 922, 929, 995; Loudoun County Transit; PRTC Montclair, Southbridge, Manassas, Dale City
16Y	Columbia Pike-	Commuter	Columbia Pike	Affordable Housing; Shopping Centers	ART 41, 45

Line	Name	Service Type	Major Generators	Land Use	Transfer Opportunities
	Farragut Square		Farragut Square	Transit Center; Mixed-Use Office/Commercial	Metrorail Orange, Silver, Blue, and Red Lines; Metrobus 3Y, 11Y, 32, 36, 37, 38B, 39, 42, 43, 80, D1, D3, D5, D6, G8, L2, N2, N4, N6, P17, P19, S1, S2, S4, S9, W13; DC Circulator; MTA 901, 902, 904, 905, 909, 950, 995; Loudoun County Transit; PRTC Manassas, Dale City
			McPherson Square Metro	Transit Center; Mixed-Use Office/Commercial	Metrorail Orange, Silver, and Blue Lines; Metrobus 3Y, 11Y, 32, 36, 37, 39, 42, 43, 52, 53, 54, 80, D1, D3, D6, G8, L2, P17, P19, S2, S4, S9, W13, X2; DC Circulator; MTA 901, 902, 904, 905, 909, 915, 922, 950; Loudoun County Transit; PRTC Dale City, Manassas, Montclair, Southbridge
22ABCF	Barcroft-South Fairlington	Local (22A), Commuter (22BCF)	Ballston-MU Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 1ABEZ, 2A, 10B, 23ABT, 25B, 38B; ART 42, 51, 52, 53, 62, 75

Line	Name	Service Type	Major Generators	Land Use	Transfer Opportunities
			Ballston Common Mall	Retail; Employment Center; Mixed-Use	Metrobus 10B, 23ABT; ART 41
			Columbia Pike	Residential / Commercial	ART 41, 45
			Shirlington Transit Center	Transit Center	Metrobus 7AFY, 7C, 10B, 23ABT; ART 75, 77, 87; DASH AT-9
			Pentagon Transit Center	Transit Center; Employment Center	Metrorail Yellow and Blue Lines; Metrobus; ART; PRTC; FFX; DASH; Loudoun County Transit
23ABT	McLean-Crystal City	Local (23A), Commuter (23BT)	Crystal City Metro	Transit Center; Mixed-Use; Retail	Metrorail Blue and Yellow Lines; ART 43, 92; Metrobus 10R, 13Y, 16H, Metroway; FFX 597; PRTC Dale City, PRTC Lake Ridge
			Shirlington Transit Center	Transit Center	Metrobus 7AFY, 7C, 10B, 22AC; ART 75, 77, 87; DASH AT-9

Line	Name	Service Type	Major Generators	Land Use	Transfer Opportunities
			Ballston-MU Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 1ABEZ, 2A, 10B, 22ABC, 25B, 38B; ART 42, 51, 52, 53, 62, 75
			Ballston Common Mall	Retail; Employment Center; Mixed-Use	Metrobus 10B, 22ABC; ART 41
			McLean Metro	Transit Center; Office	Metrorail Silver Line; Metrobus 3T; FFX 721, 724, 734
			Tysons Corner Center	Transit Center; Commercial	Metrorail Silver Line; Metrobus 2T, 15M, 28AX; PRTC Linton Hall, Manassas; FFX 423, 462, 463, 402, 401
25B	Landmark-Ballston	Local	Van Dorn Street Metro	Transit Center	Metrorail Blue Line; DASH AT-1, AT-5, AT-7, AT-8; FFX 109, 231, 321, 232, 322
			Landmark Center	Shopping Mall	Metrobus 18F, 29KN; DASH AT-1
			Inova Alexandria Hospital	Hospital	Metrobus 8W

Line	Name	Service Type	Major Generators	Land Use	Transfer Opportunities
			NVCC	Educational, Residential	Metrobus 7AFY, 22F, 28G; DASH AT-6
			Ballston-MU Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 1ABEZ, 2A, 10B, 22ABC, 23ABT, 38B; ART 42, 51, 52, 53, 62, 75
38B	Ballston - Farragut Square	Local	Farragut Square	Transit Center; Mixed-Use Office/Commercial	Metrorail Orange, Silver, Blue, and Red Lines; Metrobus 3Y, 11Y, 16Y, 32, 36, 37, 39, 42, 43, 80, D1, D3, D5, D6, G8, L2, N2, N4, N6, P17, P19, S1, S2, S4, S9, W13; DC Circulator; MTA 901, 902, 904, 905, 909, 950, 995; Loudoun County Transit; PRTC Manassas, Dale City
			Georgetown	Mixed-Use Commercial/Residential	Metrobus 30N, 30S, 31, 33, D5; DC Circulator
			Rosslyn Metro	Transit Center; Mixed-Use Office/Commercial	Metrorail Blue, Silver, and Orange Lines; Metrobus 4AB, 5A, 10RS, 15K; ART 43, 45, 55, 61AB; DC Circulator; Loudon County Transit
			Court House Metro	Transit Center; Mixed-Use; Employment Center	Metrorail Orange and Silver Lines; ART 41, 43, 45, 61AB, 62, 77; Metrobus 4B

Line	Name	Service Type	Major Generators	Land Use	Transfer Opportunities
			Clarendon Metro	Transit Center; Mixed-Use Commercial/High-Density Residential	Metrorail Orange and Silver Lines; ART 41, 42
			Ballston-MU Metro	Transit Center; Mixed-Use	Metrorail Orange and Silver Lines; Metrobus 1ABEZ, 2A, 10B, 22ABC, 23ABT, 25B; ART 42, 51, 52, 53, 62, 75
MWY	Metroway-Potomac Yard	Express	Crystal City Metro Pentagon City Metro	Transit Center; Mixed-Use; Retail	Metrorail Blue and Yellow Lines; ART 43, 92; Metrobus 10R, 13Y, 16H, 23AB; FFX 597; PRTC Dale City, PRTC Lake Ridge
			Braddock Road Metro	Transit Center; Residential; Educational	Metrorail Yellow and Blue Lines; Metrobus 10AERS, 10B; DASH AT-2, AT-3, AT-4, AT-34, AT-5

Table 5 | Metrobus Level of Service (Weekday)

Line	Weekday						
	Headway						Span
	Early	AM Peak	Midday	PM Peak	Evening	Late Night	
1ABEZ	25	30	30	35	40	45	4:41 AM–1:20 AM
2A	20	15	30	20	30	45	4:45 AM–12:55 AM
3A	20	15	30	20	30	40	5:40 AM–9:43 PM
3Y	-	25	-	30	30	-	6:29 AM–9:29 AM; 4:15 PM–7:56 PM
4AB	-	30	55	30	50	60	5:30 AM–12:50 AM
5A	35	35	40	30	40	60	4:45 AM–12:19 AM
7AFY	20	35	40	40	50	55	4:45 AM–12:23 AM
7CHPWX	-	20	-	20	40	-	6:05 AM–7:23 PM
9A	25	30	30	30	30	50	4:30 AM–1:54 AM
10AERS	30	30	30	30	40	60	4:37 AM–1:01 AM
10B	20	30	30	30	35	60	4:52 AM–1:38 AM
13Y	-	-	-	-	-	-	-
15KL	-	30	35	30	40	-	5:40 AM–9:52 AM; 3:40 PM–8:05 PM
16ABEJP	30	30	30	35	40	20	4:33 AM–12:59 AM
16GHK	10	12	15	12	15	20	4:53 AM–11:57 PM
16X	-	25	35	25	35	-	5:30 AM–7: 28 PM
16Y	-	10	10	10	20	-	5:55 AM–9:42 AM; 3:30 PM–7:54 PM
22ABCF	25	20	30	20	40	-	5:30 AM–10:39 PM
23ABT	25	25	30	25	30	65	5:26 AM–1:21 AM
25B	-	30	60	30	60		5:48 AM–11:44 PM
38B	30	15	20	20	30	35	5:20 AM–1:52 AM
MWY	10	6	12	6	15	15	5:30 AM–10:24 PM (12:24 AM on Friday)

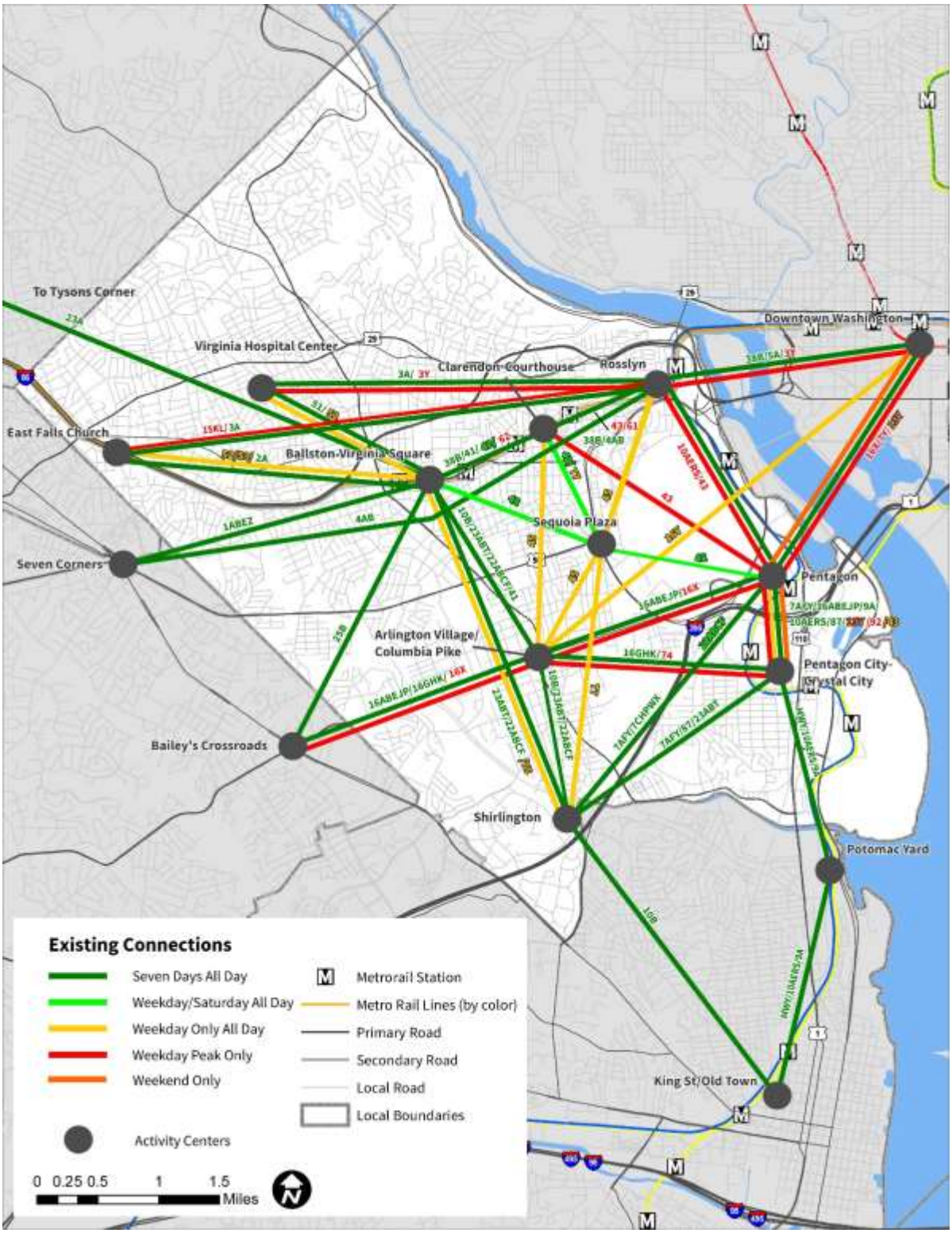
Table 6 | Metrobus Level of Service (Weekend)

Line	Saturday		Sunday	
	Headway	Span	Headway	Span
1ABEZ	30	5:29 AM–1:26 AM	35	7:34 AM–11:26 PM
2A	30	5:45 AM–12:58 AM	60	5:45 AM–1:03 AM
3A	30	6:57 AM–8:35 PM	60	6:57 AM–8:36 PM
3Y	-	-	-	-
4AB	65	6:19 AM–11:30 PM	70	6:19 AM–10:13 PM
5A	60	5:30 AM–12:24 AM	60	5:30 AM–12:22 AM
7AFY	60	6:17 AM–2:33 AM	40	7:30 AM–12:35 AM
7CHPWX	-	-	-	-
9A	30	5:24 AM–1:48 AM	50	5:00 AM–12:53 AM
10AERS	35	5:17 AM–1:19 AM	60	6:15 AM–11:31 PM
10B	35	5:37 AM–1:40 AM	60	5:45 AM–11:55 PM
13Y	30	5:25 AM–7:29 PM	30	5:25 AM–7:29 PM
15KL	-	-	-	-
16ABEJP	30	5:29 AM–3:55 AM	50	5:59 AM–1:01 AM
16GHK	25	5:18 AM–11:15 PM	30	5:51 AM–10:15 AM
16X	-	-	-	-
16Y	-	-	-	-
22ABCF	45	6:38 AM–10:10 PM	60	7:30 AM–8:55 PM
23ABT	35	5:50 AM–1:05 AM	60	6:00 AM–1:00 AM
25B	60	6:10 AM–9:44 PM	60	7:38 AM–8:35 PM
38B	30	5:30 AM–1:54 AM	30	5:30 AM–12:31 AM
MWY	20	6:30 AM–12:20 AM	20	7:30 AM–10:20 PM

3.1.3 Connections Between Activity Centers

There are a number of major activity centers in the County and right outside the county that are connected by the existing transit system. Using Metropolitan Washington Council of Governments (MWCOG) definition of regional activity centers, supplemented with activity centers specific to the county, **Figure 3** shows that most of the activity centers are located along Metrorail corridors and the Columbia Pike corridor. Arlington County activity centers with the most transit connections are: Rosslyn, Ballston-Virginia Square, Shirlington, Pentagon City-Crystal City, Pentagon, and Sequoia Plaza.

Figure 3 | Existing Weekday Transit Connections between Activity Centers



3.1.4 Performance Measures

Route performance was summarized for both ART and Metrobus at the route and system levels. Performance measures are important to assess how the service is performing using key indicators such as ridership, load data, and on-time performance to assess service use and likely customer perception of service.

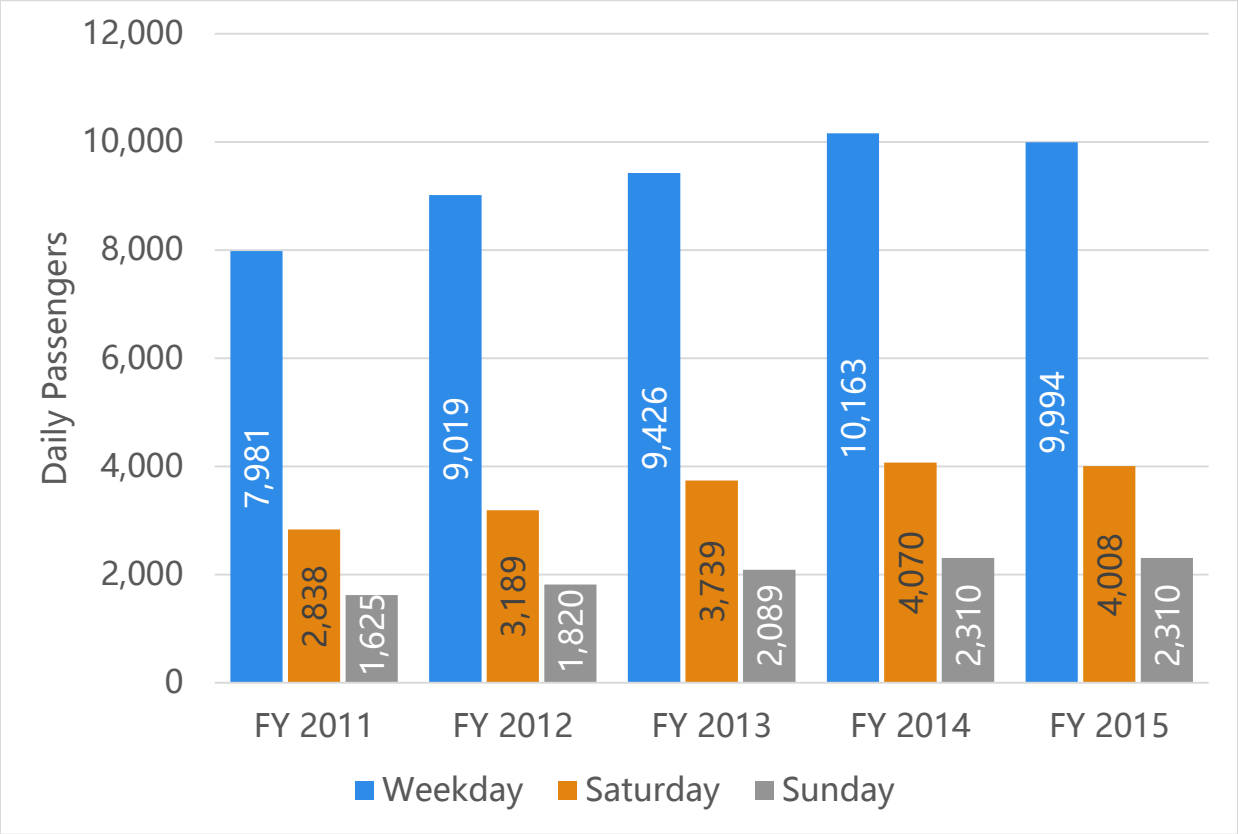
Ridership[2]

In FY 2015 there were more than 16,448,000 passenger trips within Arlington County on Metrobus and ART routes combined; ART service carries 17 percent of those trips, or approximately 2,796,000 trips annually.

Following annual growth for the three prior years, ART ridership peaked in FY 2014. Between FY 2011 and FY 2015, ART weekday ridership increased by 25 percent; over the same time period, Saturday and Sunday ridership has increased by 41 percent and 42 percent, respectively. **Figure 4** shows the breakdown of average daily ridership on ART by day of the week, at the system level, between FY 2011 and FY 2015.

[2] Data within this section was collected through ART Annual Reports and WMATA Trapeze operational outputs.

Figure 4 | ART Average Daily Ridership, FY 2011 – FY 2015[3]



Route 41 (Columbia Pike-Ballston-Court House) has the highest overall ridership with more than 950,000 riders in FY 2015, representing 34 percent of all ART ridership. In addition, Routes 42 (Ballston-Pentagon), 45 (Columbia Pike-DHS-Sequoia-Rosslyn), and 87 (Pentagon Metro-Army Navy Drive-Shirlington) carried more than 250,000 riders each in FY 2015, comprising another 30 percent of ART's annual ridership. Route 92 (Crystal City-Long Bridge Park/Boeing-Pentagon) has the lowest annual ridership, just over 6,000 riders per year, however the route was recently implemented and has yet to achieve maturity.

Route 45 (Columbia Pike-DHS-Sequoia-Rosslyn) has experienced the highest annual ridership increase, 165 percent, between FY 2011 and FY 2015. Ridership has also grown by more than 70 percent on Routes 75 (Douglas Park-Arlington Village-Arlington View-Pentagon City), and 84 (Douglas Park-Nauck-Pentagon City). However, Routes 53 (Ballston Metro-Old Glebe-East Falls Church-Westover), 61 (Rosslyn-Court House Metro Shuttle), 62 (Court House Metro-Lorcom Lane-Ballston Metro), and 87 (Pentagon-Army Navy Drive-Shirlington) all experienced a decline in ridership over the five-year period (**Table 7**). Five of the top six routes with the largest growth are Cross-County non-radial routes that also serve affordable housing complexes. The only exception is the Route 84

[3] FY 2011 daily averages based on Weekday, Saturday and Sunday break-out within FY 2012

(Douglas Park-Nauck-Pentagon City), which is a radial peak service feeder to the Pentagon City Metrorail station.

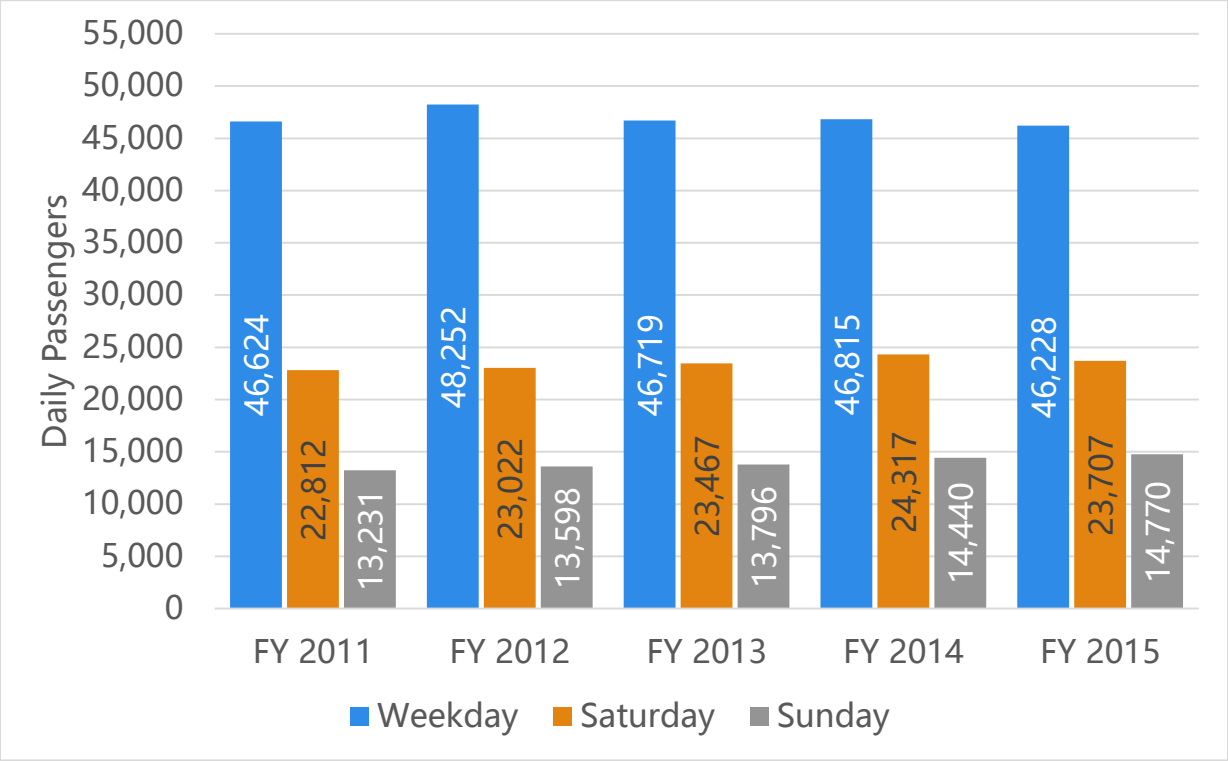
Table 7 | ART Annual Ridership, FY 2011 – FY 2015

Route	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Percent Change (FY2011 – FY2015)
41	831,034	923,172	952,483	992,014	961,134	16%
42	255,370	271,700	314,928	335,721	313,334	23%
43	---	---	---	10,465[4]	70,383	---
45	96,889	175,018	206,013	224,420	256,760	165%
51	185,737	188,450	202,013	231,654	192,913	4%
52	121,245	130,977	114,881	123,444	120,671	0%
53	78,630	84,680	65,391	64,395	68,515	-13%
61	54,833	68,112	52,128	46,170	42,986	-22%
62	38,451	50,696	36,895	36,450	36,297	-6%
74	19,105	30,711	28,833	21,141	20,283	6%
75	86,320	94,813	152,351	157,542	152,975	77%
77	162,739	174,671	205,076	238,801	230,994	42%
84	37,005	36,389	46,975	60,750	63,846	73%
87	283,227	303,388	266,968	285,251	273,059	-4%
92	---	---	---	---	6,302	---
Total	**2,250,585**	**2,532,777**	**2,644,935**	**2,828,218**	**2,810,452**	**25%**

Metrobus lines have higher ridership than ART routes; however, each line is the combination of multiple Metrobus routes with higher service levels in general. Weekday ridership has remained relatively stable between FY 2011 and FY 2015, and Saturday and Sunday average daily ridership has increased by 4 percent and 12 percent, respectively. **Figure 5** summarizes Metrobus average daily ridership by day of the week, at the system level, between FY 2011 and FY 2015.

[4] FY 2014 ridership for Route 43 consists of a partial year's worth of data.

Figure 5 | Metrobus Average Daily Annual Ridership, FY 2011 – FY 2015



Ridership has decreased on 13 of the 22 Metrobus lines. Lines that experienced the largest ridership gains include 16Y (Columbia Pike-Farragut Square), 16X (Columbia Pike-Federal Triangle), which both act as direct connections to Downtown DC, and 2A (Washington Boulevard-Dunn Loring), which is a Metrorail feeder route. The largest drops in ridership occurred on Lines 5A (D.C.-Dulles) and 7C,H,P,W,X (Lincolnia-Park Center-Pentagon) both of which experienced a more than 20 percent decrease in ridership. Lines 1A,B,E,Z (Wilson Boulevard), 16A,B,E,J,P (Columbia Pike), 16G,H,K (Columbia Heights West - Pentagon City), 23A,B,T (McLean-Crystal City), and 38B (Ballston-Farragut Square) each carried over one million annual passenger trips between FY 2011 and FY 2015. **Table 8** provides annual ridership at the route-level**.**

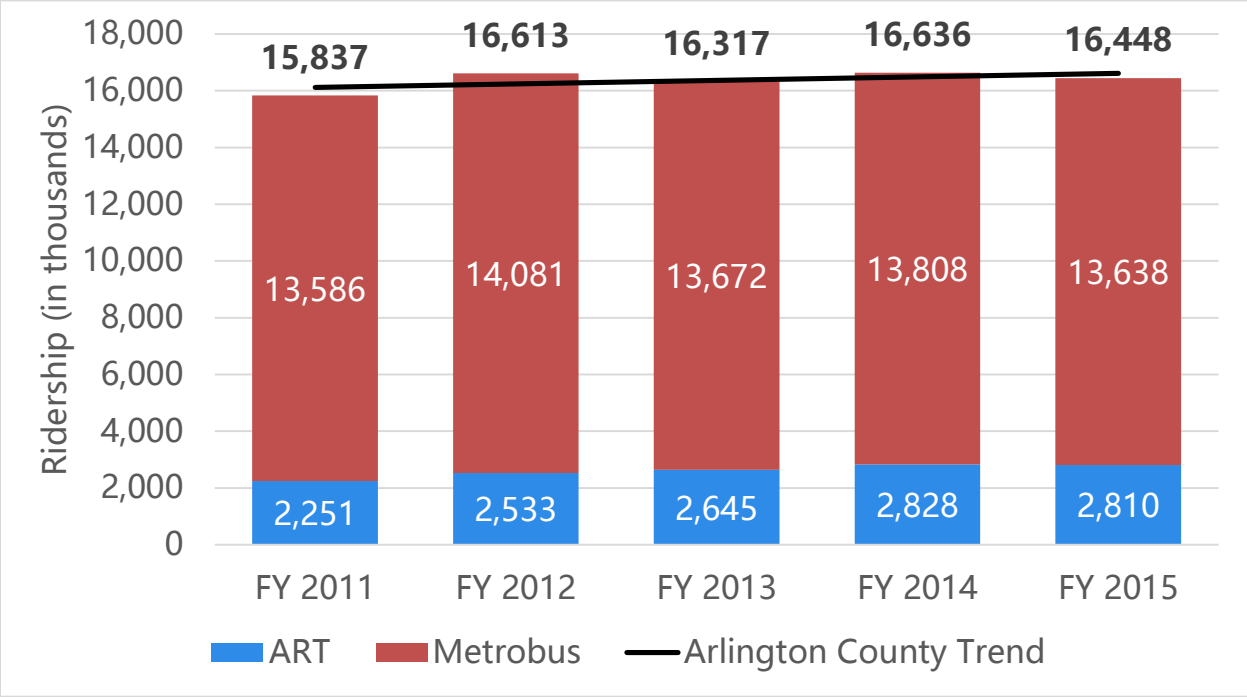
Table 8 | Metrobus Annual Ridership, FY 2011 – FY 2015

Line	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Percent Change (FY2011 – FY2015)
1ABEZ	1,115,591	1,161,046	1,107,490	1,134,336	1,156,157	4%
2A	543,247	575,633	577,546	634,396	750,105	38%
3A	674,970	706,704	696,675	665,567	649,944	-4%
3Y	90,909	98,323	106,466	109,781	105,459	16%
4AB	568,552	583,137	549,071	513,132	482,845	-15%
5A	386,440	394,496	390,061	397,233	299,563	-22%
7AFY	883,112	965,025	989,907	949,386	973,392	10%
7CHPWX	465,306	425,221	394,804	378,203	370,321	-20%
9A	511,716	539,567	500,840	502,217	433,332	-15%
10AERS	675,351	688,511	654,748	620,506	630,415	-7%
10B	737,542	725,442	718,083	761,427	753,329	2%
13Y	10,918	11,935	12,077	10,762	9,207	-16%
15KL	113,011	123,241	112,588	107,486	121,476	7%
16ABEJP	1,852,774	1,879,270	1,848,247	1,855,318	1,813,206	-2%
16GHK	1,167,244	1,184,022	1,119,807	1,163,672	1,160,822	-1%
16L	49,870	48,819	48,832	42,100	54,874	10%
16X	164,303	231,934	234,688	228,866	252,606	54%
16Y	327,832	346,630	375,705	416,639	432,291	32%
22ABCF	401,356	449,938	359,551	395,889	381,389	-5%
23ABT	1,055,541	1,130,894	1,150,597	1,190,411	1,052,551	0%
25B	372,393	388,961	357,414	350,743	361,340	-3%
38B	1,112,279	1,131,848	1,133,221	1,157,158	1,098,666	-1%
MWY[5]	355,855	338,857	282,142	264,750	349,207	-2%
Total	**13,636,112**	**14,129,454**	**13,720,560**	**13,849,978**	**13,692,497**	**0%**

Overall, Arlington County experienced a four percent increase in fixed route bus transit ridership. Between FY 2011 and FY 2015, ART ridership significantly increased by 25 percent, while Metrobus ridership has experienced no change over the same time period. **Figure 6** compares ridership at the system-level for Metrobus and ART between FY 2011 and FY 2015.

[5] FY2011 thru 2014 represent Metrobus 9S ridership.

Figure 6 | ART/Metrobus Annual Ridership, FY 2011 – FY 2015



Metrorail Ridership

Metrorail ridership by station in the County was obtained for weekdays in the month of March, 2015. Overall, Rosslyn had the highest number of entries (boardings), while Arlington Cemetery had the lowest. Pentagon and Pentagon City stations had the second and third highest number of entries, respectively (

Table 9). Rosslyn is the only station in the County that offers service by three Metrorail lines serving all Metrorail stations in the County. The Rosslyn-Ballston corridor (Rosslyn, Courthouse, Clarendon, Virginia Square, and Ballston) and the Pentagon City/Crystal City corridor (Pentagon, Pentagon City, and Crystal City) had approximately the same amount of ridership overall, with 41,000 and 39,000 average weekday entries, respectively.

Table 9 | Metrorail Station Average Weekday Entries, March 2015

Station	Average Weekday Entries	Percent of County Total	Lines
Rosslyn	14,458	16%	Blue/Orange/Silver
Pentagon	14,406	16%	Blue/Yellow
Pentagon City	13,257	14%	Blue/Yellow
Crystal City	11,707	13%	Blue/Yellow
Ballston-MU	11,035	12%	Orange/Silver
Court House	7,209	8%	Orange/Silver
National Airport	6,296	7%	Blue/Yellow
Clarendon	4,529	5%	Orange/Silver
East Falls Church	3,963	4%	Orange/Silver
Virginia Square-GMU	3,787	4%	Orange/Silver
Arlington Cemetery	1,278	1%	Blue

Internal county Metrorail trips, summarized in **Table 10**, were also analyzed to determine Metrorail ridership patterns within the County. Over 16,000 internal county trips are made each weekday. The most common trips are between:

1. Pentagon and Crystal City: 1,741 unlinked trips;
2. Pentagon and Pentagon City: 1,254 unlinked trips;
3. Pentagon City and Crystal City: 1,032 unlinked trips;
4. Pentagon City and Rosslyn: 967 unlinked trips; and
5. Rosslyn and Ballston: 957 unlinked trips.

Internal County trips that require the use of the Blue Line are important to note, as with the introduction of the Silver Line in July 2014 peak period headways on the Blue Line were reduced to 12 minutes, significantly longer than headways on other lines. ART Route 43 (Crystal City-Rosslyn-Court House) currently acts as a Blue Line alternative between Crystal City and Rosslyn with 10-minute service during peak periods. Improving this existing bus service presents an opportunity to mitigate this reduction in service further. Based on March 2015 data, over 6,100 weekday internal county trips require the use of the Blue Line. The most common trips that require the use of the Blue Line are between Rosslyn and Pentagon, Rosslyn and Pentagon City, Rosslyn and Crystal City, and Ballston and Crystal City.

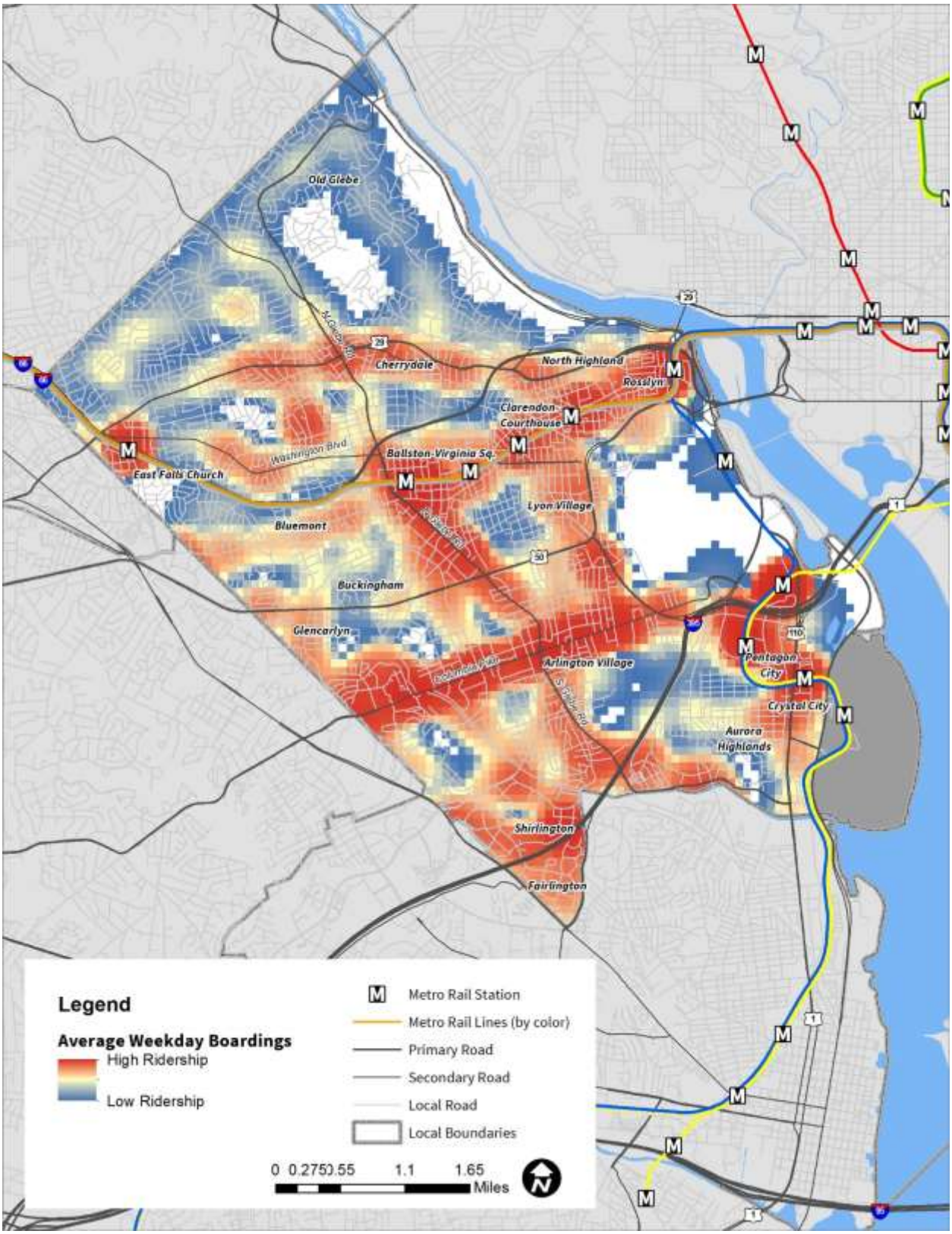
Table 10 | Arlington County Internal Weekday Metrorail Trips, March 2015

From/To	Arlington Cemetery	Ballston	Clarendon	Court House	Crystal City	East Falls Church	National Airport	Pentagon	Pentagon City	Rosslyn	Virginia Square-GMU	Total
Arlington Cemetery	-	14	4	8	61	3	15	76	106	61	2	**350**
Ballston	16	-	287	333	126	104	111	100	108	464	47	**1,697**
Clarendon	3	299	-	79	58	64	23	56	48	217	69	**915**
Court House	9	337	85	-	81	60	45	91	98	198	117	**1,120**
Crystal City	91	132	58	76	-	41	222	866	495	331	53	**2,364**
East Falls Church	6	106	55	64	41	-	25	50	26	120	30	**523**
National Airport	18	104	25	52	270	26	-	108	227	186	27	**1,042**
Pentagon	100	113	73	97	876	48	145	-	670	441	43	**2,606**
Pentagon City	78	102	48	110	537	27	202	584	-	486	35	**2,209**
Rosslyn	63	493	255	225	344	129	173	398	481	-	211	**2,773**
Virginia Square-GMU	3	51	63	127	58	30	33	41	31	199	-	**635**
Total	**388**	**1,751**	**952**	**1,170**	**2,451**	**532**	**994**	**2,369**	**2,291**	**2,703**	**633**	**16,234**

Bus Ridership by Stop

Ridership by stop for ART and Metrobus was obtained for spring 2015 from Automatic Passenger Counter (APC) units on board every vehicle. The density of average weekday boardings by stop is visualized in **Figure 7**. The highest concentrations of passenger boardings are in four areas: the Rosslyn-Ballston corridor, the Glebe Road corridor between Ballston and Route 50, the Columbia Pike corridor (particularly west of Glebe Road), and the Blue/Yellow Metrorail corridor (Crystal City, Pentagon City, and Pentagon). Other smaller pockets of high ridership also are evident, including Lyon Village, Shirlington, East Falls Church, the Virginia Hospital Center area, and the central Lee Highway corridor. All of these areas correspond to the areas served by the higher ridership routes in the County.

Figure 7 | Density of Average Weekday Bus Boardings by Stop



Passenger Loads

Maximum passenger loads were obtained for ART routes and Metrobus lines for spring of 2015. The source of this data are Automated Passenger Counter (APC) devices located on board each ART and Metrobus vehicle.

In order to determine whether a route experiences overcrowding, the weekday maximum passenger loads on each route were compared to the seated capacity of the vehicles assigned to each route. Vehicle capacities were calculated based on the typical number of seats available and the agency's load standard, as summarized in **Table 11**.

Table 11 | Passenger Load Standards

Agency	Route Type	Load Standard (% of Seated Capacity)
ART	All	125%
Metrobus	Express	100%
	Crosstown	110%
	Radial	120%

On ART routes, maximum weekday passenger loads range from a low of only two passengers on Route 92, a new service, to a high of 36 passengers on Route 41 and 37 passengers on Route 45. With a load of 37 passengers; however, Route 45 is still below its typical seated capacity of 38 passengers. The high load on Route 45 occurs in the inbound direction during the morning peak period along Barton Street.

The majority of ART routes realize weekday maximum passenger loads between 20 and 30 passengers.

Table 12 summarizes the maximum passenger loads for each ART route.

Table 12 | ART Weekday Maximum Passenger Loads

Route	Maximum Passenger Load	Load Capacity
41	36	50
42	25	43
43	17	43
45	37	38
51	20	38
52	21	38
53	11	38
61	11	23
62	9	23
74	8	23
75	23	43
77	29	38
84	22	38
87	27	43
92	2	23

On Metrobus lines, maximum weekday passenger loads range from a low of 19 passengers on the Metroway (a relatively new service) to a high of 51 passengers on the Line 16Y. The Metrobus service standard for passenger loads is identified in **Table 11.** Depending on the type of route, passenger loads exceeding 100 to 120 percent of seated capacity, require a service adjustment. Maximum passenger loads exceed their typical seated capacity on three lines: 3A, 5A, and 16Y. Additionally, maximum passenger loads approach typical vehicle seated capacity on the Lines 3Y, 7A/F/Y, and 38B. Maximum passenger loads on most lines are between 30 and 45 passengers.

Table 13 summarizes the maximum passenger loads for each Metrobus line.

Table 13 | Metrobus Weekday Maximum Passenger Loads

Line	Maximum Passenger Load	Load Capacity
1ABEZ	42	46
2A	40	46
3A	47	46
3Y	48	49
4AB	35	48
5A	45	41
7AFY	46	48
7CHPWX	39	48
9A	32	42
10AERS	30	48
10B	35	48
15KL	30	37
16ABEJP	41	48
16GHK	32	49
16X	41	49
16Y	51	49
22ABCF	27	39
23ABT	39	44
25B	38	44
38B	45	46
MWY	19	49

Overall, the data indicates that no ART routes experience overcrowding. Several Metrobus lines do; however, including the Lines 3A, 5A, and 16Y. The Line 3A experiences overcrowding on a single morning peak trip in the eastbound direction. The Line 5A experiences overcrowding on two morning peak trips in the eastbound direction. Finally, the Line 16Y experienced overcrowding on a single morning peak trip in the eastbound direction and a single afternoon peak trip in the westbound direction during Spring, 2015.

Table 14 summarizes the overcrowded trips on these lines.

Table 14 | Metrobus Maximum Passenger Loads and Overcrowded Trips

Line	Overcrowded Trips	Total Daily Trips	Maximum Load	Overcrowded Trip Details
3A	1	105	47	Eastbound 6:42 AM
5A	2	60	45	Eastbound 6:30 AM & 7:05 AM
16Y	2	46	51	Eastbound 7:23 AM & Westbound 5:10 PM

While the lines mentioned previously experience overcrowding on certain trips, they only do so for a single segment of the line. **Table 15** summarizes the stop locations where overcrowding begins on these lines. On the Line 5A, overcrowding exists between the Herndon-Monroe Park and Ride and Rosslyn. Though this is a single segment, this is an express line and is a long distance overall (approximately 20 miles). On the Line 16Y in both directions the overcrowding occurs on segments that span Arlington and Washington, DC, and therefore are also a longer distance (approximately three miles). On the Line 3A, the overcrowded segment is significantly shorter (approximately 0.2 miles).

Table 15 | Metrobus Location of Maximum Passenger Load with Overcrowded Trips

Line	Direction	Overcrowded Segment	Length
3A	Eastbound	Lee Highway / North Rhodes Street to Lee Highway / North Quinn Street	0.2
5A	Eastbound	Herndon-Monroe Park & Ride to North Moore / 19th Street	20.0
16Y	Eastbound	Arlington Boulevard / Pershing Drive to East Street NW/20th Street NW	3.0
	Westbound	19th Street / F Street to Arlington Boulevard/Pershing Drive	3.0

As was previously mentioned, maximum passenger loads on the Lines 3Y, 7A/F/Y, and 38B approach capacity at 48, 46, and 45 passengers, respectively. On the Line 3Y, this typically occurs in the eastbound direction along Lee Highway near N Rhodes Street. On the Line 7A/F/Y, this typically occurs on Route 7Y in the southbound direction along Memorial Drive. On the Line 38B, this typically occurs in the westbound direction on M Street NW in Washington.

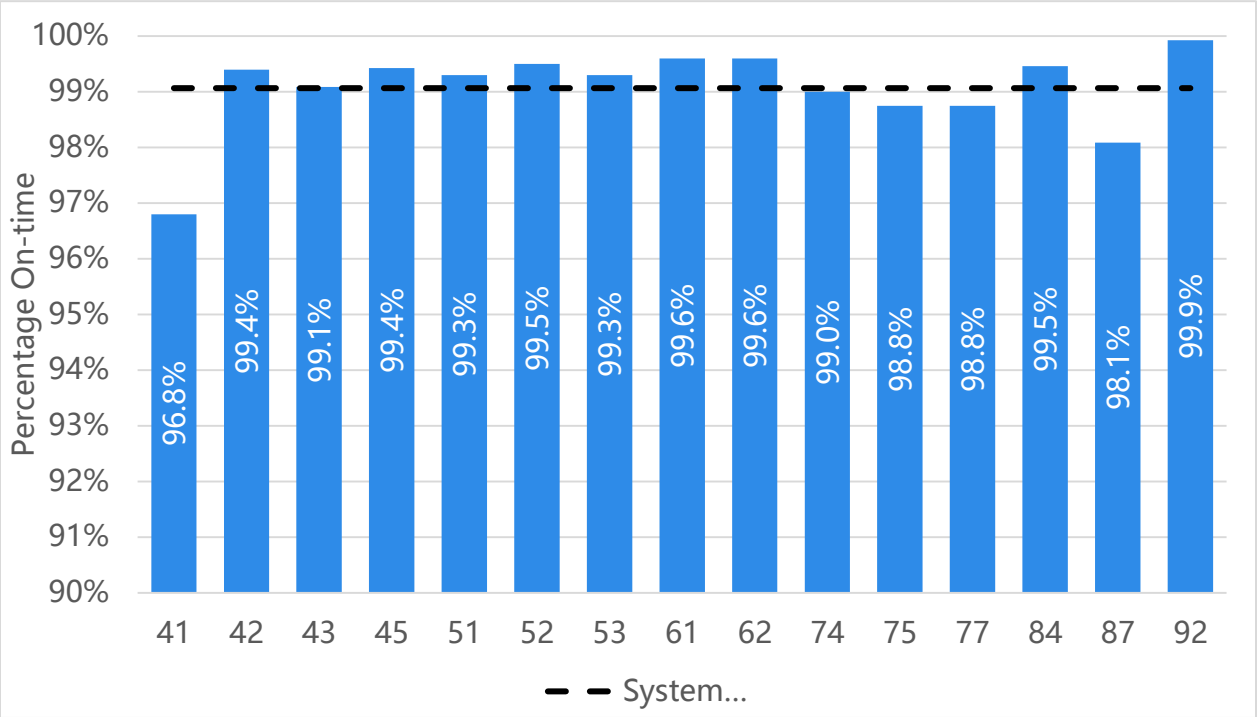
Schedule Adherence

The fourth quarter FY 2015 system average for ART's on-time performance is 99 percent, which exceeds the agency's target of 95 percent on-time.[6] **Figure 8** summarizes on-time performance for each ART route. Each individual route exceeds the agency's target.

[6] ART defines on-time as zero minutes early to five minutes late.

Route 41 (Columbia Pike-Ballston-Court House) has the lowest on-time performance of all routes, however, at 96 percent it still exceeds the target[7]. The slightly lower on-time performance on Route 41 (Columbia Pike-Ballston-Court House) is likely tied to the high ridership and congested corridors served by the route.

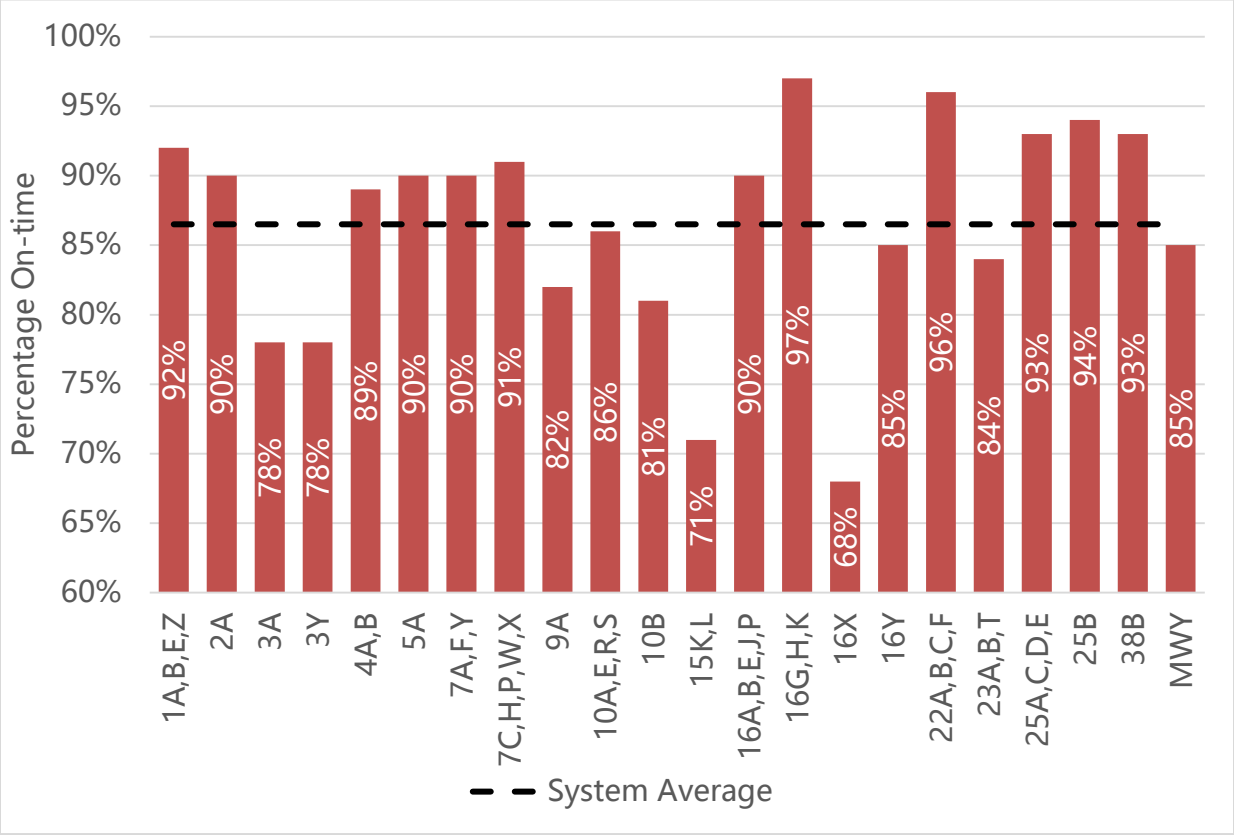
Figure 8 | ART Weekday On-Time Performance, Fourth Quarter FY 2015



The Metrobus system average was 87 percent on-time, which is higher than the agency standard of 79 percent on-time for the entire Metrobus system.[8] **Figure 9** summarizes weekday on-time performance for each Metrobus line in Arlington. Twelve of the 23 Metrobus lines have better on-time performance than the system average. The highest performing line is 16G/H/K (Columbia Heights West - Pentagon City) with an on-time performance of 97 percent, and 22A/B/C/F (Barcroft-South Fairlington) with an on-time performance of 96 percent. The lines with the lowest on-time performance are 16X (Columbia Pike-Federal Triangle) with an on-time performance of 68 percent and 15K/L (Chain Bridge Road) with an on-time performance of 71 percent.

[7] ART 41 on-time performance issues were addressed with a schedule adjustment in July 2015
[8] WMATA considers any bus that arrives between two minutes early and seven minutes late as on-time.

Figure 9 | Metrobus Weekday On-Time Performance, Fourth Quarter FY 2015[9]



3.1.5 Productivity[10]

Route productivity was summarized for each ART route and Metrobus line in the following categories: passengers per revenue mile, passengers per revenue hour, and passengers per trip. In general, productivity measures assess how many passengers are served per unit of service – hour, miles, or trips. The productivity measures assess the efficiency and effectiveness of the individual routes and the systems as a whole. For each measure, fourth quarter FY 2015 data was summarized to provide a point-in-time snapshot of route-level performance while annual data was summarized at the system-level to provide a trend analysis.

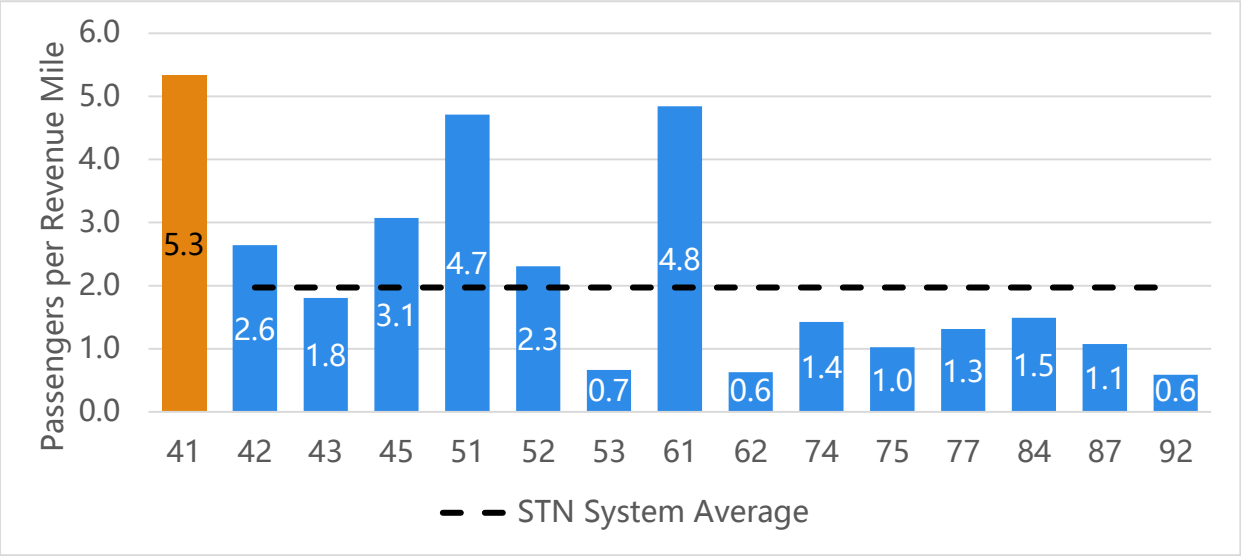
Passengers per Revenue Mile

Passengers per revenue mile is a comparison of the total passengers carried on a route to the total number of revenue (or service) miles operated by the route. In terms of passengers per revenue mile, Routes 41 (Columbia Pike-Ballston-Court House), 61 (Rosslyn-Court House Metro Shuttle), and 51 (Ballston-Virginia Hospital Center) are the

[9] Metroway is a headway service and doesn't operate on a timetable
[10] Data within this section was collected through ART Annual Reports and WMATA Trapeze operational outputs.

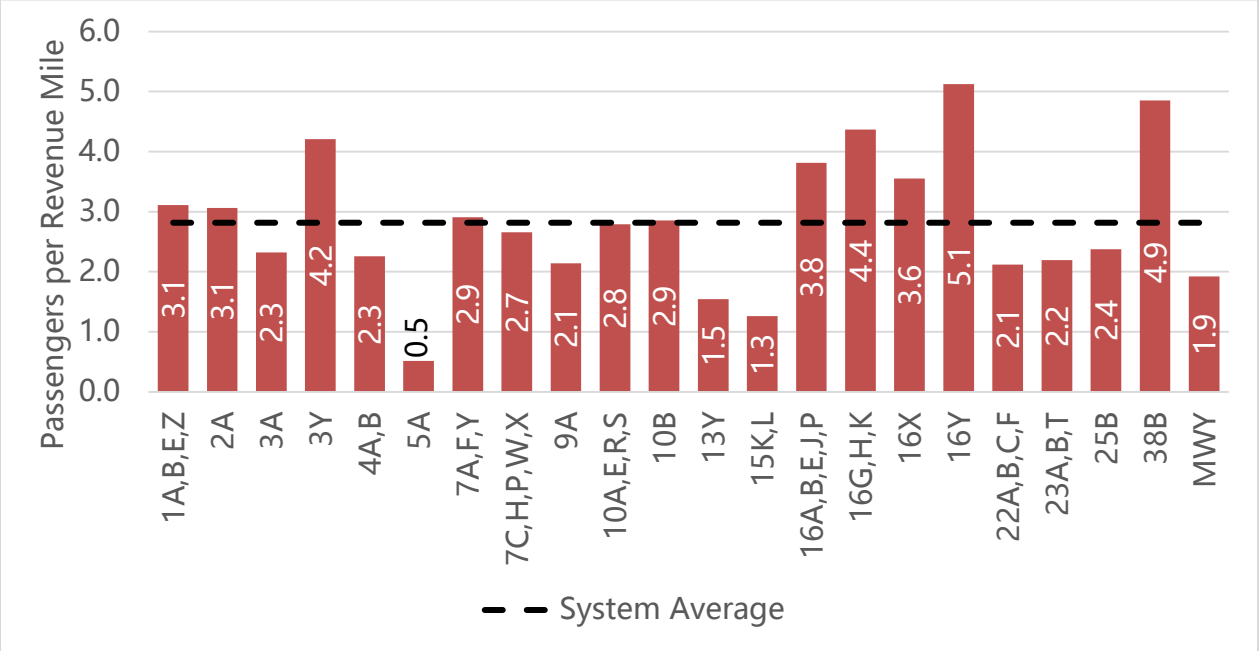
most productive routes, each carrying more than 4.7 passengers per revenue mile. Routes 53 (Ballston Metro-Old Glebe-East Falls Church-Westover), 62 (Court House Metro-Lorcom Lane-Ballston), and 92 (Crystal City-Long Bridge Park/Boeing-Pentagon) are the least productive carrying less than one passenger per revenue mile. The STN system average, which excludes Route 41 (Columbia Pike-Ballston-Court House), is 2.0. Five out of the 14 STN routes perform better than the system average while the remaining nine routes perform below 2.0. Passengers per revenue mile statistics for each ART route are summarized in **Figure 10**.

Figure 10 | ART Passengers per Revenue Mile, FY 2015



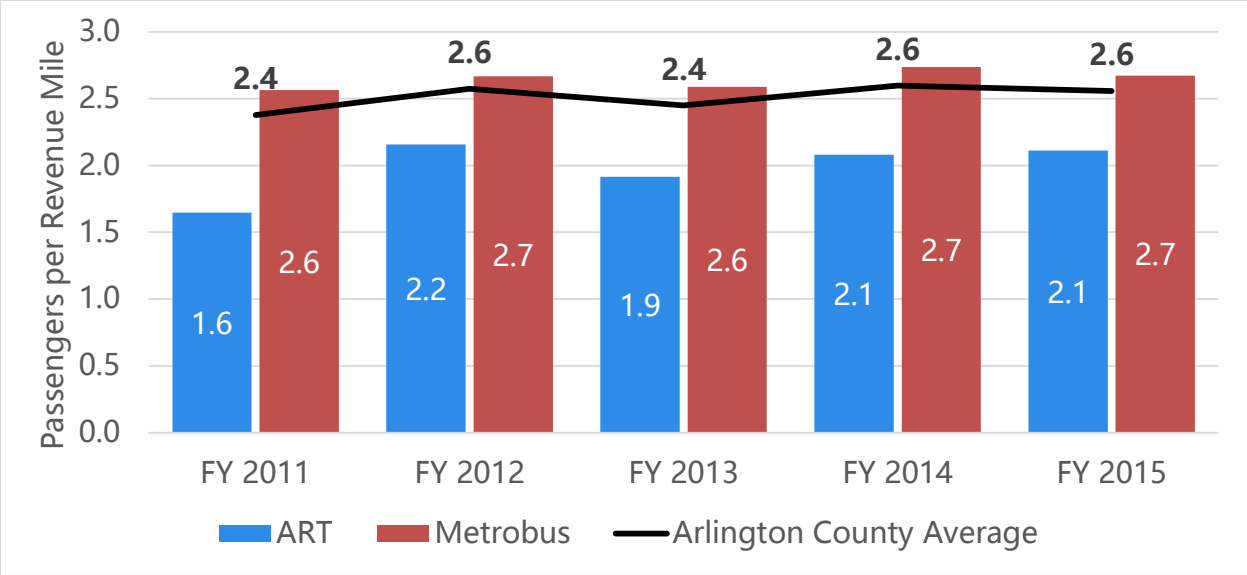
Lines 16Y (Columbia Pike-Farragut Square) and 38B (Ballston-Farragut Square) are the most productive lines with 5.1 and 4.9 passengers per revenue mile, respectively. Lines 3Y (Lee Highway-Farragut Square) and 16G,H,K (Columbia Heights West - Pentagon City) are also highly productive with more than four passengers per revenue mile. The least productive lines are 5A (DC-Dulles) and 15K,L (Chain Bridge Road), both of which have less than 1.4 passengers per revenue mile. The standard set for Metrobus Regional routes in FY 2015 was 1.3 passengers per revenue mile, of which only 5A (DC-Dulles) did not meet. On average, Metrobus lines were carrying 2.8 passengers per mile. The passengers per revenue mile statistics for each Metrobus Line in Arlington County are summarized in **Figure 11**.

Figure 11 | Metrobus Passengers per Revenue Mile, FY 2015



Overall, passengers per revenue mile has increased county-wide by eight percent across both systems between FY 2011 and FY 2015 (**Figure 12)**. At the system-level, ART increased the number of passengers per mile between by 28 percent, whereas Metrobus has not experienced much change in this metric over the previous five years, remaining relatively constant at 2.7 passengers per revenue mile.

Figure 12 | ART/Metrobus Passengers per Revenue Mile, FY 2011 – FY 2015

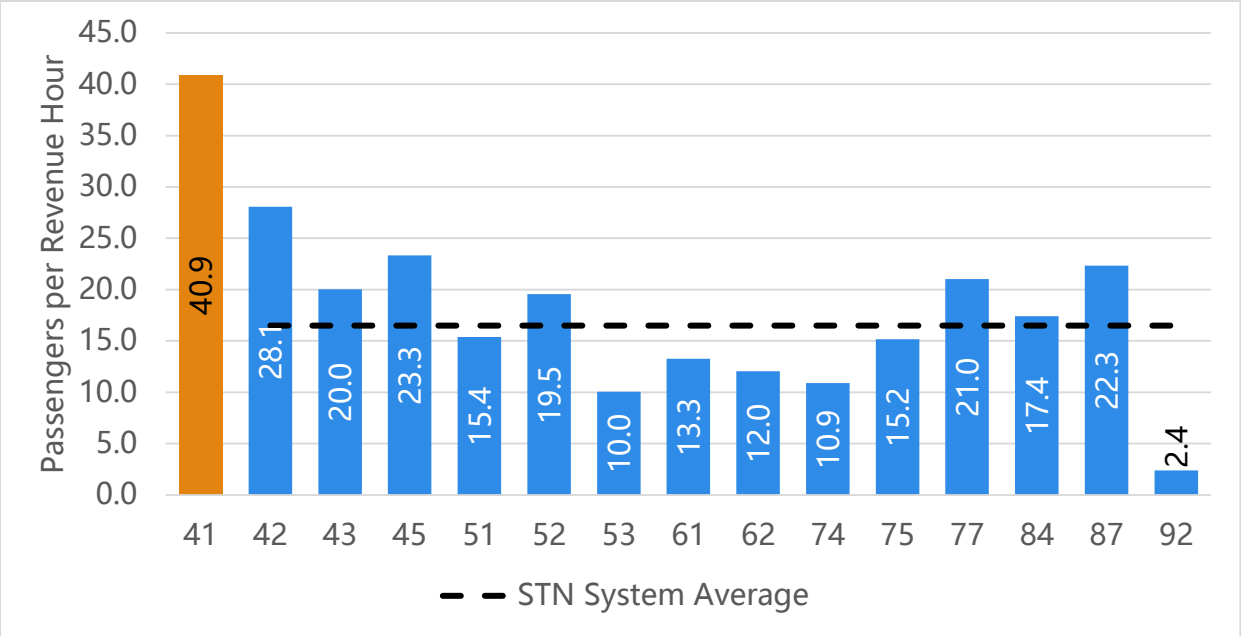


Passengers per Revenue Hour

Passengers per revenue hour is a comparison of the total passengers carried on a route to the total number of revenue (or service) hours operated by the route. In terms of passengers per revenue hour, Route 41 (Columbia Pike-Ballston-Court House) is the most productive route by far with more than 40 passengers per revenue mile. Route 42 (Ballston-Pentagon) and Route 45 (Columbia Pike-DHS/Sequoia-Rosslyn) are also productive with more than 23 passengers per revenue mile. The least productive route, when normalized by revenue hours, is Route 92 (Crystal City-Long Bridge Park/Boeing-Pentagon), which has 2.4 passengers per revenue hour. The average for the STN routes is 16.5 passengers per revenue hour. **Figure 13** provides an overview of passengers per revenue hour by route.

ART uses a standard of 12 passengers per revenue mile as an agency-wide service standard for STN routes and 35 passengers per revenue mile for PTN routes. Route 41 is meeting the PTN standard, while 11 of the 14 STN routes, or 78 percent, meet the passengers per revenue hour standard for STN routes.

Figure 13 | ART Passengers per Revenue Hour, FY 2015



Weekday passengers per revenue hour statistics are summarized for each Metrobus Line in **Figure 14**. The most productive line, when normalized by revenue hours, is 16Y (Columbia Pike-Farragut Square) which carries over 50 passengers per revenue hours, though this is a peak directional express route. This is followed by Lines 16G,H,K (Columbia Heights West-Pentagon City), 16A,B,E,J,P (Columbia Heights), and 16X (Columbia Pike-Federal Triangle), another peak directional express route, all of which carry more than 37 passengers per revenue hour. The least productive lines are the 5A

(DC-Dulles) and the Metroway-Potomac Yard Line, a new service, which carry 14.9 and 14.3 passengers per revenue hour, respectively.

Figure 14 | Metrobus Passengers per Revenue Hour, FY 2015

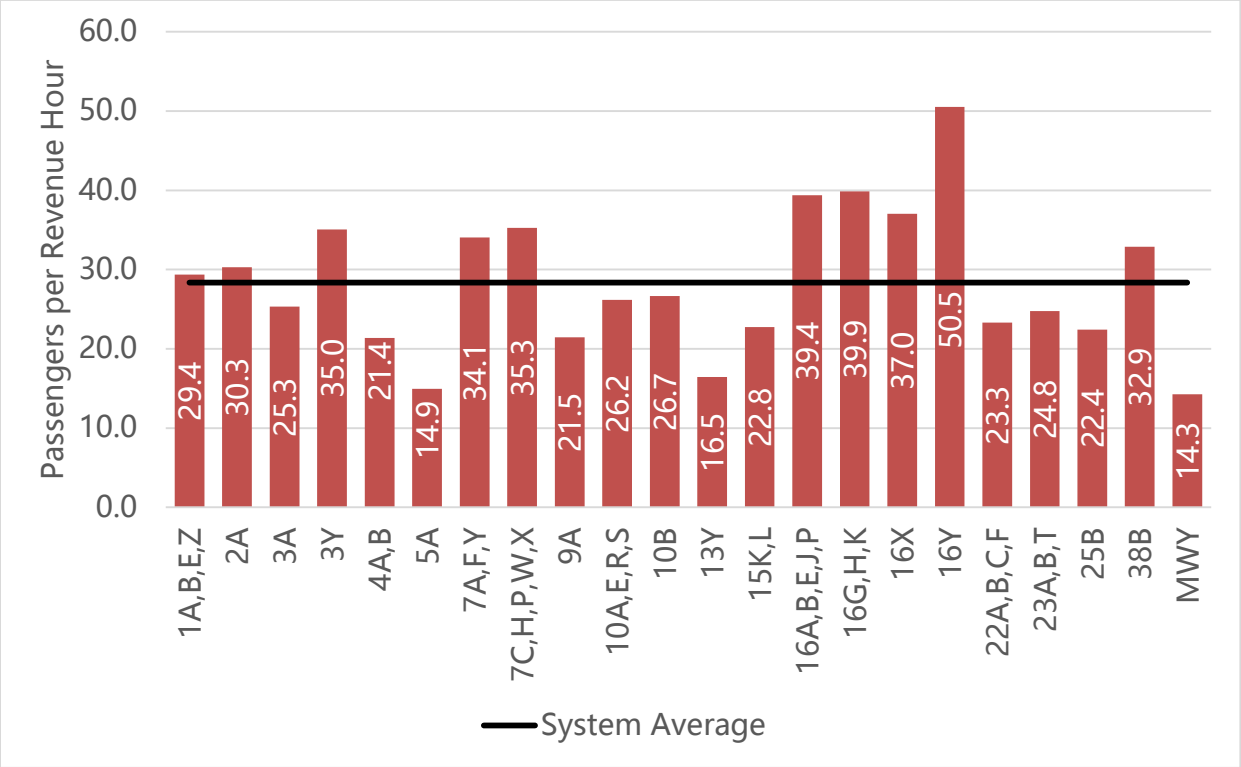
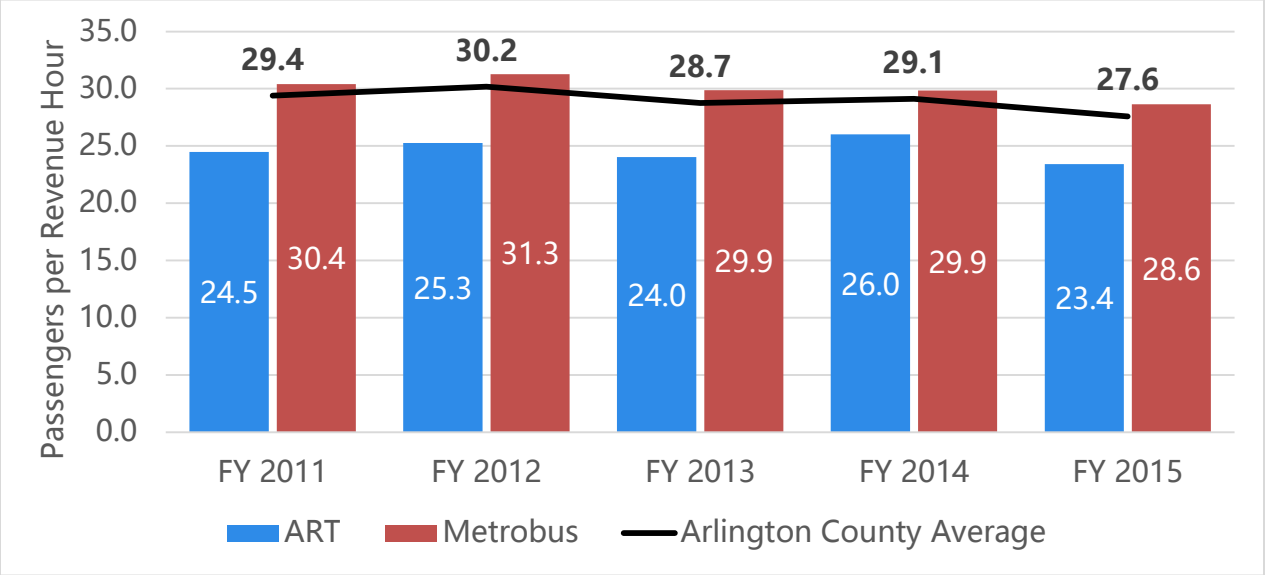


Figure 15 shows passengers per revenue hours for ART and Metrobus service in Arlington County over the past five years. When combined, the number of passengers per revenue hour has decreased from 29.4 to 27.6, a decrease of 6.2 percent. Both ART and Metrobus contributed to this decrease, as each system experienced a decrease of approximately five percent in the number of passengers per revenue hour from FY 2011 to FY 2015.

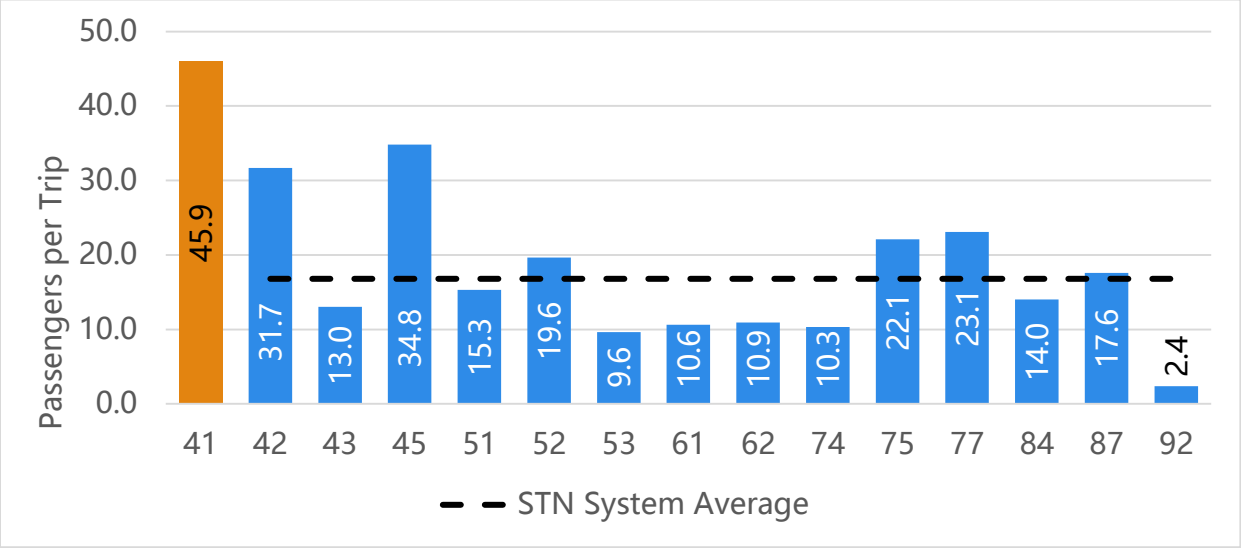
Figure 15 | ART/Metrobus Passengers per Revenue Hour, FY 2011 – FY 2015



Passengers per Trip

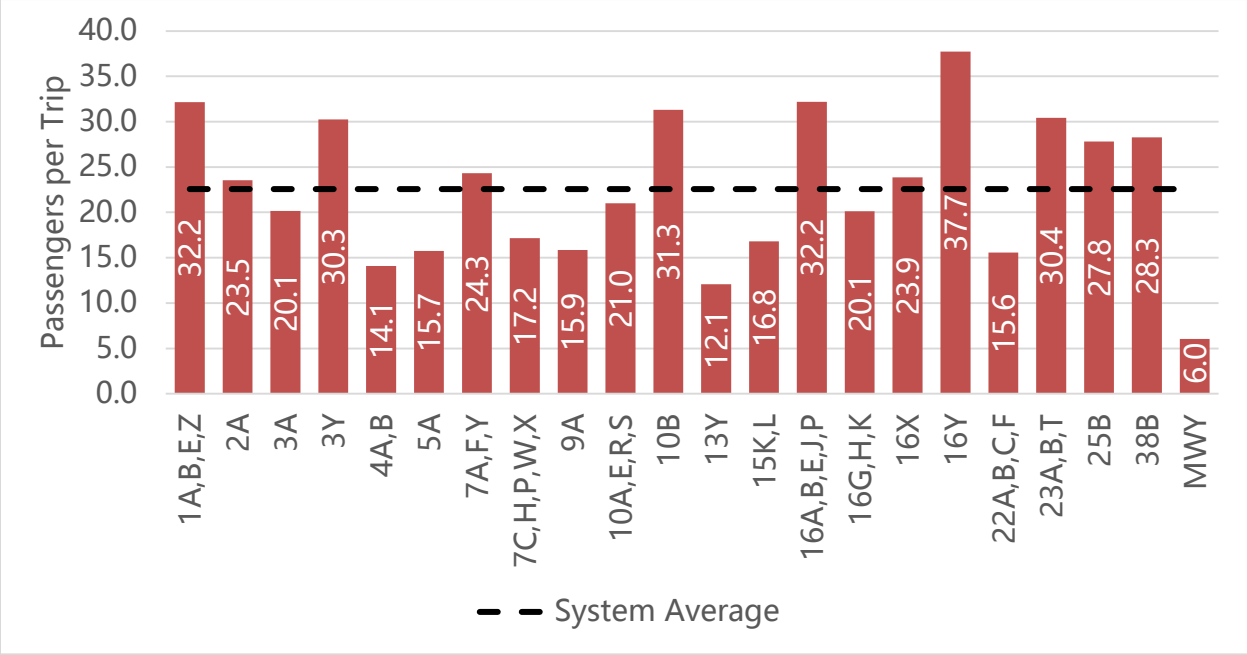
Passengers per trip is a comparison of the total passengers carried on a route to the total number of trips operated by the route. Consistent with the other two productivity measures, Route 41 (Columbia Pike-Ballston Court House) has a daily average of 45.9 passengers per trip, the highest of all ART routes. Other high performers are the Route 45 (Columbia Pike-Sequoia Plaza) and Route 42 (Ballston-Pentagon), which both average more than 30 passengers per trip. The least productive routes, when ridership is normalized by trip, are Route 53 (Ballston Metro-Old Glebe-East Falls Church-Westover) and Route 92 (Crystal City-Long Bridge Park/Boeing-Pentagon) with 9.6 and 2.4 passengers per trip, respectively. The average for the STN network is 16.8 passengers per trip. Passenger per trip statistics for each ART route are summarized in **Figure 16**.

Figure 16 | ART Passengers per Trip, FY 2015



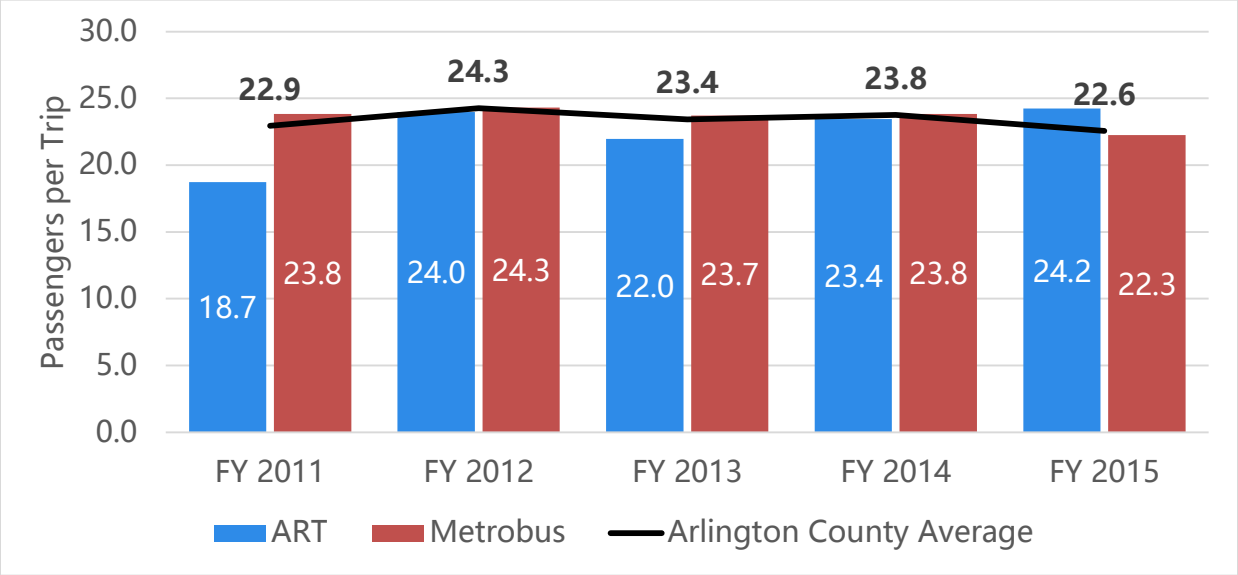
Passenger per trip statistics for each Metrobus line are summarized in **Figure 17**. The most productive Metrobus line, when ridership is normalized by trips, is the 16Y (Columbia Pike-Farragut Square), a peak directional express route, with 37.7 passengers per trip. This is well above the Metrobus system average of 22.6 passengers per trip. Lines 1A,B,E,Z (Wilson Boulevard); 10B (Hunting Point-Ballston); 16A,B,E,J,P (Columbia Pike); 23A,B,T (McLean-Crystal City); and 3Y (Lee Highway-Farragut Square), a peak directional express, are also quite productive with over 30 passengers per trip.

Figure 17 | Metrobus Passengers per Trip, FY 2015



Overall, passengers per revenue mile has decreased county-wide by 1.6 percent in an average across both systems. At the system-wide level, ART had a significant increase, 29 percent, in the number of passengers per trip. The Metrobus passengers per trip peaked in FY 2012, at 24.3 passengers per trip, and decreased overall between FY 2011 and FY 2015 by seven percent. **Figure 18** compares passengers per revenue mile for both ART and Metrobus routes in Arlington County between FY 2011 and FY 2015.

Figure 18 | ART/Metrobus Passengers per Trip for, FY 2011 – FY 2015



Revenue versus Non-Revenue Hours

Revenue versus non-revenue hours is a comparison of the total hours operated in revenue (or in service) to the total number of non-revenue (travel between the garage and start/end of the route) hours. The ART system's FY 2015 deadhead hours, or non-revenue hours, as a percentage of total service hours[11] is approximately five percent. Routes 61 (Rosslyn-Court House Metro Shuttle) and 62 (Court House Metro-Lorcom Lane-Ballston) both operate only during peak periods and have the highest percentage of deadhead hours at 10 and 11 percent, respectively. This is most likely a direct result of the limited hours of service on these routes, combined with the distance and the congested corridors between the starting points of the routes and the maintenance garage. Routes 51 (Ballston-Virginia Hospital Center), 75 (Shirlington-Wakefield H.S.-Carlin Springs Road-Ballston-Virginia Square), and 77 (Shirlington-Lyon Park-Court House) have the lowest percentage of deadhead hours, at only two percent, making them among the most efficient in the use of service hours. **Table 16** details the daily revenue and deadhead hours by route.

[11] Consists of deadhead and revenue hours

Table 16 | ART Daily Deadhead and Revenue Hours, FY 2015

Route	Daily Revenue Hours			Daily Deadhead Hours			Deadhead Hours (Annual Percent of Total Service Hours)
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	
41	71.6	58.7	42.9	6.0	3.8	1.9	7%
42	42.5	12.9	-	1.9	0.6	-	4%
43	14.5	-	-	0.5	-	-	3%
45	45.0	-	-	1.3	1.3	-	3%
51	18.1	18.0	15.7	0.4	0.5	0.5	2%
52	25.1	-	-	1.3	-	-	5%
53	26.2	-	-	1.5	-	-	5%
61	13.2	-	-	1.3	-	-	9%
62	12.3	-	-	1.4	-	-	10%
74	7.6	-	-	0.4	-	-	5%
75	41.0	-	-	1.0	-	-	2%
77	32.6	32.6	-	0.8	0.6	-	2%
84	15.0	-	-	0.4	-	-	3%
87	43.6	28.0	-	1.9	0.8	-	4%
92	15.0	-	-	0.7	-	-	4%
Total	**423.3**	**150.2**	**58.6**	**20.7**	**7.6**	**2.4**	**5%**

Overall, FY 2015 deadhead hours as a percentage of total service hours[12] is approximately 15 percent for the Metrobus system in Arlington. Lines 3Y, 16X, and 16Y have the highest percentage of deadhead hours at 38, 38 and 27 percent, respectively. All three of these routes are peak directional express routes, which requires more vehicles to run more trips during peak hours only. Lines 10B, 9A, and 23A,B,T have the lowest percentage of deadhead hours, all at less than 10 percent, making them among the most efficient in service hours. **Table 17** details the daily revenue and deadhead hours by line.

[12] Consists of deadhead and revenue hours

Table 17 | Metrobus Daily Deadhead and Revenue Hours, FY 2015

Line	Daily Revenue Hours			Daily Deadhead Hours			Deadhead Hours (Annual Percent of Total Service Hours)
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	
1ABEZ	124.5	85.4	62.2	27.7	8.2	9.0	17%
2A	80.4	54.9	28.5	15.2	6.0	8.1	16%
3A	84.3	51.8	30.2	19.4	7.7	5.8	18%
3Y	12.1	-	-	7.3	-	-	38%
4AB	80.2	28.5	15.3	14.6	4.6	3.1	15%
5A	64.5	34.9	34.7	12.8	6.2	7.2	16%
7AFY	96.7	48.4	29.7	25.1	4.4	2.2	19%
7CHPWX	42.0	-	-	13.4	-	-	24%
9A	60.8	57.5	32.7	4.2	3.1	3.2	6%
10AERS	77.2	57.1	28.9	11.1	6.0	5.4	12%
10B	87.4	73.1	43.0	5.5	2.7	1.9	5%
13Y	-	4.8	5.4	-	1.6	1.7	25%
15KL	143.6	-	-	24.1	-	-	14%
16ABEJP	94.7	120.3	68.7	18.0	10.0	8.6	14%
16GHK	27.1	64.1	33.7	10.6	6.2	3.0	21%
16X	34.4	-	-	21.5	-	-	38%
16Y	21.4	-	-	7.8	-	-	27%
22ABCF	58.8	30.5	-	9.9	2.3	-	14%
23ABT	138.6	89.9	50.8	13.8	5.0	3.7	8%
25B	57.8	30.0	-	7.7	3.6	-	12%
38B	105.1	67.3	60.5	27.6	7.1	6.6	19%
MWY[13]	81.8	52.1	33.0	11.4	10.4	6.0	13%
Total	**1,573.3**	**950.6**	**557.2**	**308.5**	**94.9**	**75.3**	**15%**

Revenue versus Non-Revenue Miles

Revenue versus non-revenue miles is a comparison of the total miles operated in revenue service to the total number of non-revenue miles operated. Overall, the ART system's FY

[13] FY2011 thru 2014 represent Metrobus 9S ridership.

2015 deadhead, or non-revenue, miles as a percentage of total service miles[14] is approximately three percent. Route 61 (Rosslyn-Court House Metro Shuttle), a short loop operated only in peak periods, has the highest percentage of deadhead miles at 24 percent. Route 51 (Ballston-Virginia Hospital Center) has the second highest percentage of deadhead miles, at eight percent. Both routes are very short and have longer distances to their garages; however, Route 51 provides significantly more trips than Route 61, which makes it more efficient in its mileage. Routes 43 (Crystal City-Rosslyn-Court House), 45 (Columbia Pike-DHS-Sequoia-Rosslyn), 77 (Shirlington-Lyon Park-Court House), and 87 (Pentagon Metro-Army Navy Drive-Shirlington) are the most efficient in service miles, with deadhead only being one percent of the total service mileage.

Table 18 details the daily revenue and deadhead miles by route.

Table 18 | ART Daily Deadhead and Revenue Miles, FY 2015

Route	Daily Revenue Miles			Daily Deadhead Miles			Deadhead Miles (Annual Percent of Total Service Hours)
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	
41	529.8	516.4	365.0	26.4	32.9	28.5	5%
42	449.6	150.1	-	9.5	9.5	-	2%
43	159.4	-	-	1.0	-	-	1%
45	342.1	-	-	4.0	-	-	1%
51	115.9	115.9	101.4	10.6	10.0	10.0	8%
52	213.5	-	-	12.0	-	-	5%
53	422.0	-	-	13.2	-	-	3%
61	36.3	-	-	11.4	-	-	24%
62	235.2	-	-	11.5	-	-	5%
74	58.2	-	-	4.1	-	-	7%
75	610.1	-	-	11.2	-	-	2%
77	603.9	501.9	-	5.8	4.0	-	1%
84	175.2	-	-	4.1	-	-	2%
87	894.8	605.6	-	4.1	4.8	-	1%
92	60.0	-	-	2.8	-	-	4%
Total	**4,905.9**	**1,889.9**	**466.4**	**131.7**	**61.2**	**38.5**	**3%**

[14] Consists of deadhead and revenue miles

The Arlington Metrobus system's FY 2015 deadhead miles as a percentage of total service miles[15] is approximately 25 percent. Line 16X (Columbia Pike-Federal Triangle) has the highest percentage of deadhead miles at 52 percent, most likely due to its peak directional express nature. Lines 5A (DC-Dulles) and 10B (Hunting Point-Ballston) are the most efficient in service miles, with deadhead being less than 10 percent of the total service mileage. **Table 19** details the daily revenue and deadhead miles by line.

Table 19 | Metrobus Daily Deadhead and Revenue Miles, FY 2015

Line	Daily Revenue Miles			Daily Deadhead Miles			Deadhead Miles (Annual Percent of Total Service Hours)
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	
1ABEZ	1,173.5	802.3	598.6	654.1	222.6	252.7	34%
2A	792.4	554.2	292.5	361.2	135.0	167.8	31%
3A	900.8	588.5	396.1	483.4	135.3	97.7	32%
3Y	100.6	-	-	84.4	-	-	46%
4AB	734.3	356.8	180.4	237.3	67.3	51.0	24%
5A	1,828.0	1,096.8	1,096.8	222.0	122.0	91.9	10%
7AFY	1,127.5	560.4	374.6	408.4	88.8	38.5	25%
7CHPWX	558.0	-	-	279.7	-	-	33%
9A	600.0	570.6	377.1	46.0	836.1	35.4	22%
10AERS	726.8	524.0	270.6	143.3	89.6	79.4	17%
10B	810.9	719.7	387.0	83.1	38.5	27.8	9%
13Y	-	54.7	54.7	-	17.5	21.4	26%
15KL	1,476.0	-	-	368.6	-	-	20%
16ABEJP	871.4	1,294.0	686.2	326.5	168.1	154.8	23%
16GHK	282.3	568.8	289.5	185.8	78.0	38.9	31%
16X	339.0	-	-	369.5	-	-	52%
16Y	386.2	-	-	200.0	-	-	34%
22ABCF	630.7	416.8	-	123.1	35.0	-	15%
23ABT	1,533.5	1,115.8	627.9	316.7	102.5	89.2	16%
25B	538.8	316.1	-	147.5	61.6	-	21%
38B	704.8	457.8	437.4	590.8	123.4	109.7	42%
MWY[16]	605.7	397.5	247.5	179.7	149.1	84.0	23%
Total	**16,720.9**	**10,394.7**	**6,316.8**	**5,811.2**	**2,470.3**	**1,340.2**	**25%**

[15] Consists of deadhead and revenue miles
[16] FY2011 thru 2014 represent Metrobus 9S ridership.

3.1.6 Cost Effectiveness[17]

Cost effectiveness refers to the cost that is required to effectively serve a population and area. Cost effectiveness was evaluated for each ART route and Metrobus line based on the following metrics: cost per trip, cost per passenger, subsidy per passenger trip, subsidy per passenger, and the farebox recovery ratio. All cost effectiveness measures use annual cost and performance data summarized at both the route and the system-level.

Cost per Passenger Trip

Cost per passenger trip is a comparison of the total operating cost of a particular route to the total number of passenger trips operated by the route. The ART route with the highest FY 2015 cost per passenger trip is Route 92 (Crystal City-Long Bridge Park/Boeing-Pentagon) with $60.45 per passenger trip. Routes 53 (Ballston Metro-Old Glebe-East Falls Church-Westover) and 74 (Arlington Village-Arlington View-Pentagon City) also ranks high at $7.06 and $6.55 per passenger trip, respectively. The routes with the lowest costs per passenger trip are Routes 41 (Columbia Pike-Ballston-Court House) and 42 (Ballston-Pentagon), reflective of the high ridership on both lines. Between FY 2011 and FY 2015, the route with the highest increase in cost per passenger trip is Route 51, which increased by 57 percent. The cost per passenger trip decreased for seven routes between FY 2011 and FY 2015. The routes with the largest overall decrease in cost per passenger trip are Routes 43 (Crystal City-Rosslyn-Court House) and 87 (Pentagon-Army Navy Drive-Shirlington), which decreased by 37 percent and 12 percent respectively. Overall, the ART system cost per passenger trip increased by 11 percent. The cost per passenger trip for each ART route between FY 2011 and FY 2015 is summarized in

[17] Data within this section was collected through ART Annual Reports and WMATA Trapeze operational outputs and Annual Productivity Reports.

Table 20**.**

Table 20 | ART Cost per Passenger Trip, FY 2011 – FY 2015

Route	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Percent Change (FY2011 – FY2015)
41	$1.68	$1.85	$1.68	$1.60	$1.71	2%
42	$2.52	$2.56	$2.29	$2.24	$2.33	-8%
43	-	-	-	$5.66	$3.58	-37%
45	$3.24	$3.76	$3.08	$2.85	$3.01	-7%
51	$2.43	$2.46	$2.17	$1.87	$3.82	57%
52	$3.00	$3.11	$3.62	$3.35	$3.63	21%
53	$5.45	$5.22	$6.23	$6.89	$7.06	30%
61	$4.19	$3.48	$4.20	$4.74	$5.35	28%
62	$5.93	$4.68	$5.96	$6.16	$5.45	-8%
74	$6.03	$4.07	$4.29	$5.94	$6.55	9%
75	$4.09	$5.39	$5.37	$4.41	$4.68	14%
77	$3.49	$3.51	$3.28	$2.80	$3.38	-3%
84	$4.39	$3.80	$4.78	$4.25	$4.08	-7%
87	$3.62	$3.11	$3.27	$3.04	$3.18	-12%
92	-	-	-	-	$60.45	-
System Average	**$2.78**	**$2.84**	**$2.78**	**$2.62**	**$3.08**	**11%**

Cost per passenger trip has increased by 18 percent on the Metrobus lines within Arlington County between FY 2011 and FY 2015. The Metrobus cost per passenger trip is highest on Line 13Y (Arlington-Union Station), which is a limited service route that only operates on the weekends before Metrorail opens, and the Metroway-Potomac Yard, both of which are more than $10 per passenger trip. Most Metrobus lines range between three and five dollars per passenger trip. Between FY 2011 and FY 2015, cost per passenger trip has more than doubled on three lines, 10A,E,R,S (Hunting Point-Pentagon), 22A,B,C,F (Barcroft-South Fairlington), and the Metroway-Potomac Yard. Three lines have become more cost effective over time, Lines 2A (Washington Boulevard-Dunn Loring), 7C,H,P,W,X (Lincolnia-Park Center-Pentagon), 16X (Columbia Pike-Federal Triangle), have all decreased in cost per passenger trip over the five-year period. **Table 21** summarizes the cost per passenger trip for Metrobus lines from FY 2011 to FY 2015.

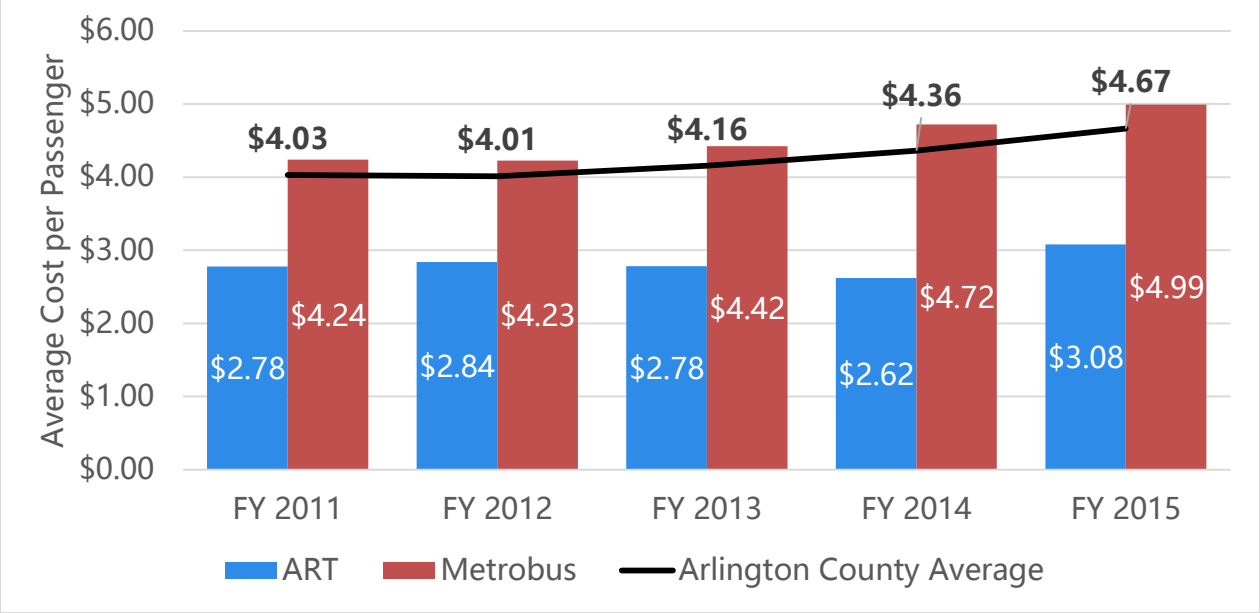
Table 21 | Metrobus Cost per Passenger, FY 2011 – FY 2015

Lines	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Percent Change (FY2011 – FY2015)
1ABEZ	$3.41	$3.84	$4.23	$4.12	$4.91	44%
2A	$7.58	$12.59	$7.71	$12.05	$4.82	-36%
3A	$5.09	$4.89	$5.24	$5.56	$5.79	14%
3Y	$3.75	$5.07	$4.87	$4.96	$5.54	48%
4AB	$4.43	$4.41	$5.50	$5.98	$6.57	48%
5A	$6.47	$6.34	$6.81	$6.78	$9.16	42%
7AFY	$4.03	$3.69	$3.76	$3.86	$4.20	4%
7CHPWX	$9.17	$3.34	$3.81	$4.22	$4.61	-50%
9A	$4.71	$4.59	$5.44	$5.53	$5.99	27%
10AERS	$3.46	$3.50	$4.21	$4.47	$5.23	51%
10B	$3.99	$4.22	$4.51	$4.99	$4.76	19%
13Y	$7.68	-	-	$8.23	$10.30	34%
15KL	$5.42	$4.97	$5.77	$6.15	$7.49	38%
16ABEJP	$3.15	$3.01	$3.22	$3.24	$3.50	11%
16GHK	$2.92	$3.02	$3.35	$3.30	$3.51	21%
16X	$6.13	$4.34	$4.51	$4.40	$4.52	-26%
16Y	$3.31	$3.14	$4.05	$3.72	$3.85	17%
22ABCF	$3.98	$4.48	$5.83	$5.38	$5.97	50%
23ABT	$4.69	$4.62	$4.77	$4.67	$5.29	13%
25B	$4.41	$4.41	$5.31	$6.20	$5.98	36%
38B	$3.51	$3.45	$3.55	$3.58	$4.48	28%
MWY[18]	$3.43	$3.05	$3.83	$4.16	$11.73	242%
System Average	**$4.24**	**$4.23**	**$4.42**	**$4.72**	**$4.99**	**18%**

In FY 2015, the average cost per passenger trip for all bus routes in Arlington County was $4.67. Metrobus has a consistently higher cost per passenger trip than ART, ranging from $4.24 in FY 2011 to $4.99 in FY 2015, which is an 18 percent increase. The average cost per passenger trip for ART ranges between $2.78 and $3.08, an 11 percent increase since FY 2011. **Figure 19** compares the average cost per passenger trip at the system-level for ART and Metrobus routes in Arlington County.

[18] FY2011 thru 2014 represent Metrobus 9S ridership.

Figure 19 | ART/Metrobus Average Cost per Passenger, FY 2011 – FY 2015



Subsidy per Passenger Trip

Subsidy per passenger trip is a comparison of the total operating subsidy, or cost not covered by fare revenue, of a particular route to the total number of passenger trips operated by the route. As of FY 2015, the ART route with the lowest subsidy per passenger trip is Route 41 (Columbia Pike-Ballston-Court House), at less than $1 per passenger, while the routes with the highest subsidy per passenger trip are Routes 53 (Ballston Metro-Old Glebe-East Falls Church-Westover) and 92 (Crystal City-Long Bridge Park/Boeing-Pentagon), at $6.30 and $59.72 per passenger trip, respectively. The subsidy per passenger trip increased for the ART system by 18 percent between FY 2011 and FY 2015. The subsidy per passenger trip required for Routes 51 (Ballston-Virginia Hospital Center) and 61 (Rosslyn-Court House Metro Shuttle) has increased the most, 79 and 52 percent, respectively. Six routes have experienced a decrease in subsidy per passenger trip over time, typically between two and seven percent; however, Route 43 (Crystal City-Rosslyn-Court House) now requires a subsidy per passenger trip 42 percent less than what was required in FY2014.

Table 22 summarizes the subsidy per passenger for each ART route from FY 2011 to FY 2015.

Table 22 | ART Subsidy per Passenger Trip, FY 2011 – FY 2015

Route	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Percent Change (FY2011 – FY2015)
41	$0.88	$1.03	$0.89	$0.80	$0.81	-7%
42	$1.35	$1.52	$1.39	$1.38	$1.30	-4%
43	-	-	-	$4.67	$2.59	-45%
45	$1.70	$2.52	$1.94	$2.05	$1.83	8%
51	$1.78	$1.75	$1.57	$1.32	$3.19	79%
52	$2.07	$2.34	$2.88	$2.63	$2.79	35%
53	$4.54	$4.43	$5.59	$6.27	$6.30	39%
61	$3.05	$2.77	$3.60	$4.10	$4.63	52%
62	$4.94	$3.97	$5.27	$5.52	$4.64	-6%
74	$4.93	$3.29	$3.68	$5.37	$5.84	19%
75	$2.98	$4.58	$4.38	$3.38	$3.68	24%
77	$2.57	$2.61	$2.46	$2.03	$2.52	-2%
84	$2.90	$2.88	$4.09	$3.61	$3.24	12%
87	$2.41	$2.04	$2.38	$2.21	$2.24	-7%
92	-	-	-	-	$59.72	-
System Average	**$1.82**	**$1.94**	**$1.96**	**$1.83**	**$2.15**	**18%**

For Metrobus services, the line with the lowest subsidy per passenger trip in FY 2015 is Line 16Y (Columbia Pike-Farragut Square), which requires a subsidy of $2.39 per passenger trip. The lines with the highest subsidy per passenger trip were, the Metroway-Potomac Yard, a new route with a subsidy per passenger trip of $10.61, and 13Y (Arlington-Union Station)[19], which requires a subsidy of $9.51 per passenger trip. For Metrobus services in Arlington County the subsidy per passenger trip increased by 20 percent between FY 2011 and FY 2015. The subsidy per passenger trip more than doubled for seven lines, most significantly on Line 5A (DC-Dulles) and the Metroway-Potomac Yards. Line 7C,H,P,W,X (Lincolnia-Park Center-Pentagon) has the largest decrease in subsidy per passenger trip at 59 percent, but Lines 2A (Washington Boulevard-Dunn Loring), 7A,F,Y (Lincolnia-North Fairlington) and 16X (Columbia Pike-Federal Triangle) also saw a decrease in subsidy per passenger trip as well. **Table 23** summarizes the subsidy per passenger trip for each Metrobus line from FY 2011 to FY 2015.

[19] This is a special service that supplements Metrorail service weekends only, during early morning hours.

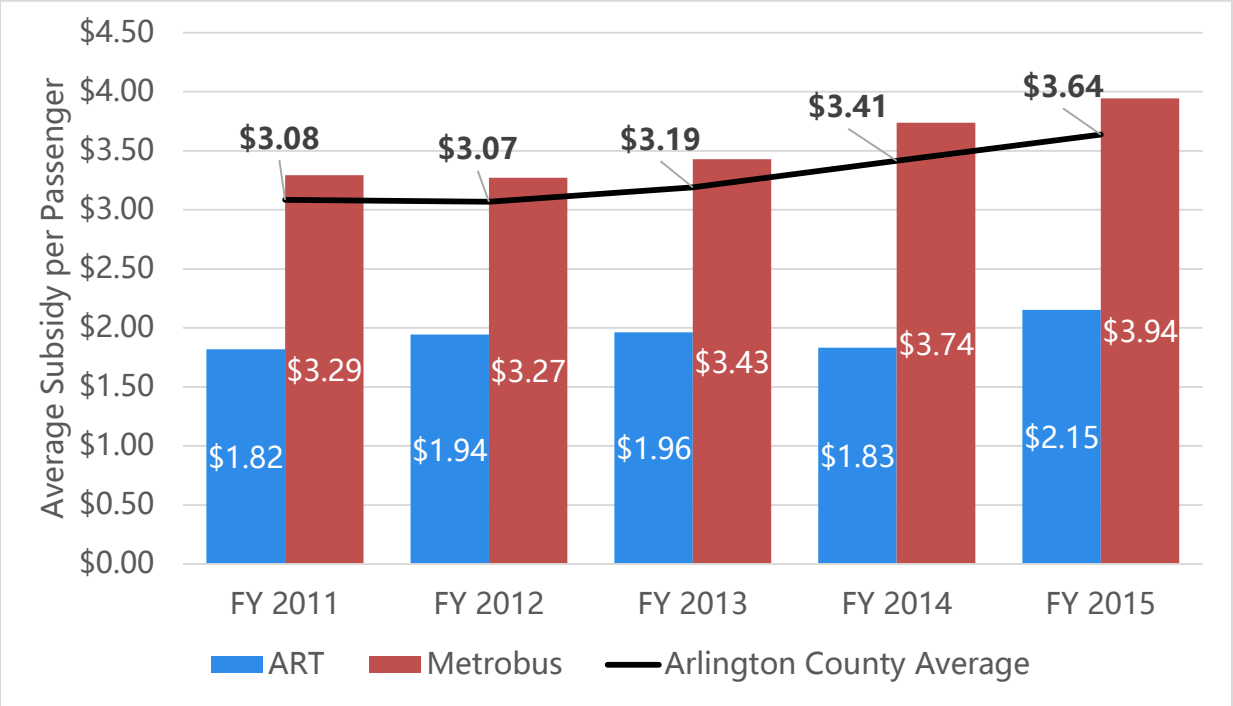
Table 23 | Metrobus Subsidy per Passenger Trip, FY 2011 – FY 2015

Line	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Percent Change (FY2011 – FY2015)
1ABEZ	$2.63	$3.04	$3.40	$3.31	$4.04	54%
2A	$6.74	$11.73	$6.82	$11.20	$3.90	-42%
3A	$4.16	$3.96	$4.26	$4.61	$4.76	15%
3Y	$2.36	$3.68	$3.40	$3.47	$3.92	66%
4AB	$3.48	$3.46	$4.49	$5.00	$5.52	59%
5A	$2.14	$2.00	$2.54	$2.60	$4.38	104%
7AFY	$3.14	$2.79	$2.82	$2.90	$3.13	-1%
7CHPWX	$8.03	$2.20	$2.61	$3.04	$3.31	-59%
9A	$3.96	$3.85	$4.67	$4.78	$5.17	31%
10AERS	$2.48	$2.52	$3.17	$3.44	$4.08	65%
10B	$3.17	$3.40	$3.64	$4.12	$3.87	22%
13Y	$6.94	---	---	$7.47	$9.51	37%
15KL	$4.43	$3.95	$4.74	$5.09	$6.30	42%
16ABEJP	$2.38	$2.23	$2.41	$2.45	$2.65	11%
16GHK	$2.10	$2.20	$2.49	$2.47	$2.62	25%
16X	$5.15	$3.39	$3.51	$3.41	$3.43	-33%
16Y	$2.06	$1.88	$2.73	$2.39	$2.39	16%
22ABCF	$3.07	$3.56	$4.85	$4.39	$4.89	59%
23ABT	$3.95	$3.85	$3.98	$3.90	$4.46	13%
25B	$3.51	$3.49	$4.35	$5.24	$4.95	41%
38B	$2.82	$2.74	$2.81	$2.85	$3.68	31%
MWY[20]	$2.70	$2.29	$2.95	$3.08	$10.61	293%
System Average	**$3.29**	**$3.27**	**$3.43**	**$3.74**	**$3.94**	**20%**

Overall the subsidy per passenger trip increased by 18 percent for all of Arlington County, specifically 20 percent for Metrobus and 18 percent for ART between FY 2011 and FY 2015. **Figure 20** compares the average subsidy per passenger trip between Metrobus and ART over the past five years. The subsidy per passenger trip is consistently higher for Metrobus than for ART, averaging between $3.29 and $3.94 per passenger trip for Metrobus compared to $1.82 to $2.15 for ART.

[20] FY2011 thru 2014 represent Metrobus 9S ridership.

Figure 20 | ART/Metrobus Average Subsidy per Passenger Trip, FY 2011 – FY 2015



Cost Recovery Ratio

Cost recovery ratio is a comparison of the total cost to operate a route to the total fare revenue collected by the route. The cost recovery measures the percentage of operating costs recovered through riders' fares.

Table 24 summarizes the average cost recovery for each ART route between FY 2011 and FY 2015. The route with the highest cost recovery is Route 41 (Columbia Pike-Ballston-Court House), which receives 53 percent of operating costs through passenger fares. The routes with the lowest FY 2015 cost recoveries are Routes 53 (Ballston Metro-Old Glebe-East Falls Church-Westover) and 74 (Arlington Village-Arlington View-Pentagon City), each with an 11 percent recovery ratio. Route 92 (Crystal City-Long Bridge Park/Boeing-Pentagon) is also extremely low, recovering only one percent of operating costs. Over five years, the cost recovery ratio has decreased on 11 out of 15 routes. Route 43 (Crystal City-Rosslyn-Court House) has seen the greatest improvement in its cost recovery ratio with an increase of 61 percent in its cost recovery.

Table 24 | ART Cost Recovery, FY 2011 – FY 2015

Route	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Percent Change (FY2011 – FY2015)
41	48%	44%	47%	50%	53%	11%
42	46%	40%	39%	39%	45%	-4%
43	-	-	-	17%	28%	61%
45	48%	33%	37%	28%	39%	-17%
51	27%	29%	27%	29%	17%	-37%
52	31%	25%	21%	22%	23%	-25%
53	17%	15%	10%	10%	11%	-34%
61	27%	20%	14%	14%	14%	-51%
62	17%	15%	12%	11%	15%	-12%
74	18%	19%	14%	11%	11%	-40%
75	27%	15%	18%	21%	22%	-21%
77	27%	26%	25%	28%	26%	-3%
84	20%	24%	14%	16%	21%	4%
87	33%	36%	27%	28%	30%	-10%
92	-	-	-	-	1%	-
System Average	**34%**	**32%**	**30%**	**30%**	**30%**	**-13%**

The Metrobus line with the highest FY 2015 cost recovery was Line 5A (D.C.-Dulles), with 52 percent, which is likely due to the higher than average fare charged on the line. Line 16Y (Columbia Pike-Farragut Square) also has a high cost recovery ratio at 38 percent. Between FY 2011 and FY 2015, cost recovery has improved on four lines; 2A (Washington Boulevard-Dunn Loring), 7A,F,Y (Lincolnia-North Fairlington), 7C,H,P,W,X (Lincolnia-Park Center-Pentagon), and 16X (Columbia Pike-Federal Triangle). The cost recovery has worsened on the remainder of the Metrobus routes in Arlington.

Table 25 summarizes the average cost recovery for each Metrobus line between FY 2011 and FY 2015.

Table 25 | Metrobus Cost Recovery, FY 2011 – FY 2015

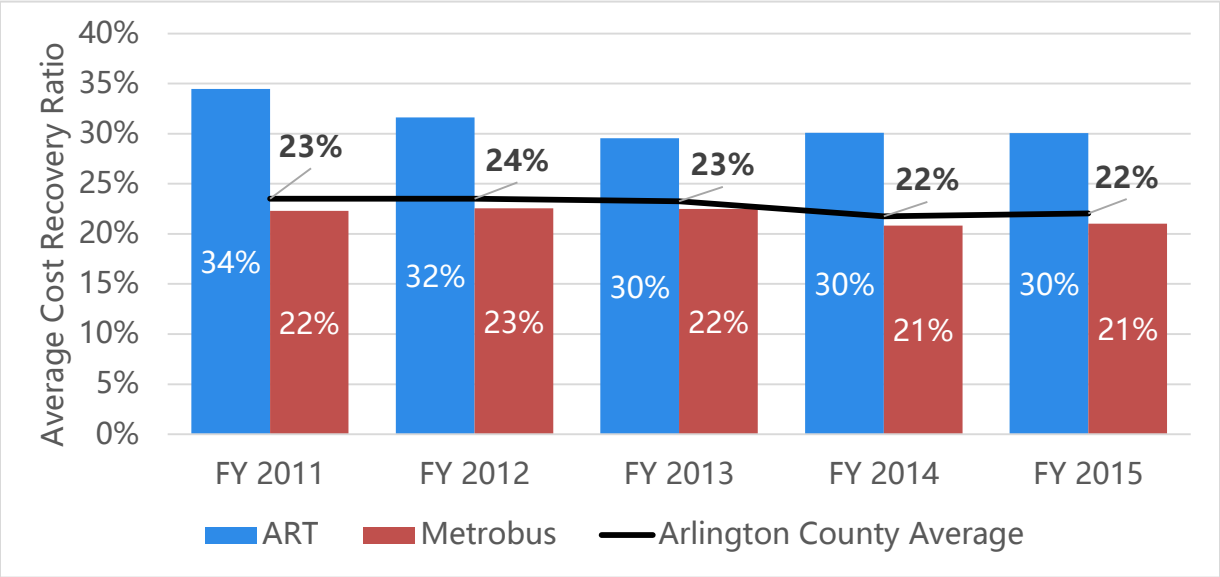
Line	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Percent Change (FY2011 – FY2015)
1ABEZ	23%	21%	20%	20%	18%	-23%
2A	11%	7%	12%	7%	19%	73%
3A	18%	19%	19%	17%	18%	-4%
3Y	37%	27%	30%	30%	29%	-21%
4AB	21%	22%	18%	16%	16%	-26%
5A	67%	68%	63%	62%	52%	-22%
7AFY	22%	24%	25%	25%	26%	17%
7CHPWX	12%	34%	31%	28%	28%	128%
9A	16%	16%	14%	14%	14%	-14%
10AERS	28%	28%	25%	23%	22%	-22%
10B	20%	19%	19%	17%	19%	-9%
13Y	10%	-	-	9%	8%	-20%
15KL	18%	20%	18%	17%	16%	-13%
16ABEJP	25%	26%	25%	24%	24%	-1%
16GHK	28%	27%	26%	25%	25%	-9%
16X	16%	22%	22%	23%	24%	51%
16Y	38%	40%	33%	36%	38%	0%
22ABCF	23%	21%	17%	18%	18%	-21%
23ABT	16%	17%	17%	17%	16%	-2%
25B	20%	21%	18%	15%	17%	-16%
38B	20%	21%	21%	20%	18%	-10%
MWY[21]	21%	25%	23%	26%	10%	-55%
System Average	**22%**	**23%**	**22%**	**21%**	**21%**	**-6%**

The average cost recovery for ART peaked in FY 2011 at 34 percent, and decreased until FY 2013 where it remained at 30 percent. Between FY 2011 and FY 2015, the cost recovery decreased by 6 percent for Metrobus lines and 13 percent for ART routes. In FY 2015, ART has a higher cost recovery ratio than Metrobus. Overall in Arlington County, the cost recovery has decreased by 6 percent between FY 2011 and FY 2015. **Figure 21**

[21] FY2011 thru 2014 represent Metrobus 9S ridership.

compares the average cost recovery by route for Metrobus and ART between FY 2011 to FY 2015.

Figure 21 | ART/Metrobus Average Cost Recovery, FY 2011 – FY 2015



3.2 Demand Response Service Evaluation

The following sections summarize the Specialized Transit for Arlington Residents (STAR) data, including ridership, and various measures of performance and cost effectiveness. This information is presented on a five-year historical basis to emphasize the growth of the system.

3.2.1 STAR Services[22]

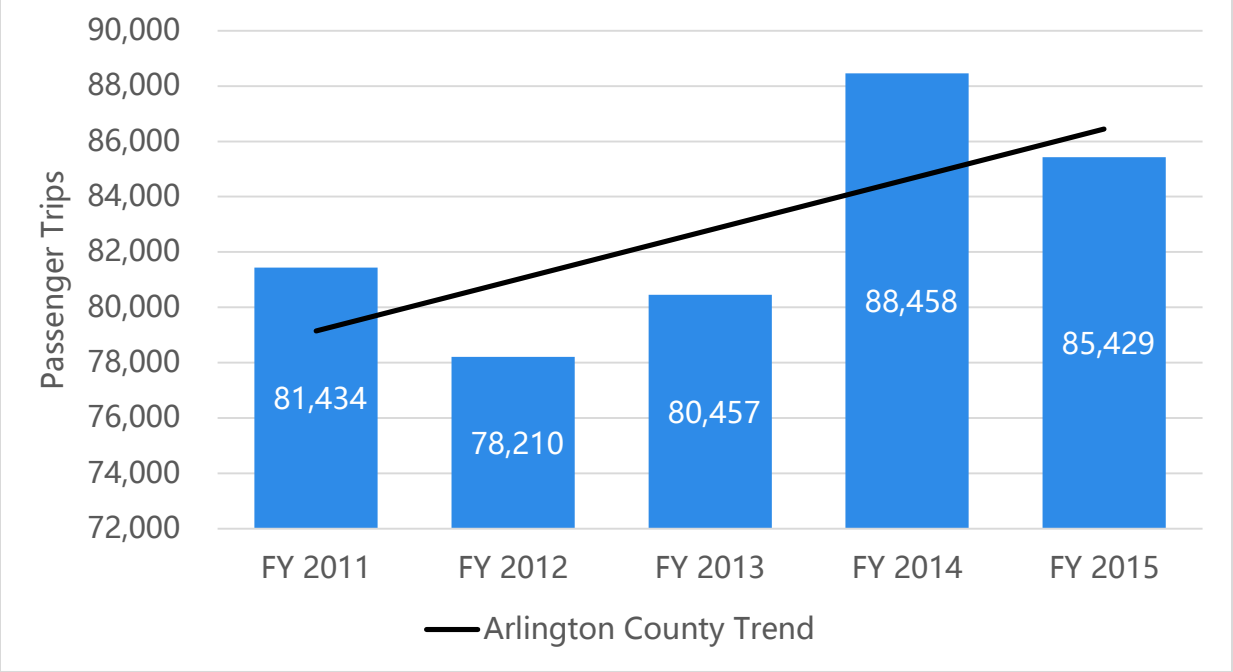
STAR is Arlington County's demand response paratransit service. It serves to supplement WMATA's paratransit service MetroAccess, for trips that begin and/or end in Arlington. Arlington County is currently responsible for STAR support technology and equipment while service is provided through contracted service. First Transit is responsible for the STAR Call Center, which oversees paratransit street operations as well as scheduling. Diamond Transportation operates 14 vehicles dedicated to STAR services in addition to service dedicated to the Arlington County Department of Human Services. Demand response service also is provided through a contract with a local taxi company. STAR fares are based on a 3-zone system with trip fees ranging from $3.50 to $9.00.

[22] Data within this section was collected through ART Annual Reports.

Ridership

Total passenger trips have increased five percent on STAR since FY 2011; however, annual passenger trips have fluctuated during that five-year period. Ridership decreased four percent between FY 2011 and FY 2012 and then increased 13 percent between FY 2012 and FY 2014. **Figure 22** summarizes changes in STAR ridership between FY 2011 and FY 2015.

Figure 22 | STAR Passenger Trips, FY 2011 – FY 2015

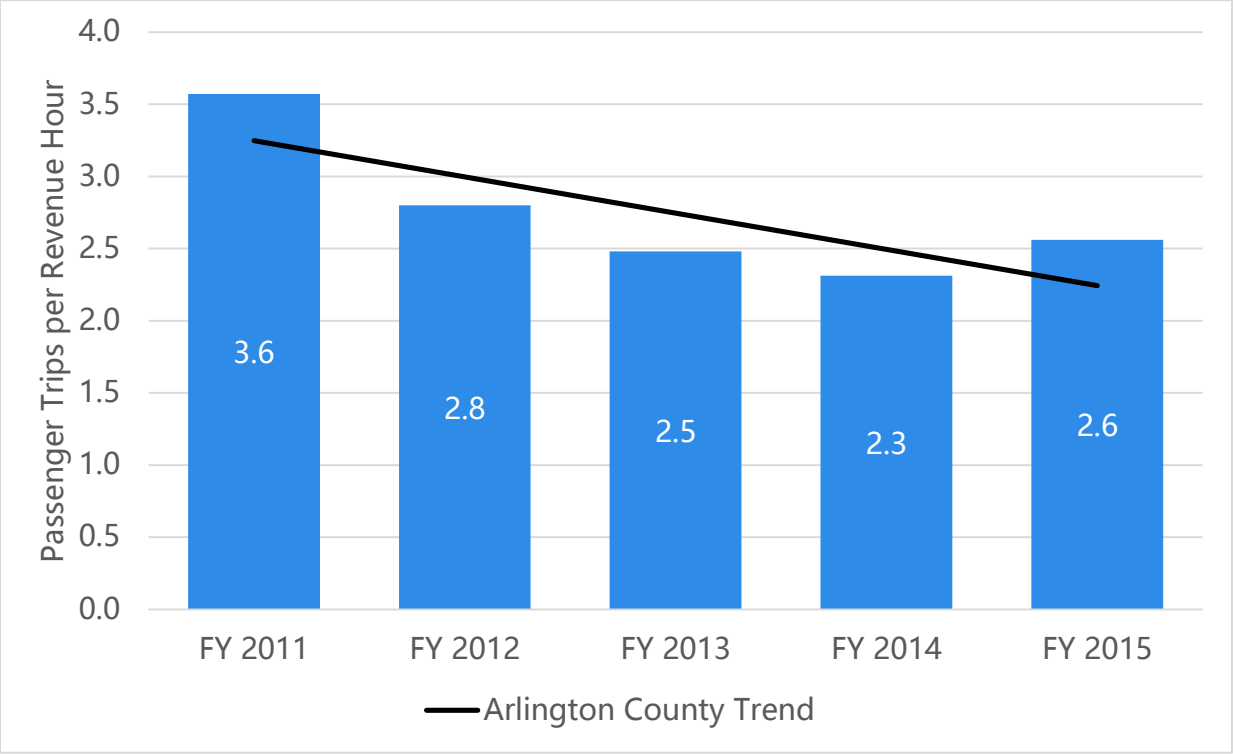


Performance Measures

Passenger trips per revenue hour peaked in FY 2011 and then fell each year until FY 2014 with a reported 2.3 passenger trips per revenue hour. The metric increased for the first time in five years in FY 2015 by 13 percent. Between FY 2011 and FY 2015, passenger trips per revenue hour decreased by 28 percent while total passenger trips increased by 5 percent.

Figure 23 shows passenger trips per revenue hour for STAR between FY 2011 and FY 2015 along with total passenger trips.

Figure 23 | STAR Passenger Trips per Revenue Hour, FY 2011 – FY 2015

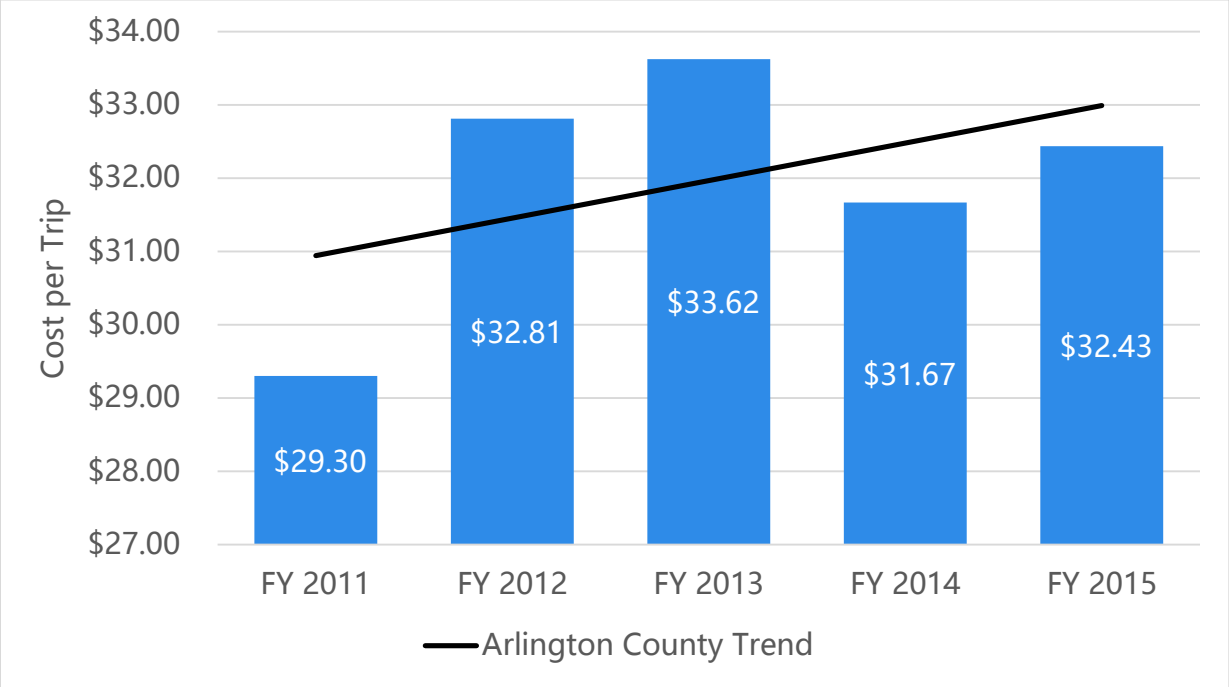


Cost Effectiveness

Cost per passenger trip spiked in FY 2013 at $33.62 per passenger trip. Since FY 2013, the cost per passenger trip has decreased 4 percent. Between FY 2011 and FY 2015 the cost per passenger trip has increased a total of 11 percent, from $29.30 to $32.43 per passenger trip.

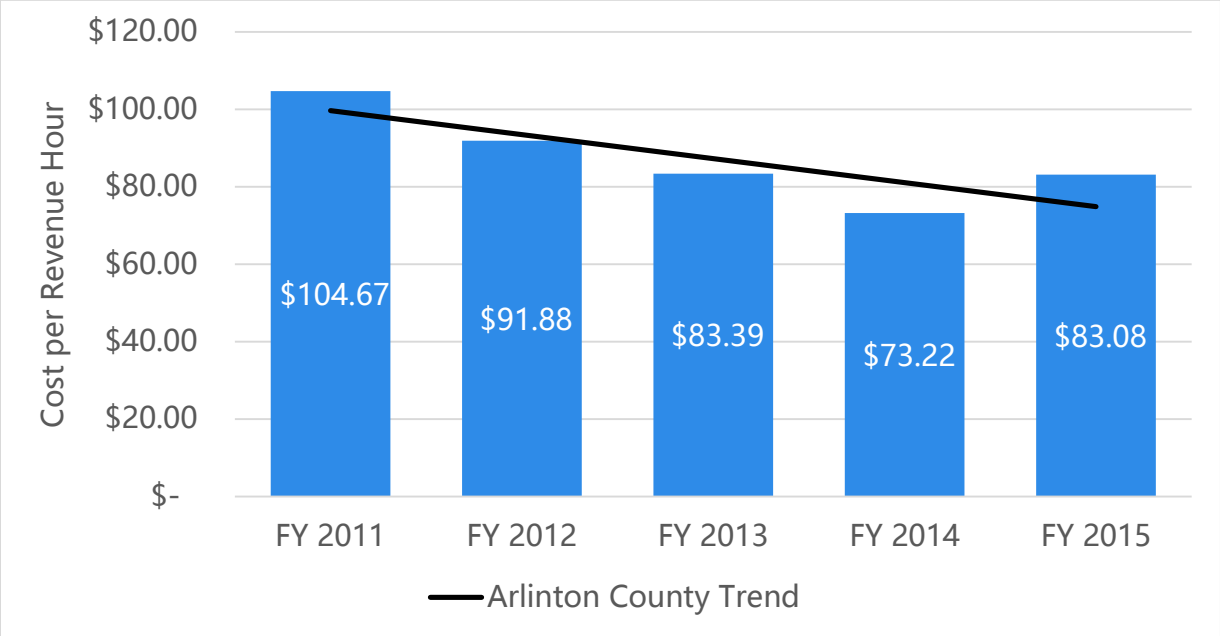
Figure 24 shows cost per passenger trip between FY 2011 and FY 2015 for STAR services.

Figure 24 | STAR Cost per Passenger Trip, FY 2011 – FY 2015



The FY 2015 costs are at $83.08 per passenger hour. Between FY 2011 and FY 2015, the cost per revenue hour has decreased 21 percent overall. **Figure 25** shows the cost per revenue hour between FY 2011 and FY 2015.

Figure 25 | STAR Cost per Revenue Hour, FY2011 – FY 2015



3.3 Market Analysis

This section analyzes the demand that exists for transit and how existing transit services are addressing the demand. The purpose of this analysis is to determine potential new or expanded market opportunities that exist for transit. This analysis provides a review of studies that have been completed or are underway that relate to transit service planning in the County; reviews trip patterns within the County and between the County and surrounding jurisdictions; reviews demographic and land use data to determine the setting in which transit services operate; and develops a transit propensity index that will assist in identifying the overall transit needs of the County.

3.3.1 Demographic and Land Use Data

This section summarizes the land use and demographics of Arlington County, including population density and employment density. Population and employment density in the county was measured using the Metropolitan Washington Council of Governments (MWCOG) Round 8.3 Cooperative Forecasts. Data was summarized for 2015 (current) and 2025, the horizon year for this plan. The forecasts use traffic analysis zones (TAZs) for geography, which are roughly the size of census block groups but group like neighborhoods and generators better.

A full transit propensity analysis is also included in this section, which analyzes transit-oriented populations, commuter populations, workplace generators and non-work generators against major trip flows predicted by the MWCOG Regional Travel Demand Model.

Population Density

Areas with high population densities are generally more supportive of transit service. Population densities higher than 12,000 people per square mile are particularly supportive of frequent bus service and rail rapid transit.

Several areas in the county currently have high population densities exceeding 12,000 people per square mile, including the majority of the Rosslyn-Ballston corridor, portions of Glebe Road just south of Ballston, much of the Columbia Pike corridor, East Falls Church, North Highland, Cherrydale, Shirlington, Fairlington, Pentagon City/Crystal City, and the southern Route 1 corridor. The lowest population densities in the county are found north of Lee Highway. **Figure 26** illustrates current population density in the county.

There are no significant projected changes in population density between 2015 and 2025, with all of the same neighborhoods having population densities in excess of 12,000 people per square mile (**Figure 27**). However, the Clarendon and Courthouse neighborhoods are projected to further densify, as are western portions of the Columbia Pike corridor.

Figure 26 | Current Population Density

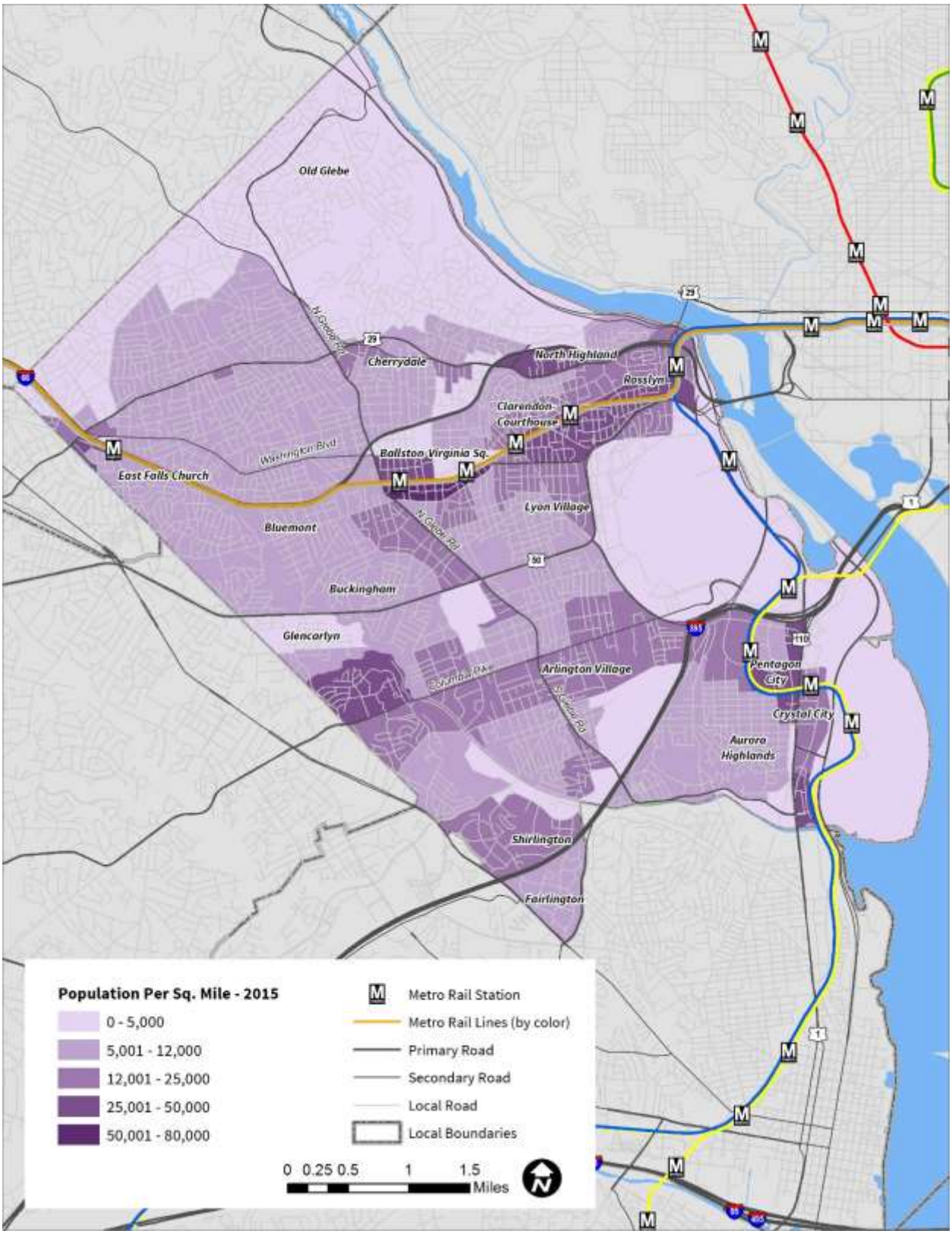
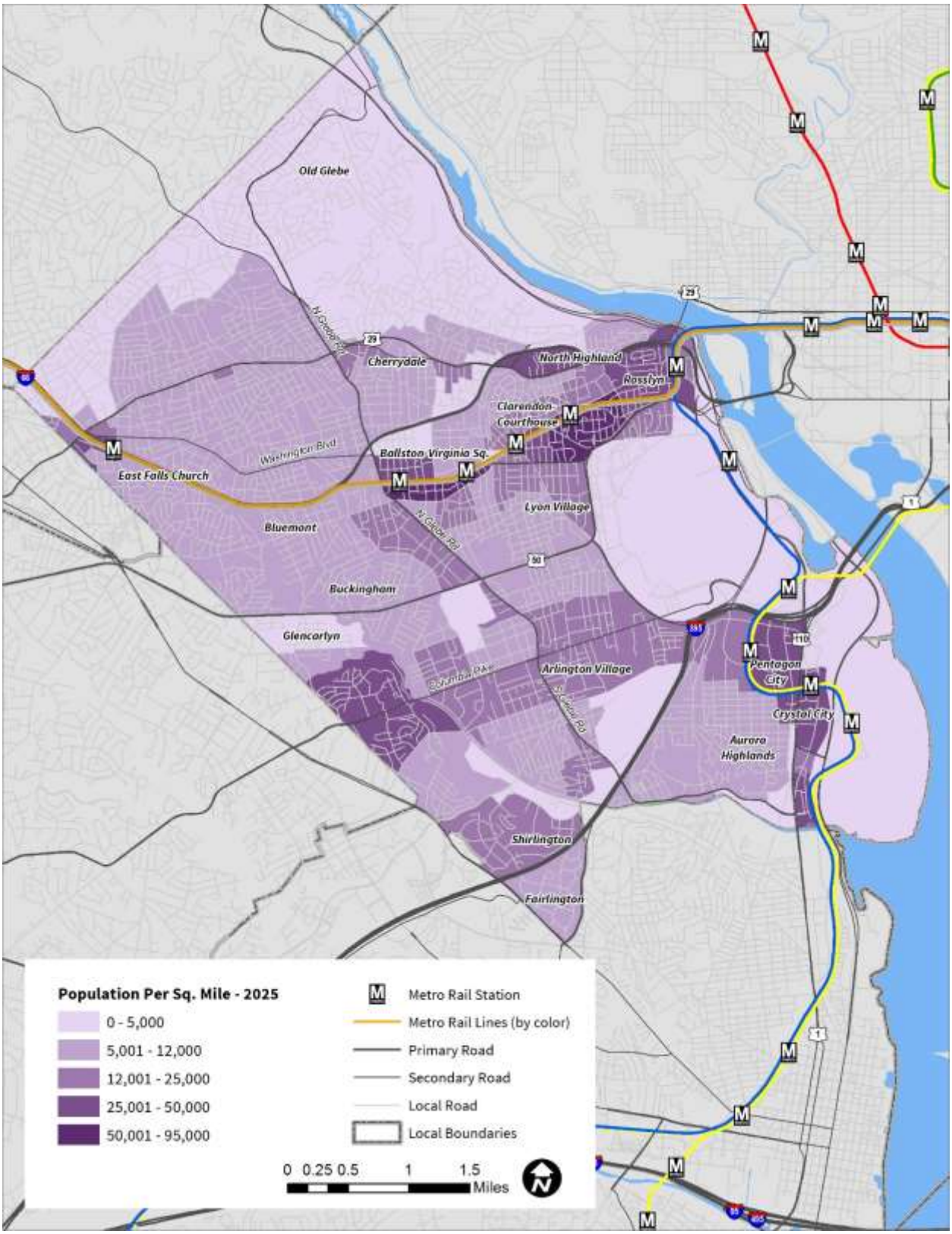


Figure 27 | Projected Population Density (2025)



Employment Density

Areas with high employment densities serve as destinations that should be connected with transit services. Many of the areas with high employment density in Arlington are located adjacent to Metrorail stations, including the Rosslyn-Ballston corridor, Pentagon, Pentagon City, Crystal City, and National Airport. Other pockets of high employment density also exist in Shirlington, the Virginia Hospital Center area, along North Glebe Road (near Marymount University), along Route 50 near Glebe Road, and along eastern portions of the Columbia Pike corridor. **Figure 28** illustrates the current employment density in the county.

While all areas that currently have high employment densities will continue to in 2025, several areas will see density increases. These areas include Pentagon City, Rosslyn, Glebe Road south of Ballston, and the southern end of the Route 1 corridor (**Figure 29**).

Figure 28 | Current Employment Density

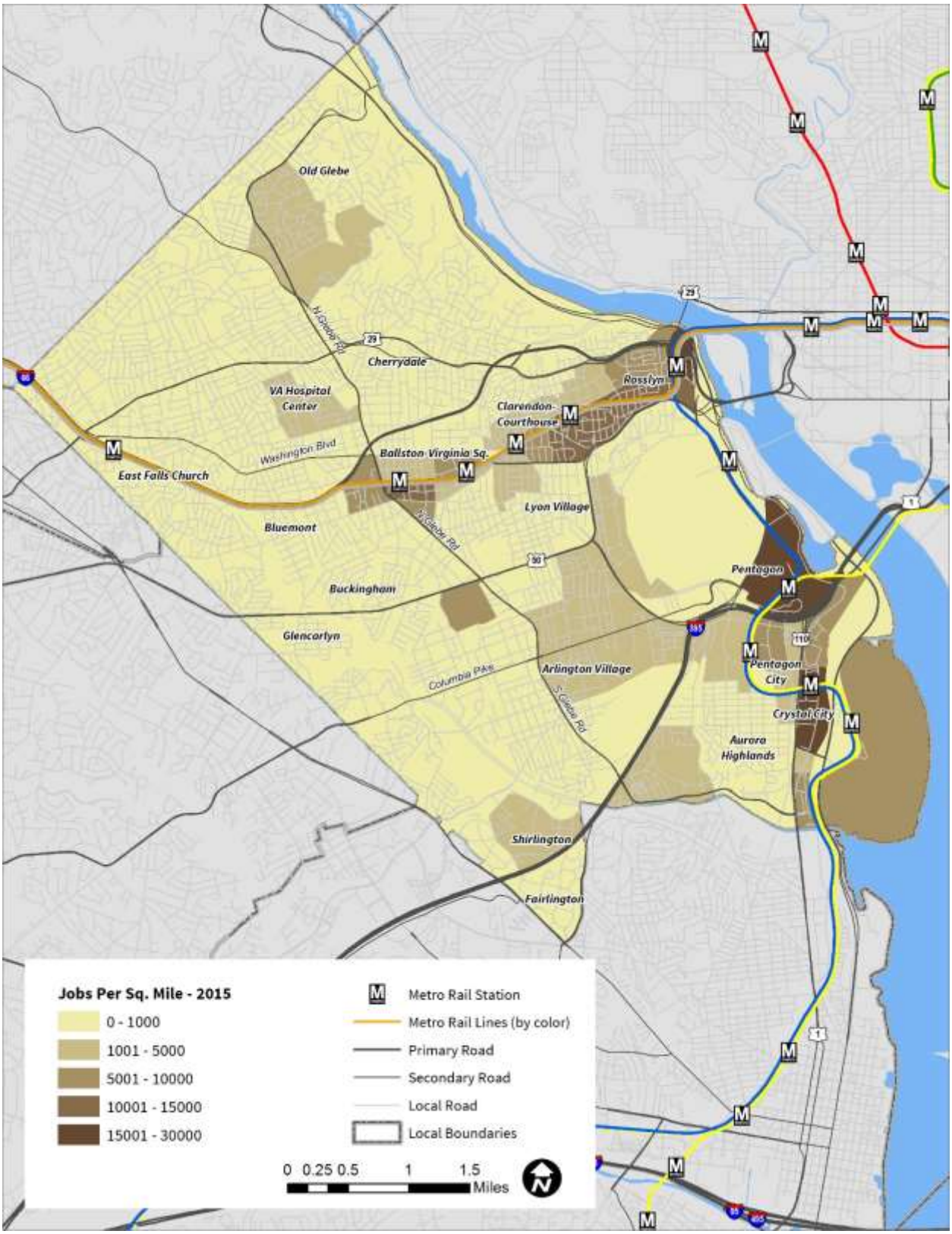
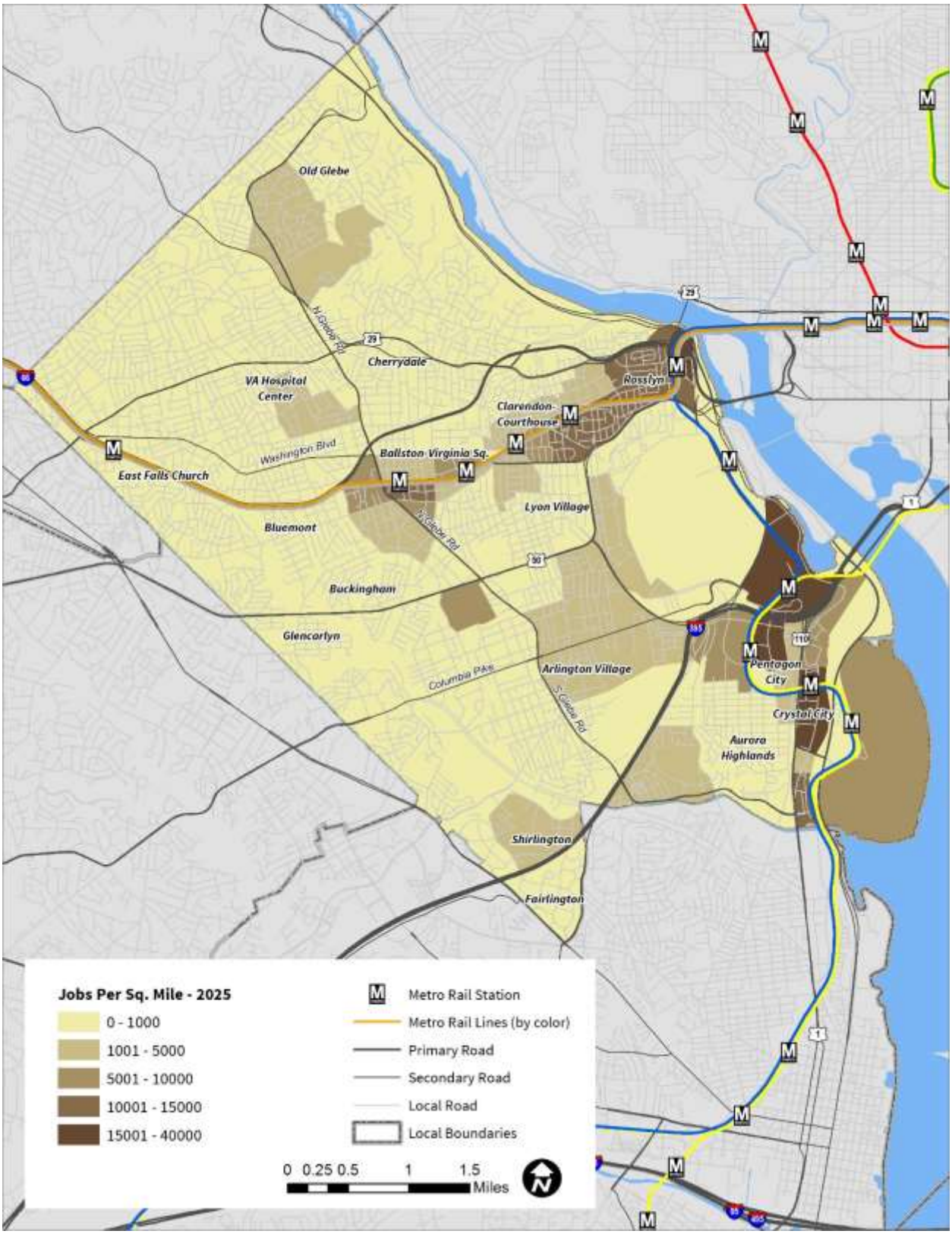


Figure 29 | Projected Employment Density (2025)



Transit Propensity Index

In order to determine the transit setting of the county, a transit need analysis was performed. This analysis uses a number of different demographic factors to determine geographic areas of high transit origin and destination need. The analysis consists of four transit indices, including transit-oriented populations, commuters, workplaces, and non-work destinations. The analysis combines a number of different metrics that are typically used to describe transit setting, including population density, employment density, household density, and the locations of transit-dependent populations.

Each index is comprised of weighted categories, and each weighted category is comprised of individual data sets obtained from the 2009 – 2013 American Community Survey (ACS) or the Longitudinal Employer-Household Dynamic (LEHD) at the block group level. Weighting is based on the expected overall contribution of each category to the overall index. Data sets typically include both raw totals and densities to ensure the most comprehensive scoring. The end result for each index is a score from 0 to 100 for each block group. The scores are calculated based on each block group's ranking in each data set when compared to all the block groups analyzed. The analysis was performed on all block groups in the greater Washington area, in order to normalize scores.

Appendix B provides additional maps with details on individual demographics across the County including: Per Capita Income, Zero Vehicle Households (population and density), Populations 65+ and 75+ (population and density), and Hispanic and African American Populations (population and density).

Transit-Oriented Population Index

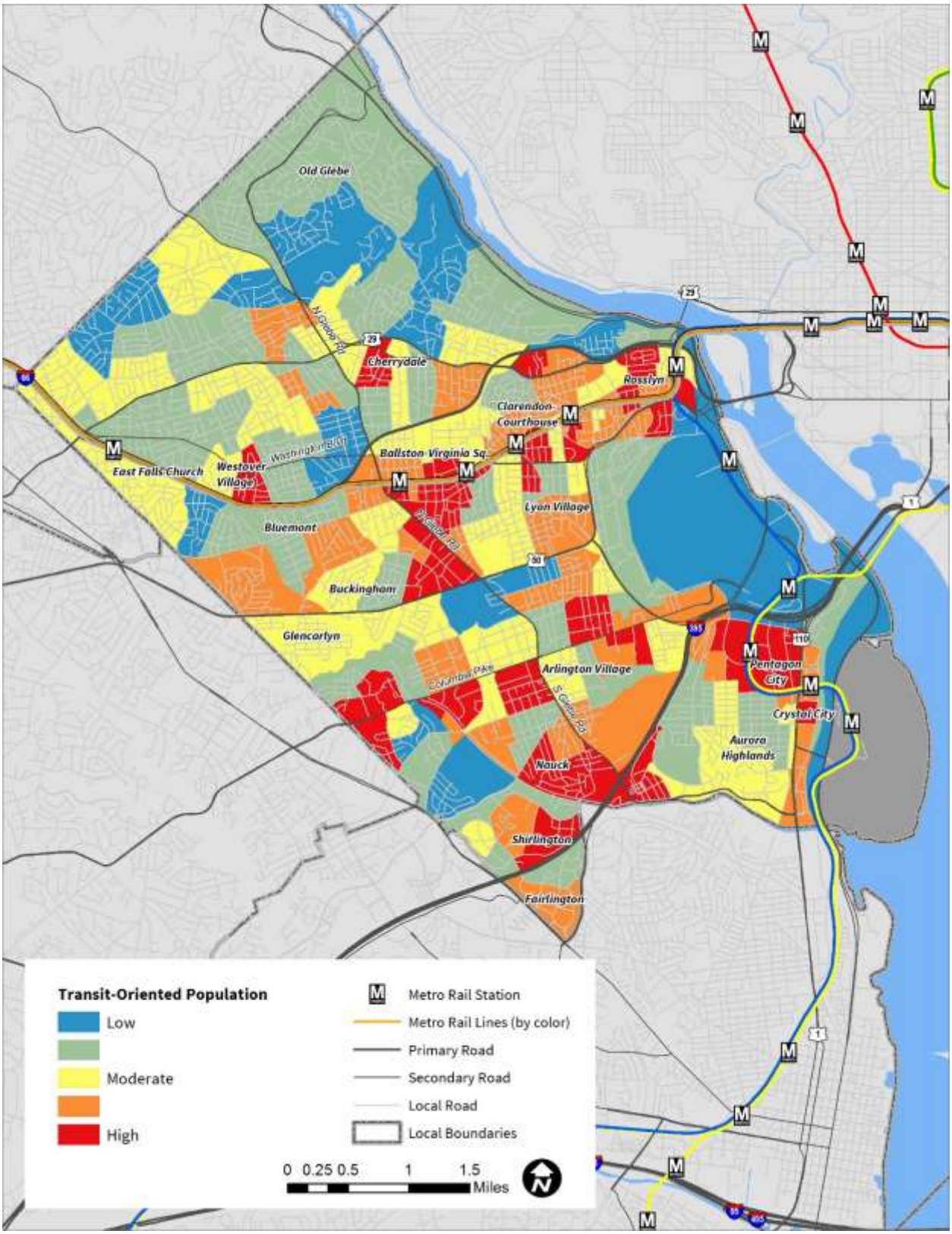
The transit-oriented population index consists of six categories: population, age, households, income, vehicle ownership, and disabled persons. The data sets that contribute to these categories are all indicative of higher population or household density, or persons that are likely to be more reliant on transit. Therefore, this index is indicative of where transit-dependent populations live. The weights for each category are based on the projected impact of each in defining transit-oriented populations as defined in **Table 26**.

Table 26 | Transit-Oriented Populations Index

Category	Weight	Data Set
Population	30	Total Population
		Population Density
Age	10	Total Seniors (65+)
		Senior Density
		Seniors Percent of Population
		Total Youth (<18)
		Youth Density
		Youths Percent of Population
Households	20	Total Households
		Household Density
Income	10	Low-Income Households
		Low-Income Household Density
		Percent Low-Income Households
Vehicle Ownership	20	Total Zero-Car Households
		Percent Zero-Car Households
		Zero-Car Household Density
		Total One-Car Households
		Percent One-Car Households
		One-Car Household Density
Persons with Disabilities	10	Persons with Disabilities Population
		Persons with Disabilities Population Density
		Percent Persons with Disabilities Persons

Areas with high transit-oriented populations include the majority of the Rosslyn-Ballston corridor, Cherrydale, Westover Village, Glebe Road between Ballston and Route 50, much of the Columbia Pike corridor, Nauck, Shirlington, and Pentagon City/Crystal City (**Figure 30**). Many of these areas also have high overall population density and high employment densities. Areas with a low transit-oriented population index include neighborhoods with lower population densities that are more suburban in character, including most neighborhoods north of Lee Highway, Bluemont, and portions of Aurora Highlands.

Figure 30 | Transit-Oriented Population Index



Commuter Index

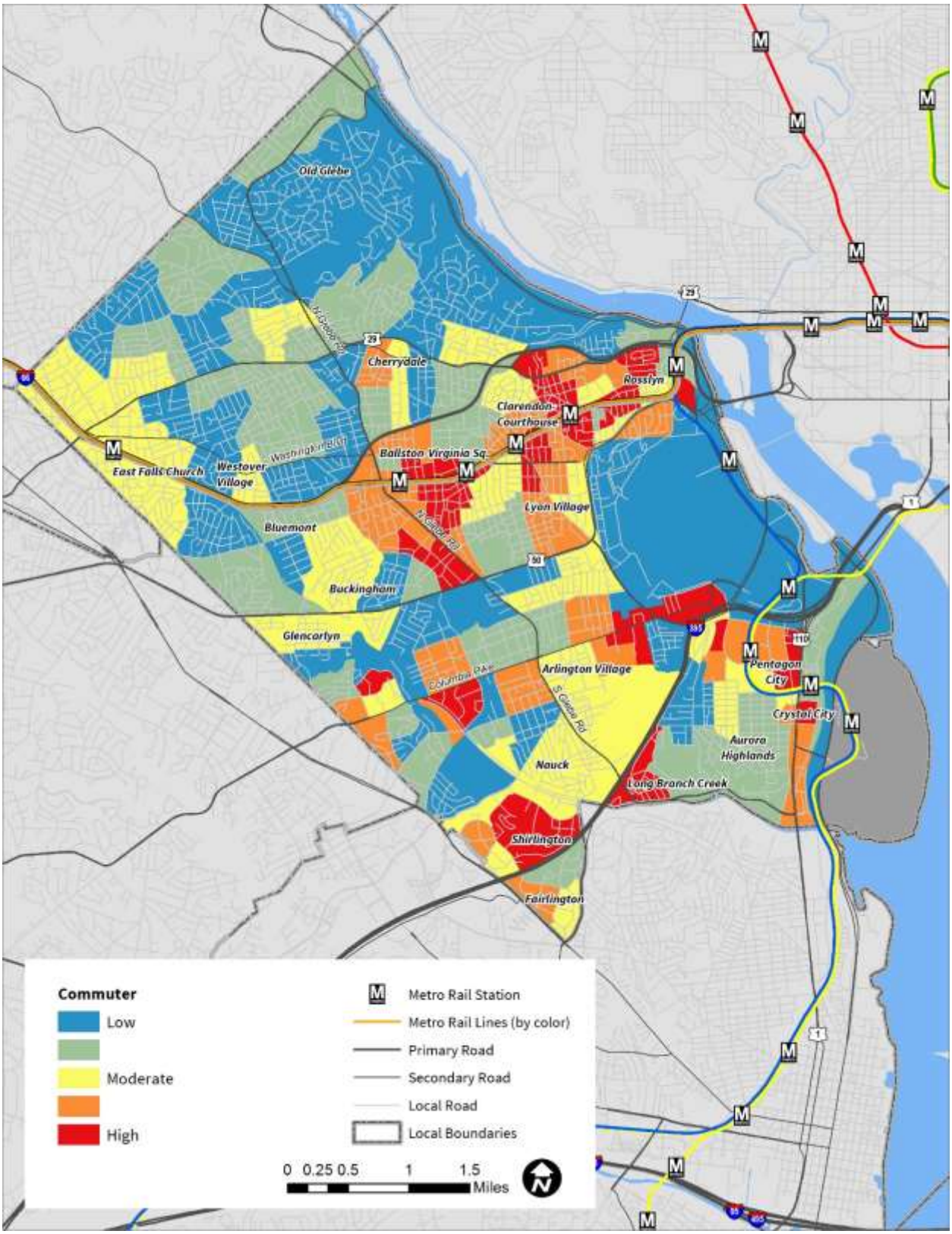
The commuter index consists of two categories: labor force and commute mode. Employed persons, commuters, and transit commuters all contribute to this index, which is indicative of where traditional peak hour commuters live, and where those that currently use transit to commute live. **Table 27** summarizes the commuter index categories, weights, and the data sets that contribute to each category.

Table 27 | Commuter Index

Category	Weight	Data Set
Labor Force	70	Labor Force Size
		Labor Force Density
		Employed Persons
		Employed Person Density
		Percent Employed
		Total Commuters
		Commuter Density
Commute Mode	30	Total Transit Commuters
		Percent Transit Commuters
		Transit Commuter Density

Several areas of the county have a high commuter index, including the majority of the Rosslyn-Ballston corridor, Glebe Road near Route 50, eastern portions of the Columbia Pike corridor, Shirlington, Long Branch Creek, and Pentagon City/Crystal City (**Figure 31**). Most neighborhoods north of I-66 have lower commuter indices, with the exception of the Cherrydale neighborhood.

Figure 31 | Commuter Index



Workplace Index

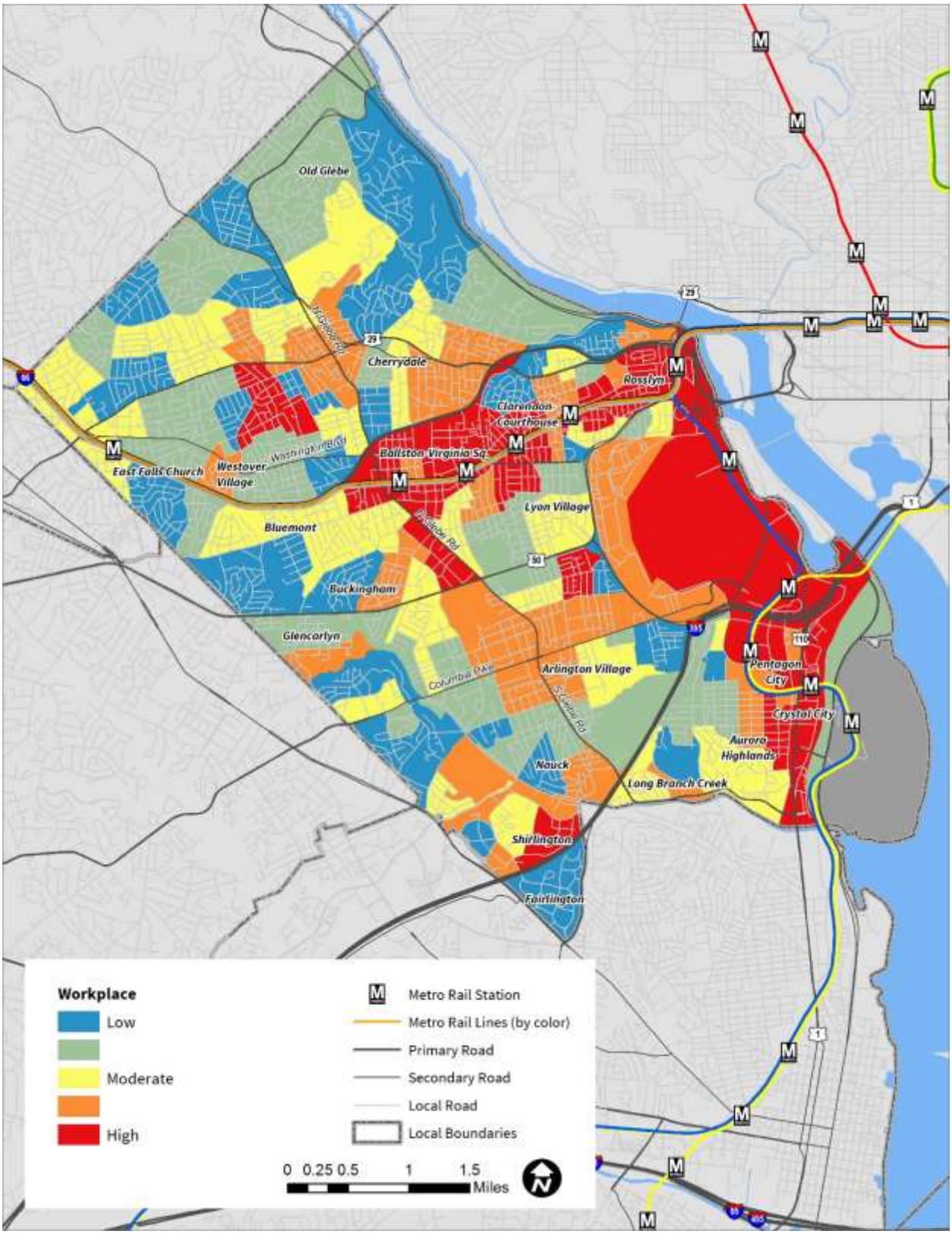
The workplace index has a single category: employment. Total employment and employment density contribute to this index, which is indicative of where people commute to for work purposes. **Table 28** summarizes the workplace index categories, weights, and the data sets that contribute to each category.

Table 28 | Workplace Index

Category	Weight	Data Set
Employment	100	Total Employment
		Employment Density

Many of the areas previously identified as having a high employment density also have a high workplace index since employment density is one of the two factors in this index. These areas include Ballston, Clarendon, Courthouse, Rosslyn, Pentagon City/Crystal City, Shirlington, eastern portions of Route 50, the southern Route 1 corridor, and the Virginia Hospital Center area. Additionally, the block group containing the Pentagon has a high workplace index, primarily due to the high raw job total present there. **Figure 32** illustrates the workplace index.

Figure 32 | Workplace Index



Non-Work Index

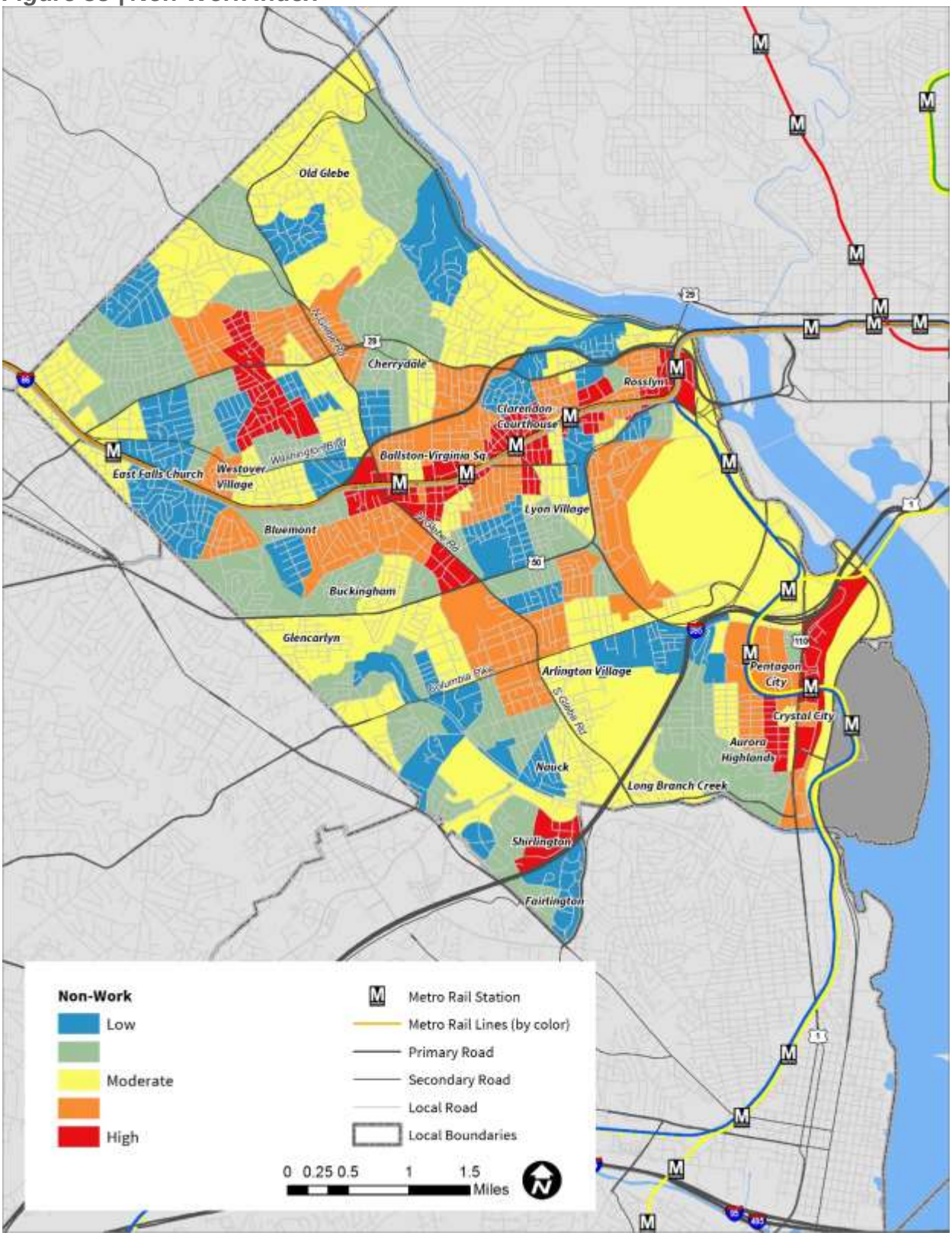
The non-work destination index has five categories: retail/restaurant, recreation, healthcare/social assistance, education, and government. These categories are weighted based on the typical trip purpose proportions for transit commuters. The data sets that make up these categories are employment in the sectors represented by these categories (i.e. the recreation category contains data sets from the entertainment sector and the recreation sector). The employment by sector data sets serve as proxies for how much travel demand businesses that fall into these sectors would produce, and therefore, this index is indicative of where people make non-work trips. **Table 29** summarizes the non-work destination index categories, weights, and the data sets that contribute to each category.

Table 29 | Non-Work Index

Category	Weight	Data Set
Retail/Restaurant	20	Retail Jobs/Density
		Restaurant Jobs/Density
Recreation	10	Entertainment/Recreation Jobs/Density
Healthcare/Social Assistance	35	Healthcare & Social Assistance Jobs/Density
Education	25	Education Jobs/Density
Government	10	Public Administration Jobs/Density

Most of the areas with a high non-work index also have a high work index, including much of the Rosslyn-Ballston corridor, Pentagon City/Crystal City, Shirlington, and the area around Virginia Hospital Center. Several areas have high work indices but lower non-work indices, including the Pentagon, eastern portions of the Route 50 corridor, and southern portions of the Route 1 corridor. **Figure 33** illustrates the non-work index.

Figure 33 | Non-Work Index



Peak Index

The peak index combines the commuter index and the workplace index in order to illustrate where peak period services are vital. This index will be used and explained further in the Trip Patterns analysis (**Section 3.3.2**) and the Gap Analysis (**Section 3.4.2**). **Figure 34** illustrates the peak transit index.

Off-Peak Index

The off-peak index combines the transit-oriented population index and the non-work index in order to illustrate where off-peak service is vital and demand for transit service is highest. This index will be used and explained further in the Trip Patterns analysis (**Section 3.3.2**) and the Gap Analysis (**Section 3.4.2**). **Figure 35** illustrates the off-peak transit index.

Figure 34 | Peak Transit Index

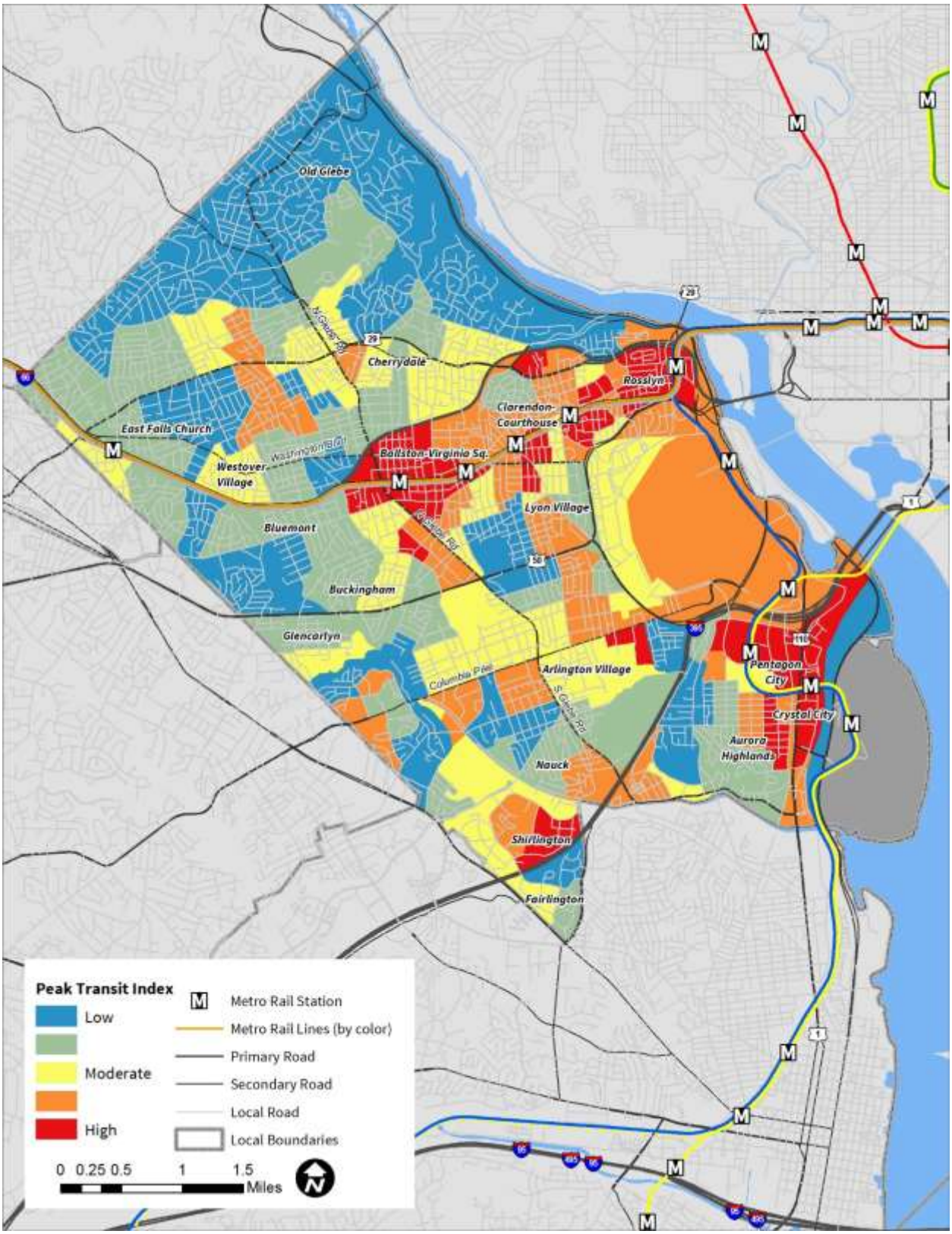
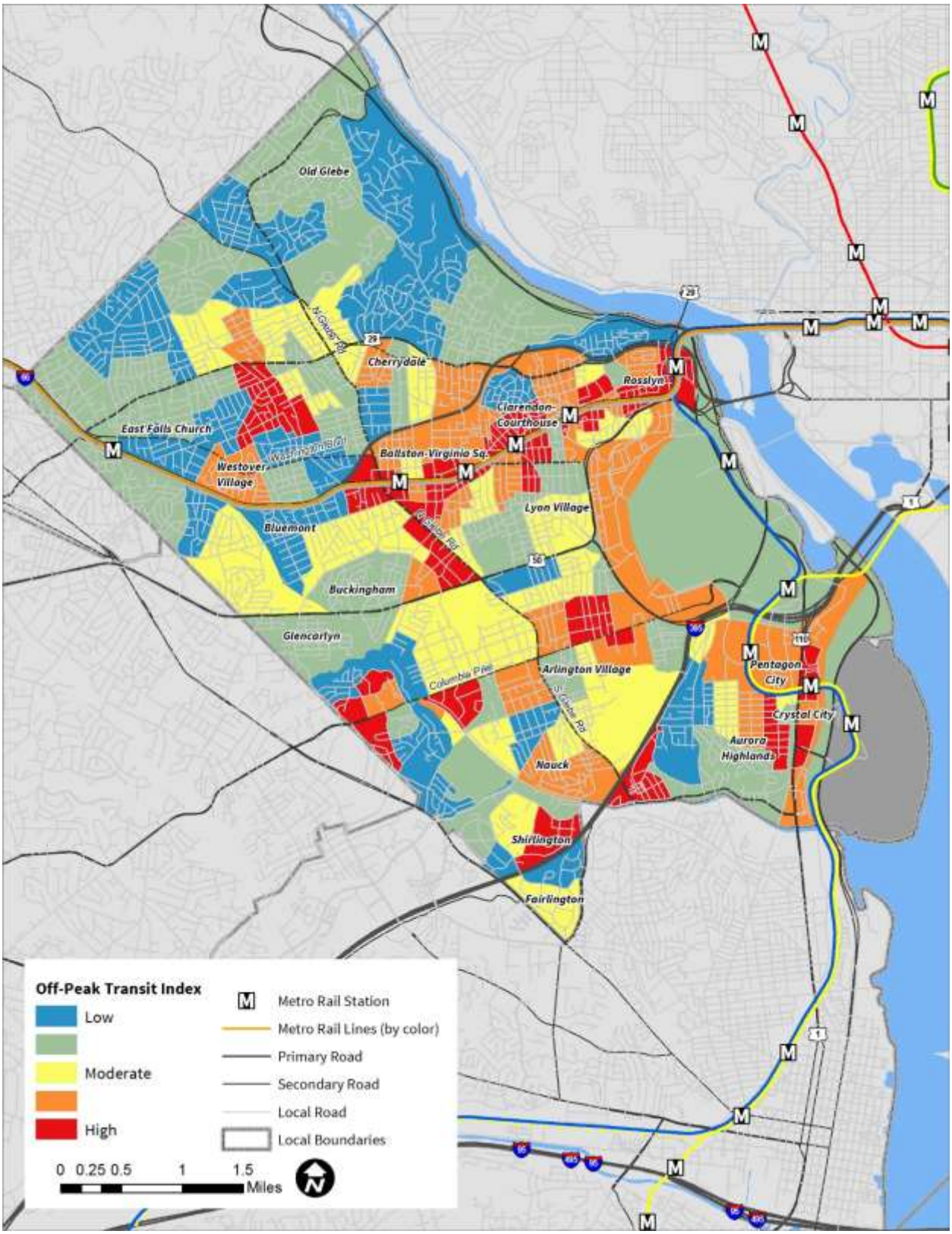


Figure 35 | Off-Peak Transit Index



3.3.2 Trip Patterns

Trip patterns in Arlington County were determined using three data sets: Regional Travel Demand Model Trip Flows, the ART Passenger Origin-Destination survey, and a transit transfer matrix. The Regional Travel Demand Model was obtained from the MWCOG Round 8.3 Cooperative Forecasts using the year 2025, the horizon year for this TDP. The ART Passenger Origin-Destination survey was conducted in May and June 2013 and asked 2,905 passengers of which 1,977 were fully completed. The transit transfer matrix was obtained from WMATA for spring of 2015 and includes transfers between ART routes, Metrobus lines, and Metrorail stations.

ART Passenger Origin-Destination Survey

The ART passenger origin-destination survey was conducted via an online interface during the summer of 2015. The survey asked participants to enter the following information for typical trips they make: origin address, destination address, trip purpose, and trip time of day. The results of the survey were grouped into several different areas of the county in order to determine broader trip patterns. Results were also grouped into peak periods, off-peak periods (including weekends), work trips and non-work trips.

Overall, the top peak period trips all involved downtown Washington, with trips from north Arlington, the Lyon Village area, eastern areas of the Columbia Pike corridor, and Shirlington. The top off-peak trips included from the S Glebe Road/Columbia Pike area to Clarendon/Courthouse, Aurora Highlands to Pentagon City/Crystal City, the Buckingham/western Route 50 area to Clarendon/Courthouse, and Virginia Hospital Center to Ballston/Virginia Square. All of these trips have existing transit services that would provide these connections with a one-seat ride or a single transfer.

The top work trips included several pairings with the same areas, including North Arlington, Clarendon-Courthouse, Pentagon City/Crystal City, and downtown Washington. The top non-work trips all involved downtown Washington, including north Arlington, the Lyon Village area, eastern areas of the Columbia Pike corridor, and Shirlington. All of these trips have existing transit services that would provide these connections with a one-seat ride or a single transfer.

Table 30 summarizes the top work and non-work trips pairs from the ART passenger origin-destination survey.

Table 30 | Origin-Destination Survey Top Work and Non-Work Trip Pairs

Type	From:	To:
Work	North Arlington	• Westover Village / Western Washington Boulevard corridor • Ballston / Virginia Square • Downtown Washington
	Clarendon/Courthouse	• Buckingham • Western Columbia Pike corridor • Lyon Village area
	Lyon Village area	• Downtown Washington
	Eastern Columbia Pike corridor	• Downtown Washington
	Aurora Highlands	• Pentagon City / Crystal City
	Pentagon City/Crystal City	• Alexandria
Non-Work	North Arlington	• Downtown Washington
	Lyon Village area	• Downtown Washington
	Eastern Columbia Pike corridor	• Downtown Washington
	Shirlington	• Downtown Washington

Regional Travel Demand Model Trip Flows

The regional travel demand model flows are divided into both trip purposes and travel modes. For the purposes of this analysis, trip purposes were grouped into two groups: home-based work and all other purposes (“other”). Two travel modes were analyzed: total person trips and Metrorail/Bus and Metrorail trips. Total person trip flows were analyzed to determine the most common trip patterns regardless of mode so that potential markets for new transit service would be captured. Metrorail/Bus and Metrorail trips were analyzed in order to determine demand for connections to the Metrorail system. These flows were assigned to the closest Metrorail station in the county.

Home-Based Work Flows

Overall, several clusters of home-based work trip origin-destination pairs emerged in this analysis, including the Rosslyn-Ballston Corridor, Pentagon City/Crystal City, Shirlington, and the Columbia Pike corridor. All of these areas have a very high peak transit index, meaning they have a high demand for peak period transit services. The top home-based work person flows with corresponding high peak transit indices are summarized in **Table 31**, and would be considered vital peak period connections for the transit system to accommodate. The primary existing transit connections that could accommodate these flows are included in the table. The top home-based work person flows and the peak transit index are illustrated in **Figure 36**.

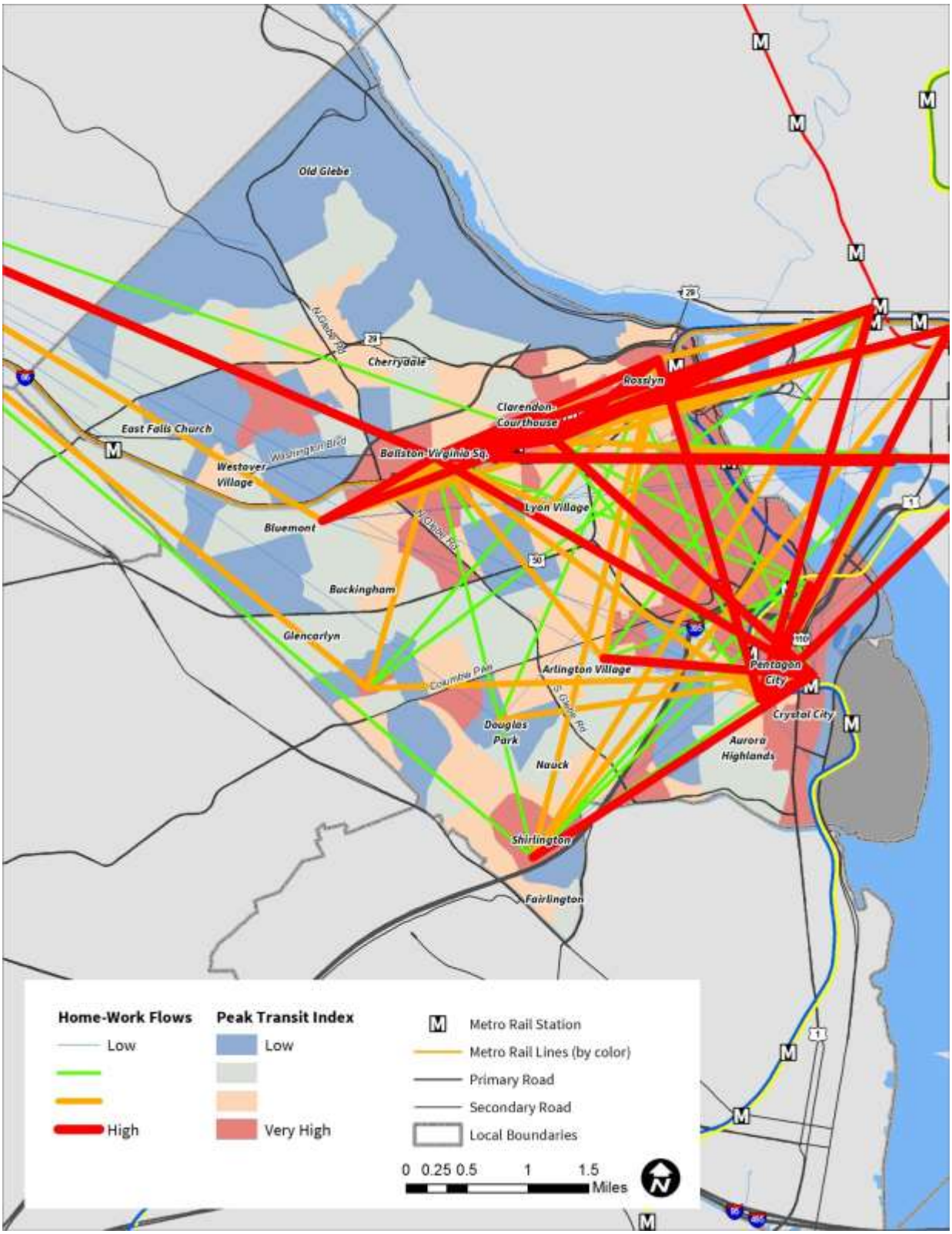
Table 31 | Vital Peak Period Transit Connections

Area	In/Out of County	Area	Existing Transit Connections
Ballston / Virginia Square	Within County	Rosslyn	Orange/Silver; 38B
		Pentagon City / Crystal City	Orange/Silver to Blue or 43; 42
		Bluemont	1ABEZ; 75
		Arlington Village	41; 10B; 23ABT
		Shirlington	75; 10B; 23ABT
		Columbia Pike West	41, 75
	Outside County	Tysons (Fairfax)	Silver
		Farragut Square (DC)	Orange/Silver; 38B
		Downtown DC	Orange/Silver
Rosslyn	Within County	Ballston / Virginia Square	Orange/Silver; 38B
		Bluemont	Orange/Silver to 1ABEZ or 75
		Pentagon	Blue, 43
		Pentagon City/Crystal City	Blue, 43
		Arlington Village	45
		Shirlington	45 or 38B to 77; Blue to 87 or 7AFY
	Outside County	Farragut Square (DC)	Blue/Orange/Silver; 38B
Clarendon/Courthouse	Within County	Pentagon City/Crystal City	Orange/Silver to Blue or 43; 42
	Outside County	Farragut Square	Orange/Silver; 38B
		Rosslyn	Blue; 43

Area	In/Out of County	Area	Existing Transit Connections
Pentagon City / Crystal City	Within County	Clarendon/Courthouse	Blue or 43 to Orange/Silver; 42
		Ballston / Virginia Square	Blue or 43 to Orange/Silver; 42
		Arlington Village	16GHK; 16ABEJP
		Columbia Pike West	16GHK; 16ABEJP
		Shirlington	23ABT
		Douglas Park (Columbia Pike)	16GHK; 16ABEJP
	Outside County	Farragut Square (DC)	Blue; Yellow to Orange/Silver
		Downtown DC	Blue or Yellow
		Southwest DC	Yellow
Shirlington	Within County	Rosslyn	77 to 45 or 38B; 7AFY or 87 to Blue
		Pentagon City / Crystal City	7AFY; 87
		Ballston / Virginia Square	75; 10B; 23ABT
	Outside County	Farragut Square (DC)	7AFY or 87 to Blue
		Downtown DC	7AFY or 87 to Blue/Yellow
		Tysons	23ABT
Arlington Village	Within County	Ballston / Virginia Square	41; 10B; 23ABT
		Rosslyn	45
		Pentagon City / Crystal City	16GHK; 16ABEJP
	Outside County	Downtown DC	16GHK or 16ABEJP to Blue/Yellow; 16X; 16Y
Bluemont	Within County	Ballston / Virginia Square	1ABEZ; 75

Area	In/Out of County	Area	Existing Transit Connections
		Clarendon/Courthouse	1ABEZ or 75 to Orange/Silver
		Rosslyn	1ABEZ or 75 to Orange/Silver
		Pentagon City / Crystal City	1ABEZ or 75 to Orange/Silver to Blue; 75 to 16GHK or 16ABEJP or 87 or 7AFY
	Outside County	Tysons	1ABEZ or 75 to Silver
		Farragut Square (DC)	1ABEZ or 75 to Orange/Silver
		Southwest DC	1ABEZ or 75 to Orange/Silver
Columbia Pike West	Within County	Ballston / Virginia Square	41; 75
		Pentagon City / Crystal City	16GHK; 16ABEJP
		Rosslyn	45, 16GHK or 16ABEJP to Blue
	Outside County	Tysons	41 or 45 to Orange/Silver
		Farragut Square (DC)	16Y, 41 or 45 to Orange/Silver
Douglas Park	Within County	Pentagon City / Crystal City	16GHK; 16ABEJP
		Ballston / Virginia Square	41; 10B; 23ABT
		Rosslyn	45; 41 or 10B or 23ABT to 4AB
	Outside County	Tysons	41 to Silver
		Farragut Square (DC)	41 or 23ABT or 10B to Orange/Silver

Figure 36 | Top Home-Based Work Person Flows, Peak Transit Index

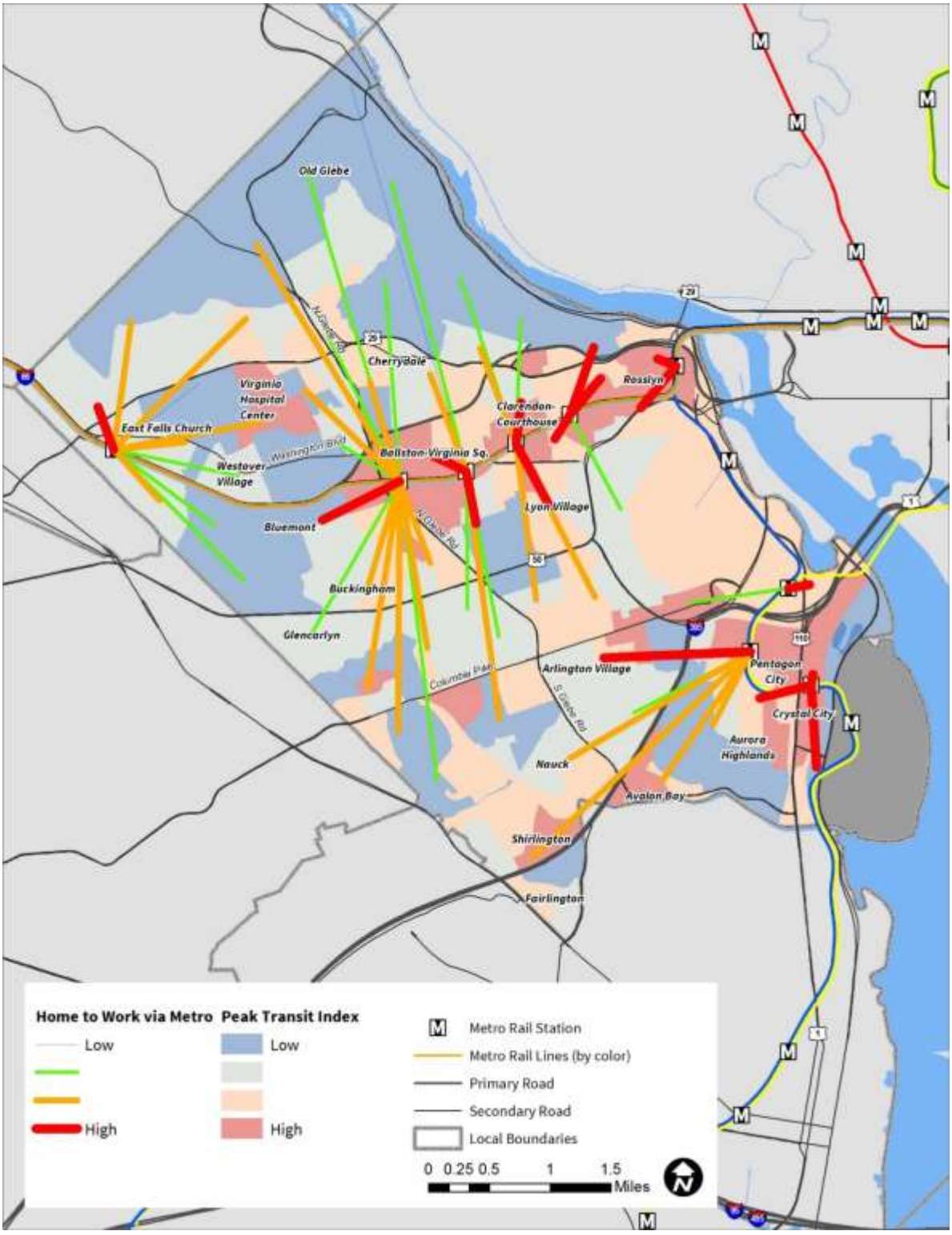


The top home-based work person trip flows using the Metrorail/Bus and Metrorail modes are illustrated in **Figure 37**. Not surprisingly, each Metrorail station has a high concentration of person flows from its surrounding neighborhood. Several stations also have collections of flows from outer neighborhoods as well, several of which have high peak transit indices. These connections also constitute vital peak period connections that feeder transit routes should accommodate (**Table 32**).

Table 32 | Vital Peak Period Metrorail Feeder Services

Metrorail Station	Connection	Existing Transit Connections
East Falls Church	Virginia Hospital Center area	51; 52
	Westover Village	53; 2A
Ballston / Virginia Square	Bluemont	1ABEZ; 75
	Columbia Pike West	41; 75
	Glebe Road corridor north of US-50	23ABT; 10B; 41
	Cherrydale	62
Clarendon/Courthouse	Lyon Village	42; 45; 77
	Arlington Village	41; 45; 77
Rosslyn	Rosslyn	61
Pentagon	Columbia Pike East	42; 16GHK; 16ADEJP
Pentagon City / Crystal City	Arlington Village	16GHK
	Nauck	84
	Shirlington	87; 7AFY
	Avalon Bay	84; 87; 10B; 23ABT
	Aurora Highlands	23ABT

Figure 37 | Top Home-Based Work Person Flows, Metrorail Modes & Peak Transit Index



Other Flows

Overall, several clusters of other trip type origin-destination pairs emerged in this analysis, including the Rosslyn-Ballston Corridor, Pentagon City/Crystal City, Shirlington, and the Columbia Pike corridor. All of these areas have a very high off-peak transit index, meaning they have a high demand for off-peak transit services. The top "other" person flows with corresponding high off-peak transit indices are summarized in **Table 33**, and would be considered vital off-peak period connections for the transit system to accommodate. The top "other" person flows and the off-peak transit index are illustrated in **Figure 38**.

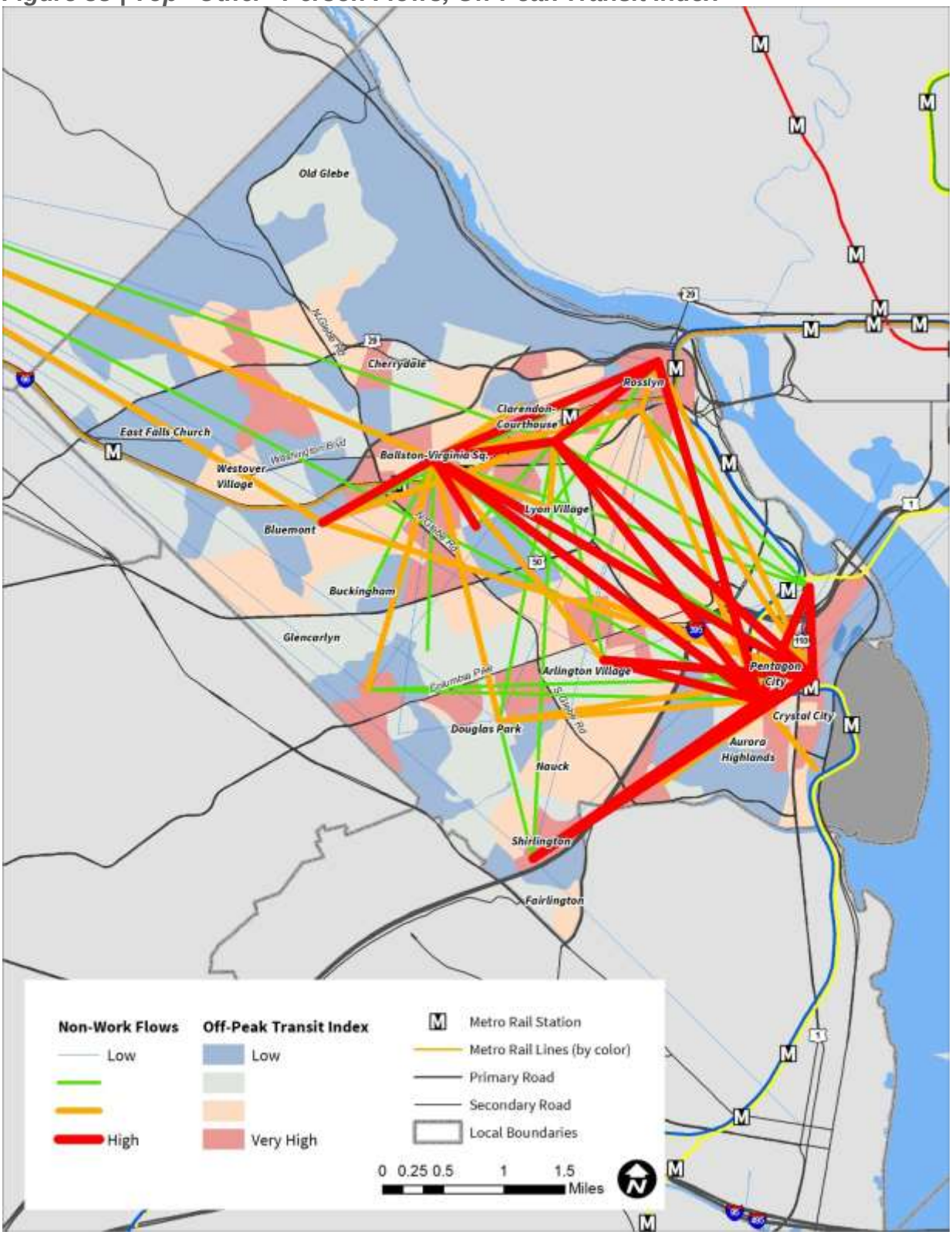
Table 33 | Vital Off-Peak Period Transit Connections

Area	In/Out of County	Area	Existing Transit Connections
Ballston / Virginia Square	Within County	Rosslyn	Orange/Silver; 38B
		Pentagon City / Crystal City	Orange/Silver to Blue;
		Pentagon	Orange/Silver to Blue; 42
		Bluemont	1ABEZ; 75
		Buckingham	41; 10B; 23ABT
		Arlington Village	41; 10B; 23ABT
		Shirlington	75; 10B; 23ABT
		Columbia Pike West	41; 75
	Outside County	Tysons (Fairfax)	Orange/Silver
Rosslyn	Within County	Ballston / Virginia Square	Orange/Silver; 38B
		Clarendon/Courthouse	Orange/Silver; 38B
		Bluemont	Orange/Silver to 1ABEZ or 75
		Pentagon City / Crystal City	Blue
		Arlington Village	45
	Outside County	-	-
Clarendon/Courthouse	Within County	Rosslyn	Orange/Silver; 38B; 45

Area	In/Out of County	Area	Existing Transit Connections
		Ballston / Virginia Square	Orange/Silver; 38B
		Pentagon	Orange/Silver to Blue; 42
		Pentagon City/Crystal City	Orange/Silver to Blue; 42
		US-1 Corridor south	Orange/Silver to Blue to Metroway
		Arlington Village	77
		Shirlington	77
		Columbia Pike West	45
		Douglas Park (Columbia Pike)	45
	Outside County	Tysons	Orange/Silver
Pentagon City / Crystal City	Within County	Pentagon	Blue; 42; 92
		Rosslyn	Blue
		Clarendon/Courthouse	Blue to Orange/Silver; 42
		Ballston / Virginia Square	Blue to Orange/Silver; 42
		Arlington Village	16GHK; 16ADEJP
		Columbia Pike West	16GHK; 16ADEJP
		Shirlington	87, 7AFY
		Douglas Park (Columbia Pike)	16GHK; 16ADEJP
	Outside County	Tysons	Blue to Orange/Silver
		Southwest DC	Blue/Yellow
Shirlington	Within County	Pentagon City / Crystal City	87, 7AFY
		Clarendon/Courthouse	77; 23ABT
		Ballston/Virginia Square	23ABT; 10B
	Outside County	-	-
Arlington Village	Within County	Ballston / Virginia Square	41; 23ABT; 10B
		Clarendon/Courthouse	41; 45

Area	In/Out of County	Area	Existing Transit Connections
		Rosslyn	45; 41 to Orange/Silver or 38B
		Pentagon City / Crystal City	16GHK; 16ADEJP
	Outside County	-	-
Bluemont	Within County	Ballston / Virginia Square	1ABEZ; 75
		Clarendon/Courthouse	1ABEZ or 75 to Orange/Silver or 38B
		Rosslyn	1ABEZ or 75 to Orange/Silver or 38B
		Pentagon City / Crystal City	1ABEZ or 75 to 42
	Outside County	Tysons	1ABEX or 75 to Orange/Silver
Columbia Pike West	Within County	Ballston/Virginia Square	41; 75
		Clarendon/Courthouse	41; 45
		Pentagon City/Crystal City	16GHK; 16ADEJP
	Outside County	-	-
Douglas Park	Within County	Pentagon City/Crystal City	16GHK; 16ADEJP
		Ballston/Virginia Square	41; 23ABT; 10B
		Clarendon/Courthouse	77
	Outside County	-	-
Buckingham	Within County	Ballston/Virginia Square	4AB to 41 or 10B or 23ABT
	Outside County	-	-

Figure 38 | Top "Other" Person Flows, Off-Peak Transit Index



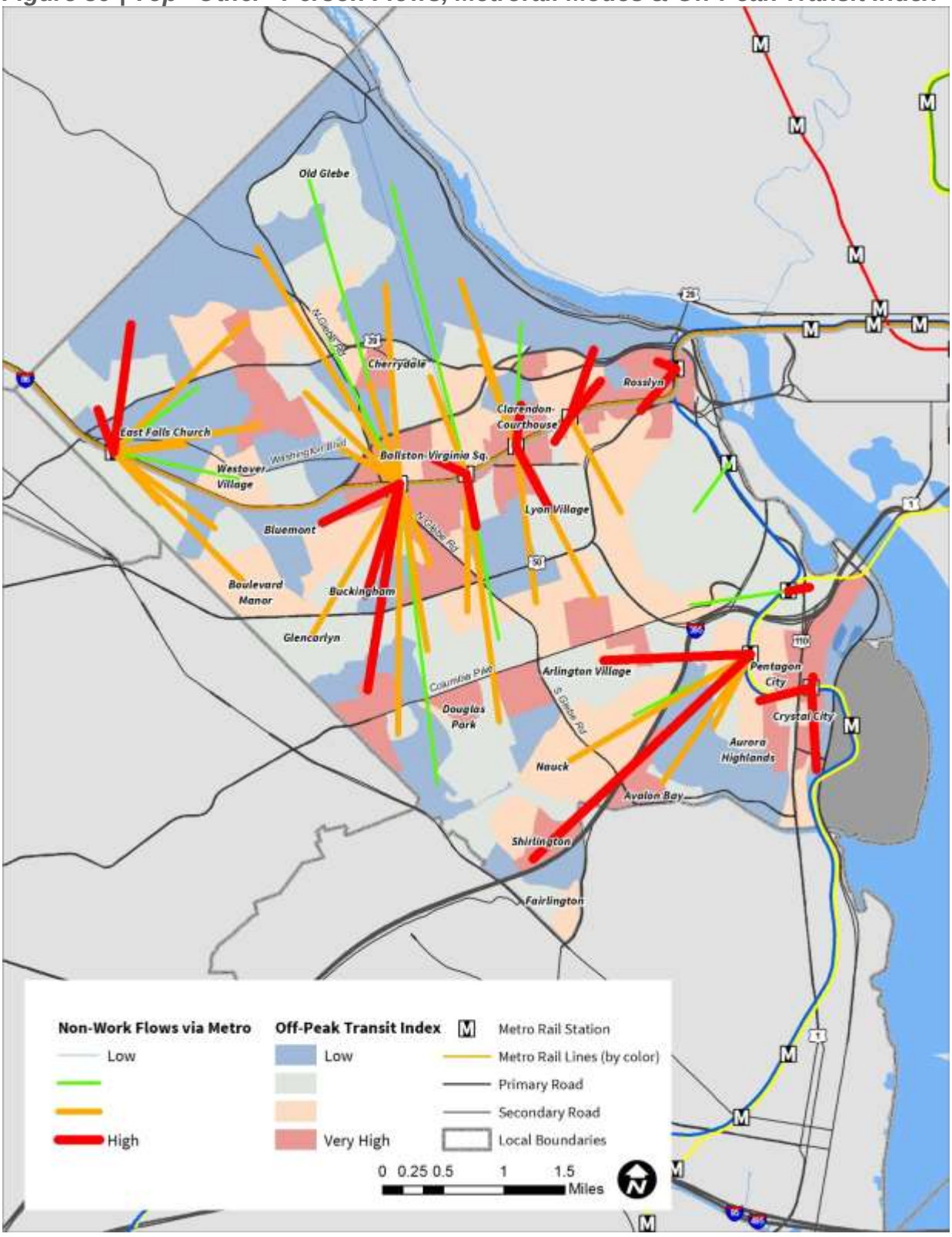
The top "other" person trip flows using the Metrorail/Bus and Metrorail modes are illustrated in **Figure 39**. Not surprisingly, each Metrorail station has a high concentration of person flows from its surrounding neighborhood. Several stations also have collections of flows from outer neighborhoods as well, several of which have high peak transit indices. These connections also constitute vital off-peak period connections that feeder transit routes should accommodate (

Table 34).

Table 34 | Vital Off-Peak Period Metrorail Feeder Services

Metrorail Station	Connection	Existing Transit Connections
East Falls Church	**Virginia Hospital Center area**	52
	Westover Village	53; 2A
	Boulevard Manor	---
Ballston / Virginia Square	Bluemont	1ABEZ; 75
	Columbia Pike West	41; 75
	Glebe Road corridor north of US-50	41; 23ABT; 10B
	Cherrydale	62
	Douglas Park	41
Clarendon/Courthouse	Lyon Village	42; 45; 77
	Arlington Village	45; 77
	Fort Myer	45; 77
Rosslyn	Northern Rosslyn	55
Pentagon	Columbia Pike East	16GHK; 16ADEJP
Pentagon City / Crystal City	Arlington Village	16GHK; 16ADEJP
	Nauck	77 to 16GHK or 16ADEJP
	Shirlington	87; 7AFY
	Avalon Bay	87, 23ABT
	US-1 Corridor south	Metroway

Figure 39 | Top "Other" Person Flows, Metrorail Modes & Off-Peak Transit Index



Gaps

The vital peak period and off-peak period connections listed in this section are not all adequately served by the current transit system in the county. While all of the connection can currently be made via transit, some require multiple transfers or the use of routes that do not have adequate service levels. These constitute "gaps" in the transit system. **Section 3.4.2** (Gap Analysis) has a detailed analysis of the gaps identified in this analysis.

Transfers between Routes

Transfers between ART routes, Metrobus routes, and Metrorail were obtained for weekdays in the spring of 2015. Transfers between bus routes and the Metrorail system help in analyzing trip patterns in the County and could be indicative of routes that need to be restructured. Analyzing the top transfers in the County will also ensure that the connections they offer would be maintained in any recommended service changes.

The top transfers in the County were summarized in four ways: between ART routes only, between Metrobus routes and ART routes, between ART routes and Metrorail stations, and between Metrobus routes and Metrorail stations. Additionally, the top transfers for each route analyzed are included in **Appendix C**.

The top transfers between ART routes are Routes 41 and 45 (45 average weekday transfers), 41 and 42 (34 average weekday transfers), and 41 and 51 (27 average weekday transfers)[23]. Transferring between Routes 41 and 51 requires either a three block walk or a ride on an intermediate route connecting Ballston Common Mall and Ballston Metro. Three out of the next seven highest transfers between ART routes also involved Route 41, including 41 and 77, 41 and 75, and 41 and 52. Route 41 is the highest ridership route in the system.

Passengers carrying out five of the top ten transfers between ART routes likely take place at the Ballston Metrorail station, including 41 and 42, 41 and 51, 42 and 51, 41 and 75, and 41 and 52. Passengers transferring between Routes 42 and 77 and 45 and 77 likely do so along Washington Boulevard. Passengers transferring between Routes 42 and 45 likely do so on Columbia Pike, so as to continue their trip from the eastern end of the corridor to the western end of the corridor. Finally, passengers transferring between Routes 41 and 45 likely do so to complete trips between Rossyln/Courthouse and Ballston/Virginia Square, or to reach neighborhoods south of Columbia Pike on Route 45. The top transfers between ART routes are summarized in **Figure 40**.

The top transfers between ART routes and Metrorail typically involve the Pentagon, Pentagon City, or Ballston Metrorail stations. Overall, the top transfers include Route 87 and Pentagon (281 average weekday transfers), Route 74 and Pentagon City (156 average weekday transfers), and Route 42 and Pentagon (145 average weekday transfers). Route 87 connects Shirlington, Avalon Bay, and Arlington Ridge to the

[23] This involves passengers walking a short distance to make the connection.

Pentagon, where many passengers likely transfer to the Blue or Yellow Lines to connect to downtown Washington. Route 74 connects Arlington Village and the eastern Columbia Pike corridor to Pentagon City, while Route 42 connects Ballston, Virginia Square, and Lyon Village to the Pentagon. **Figure 41** illustrates the top transfers between ART routes and Metrorail.

Figure 40 | Top Transfers between ART Routes

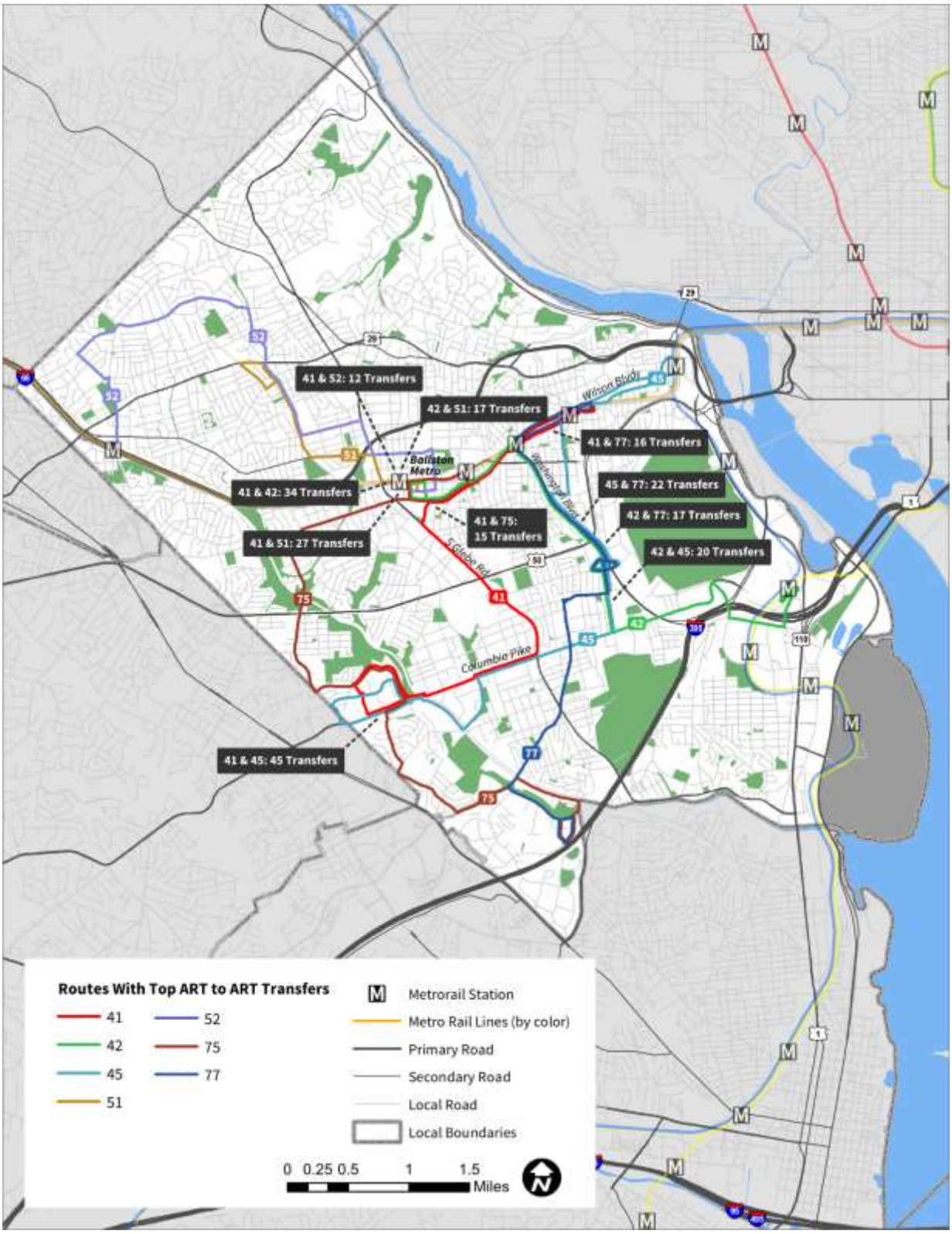
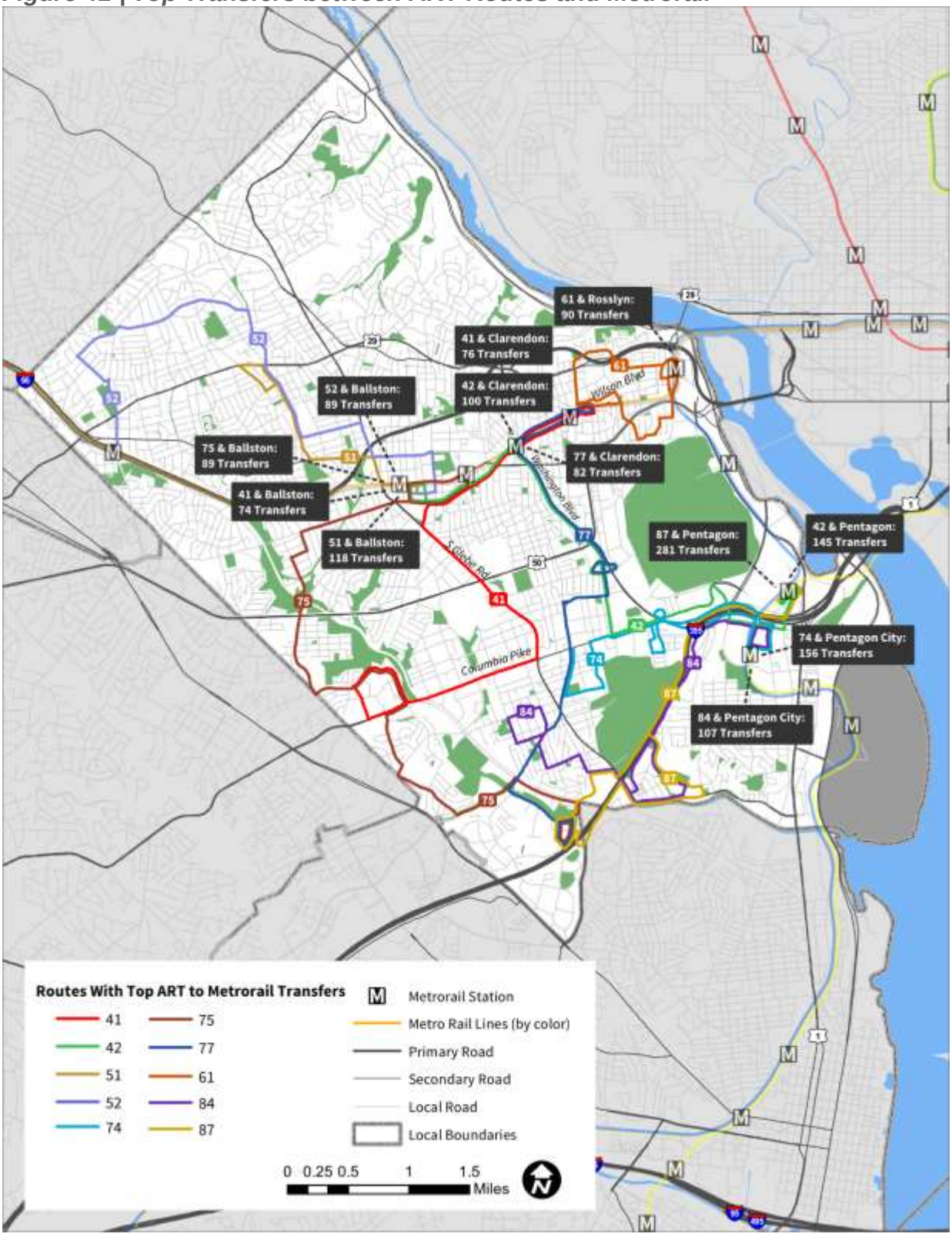


Figure 41 | Top Transfers between ART Routes and Metrorail



The top transfers between ART routes and Metrobus lines include 41 and 16G/H/K (111 average weekday transfers), 41 and 38B (102 average weekday transfers), and 41 and 23A/B/T (76 average weekday transfers). Two of the remaining seven top transfers also involve Route 41, including 41 and 1A/B/E/Z and 10B.

Transfers between Route 41 and the 16G/H/K likely take place on Columbia Pike and allow passengers continue trips further east on the 16G/H/K. Transfers between Routes 41 and the 38B likely involve passengers who wish to continue trips on the 38B to Rosslyn in the eastbound direction or Glebe Road and/or Columbia Pike in the westbound direction. Transfers between Routes 41 and 23A/B/T likely take place along Glebe Road and allow passengers to continue trips to Clarendon/Courthouse on Route 41, western Columbia Pike on Route 41, or Shirlington or Crystal City on the 23A/B/T. **Figure 42** illustrates the top transfers between ART routes and Metrobus lines.

The top transfers between Metrobus Lines and Metrorail include the 16A/B/E/J/P and Pentagon (1,460 average weekday transfers), the 16G/H/K and Pentagon City (1,452 average weekday transfers), and the 7A/F/Y and Pentagon (1,450 average weekday transfers). Passengers transferring to Metrorail from the two 16 Lines are likely Columbia Pike corridor residents commuting to downtown Washington. Passengers transferring from the 7A/F/Y to Metrorail are likely residents of Shirlington or the Southern Towers area of Alexandria commuting to downtown Washington. Other top transfers include the 7C/H/P/W/X and Pentagon, the 3A and Rosslyn, the 1A/B/E/Z and Ballston, and the 2A and East Falls Church. The 2A and the 7C/H/P/W/X transfers likely involve residents of Falls Church, Fairfax County, or Alexandria who commute to downtown Washington, however the 3A transfers at Rosslyn likely involve Arlington residents along Lee Highway. **Figure 43** illustrates the top transfers between Metrobus Lines and Metrorail.

Figure 42 | Top Transfers Between ART Routes and Metrobus Lines

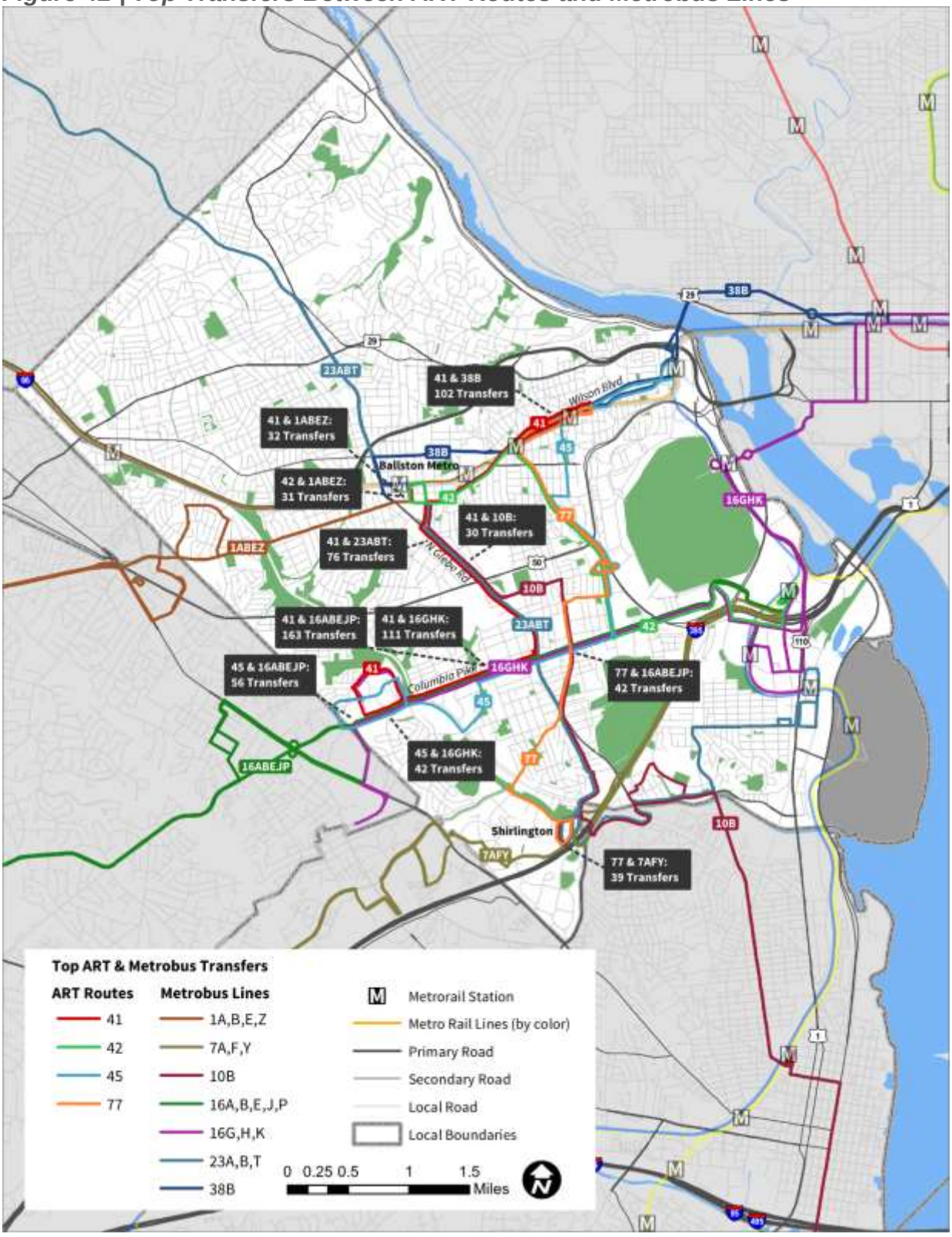
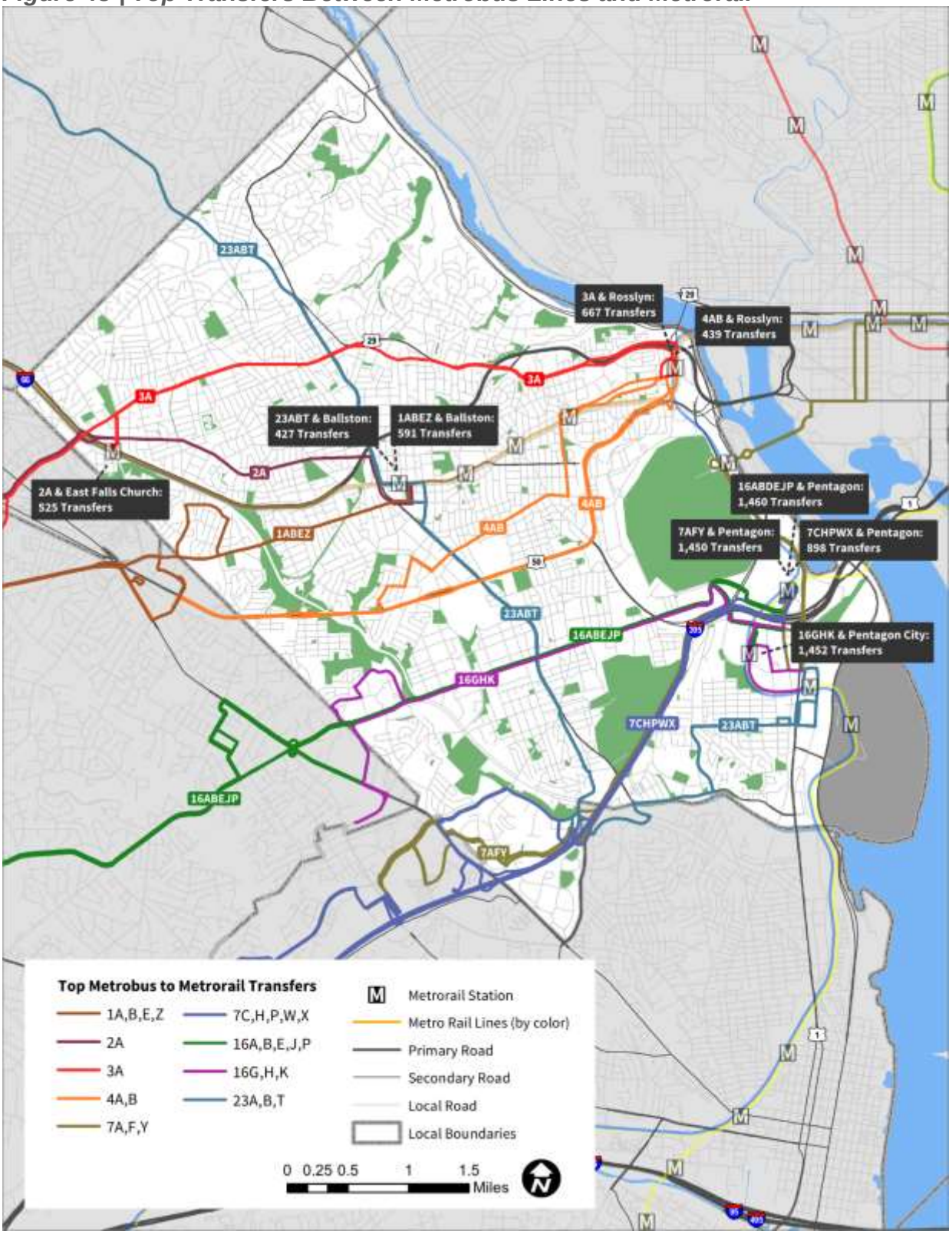


Figure 43 | Top Transfers Between Metrobus Lines and Metrorail



3.3.3 Land Use Plans

Arlington County Comprehensive Land Use Plan

The Comprehensive Plan is intended to guide the development of Arlington County in accordance with the County's stated vision. The guiding goals of the plan, which impact transit development, include the following:

- Retention of the predominately residential character of the County, and limitation of intense development to limited and defined areas;
- Promotion of sound business, commercial and light industrial activities in designated areas appropriately related to residential neighborhoods; and
- Provision of an adequate system of traffic routes which is designed to form an integral part of the highway and transportation system of the County and region, assuring a safe, convenient flow of traffic, thereby facilitating economic and social interchange in the County.

Arlington County has a long and established commitment to Smart Growth and sustainable, and coordinated land use and transportation development. The following land use goals and objectives are foundational to the Comprehensive Plan:

- Concentrate high density residential, commercial and office development within designated Metro Station Areas in the Rosslyn-Ballston and Jefferson Davis Metrorail transit corridors. This policy encourages the use of public transit and reduces the use of motor vehicles;
- Promote mixed-use development in Metro Station Areas to provide a balance of residential, shopping and employment opportunities. The intent of this policy to achieve continue use and activity in these areas;
- Increase the supply of housing by encouraging construction of a variety of housing types and prices at a range of heights and densities in and near Metro Station Areas. The Plan allows a significant number of townhouses, mid-rise and high-rise dwelling units within designed Metro Station Areas;
- Preserve and enhance existing single-family and apartment neighborhoods; and
- Preserve and enhance neighborhood retail areas.

Arlington County has three Major Planning Corridors where high density residential, commercial, and office development are encouraged: the Rosslyn-Ballston Metro Corridor which includes five Metro Station Areas; the Jefferson Davis Metro Corridor which includes Pentagon City and Crystal City; and the Columbia Pike Corridor. These corridors have the highest level of transit service in the County to support the current and future density of households and jobs.

Arlington County Sector Plans and Small Area Plans

The Arlington County Board has approved six Sector Plans to guide development in Metro Station Areas and eight Small Area Plans to guide growth and development in neighborhoods and areas outside of Metro Station catchment areas. The two areas with the greatest projected growth are the Columbia Pike and Crystal City- Pentagon City areas. Columbia Pike, between its five revitalization district nodes and surrounding neighborhoods, is expected to add 7,300 residents, 3,900 homes, 7,000 jobs, and 2.2 million square feet of new commercial space by 2040. Crystal City-Pentagon City currently has 36 million square feet of mixed-use development, nearly 55,000 jobs and more than 17,000 residents. Crystal City lost approximately 13,000 U.S. Department of Defense jobs and 3 million square feet of office space in 2010 and developed a 40-year plan to guide the redevelopment of the area to attract new residents, retail, and employers. The Sector Plan (2010), adopted by the County Board in 2010, will transform Crystal City into a vibrant and walkable neighborhood with an estimated 8,500 residents and 35,500 jobs by 2040.

Other Sector and Small Area Plans completed within the last eight years include the East Falls Church Area Plan (2011), Fort Myer Heights North Plan (2008), and the North Quincy Street Addendum (2013). These plans identify concentrations of future growth, which in turn will generate additional transit needs, within the County.

The East Falls Church Area Plan (2011) proposes a new neighborhood center with three development nodes in what is currently a predominately single-family community adjacent to the East Falls Church Metro Station. The plan calls for midrise (4-9 stories), mixed-use residential, office and/or hotel development with neighborhood-serving retail, and transportation improvements to mitigate traffic impacts. The plan accommodates connections with new development along Lee Highway and enhanced access to the Metrorail Station.

Fort Myer Heights North Plan (2008) addresses the area between Rosslyn and Courthouse Metrorail Stations. The neighborhood area is characterized by low-rise, affordable rental units that are facing increasing development pressure. The plan balances preservation of the existing character and affordability of the neighborhood with demands for new luxury development.

North Quincy Street Plan Addendum (2013) proposes new street infrastructure to transform what is currently an auto-oriented area along N Glebe Road, adjacent to the Ballston Metro Station, into an urban boulevard. The Plan creates new street connections and smaller blocks in the area, provides a mix of land uses and increased density.

Plans outside of Arlington County

Directly adjacent to Arlington County, the City of Alexandria has approved the Beauregard Small Area Plan (2012) in the West End of Alexandria. The 30-year vision for Beauregard includes a high-capacity Transitway and a significant increase in residential, office, and

retail development. While most of the development is projected to occur over the course of the next 20 years, the Transitway is projected to be completed in 2018.

Potomac Yard, also in the City of Alexandria, is a major development plan including a new Metrorail Station and transit-oriented development. The neighborhood plan is summarized in the Potomac Yard North Small Area Plan (2010). The Small Area Plan creates three distinctive neighborhoods along Route 1 to support the $235 million investment in the new Metrorail Station. The overall goal of the Plan is to maximize density, particularly office density. Between the three new neighborhoods, the Plan proposes developing 7.5 million square feet of combined office, residential, and hotel development. The WMATA Metroway was developed in part to serve the increased population and employment generated by the planned Potomac Yard Metrorail Station and supportive developments.

3.4 Service Evaluation

This section will summarize the ability of the existing ART and WMATA fixed route bus services to meet existing and future transit needs of Arlington County residents and employees, and will include an assessment of how the system is serving the needs of the transit dependent population. This assessment will incorporate the findings of the transit needs of the Columbia Pike, Pentagon City and Crystal City corridors.

3.4.1 Deficiencies in Existing Service

Four metrics were used to track and monitor ART's route performance on an ongoing basis. ART has developed service standards and tracks performance on the following measures; passengers per revenue hour, on-time performance, overcrowding, and cost recovery. A green circle indicates that the line performs better than the Metrobus service standard for that measure while a red circle indicates that the line performs worse than the service standard.

For the ART system the following standards were set for the above mentioned metrics:

- **Passengers per Hour:**
  - Primary Transit Network – 35 passengers per hour
  - Secondary Transit Network – 12 passengers per hour
- **On-time Performance:** 95% of routes within 0 minutes early and 5 minutes late of scheduled time
- **Overcrowding:** 125% of vehicle capacity
- **Cost Recovery:**
  - Primary Transit Network – 35%
  - Secondary Transit Network – 20%

Within the Primary Transit Network (PTN)[24], the Route 41 exceeds all service standards. Within the Secondary Transit Network (STN), overall, eight routes meet or exceed the standard on all of the measures evaluated. Two routes meet or exceed the standard on three of the four measures evaluated. Lastly, four routes only meet or exceed the standard of two of the four measures evaluated. Those routes, Routes 53 (Ballston Metro-Old Glebe-East Falls Church-Westover), 74 (Arlington Village-Arlington View-Pentagon City), and 92 (Crystal City-Long Bridge Park/Boeing-Pentagon), should be evaluated to improve productivity and cost efficiency.

[24] ART 55 is not included since it was implemented in December 2015.

Table 35 summarizes how each route in ART's system performs against the agency-wide service standard.

Table 35 | ART Performance Measure Summary

Route	Name	Passengers per Revenue Hour	On-Time Performance	Overcrowding	Cost Recovery
41	Columbia Pike-Ballston-Court House	🟢	🟢	🟢	🟢
42	Ballston-Pentagon	🟢	🟢	🟢	🟢
43	Crystal City-Rosslyn-Court House	🟢	🟢	🟢	🟢
45	Columbia Pike-DHS-Sequoia-Rosslyn	🟢	🟢	🟢	🟢
51	Ballston-Virginia Hospital Center	🟢	🟢	🟢	🔴
52	Ballston-Virginia Hospital Center-East Falls Church	🟢	🟢	🟢	🟢
53	Ballston Metro-Old Glebe-East Falls Church-Westover	🔴	🟢	🟢	🔴
61	Rosslyn-Court House Metro Shuttle	🟢	🟢	🟢	🔴
62	Court House Metro-Lorcom Lane-Ballston	🔴	🟢	🟢	🔴
74	Arlington Village-Arlington View-Pentagon City	🔴	🟢	🟢	🔴
75	Shirlington-Wakefield H.S.-Carlin Springs Road-Ballston-Virginia Square	🟢	🟢	🟢	🟢
77	Shirlington-Lyon Park-Court House	🟢	🟢	🟢	🟢
84	Douglas Park-Nauck-Pentagon City	🟢	🟢	🟢	🟢
87	Pentagon Metro-Army Navy Drive-Shirlington	🟢	🟢	🟢	🟢
92	Crystal City-Long Bridge Park/Boeing-Pentagon	🔴	🟢	🟢	🔴
Percent of Routes Meeting Standard		**73%**	**100%**	**100%**	**60%**

Metrobus is evaluated on the same criteria as ART routes with the exception of the productivity measure; WMATA evaluates productivity based on passengers per revenue mile while ART evaluates productivity based on passengers per revenue hour.

For the Metrobus system the following FY 2015 standards were set for the above mentioned metrics:

- **Passengers per Mile:** 1.3 passengers per mile
- **On-time Performance:** 95% of routes within 0 minutes early and 5 minutes late of scheduled time
- **Overcrowding:**
  - Express Routes: 100% of vehicle capacity
  - Crosstown Routes: 110%
  - Radial Routes: 120%
- **Cost Recovery:** 15.88%

Overall, 12 routes meet or exceed the standard on all of the measures evaluated. Six routes meet or exceed three of the standards and four routes only meet or exceed the standard of one of the four measures evaluated. Those routes, Routes 3A (Lee Highway-Falls Church), 5A (DC-Dulles), 13Y (Arlington-Union Station), 15K,L (Chain Bridge Road), should be evaluated to improve productivity and cost efficiency.

Table 36 summarizes the four metrics used to evaluate service on Metrobus lines.

Table 36 | Metrobus Productivity Summary[25]

Line	Name	Passengers per Revenue Mile	On-Time Performance	Overcrowding	Cost Recovery
1ABEZ	Wilson Boulevard	🟢	🟢	🟢	🟢
2A	Washington Boulevard -Dunn Loring	🟢	🟢	🟢	🟢
3A	Lee Highway-Falls Church	🟢	🔴	🔴	🟢
3Y	Lee Highway-Farragut Square	🟢	🔴	🟢	🟢
4AB	Pershing Drive - Arlington Boulevard	🟢	🟢	🟢	🟢
5A	DC-Dulles	🔴	🟢	🔴	🟢
7AFY	Lincolnia-North Fairlington	🟢	🟢	🟢	🟢
7CHPWX	Lincolnia-Park Center-Pentagon	🟢	🟢	🟢	🟢
9A	Huntington-Pentagon	🟢	🟢	🟢	🔴
10AERS	Hunting Point-Pentagon	🟢	🟢	🟢	🟢
10B	Hunting Point-Ballston	🟢	🟢	🟢	🟢
13Y	Arlington-Union Station	🟢	🔴	🟢	🔴
15K,L	Chain Bridge Road	🟢	🔴	🟢	🔴
16ABEJP	Columbia Pike	🟢	🟢	🟢	🟢
16GHK	Columbia Heights West-Pentagon City	🟢	🟢	🟢	🟢
16X	Columbia Pike-Federal Triangle	🟢	🔴	🟢	🟢
16Y	Columbia Pike-Farragut Square	🟢	🟢	🔴	🟢
22ABCF	Barcroft-South Fairlington	🟢	🟢	🟢	🟢
23ABT	McLean-Crystal City	🟢	🟢	🟢	🔴
25B	Landmark-Ballston	🟢	🟢	🟢	🟢
38B	Ballston-Farragut Square	🟢	🟢	🟢	🟢
MWY	Metroway-Potomac Yard	🟢	🟢	🟢	🔴
Percent of Routes Meeting Standard		**95%**	**77%**	**86%**	**77%**

[25] Individual route performance within each Metrobus Line could vary

3.4.2 Gap Analysis

The Arlington County transit system has excellent transit coverage and service levels overall, with several frequent service bus corridors, two heavy-rail transit corridors, and commuter rail service. Additionally, all of these frequent transit corridors have local services that operate between them and local neighborhoods.

Despite the excellent state of the transit system in the county, several gaps in adequate transit service exist in certain areas of the county. Additional gaps in service are projected based on the Regional Travel Demand Trip Flow analysis in **Section 3.3.2**.

In order to identify current service gaps, a gap analysis was conducted that compared current service levels to transit demand geographically. The gap analysis analyzed both frequency and span of service and compared them to peak demand and off-peak demand. Demand was calculated using the four transit indices in Section **3.3.1**. Peak demand combines the commuter index and the workplace index, while off-peak demand combines the transit-oriented populations' index and the non-work location index. Areas with high numbers of commuters and/or workplaces would need high service levels during peak periods, while areas with high numbers of transit-oriented persons and non-work destinations would need adequate service during off-peak periods, including weekends.

Service frequencies were analyzed by bus stop, with weekday effective headways by time period calculated for each stop in the county. Span of service was also analyzed at the stop level. These two metrics collectively indicate whether an area has adequate service levels. One-quarter of a mile was used as the service area around each stop.

Peak Period Service Gaps

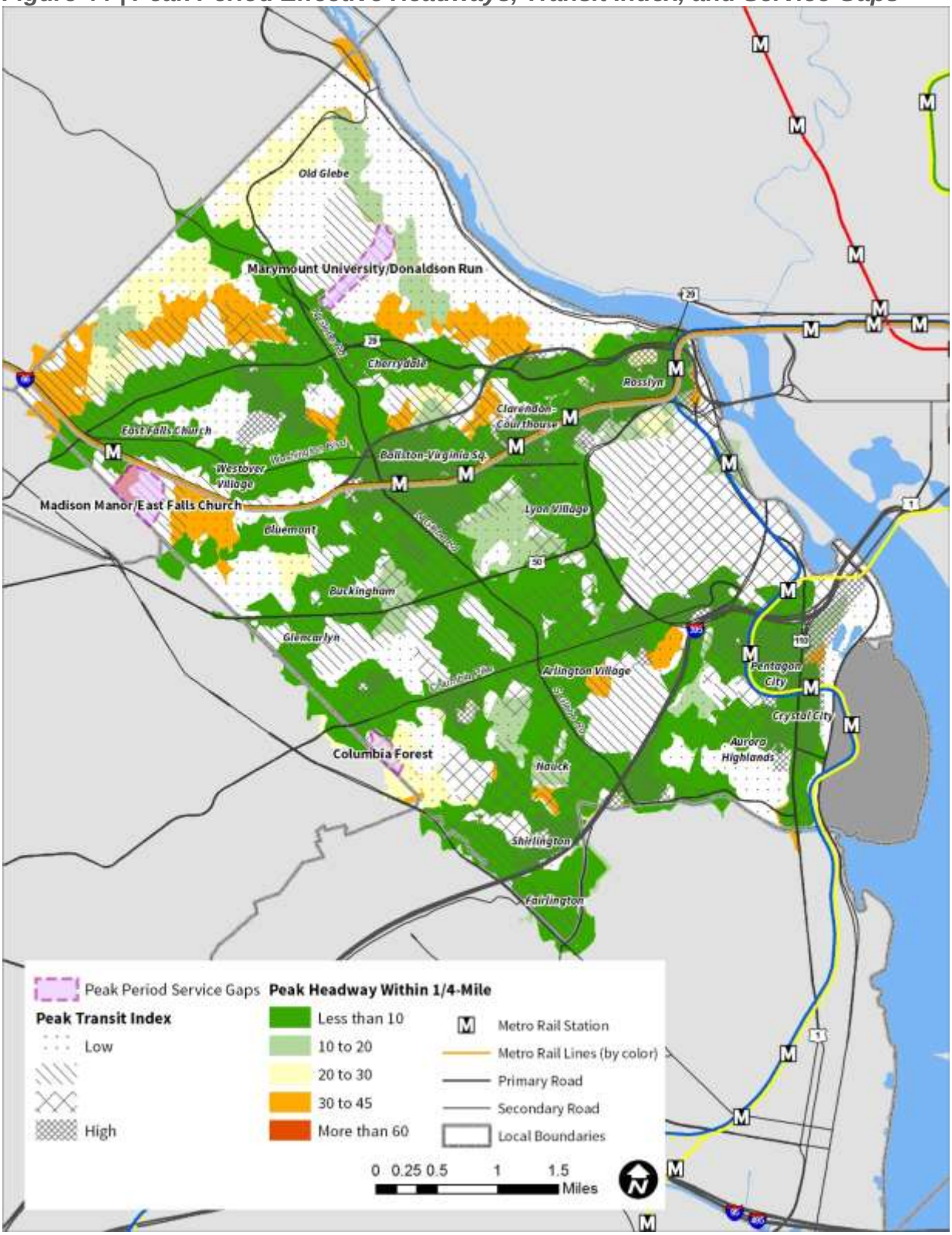
Very few peak period gaps were found in the county due to the myriad services that currently exist. Three particular areas were identified, including Marymount University/Donaldson Run (26th Street N), Madison Manor/East Falls Church (N Roosevelt Street), and Columbia Forest (S George Mason Drive near S Frederick Street). Marymount University/Donaldson Run is the only of these gaps with no current public bus service, though there are services on N Glebe Road and Military Road. Madison Manor/East Falls Church has service on Metrobus Line 26A, however peak headways are 60 minutes and the area has a moderate peak transit index. Columbia Forest near S Franklin Street has a 30 to 45-minute peak headway on ART Route 75, however it has a high peak transit index.

Table 37 summarizes the peak period service gaps in the county. **Figure 44** illustrates the effective peak period headways by bus stop service area (1/4-mile), the peak period transit index, and peak period service gaps identified.

Table 37 | Peak Period Service Gaps

Gap	Transit Demand	Existing Service
Marymount University / Donaldson Run	Moderate - High	No public bus service
Madison Manor / East Falls Church	Moderate	Metrobus 26A (60-minute peak headway)
Columbia Forest	High	ART 75 (30 to 45-minute peak headway)

Figure 44 | Peak Period Effective Headways, Transit Index, and Service Gaps



Off-Peak Period Service Gaps

Off-peak period service gaps exist in several locations throughout the county. Two of these locations also constitute a peak period service gap: Marymount University / Donaldson Run (26th Street North) and Madison Manor/East Falls Church (North Roosevelt Street). Marymount University / Donaldson Run has a moderate off-peak transit index and lacks public bus service entirely, while Madison Manor / East Falls Church has a moderate off-peak transit index with only a 60-minute headway on Metrobus Line 26A.

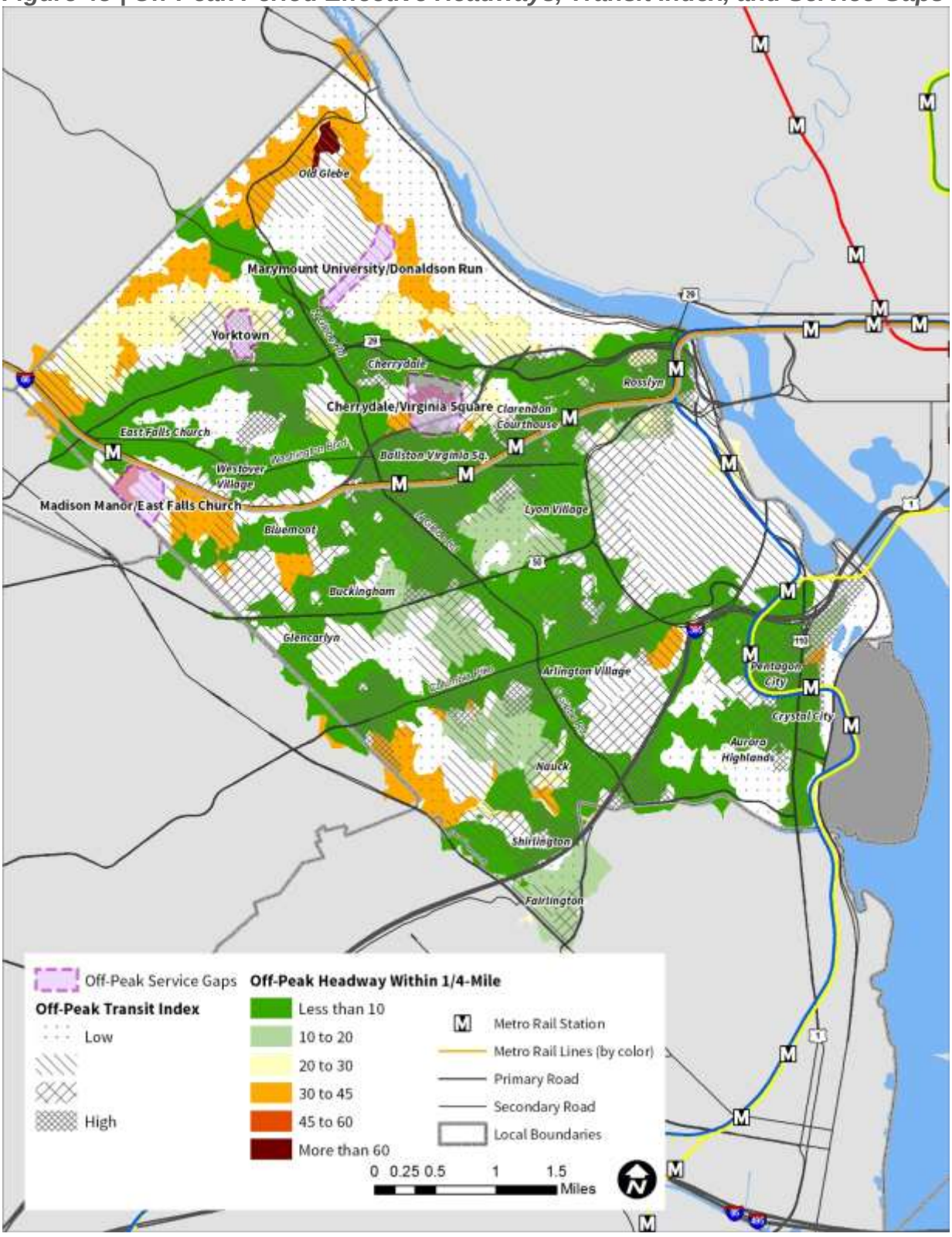
Two other off-peak service gaps were also identified: Yorktown (North George Mason Drive north of Lee Highway), and Cherrydale / Virginia Square (North Quincy Street between Lee Highway and I-66). Yorktown has a very high off-peak transit index but only a 60-minute midday headway, a 20 to 30-minute evening headway, and no weekend service. Cherrydale / Virginia Square has a high off-peak transit index but only a 60-minute midday headway, no service after 8:00 PM and no weekend service. Yorktown is served by ART Route 52, while Cherrydale / Virginia Square is served by ART Route 53.

Table 38 summarizes the off-peak period service gaps in the county. **Figure 45** illustrates the effective off-peak headway by bus stop service area (1/4-mile), the off-peak period transit index, and the off-peak period service gaps identified. The effective off-peak headways shown are whichever is lower (better), either the midday or evening headways.

Table 38 | Off-Peak Period Service Gaps

Gap	Transit Demand	Existing Service	Current Services
Marymount University / Donaldson Run	Moderate	No public bus service	No service
Madison Manor / East Falls Church	Moderate	60 minute headway	Metrobus 26A
Yorktown	Very High	60 minute midday headway; 20-30 minute evening headway; No weekend service	ART 52
Cherrydale / Virginia Square	High	>60 minute headway; No service after 8pm or weekend service	ART 53

Figure 45 | Off-Peak Period Effective Headways, Transit Index, and Service Gaps



Projected Service Gaps (Regional Travel Demand Model Flow Analysis)

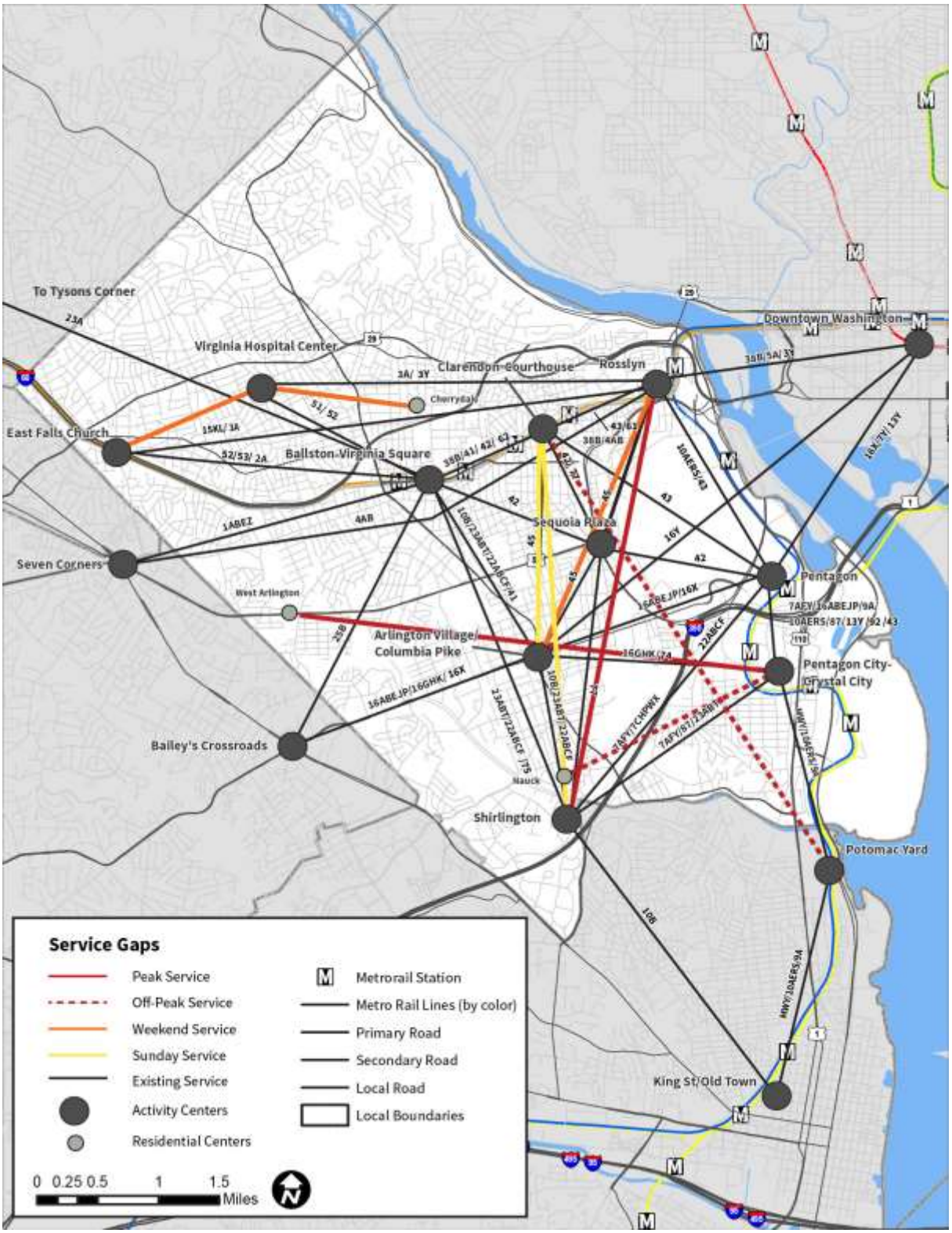
The regional travel demand model flow analysis (**Section 3.3.2**) identified projected vital peak period and off-peak period transit connections based on projected trip flows for the year 2025 and the peak and off-peak transit indices (**Section 3.3.1**). **Table 39** summarizes the vital connections identified that do not have adequate transit service (gaps). All of these gaps have existing transit services, however service levels may be inadequate. Passengers might be forced to transfer more than once and passengers with direct peak period service may lack direct off-peak period service, despite a demonstrated need.

Figure 46 illustrates the service gaps identified in **Table 39.**

Table 39 | Projected Service Gaps from the Flow Analysis

Gap	Period	Details
Rosslyn to Shirlington	Sundays	Circuitous route with transfer
West Arlington to Crystal City / Pentagon City	Weekday / Weekends	More than 2 seat ride
Arlington Village to Clarendon/Courthouse	Sunday	No Sunday service on Route 77
Shirlington to Clarendon/Courthouse	Sunday	No Sunday service on Route 77
Clarendon to Potomac Yard	Weekdays / Weekends	More than 2 seat ride
Courthouse to Potomac Yard	Off-peak	More than 2 seat ride
Virginia Hospital Center to East Falls Church	Weekends	No weekend service on Route 52
Lee Highway to Ballston/Virginia Square	Off-Peak / Weekends	No service on 62
Nauck to Crystal City / Pentagon City	Off-Peak / Sunday	Peak only service on Route 84, no Sunday service on Route 77

Figure 46 | Projected Service Gaps



3.4.3 Stakeholder Level of Support

A Regional Working Group was developed for the project in order to collaborate with neighboring communities and transit agencies. This working group helped to guide the Arlington County TDP efforts in terms on verifying the information within this report as it relates to regional transit decisions in order to facilitate connectivity between the different agencies. Bi-monthly meetings were held in order to present draft technical memoranda and solicit input regarding service planning and recommendations, and to coordinate agency strategies. The invited agencies to this group included the Washington Metropolitan Area Transit Authority (WMATA), Fairfax County, the City of Alexandria, and the Northern Virginia Transportation Commission (NVTC).

3.4.4 Perspectives on Existing Service (Riders and Non-Riders)

The Arlington County TDP's Public Outreach efforts were divided into three iterative phases, the first two of which addressed rider and non-rider perspectives on existing service and bus transit needs. Phase I of the TDP's outreach was performed by Arlington County staff members in the spring and summer of 2015, whereby information on current transit use, and transit wants and needs were solicited. During Phase I outreach County staff gathered feedback from over 3,300 residents, employees, and visitors - transit riders and non-riders - on their travel habits, preferences and public transit priorities. Phase I outreach used inclusive outreach tools to reach a broad spectrum of transit stakeholders and gain meaningful input that was used to support the development of the plan. Phase I outreach included online engagement and in-person events (community meetings and surveying events at local bus stops).

Phase I results impacted the development of transit strategies to address service gaps and deficiencies within the existing ART and Metrobus fixed-route transit services; these strategies include:

- Changing the service network and making new North-South connections by adding or adjusting route,
- Altering existing routes to expand or streamline service,
- Adjusting current routes by adding or decreasing frequency, and
- Modifying existing bus service hours to either increase an existing route's span of service or decreasing service to better allocate resources.

Detailed finding from Phase I outreach can be found in **Appendix D**.

The Phase II outreach campaign gathered feedback from 406 transit stakeholders on the TDP goals and objectives and key findings from a technical analysis of existing and projected bus transit conditions. Phase II outreach included four public workshop events where the public was able to talk with transit service planners and ART staff regarding the findings of the existing conditions study and corridor specific technical analysis. Participants were engaged through two workshop activities and were asked to provide written comments through a feedback form available in-print and at computer stations.

Table 40 | Phase II Public Workshop Events

Date	Event Time	Location	Participants
Tuesday, October 27	2:00pm–4:00pm and 6:00pm–8:00pm	Courthouse Plaza Building Conference Rooms 1st Floor 2100 Clarendon Blvd, Arlington, VA	22
Wednesday, October 28	7:00pm–9:00pm	Aurora Hills Community Center Main Room 735 18th Street South, Arlington, VA	13
Monday, November 2	7:00pm–9:00pm	Arlington Mill Community Center Multi-Purpose Room 527 909 S Dinwiddie Street, Arlington, VA	24
Wednesday, November 4	6:30pm–8:30pm	George Mason University Founders Hall, Classroom 118 3351 Fairfax Drive, Arlington, VA	10

Phase II outreach also included five focus group meetings. The focus group meetings targeted different representatives of specific populations. The County invited members of community organizations, non-profits, County service organizations, and business group representatives to audience-specific meetings (**Table 41**). Each of the focus group meetings consisted of a short PowerPoint presentation followed by a facilitated discussion. These focus group discussions supported in-depth conversations with representatives of various stakeholder groups on the findings from the transit service analysis and Phase I outreach and their perspectives on transit priorities for the County.

A reoccurring theme across all five focus groups was concerns around the availability of weekend and off-peak service and the expressed desire for a greater span of service. Although frequency of service was also raised as an area of improvement at each meeting, it was not spoken about as strongly or as universally as span. The desire for North-South connections within the County also featured prominently in all discussions. Concerns about making it easy and intuitive to use bus transit in Arlington was another cross-cutting theme. Different participants offered various solutions to making Arlington's transit more intuitive: branding, education, streamlined routes, and frequencies that no longer require the need for a schedule were all suggested.

Detailed findings from Phase II outreach can be found in **Appendix E**.

Table 41 | Focus Group Meetings

Date	Event Time	Location	Audience	Attendance
Thursday, October 29	6:30pm–8:00pm	Columbia Pike Revitalization Organization 2611 Columbia Pike, Arlington, VA	Columbia Pike Business and Community Advisory Groups	11
Thursday, November 5	3:00pm–4:30pm	Central Library, Auditorium, 1st Floor, 1015 N Quincy Street, Arlington, VA	Low-Income Organizations	3
Monday, November 9	6:30pm–8:00pm	Crystal City Community Room 2200 Crystal Drive, Arlington, VA	Crystal City/Pentagon City Business and Community Advisory Groups	8
Tuesday, November 10	11:00am–12:30pm	Central Library, Auditorium, 1st Floor, 1015 N Quincy Street, Arlington, VA	Countywide Business Community Representatives	21
Wednesday, November 18	9:30am–11:00am	Courthouse Plaza Building, 3rd Floor 2100 Clarendon Blvd, Arlington, VA	Minority and LEP serving organizations	8

Appendix A: Peer Review Analysis

A peer review was conducted to compare Arlington Regional Transit (ART) with similar transit agencies within the United States based on their respective service profiles. ART was compared to five other transit systems with comparable service areas and operational characteristics. This peer analysis can be used to gauge the performance of ART as compared to the peers and identify areas of success or areas of needed improvement.

Although Arlington County is uniquely situated, five peers were selected for comparison based on their similarities in service area and operational characteristics. These peer systems are:

1. DASH – City of Alexandria, Virginia
2. Norwalk Transit District – Norwalk, Connecticut
3. Livermore/Amador Valley Transit Authority – Livermore, California
4. Lowell Regional Transit Authority – Lowell, Massachusetts
5. Anaheim Transportation Network / Anaheim Resort Transportation – Anaheim, California

The City of Alexandria, Livermore/Amador Valley Transit Authority, and the Anaheim Transportation Network were included as peers in previous Transit Development Plans (TDP) by Arlington County.

3.5.1 Methodology

A peer analysis is a tool that is used to compare performance characteristics between transit agencies of similar size and service profiles. Transit agencies annually report information on a wide range of quantitative metrics to the Federal Transit Administration (FTA) for documentation in the National Transit Database (NTD), the primary source for statistics on transit system performance in the United States. The NTD maintains uniform standards for data criteria, which allows for an even comparison of cost and service characteristics across transit agencies.

While the NTD provides operational, financial, and demographic information, it cannot document every element of transit service and operations. Characteristics such as vehicle condition, network connectivity, passenger perceptions, and other factors may play a role in a transit agency performance.

This peer review relies on NTD data from Fiscal Year 2013 for both the peer agencies and data reported to the NTD by Arlington County, which was the most recent year available.

Selection Process

The Integrated National Transit Database Analysis System (INTDAS) was used to establish an initial set of peer agencies of similar size and operations against which Arlington Transit could be compared. The INTDAS is an open access database that combines NTD data files from multiple years into a single database that allows for easy data retrieval and analysis. The database features an automated peer selection process that identifies comparable transit systems for peer analysis based on criteria established in the Transit Cooperative Research Program (TCRP) Report 141 "A Methodology for Performance Measurement and Peer Comparison in the Public Transportation Industry."

The selection tool uses the following 14 peer-grouping factors identified in the TCRP Report:

- Service characteristics
  - Total annual vehicle miles operated
  - Total annual operating budget
  - Percent service demand response
  - Percent service purchased
  - Service area type
- Urban Characteristics
  - Urban area population
  - Urban area population growth rate
  - Urban area population density
  - State capital
  - Percent college students
  - Percent low-income population
  - Annual delay (hours) per traveler
  - Freeway lane-miles per capita
  - Distance (from the target peer)

While the INTDAS system is useful to generate a wide range of comparable peers, the system uses metropolitan area population statistics rather than service area population statistics. After establishing an initial list of peers based on the INTDAS methodology and reviewing a list of peers included by Arlington County in previous TDPs, the criteria were further refined by comparing the following operational characteristics:

- Service area population
- Service area population density
- Service area size (square miles)
- Vehicle revenue miles
- Vehicle revenue hours
- Proximity to passenger/commuter rail service
- Suburban location in a major metropolitan area

Based on this analysis, the five peer agencies were selected, as shown in **Table 42**.

Table 42 | Selected Peers

System Location	Agency	Number of Routes	Metropolitan Area	Passenger / Commuter Rail Service	Supplemental Bus Service[26]
Arlington, VA	**Arlington Regional Transit**	**15**	**Washington, DC**	**WMATA, VRE**	**WMATA**
Alexandria, VA	DASH	11	Washington, DC	WMATA, VRE	WMATA
Norwalk, CT	Norwalk Transit District	12	New York City	Metro North	No
Livermore, CA	Livermore / Amador Valley Transit Authority	16	San Francisco	BART	No
Lowell, MA	Lowell Regional Transit Authority	19	Boston	MBTA	No
Anaheim, CA	Anaheim Transportation Network	14	Los Angeles	Metrolink	OCTA

Table 43 shows the operational characteristics of the selected peers. All data was obtained from the FY2013 National Transit Database and only includes fixed route motor bus operations that are either directly operated or purchased services by the agency.

[26] Orange County Transit Authority (OCTA) also provides service, at least 20 local routes, to the Anaheim Transportation Network service area. Norwalk, Livermore, and Lowell all have some supplemental bus service, but not nearly to the extent of Metrobus and OCTA: Norwalk has one commuter shuttle route operated by Connecticut Transit (CT); Lowell has one commuter shuttle route operated by the Merrimack Valley Regional Transit Authority (MVRTA); and Livermore has one commuter shuttle route operated by the City of Pleasanton Downtown Route Shuttle (DTR).

Table 43 | Peer Group Operational Characteristics

System Location	Service Area Population	Service Area Square Miles	Service Area Population Density (Persons per Square Miles)	Vehicles Operated at Maximum Service	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Days Operated
Arlington	**210,000**	**26**	**8,077**	**37**	**1,149,715**	**108,553**	**Mon-Sun**
Alexandria, VA	139,966	16	8,748	57	1,473,735	168,838	Mon-Sun
Norwalk, CT	108,700	45	2,416	48	1,048,946	104,729	Mon-Sun
Livermore, CA	197,289	40	4,932	51	1,826,997	124,635	Mon-Sun
Lowell, MA	338,186	282	1,199	42	1,172,348	79,955	Mon-Sat
Anaheim, CA	350,000	25	14,000	49	1,309,316	224,378	Mon-Sun
Peer Group							
Low	**108,700**	**16**	**1,199**	**42**	**1,048,946**	**79,955**	**---**
High	**350,000**	**282**	**14,000**	**57**	**1,826,997**	**224,378**	**---**
Average	**226,828**	**81.6**	**6,259**	**49**	**1,366,268**	**140,507**	**---**

Of note about the selected peers in comparison to ART:

- **Square miles:** One of the peers has a smaller service area than the ART system, three are larger, and one is approximately the same. Lowell, MA serves a significantly larger geographic area than the other four peers.
- **Population density:** Two of the peers have higher population density, while three have a lower population density.
- **Peak buses:** All five peers had a peak fleet that was higher than ART.
- **Annual vehicle revenue hours:** Two of the peers had a lower number of revenue hours per year, while three had higher.
- **Days of operation:** One peer (Lowell, MA) does not operate service on Sundays.
- Anaheim Transportation Network operates the Anaheim Resort Transportation system. This system, while serving the public of Anaheim, is supported financially by local businesses, hotels, and major tourist destinations. While many of the service characteristics of the network in Anaheim, CA may be similar to Arlington, VA, the profile of ridership and the organizational structure of governance differs to a larger extent than the other peers.

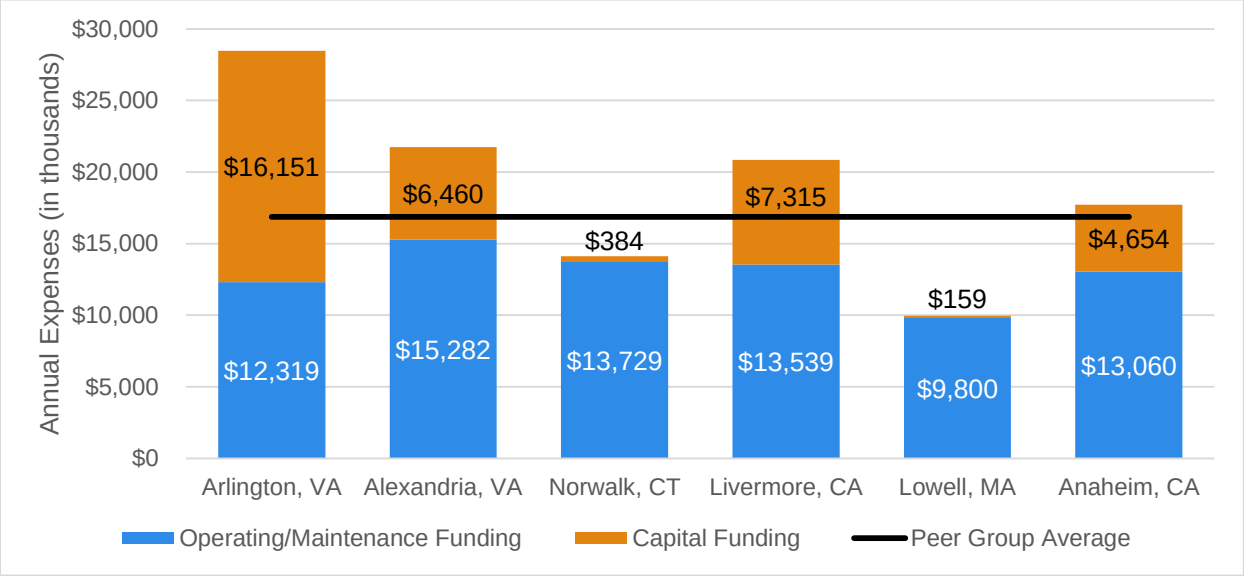
3.5.2 Overview

This section includes a summary of the operational and service characteristics of the peer group and of ART. All data referenced in this section was obtained from the FY2013 National Transit Database.

Annual Expenses

An overview of ART's operating/maintenance and capital expenses as compared to the peer group is shown in **Figure 47**. ART's total operating/maintenance funds expended were six percent less than the peer group average, while the capital funds expended were 247 percent higher. The notable difference in capital funds expended, which is likely particular to FY2013, may be related to major capital projects that took place in FY 2013, such as the installation of transit stations.[27]

Figure 47 | Annual Expenses

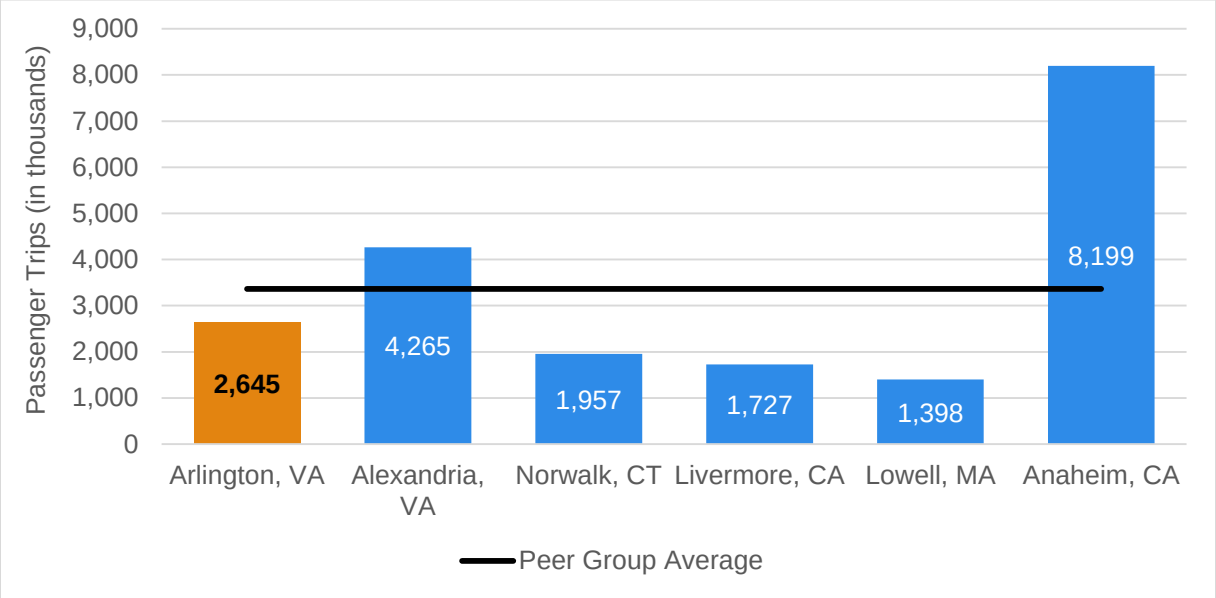


Annual Ridership

The reported annual unlinked passenger trips were used as a measure of the total passenger boardings of the transit system. ART, with a ridership of 2,644,933 had 21 percent fewer than the peer group average of 3,365,232 annual unlinked passenger trips (as shown in **Figure 48**). However, ART had a higher ridership than three of the peers; because Anaheim, CA carried over 8 million unlinked passenger trips, nearly double the next highest peer, the average boarding value was inflated.

[27] $12.6 million of ART's capital expenses reported to NTD for FY2013 were for "passenger stations."

Figure 48 | Annual Unlinked Passenger Trips

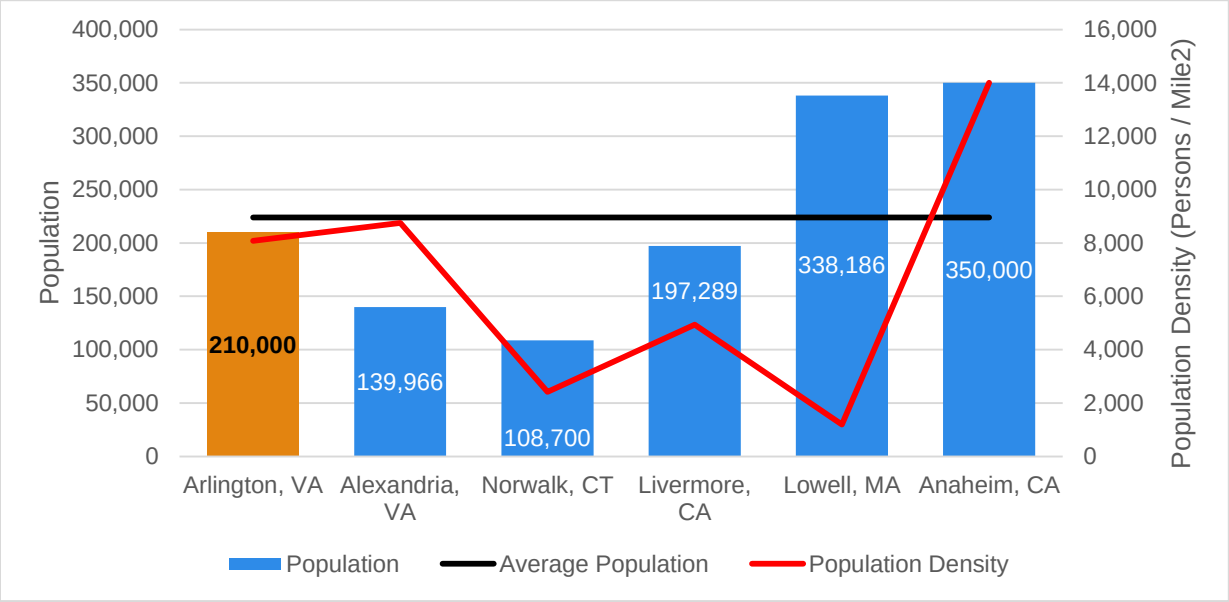


Service Area Characteristics

The average service area size of the peer group was just over 81 square miles with a population of 226,828 and a population density of 6,259 people per square mile. **Figure 49** shows the range of population and population density among the peer group. Lowell, MA was the largest peer by geographic service area and the peer with the lowest population density. Anaheim, CA had both the largest service area population and the highest population density. Although this data was obtained from the NTD, there may be variations in the manner in which this data was reported; each individual agency is responsible for determining service area boundaries and population using definitions contained in the Americans with Disabilities Act of 1990.[28]

[28] http://www.ntdprogram.gov/ntdprogram/Glossary.htm#S, Accessed September 9, 2015

Figure 49 | Service Area Population/Density



Fare Structure

Fare structures were compared for the peer group, as shown in

Table 44. The fares shown represent August 2015 rates. None of the agencies varied fares by time of day, however Lowell, MA offered variable rates depending on the zone and type of service accessed. Lowell, MA was the only agency that charged a fare for within-system transfers. All systems offered a discounted fare for riders age 65 and older and to persons with disabilities, while Lowell, MA extended the discount to riders age 60 and older.

Table 44 | Peer Group Fare Structure

Agency Name	Fixed Routes	Senior/Person with Disabilities	Within System Transfers
Arlington, VA	$1.75	$0.85	0
Alexandria, VA	$1.60	$0.85	0
Norwalk, CT	$1.50	$0.75	0
Livermore, CA	$2.00	$1.00	0
Lowell, MA	$1.00, $1.50	$0.50, $0.75	$0.25, $0.50
Anaheim, CA	$3.00	$1.00	0

3.5.3 Productivity and Service Comparisons

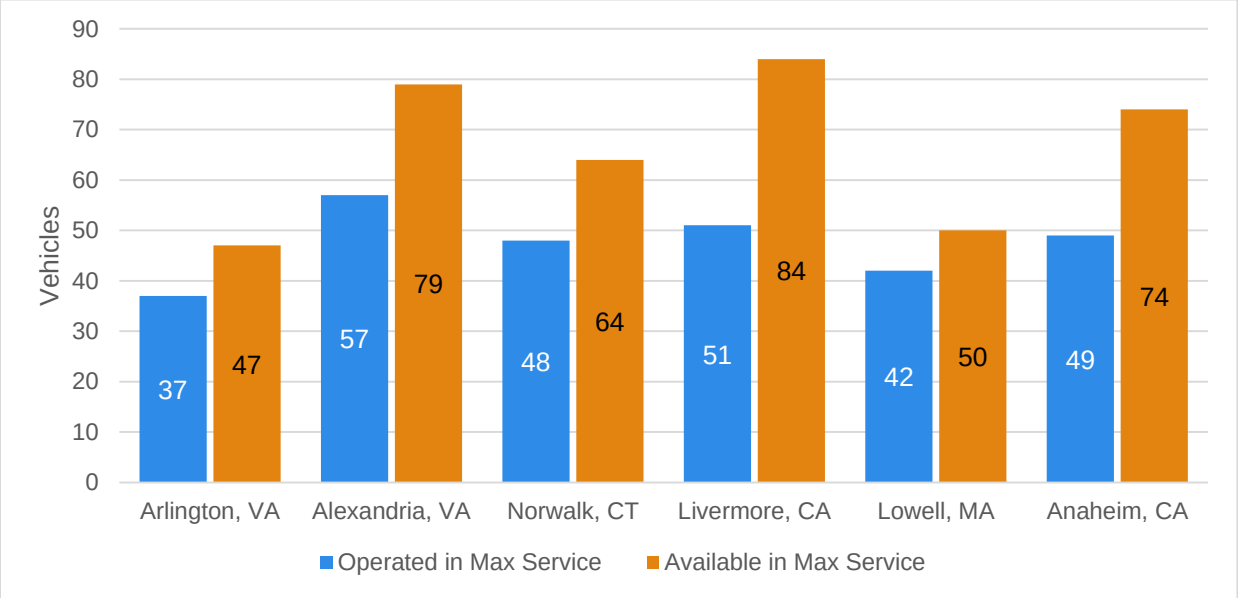
This section compares different measures of fixed route productivity and service. All data measures were obtained from the FY2013 National Transit Database.

Vehicle Utilization

The peer systems were compared on factors related to fleet management. The factors analyzed in this assessment included vehicles operated and available during the maximum (or peak period) service; the fleet spare ratio; and the average revenue hours and miles operated by vehicles in service during that maximum time period.

The size of the fleet, or vehicles available in maximum service, of the peer systems range from 50 (Lowell, MA) to 84 (Livermore, CA). ART's available fleet of 47 vehicles in FY2013 was 32 percent lower than the peer group average of 70 vehicles. The vehicles operated during maximum service range from 42 (Lowell, MA) to 57 vehicles (Alexandria, VA). ART operated 37 during peak service, which was lower than all the peers and 24 percent lower than the peer group average of 47 vehicles. **Figure 50** provides additional detail on the number of vehicles available and operated during maximum service.

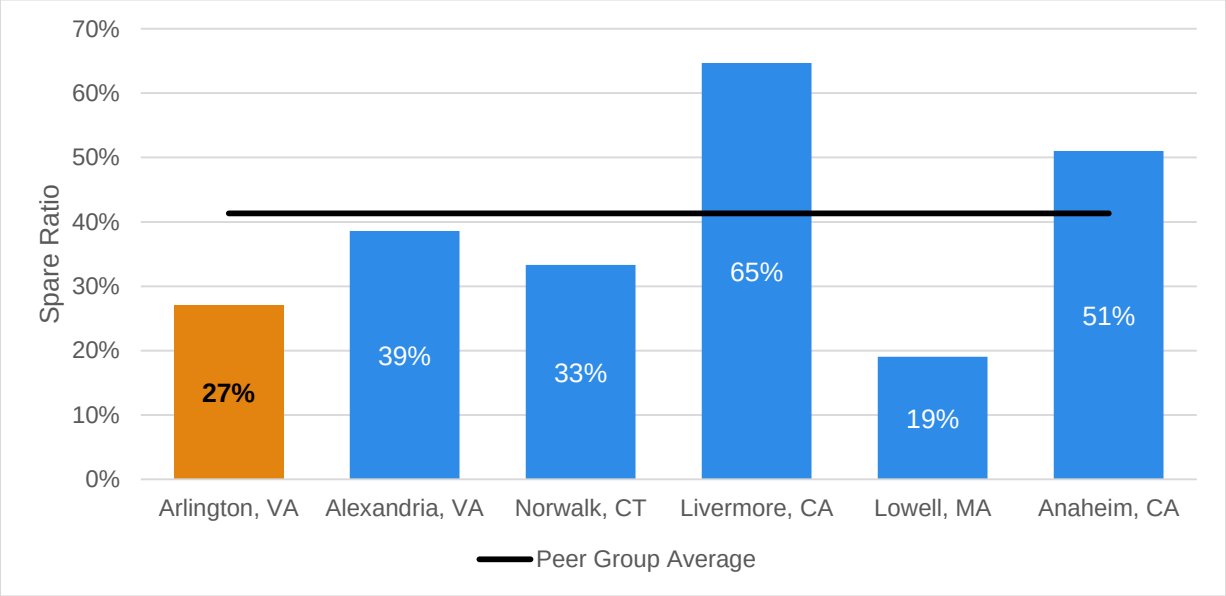
Figure 50 | Vehicles Operated/Available in Maximum Service



Spare Ratio

The spare ratio is used to measure the ability of a transit agency to meet operational and revenue service schedules while maximizing the life of the vehicle. FTA recommends a spare ratio of approximately 20 percent. The spare ratio is calculated by measuring the percent difference in vehicles available at maximum service and the number of vehicles operated during maximum service. **Figure 51** details the spare ratio for each peer as reported in NTD. Spare ratios ranged from 19 percent (Lowell, MA) to 65 percent (Livermore, CA). At 27 percent, ART has a lower spare ratio than the peer average of 41 percent. As a 20 percent spare ratio is typical of transit agencies, it is likely that the data requested by NTD somehow skews the spare ratio; it is unlikely that any agency carries a true spare ratio at the high levels depicted in **Figure 51**.

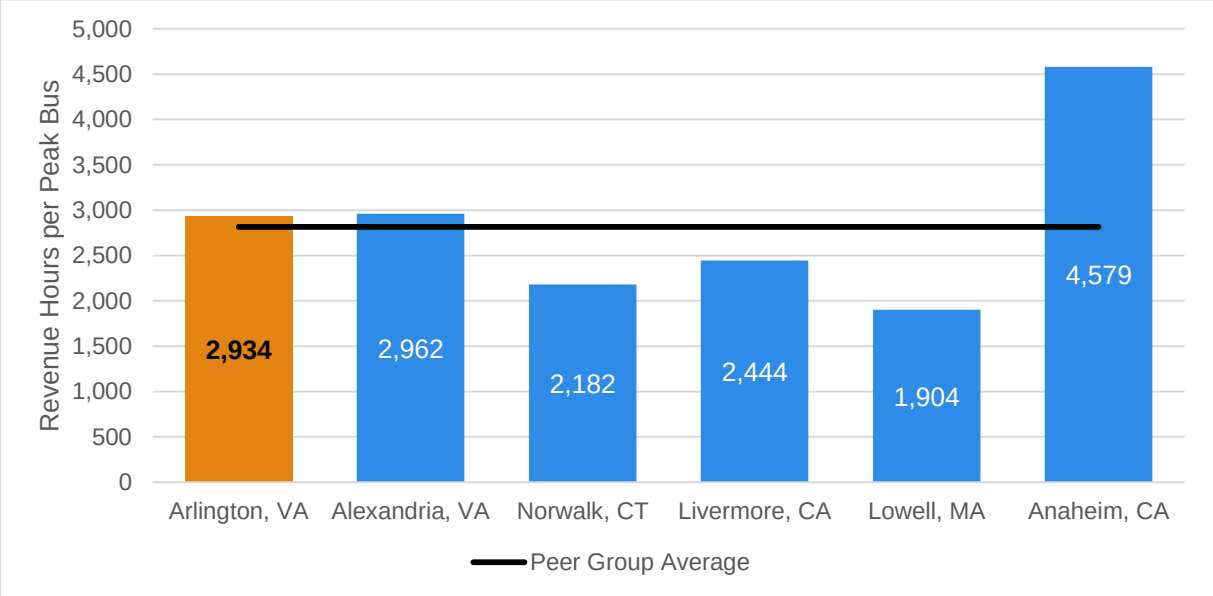
Figure 51 | Spare Ratio



Revenue Hours per Vehicle Operated in Maximum Service

Operating 2,934 revenue hours per peak bus, ART is slightly above the peer average rate of 2,814 revenue hours per peak bus. **Figure 52** shows the peer systems operated between 1,904 revenue hours per peak vehicle operated (Lowell, MA) and 4,579 revenue hours per peak vehicle operated (Anaheim, CA), which was an outlier among the peers.

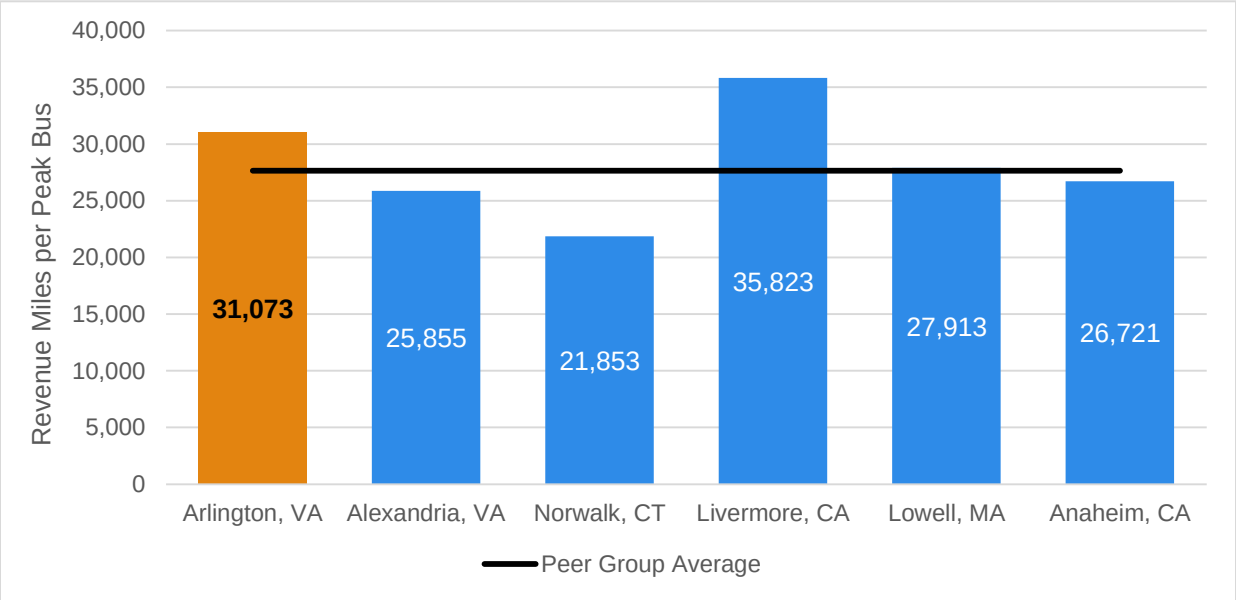
Figure 52 | Revenue Hours per Vehicle Operated in Maximum Service



Revenue Miles per Vehicle Operated at Maximum Service

At 31,073, ART operates 12 percent more revenue miles per peak vehicle operated than the peer average of 27,633. **Figure 53** shows that the peer systems operated between 21,853 revenue miles per peak vehicle operated (Norwalk, CT) and 35,823 revenue miles per peak vehicle operated (Livermore, CA).

Figure 53 | Revenue Miles per Vehicle Operated at Maximum Service



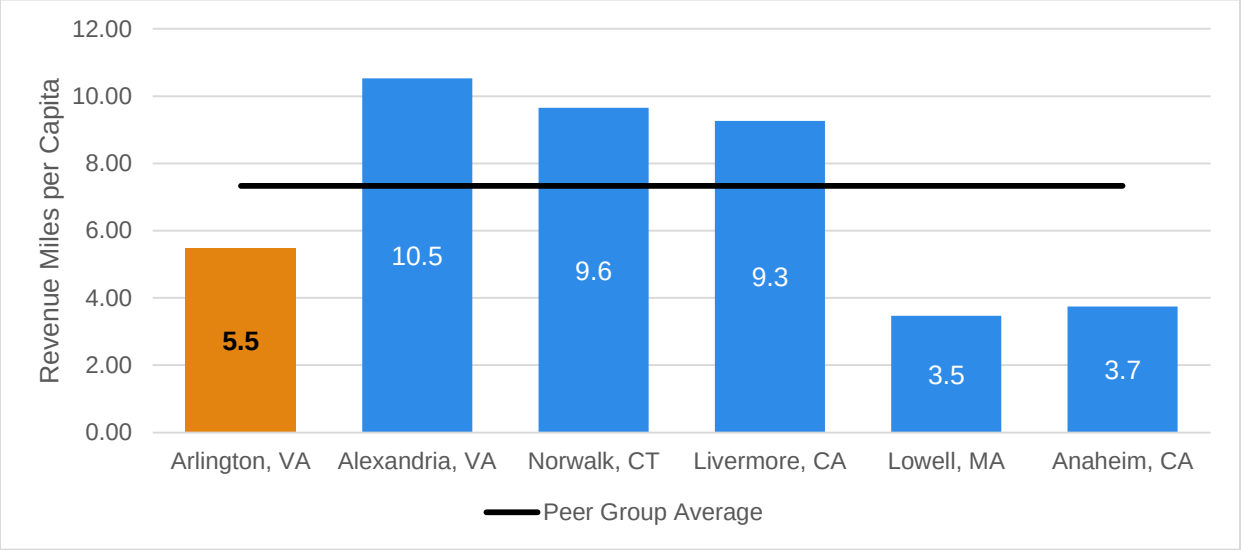
Services Supplied

Services supplied is a measure of how much transit service is operated, by revenue miles, revenue hours, and passenger trips compared to the area population and coverage served. The figures in this category reflect on ART operations only and do not take into consideration the services offered by other agencies within the same service area. Metrobus provides extensive supplementary service throughout Arlington County and the City of Alexandria, and the Orange County Transportation Authority (OCTA) provides supplementary service in Anaheim, CA.

Revenue Miles per Capita

ART, at 5.5 revenue miles per capita, provides less service than the peer group average of 7.3 revenue miles per capita, largely due to the high levels of service provided by Metrobus. **Figure 54** shows the range of service provided by revenue miles per capita from 3.4 revenue miles per capita (Lowell, MA) to 10.5 revenue miles per capita (Alexandria, VA).

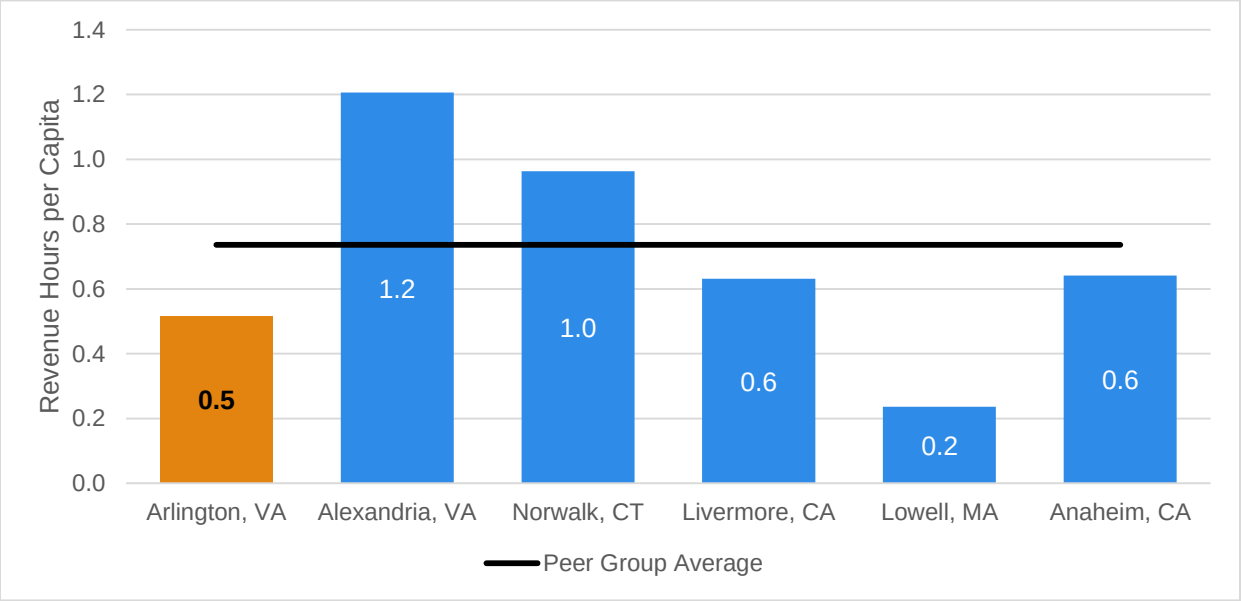
Figure 54 | Revenue Miles per Capita



Revenue Hours per Capita

Figure 55 shows the range of service provided by revenue hours per capita ranges from 0.2 revenue hours per capita (Lowell, MA) to 1.2 revenue hours per capita (Alexandria, VA). At 0.5 revenue miles per capita, ART is below the peer average of 0.7 revenue hours per capita, largely due to the high levels of service provided by Metrobus.

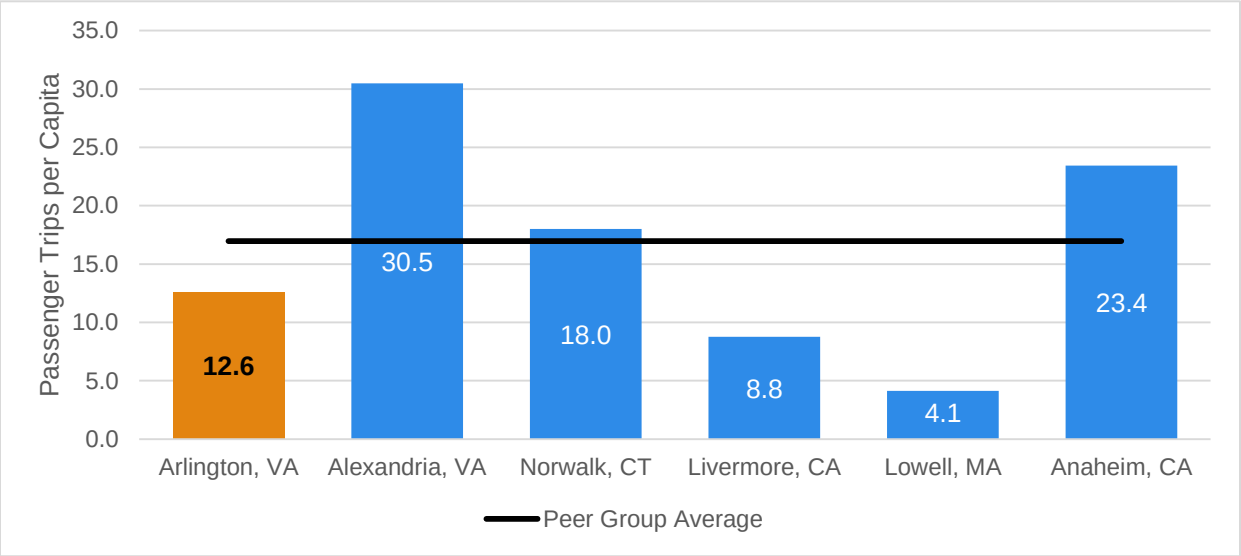
Figure 55 | Revenue Hours per Capita



Passenger Trips per Capita

Figure 56 shows the range of annual unlinked passenger trips per capita, which range from 4.4 trips (Lowell, MA) to 30.5 (Alexandria, VA). ART provides 25 percent fewer passenger trips per capita, at 12.6 relative to the peer average of 17, again largely due to the high levels of service provided by Metrobus.

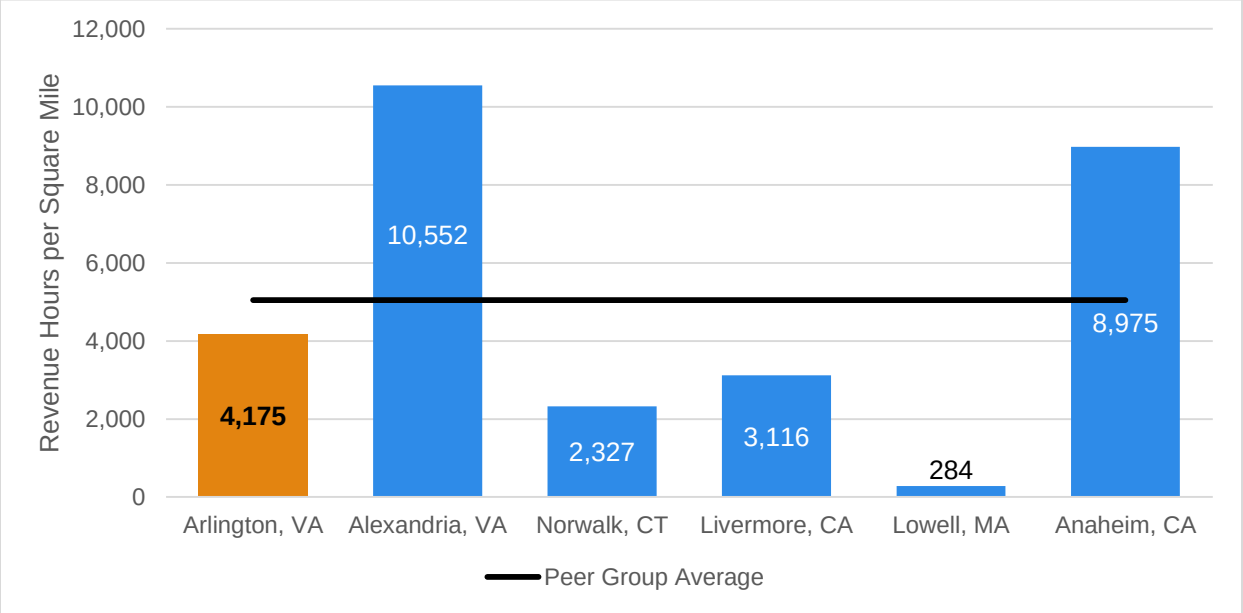
Figure 56 | Passenger Trips per Capita



Revenue Hours per Square Mile

Figure 57 shows the range of revenue hours per square mile offered by the peers, which range from 284 (Lowell, MA) to 10,552 (Alexandria, VA). ART operates 4,175 revenue hours per square mile, which is 17 percent less than the peer average of 5,051 revenue hours per square mile.

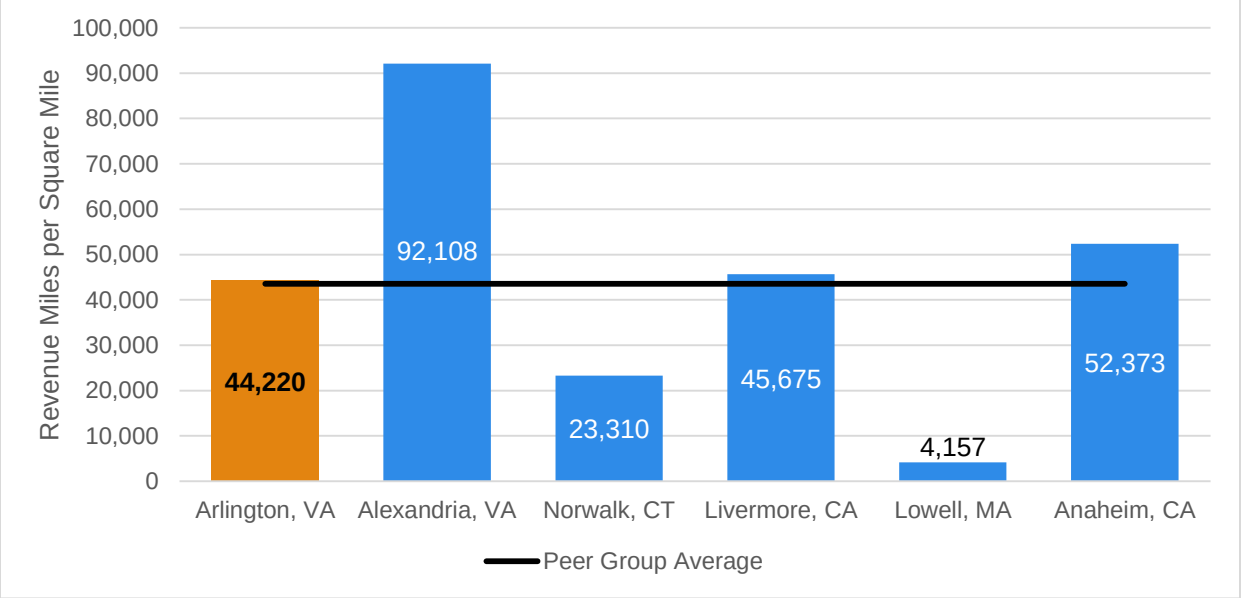
Figure 57 | Revenue Hours per Square Mile



Revenue Miles per Square Mile

ART operates 44,220 revenue miles per square mile service, which is similar to the peer average of 43,524 revenue miles per square mile of service. **Figure 58** shows the range of revenue miles per square mile of the peer group, which range from 4,157 (Lowell, MA) to 92,108 (Alexandria, VA).

Figure 58 | Revenue Miles per Square Mile



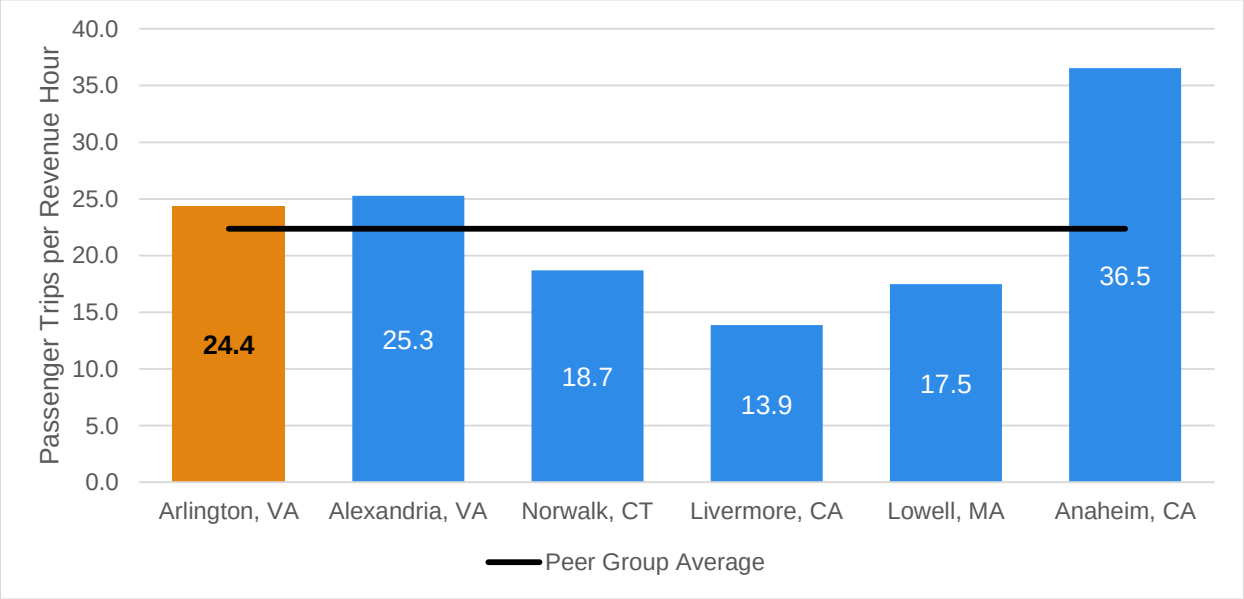
Productivity

Productivity refers to the ability of the transit service provider to attract passengers compared to the level of service operated. In this section, ridership productivity is measured by passenger trips per revenue hour and passenger trips per revenue mile.

Passenger Trips per Revenue Hour

ART provides eight percent more passenger trips per revenue hour, at 24.4, relative to the peer average 22.3 passengers per revenue hour. **Figure 59** shows the range of annual unlinked passenger trips per revenue hour of service, which range from 13.9 trips (Lowell, MA) to 36.5 trips (Anaheim, CA); Anaheim, CA is an outlier in this category.

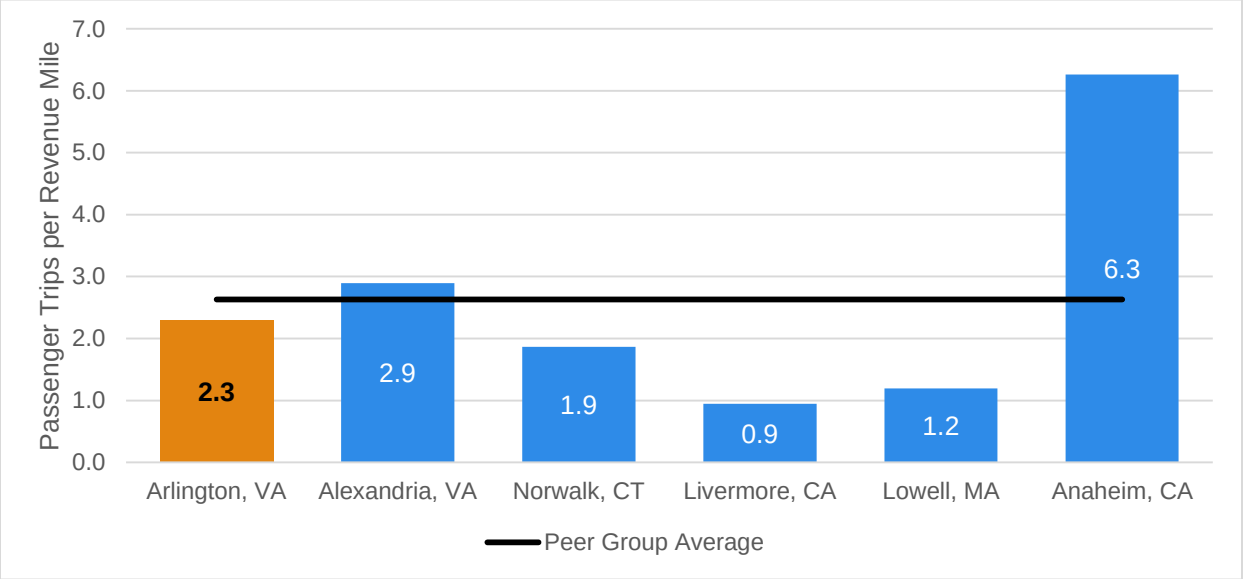
Figure 59 | Passenger Trips per Revenue Hour



Passenger Trips per Revenue Mile

Figure 60 shows the range of annual unlinked passenger trips per revenue mile of service, which range from less than 1 (Livermore, CA) to 6.2 (Anaheim, CA) passenger trips per revenue mile. ART provides 12 percent fewer passenger trips per revenue mile at 2.3 relative to the peer average of 2.6. In this case, Anaheim, CA provides 138% more passenger trips per revenue mile than the peer average. The higher ridership seen in Anaheim, CA is likely the result of a land use pattern with major tourist destinations and a unique ridership profile.

Figure 60 | Passenger Trips per Revenue Mile

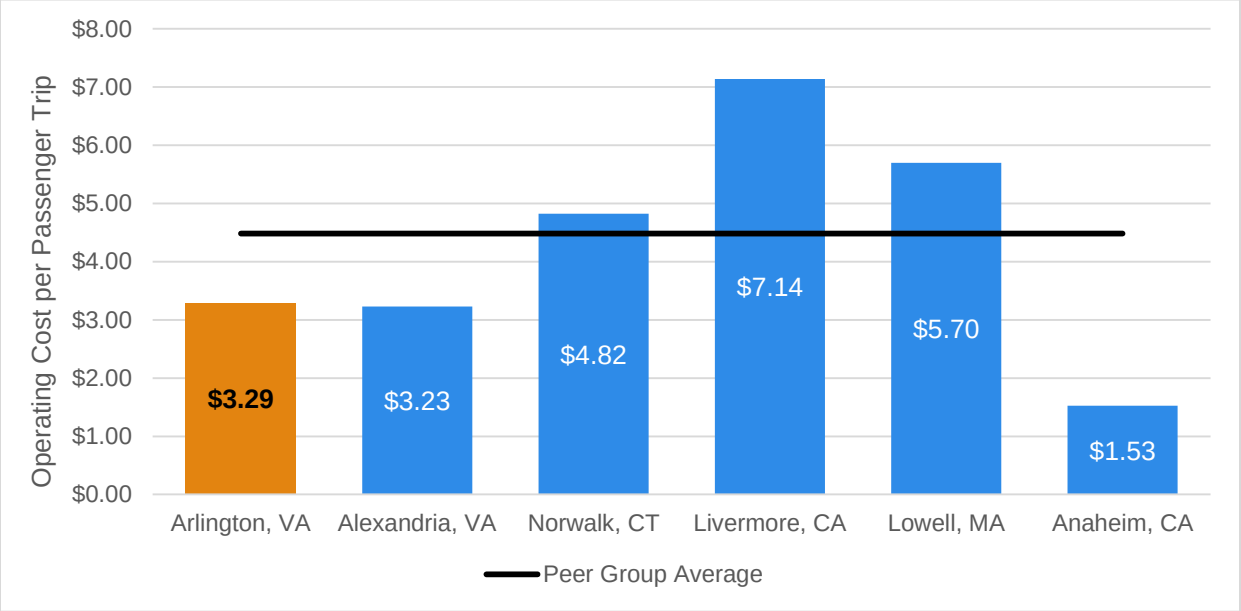


Cost Efficiency

Cost efficiency refers to the ability of a service provider to provide service to a population and area in relation to the budget required to do so. In this section, cost efficiency is measured by gross operating cost per passenger trip, operating cost per revenue hour, and operating cost per revenue mile. Operating Cost per Passenger Trip

At a cost of $3.29 per passenger trip, ART is under the peer group average of $4.48 by 26 percent. **Figure 61** shows that the peer system operating costs per passenger trip range from $1.53 (Anaheim, CA) to $7.14 (Livermore, CA).

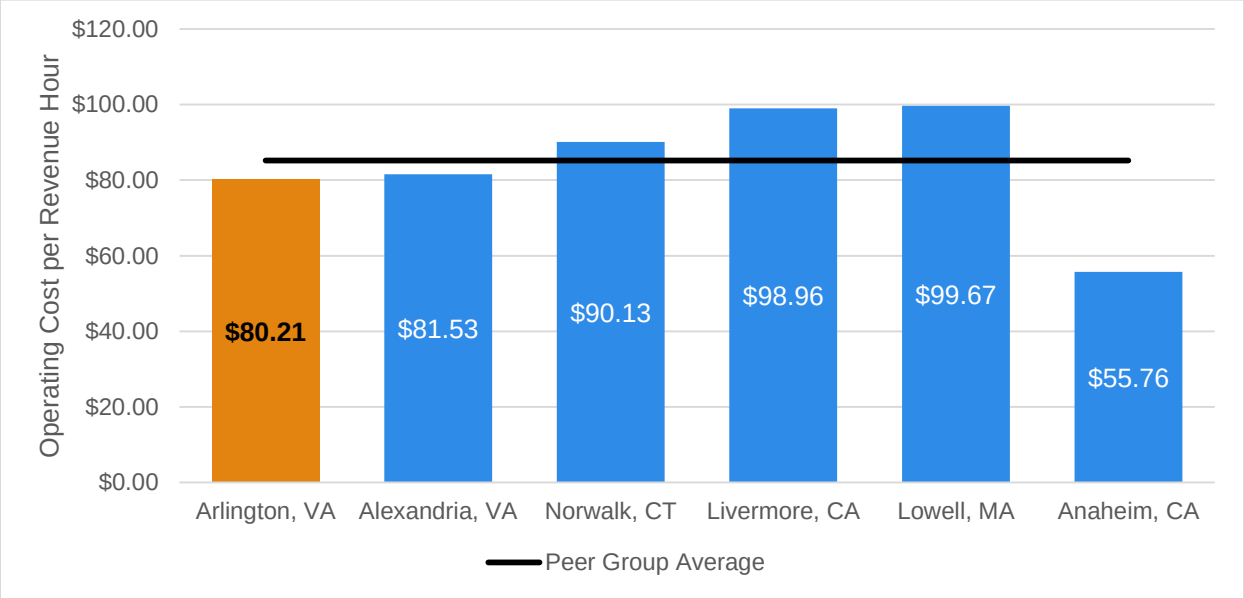
Figure 61 | Operating Cost per Passenger Trip



Operating Cost per Revenue Hour

Figure 62 shows the peer systems' operating cost per revenue hour, which range from $55.76 (Anaheim, CA) to $99.67 (Lowell, MA). ART has an operating cost of $80.21 per revenue hour, which is five percent lower than the peer average of $85.21.

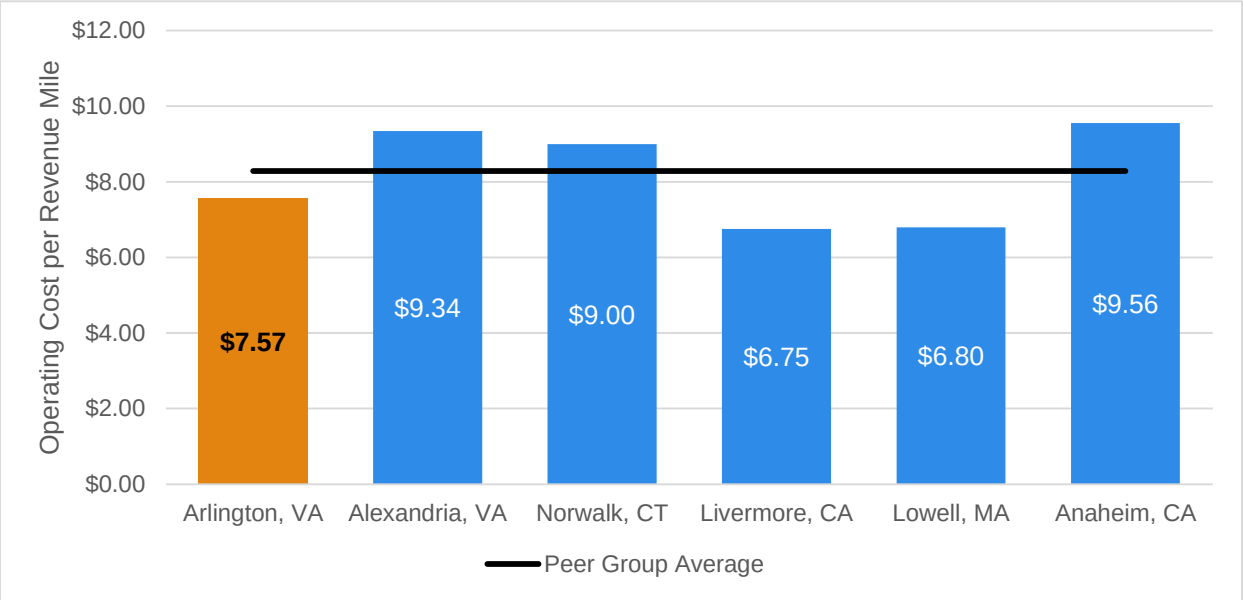
Figure 62 | Operating Cost per Revenue Hour



Operating Cost per Revenue Mile

Figure 63 shows the range of operating costs per revenue mile of the peer agencies, which range from $6.75 (Livermore, CA) to $9.56 (Anaheim, CA). ART, with an operating cost of $7.57 per revenue mile, is nine percent lower than the peer group average of $8.29.

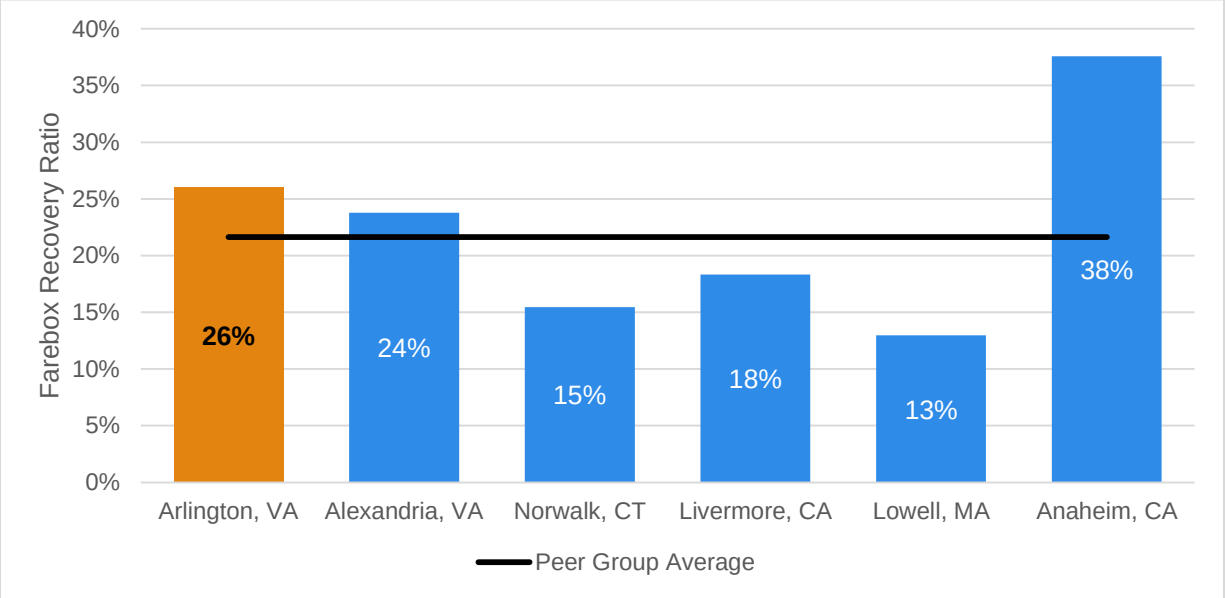
Figure 63 | Operating Cost per Revenue Mile



Farebox Recovery Ratio

ART, with a 26 percent farebox recovery ratio (the ratio of fares collected to total spending on operations and maintenance), outperformed the peer group average of 22 percent. The only peer that exceeded ART was Anaheim, CA, which had both the highest ridership of the peer group and the highest fares. **Figure 64** shows the farebox recovery ratios for all of the peers.

Figure 64 | Farebox Recovery Ratio



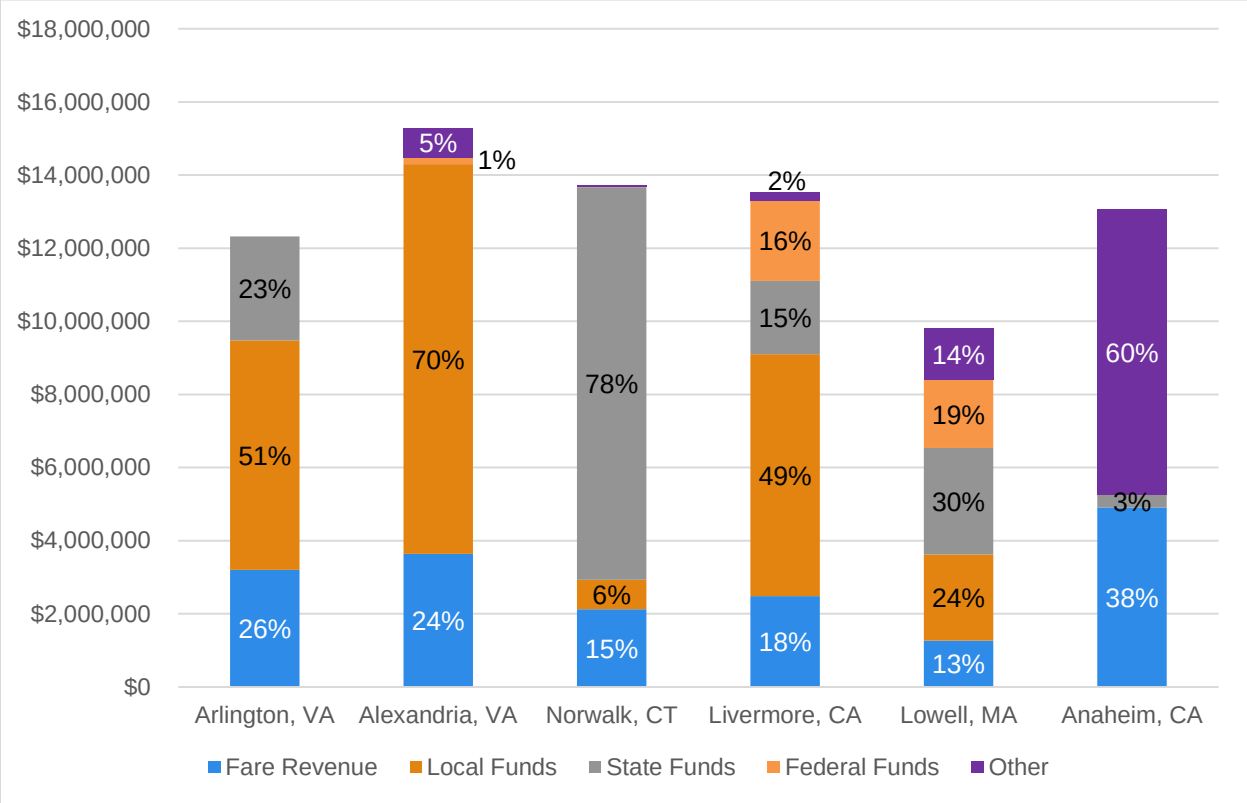
Funding Sources

This section provides an overview of the revenue sources commonly used by transit service providers to fund operations, maintenance, and capital. The data referenced in this section only reflects fixed route motor bus operations and does not include demand response service. The data reflects both directly operated and purchased transportation services and is based on FY2013 NTD data.

Operations/Maintenance Expenses

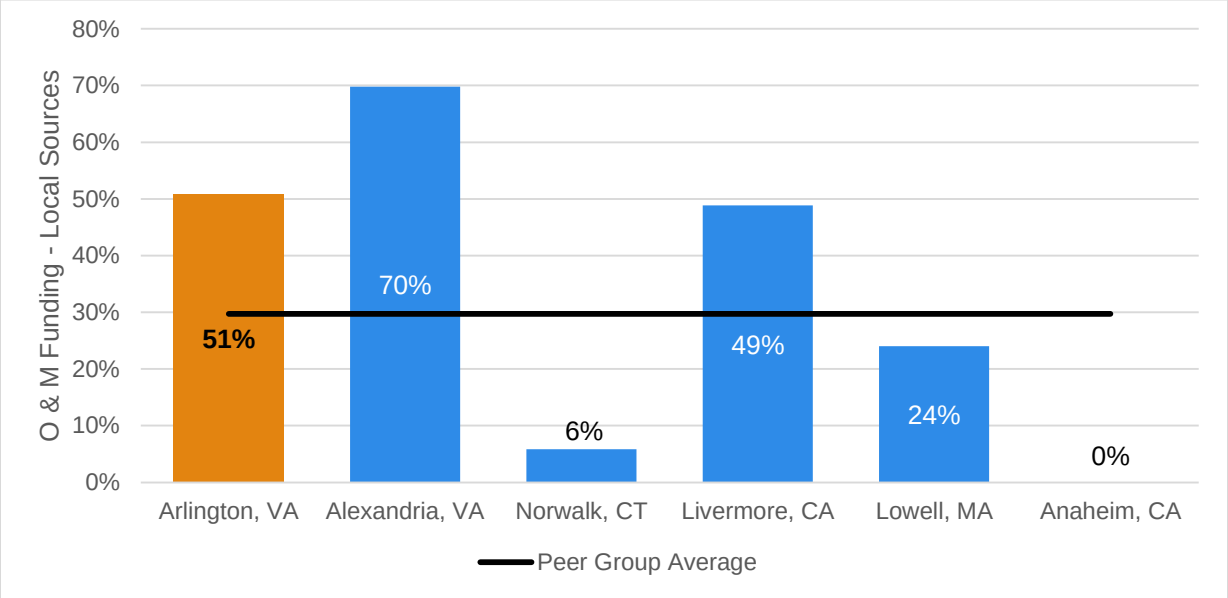
Local funding sources made up 51 percent of ART funding, farebox revenues made up 26 percent of funding, and state sources provided 23 percent of funding. In FY 2013, ART received no operations and maintenance funding from federal or other sources. **Figure 65** shows the different levels and sources of funding for operations and maintenance among the peer group, which does not show a predominant source for operations/maintenance funding. Anaheim, CA is notable for its unique funding profile, which relies on no local or federal funds. The service is financially supported by hotels, businesses, and other major employers within the service area. At $12,318,771, ART spent six percent less than the peer group average of $13,081,826 on operations and maintenance. Funding sources varied widely for the peer group, with different peers collecting the majority of their funding from either federal, local, or other sources.

Figure 65 | Operations/Maintenance Funding by Source



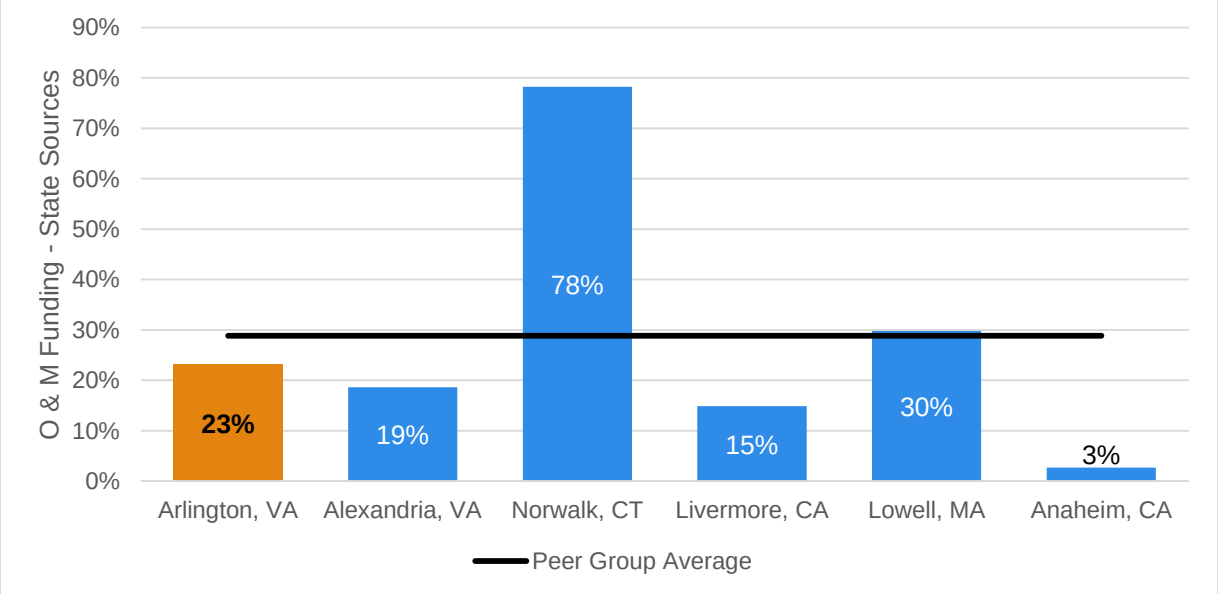
ART, at 51 percent, relies on a higher contribution from local sources than the peer group average of 30 percent local funding. Anaheim, CA is notable for not receiving any operations and maintenance funding from local sources. **Figure 66** shows the percentage of overall operations and maintenance funding that comes from local sources.

Figure 66 | Local Funding for Operations/Maintenance



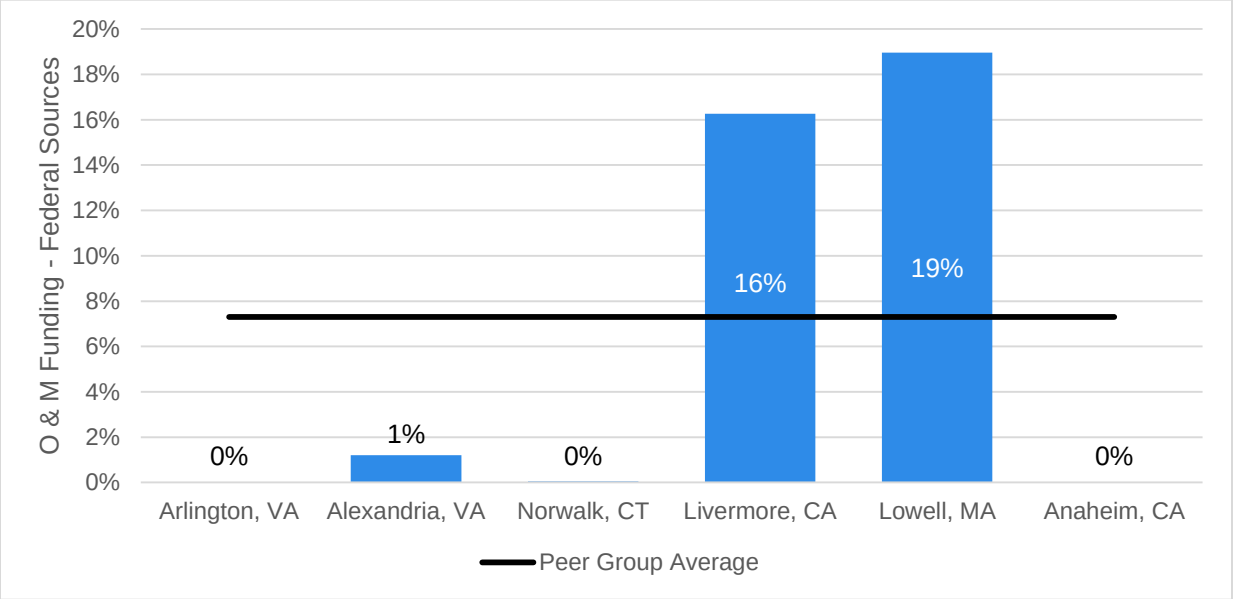
ART, at 23 percent, is slightly below the peer group average of 25 percent funded through state resources. Alexandria, VA received state funding for operating and maintenance in FY 2013 totaling approximately 19 percent of their funding, while Norwalk, CT relied on state funding sources for 78 percent of their operations and maintenance costs. **Figure 67** shows the percentage of overall operations and maintenance funding that comes from state government sources.

Figure 67 | State Funding for Operations/Maintenance



ART received no federal funding for operations and maintenance, below the peer group average of seven percent federal funding; while federal funding is provided in the form of 5307 formula funds for capital expenses, up to 80 percent of this funding source can be flexed to the agencies' operating budget to cover preventive maintenance.[29] It is noteworthy that two peers (Anaheim, CA and Norwalk, CT) also did not receive any federal funding for operations and maintenance, which a third (Alexandria, VA) received only a small amount. **Figure 68** shows the percentage of overall operations and maintenance funding that comes from federal sources.

Figure 68 | Federal Funding for Operations/Maintenance



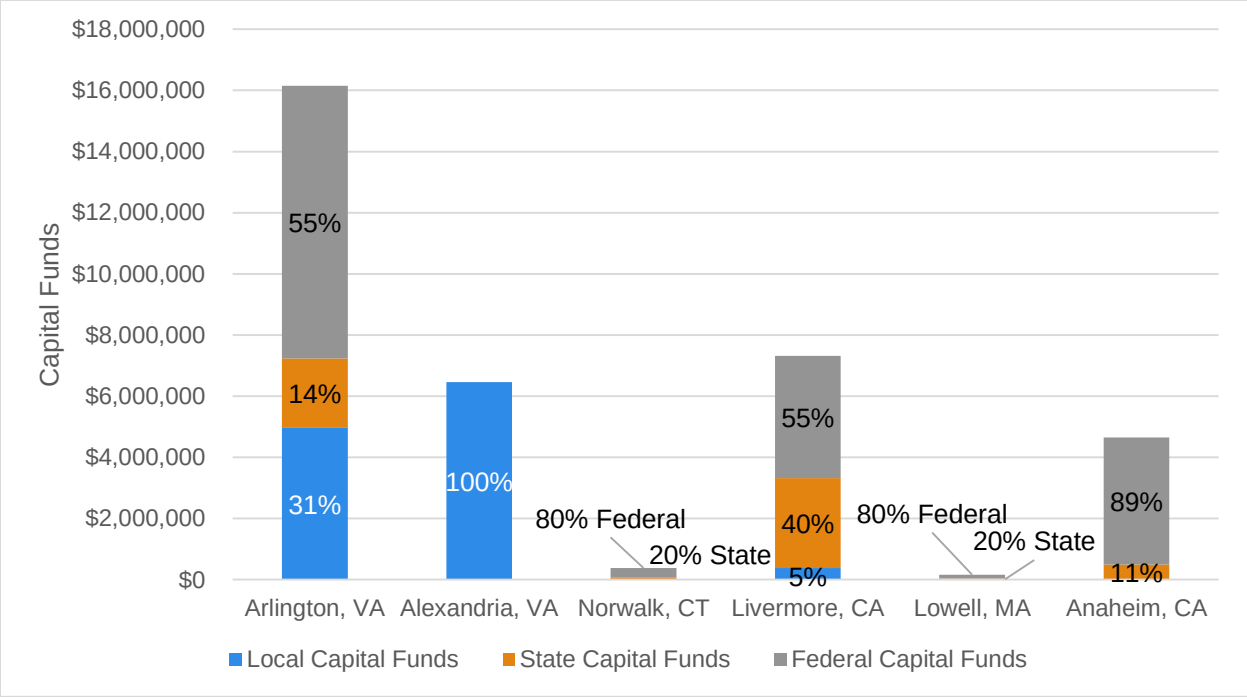
Capital Funding

Federal funding ($8,915,048, or 55 percent) was the primary source of capital funding in FY 2013 for ART, followed by local sources ($4,964,864, or 31 percent), and state sources ($2,271,384, or 14 percent). **Figure 69** details the range across the peer group spending on capital projects in FY 2013, as well as the sources of funding for capital projects. The predominant source of capital funds across the peer group, including by ART, was federal sources. Alexandria, VA reported using exclusively local sources for capital projects, which was unique among the peer group. ART ($16,151,296) spent significantly more on capital projects than the peer group average ($3,794,396) and more than the next highest peer, Livermore, CA, at $7,314,981). Lowell, MA and Norwalk, CT each reported spending less than $400,000 on capital projects. Spending on capital may vary significantly from year to year depending on the capital projects being pursued at the time; according to NTD, ART's largest category for capital expenses in FY 2013 was

[29] Federal formula funds generated by service provided by ART are received by WMATA.

passenger stations. Arlington County is responsible for capital improvements for all transit passenger facilities in Arlington – not just for those used by ART.

Figure 69 | Capital Funding by Source



ART, with 31 percent of funding for capital coming from local sources, was higher than the peer average of 21 percent of local funding. Alexandria, VA reported that 100 percent of its funding on capital projects came from local sources. Three other peers reported spending no local funds on capital projects, and one (Livermore, CA) reported just five percent of spending on capital projects came from local sources. **Figure 70** shows the percent of spending on capital projects that came from local sources across the peer group.

Figure 70 | Local Sources for Capital Funding

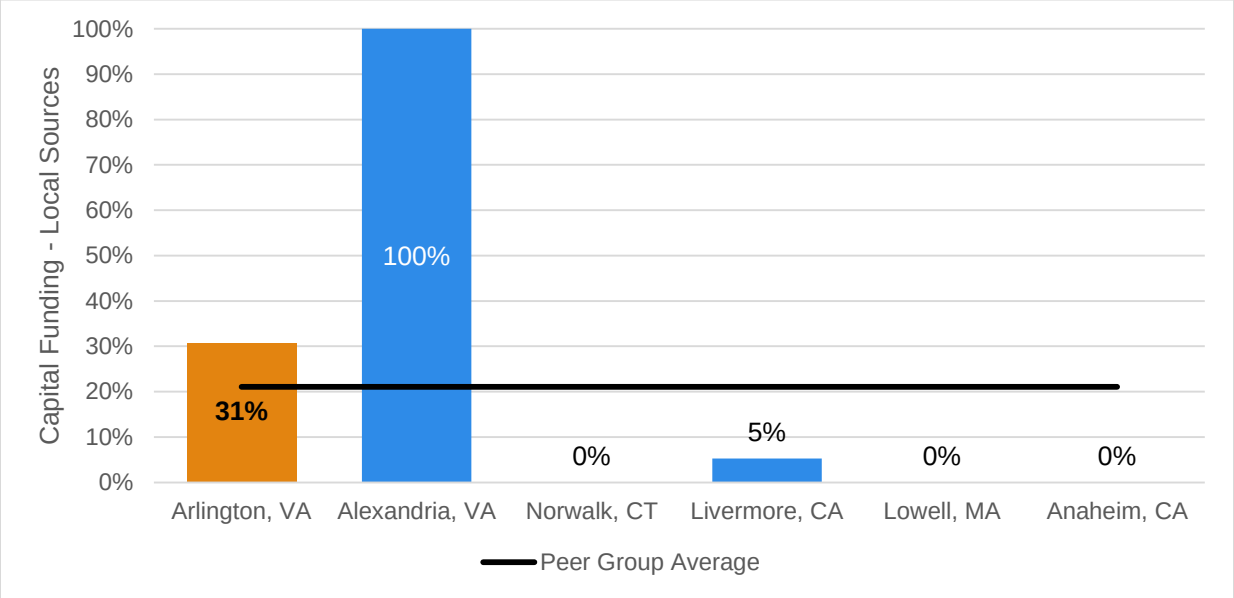


Figure 71 shows the percentage of funding for capital projects across the peer group that came from state sources. ART ($2,271,384), received a lower share of its capital funding from the state (14 percent) than the peer group average (18 percent). Alexandria, VA reported receiving no capital funding from the state.

Figure 71 | State Sources for Capital Funding

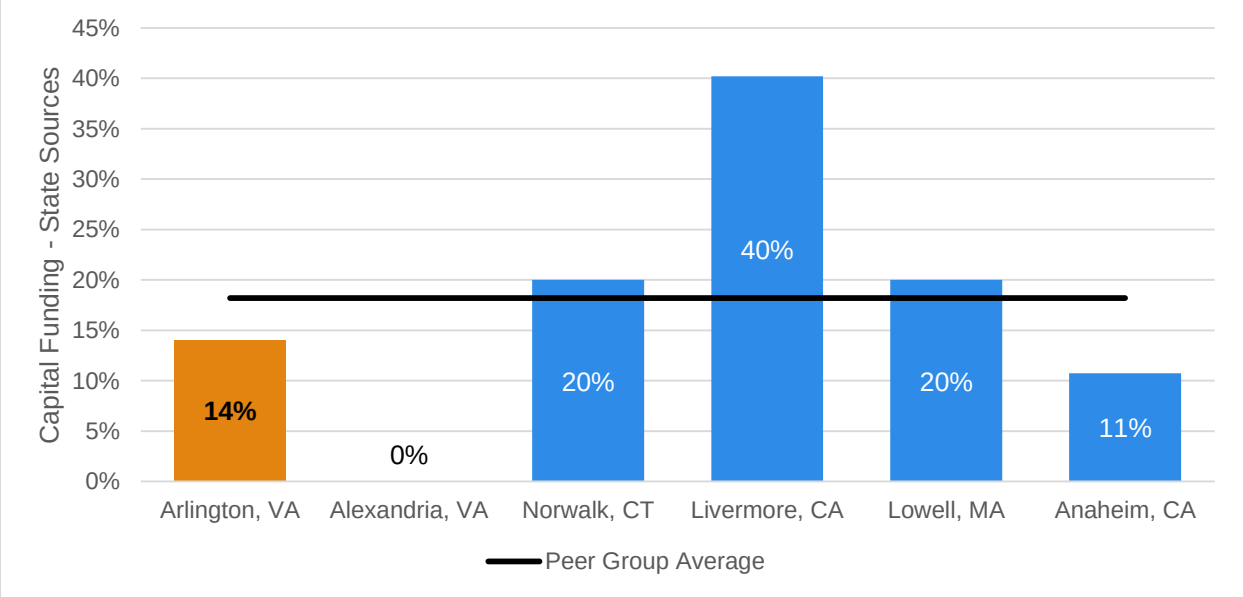
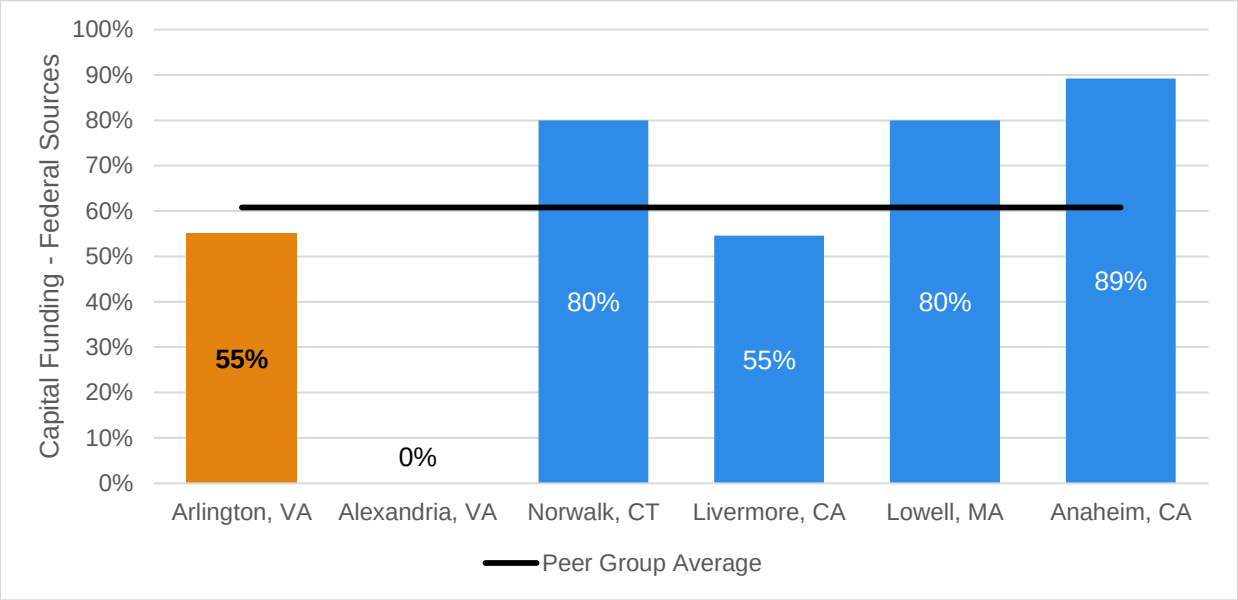


Figure 72 shows the percentage of funding for capital projects across the peer group that came from federal sources. ART ($8,915,048) received a lower share of its capital funding (55 percent) from federal sources than the peer average (61 percent).

Figure 72 | Federal Sources for Capital Funding



3.5.4 Key Findings

This review compared the Arlington Transit (ART) bus system to five peer transit systems with respect to operational and financial characteristics and performance. The Federal Transit Administration's National Transit Database was the primary source of data for these systems, with the most recently available data (FY2013) used in the analysis. These peer transit systems are listed below:

1. DASH, City of Alexandria, Virginia
2. Norwalk Transit District, Norwalk, CT
3. Livermore/Amador Valley Transit Authority, Livermore, CA
4. Lowell Regional Transit Authority, Lowell, MA
5. Anaheim Transportation Network, Anaheim, CA

Table 45 provides an average for the peer group and compares it against the ART system.

Table 45 | Peer Group Summary

Characteristic	Peer Group Average	ART
Service Area		
Population	226,828	210,000
Square Miles	82	26
Population Density	6,259	8,077
Service		
Peak Buses	49	37
Passenger Trips	3,509,292	2,644,933

Characteristic	Peer Group Average	ART
Revenue-Miles	1,366,268	1,149,715
Revenue-Hours	140,507	108,553
Financial		
Annual Operating Cost	$11,203,818	$8,706,973
Fare Revenue	$2,884,282	$3,202,610

Key findings of the peer analysis were:

- **Vehicle Utilization:** The size of ART's bus fleet (47 buses) and vehicles operated in maximum service (37 buses) both were smaller than the peer group average (49 and 70 buses, respectively). However, the peer group as a whole maintained a bus fleet and a spare ratio above FTA recommendations. Among the peer group, only ART and Lowell, MA were in line with FTA guidelines for spare ratio. As noted above, the very high spare ratios among the peers could be a result of how the fleet was reported to NTD and not representative of their true spare ratios.
- **Service Supplied:** In comparison to the peer group average, ART operates 29 percent fewer revenue hours per capita, 25 percent fewer revenue miles per capita and 25 percent fewer passenger trips per capita. In terms of revenue hours and miles per square mile of service areas ART operates 17 percent fewer revenue hours and in line with the revenue miles per square mile when compared with the peer group. However, as Metrobus also serves the same service area, Arlington County as a whole may have a greater supply of fixed route transit service than the peer group average.
- **Productivity:** ART averaged slightly higher passenger trips per revenue hours (24.4) as compared to the peer group average (22.3). However, in comparison it operated fewer passenger trips per revenue mile (2.3) than the peer group average (2.6).
- **Cost Efficiency:** ART had an operating cost that was slightly lower than the peer group's average cost per passenger trip, per revenue hour, and per revenue mile. ART provided passenger trips at a lower operating cost than the peer group average, with a cost per passenger trip ($3.29) that was 73 percent less than the peer group average ($4.48).
- **Cost Recovery:** ART farebox recovery as a percentage of total operations and maintenance costs (26 percent) was above the peer group average (22 percent).
- **Operations and Maintenance Costs:** ART reported six percent lower total operating costs for FY 2013 than the peer group average. ART used a higher percentage of local funds (51 percent) than the peer group average (30 percent) and received a lower percentage of their operations and maintenance contributions from state (23 percent for ART compared to 25 percent for the peer group average) and federal sources (nothing for ART compared to seven percent for the peer average).

The peer review analysis shows that based on a strict comparison of NTD data, ART's vehicle utilization, service productivity, and cost efficiency appear to be lower than the range experienced by the average of the peer systems. When comparing service

provided at a per capita level ART consistently falls short, however, when combined with the level of Metrobus service provided within Arlington County, overall transit service productivity and effectiveness on a per capita basis would most likely exceed the peer group average.

Appendix B: Additional Demographic Maps[30]

Figure 73 details that the per capita income is highest in Arlington County around the Clarendon, Court House, and Pentagon City Metro Stations and in sections of Arlington Ridge, Bellevue Forest, Lyon Park, and Yorktown ($91,000-$150,000). The lowest per capita income in Arlington County ($15,150-$36,000) is located in the Buckingham, Douglas Park, Fort Myer, Forest Glen, Glencarlyn, and Waverly Hills areas, as well as south of the Pentagon City metro station. The majority of these lower per capita income areas are located near the southwest of Arlington County along Columbia Pike (VA 244).

Figure 74 shows that the highest concentrations of households without vehicles available are mostly located near the Ballston-MU, Virginia Square-GMU, Clarendon, Court House, Rosslyn, Pentagon City, and Crystal City Metro stations; Shilington Transit Center; Glebe Road (VA 120) between Washington Blvd and Arlington Blvd; Columbia Pike (VA 244); and Washington Blvd. The Boulevard Manor, Forest Glen, and Glencarlyn neighborhoods also have a high concentration of households without vehicles available. The majority of these neighborhoods are in the middle of Arlington County.

Figure 75 illustrates that the greater the density, the less likely a household will own a vehicle. Most households that do not have vehicles are concentrated around the Ballston-MU, Virginia Square-GMU, Clarendon, Court House, Rosslyn, Pentagon City, and Crystal City Metro stations; Glebe Road (VA 120) between Washington Blvd and Arlington Blvd; and Columbia Pike (VA 244). Areas away from metro stations and major highways are more likely to own vehicles.

Figure 76 shows that the areas with the highest concentrations of seniors 65 and older include Bellevue Forest, Boulevard Manor, Rock Spring, Tara-Leeway Heights, and Woodmont. Metro stations with the highest populations of seniors are Ballston-MU and Pentagon City. Low concentrations of seniors 65 and older include Claremont, Fort Myer; parts of Arlington Heights and Lyon Park. The highest population of seniors 65 and over live throughout the county, with a large number living north of I-66.

Figure 77 displays that the density of seniors 65 and older is spread across Arlington County. The densest areas include directly south of Ballston-MU, Court House, and Pentagon City metro stations, as well as parts of the Boulevard Manor, Buckingham, Cherrydale, Forest Glen, Glencarlyn, and Lyon Village neighborhoods. While Bellevue Forest and Woodmont have large numbers of seniors, these neighborhoods are among the least dense for concentrations of seniors. Other low density areas include Arlington Heights, Arlington Ridge, and Fort Myer.

[30] All data is from the ACS 5-Year Estimate 2010-2014.

Figure 73 | Per Capital Income

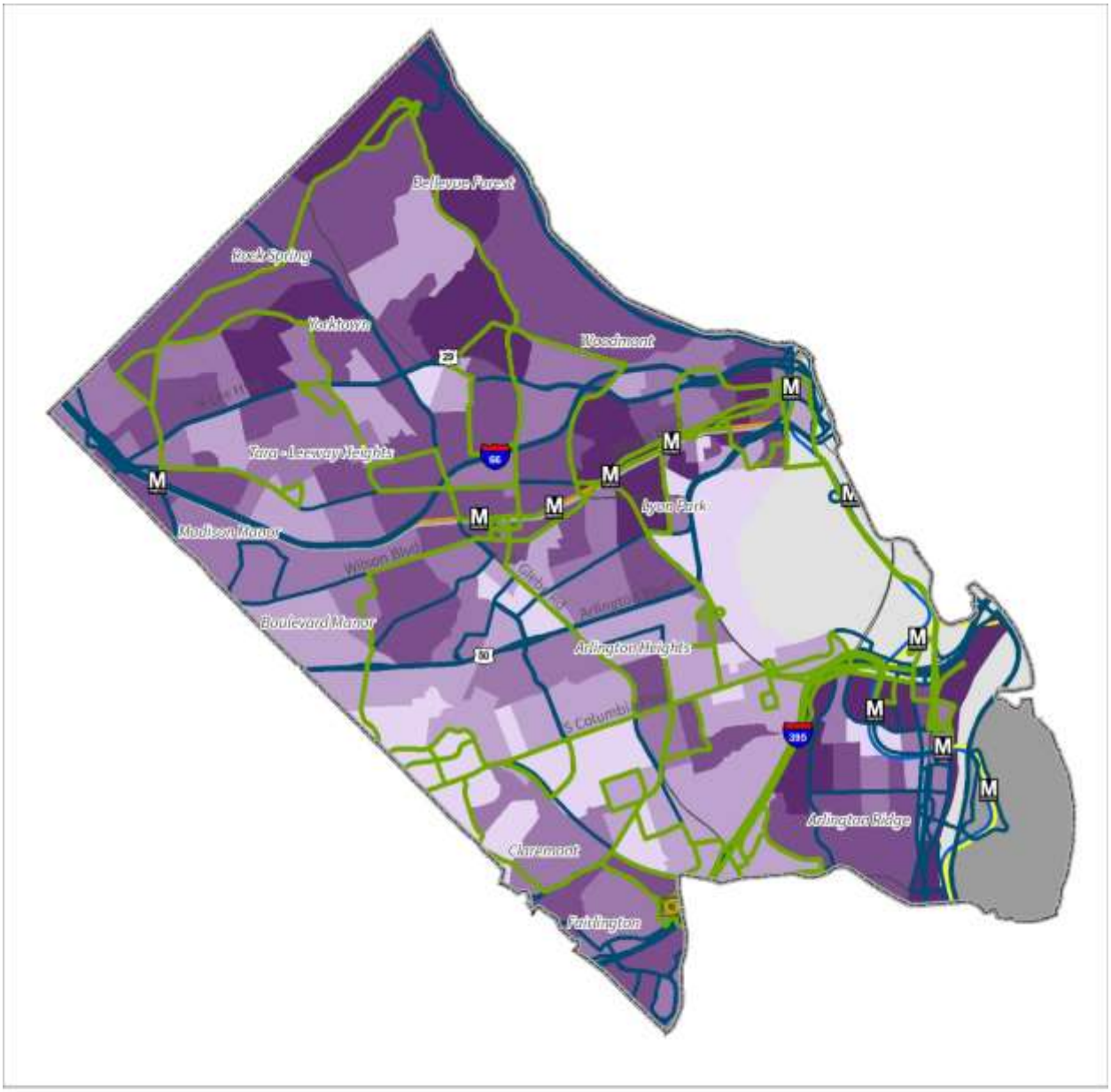


Figure 74 | Households without Vehicles Available

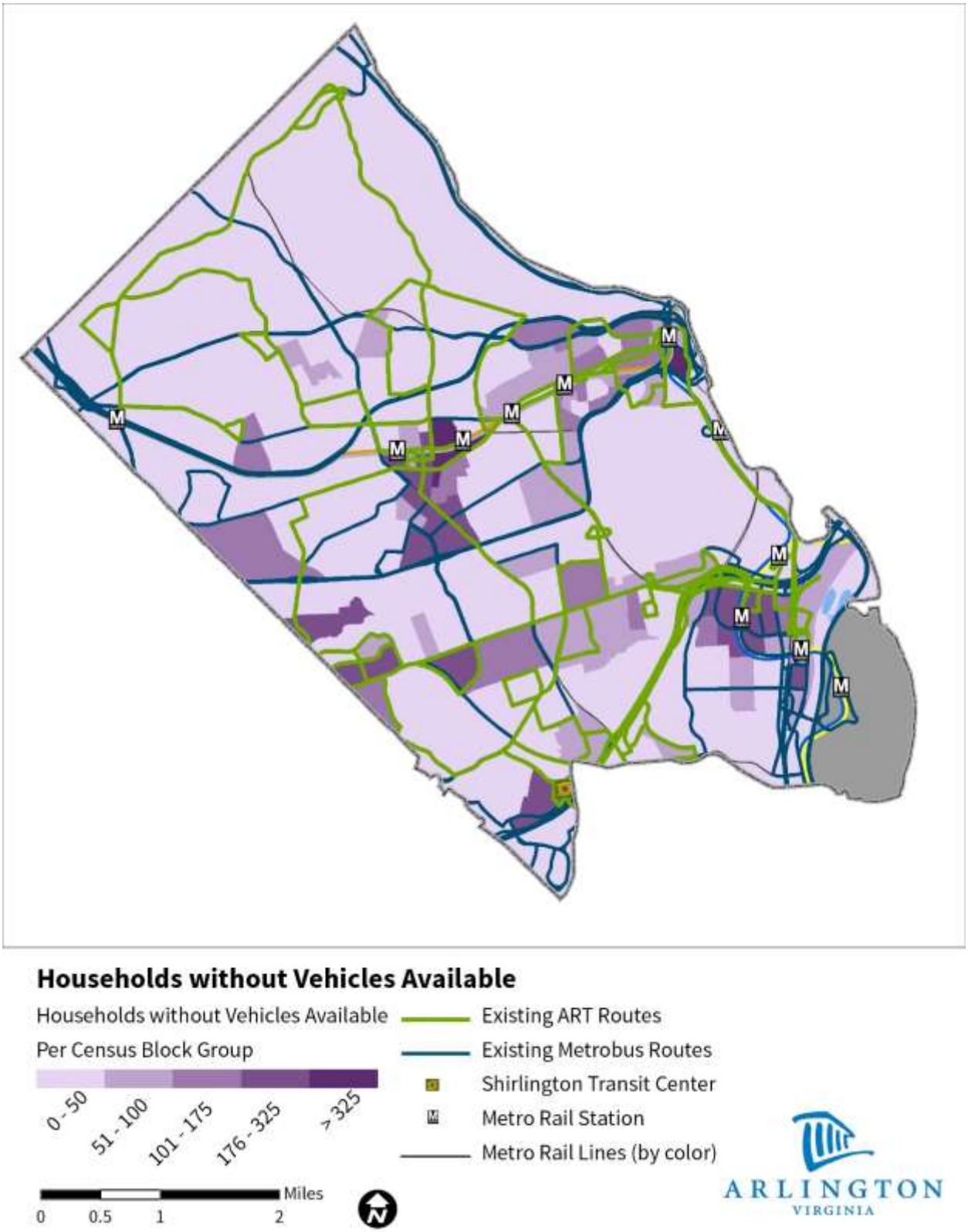


Figure 75 | Density of Households without Vehicles Available

Figure 76 | Population of Seniors 65 and Older

Figure 77 | Seniors 65 and Older Density

Figure 78 shows that similar to the areas with the highest concentrations of seniors 65 and older, neighborhoods with the highest concentration of seniors 75 and older include Bellevue Forest, Boulevard Manor, Rock Spring, and Woodmont. Metro stations with the highest populations of seniors 65 and older and 75 and older are Ballston-MU and Pentagon City. Additional high concentration neighborhoods include Buckingham, Glencarlyn, Nuack, and the neighborhoods surrounding the Virginia Square-GMU metro station.

Figure 79 illustrates that seniors 75 and older live in the highest densities in the Boulevard Manor, Glencarlyn, and Tara-Leeway Heights neighborhoods, as well as near the Ballston-MU, Rosslyn, and Pentagon City metro stations. Similar to the density of seniors 65 and over, areas such as Bellevue Forest and Woodmont also have low density despite having large numbers of seniors.

Figure 80 shows that non-Hispanic African American populations are largest in neighborhoods in the southern part of the county. such as Arlington Heights, Arlington Mill, Arlington Views, Barcroft, Douglas Park, and Nauck. The largest concentration lives in southern Arlington County between Columbia Pike (VA 244) and I-395.

Figure 81 exhibits that the highest density of Non-Hispanic African Americans is in the Forest Glen neighborhood and the area east of Court House metro station. Other areas with high density include Arlington Views and Nauck. The lowest density areas of Non-Hispanic African Americans are Bellevue Forest, Boulevard Manor, Madison Manor, Rock Spring, Tara-Leeway Heights, and Woodmont. Densities are highest in the highest population areas of Non-Hispanic African-Americans.

Figure 82 displays that Hispanic populations are highest in the Barcroft, Boulevard Manor, Douglas Park, Fairlington, and Forest Glen neighborhoods. They are also highest in neighborhoods south of Ballston-MU and Court House metro stations. Hispanic populations are highest in the middle and southern parts of Arlington County.

Figure 83 illustrates that the highest density areas of Hispanics in Arlington County are in the Barcroft and Forest Glen neighborhoods, as well as areas south of Ballston-MU and Court House metro stations. High density areas of Hispanics are located along the orange line, Glebe Road (VA 120), and Columbia Pike (VA 244) corridors.

Figure 78 | Population of Seniors 75 and Older

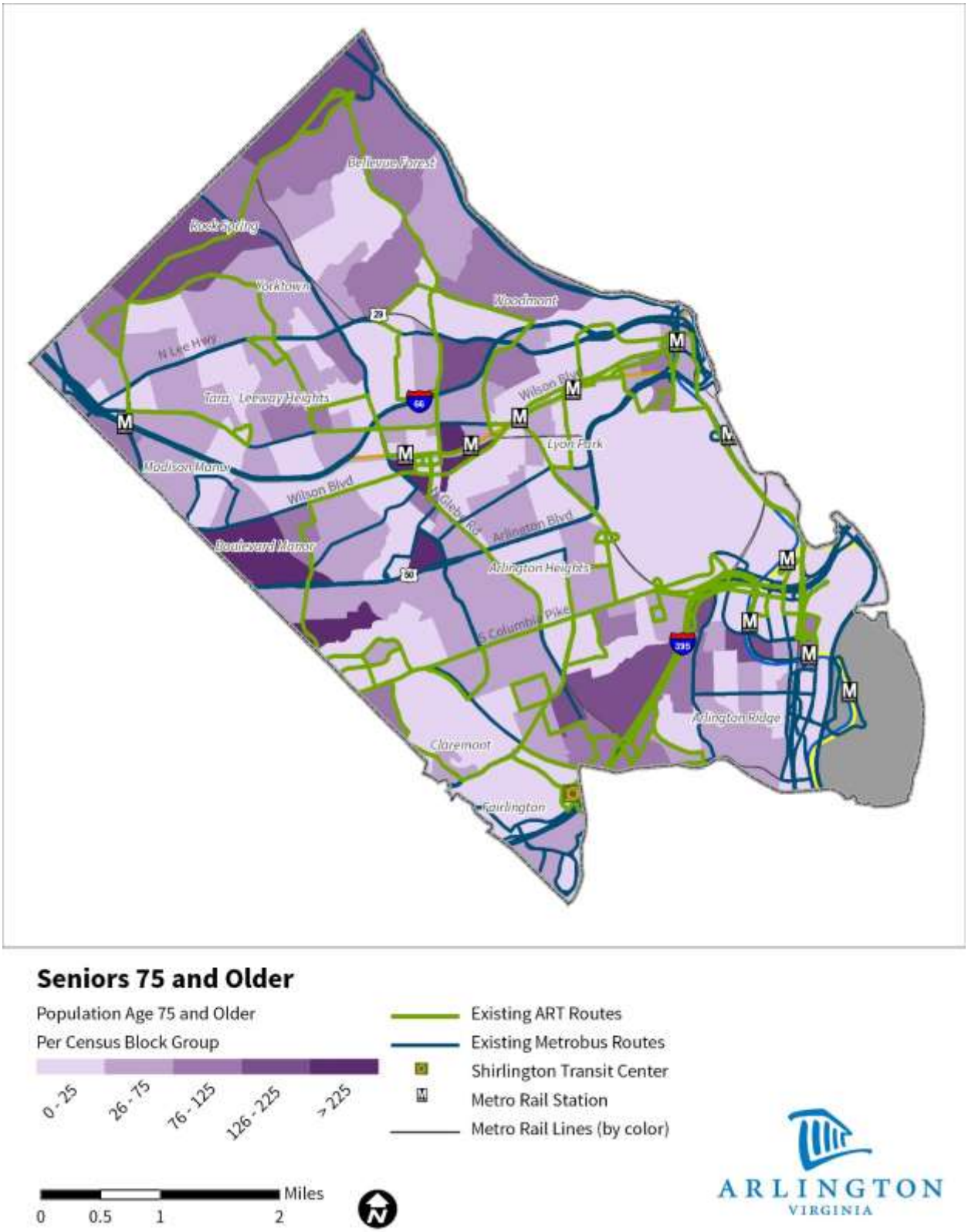


Figure 79 | Seniors 75 and Older Density

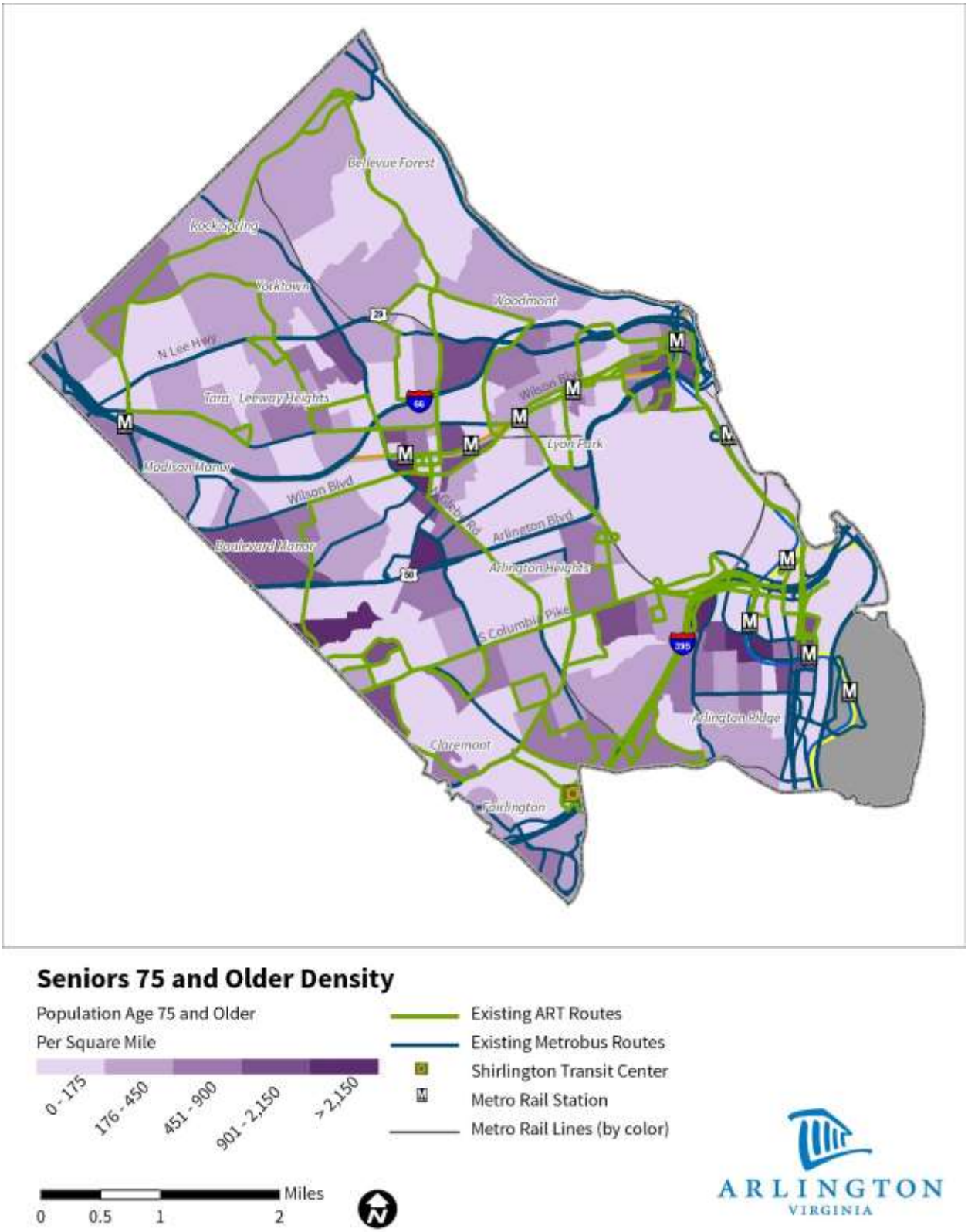


Figure 80 | African American Populations

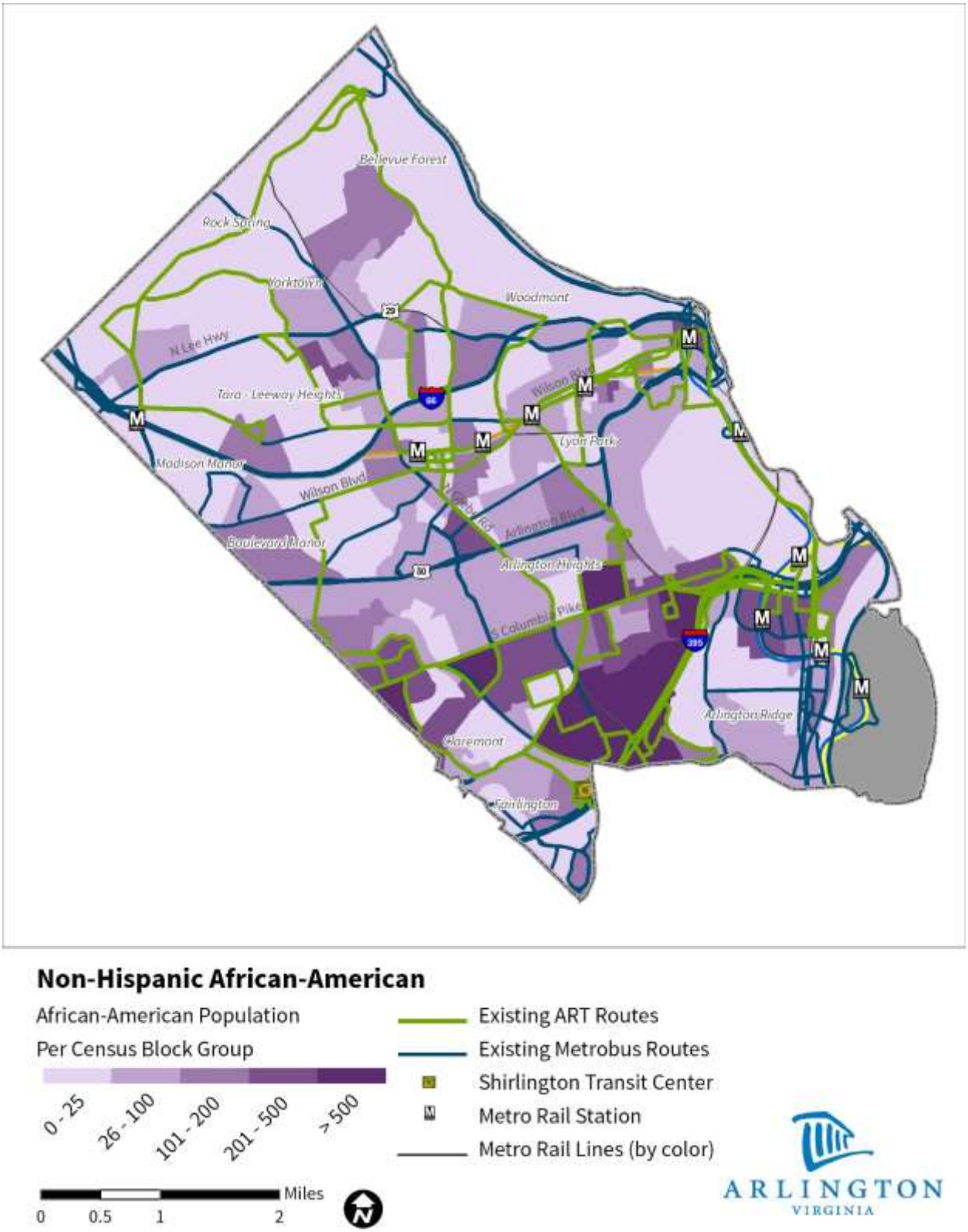


Figure 81 | African American Density

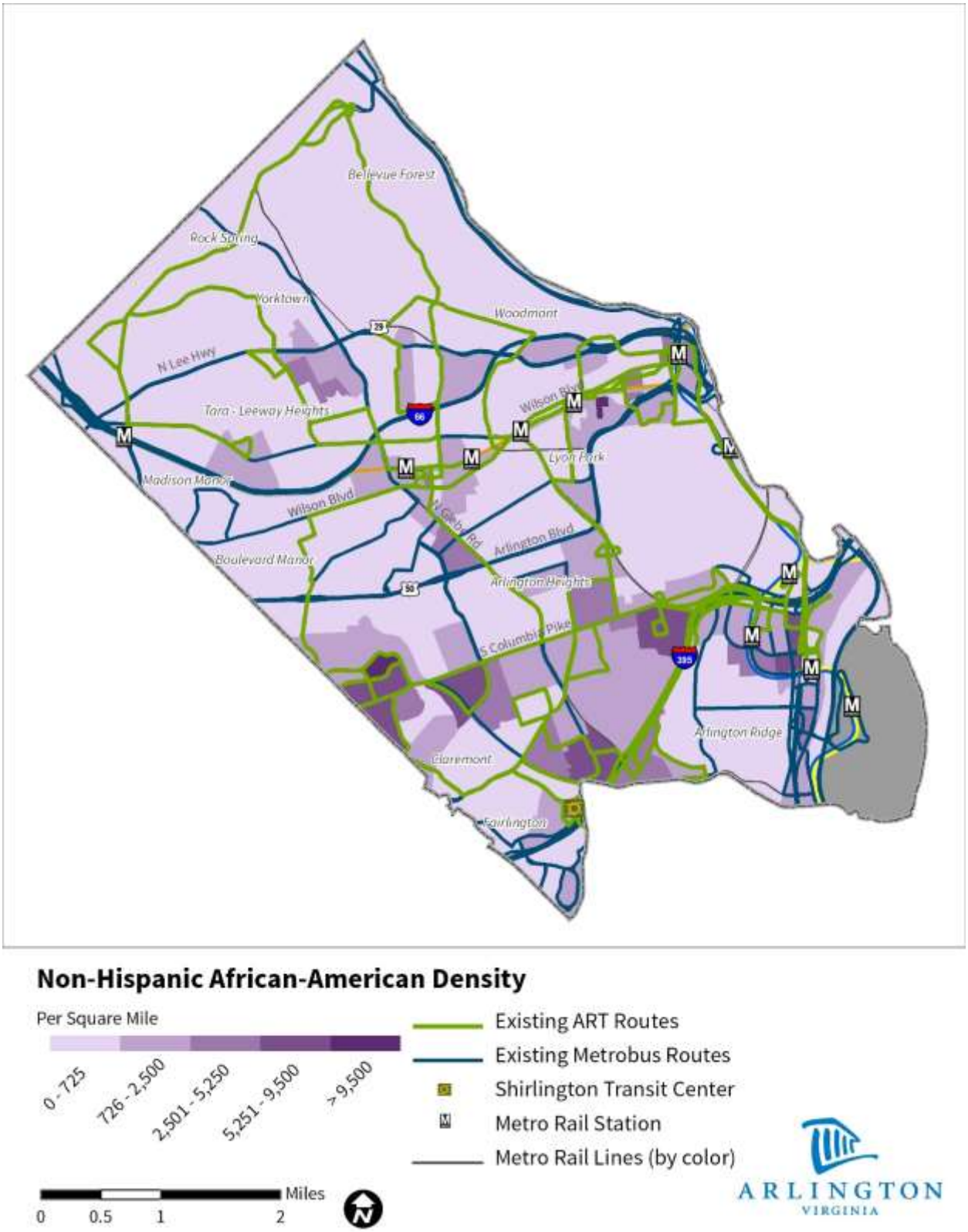


Figure 82 | Hispanic Populations

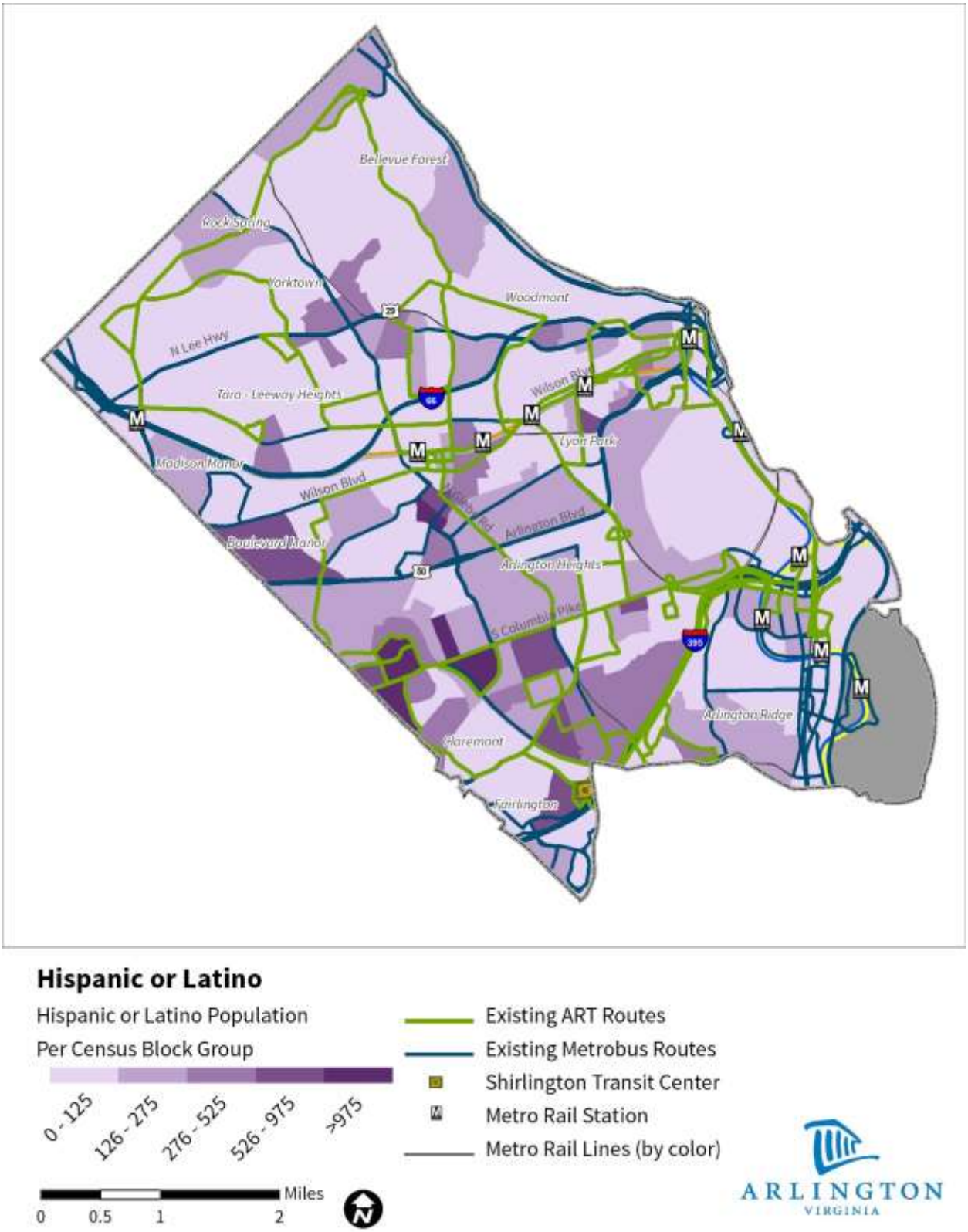
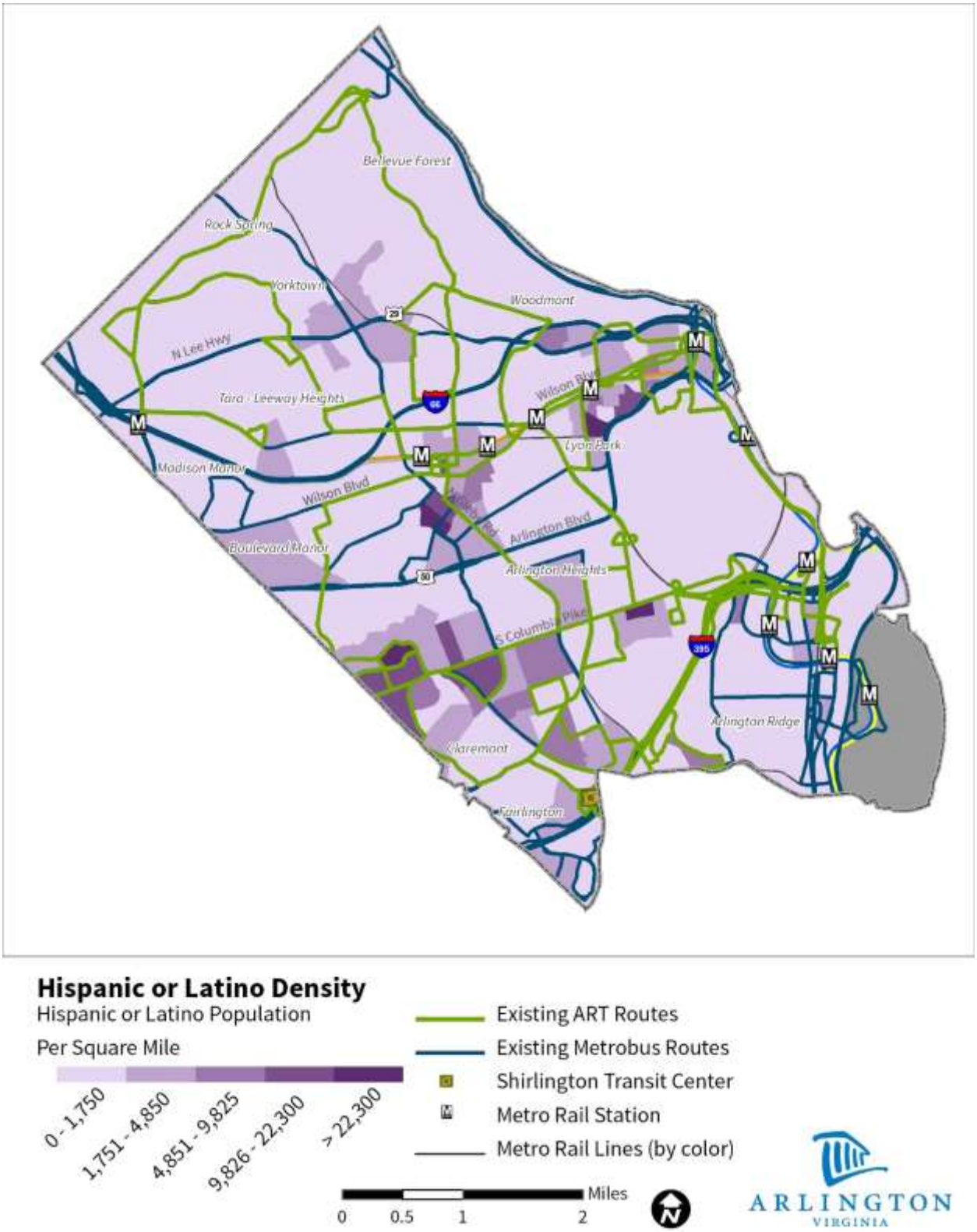


Figure 83 | Hispanic Density



Appendix C: Top Transfers for Each Route

The top transfers for each ART route and Metrobus line analyzed are included in **Table 46** and **Table 47**. The transfers for each route include other ART routes and Metrobus lines, and Metrorail stations. It will be important to maintain these connections through the development of service recommendations.

Table 46 | ART Top Transfers

Route	Top Transfers	Average Weekday Passenger Transfers
41	45	45
	42	34
	51	27
	16ABEJP	163
	16GHK	111
	38B	102
	23ABT	76
	Clarendon	76
	Ballston	74
	Court House	57
	Virginia Square GMU	32
42	41	34
	45	20
	51	17
	77	17
	1ABEZ	31
	38B	26
	2A	20
	16GHK	19
	Pentagon	145
	Clarendon	100
	Ballston	31
43	41	4
	61	3
	77	2
	MW1	11
	3A	4
	4AB	3
	Court House	10
	Crystal City	9
	Rosslyn	4

Route	Top Transfers	Average Weekday Passenger Transfers
45	41	45
	77	22
	42	20
	16ABEJP	56
	16GHK	42
	38B	29
	Rosslyn	44
	Court House	37
51	52	29
	41	27
	42	17
	10B	16
	23ABT	15
	38B	15
	22AB	13
	Ballston	118
52	51	29
	41	12
	42	8
	23ABT	11
	38B	9
	10B	9
	Ballston	89
	East Falls Church	60
53	42	3
	41	3
	52	2
	75	2
	1ABEZ	6
	2A	5
	22AB	5
	East Falls Church	72
	Ballston	60
	Virginia Square GMU	3
61	41	4
	43	3
	45	1
	77	1

Route	Top Transfers	Average Weekday Passenger Transfers
	38B	7
	4AB	1
	Rosslyn	90
	Court House	13
62	42	3
	41	2
	43	1
	51	1
	38B	2
	25B	2
	22AB	2
	Ballston	32
	Clarendon	27
	Court House	11
74	87	1
	42	1
	16GHK	2
	16Y	1
	23ABT	1
	16ABEJP	1
	Pentagon City	156
75	41	15
	51	8
	87	5
	77	5
	16ABEJP	17
	16GHK	12
	1ABEZ	10
	38B	9
	7AFY	9
	Ballston	89
	Virginia Square GMU	22
77	45	22
	42	17
	41	16
	16ABEJP	42
	7AFY	39
	16GHK	29

Route	Top Transfers	Average Weekday Passenger Transfers
	38B	28
	10B	21
	Clarendon	82
	Court House	35
84	23ABT	1
	Pentagon City	107
87	77	6
	75	5
	42	3
	7AFY	15
	10B	6
	23ABT	6
	16ABEJP	6
	16GHK	6
	Pentagon	281
	Pentagon City	21
92	42	1
	MWY-Potomac Yards	1
	Pentagon	10
	Crystal City	4
	Pentagon City	2

Table 47 | Metrobus Top Transfers

Line	Top Transfers	Average Weekday Passenger Transfers
1ABEZ	28A	211
	38B	103
	23ABT	78
	1C	63
	Ballston	591
2A	28A	119
	38B	70
	3A	66
	2B	64
	East Falls Church	525
	Ballston	215
3A	2A	66
	38B	50
	1ABEZ	39
	29KN	36
	DR Circulator	34
	Rosslyn	667
	East Falls Church	302
3Y	3A	8
	USG Circulator	3
	Rosslyn	12
4AB	38B	63
	DR Circulator	50
	28A	49
	1ABEZ	46
	ART 41	35
	Rosslyn	439
	Court House	57
5A	DR Circulator	7
	38B	6
	Rosslyn	145
7AFY	7CHPWX	65
	28A	63
	23ABT	43

Line	Top Transfers	Average Weekday Passenger Transfers
	ART 77	39
	10B	39
	Pentagon	1450
	Pentagon City	8
7CHPWX	7AFY	65
	16X	22
	28A	17
	28X	16
	16ABEJP	15
	Pentagon	898
	Pentagon City	3
9A	WMATA-REX	84
	16ABEJP	63
	7AFY	26
	9A_10AERS	22
	10B_9A	20
	Pentagon	130
	Crystal City	26
	Pentagon City	5
10AERS	10B	71
	7AFY	31
	16ABEJP	28
	9A	22
	16GHK	21
	Pentagon	304
	Crystal City	48
	Pentagon City	27
	Ballston	23
	Rosslyn	9
10B	10AERS	71
	16ABEJP	60
	23ABT	54
	16GHK	51
	Ballston	143
13Y	16GHK	2
	16ABEJP	1
	Pentagon City	1

Line	Top Transfers	Average Weekday Passenger Transfers
15KL	2A	13
	38B	8
	3A	6
	Rosslyn	206
	East Falls Church	100
16ABEJP	16GHK	223
	28A	181
	ART 41	163
	23ABT	100
	Pentagon	1460
	Pentagon City	54
16GHK	16ABEJP	223
	ART 41	111
	23ABT	68
	16Y	64
	Pentagon City	1452
16X	16ABEJP	52
	7AFY	23
	7CHPWX	22
	17GHKL	20
	9A	18
	Pentagon	169
16Y	16GHK	64
	16ABEJP	61
22ABCF	16ABEJP	43
	7AFY	29
	16GHK	25
	2A	22
	Pentagon	287
	Ballston	243
25B	16ABEJP	43
	25B_38B	35
	7AFY	18
	23ABT	16
	Ballston	219
23ABT	16ABEJP	100

Line	Top Transfers	Average Weekday Passenger Transfers
	1ABEZ	78
	ART 41	76
	16GHK	68
	Ballston	427
	Crystal City	45
	Pentagon	14
38B	1ABEZ	103
	ART 41	102
	2A	70
	4AB	63
	Rosslyn	205
	Clarendon	29
	Ballston	26
	Court House	23
Metroway-Potomac Yards	16GHK	14
	ART 43	11
	9A	7
	10AERS	6

Appendix D: Phase I Outreach Report

ARLINGTON COUNTY

Transit Development Plan

Phase I Outreach Report

ARLINGTON
VIRGINIA

Report Prepared by:

FOURSQUARE INTEGRATED TRANSPORTATION PLANNING

vhb

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1 INTRODUCTION

Arlington County's Phase I outreach campaign was a successful endeavor whereby County staff gathered feedback from over 3,300 residents, employees, and visitors - transit riders and non-riders - on their travel habits, preferences and public transit priorities. Phase I outreach used inclusive outreach tools to reach a broad spectrum of transit stakeholders and gain meaningful input that is being used to support the development of the Arlington County's Transit Development Plan (TDP). Phase I outreach included online engagement and in-person events (community meetings and pop-ups[1] surveying events at local bus stops). This report captures the level of participation during the Phase I campaign and analyzes feedback provided through the two surveys used during Phase I outreach, the TDP Survey and the Origin Destination (OD) Survey.

2 PROMOTION AND PUBLIC OUTREACH PROCESS

Arlington County places a great value on citizen participation in the planning process. The County's dedication to citizen engagement maximizes public participation in decision-making processes in order to develop policies with strong community support. The County's approach to civic engagement is guided by initiatives such as PLACE (Participation Leadership And Civic Engagement) and by Arlington Transit's (ART) Title VI Civil Rights Program.[2] Arlington's commitment to civic engagement has led to the development of active civil society organizations that regularly engage with local government on policy and planning issues. Phase I outreach was designed to reach Arlington's civil society organizations and local transit riders at bus stops to ensure the participation of local residents and employees who traditionally have been less engaged in the public process.

A number of different engagement efforts were undertaken to promote the outreach efforts county-wide. County staff promoted the online version of the TDP Survey (available in English and Spanish) and the OD Survey through print, web, and social media through the events and websites in spring 2015 listed by date in **Table 1**. The surveys were also administered at bus stops using handheld tablet computers in pop-up style engagements (event dates and locations are listed in

Table 2). These pop-ups were not promoted prior to the events, but rather engaged the public utilizing targeted marketing efforts at area locations with high pedestrian activity and bus stops with high ridership activity. County staff distributed printed flyers (**Figure 1**) that directed the public to the online surveys at 17 outreach events, sent email and newsletter notifications to the recipients listed among ten email lists, and through four social media sites.

Table 1 | Distribution of Promotional Materials

Date	Event/Meeting	Promotional Medium
11-Apr	Summer Teen Expo	Printed Flyers

[1] A pop-up is an event designed to capture quick feedback from passersby; participants may have come to the event because it was advertised, but more likely individuals participate because they happened to be in the area where the pop-up event is being held.
[2] Available online at: http://www.arlingtontransit.com/tasks/sites/ART/assets/File/Title_VI_Program_FINAL.pdf, as of September 17, 2015.

Date	Event/Meeting	Promotional Medium
11-Apr	Columbia Pike Branch Library	Printed Flyers
17-Apr	Central Library's Book Sale	Printed Flyers
17-Apr	Crystal City Walkabout	Printed Flyers
20-Apr	Email - DES Transportation List Serv, Transit Development Plan Distribution List, Civic Association Presidents	Web/Email Promotion
21-Apr	Arlington Mill Scavenger Hunt	Printed Flyers
22-Apr	Information included in Car-Free Diet e-newsletter	Web/Email Promotion
23-Apr	Army National Guard Earth Day	Printed Flyers
25-Apr	Shirlington Beer Festival	Printed Flyers
25-Apr	Arlington Partnership for Affordable Housing	Printed Flyers
26-Apr	Westover Farmers Market	Printed Flyers
28-Apr	Crystal City FRESHFARM Farmer's Market	Printed Flyers
29-Apr	Clarendon Farmer's Market	Printed Flyers
29-Apr	National Walk at Lunch Day Events in Ballston, Crystal City and Rosslyn	Printed Flyers
30-Apr	Article in Insider e-newsletter	Web/Email Promotion
02-May	Courthouse Farmers Market	Printed Flyers
04-May	Information in eSolutions Newsletter	Web/Email Promotion
04-May	Information in Arlington Transportation Partners (ATP) e-newsletter to Residential Clients	Web/Email Promotion
07-May	Ballston Farmers Market	Printed Flyers
07-May	Information in Dieta-Cero Auto e-newsletter	Web/Email Promotion
10-May	Columbia Pike Farmers Market @ Town Center	Printed Flyers
15-May	Bike to Work Day	Printed Flyers
16-May	Truck Day at Central Library	Printed Flyers

Date	Event/Meeting	Promotional Medium
NA	ART Blog, links on the ART Homepage, links on the CommuterPage Homepage, web slide on homepages of ACCS websites (ART, Car-Free Diet, CommuterPage, ATP), link on County Transportation web page	Web/Email Promotion
NA	ART and STAR alerts to riders	Web/Email Promotion
NA	ART, DES, Car-Free Diet, and Arlington Transportation Partners social media	Social Media Promotion

Figure 1 | Promotional Flyer

The TDP Survey was administered at 12 pop-up events at bus stops across the County. The survey instrument was available via tablet and on paper in English and in Spanish. These events were designed to ensure that a representative range of transit users were able to participate in the survey. A full list of pop-up events is included in

Table 2.

Table 2 | Time and location of pop-up events.

Date	Day	Event Location and Bus Routes Served	Time
4/20	Monday	Bus Stop Pop-Up - Ballston Metro Bus Bays F, G, and H - (ART 42,45,77,51,52,53 & 62)	3:30 - 7:00 PM
4/24	Friday	Bus Stop Pop-Up - Rosslyn Metro Bus Bays E, B, D (ART 45, 61, Metrobus 3A & 4A	3:15 - 7:00 PM
4/27	Monday	Bus Stop Pop-Up - Pentagon Metro Bay U3 (ART 42, 87, 92)	3:30 - 7:00 PM
4/27	Monday	Bus Stop Pop-Up - Crystal City Metro Bus Bay A (ART 43, 92)	3:30 - 6:30 PM
4/28	Tuesday	Bus Stop Pop-Up - East Falls Church Metro Bus Bays A, D (ART 52, 53)	3:15 - 7:40 PM
4/29	Wednesday	Bus Stop Pop-Up - Shirlington Transit Station	3:30 - 7:00 PM
4/30	Thursday	Bus Stop Pop-Up - S. Dinwiddie St, SB @ Columbia Pike	3:30 - 7:00 PM
5/1	Friday	Bus Stop Pop-Up - Wilson Blvd, WB @ N Veitch St. (Corner Bakery Shelter)	3:30 - 7:00 PM
5/4	Monday	Bus Stop Pop-Up - Wilson Blvd, WB @ N Veitch St. (Corner Bakery Shelter)	3:30 - 7:00 PM
5/5	Tuesday	Bus Stop Pop-Up - Clarendon Blvd. @ N. Highland St. (Stop in front of Pacers)	7:00-10:00 AM
5/6	Wednesday	Bus Stop Pop-Up - Columbia Pike, EB @ Four Mile Dr.	3:30-7:00 PM
5/5	Tuesday	Bus Stop Pop-Up - N. Glebe Rd. NB @ N. Pershing Dr.	7:00 -10:00 AM

Arlington staff also provided a brief presentation on the TDP and promoted the online surveys at 21 meetings with community organizations. The date, time, and group name of each presentation is listed in **Table 3**. Community meetings allowed for County staff to both inform the public about the TDP process and the survey as well as to tap into the large networks of members attending the meetings.

Table 3 | List of Community Meetings to Promote Surveys

Date	Event/Meeting
13-Apr	Lyon Village Citizens Association
14-Apr	Crystal City Civic Association
14-Apr	Transit Advisory Committee
15-Apr	Columbia Pike Form Based Code Working Group
16-Apr	Woodmont Civic Association
20-Apr	Neighborhood Complete Streets Commission
21-Apr	Penrose Civic Association
21-Apr	Disability Advisory Committee
22-Apr	Transit Advisory Sub - Committee
23-Apr	Columbia Pike Revitalization Organization (CPRO) Board Meeting
28-Apr	Columbia Pike Transportation Update and Transit Stations Open House
04-May	Glencarlyn Spring Civic Association
04-May	Nauck Community Association
06-May	North Highland Civic Association
07-May	Barfcroft Civic Association
07-May	Transp. Update & Boundary Channel Dr. Public Meeting
08-May	Gates of Ballston Meeting
13-May	Lyon Park Civic Association
16-May	Old Dominion Community Day
19-May	Disability Advisory Committee
21-May	Arlington Ridge Civic Association

3 PUBLIC INPUT METHODOLOGY

Public input was captured through the two unique surveys: the TDP Survey and the OD Survey. The survey opened on April 15, 2015 and closed on May 15, 2015. The OD Survey was reopened during the County Fair from August 5 to 16, 2015. County staff also attended community meetings to provide updates about the TDP process, describe ways people can engage with the TDP's development, and invite them to take the survey. However, feedback was not collected at these meetings.

3.1 TDP Survey

The TDP survey was designed to capture the knowledge and attitudes of those who reside or work in Arlington County or use transit services within Arlington County regarding their travel behavior, preferences, and experiences. The survey primarily focused on bus transportation. Detailed questions were asked specifically about transportation on the Columbia Pike and Crystal City corridors – as well as within Crystal City and Pentagon City.

Questions were designed to obtain feedback from those who make frequent use of the transit system in Arlington County, as well as those who do not currently use the system. Online survey respondents who indicated that they rode the bus "daily" or "often" were directed to a set of questions specifically about their trip experiences. Online survey respondents who indicated that they rode the bus less than once a week were directed to a different set of questions regarding what would make them more likely to ride the bus.

Survey respondents could skip questions and were only required to indicate in which language they would prefer to take the survey. The survey was available in both English and Spanish. The survey was available both online and at pop-up events at bus stops throughout the County. At pop-up events, the survey was available on paper and on tablet computers.

3.2 Origin and Destination (OD) Survey

The OD Survey was used to collect data on regular trips taken by Arlington residents and individuals working in Arlington in order to better identify transit service needs in Arlington. The survey prompted participants to describe a trip that they make on a regular basis that either starts or ends in Arlington. The participant could then fill out a simple online form where they would indicate their trip's starting location and ending location, trip time, and purpose. The destination point would then appear on the map so that participants could visually confirm the location and adjust it as needed on the map.

4 TDP SURVEY DEMOGRAPHICS AND TITLE VI

Arlington's TDP is a county-wide project. As such, it is important to document the travel habits, preferences, and priorities of a representative sample of those who live, work, learn, and play in Arlington County, in keeping with the requirements of Title VI of the Civil Rights Act of 1964. The demographics of individuals who completed the TDP survey were compared to county-wide data in those same categories. If the percent of the individuals who are minorities who completed the TDP Phase I Survey is the same or higher than the Arlington County's proportion of minority residents,[3] within the margin of error, then the survey sample is considered representative of the overall target population. The TDP Phase I survey margin of error was calculated based on the survey population, Arlington County's current population, and the number of survey respondents, which leads to an expected margin of error of approximately two percent, accurate to a 95 percent confidence level. Demographic information that is not related to Title VI reporting was also collected to further demonstrate who was reached through the surveying process.

[3] Based on U.S. Census Bureau, American Community Survey, 2009-2013, five-year estimates

Table 4 shows the ethnicity and racial profile of Arlington County residents and the ethnicity profile of the respondents to the TDP survey. The demographic results of the survey show that the survey captured very close to a representative sample of Arlington County residents' minority population. Among TDP survey respondents, 32 percent were minorities, while minorities comprise 35 percent of the County's population. The TDP survey fell short of capturing a representative sample of only one ethnicity group, Arlington residents who identify as Asian.

Table 4 | Ethnicity and Racial Results

Data Source	White (non-Hispanic)	Black	Hispanic /Latino	Asian	Other
ART TDP Phase I Survey (2015)	**67%**	**8%**	**13%**	**6%**	**5%**
Arlington County Census (ACS 2009-2013 five-year estimates)	64%	8%	15%	9%	3%
Survey to Census Percentage Point Difference	+3	0	-2	-3	+2

The survey reached a cross section of residents that fit the household income profile of Arlington County, as shown in **Table 5.** The County defines low-income as households earning less than 60 percent of Area Median Income (AMI), which for a family of four is an annual income of $65,520. Since the Census uses income ranges and this threshold is in the middle of a census income range, for the purpose of the TDP, low-income is defined as an annual household income of less than $50,000. The TDP survey captured a representative sample of Arlington's low-income population.

Table 5 | Household Income Results

Data Source	Less than $25k	$25,000-$49,999	$50,000-$99,999	$100,000 or more
ART TDP Phase I Survey (2015)	**9%**	**12%**	**27%**	**52%**
Arlington County Census (ACS 2009-2013 five-year estimates)	10%	10%	27%	52%
Survey to Census Percentage Point Difference	-1	+2	0	0

Twenty-three percent of survey respondents indicated that they spoke a language other than English at home and nine percent of respondents indicated that they speak English less than "very well," as shown in **Table 6**. Of those who spoke a language other than English, 54 percent of respondents indicated that they spoke Spanish. The most commonly spoke languages at home by survey respondents after Spanish were French, Chinese, Arabic, Russian, Korean, German, Portuguese, and Farsi. The TDP survey captured a representative sample of Arlington's Limited English Proficient (LEP) population.

Table 6 | Language Spoken at Home Results

Data Source	Household Language - English	Household Language – Spanish	Household Language - Other	Speak English Less than "Very Well"
ART TDP Phase I Survey (2015)	**79%**	**12%**	**9%**	**9%**
Arlington County Census (ACS 2009-2013 five-year estimates)	71%	14%	15%	8%
Survey to Census Percentage Point Difference	+8	-2	-6	+1

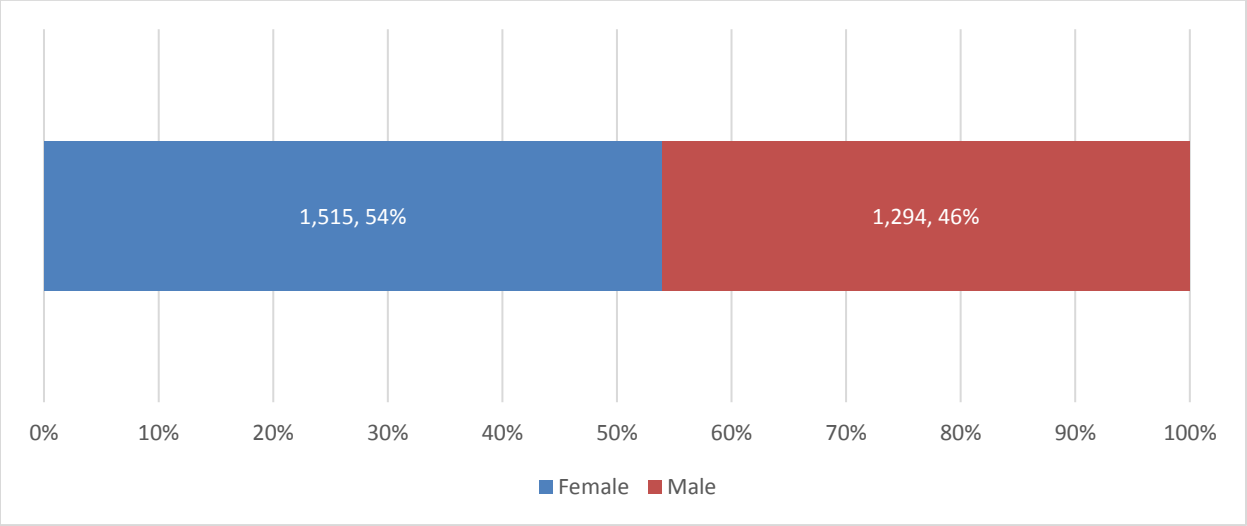
Among survey respondents, a majority were between the ages of 30 and 49, as shown in **Table 7.** Less than 20 percent of survey respondents indicated that they were under the age of 30. Respondents ages 18 and under are not well represented in the survey, however children were not expected to respond to the survey.

Table 7 | Age Results

Data Source	Under 18	18-29	30-49	50-64	65 +
ART TDP Phase I Survey (2015)	**0%**	**18%**	**51%**	**23%**	**8%**
Arlington County Census (ACS 2009-2013 five-year estimates)	16%	24%	35%	16%	9%
Survey to Census Percentage Point Difference	-16	-6	+16	+7	-1

Fifty-four percent of survey respondents were female, while 46 percent of respondents were male, as seen in **Figure 2**.

Figure 2 | Gender of survey respondents



Forty-eight percent of survey respondents reported that they had never previously participated in Arlington County government processes, while eight percent indicated that they were frequent participants. Pop-up events were more likely to reach individuals who had never participated before, as displayed in **Table 8**.

Table 8 | Participation in Arlington County Government Processes

Have you ever participated in Arlington County government processes before?	Pop-Up Events		Online		Total Responses	
No, never	716	75%	618	33%	1334	48%
Yes, frequently	42	4%	195	11%	237	8%
Yes, occasionally	93	10%	595	32%	688	25%

Have you ever participated in Arlington County government processes before?	Pop-Up Events		Online		Total Responses	
Yes, rarely	102	11%	438	24%	540	19%
Total Responses	**953**		**1,846**		**2,799**	

The survey asked respondents whether they live in Arlington County, work in Arlington County, both live and work in Arlington County, or neither. Seven percent of respondents indicated that they neither lived nor worked in Arlington County, 83 percent of respondents indicated that they lived in Arlington County, and 29 percent of respondents both living and working in the County, as shown in **Figure 3** | Survey Respondents Home and Work**.** Survey respondents were also asked to provide the zip code of where they lived or worked in Arlington County. The majority of respondents wrote one zip code, and the survey did not require the respondent to indicate whether it was associated with their home or work location. A small number of respondents wrote in two zip codes. Ninety percent of survey respondents' zip codes were within Arlington County, as shown in **Figure 4**. The most common zip code of respondents was 22204, the area along Columbia Pike.

Figure 3 | Survey Respondents Home and Work Locations

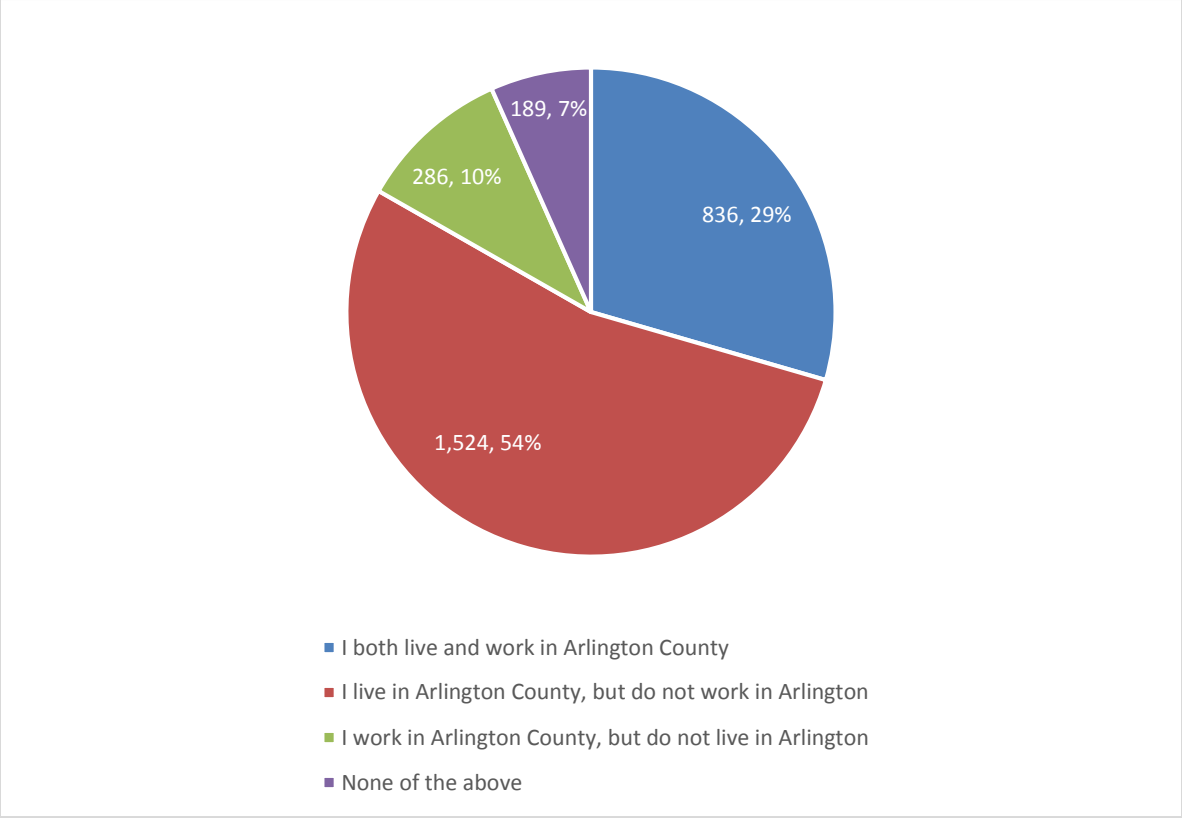
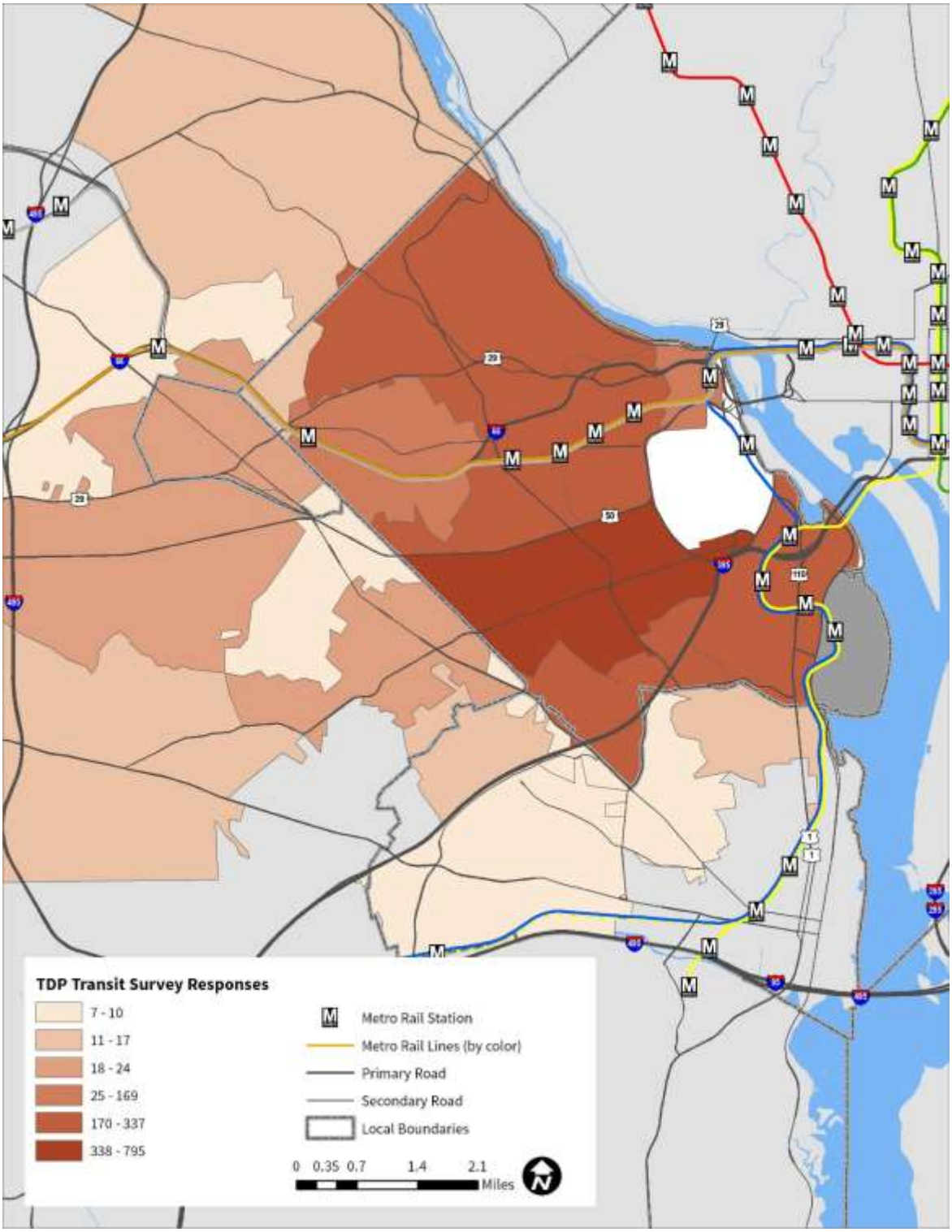


Figure 4 | Respondents Zip Code of Home or Work Location



5 TDP SURVEY

The TDP Survey effort yielded 3,396 individual survey respondents. Of those respondents, 66 percent responded online, while 34 percent took the survey at a pop-up event. Although the online survey resulted in more participants, the pop-up based survey was critical to meeting Title VI demographic targets and reaching out to community members who do not traditionally engage in the public process.

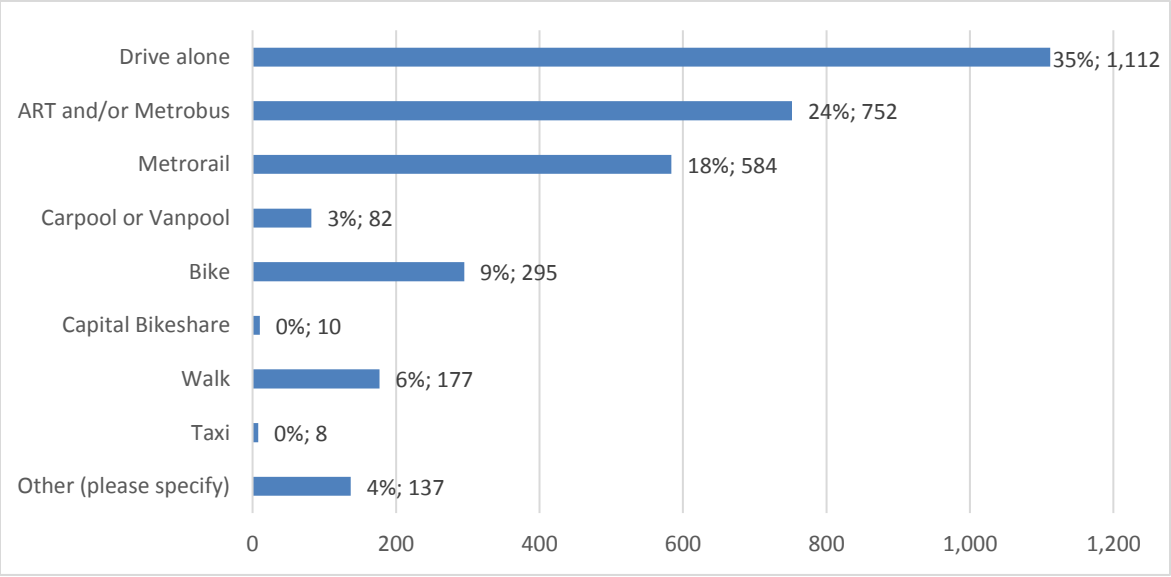
The survey was divided into four sections. The introductory section included a skip logic question where respondents were asked how often they ride the bus. Depending on whether respondents were frequent bus riders (respondents that indicated they ride the bus a few times a week or more) or infrequent riders (once a week or less) they were directed to a different set of transit preference questions. The third section asked the same questions to all survey participants and focused on questions related to Columbia Pike and the Crystal City/Pentagon City corridors. The final section asked demographic questions. In all, survey respondents were asked nine or 13 transit related questions depending on whether they use transit infrequently or frequently.

5.1 Results

5.1.1 Section 1: Introduction and Transit Use Skip Logic Question

A plurality of survey respondents (35 percent) indicated that they primarily drive alone to get around, as shown in **Figure 5**. The second and third most common responses were ART and/or Metrobus (24 percent) and Metrorail (19 percent) respectively. Of those who responed "Other," the majority of respondents indicated that they typically use many modes of transportation or vary their mode of transportation based on the trip purpose.

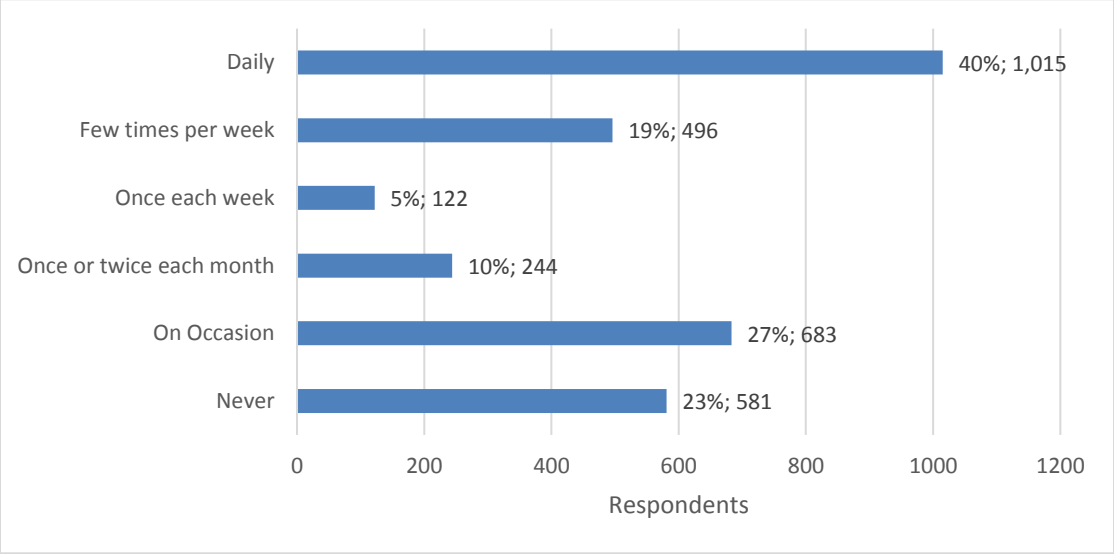
Figure 5 | Respondents Primary Mode of Transportation



When asked, "How often do you ride the bus?" 32 percent of respondents indicated that they are daily bus riders, as shown in **Figure 6**. Nineteen percent of survey respondents indicated that they never ride the bus.

Respondents' primary mode of transportation was compared to their responses to the question, "How often do you ride the bus?" Among those who had indicated that they primarily drive alone, 50 percent of respondents indicated that they take the bus "On Occasion," "Once each week," or "Once or twice each month." Of respondents who indicated that they primarily travel on ART and/or Metrobus, 80 percent indicated that they rode the bus daily. Of those respondents who primarily travel by bike, 66 percent indicated that they rode the bus daily or a few times per week. Of those respondents who primarily travel by Metrorail, 52 percent indicated that they rode the bus daily or a few times per week.

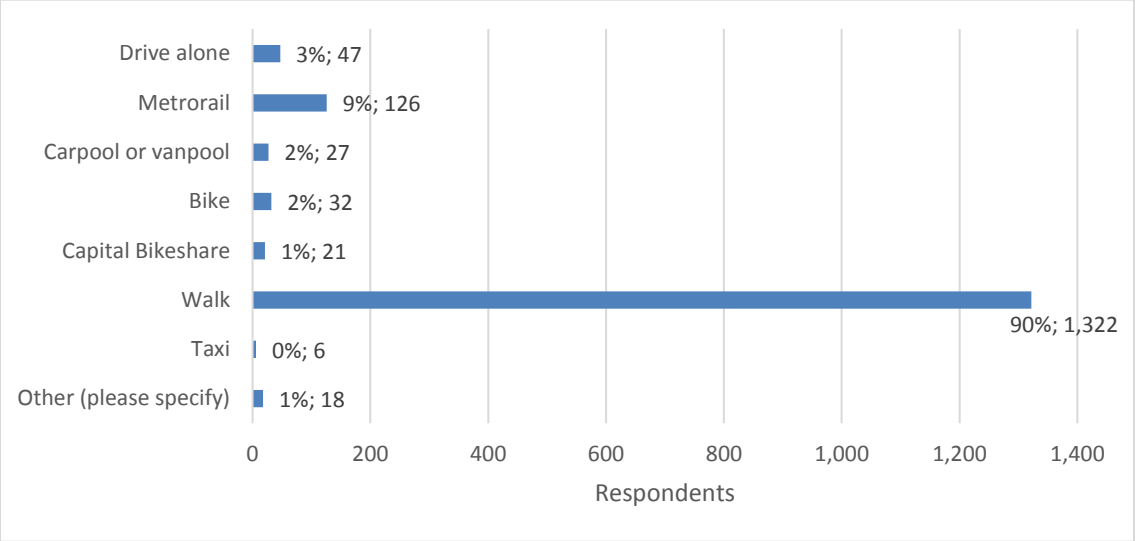
Figure 6 | Frequency of Respondents Bus Use



5.1.2 Section 2a: Transit Preference Questions (Frequent Bus Riders Only)

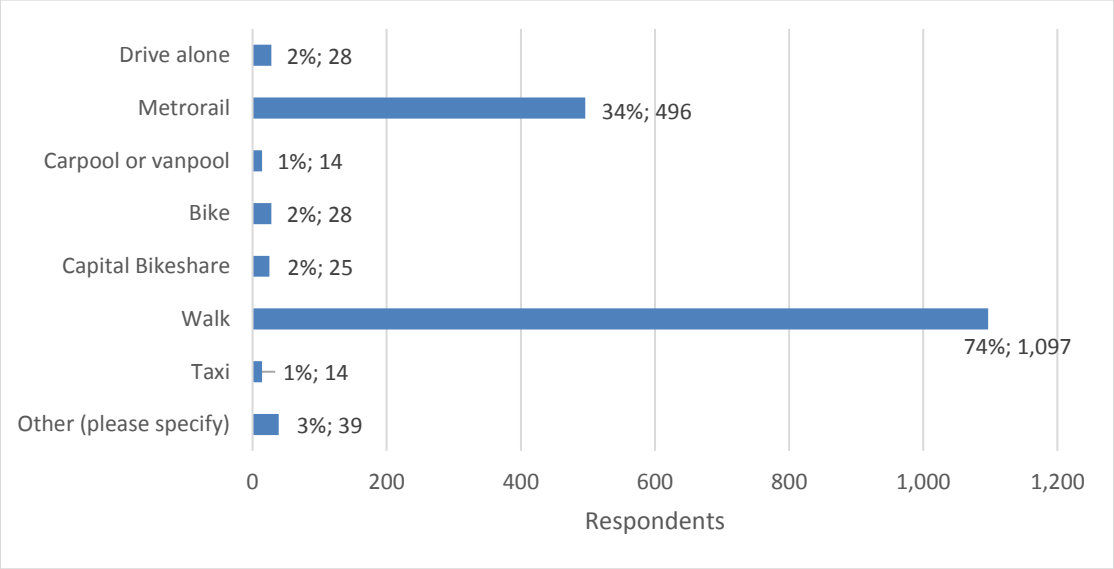
Survey respondents were asked how they get to their stop if they indicated that they use the bus "daily" or a "few times per week;" respondents could choose all modes that applied. Ninety percent of survey respondents asked this question indicated that they walked to the bus stop, as shown in **Figure 7**. The second most common response was Metrorail (nine percent). Of those who responded 'Other,' the most common response was that the respondent uses multiple modes.

Figure 7 | Respondents Mode to Arrive at Bus Stop



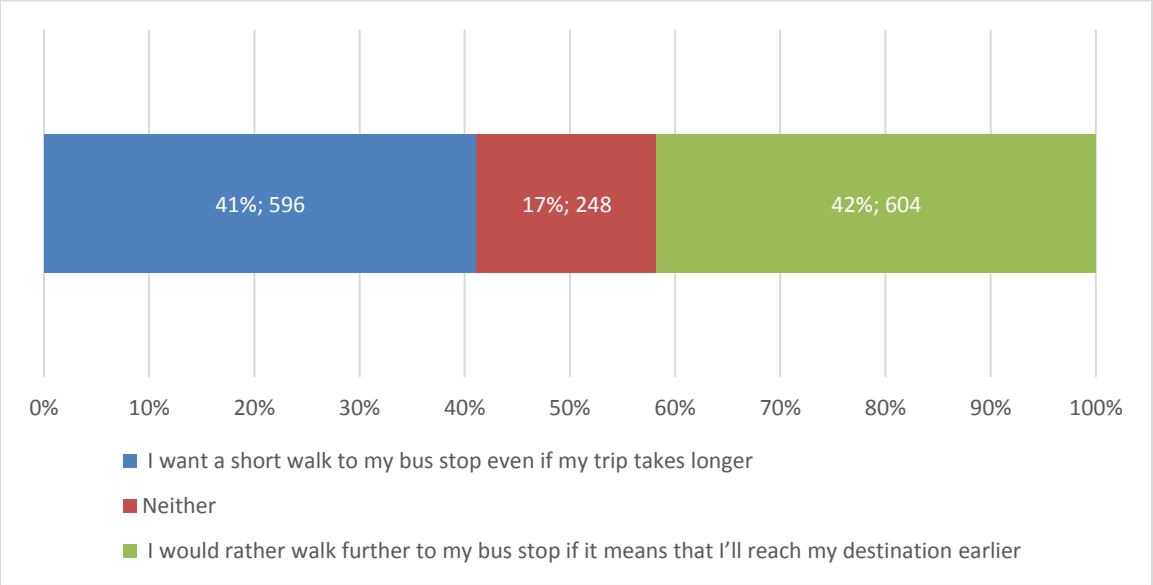
Seventy-five percent of frequent rider survey respondents indicated that they walk from the bus stop to their final destination, while 33 percent of respondents indicate that they take Metrorail to their final destination, as shown in **Figure 8**. Respondents were able to choose all modes that applied. Of those who responded "Other," the most common response was that the respondent uses multiple modes.

Figure 8 | Respondents Mode to Destination after Alighting the Bus



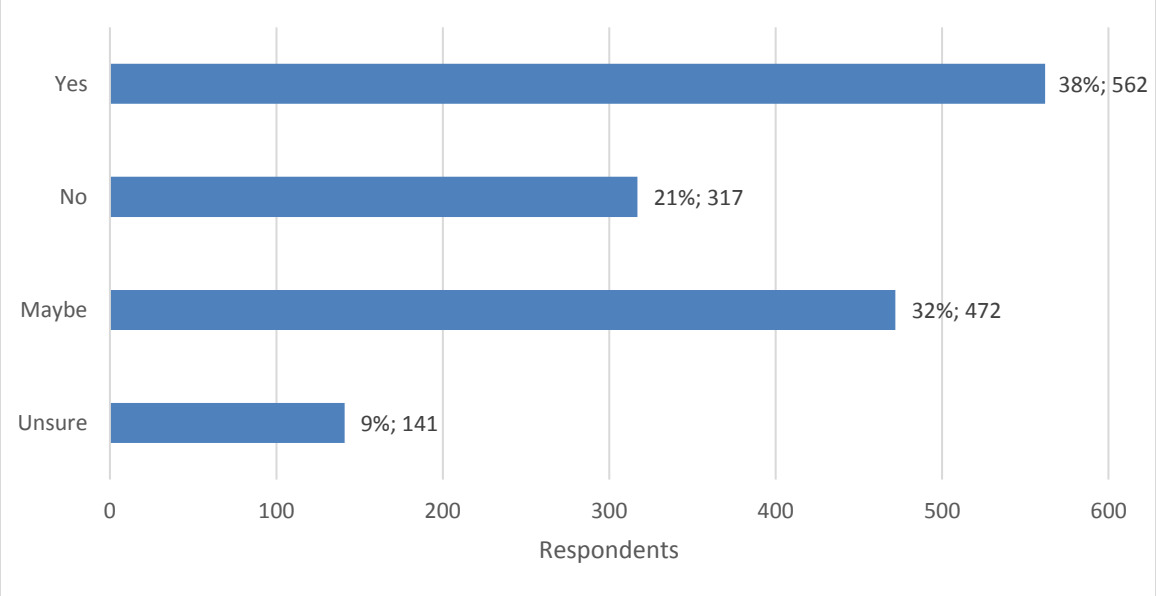
Survey respondents who ride the bus frequently were asked to state their preference between two statements (**Figure 9**); the first, "I want a short walk to my bus stop even if my trip takes longer" and the second, "I would rather walk further to my bus stop if it means that I'll reach my destination earlier." Of those who responded, no clear preference was indicated, with 41 percent of respondents expressing a preference for each statement. Seventeen respondents indicated that neither statement was preferable. Those who primarily travel by ART and Metrobus expressed a slightly higher preference than overall respondents to a shorter walk to the bus stop (44 percent preferred a shorter walk while 38 percent preferred the longer walk).

Figure 9 | Preference of Distance to Bus Stop vs. Trip Length



The question "If your home or work is not on a bus route, would you be willing to take a small shuttle to a bus stop or to a Metrorail station where you could connect to transit?" was asked separately to survey respondents who indicated that they take the bus daily or a few times per week and survey respondents who take the bus less than once each week or never. Of survey respondents who ride the bus frequently, a majority of respondents (58 percent) indicated that they would be willing to take the shuttle, as shown in **Figure 10.** Nearly 30 percent of respondents indicated that they might take a shuttle or were unsure.

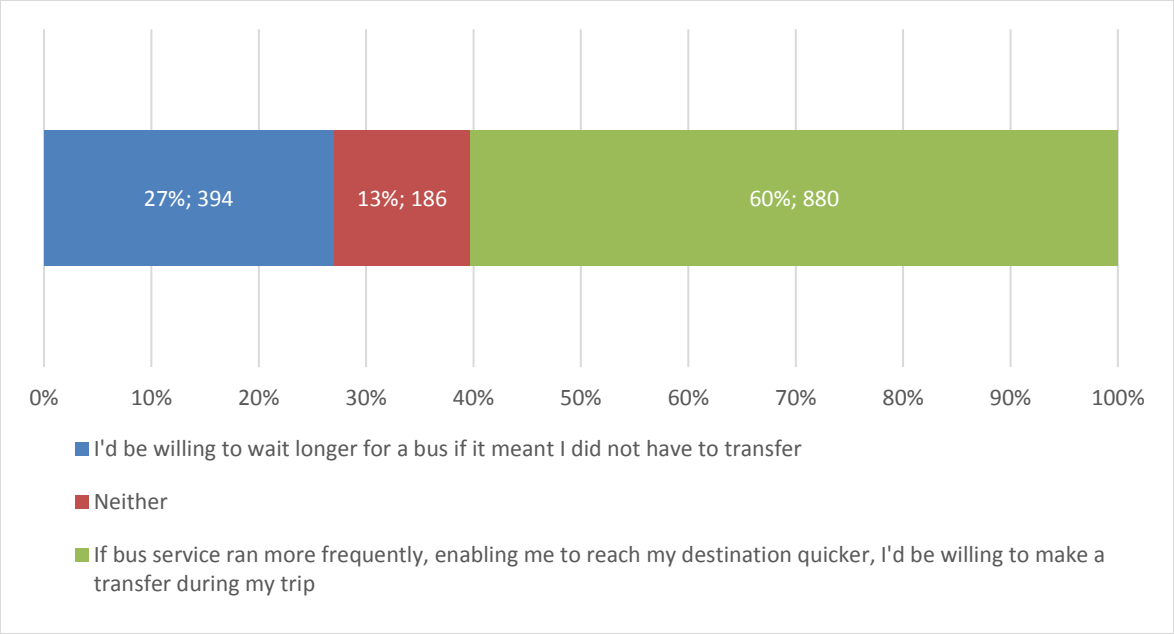
Figure 10 | Preference on Shuttle Service – Frequent Riders



Survey respondents were asked to state their preference between two statements, the first, "I'd be willing to wait longer for a bus if it meant I did not have to transfer," and the second, "If bus service ran more frequently, enabling me to reach my destination quicker, I'd be willing to make a transfer during my trip." Overall, 60 percent of respondents indicated a willingness to make a transfer during their trip if bus service ran more frequently, as shown in **Figure 11**. Twenty-seven percent of respondents preferred a longer wait for the bus if it meant they did not have to transfer.

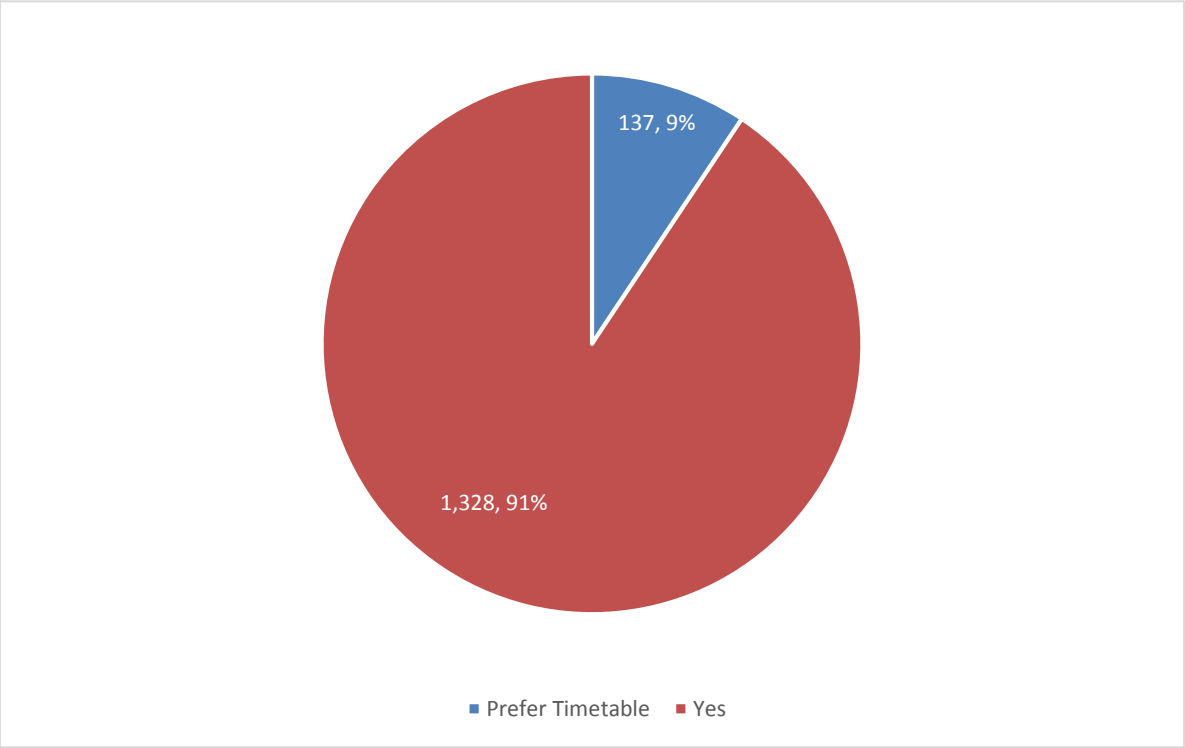
Of those who primarily travel by ART and Metrobus, a slightly higher number of respondents, 61 percent, indicated that they preferred a more frequent bus service with a willingness to transfer. Of those who primarily take Metrorail, 64 percent indicated a preference for more frequent bus service with a willingness to transfer. Respondents who previously indicated that they primarily drive alone show the least willingness to transfer, with only 55 percent showing a preference for more frequent bus service with a willingness to transfer.

Figure 11 | Preference of Longer Wait vs. Frequency of Bus Service



Survey respondents were asked if they would be comfortable just knowing that buses on a major route would arrive every ten minutes instead of relying on a timetable. Overall, over 91 percent of respondents agreed that they would be comfortable knowing buses would arrive every ten minutes, as shown in **Figure 12.**

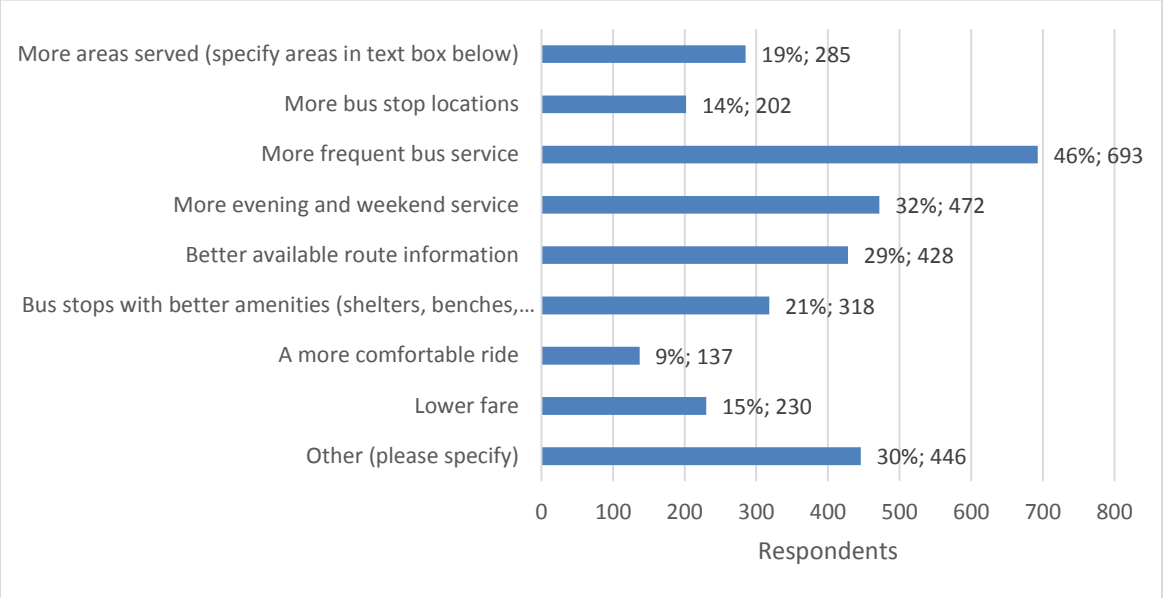
Figure 12 | Preference of Scheduled Service vs. higher frequency routes



5.1.3 Section 2b: Transit Preference Questions (Infrequent Bus Riders Only)

Survey respondents were asked "What would make you more willing to ride ART and/or Metrobus?" only if their response to the question, "How often do you ride the bus?" was "once each week," "once or twice each month," "on occasion," or "never." Respondents were allowed to indicate more than one response, shown in **Figure 13**. The most common response was "more frequent bus service," which was indicated by 46 percent of respondents. The second most common response was "More evening and weekend service," which was indicated by 32 percent of respondents. The least common response was "A more comfortable ride," which was indicated by nine percent of respondents.

Figure 13 | Preference for Upgrades for ART and/or Metrobus Service



Nearly five hundred respondents wrote in a response to the question "What would make you more willing to ride ART and or Metrobus?" shown in **Table 9**. Of those who wrote-in a response to indicate "more areas served," or "other," the most common response was requesting service in a specific area or neighborhood. Another commonly expressed response was that the respondent was unlikely to use bus service in any event. Many commenters expressed a desire to see a direct bus route to downtown D.C, a desire to see more family friendly service, or routes with fewer stops.

Table 9 | Written Preferences for Types of Improvements

Written Comment	Responses
Specific destination	74
No need for bus service	20
Direct connections to D.C.	14
Family supportive service	14
Fewer stops	14
Real-time information	13
Improved north-south connections	12
Reliability/ On-time performance	12
Better bus conditions	11
Express buses	10

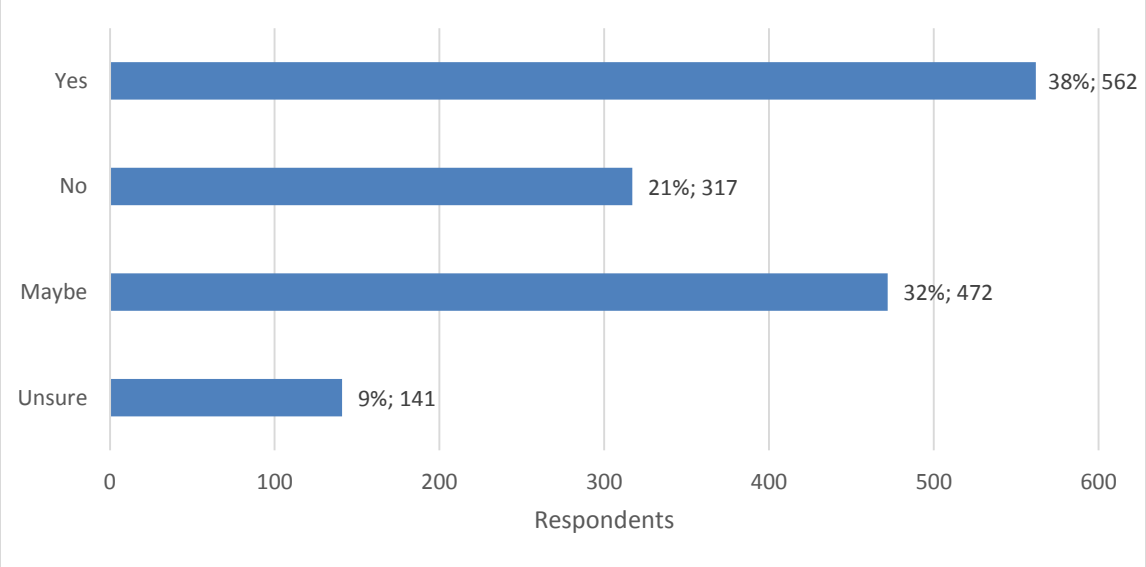
Of those who wrote-in a specific destination where they would like to see service, over seventy unique locations were identified from the responses. The most common responses are shown in **Table 10**. The most common areas inside Arlington were Crystal City and Clarendon, while the most common areas outside Arlington were downtown Washington D.C and Union Station.

Table 10 | Suggested Destinations (Infrequent Riders)

Destination	Responses
Crystal City	10
Clarendon	9
Ballston	7
Pentagon City	6
Shirlington	6
Rosslyn	5
Tysons	5
Courthouse	4
North Arlington	4
Columbia Pike	3
Downtown D.C.	3
Union Station	3

The question "If your home or work is not on a bus route, would you be willing to take a small shuttle to a bus stop or to a Metrorail station where you could connect to transit?" was asked separately to survey respondents who indicated that they take the bus daily or a few times per week and survey respondents who take the bus less than once each week or never. Of respondents who took the bus less than once each week, only 37 percent of respondents indicated that they would take a shuttle. Overall, 47 percent of respondents indicated that they would be willing to take a small shuttle to connect to transit service as shown in **Figure 14**. However, 35 percent of respondents indicated "maybe" or "unsure."

Figure 14 | Preference on Shuttle Service – Infrequent Riders

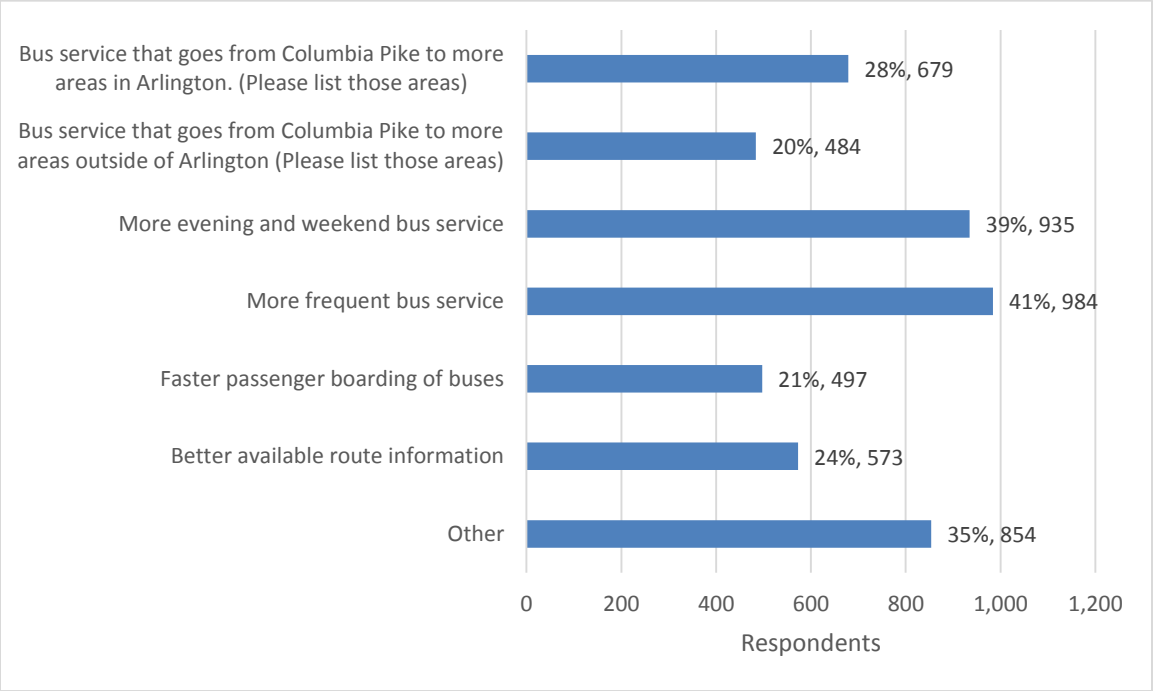


5.1.4 Section 3: Columbia Pike and Crystal City/Pentagon City Corridor Questions

All those who took the survey were asked to respond to a question regarding future plans and transit amenities on Columbia Pike. Respondents were allowed to select more than one response, shown in **Figure 15**. The most common

response was "more frequent bus service" which was expressed by 41 percent of those surveyed. The second most common response was "more evening and weekend bus service" which was expressed by 39 percent of respondents. Of respondents who indicated that they live or work in the Columbia Pike ZIP code a slightly higher number of respondents, 45 percent, indicated that they would like to see more frequent bus service, and 46 percent indicated that they would like to see more evening and weekend bus service.

Figure 15 | Preferences for Transit Services or Amenities on Columbia Pike



Among the 854 survey respondents who wrote-in "other," the most common responses are shown in **Table 11**. The most frequently mentioned amenity was a desire to see a rail based transit service along Columbia Pike. Commenters frequently mentioned streetcar, light-rail, and Metro service as desirable along Columbia Pike. Other frequent comments mentioned dedicated bus lanes or elements of enhanced bus service such as off-board fare payment as well as extended weekend and evening service. Numerous commenters mentioned a desire to preserve bus stops along Columbia Pike, which is possibly a response to the way in which the question was phrased – "Along Columbia Pike, Arlington County is planning to consolidate bus stops and build transit stations to help speed up bus service. What other transit services or amenities would you like to see along Columbia Pike? Circle all that apply."

Table 11 | "Other" Comments Regarding Amenities along Columbia Pike

Category of Written Comment	Responses
Rail service addition (streetcar, trolley, light-rail, metro expansion)	146
Enhanced bus service (off-board fare, TSP, BRT elements, bus only lanes)	59
Extended weekend or evening service	19
More bus stops	18
Better north-south connections	18
Concern for cost of transit stations	13
Better bicycle infrastructure/ Bike Share	11
Better route information	6
Increased bus frequency	5
Faster passenger boarding	2

The most common responses submitted when respondents selected "more areas served within Arlington County" are listed in **Table 12**, and shown in **Figure 16**. Fifty-four unique destinations were identified by respondents. The most commonly requested destinations were along the Rosslyn-Ballston Corridor. Crystal City, North Arlington, and Shirlington were also frequently mentioned. The responses provided by respondents that selected "more areas served outside of Arlington County" are listed in **Table 13**, and shown in **Figure 17**. Fifty-six unique destinations were identified by respondents. D.C. was the most frequently suggested destination for service, followed by Alexandria, Seven Corners, and Georgetown.

Table 12 | Columbia Pike Written Preferences for Areas Served in Arlington

Destination	Count
Clarendon	49
Rosslyn	44
Ballston	40
Crystal City	35
Shirlington	27
North Arlington	27
Court House	25
Pentagon City	15
Lee Highway	13

Figure 16 | Columbia Pike Preferences for Areas Served Inside Arlington

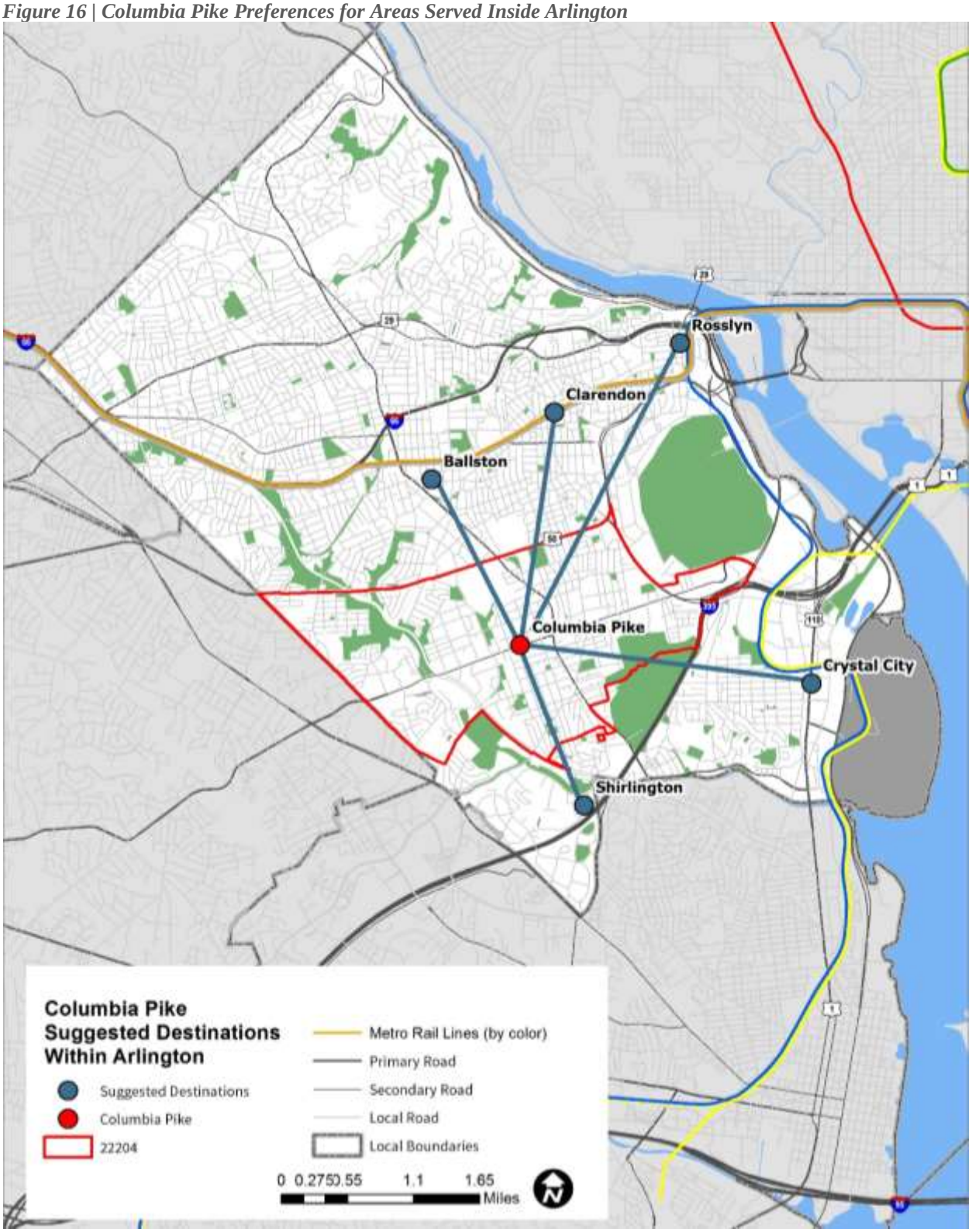
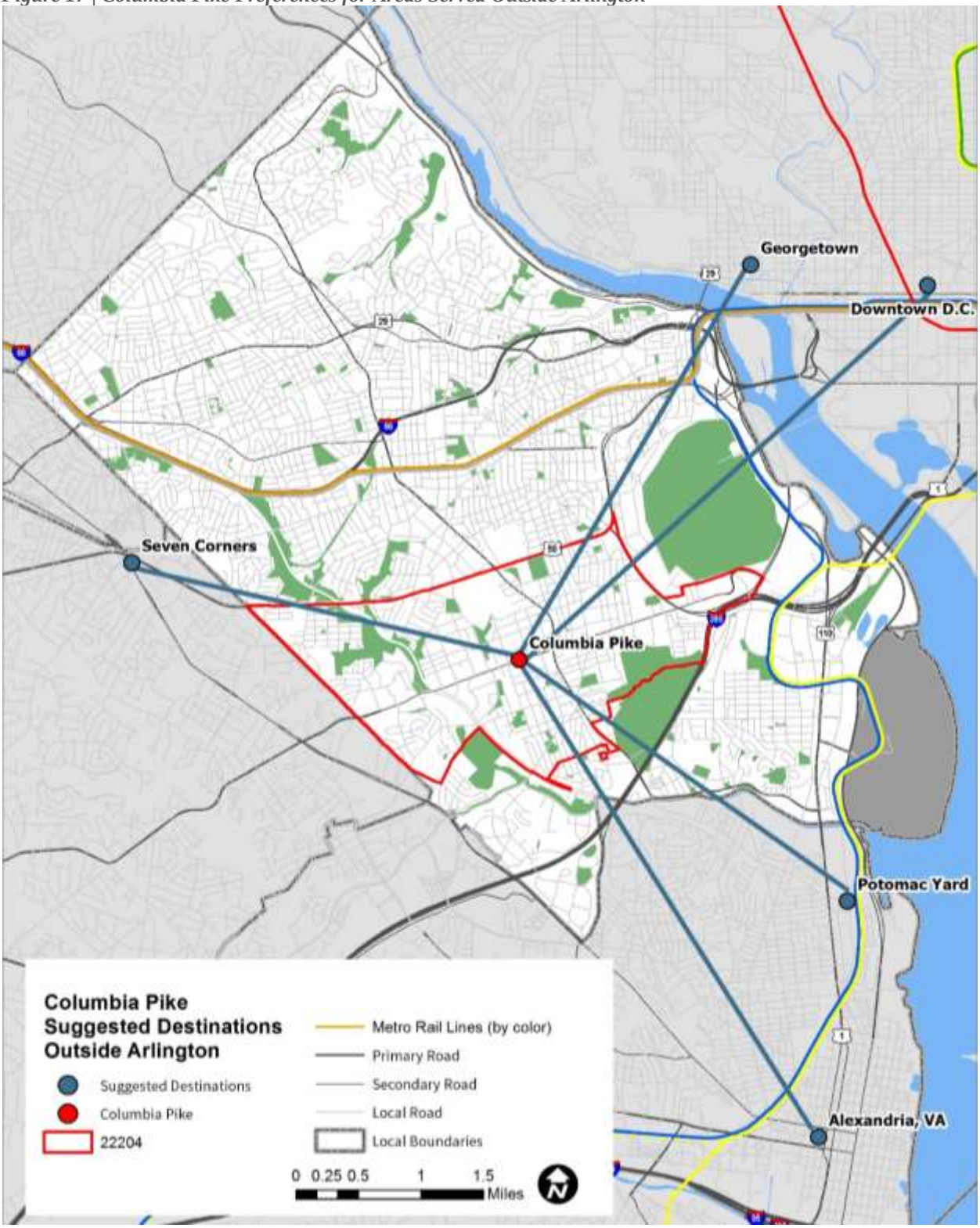


Table 13 | Columbia Pike Preferences for Areas Served Outside Arlington

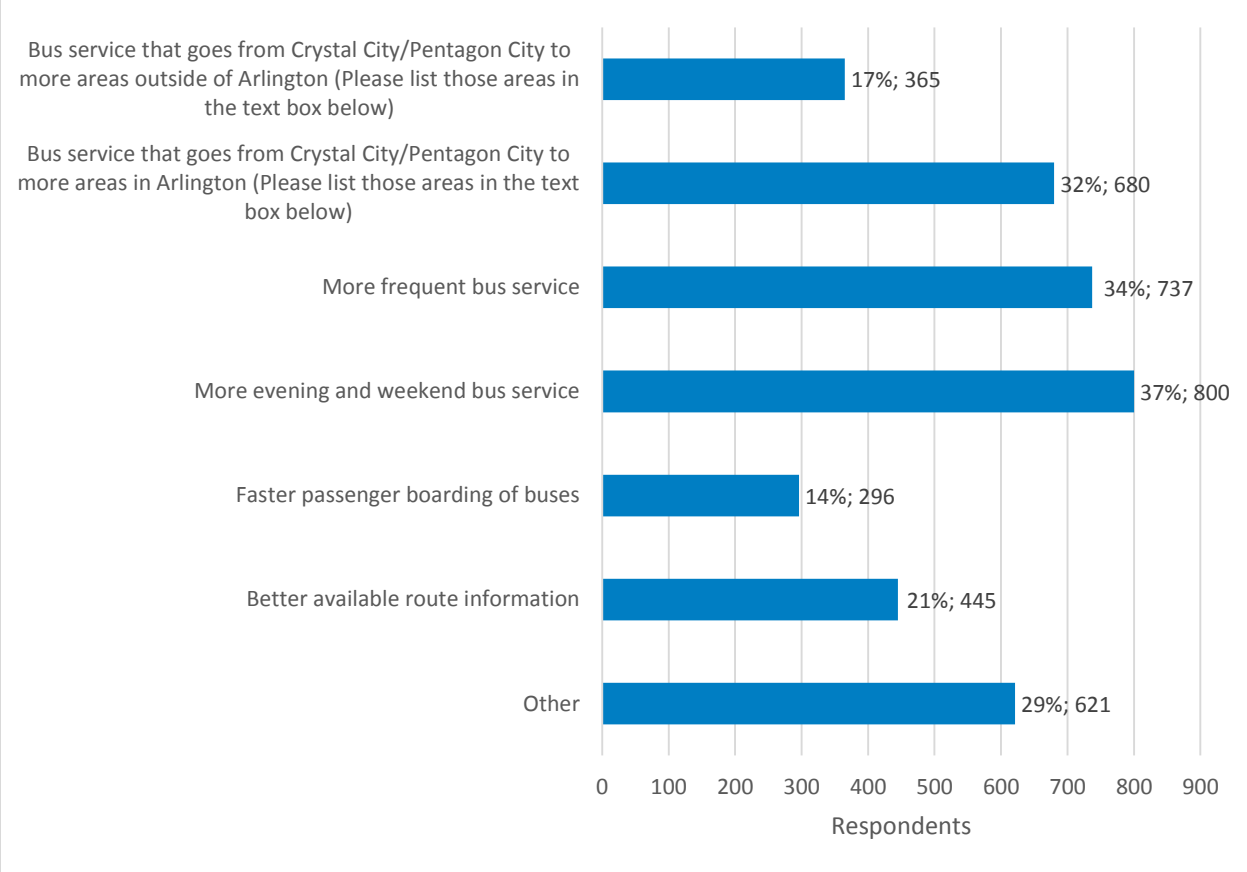
Destination	Responses
D.C.	79
Potomac Yard	17
Alexandria	12
Seven Corners	12
Georgetown	11
Old Town Alexandria	9
Tysons	9
Union Station	8
Fairfax	7
Falls Church	7
Foggy Bottom	7
L'Enfant Plaza	7

Figure 17 | Columbia Pike Preferences for Areas Served Outside Arlington



All those who took the survey were asked to respond to a question regarding desired transit services and amenities in Crystal City and/or Pentagon City, shown in **Figure 18**. Respondents were allowed to select more than one response. The most common response, 37 percent of respondents, was a desire to see more evening and weekend bus service. The second most common response, 34 percent of respondents, was a desire to see more frequent bus service. Among respondents who indicated that they live or work in the Crystal City ZIP code, 37 percent also indicated that they would like to see more weekend and evening bus service. Thirty-seven percent of survey respondents from the Crystal City ZIP code indicated a desire for bus service that goes from Crystal City and/or Pentagon City to more areas inside Arlington, compared to just 16 percent of overall survey respondents.

Figure 18 | Preferences for Transit Services and Amenities in Crystal City and/or Pentagon City



Among the 621 respondents who selected "other" services or amenities, the most common response are shown in **Table 14**. The most frequently mentioned amenity was a form of rail based transit (trolley, streetcar, light-rail, and heavy rail were all mentioned.) Commenters also expressed a desire to see direct or express bus service without transfers, and requested more weekend and evening service on bus routes.

Table 14 |Crystal City and Potomac Yard written responses

Written Comment Category	Responses
Rail service addition (streetcar, trolley, light-rail, Metrorail expansion)	41
Direct or express bus routes	32

Written Comment Category	Responses
More evening and weekend bus service	22
Concern for how funds are being allocated	13
Increased bicycle options	12
Enhanced bus service (off-board fare, TSP, BRT elements, bus only lanes)	9
Better north-south connections	6
Better route information	6
Improved bus stops	5
More parking	5

Among those who selected "bus service that goes from Crystal City and/or Pentagon City to other areas within Arlington County" the most frequent responses are listed in **Table 15** and shown in **Figure 19.** The most frequent response was the Columbia Pike area. The Rosslyn-Ballston corridor, and destinations within it were all commonly mentioned responses. Survey respondents also indicated that bus service from the Crystal City and/or Pentagon City areas to Shirlington, Lee Highway, and Fairlington was desired. Commenters in many instances suggested they would like to see direct routes to these locations.

The most frequently mentioned destinations outside Arlington County are shown in **Table 16** and **Figure 20**. D.C. was the most frequently mentioned destination, followed by Old Town Alexandria, East Falls Church, Georgetown, and Tysons. Direct or express routes without transfers were also frequently mentioned. Multiple commenters noted a desire for a direct bus line to downtown D.C. without transferring at the Pentagon Transit Center.

Table 15 | Crystal City Preference for Areas Served Inside Arlington

Destination	Responses
Columbia Pike	50
Ballston	40
Rosslyn	37
Clarendon	32
Shirlington	27
Orange/Silver Line	24
Courthouse	18
North Arlington	14
Lee Hwy	11
Fairlington	7

Table 16 | Crystal City / Pentagon City Preference for Areas Served Outside Arlington

Destination	Responses
D.C.	40
Old Town Alexandria	16
Alexandria	6
Georgetown	5
Tysons	5
Del Ray	4
Bailey's Crossroads	3
Foggy Bottom	3

Figure 19 | Crystal City / Pentagon City Preference for Areas Served Inside Arlington

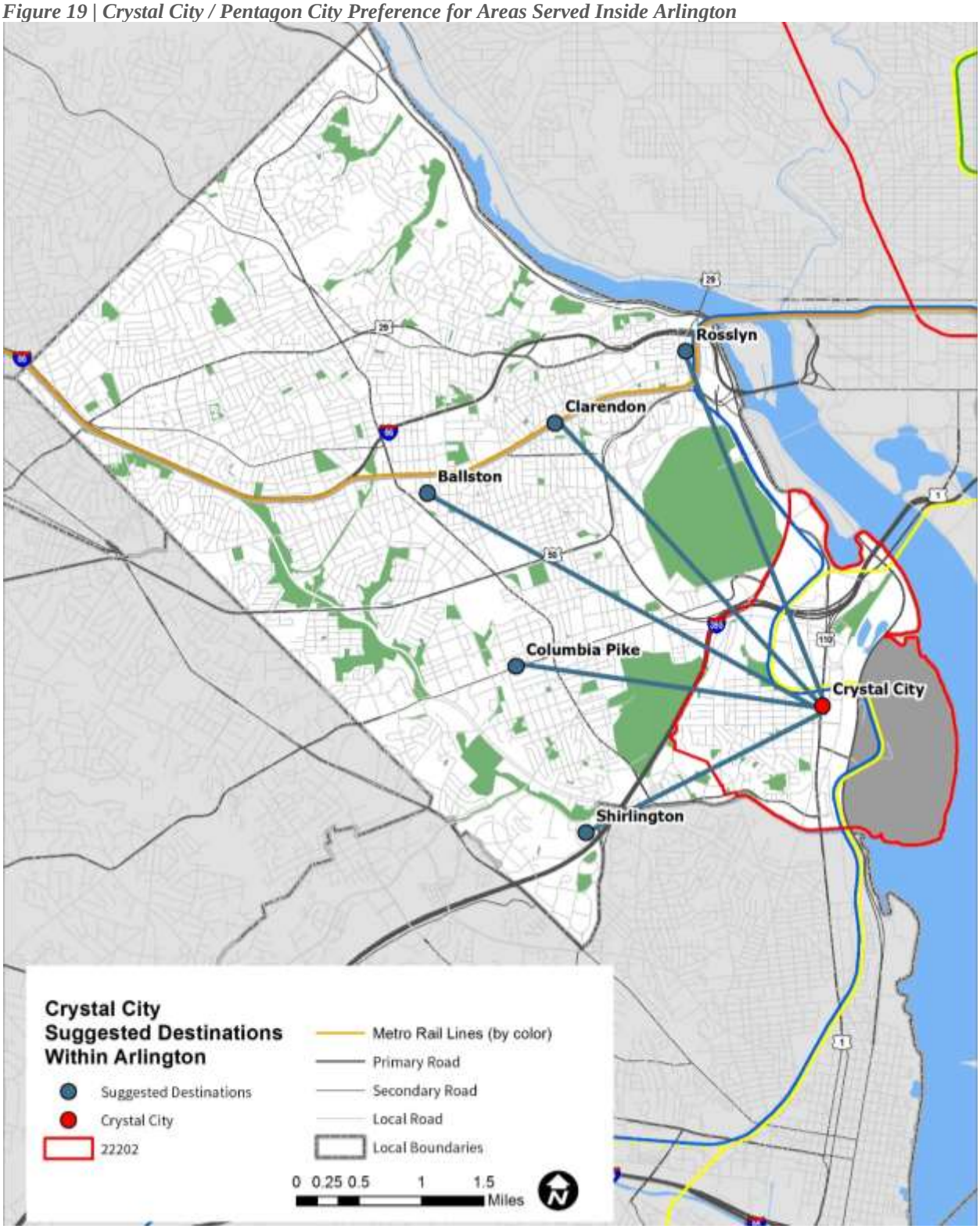
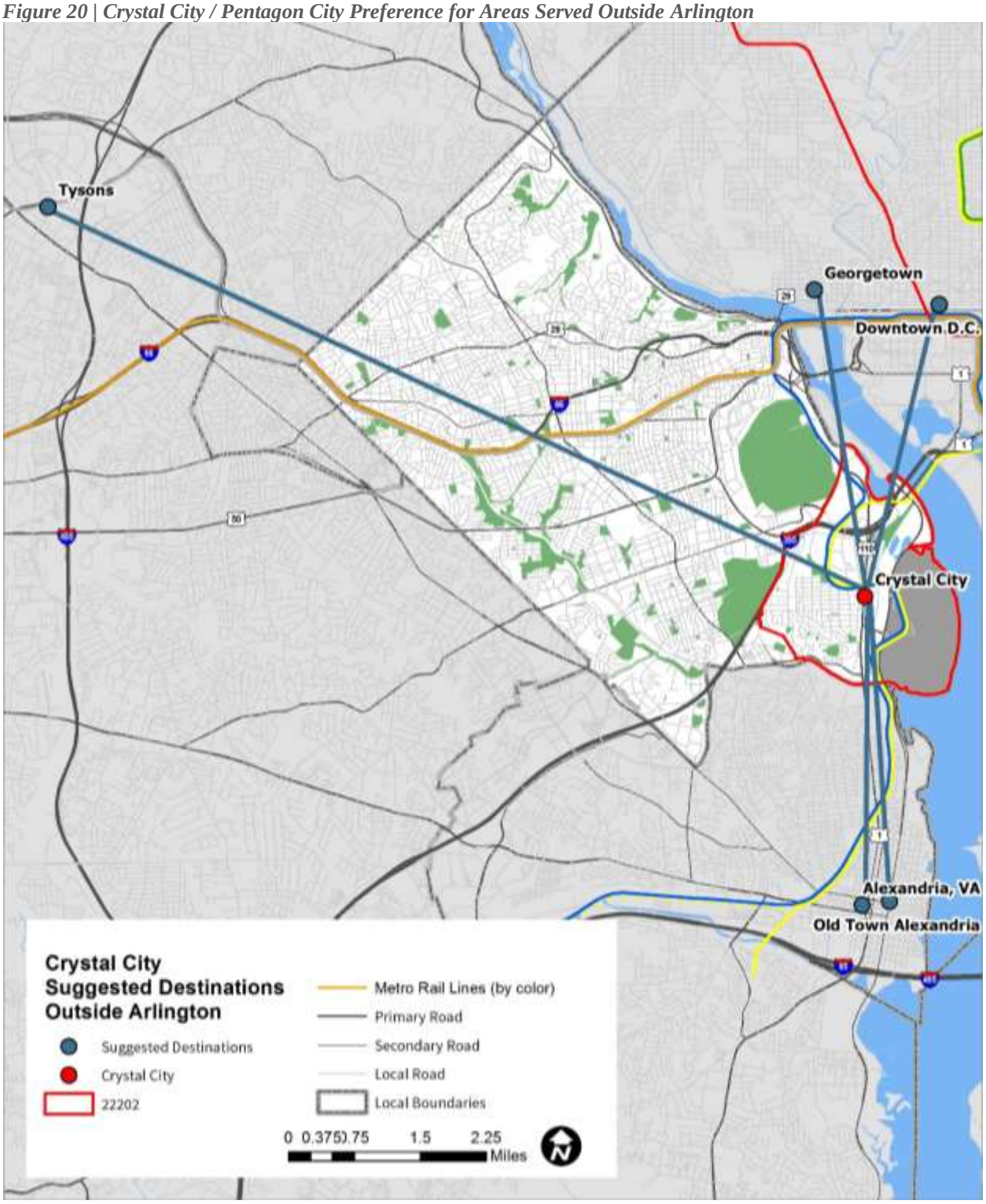
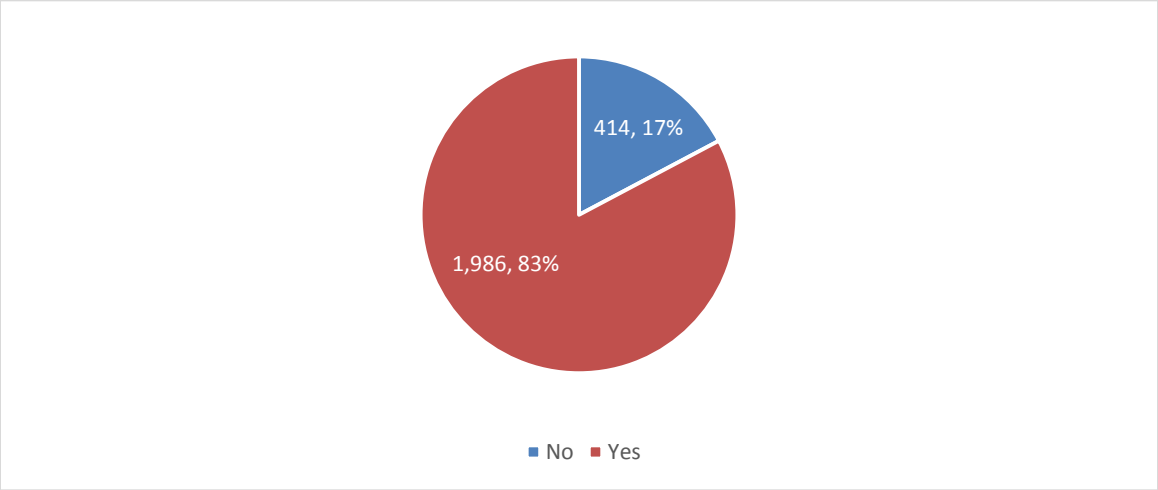


Figure 20 | Crystal City / Pentagon City Preference for Areas Served Outside Arlington



When asked, 83 percent of respondents indicated that they would like to see the Crystal City Transitway extended to Pentagon City, as shown in **Figure 21**.

Figure 21 | Preference for Extension of Transitway to Pentagon City



5.2 Open Ended Comments

5.2.1 TDP Survey

At the conclusion of the survey, prior to collecting demographic information, survey respondents were asked "Do you have any general observations/suggestion about bus service in a particular Arlington neighborhood, bus service in Arlington in general or anything transit related not covered in this survey?" A total of 1,187 survey respondents left general comments in this field. Comments were coded by category, and they reflect a range of transit and transportation related topics as shown in **Figure 22.**

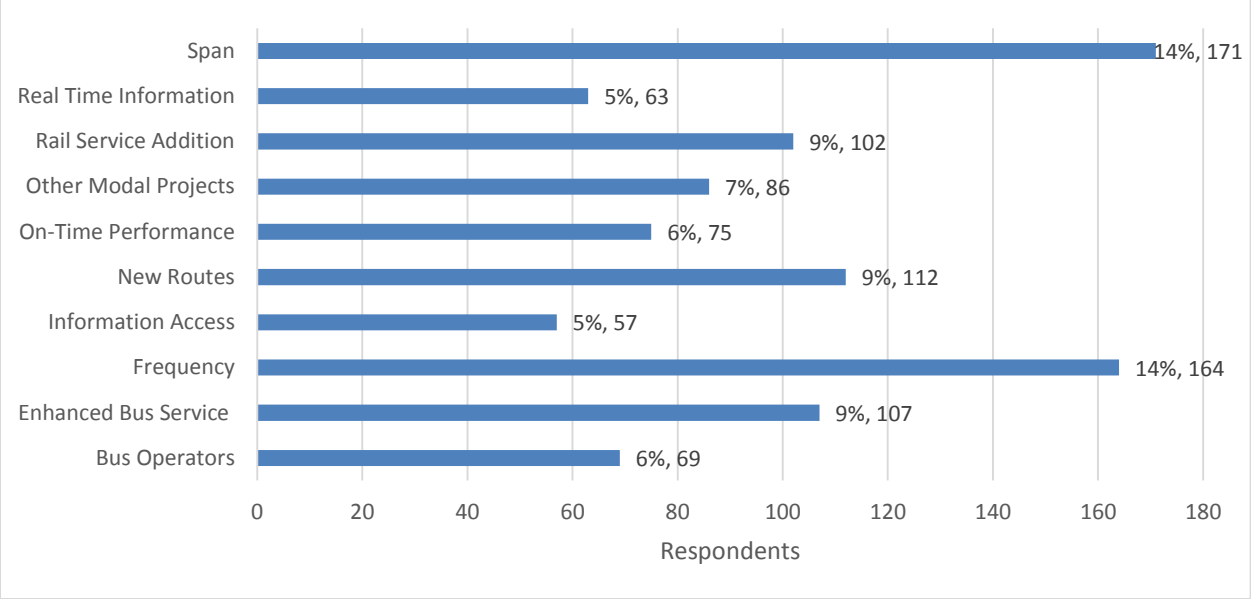
The most common category of responses in the open ended comments discussed span of service. Survey respondents indicated a desire to see a longer span of service on weekdays and weekends. One survey respondent commented, "I would like for buses to run earlier on weekends. I say this because I work on weekends and have to be to work by 8 some buses don't start running till 7. I also am a commuter so I need earlier buses."

The second most common response in the open ended comments discusses frequency of service. Survey respondents indicated a desire to see more frequent bus service. One survey respondent commented, "I live in Cherrydale and work in Ballston. The ART commuter bus is very helpful for me to get to and from work, but it would be much more convenient if it ran more frequently and later into the evening."

The third most common response in the open ended comments was new routes. Comments in this category were based on the respondent's description of service that they would like to see that does not currently exist. For example, one

Figure 22 | General Observations/Suggestions for Bus Service

commenter wrote, "Yes, why is there no bus connecting Patrick Henry Drive to Lee Harrison shopping center? If I were to drive it would take 3 minutes to get from Westover to there. Now I have to take a 2A bus to EFC, then wait for a 3A to Rosslyn. Sometimes it takes 45 minutes or more just to get to the grocery store and more there. Of course getting to Wilson Blvd would also help, too."



Survey respondents also wrote-in to suggest enhanced bus service. Comments that referred to express routes between locations with limited stops or bus-only lanes were included in this category. One survey respondent wrote, "I would like an express bus between Shirlington Station and either Ballston or Rosslyn. There is currently no convenient way to get from one to the other without a very long ride."

Numerous commenters wrote in to express a desire to see additional or new rail based transit service. Comments that suggested streetcar, trolley, light-rail, or heavy rail service were included in this category. Many commenters referenced the previously planned streetcar line on Columbia Pike. One commenter noted that, "I understand that the streetcar project is dead, but it would be nice to see either parts of that revisited or a serious look into Metrorail expansion to the Pike. Capacity of trains is much higher than buses and it would be great to actually find dedicated transit ways along the Pike that'll help connect the community in the long term."

Many survey respondents took the opportunity to provide feedback on other transportation projects in the region related to other modes of transportation. Comments that related to roadway infrastructure conditions, bicycle facilities, Metrorail facilities, bridges, and other ongoing planning projects were included in this category. One commenter wrote, "more bike infrastructure please in all neighborhoods, particularly along Columbia Pike (such as what exists already in Clarendon). Better trail connections for Arlingtonians biking to D.C. (particularly around Ft. Meyer)."

On-time performance and access to real-time information were also areas of concern for survey respondents. Commenters noted that buses are often delayed and that real-time information in these instances is a priority for riders. One commenter wrote, "the 4B maybe once a month arrives as scheduled. Most often they are 10 - 14 minutes late. The ART 45 bus is a usually only a little late and at least once a week me and a few fellow riders cannot board the bus due to overcrowding." Commenters also noted that real time information for ART buses was difficult to access. Another commenter suggested that, "the ART real time bus arrival tool is out-of-date and does not have enough stops. It needs to be improved or data shared with another app."

Survey respondents commented both positively and negatively regarding bus operators. One commenter conferred that, "bus drivers sometimes don't know their routes and depend on passengers which is unacceptable and unfair to both drivers and commuters. Buses do not always adhere to the schedule which is also inconvenient." Lastly, commenters noted a desire to have better or more accessible route information. One commenter suggested that, "I use the Lee Highway line to Rosslyn sometimes. I wish it was easier to find a list of times that a bus will arrive at a

particular stop. There is usually a "strip schedule" at the stop itself that gives you this information, but it's hard to find that online before you leave the house. It is particularly hard on the Lee Highway line because you have to look at the 3A, 3Y, 15L... schedules separately."

Comments were more likely to come from those who completed the survey online. While 34 percent of all survey respondents came from pop-up events, only 25 percent of the open-ended comments were received from pop-up attendees.

5.2.2 311 Comments

Arlington County uses a 311 system to catalogue and address public comments on a range of issues. Comments related to ART service from July 2014 to August 2015 were reviewed for content related to the development of the TDP. Out of 216 comments, 39 related to TDP specific considerations, the rest dealt with customer service or general operational issues, such as lost and found or cleanliness of the bus.

The majority of TDP related comments pertained to issues related to bus reliability, including buses that did not show for a scheduled trip, were late, or did not adhere to the posted schedule; these comments are summarized in

Table 17**.** Callers complained the most about the reliability of three routes, the 42, 43, and 87.

Four comments were received regarding buses not arriving at the bus stop at all on routes 42, 77, and 87. Fifteen comments were received regarding buses arriving to or departing the stop late. These comments referred to routes 42 and 87 most frequently, and also referred to routes 41, 43, 61, 74, 75, and 77 routes.

The "schedule adherence" category differs from the "late bus" category in that it primarily refers to layovers and routine delays to route. Numerous commenters wrote or called in to complain or ask about the length of layovers, the frequency of layovers, and the ability of the operator to maintain the route schedule. Three commenters noted this issue on route 43. This issue was also observed on routes 41, 45, 74, 75, 77, and 92.

Table 17 | Reliability Comments

Route	Late Bus	No Show	Schedule Adherence	Total
41	1		2	3
42	4	1		5
43	2		3	5
45			1	1
61	2			2
74	1		1	2
75	1		1	2
77	1	1	1	3
87	3	2		5
92			1	1
Total	**15**	**4**	**10**	**29**

Ten comments suggested new routes or changes to routes or schedules, summarized in **Table 18.** One commenter suggested extending routes 42 and 77 from the Court House Metro to Pierce Street or the Rosslyn Metro. Two commenters suggested spacing trips on the routes 45 and the 77 so that the buses do not arrive at stops at the same time. One commenter requested a new route to connect Crystal City to a local senior center. One commenter suggested altering the schedule for route 43 to meet the 3:50 PM southbound Crystal City VRE departure. Two commenters requested new stops or relocating stops on the routes 51 and 87, and one commenter requested stops on an unnamed route.

Table 18 | Route Alignment and Schedule Comments

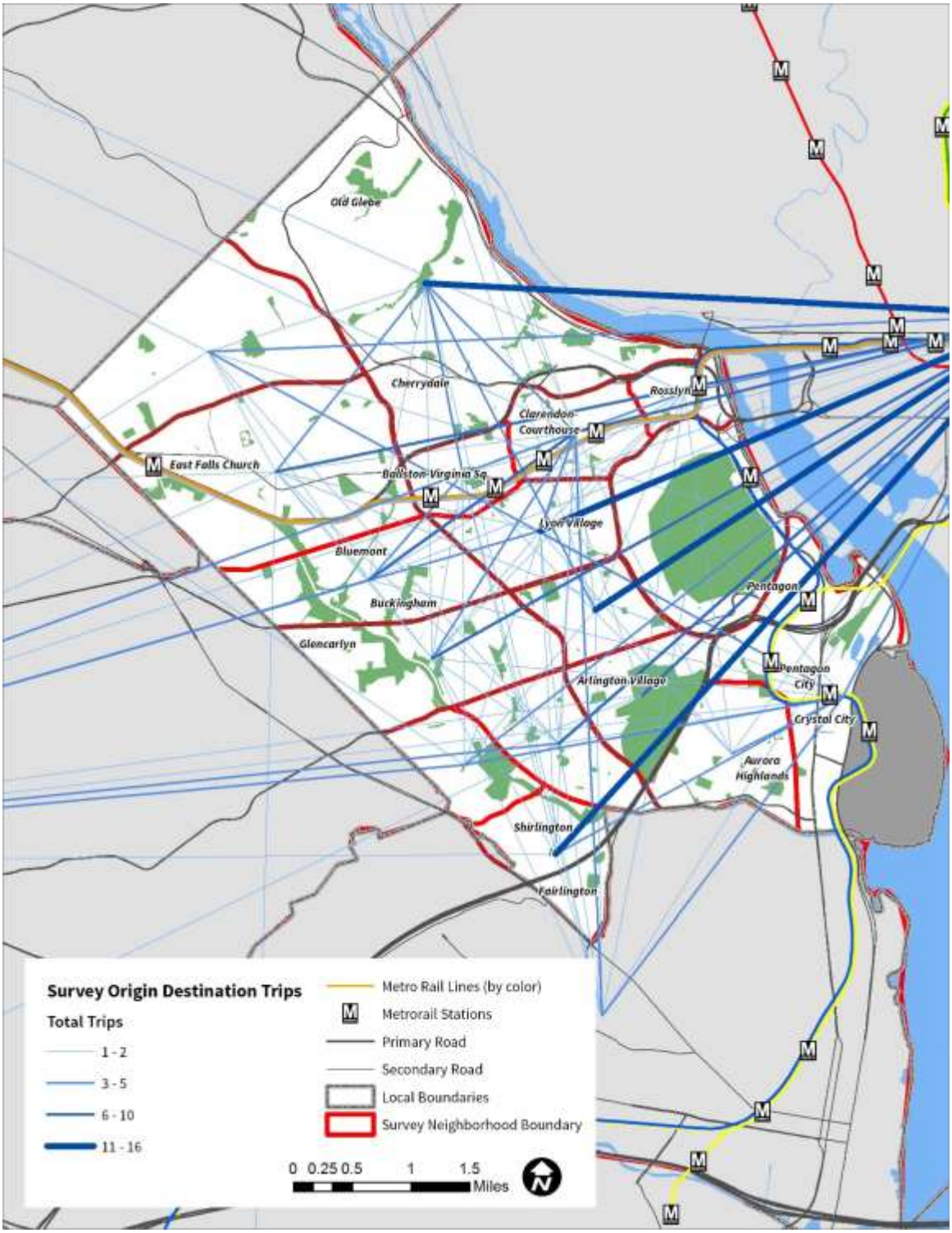
Route	Alignment/Schedule
41	1
42	2
43	1
45	2
51	1
77	3
87	1
Total	**10**

6 ORIGIN AND DESTINATION (OD) SURVEY RESULTS

Three hundred and forty-eight participants completed the OD survey. The OD survey was administered online-only and promoted at Phase I events. Survey participants provided specific addresses of where they travel to and from, the purpose of their trip, and the time of day of the trip. These addresses were grouped into neighborhood clusters to make it possible to visualize trends (cluster boundaries are shown in red on the OD survey results maps).

The combined survey responses are shown **Figure 23.** Survey results show very little overlap in origin and destination pairs – which suggests that Arlington residents and employees travel to and from a very wide range of destinations both inside and outside of the County. The most frequently reported location was Washington, D.C. Thirty-eight percent of trips included D.C. as an origin or destination, common pairs with D.C. were with the neighborhood clusters of Shirlington, Penrose, Lyon Village, and the area north of Lee Highway and east of Glebe Road. Other major OD centers are the Clarendon-Courthouse and the area north of Lee Highway and east of Glebe Road clusters, both show relatively frequent activity to at least five different destinations. Multiple respondents indicated trips out of the neighborhood cluster around Pentagon City/Pentagon, these trips show a different pattern than those in the Clarendon-Courthouse cluster or north of Lee Highway cluster, as more pairs include areas to the south and west of Arlington, areas such as the City of Alexandria, Fairfax County, and Prince William County.

Figure 23 | OD Survey Total Trips



7 NEXT STEPS

Phase I outreach was successful in gathering feedback from over 3,300 Arlington residents, employees, and visitors – riders and non-riders alike. The results of Phase I outreach are being used to shape the next phase of public engagement and the system analysis.

In regard to public engagement, the survey participants comprised a representative sample of Arlington County residents, thus meeting Arlington's Title VI requirements. The Phase I outreach plan took into account strategies and recommendations detailed in ART's Title VI Civil Rights Program 2014 Update. As detailed in the Survey Demographics section of this report, it was through concerted efforts to reach low-income, LEP, and minority populations through pop-up events with materials in English and Spanish that made it possible to reach Arlington's Title VI protected populations. Without engaging in strategies to implement inclusive public participation, Phase I outreach would have fallen short of reaching the goals set forth in ART's Title VI Program. Phase II outreach will follow the lead on Phase I and continue to target all of Arlington County's population. Phase II will also be guided by the following recommendations made in ART's Title VI program:

- Coordinate with individuals, institutions or organizations to implement community based public involvement strategies to reach out to members in the affected minority and/or low income, LEP communities;
- Provide opportunities for public participation through means other than written communications such as meetings with informal community gatherings as well as discussions with individuals who reach out to us or respond to our notices;
- Use locations, facilities and meeting times that are convenient and accessible to low income, minority, LEP communities and those with disabilities;
- Use different meeting sizes or formats depending on the type and number of public participation opportunities; and
- Implement U.S. Department of Transportation policy guidance regarding responsibilities to LEP persons.[4]

The key service planning findings from Phase I outreach are:

- Riders are willing to transfer if it means more frequent service and a faster trip.
- Infrequent riders would be more likely to ride if headways were improved.
- Columbia Pike and Crystal City/Pentagon City riders want more weekend bus service.
- Respondents would like to see more bus service from Columbia Pike and Crystal City/Pentagon City to key destinations where they currently do not have direct transit connections. (Shown in **Figures 24 and 25**)

[4] Arlington County Title VI Civil Rights Program: 2014 Update, available online at: http://www.arlingtontransit.com/tasks/sites/ART/assets/File/Title_VI_Program_FINAL.pdf, as of August 19, 2015.

Figure 24 | Requested Service with Missing Weekday Connections

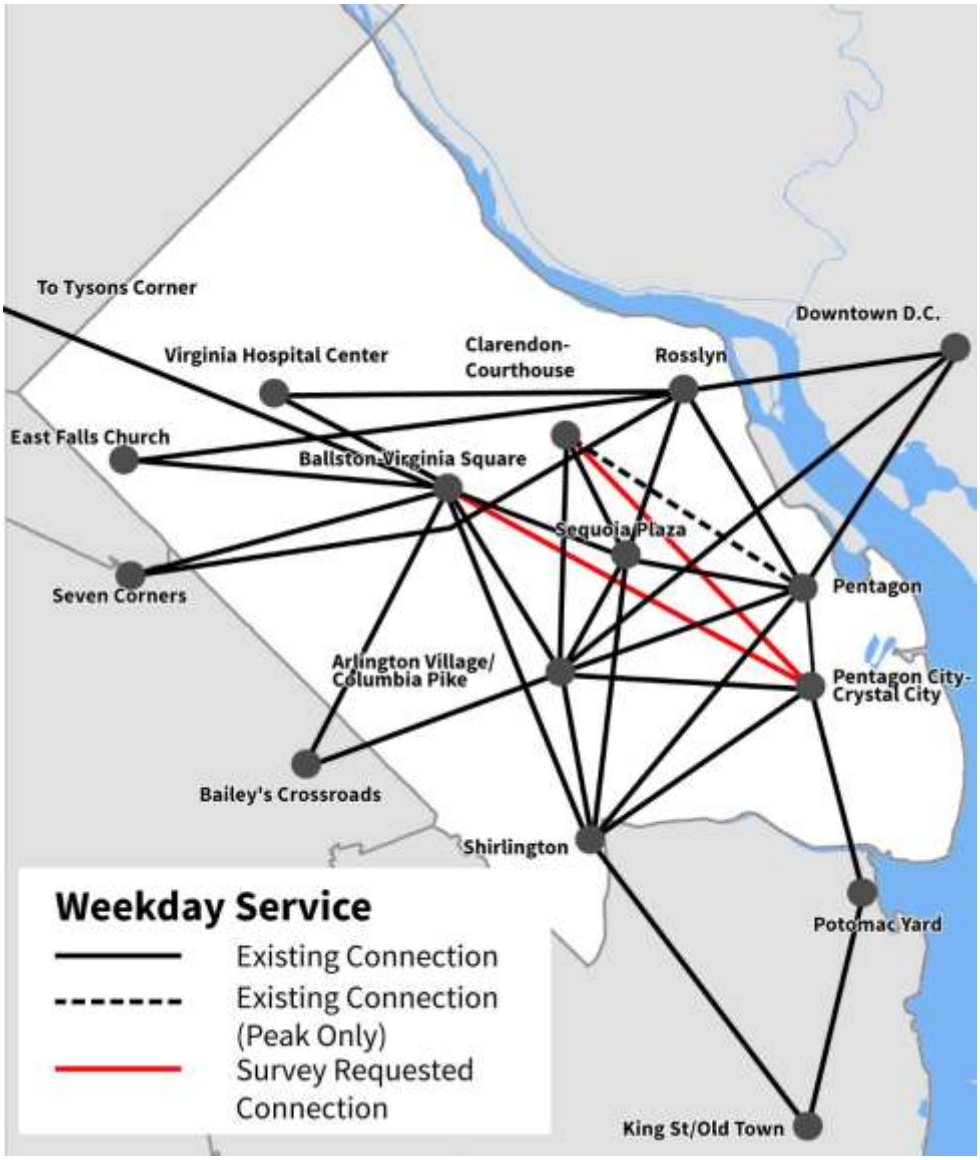
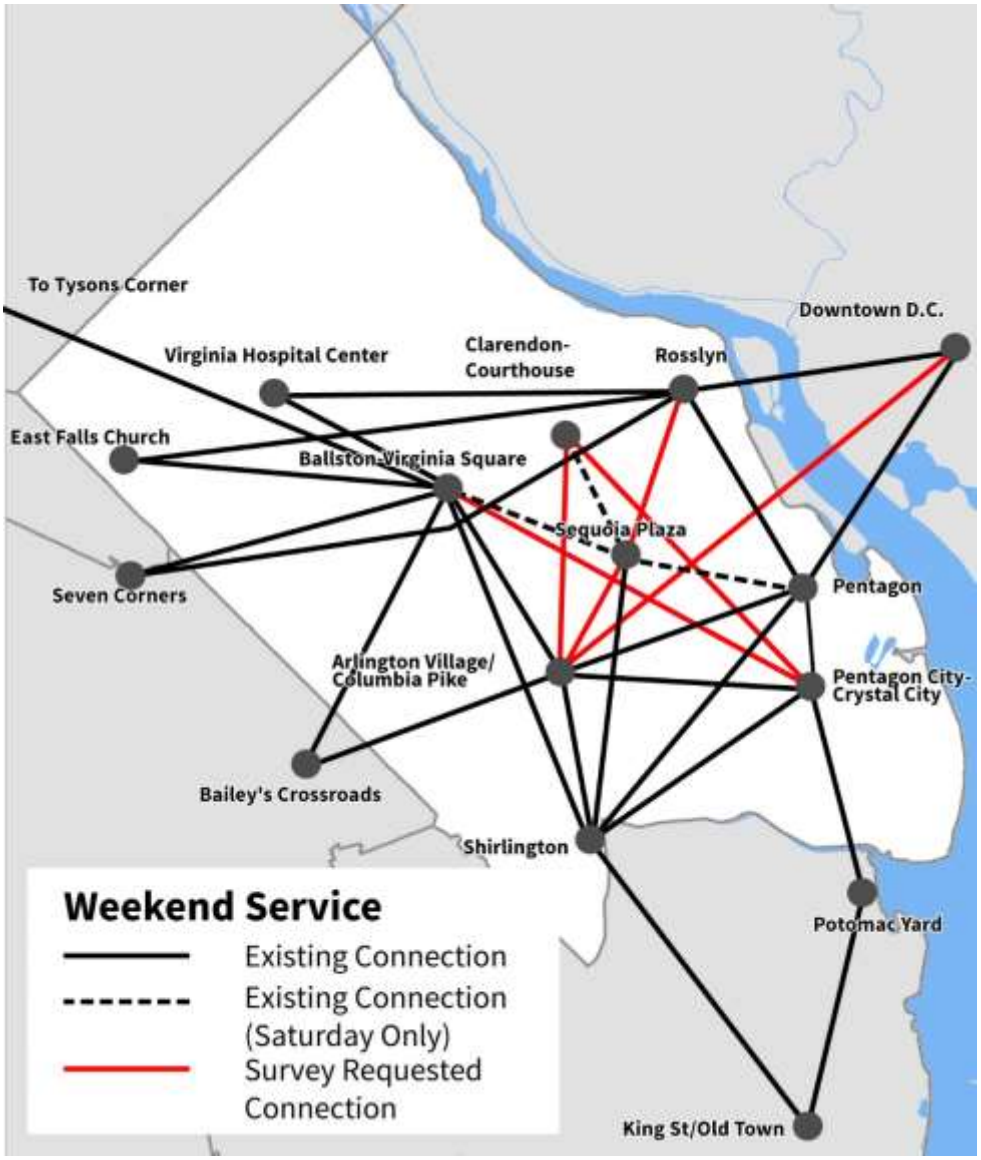


Figure 25 | Requested Service with Missing Weekend Connections



Summary results from Phase I will be included in Phase II outreach materials and the travel behavior, preferences and experiences collected during Phase I of outreach will be used to support service planning recommendations and prioritization in the TDP.

Phase I results have impacted the development of the transit strategies that can be used to address service gaps and deficiencies within the existing ART and Metrobus fixed-route transit services; these strategies will be presented to the public during Phase II outreach. The strategies include, but are not limited to:

- Changing the service network and making new connections by adding or removing routes;
- Altering existing routes to expand or streamline service;
- Adjusting current routes by adding or decreasing frequency;
- Adding new types of service like circulators or express bus service or changing an existing route's service type; and
- Modifying existing bus service hours to either increase an existing route's span of service or decreasing service to better allocate resources.

Phase I and Phase II outreach results, as well as in-depth market and existing transit conditions, will be used as the basis for service recommendations in the draft TDP.

APPENDIX A: COLUMBIA PIKE AND CRYSTAL/PENTAGON CITY ZIP CODE SURVEY RESULTS

The TDP survey results were examined in detail with a specific focus on respondents who indicated that they live or work in Columbia Pike (Zip Code 22204) or Crystal City (Zip Code 22202). These responses provide a sample of the potential travel market for the Columbia Pike and Crystal City corridors, both of which are slated for premium transit service treatments.

Columbia Pike Zip Code Responses

TDP survey results unique to respondents who live or work in Columbia Pike show that this subset of the County residents primarily travel using two modes; ART and/or Metrobus and driving alone. More than half of respondents use ART and/or Metrobus frequently, at least a few times per week and most respondents indicated walking as their primary access mode. Survey results also revealed that respondents who live and work in the Columbia Pike corridor share the same attitudes and preferences about bus stop placement and transfers as respondents who live in the rest of the County.

Responses to the question "How do you primarily get around?" are shown in **Table 19**. When compared to the total survey population, respondents from Columbia Pike were more likely to use ART and or Metrobus. They were also more likely to drive alone. Respondents from Columbia Pike were less likely to ride Metrorail than the overall survey respondents.

Table 19 | Columbia Pike – Primary Mode of Transportation

Area	ART and/or Metrobus	Bike	Capital Bikeshare	Carpool or Vanpool	Drive alone	Metrorail	Other	Taxi	Walk	Total Responses
Columbia Pike	33%	9%	0%	3%	40%	5%	5%	0%	4%	792
Overall Response	24%	9%	0%	3%	35%	18%	4%	0%	6%	3,157

Respondents who indicated that they live or work in Columbia Pike were more likely than overall respondents to ride the bus a few times per week or on a daily basis, as shown in **Table 20**Error! Reference source not found.. They were less likely than overall survey respondents to indicate that they never ride the bus or ride the bus on occasion.

Table 20 | Columbia Pike – Frequency of Bus Use

Area	Daily	Few times per week	Once each week	Once or twice each month	On Occasion	Never	Total Responses
Columbia Pike	38%	18%	3%	7%	20%	13%	793
Overall Response	33%	16%	4%	8%	22%	18%	2,718

Those surveyed were asked how they got to and from the bus stop, shown inError! Reference source not found. **Table 21** and

Table 22 respectively**.** Respondents who indicated that they live or work in Columbia Pike largely matched the profile of overall survey respondents, though they were slightly less likely to arrive at a bus stop via Metrorail.

Table 21 | Columbia Pike – Mode to Arrive at Bus Stop

Area	Drive alone	Metrorail	Carpool or Vanpool	Capital Bikeshare	Bike	Taxi	Other	Walk	Total Responses
Columbia Pike	2%	6%	3%	1%	2%	0%	1%	85%	493
Overall Total	3%	8%	2%	1%	2%	0%	1%	83%	1,617

Table 22 | Columbia Pike – Mode to Destination after Alighting the Bus

Area	Drive alone	Metrorail	Carpool or Vanpool	Capital Bikeshare	Bike	Taxi	Other	Walk	Total Responses
Columbia Pike	2%	27%	1%	2%	2%	1%	1%	64%	561
Overall Response	2%	28%	1%	1%	2%	1%	2%	63%	1,581

Respondents were asked to give their preference between two transit related scenarios. **Table 23** shows the preferences received between the options of a longer overall trip with a short walk to the bus stop or a longer walk to the bus stop resulting in a shorter overall trip. Respondents who indicated that they live or work in Columbia Pike expressed a higher preference for a longer walk to the bus stop than all survey respondents. However, there was no clear preference by a majority of respondents from Columbia Pike.

Table 23 | Columbia Pike – Preference of Distance to Bus Stop vs Trip Length

Area	I want a short walk to my bus stop even if my trip takes longer	I would rather walk further to my bus stop if it means that I'll reach my destination earlier	Neither	Total Responses
Columbia Pike	39%	45%	17%	441
Total Responses	41%	42%	17%	1,318

Respondents were asked to express a preference between a trip with a longer wait for a bus but no transfers and a trip with transfers that was quicker overall, as shown in

Table 24. Respondents who indicated that they live or work in Columbia Pike preferred service that ran more frequently with a willingness to make transfers. However, they expressed less of a preference than did overall survey respondents.

Table 24 | Columbia Pike - Preference of Longer Wait vs Frequency of Bus Service

Area	I'd be willing to wait longer for a bus if it meant I did not have to transfer	If bus service ran more frequently, enabling me to reach my destination quicker, I'd be willing to make a transfer during my trip	Neither	Total Responses
Columbia Pike	31%	57%	11%	442
Overall Responses	27%	60%	13%	1,318

Respondents were asked if they would be comfortable knowing that buses on major routes would arrive every ten minutes instead of relying on a timetable. As shown in **Table 25,** respondents who indicated that they live or work in Columbia Pike expressed a similar preference as overall respondents to higher frequency routes without timetables.

Table 25 | Columbia Pike – Preference of Scheduled vs. Higher Frequency Routes

Area	No	Yes	Total Responses
Columbia Pike	9%	91%	443
Overall Responses	9%	91%	1,317

Survey respondents who indicated that they ride the bus less than once each week were asked "What would make you more willing to ride ART and/or Metrobus?" Respondents were allowed to indicate more than one response, shown in **Table 26.** Respondents who indicated that they live or work in Columbia Pike indicated similar preferences to the overall respondents. Respondents from Columbia Pike expressed the highest preference for more frequent bus service and more evening and weekend service. Respondents from Columbia Pike were slightly more likely than overall respondents to prefer a more comfortable ride and a lower fare. Respondents from Columbia Pike were slightly less likely than overall respondents to prefer better available route information.

Table 26 | Columbia Pike – Preference for Upgrades for ART and/or Metrobus Service

Area	More bus stop locations	More areas served	More frequent bus service	More evening and weekend service	Better available route information	Bus stops with better amenities	A more comfortable ride	Lower fare	Other	Total Responses
Columbia Pike	6%	9%	19%	14%	11%	11%	7%	9%	14%	740
Overall Response	6%	9%	21%	15%	13%	10%	4%	7%	14%	2,887

Survey respondents were asked if their home or work was not on a bus route, would they be willing to take a small shuttle to a bus stop or to a Metrorail station to connect to transit. **Table 27** shows that respondents who indicated that they live or work in Columbia Pike were slightly less likely than overall respondents to be willing to take a small shuttle. Almost 40 percent of respondents from Columbia Pike indicated "maybe" or "unsure."

Table 27 | Columbia Pike – Preference on Shuttle Service

Area	No	Maybe	Unsure	Yes	Total Responses
Columbia Pike	18%	31%	8%	43%	762
Overall Responses	17%	27%	8%	48%	2,608

Crystal City Zip Code Responses

TDP survey results unique to respondents who live or work in Crystal City show that this subset is unique from the rest of Arlington respondents in that they primarily travel via Metrorail rather than Metrobus or ART. This is not surprising given proximity and access to the Metrorail Yellow Line in Crystal City. Similarly, respondents report riding the bus less than overall respondents in the County. As was the case with Columbia Pike respondents, the attitudes and preferences towards transit are consistent between Crystal City and the rest of Arlington County.

Responses to the question "How do you primarily get around?" are shown in **Table 28.** When compared to the total survey population, respondents who indicated that they live or work in Crystal City were much more likely to use Metrorail. Crystal City respondents were less likely than the overall survey respondents to ride ART and/or Metrobus or drive alone as the primary means of transportation.

Table 28 | Crystal City – Primary Mode of Transportation

Area	ART and/or Metrobus	Bike	Capital Bikeshare	Carpool or Vanpool	Drive alone	Metrorail	Other	Taxi	Walk	Total Responses
Crystal City	14%	6%	0%	3%	29%	38%	4%	0%	6%	229
Overall Response	24%	9%	0%	3%	35%	18%	4%	0%	6%	3,157

Respondents who indicated that they live or work in Crystal City were less likely than overall respondents to ride the bus daily or a few times per week, as shown in **Table 29.** Respondents from Crystal City were more likely than overall respondents to indicate that they rode the bus on occasion, or never rode the bus.

Table 29 | Crystal City – Frequency of Bus Use

Area	Daily	Few times per week	Once each week	Once or twice each month	On Occasion	Never	Total Responses
Crystal City	22%	14%	5%	7%	24%	28%	229
Overall Responses	33%	16%	4%	8%	22%	18%	2,718

Survey responses for how respondents arrived at the bus stop and how they got from the bus stop to their final destinations are shown in **Table 30** and **Table 31.** Those who indicated that they live or work in Crystal City were less likely than overall respondents to drive alone, carpool, or ride a bike to the bus stop. They were more likely than overall respondents to walk to the bus stop.

Table 30 | Crystal City – Mode to Arrive to Bus Stop

Area	Drive alone	Metrorail	Carpool or Vanpool	Capital Bikeshare	Bike	Taxi	Other	Walk	Total Responses
Crystal City	0%	8%	0%	0%	0%	0%	2%	90%	86
Overall Total	3%	8%	2%	1%	2%	0%	1%	83%	1,617

Table 31 | Crystal City – Mode to Destination after Alighting the Bus

Area	Drive alone	Metrorail	Carpool or Vanpool	Capital Bikeshare	Bike	Taxi	Other	Walk	Total Responses
Crystal City	1%	32%	0%	0%	0%	0%	1%	66%	91
Overall Response	2%	28%	1%	1%	2%	1%	2%	63%	1,581

Respondents were asked to express their preference for a short walk to the bus stop with a longer overall trip, or a longer walk to the bus stop with a shorter overall trip. Respondents who indicated that they live or work in Crystal City expressed a slight preference for a short walk with the bus stop even if it meant a longer trip, as shown in **Table 32.** This differed from the overall survey respondents who expressed a slight preference for a longer walk to the bus stop with an earlier arrival at their destination.

Table 32 | Crystal City – Preference of Distance to Bus Stop vs Trip Length

Area	I want a short walk to my bus stop even if my trip takes longer	I would rather walk further to my bus stop if it means that I'll reach my destination earlier	Neither	Total Responses
Crystal City	43%	39%	18%	82
Total Responses	41%	42%	17%	1,318

Survey respondents who indicated that they live or work in Crystal City expressed a preference for bus service than runs more frequently allowing them to reach their destination quicker, even if it meant making a transfer, as shown in **Table 33.** However, respondents from Crystal City expressed this preference in a slightly less proportion than overall survey respondents.

Table 33 | Crystal City – Preference of Longer Wait vs Frequency of Bus Service

Area	I'd be willing to wait longer for a bus if it meant I did not have to transfer	If bus service ran more frequently, enabling me to reach my destination quicker, I'd be willing to make a transfer during my trip	Neither	Total Responses
Crystal City	33%	57%	10%	82
Overall Responses	27%	60%	13%	1,318

When asked about their level of comfort knowing buses would arrive frequently rather than relying on timetables, overall respondents and respondents who indicated that they live or work in Crystal City expressed a preference for higher frequency service without timetables, as shown in **Table 34**.

Table 34 | Crystal City – Preference of Scheduled Service vs Higher Frequency Routes

Area	No	Yes	Total Responses
Crystal City	11%	89%	80
Overall Responses	9%	91%	1317

Survey respondents who indicated that they ride the bus less than once each week were asked "What would make you more willing to ride ART and/or Metrobus?" Respondents who indicated that they live or work in Crystal City were more likely than overall respondents to indicate more areas served and better available route information (as shown in **Table 35**). Respondents from Crystal City were less likely than overall respondents to indicate more bus stops and more frequent bus service.

Table 35 | Crystal City – Preference for Upgrades to ART and/or Metrobus Service

Area	More bus stop locations	More areas served	More frequent bus service	More evening and weekend service	Better available route information	Bus stops with better amenities	A more comfortable ride	Lower fare	Other	Total Responses
Crystal City	4%	12%	18%	15%	17%	9%	3%	6%	16%	317

Area	More bus stop locations	More areas served	More frequent bus service	More evening and weekend service	Better available route information	Bus stops with better amenities	A more comfortable ride	Lower fare	Other	Total Responses
Overall Responses	6%	9%	21%	15%	13%	10%	4%	7%	14%	2,887

Survey respondents were asked if their home or work was not on a bus route, would they be willing to take a small shuttle to a bus stop or to a Metrorail station to connect to transit. Respondents who indicated that they live or work in Crystal City were slightly more likely to express a willingness to take a shuttle to connect to transit than overall survey respondents, as shown in **Table 36.**

Table 36 | Crystal City – Preference on Shuttle Service

Area	No	Maybe	Unsure	Yes	Total Responses
Crystal City	16%	27%	7%	50%	217
Overall Responses	17%	27%	8%	48%	2,608

APPENDIX B: TDP TRANSIT SURVEY

Arlington County Transit Survey FY 2015

The purpose of this survey is to receive feedback from residents, riders and community stakeholders regarding desired changes in Arlington Transit (ART) and Metrobus service within the County. Suggestions regarding Metrorail, Metro Access and STAR will also be recorded.

Your input, along with information gathered from previous surveys, will be considered this year as the County prepares its Fiscal Year 2017-2026 Transit Development Plan (TDP), which identifies transit goals and needs county-wide and prioritizes improvements. This year's TDP update also will include recommendations for new transit services on the Columbia Pike and Crystal City-Pentagon City corridors, so the survey includes questions specific to these areas.

Initial recommendations on service and capital enhancements will be available in late fall 2015.

1) How do you primarily get around? (Please circle one)

Drive alone

ART and/or Metrobus

Metrorail

Carpool or Vanpool

Bike

Capital Bikeshare

Walk

Taxi

Other (Specify) _____

2) How often do you ride the bus? (Please circle one)

Daily <*skip to Section 1 on page 2*>

Few times per week <*skip to Section 1 on page 2*>

Once each week <*skip to Section 2 on page 4* >

Once or twice each month <*skip to Section 2 on page 4*>

On Occasion <*skip to Section 2 on page 4 >*

Never <*skip to Section 2 on page 4 >*

Section 1 -- Primarily ride the bus

3) Thinking of where you start your trip, how do you get to your bus stop? Choose all that apply.

Drive alone

Metrorail

Carpool or vanpool

Bike

Capital Bikeshare

Walk

Taxi

Other (Specify)_____

4) How do you get from the bus stop to your final destination? Choose all that apply.

Drive alone

Metrorail

Carpool or vanpool

Bike

Capital Bikeshare

Walk

Taxi

Other (Specify) _____

5) Which statement do you agree with more? Circle one.

A - I want a short walk to my bus stop even if my trip takes longer

B - I would rather walk further to my bus stop if it means that I'll reach my destination earlier

C - Neither

6) If your home or work is not on a bus route, would you be willing to take a small shuttle to a bus stop or to a Metrorail station where you could connect to transit?

No

Yes

Maybe

Unsure

7) Which statement do you agree with more? Circle one.

A - If bus service ran more frequently, enabling me to reach my destination quicker, I'd be willing to make a transfer during my trip.

B - I'd be willing to wait longer for a bus if it meant I did not have to transfer.

C – Neither

8) Instead of relying on a timetable (list of set arrival times), would you be comfortable with just knowing that buses on a major route would arrive every 10 minutes?

No

Yes

Once you have completed this section, please skip to Section 3

Section 2 -- Non bus riders

3) What would make you more willing to ride ART and/or Metrobus? Choose all that apply. Please feel free to explain your answer below.

More areas served (specify areas below)

More bus stop locations

More frequent bus service

More evening and weekend service

Better available route information

Bus stops with better amenities (shelters, benches, real time information, etc)

A more comfortable ride

Lower fare

Other:

4) If your home or work is not on a bus route, would you be willing to take a small shuttle to a bus stop or to a Metrorail station where you could connect to transit?

No

Yes

Maybe

Unsure

Once you have completed this section, please skip to Section 3

Section 3

1) In what ZIP code is your home or work located in Arlington County? (write your 5-digit ZIP code; for example, 22219)

2) Along Columbia Pike, Arlington County is planning to consolidate bus stops and build transit stations to help speed up bus service. What other transit services or amenities would you like to see along Columbia Pike? Circle all that apply.

Bus service that goes from Columbia Pike to more areas in Arlington *(Please list those areas below)*

Bus service that goes from Columbia Pike to more areas outside of Arlington *(Please list those areas below)*

More frequent bus service

More evening and weekend bus service

Faster passenger boarding of buses

Better available route information

Other

3) In Crystal City and Potomac Yard, Arlington County is currently building the Transitway, which will have dedicated bus lanes, new covered bus stations with real time information and a bus that runs every 6 minutes during rush hours. What other transit services or amenities would you like to see in Crystal City and/or Pentagon City?

Bus service that goes from Crystal City/Pentagon City to more areas in Arlington *(Please list those areas below)*

Bus service that goes from Crystal City/Pentagon City to more areas outside of Arlington *(Please list those areas below)*

More frequent bus service

More evening and weekend bus service

Faster passenger boarding of buses

Better available route information

Other

4) Would you like to see the Transitway extended into Pentagon City?

Yes

No

5) Do you have any general observations/suggestions about bus service in a particular Arlington neighborhood, bus service in Arlington in general or anything transit related not covered in this survey?

The information gathered from the following demographic questions will be used to help Arlington County understand how it can better meet the needs of the diverse populations it serves.

1) What is your gender?

Male

Female

2) What is your age?

Under 18 years old

18 - 29 years old

30 - 49 years old

50 - 64 years old

65 and older

3) Have you participated in Arlington County Government public processes before?

Yes, frequently

Yes, occasionally

Yes, rarely

No, never

4) Do you speak a language other than English at home?

Yes *<please answer questions 5 and 6>*

No *<skip to question 7>*

5) What language do you speak at home? _____

6) How well do you speak English?

Very well

Well

Not very well

Not at all

7) Which of the following best describes your ethnic background?

African American or Black

American Indian or Alaskan Native

Asian

Hispanic or Latino

Native Hawaiian or Other Pacific Islander

White, Non-Hispanic

Mixed Race

Other (Specify)_____

8) Which category best describes your household's total annual income?

Less than $24,999

$25,000 - $49,999

$50,000 - $99,999

$100,000 or more

9) Please select the statement that best applies to you:

I live in Arlington County, but do not work in Arlington

I work in Arlington County, but do not live in Arlington

I both live and work in Arlington County

None of the above

10) Would you be willing to participate in future transit related studies? If yes, please provide your email address. E-mail addresses will be used to notify you of additional studies to participate in. You will also be added to a county listserv that will provide updates on the TDP and other transit related news.

E-mail:

65 and older

3) Have you participated in Arlington County Government public processes before?

Yes, frequently

Yes, occasionally

Yes, rarely

No, never

4) Do you speak a language other than English at home?

Yes *<please answer questions 5 and 6>*

No *<skip to question 7>*

5) What language do you speak at home? _____

6) How well do you speak English?

Very well

Well

Not very well

Not at all

7) Which of the following best describes your ethnic background?

African American or Black

American Indian or Alaskan Native

Asian

Hispanic or Latino

Native Hawaiian or Other Pacific Islander

White, Non-Hispanic

Mixed Race

Other (Specify)_____

8) Which category best describes your household's total annual income?

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$50,000 - $99,999

$100,000 or more

9) Please select the statement that best applies to you:

I live in Arlington County, but do not work in Arlington

I work in Arlington County, but do not live in Arlington

I both live and work in Arlington County

None of the above

10) Would you be willing to participate in future transit related studies? If yes, please provide your email address. E-mail addresses will be used to notify you of additional studies to participate in. You will also be added to a county listserv that will provide updates on the TDP and other transit related news.

E-mail:

Appendix E: Phase II Outreach Report

ARLINGTON COUNTY

Transit Development Plan

Phase II Outreach Report

ARLINGTON
VIRGINIA

Report Prepared by:

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1 INTRODUCTION

Arlington County's Phase II outreach campaign was a successful endeavor where County staff gathered feedback from 406 transit stakeholders on the Transit Development Plan (TDP) goals and objectives and key findings from a technical analysis of existing and projected bus transit conditions. Outreach participants were also asked to consider and provide their opinions on specific strategies to enhance transit services along the Columbia Pike and Crystal City corridors. Phase II outreach included in-person events (public workshops and focus group meetings) and an online interface that complimented these workshops and focus groups. This report captures the level of participation during the Phase II campaign and analyzes feedback provided through the Phase II feedback form and focus group discussions.

2 OUTREACH EVENT PROMOTION

A variety of engagement efforts were undertaken to promote the four public workshops and the online feedback form. County staff promoted the public workshops and the online feedback form through print, web / emails, and social media. The Arlington TDP website, given a fixed URL of www.arlingtonva.us/transit2026 (English language site) and www.arlingtonva.us/transporte2026 (Spanish language site), served as a way for the public to get information about the TDP and outreach initiatives, even if they could not attend an event in person. The website included an overview of the project, PDF copies of content provided at workshop events (the workshop PowerPoint presentation and the outreach board materials), and a feedback form where the public could leave comments. The website's home page was available in English and Spanish, and key outreach-specific materials were available in both languages.

Print-based promotion of Phase II outreach was done by using bus cards, flyers, and post cards (available in English and Spanish) to get the word out about the time, date, and location of public workshop events as well as information about providing feedback through the TDP website (**Figures 1**, **2**, **3**, **and 4**). Bus cards were mounted on ART buses as well as WMATA's Arlington routes.

Flyers and postcards were distributed to Arlington's libraries and community centers two weeks prior to the start of the first workshop event.

Web and email promotion of Phase II outreach was done by sending notifications through the County's robust community listservs. The TDP website and public workshops were also promoted directly on ART's homepage banner and through Arlington County Commuter Services' (ACCS) newsletter. Presentations on the TDP and upcoming events were made to the Commission on Aging, Disability Advisory Commission, Transit Advisory Committee (TAC), and the TAC Accessibility Subcommittee.

Figure 1 | Phase II Bus Card

Figure 2 | Phase II Flyer (English)

Figure 3 | Phase II Postcard (front)

Figure 4 | Phase II Postcard (back)

3 EVENT LOGISTICS

3.1 Public Workshop Events

Phase II outreach included four public workshop events where the public was able to talk with transit service planners and ART staff regarding the findings of the existing conditions and corridor specific technical analysis. Workshop participants had access to static informational boards and were also given a PowerPoint presentation on the findings from the technical analysis.[1] Participants were engaged through two workshop activities and were asked to provide written comments through a feedback form available in-print and at computer stations. The workshop activities included a goals activity, where participants could leave a comment on a sticky note on changes or improvements to the goals of the TDP, and a service gaps activity, where participants were asked to place dots on a map of Arlington to indicate where they perceived the need for more service and to use dot pairs to indicate difficult connections between two destinations. The workshop mapping activity was repeated in the feedback form questions to ensure that all stakeholders had the opportunity to provide the same type of feedback, whether they participated in the activity at the event or if they were not able to attend the workshop at all.

An outreach attendee participating in the service gap activity.

The workshops were two hours in duration. Workshop locations were selected to ensure that transit stakeholders from across the County would be able to attend (**Table 1**). All workshop locations met the provisions of the Americans with Disabilities Act (ADA) of 1990 and a Spanish translator was available at each workshop.

[1] PowerPoint presentation slides and information boards content can be found in Appendix A.

Table 1 | Public Workshop Events

Date	Event Time	Location	Transit Access
Tue, Oct 27	2:00pm – 4:00pm and 6:00pm – 8:00pm	Courthouse Plaza Building Conference Rooms 1st Floor 2100 Clarendon Blvd, Arlington, VA	ART 41, 61, 62, 77 Metrobus 4B, 38B
Wed, Oct 28	7:00pm – 9:00pm	Aurora Hills Community Center Main Room 735 18th Street South, Arlington, VA	Metrobus 16EGH, 9A, 10A
Mon, Nov 2	7:00pm – 9:00pm	Arlington Mill Community Center Multi-Purpose Room 527 909 S Dinwiddie St, Arlington, VA	ART 41, 45, 75 Metrobus 16's, 22ABC
Wed, Nov 4	6:30pm – 8:30pm	George Mason University Founders Hall, Classroom 118 3351 Fairfax Drive, Arlington, VA	ART 41, 42, 75 Metrobus 38B

3.2 Focus Group Discussions

Phase II outreach also included five focus group meetings. The focus group meetings targeted different representatives of specific populations. The County invited members of community organizations, non-profits, County service organizations, and business group representatives to audience-specific meetings (**Table 2**). Each of the focus group meetings consisted of a short PowerPoint presentation followed by a facilitated discussion. These focus group discussions supported in-depth conversations with representatives of various stakeholder groups on the findings from the transit service analysis and Phase I outreach and their perspectives on transit priorities for the County. Detailed focus group meeting notes can be found in Appendix B.

Table 2 | Focus Group Meetings

Date	Event Time	Location	Audience
Thu, Oct 29	6:30pm – 8:00pm	Columbia Pike Revitalization Organization 2611 Columbia Pike, Arlington, VA	Columbia Pike Business and Community Advisory Groups
Thu, Nov 5	3:00pm – 4:30pm	Central Library, Auditorium, 1st Floor, 1015 N Quincy St, Arlington, VA 22201	Low-Income Organizations
Mon, Nov 9	6:30pm – 8:00pm	Crystal City Community Room 2200 Crystal Drive, Arlington, VA	Crystal City/Pentagon City Business and Community Advisory Groups
Tues, Nov 10	11:00am - 12:30pm	Central Library, Auditorium, 1st Floor, 1015 N Quincy St, Arlington, VA	Countywide Business Community Representatives
Weds, Nov 18	9:30am – 11:00am	Courthouse Plaza Building, 3rd Floor 2100 Clarendon Blvd, Arlington, VA	Minority, LEP, Senior, and Disability serving organizations

4 PUBLIC INPUT METHODOLOGY

Public input was captured through the Phase II feedback form which was available at public workshops and online, and through focus group meeting discussions. The first public workshop event was held on October 27th, 2015 - the following day the online feedback form was opened. The online feedback form was closed on November 23rd, 2015; providing transit stakeholders with approximately one month to provide feedback during this Phase of outreach.

4.1 Phase II Feedback Form

The Phase II feedback form was designed to engage participants with the findings of the technical analysis and provide them with an opportunity to support, refute, and / or add to those findings. Participants were asked to provide their input on the transit system gap analysis (much like the workshop map activity) by reviewing the list of neighborhoods where the technical analysis showed service needs and then asking them to add neighborhoods that they perceived should be included on the list, if any. Similarly, the feedback form asked participants to review a list of difficult connections and rank them based on their perception of how hard it is to make those connections using transit. Participants were also asked to rank strategies to improve transit along Columbia Pike and in Crystal City. Lastly, participants were informed about the least productive ART routes in the system and asked to provide comments on these route or other routes they ride. Title VI demographic information was captured at the end of the Phase II feedback form. The full feedback form can be found in Appendix C.

4.2 Focus Group Discussions

The five focus group meetings provided an opportunity for representatives of community groups to have constructive discussions on the key findings of the technical analysis and guide the thinking and vision of the TDP. Two of the five focus groups were focused specifically on Columbia Pike and Crystal City / Pentagon City. Focus group discussions were guided by a set of questions and a PowerPoint presentation that summarized the key findings from the transit service analysis.[2] Minutes were taken at each of the focus group meetings and compiled afterwards for use in the service planning stage of the TDP process, as well as to inform the recommendations for service on Columbia Pike and in Crystal City and Pentagon City.

[2] A sample set of focus group questions and the PowerPoint presentation used at the County-wide focused discussions are included in Appendix B.

5 FEEDBACK FORM DEMOGRAPHICS AND TITLE VI

Arlington's TDP is a county-wide project, and as such, it is important to document the feedback of a representative sample of those who live, work, learn, and play in Arlington County, in keeping with the requirements of Title VI of the Civil Rights Act of 1964. The demographics of the 355 individuals who completed the Phase II feedback form were compared to county-wide data in those same categories. If the percentage of respondents within a particular demographic group are the same or higher than Arlington County's proportion,[3] within the margin of error, then the sample is considered representative of the overall target population. The Phase II feedback form margin of error was calculated based on the survey population, Arlington County's current population, and the number of respondents. The calculated margin of error is approximately six percent, accurate to a 95 percent confidence level.

Table 3 shows the ethnicity and racial profile of Arlington County residents and the ethnicity profile of the respondents to the feedback form. The demographic results of the survey show that the feedback form did not capture a representative sample of Arlington County residents' minority population. Among feedback form respondents, 13 percent were minorities, while minorities comprise 35 percent of the County's population.

Table 3 | Ethnicity and Racial Results

Data Source	White (non-Hispanic)	Black	Hispanic/ Latino	Asian	Other
Phase II Feedback Form	**87%**	**3%**	**5%**	**3%**	**2%**
Arlington County Census (ACS 2009-2013 five-year estimates)	64%	8%	15%	10%	3%
Percentage Point Difference	+23	-5	-10	-7	-1

Feedback form respondents also did not capture a representative sample of low-income residents that fit the household income profile of Arlington County, as shown in

[3] Based on U.S. Census Bureau, American Community Survey, 2009-2013, five-year estimates

Table 4. The County defines low-income as households earning less than 60 percent of Area Median Income (AMI), which for a family of four is an annual income of $65,520. Since the Census uses income ranges and this threshold is in the middle of a census income range, for the purpose of the TDP, low-income is defined as an annual household income of less than $50,000. The survey was successful at reaching a representative sample of two of the four income brackets, however this was not enough to reach a representative sample within the low-income definition.

Table 4 | Household Income Results

Data Source	Less than $25k	$25,000-$49,999	$50,000-$99,999	$100,000 or more
Phase II Feedback Form	**2%**	**7%**	**24%**	**67%**
Arlington County Census (ACS 2009-2013 five-year estimates)	10%	10%	27%	52%
Percentage Point Difference	-8	-3	-3	+15

Nine percent of survey respondents indicated that they spoke a language other than English at home and no respondents indicated that they speak English less than "very well," as shown in **Table 5**. Most respondents that indicated what language they speak noted that they spoke English and another language. The feedback form did not capture a representative sample of Arlington's Limited English Proficient (LEP) population.

Table 5 | Language Spoken at Home Results

Data Source	Household Language - English	Household Language – Spanish	Household Language - Other	Speak English Less than "Very Well"
Phase II Feedback Form	**91%**	**5%**	**4%**	**0%**
Arlington County Census (ACS 2009-2013 five-year estimates)	71%	14%	15%	8%
Percentage Point Difference	+8	-9	-11	-8

The County's Phase I outreach was far more successful at reaching a representative sample of the County's population. Phase I outreach success was likely supported by its focus on street team outreach at bus stops – or going to where the riders are rather than asking them to come to you, and the more approachable subject matter (user experiences and preferences rather than, in Phase II, reactions to technical analysis findings). Phase III outreach will differ from Phase I and Phase II in that while the subject matter will still be technical as it covers the draft service recommendations, the questions asked of the public will be concrete and relate directly to their experiences and/or perceptions. The Phase III subject matter will make it easier to engage transit stakeholders more quickly and through less formal outreach events, thus increasing the likelihood of reaching Arlington's Title VI targets.

Participants listening to the PowerPoint presentation at a Phase II Outreach Workshop

6 PHASE II OUTREACH RESULTS

The feedback form effort yielded 355 individual responses. Of those respondents, 94 percent (332 participants) responded online, while 6 percent (23 participants) filled out the form at workshop events. A total of 69 people signed-in at the four Phase II public workshops; however only 23 people filled out feedback forms at the workshop event. Far more people engaged with the workshop activities, with a total of 76 unique responses[4] being captured through the map activity. The results of the workshop map activity are incorporated into the overall feedback form results. The number of participants and their engagement at each workshop event is documented in **Table 6**.

Table 6 \ Workshop Attendance

Workshop Location	Date	Participants	Feedback Forms	Activity Responses
Courthouse	10/27/2015	22	9	24
Aurora Hills	10/28/2015	13	2	17
Arlington Mill	11/2/2015	24	6	21
GMU	11/4/2015	10	6	14
Total		**69**	**23**	**76**

Fifty-one people attended the five Phase II focus group meetings. Notes were taken at each meeting and the key themes of the discussions were identified. The target audience, date, and number of participants at each workshop is shown in **Table 7**.

Table 7 | Focus Group Attendance

Focus Group Audience	Date	Participants
Columbia Pike Business and Community Advisory Groups	10/29/2015	11
Low-Income Organizations	11/5/2015	3
Crystal City/Pentagon City Business and Community Advisory Groups	11/9/2015	8
Countywide Business Community Representatives	11/10/2015	21
Minority, LEP, and Disability serving organizations	11/18/2015	8
Total		**51**

[4] Participants were able to leave more than one response, as such the total number of unique responses is greater than the total number of workshop participants.

6.1 Workshop and Feedback Form Results

6.1.1 System Area Gaps

Participants were asked where they perceived service gaps in the existing ART and WMATA Metrobus transit systems. The question led with technical analysis findings that showed areas with high transit propensity (where people will likely use transit), but also infrequent or no transit service available within a comfortable walking distance. These areas included:

- Marymount University / Donaldson Run
- Madison Manor / East Falls Church
- Columbia Forest
- Yorktown
- Cherrydale / Virginia Square

Residents were then asked to identify neighborhoods where they perceived the need for new or additional bus service. Forty-eight participants responded to the question online and 18 responses were collected through the Phase II workshop map activity. The top five most frequently suggested neighborhoods that participants indicated needed more service are shown in **Table 8**. A total of 24 neighborhoods were identified as needing more service; however for most neighborhoods only one participant suggested the neighborhood had a system gap.

Table | 8 System Gaps Results

Neighborhood Name	Number of Responses
Dominion hills	11
Nauck	6
East Falls Church / Madison Manor	5
Claremont	4
Yorktown	4

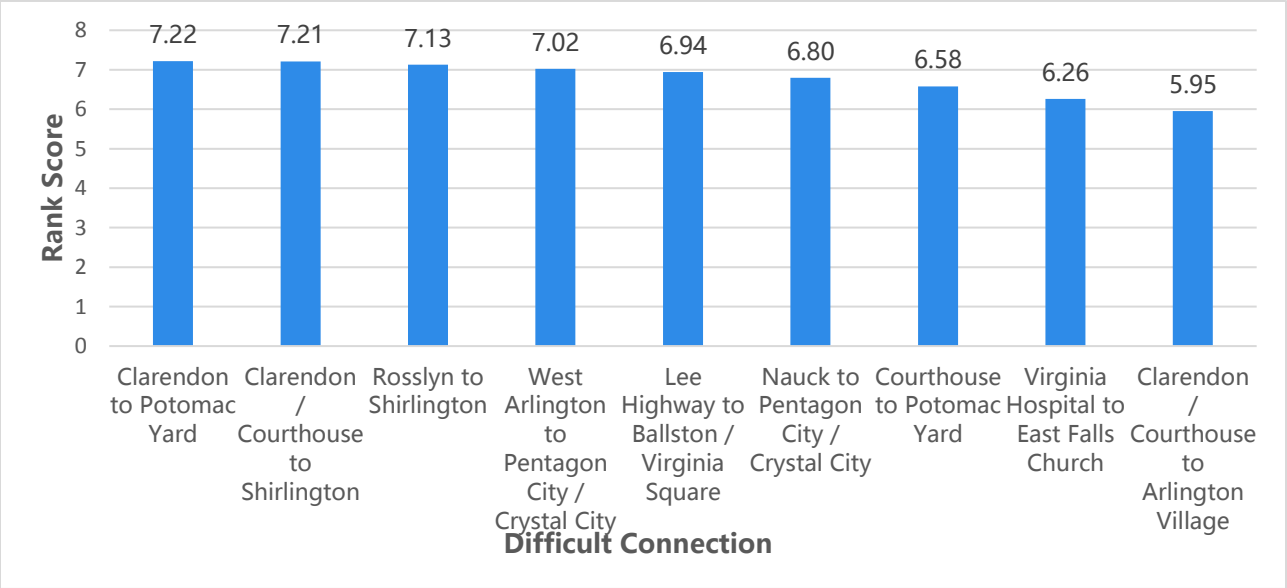
6.1.2 Service Connection Gaps

Participants were asked about where it was difficult to connect between two neighborhoods using transit. The question led with analysis findings that identified nine difficult connections and the day of the week or time of day when that connection was found to be particularly difficult:

- Clarendon to Potomac Yard – Weekday / Weekend periods
- Courthouse to Potomac Yard – Off Peak period
- Nauck to Crystal City / Pentagon City – Off Peak / Sunday periods
- Rosslyn to Shirlington – Sunday period
- West Arlington to Pentagon City / Crystal City – Weekday / Weekend periods
- Arlington Village to Clarendon / Courthouse – Sunday period
- Shirlington to Clarendon / Courthouse – Sunday period
- Virginia Hospital Center to East Falls Church – Weekend period
- Lee Highway to Ballston / Virginia Square – Off Peak / Weekend periods

Participants were asked to rank from this list the top three connections that they found most difficult to make via transit, with one being their top choice. A combined 211 people answered the question online or through feedback forms at workshop events. This ranking question, as well as other ranking questions from Phase II feedback, are calculated by taking the average ranking for each answer choice to determine which answer choice was the most preferred overall[5]. The connections between Clarendon and Potomac Yard (Weekday/Weekend), Shirlington to Clarendon / Courthouse (Sunday), and Rosslyn to Shirlington (Sunday) were identified as the top three missing connections. The top three choices were ranked very closely (a spread of 0.09) and all three connections were between the Rosslyn-Ballston Corridor and neighborhoods in South Arlington and Northern Alexandria. The fourth ranked connection was 0.11 points away from the third ranked connection. The average ranking results are shown in **Figure 5**.

Figure 5 | Difficult Connections Ranking Scores



[5] The average ranking is calculated by taking the weight of ranked position (a question with three answer choices will receive the weight of three for their #1 choice, weight of two for their #2 choice, and a weight of one for their #3 choice) times the response count for answer choice, divided by the total number of answers.

Participants were also asked if there were other connections that were not mentioned in the previous list of nine that were difficult to make using transit. The top five connections listed were:

1. Columbia Pike to Downtown D.C.[6] (7 respondents)
2. Clarendon / Courthouse to Pentagon City (5 respondents)
3. Clarendon / Courthouse to Virginia Hospital Center (5 respondents)
4. Clarendon / Courthouse to Pentagon (4 respondents)
5. Dominion Hills to East Falls Church (4 respondents)

All of the difficult connections that were written in to the feedback form and identified through the workshop map activity are shown in **Figures 6** and **7**. Participants were able to write-in up to three difficult connections, 224 responses were written-in; however 67 percent of connections were only mentioned by one participant.

[6] This connection is provided by WMATA routes 16X and 16Y. The desire for a connection that exists might be due to lack of awareness of the existing routes or the need for improved service on those routes.

Figure 6 | Phase II Difficult Connections Internal, Write-ins

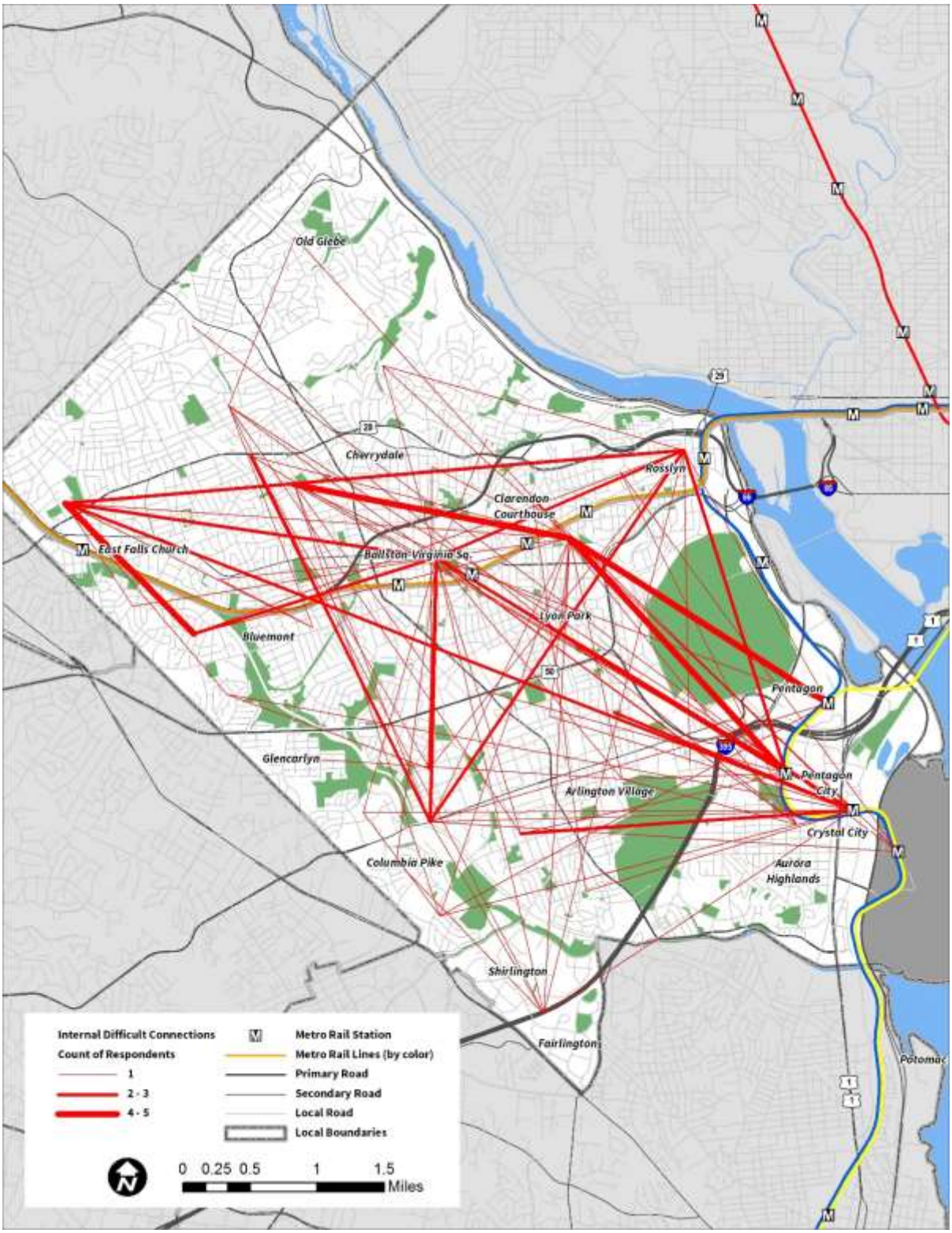
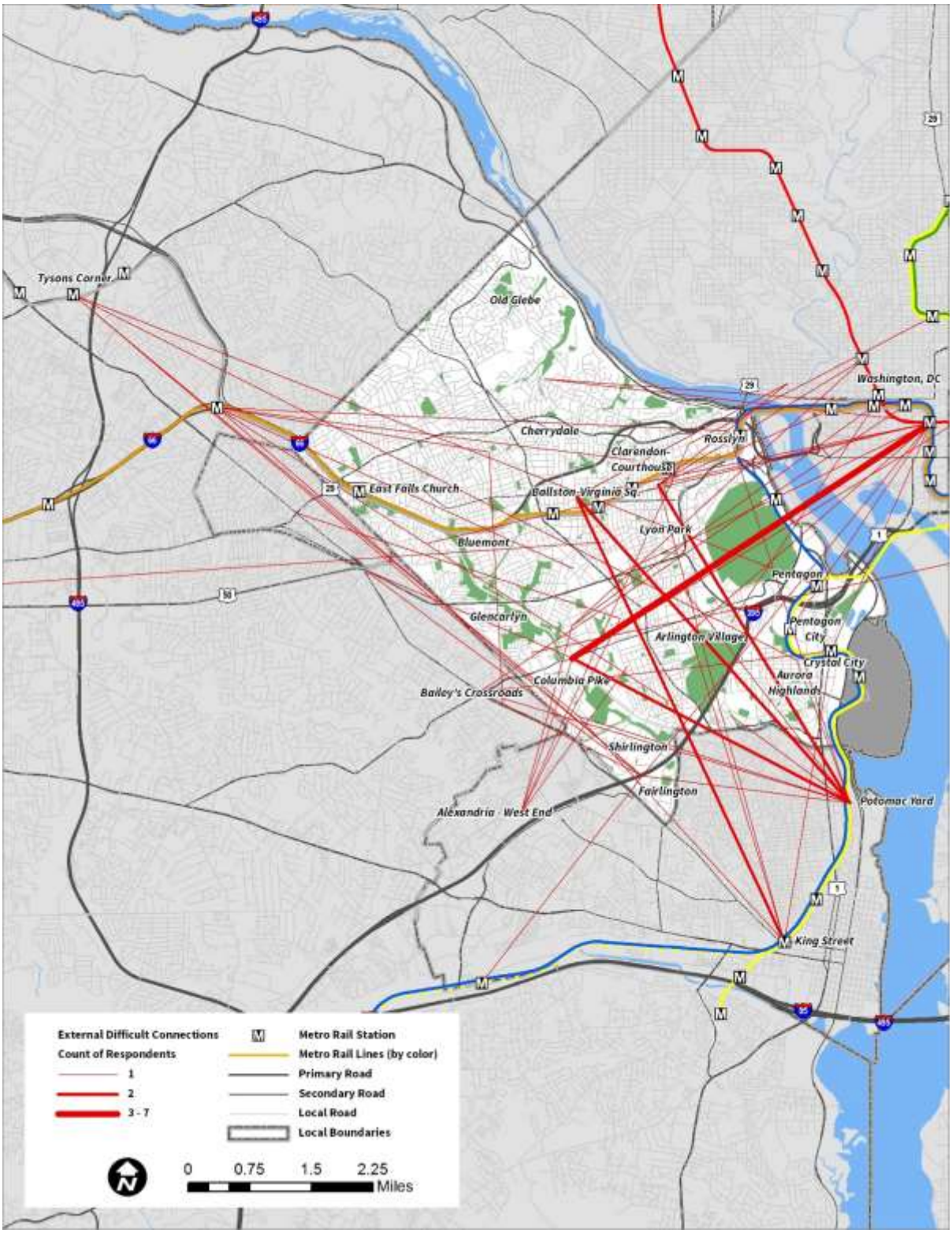


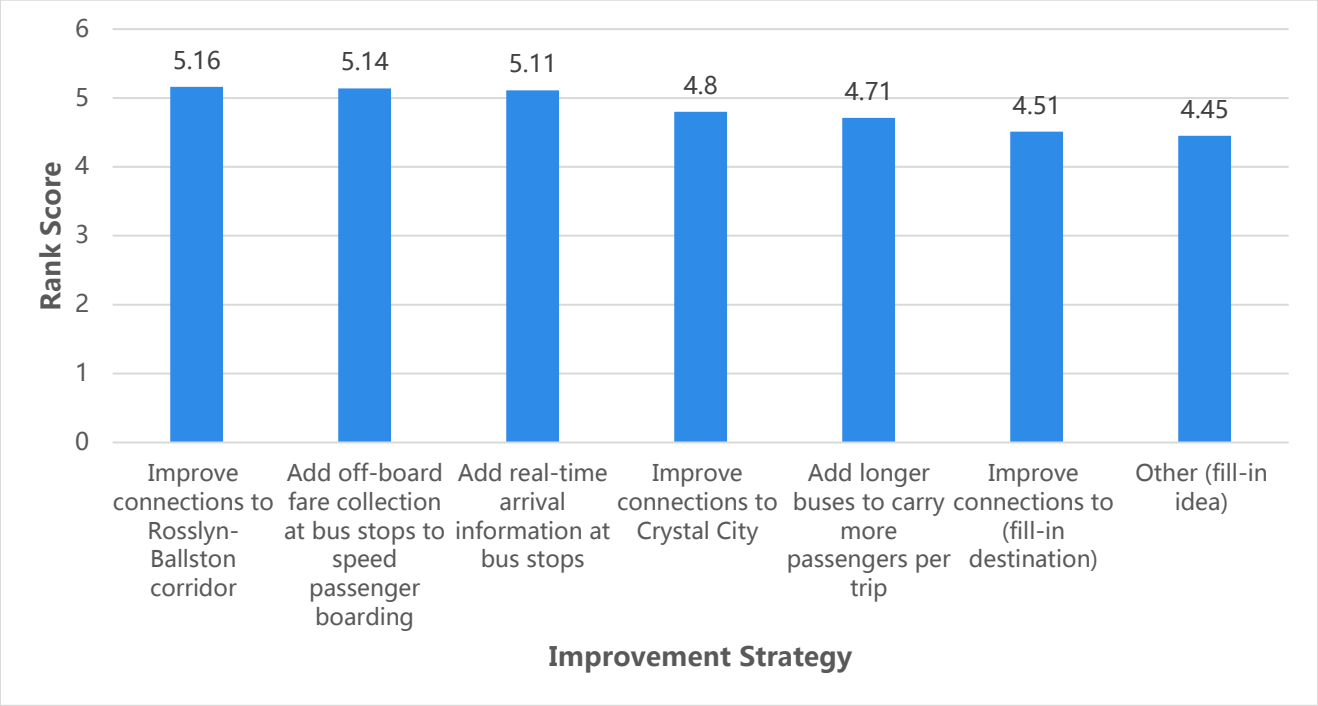
Figure 7 | Phase II Difficult Connections External, Write-ins



6.1.3 Columbia Pike Strategies

Participants were asked to rank seven strategies that could improve transit service along Columbia Pike. Two hundred and thirty-three people responded to the Columbia Pike strategies question. The top three most preferred strategies (**Figure 8**) are "improve connections to Rosslyn-Ballston corridor," "add off-board fare collection at bus stops," and "add real-time arrival information." Two of the seven strategies included write-in answer options; respondents could write in a desired location for improved connections, or under another strategy they could write in a new idea that was not listed.

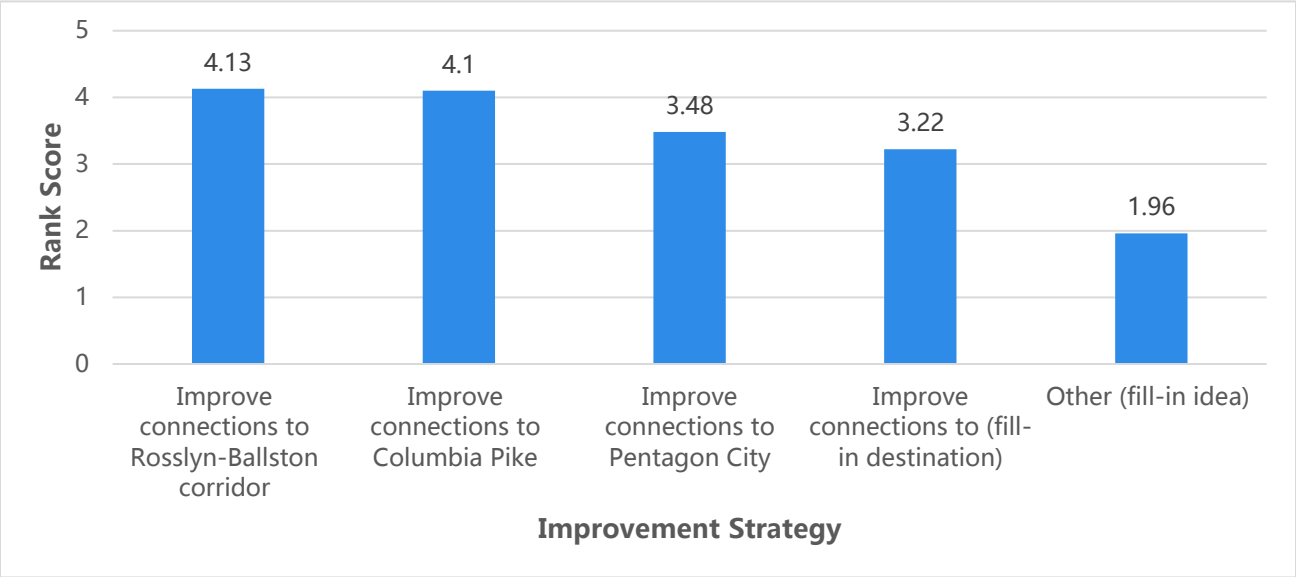
Figure 8 | Columbia Pike Improvement Strategies Ranking Scores



6.1.4 Crystal City Strategies

Participants were asked to rank five strategies that could improve transit service along the Crystal City corridor. One hundred and seventy people responded to the Crystal City strategies question. The top two most preferred strategies (**Figure 9**) are "improve connections to Rosslyn-Ballston corridor" and "improve connections to Columbia Pike." Two of the five strategies included write-in answer options; respondents could write in a desired location for improved connections, or under another strategy they could write in a new idea that was not listed.

Figure 9 | Crystal City Improvement Strategies Ranking Scores



6.1.5 Route Specific Recommendations

Workshop and online participants were asked to provide suggestions for improvement to route(s) that they ride. The question led with technical analysis findings that ART routes 53, 62, 74 and 92 were not meeting ART performance standards. Eighty-five participants provided comments on specific ART or WMATA routes. The routes that received the greatest number of comments were those that were mentioned as deficient in meeting performance standards (**Table 9**). There were no comments collected for ART routes 41, 51, 61, and 87.

Table 9 | ART Route Comment Counts

Route	Number of Comments
53 - Ballston Metro - Old Glebe - East Falls Church - Westover	23
92 - Crystal City - Long Bridge Park/Boeing-Pentagon	12
74 - Douglas Park - Arlington Village - Arlington View - Pentagon City	11
62 - Court House Metro - Lorcom Lane - Ballston Metro	7
42 - Ballston-Pentagon	3
45 - Columbia Pike - DHS/Sequoia-Rosslyn	3
75 - Shirlington - Wakefield HS - Carlin Springs Rd - Ballston - Virginia Square	2
77 - Shirlington - Lyon Park - Court House	2
84 - Douglas Park - Nauck - Pentagon City	2
43 - Crystal City - Rosslyn - Courthouse	1
52 - Ballston-Virginia Hospital Center - East Falls Church	1

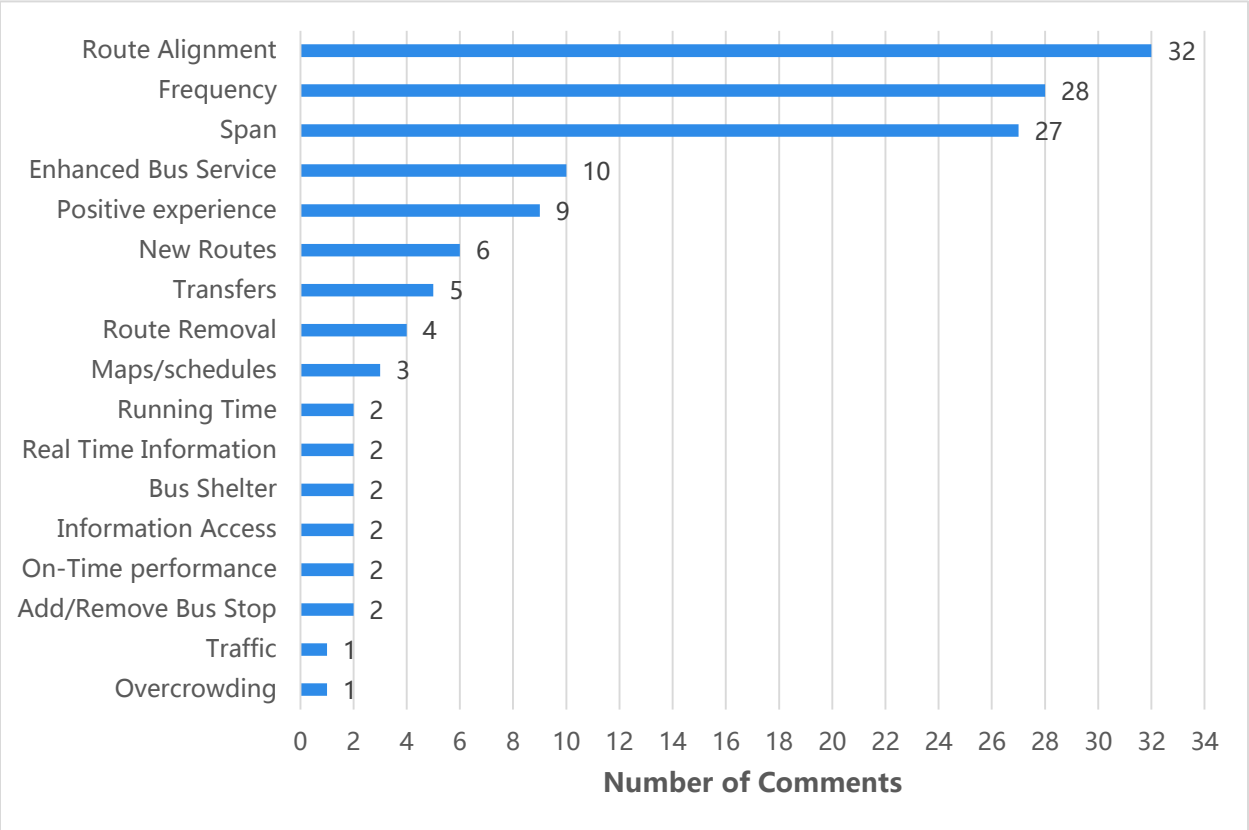
WMATA Metrobus routes received far fewer comments than ART routes, with no single route receiving more than three unique comments (**Table 10**).

Table 10 | WMATA Route Comment Counts

Line	Number of Comments
16G, 16H, 16K - Columbia Heights West - Pentagon City	3
1A,1B,1E,1Z - Wilson Blvd Line	2
16X - Columbia Pike - Federal Triangle	2
3A - Lee Hwy - Falls Church	2
10B - Hunting Point - Ballston Line	1
15K, 15L - Chain Bridge Road	1
16A, 16B, 16E, 16J, 16P - Columbia Pike	1
16Y - Columbia Pike - Farragut Square	1
23A, 23B, 23T - McClean - Crystal City	1
2A - Washington Blvd - Dunn Loring	1
3Y - Lee Hwy - Farragut Square	1
7A, 7F, 7Y - Lincolnia - North Fairlington	1
9A - Huntington - Pentagon	1

Each comment was read and categorized based on service planning and/or customer experience concepts. Route comments were categorized by these concepts in order to be able to quickly identify the type of improvements or problems that riders most commonly identified in their route. The most frequently mentioned service concepts were route alignment, span, and frequency across all comments (**Figure 10**), followed by enhanced bus service and comments about positive experiences with bus service.

Figure 10 | All Route Comments by Concept Category



Comments are broken down for the top four most commented on routes by comment category in **Figures 11, 12, 13, and 14**. The most frequently mentioned service concepts were route alignment, span, and frequency across all comments and ART routes 53, 92, 74, and 62 in particular. Generally, route alignment comments were those where riders felt a bus should serve or not serve a specific area, frequency comments were those where riders were requesting shorter headways / more frequent service, and span comments were those where riders were requesting service on the weekends or the midday. Full comments by route and concept category can be found in Appendix D.

Figure 11 | ART 53 Comments by Category

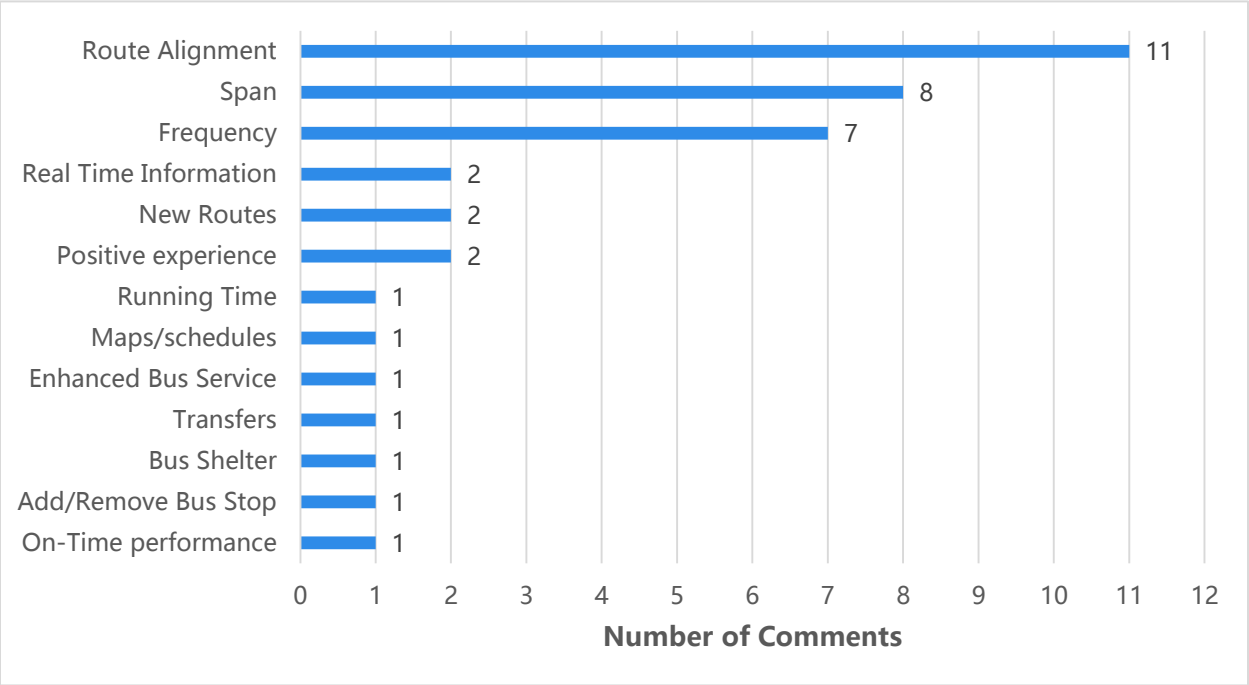


Figure 12 | ART 92 Comments by Category

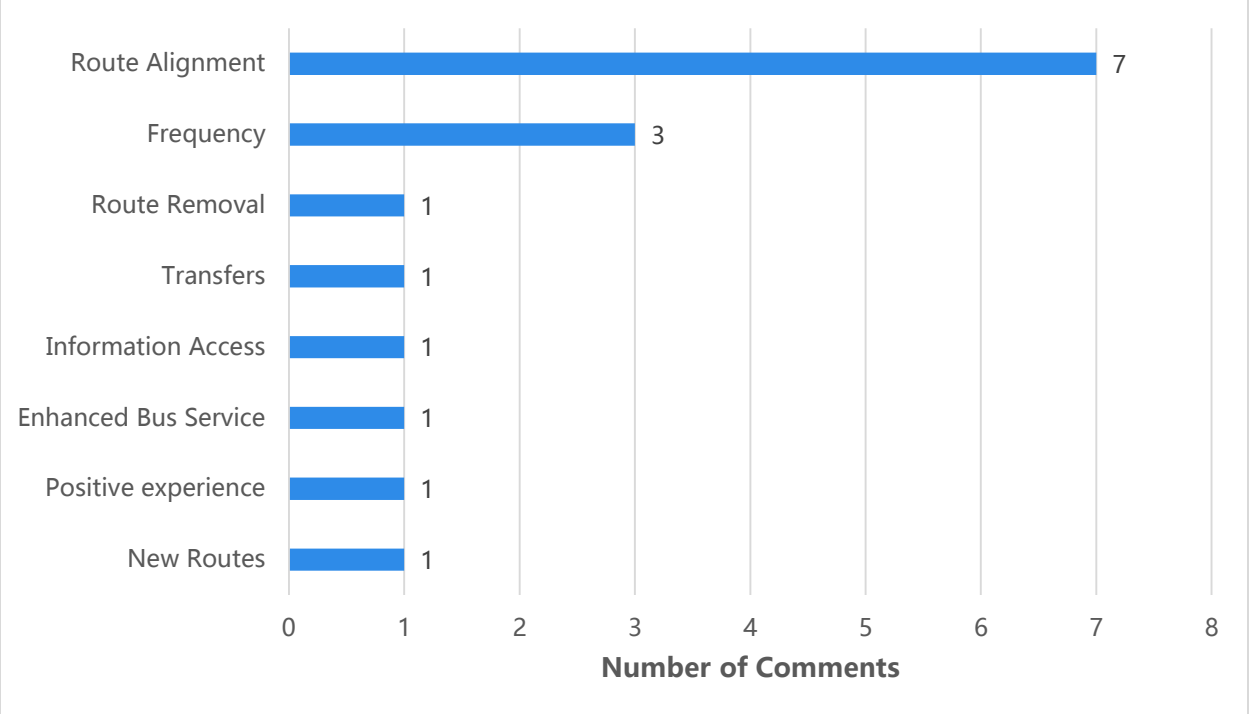


Figure 13 | ART 74 Comments by Category

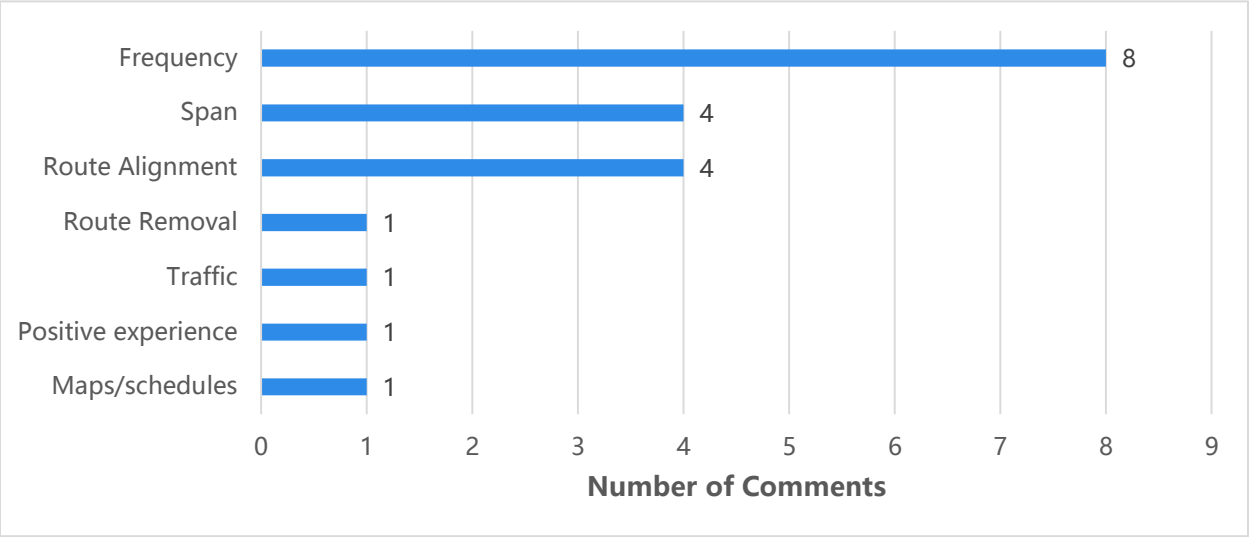
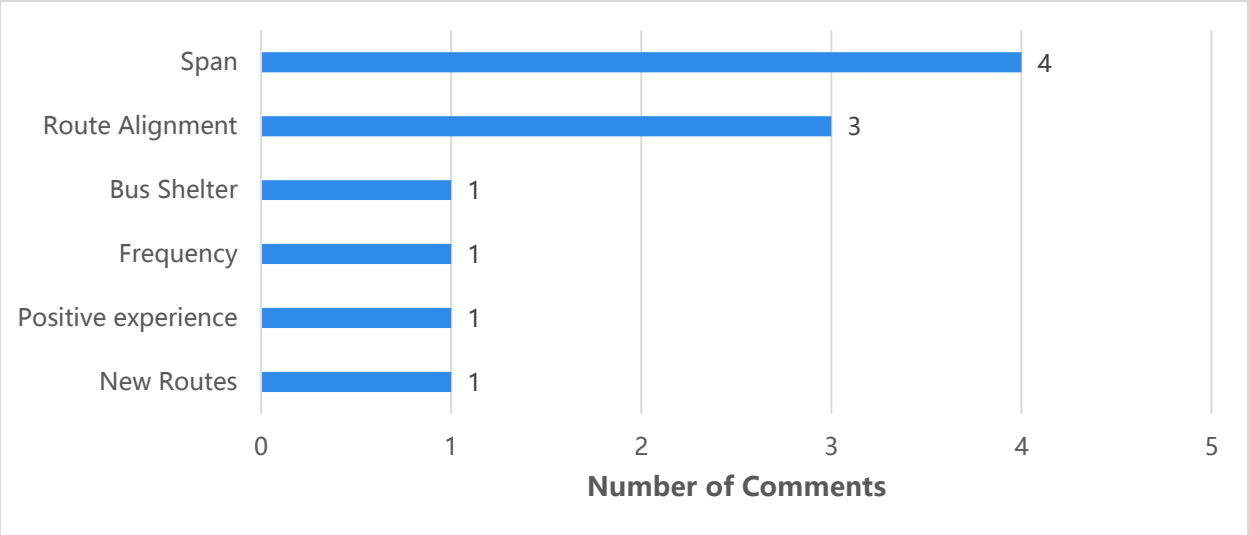


Figure 14 | ART 62 Comments by Category



Focus Group Meeting Results

A reoccurring theme across all five focus groups was concerns around the availability of weekend and off-peak service and the expressed desire for a greater span of service. Although frequency of service was also raised as an area of improvement at each meeting, it was not spoken about as strongly or as universally as span. The desire for North-South connections within the County also featured prominently in all discussions. Concerns about making it easy and intuitive to use bus transit in Arlington was another cross-cutting theme. Different participants offered various solutions to making Arlington's transit more intuitive: branding, education, streamlined routes, and frequencies that no longer require the need for a schedule were all suggested.

The Crystal City / Pentagon City specific focus group generated discussion about a desired connection to Columbia Pike, as well as the pros and cons of specific alignment options for the Metroway extension to Pentagon City.

The Columbia Pike specific focus group raised concerns about seeing a timely transit solution for the corridor, and many participants expressed fatigue with waiting for transportation improvements. There was a clear desire for high quality and high capacity transit along the corridor that connected to Crystal City / Pentagon City, as well as options to connect to destinations north and south of the Pike. Detailed focus group notes can be found in Appendix B.

7 NEXT STEPS

Phase II outreach was successful at engaging a small, but active group of transit stakeholders on the findings of the technical analysis. Due to the technical nature of Phase II outreach, it was not expected to have the same level of participation as Phase I, and did fall short of reaching a representative sample of County residents. Greater efforts will be necessary in Phase III to assure that a representative population is achieved. The results of Phase II are being used to inform service recommendations. Much of the technical findings were validated through the Phase II outreach processes and additional insights were gained on how the community perceives and wants to experience transit in the County.

The TDP draft service change recommendations will be presented to the public through Phase III outreach. Phase III outreach will provide an opportunity for the public to review the draft service recommendations and provide their feedback to shape the final recommendations as well as help inform the prioritization of the service changes over the 10 year period of the plan.

ARLINGTON COUNTY

Transit Development Plan

CHAPTER 4:

Service Expansion Descriptions

ARLINGTON
VIRGINIA

Report Prepared by:

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4 SERVICE EXPANSION PROJECT DESCRIPTIONS

This chapter identifies transit service and facility needs for Arlington County Transit and Metrobus service within the County. Service and facility needs are identified based on the evaluation conducted in previous chapters of this Transit Development Plan (TDP), including stakeholder and public meetings, staff workshop sessions, evaluation of existing ART and Metrobus transit service, market, service coverage and level of service analyses, and future land use and development plan reviews.

4.1 Transit Service Plan

The following general transit service needs in Arlington County were identified for consideration for inclusion in the Arlington County TDP:

1. Increasing how often the bus arrives;
2. Increasing late night and weekend service;
3. Providing improved north-south connections within the county, with additional connections to: Ballston, Rosslyn, Shirlington, Columbia Pike, and DC; and
4. Creating a high frequency network along Columbia Pike and on the Crystal City / Pentagon City corridors.

The strategies to develop recommendations included:

1. Changing the service network and making new connections by adding or removing routes;
2. Altering existing routes to expand or streamline services;
3. Adjusting current routes by adding or decreasing frequency;
4. Adding new types of service like premium, circulator, express or on-demand flex[1] bus service or changing an existing route's service type; and
5. Modifying existing bus service hours to either increase an existing route's span of service or decreasing service to better allocate resources.

This 10-year Transit Development Plan consists of approximately 77 different route recommendations; **Figure 1** and **Figure 2** illustrate the ART and Metrobus systems, respectively, upon full implementation of all TDP recommendations. The sections below provide additional detail on each individual route, all costs shown are in Fiscal Year 2015 dollars.

[1] The on-demand flex service will connect areas without service during midday hours to the closest Metrorail station or could, alternatively, serve a destination or two agreed upon by the affected areas community associations, respectively. Each trip must either originate or end at that chosen destination. This service will use smaller vehicles that may not be operated by or under the banner of ART and could include a separate fare system. Rides will be grouped and provided on a demand responsive basis.

Figure 1 | Fully Implemented ART System

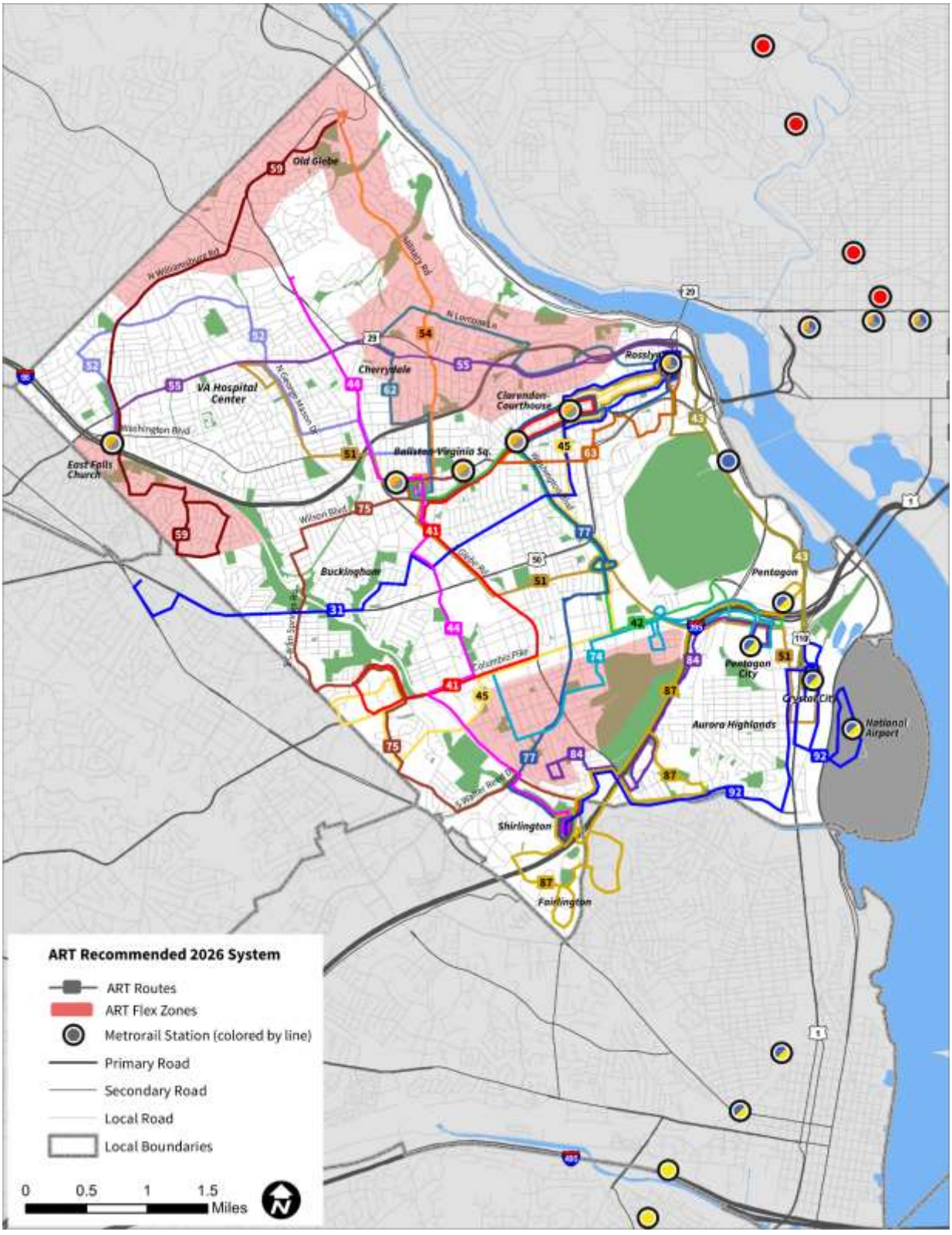


Figure 2 | Fully Implemented Metrobus (Arlington County) System

4.1.1 Prioritization and Ridership Forecasting

A prioritization method was used to determine the implementation year for each individual route recommendation. The method consisted of forecasting ridership and developing a prioritization score using three different factors: operating cost per forecasted passenger, importance to the public, and applicability to the TDP goals and objectives.

In order to create a baseline ridership forecast, different types of ridership estimating approaches were applied to each individual route depending on the type of route recommendation, as described in **Table 1**.

Table 1 | Ridership Forecasting Methodology by Improvement Type

Proposed Service Change		Ridership Estimate Methodology
Extension of Route		(Current Passengers/Revenue Mile) x (Proposed Revenue Miles)
Segment Transfer Between Routes		Current Boardings by Stop on Transferred Segment
Conversion from Metrobus to ART		Current Ridership
No Change		Current Ridership
Decrease Headway[2]	Frequencies greater than 15 minutes	-0.26 elasticity
	Frequencies less than 15 minutes	-0.47 elasticity
Increase Span		(Current Passengers/Revenue Hour) x (Proposed Revenue Hours)

Prioritization was based upon the three aforementioned factors with the following weights:

- **50%:** Operating Cost Per Forecasted Passenger
- **25%**: Importance to the Public
- **25%:** Applicability to TDP Goals and Objectives

Within each recommendation, once the score for each factor was determined they were added together to produce a total score out of 100. Using these scores as a guide, implementation years were assigned to each recommendation.

[2] Transit Cooperative Research Program Report 95: Traveler Response to Transportation System Changes, 2004, Available online at: http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_95c9.pdf, as of June 10, 2016.

4.1.2 Columbia Pike Corridor Service Expansion Recommendations

The overall recommendation for the Columbia Pike Corridor consists of the implementation of the Columbia Pike Premium Transit Network. This includes:

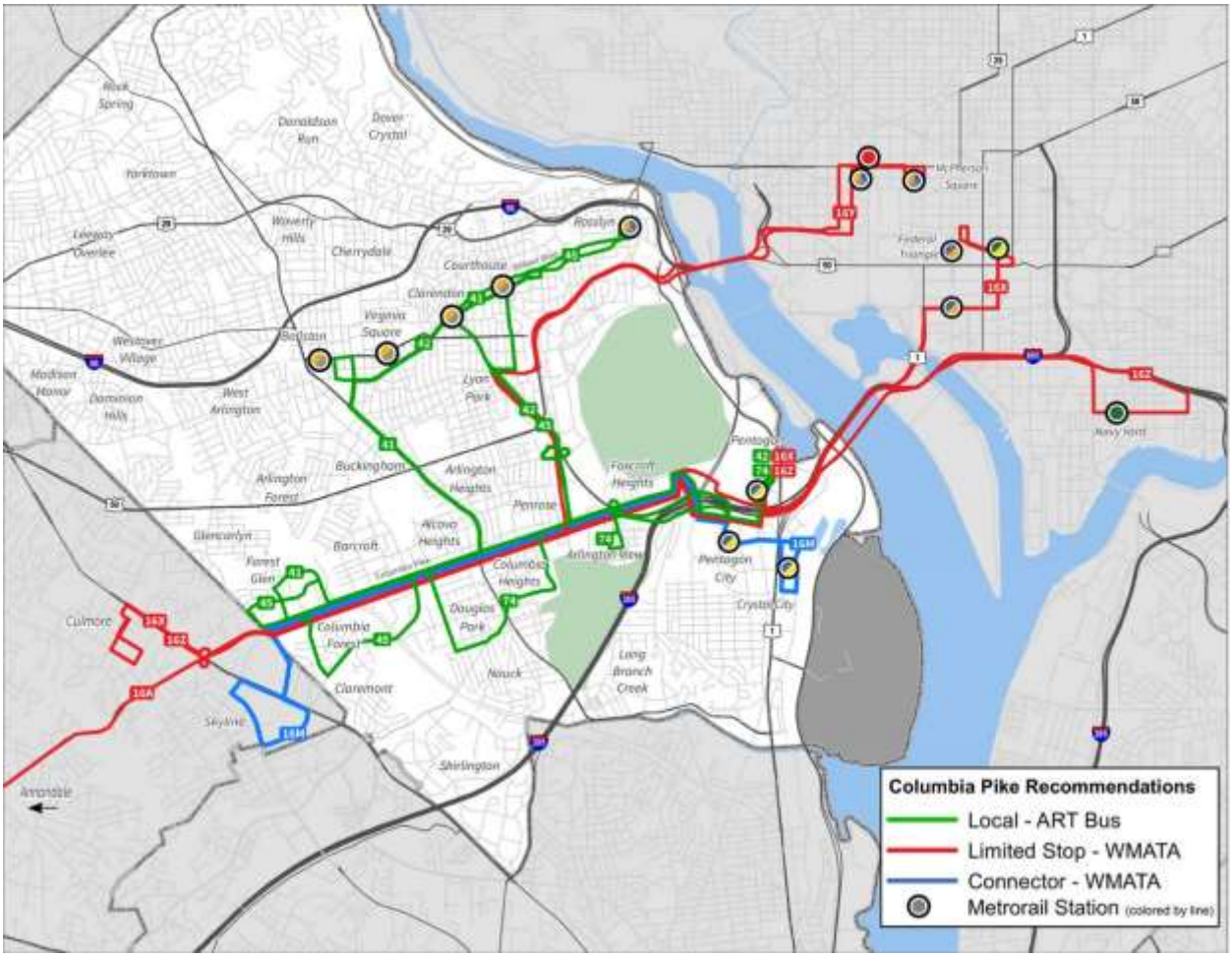
- Consolidating Metrobus 16ABEJP and 16GHK Lines into new premium and limited stop services;
- Frequency/span improvements on limited-stop Metrobus 16X;
- Enhancing neighborhood connections via ART 41, 42, 45 and 74; and
- Improving frequency and connections with the new Metrobus 16M and 16Z.

All of these recommendations are slated to be implemented in Fiscal Year 2018. Upon implementation, ridership is estimated to increase by nine percent, and by Fiscal Year 2026, by 24 percent.[3]

Figure 3 provides an overall map of the new Columbia Pike route structure, with details about each route that is part of the Columbia Pike Premium Transit Network in the subsequent sections. The **Assessment of Bus Service for Columbia Pike** will provide additional details on enhanced amenities and infrastructure within the corridor.

[3] Includes an expected annual ridership growth of two percent within the corridor.

Figure 3 | Columbia Pike Service Network



Route 41

In Fiscal Year 2018 (Phase 1) peak frequency on ART 41 is recommended to improve to every 10 minutes (**Table 2**). This increase in frequency is based upon the expected growth in population and employment densities along the Columbia Pike and Glebe Road corridors. This improvement will be in conjunction with implementation of the Premium Transit Network on Columbia Pike.

Table 2 | Route 41 Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2018**
From			Columbia Pike	Columbia Pike
To			Courthouse	Courthouse
Span		Weekday	5:30 AM - 1:10 AM	5:30 AM - 1:10 AM
		Saturday	6:10 AM - 1:57 AM	6:10 AM - 1:57 AM
		Sunday	6:55 AM - 10:10 PM	6:55 AM - 10:10 PM
Frequency (Minutes)	Weekday	Early	20	20
		Peak	15	10
		Midday	15	15
		Evening	20	20
		Late Night	25	25
		Saturday	15	15
		Sunday	15	15
Daily Revenue Hours		Weekday	71.6	87.5
		Saturday	58.7	58.7
		Sunday	42.9	42.9
Peak Vehicles			5	7
Annual Operating Cost			**$1,830,337**	**$2,198,388**

Route 45

In Fiscal Year 2018 (Phase 1) the peak frequency on ART 45 will improve to every 20 minutes and the route will be realigned to remain on S. George Mason Drive from Columbia Pike to S. Frederick Street. Service will be removed from Columbia Pike between Dinwiddie Street and Four Mile Run Drive and from Four Mile Run Drive (**Figure 4**). These recommendations will occur in conjunction with implementation of the Premium Transit Network on Columbia Pike, and the new route alignment will provide additional connections for residents in neighborhoods south of Columbia Pike. The segment removed from Four Mile Run will impact approximately 15 people per day. The frequency will be increased based upon public input, which emphasized that the ART 45 needed to run more often, and the individual trip analysis (existing average loads are greater than 35 passengers on certain peak trips).

In Phase 2 (Fiscal Year 2024), increase the peak frequency on ART 45 to every 15 minutes and extend the weekend span of service. The increase in frequency and span is based upon the expected growth in population and employment densities within the neighborhoods adjacent to Columbia Pike. **Table 3** details the proposed service levels for both phases.

Table 3 | Route 45 Recommended Level of Service

			Current	Proposed Phase 1	Proposed Phase 2
Implementation Date			**---**	**FY 2018**	**FY 2024**
From			Columbia Pike	Columbia Pike	Columbia Pike
To			Sequoia/Rosslyn	Sequoia/Rosslyn	Sequoia/Rosslyn
Span	Weekday		5:40 AM - 11:23 PM	5:40 AM - 11:23 PM	5:40 AM - 11:23 PM
	Saturday		7:50 AM - 12:15 AM	7:50 AM - 12:15 AM	6:30 AM - 12:15 AM
	Sunday		6:50 AM - 7:45 PM	6:50 AM - 7:45 PM	6:30 AM - 11:00 PM
Frequency (Minutes)	Weekday	Early	25	20	15
		Peak	25	20	15
		Midday	30	30	30
		Evening	30	30	30
		Late Night	-	-	-
	Saturday		30	30	30
	Sunday		30	30	30
Daily Revenue Hours	Weekday		50.4	60.7	71.4
	Saturday		41.6	44.8	50.3
	Sunday		33.0	35.5	47.1
Peak Vehicles			3	4	6
Annual Operating Cost			**$895,649**	**$1,128,589**	**$1,486,337**

Figure 4 | Route 45 Recommended Alignment

Route 74

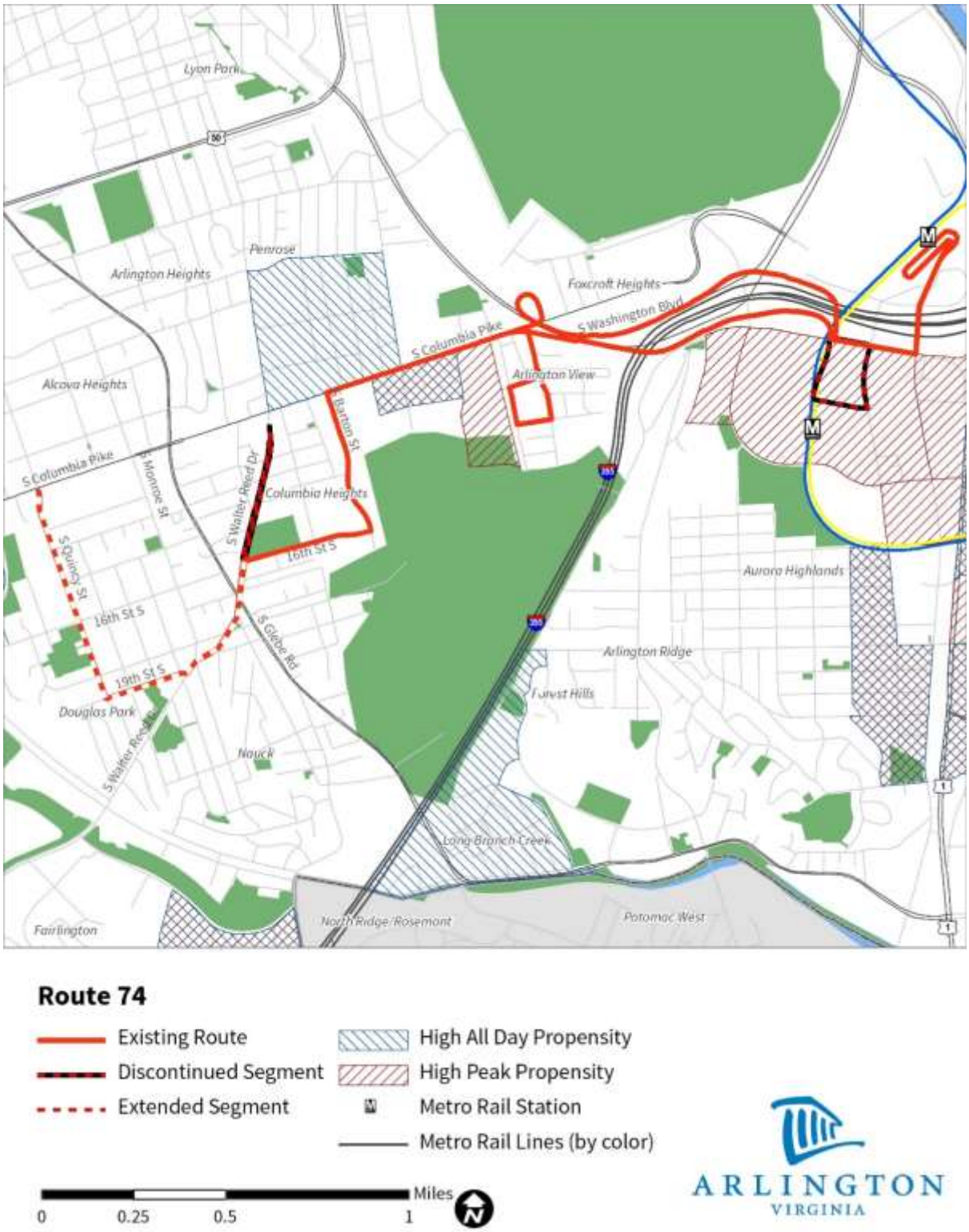
In Fiscal Year 2018 the Route 74 will be realigned to serve the Pentagon Metro and extended to cover the discontinued Route 84 service in the Douglas Park neighborhood (**Figure 5**). Service will be discontinued on South Walter Reed between 16th Street and Columbia Pike. The afternoon peak service will also begin earlier at 3:00 PM (**Table 4**).

This improvement will be in conjunction with implementation of the Premium Transit Network (PrTN) on Columbia Pike. PrTN will provide a direct connection with the proposed premium bus service along Columbia Pike and adjacent neighborhoods (Douglas Park, Columbia Heights, and Arlington View). The realignment to the Pentagon Metro will supplement the ART 42 and Metrobus 16X connection to the Pentagon at local stops. The discontinued segment on South Walter Reed Drive between 16th Street and Columbia Pike will be serviced by ART 77.

Table 4 | Route 74 Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2018**
From			Halstead	Douglas Park
To			Pentagon City	Pentagon
Span		Weekday	5:53 AM - 9:11 AM; 3:35 PM - 7:55 PM	5:53 AM - 9:11 AM; 3:35 PM - 7:55 PM
		Saturday	-	-
		Sunday	-	-
Frequency (Minutes)	Weekday	Early	30	25
		Peak	30	25
		Midday	-	-
		Evening	30	25
		Late Night	-	-
		Saturday	-	-
		Sunday	-	-
Daily Revenue Hours		Weekday	7.6	10.8
		Saturday	-	-
		Sunday	-	-
Peak Vehicles			1	2
Annual Operating Cost			**$153,526**	**$366,491**

Figure 5 | Route 74 Recommended Alignment



Line 16ABEJP

In Fiscal Year 2018, in conjunction with the implementation of the Premium Transit Network on Columbia Pike, Metrobus 16A will provide limited stop service along Columbia Pike within Arlington County at key transfer locations (Greenbrier Street, Four Mile Run Drive, George Mason Drive, Glebe Road, and Walter Reed Drive) and Metrobus 16B, 16E, 16J and 16P will be eliminated. **Table 5** displays the recommended service levels.

The Metrobus 16A primarily serves residents of Fairfax County. The proposed route restructuring for Columbia Pike (in Arlington) will continue to provide service for Columbia Pike residents in Arlington to the Pentagon with the Metrobus 16X, as well as add a new high frequency service to Pentagon City and Crystal City with the proposed Metrobus 16M. The service provided by the current Metrobus 16A in Arlington will be duplicative. By reducing the number of stops made, the trip for Fairfax residents and overall transit operations along Columbia Pike will be faster. The hours saved by eliminating the Metrobus 16B will be added to the Metrobus 16A, 16X and new 16Z to increase frequency to the Pentagon, provide a longer span of service, and new connections. To replace Metrobus 16E, additional trips were added to the Metrobus 16A and the 16X to provide late night coverage per WMATA's late night service study recommendations. The hours saved by the Metrobus 16J will be added to the Metrobus 16X and new 16Z to increase frequency to the Pentagon, provide a longer span of service, provide weekend service, and new connections and Sunday service will be provided by the expanded Metrobus 16X and new 16M.

Table 5 | Route 16A Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2018**
From			Annandale	Annandale
To			Pentagon	Pentagon
Span	Weekday		4:33 AM - 11:02 PM	4:30 AM - 12:30 AM
	Saturday		-	6:00 AM - 11:00 PM
	Sunday		-	6:00 AM - 11:00 PM
Frequency (Minutes)	Weekday	Early	40	40
		Peak	30	30
		Midday	30	30
		Evening	37	30
		Late Night	-	60
	Saturday		-	30
	Sunday		-	60
Daily Revenue Hours	Weekday		64.7	64.4
	Saturday		-	56.2
	Sunday		-	28.1
Peak Vehicles*			10	4
Annual Operating Cost			**$1,888,198**	**$2,191,116**

*These metrics were only available by line.

Line 16GHK

In Fiscal Year 2018, Routes 16G, 16H, and 16K will be eliminated in conjunction with the implementation of the Premium Transit Network on Columbia Pike.

Service to the Arlington Mill neighborhood will be covered by increased service on the ART 41 and 45, and the new premium bus service, Metrobus 16M, providing all-day, frequent service between Skyline and Crystal City. Weekend service will be provided by the combination of the Metrobus 16X, 16M, ART 41, and 45.

Line 16M

In Fiscal Year 2018, Route 16M will provide a new frequent service connecting Skyline, Columbia Pike, Pentagon City and Crystal City every day in conjunction with implementation of Premium Transit Network on Columbia Pike (**Figure 6**) and the Metroway service on Route 1. This route will operate between Skyline (in Fairfax County)

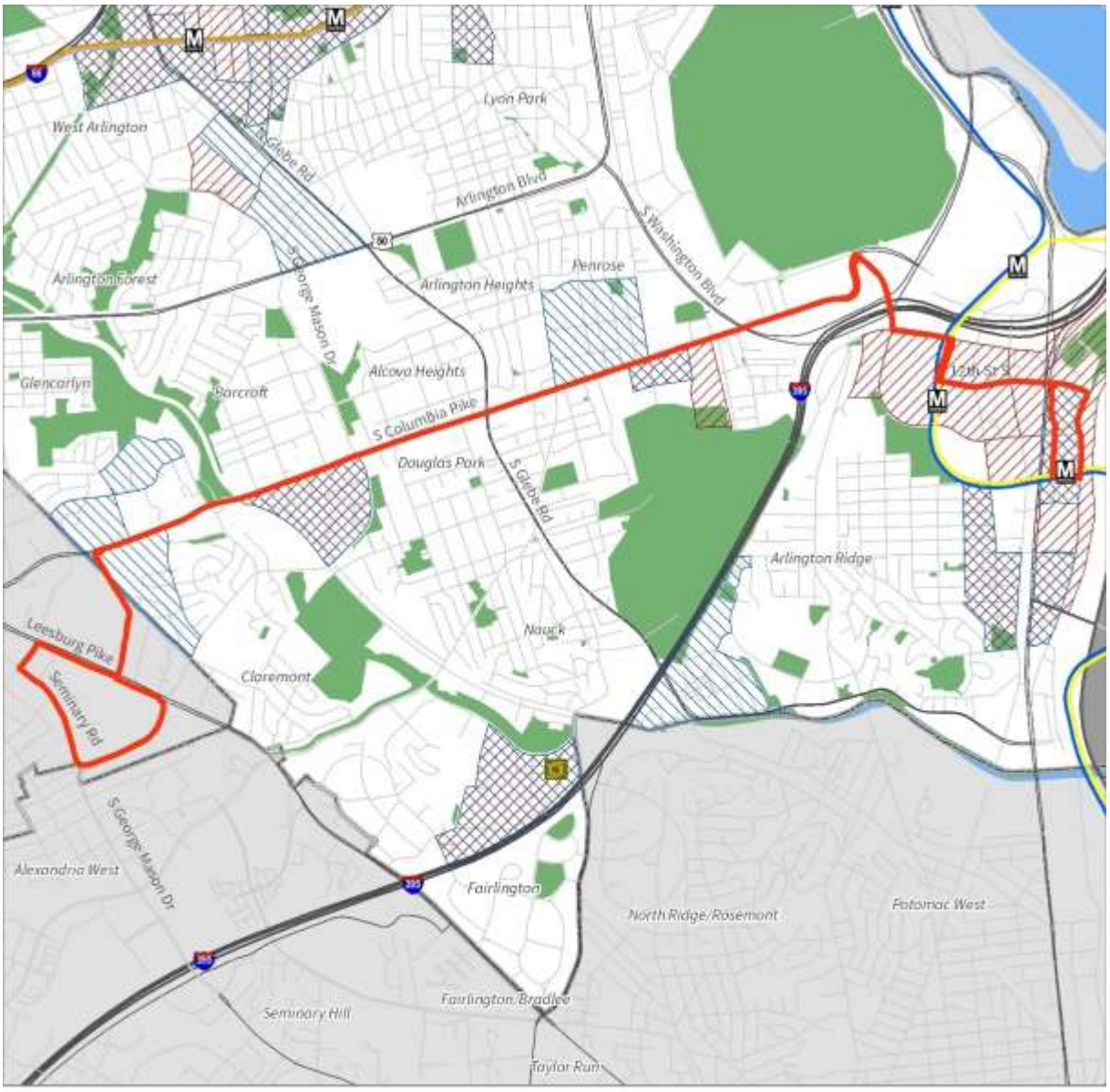
and Crystal City. The route will stop at all 24 of the proposed Columbia Pike Transit Stations (12 in each direction), with additional stops near Skyline, Jefferson Street and Route VA- 7, Pentagon City, and Crystal City. **Table 6** details service levels for the proposed Metrobus 16M.

The route will utilize Transit Signal Priority (TSP), off-board fare collection, near-level boarding, and real-time passenger information to provide an improved travel experience. The Metrobus 16M will be a specially branded service.

Table 6 | Route 16M Recommended Level of Service

			Proposed
Implementation Date			**FY 2018**
From			Skyline
To			Pentagon City
Span		Weekday	5:30 AM – 11:00 PM (Friday: 5:30 AM - 12:30 AM)
		Saturday	6:30 AM - 12:30 AM
		Sunday	7:30 AM - 10:30 PM
Frequency (Minutes)	Weekday	Early	15
		Peak	6
		Midday	12
		Evening	12
		Late Night	15*
		Saturday	12
		Sunday	12
Daily Revenue Hours		Weekday	159.6 (161.6 on Friday)
		Saturday	119.4
		Sunday	91.0
Peak Vehicles			13
Annual Operating Cost			**$6,075,870**

Figure 6 | Route 16M Recommended Alignment



Line 16X

In Phase 1 (Fiscal Year 2018), the Metrobus 16X will provide peak period service every 7.5 minutes to the Pentagon Metrorail station (Yellow/Blue Lines) and every 15 minutes (with every other bus) to Downtown DC, additional detail on frequency increases can be found in **Table 7**. The new service levels will allow the Metrobus 16X to become the primary route serving trips to the Pentagon as part of the Columbia Pike service restructure. Some of the hours currently provided by the Metrobus 16B and 16J, which will be discontinued, will be added to the Metrobus 16X. As is currently happening, some of the Metrobus 16X trips will terminate at the Pentagon and some trips will continue into DC. Additional hours of service will improve frequency as well as provide more service throughout the day between Culmore and the Pentagon/Downtown DC.

In Phase 2 (Fiscal Year 2021), Metrobus 16X peak period trips and many of the off-peak trips originating or terminating at the Pentagon will be replaced by Metrobus 16Z trips. Overall frequencies on Columbia Pike between Culmore and the Pentagon will remain the same, while the number of Metrobus 16X trips and operating costs associated with the Metrobus 16X will be reduced and replaced with Metrobus 16Z trips, which will connect with the Navy Yard.

Table 7 | Route 16X Recommended Level of Service

			Current	Proposed Phase 1	Proposed Phase 2
Implementation Date			**---**	**FY 2018**	**FY 2021**
From			Glen Carlyn / Vista Drive	Glen Carlyn / Vista Drive	Glen Carlyn / Vista Drive
To			11th / East Street Northwest	Pentagon / 11th / East Street Northwest	Pentagon / 11th / East Street Northwest
Span	Weekday		5:30 AM – 9:39 AM; 3:30 PM – 7:53 PM	4:30 AM - 1:00 AM	4:30 AM - 1:00 AM
	Saturday			5:30 AM - 3:30 AM	5:30 AM - 3:30 AM
	Sunday			6:00 AM - 11:00 PM	6:00 AM - 11:00 PM
Frequency (Minutes)	Weekday	Early	-	15 – Pentagon / 30 – Downtown DC	10 – Pentagon / 30 – Downtown DC
		Peak	15	7.5 – Pentagon / 20 – Downtown DC	10 – Pentagon / 20 – Downtown DC
		Midday	-	15 – Pentagon / 60 – Downtown DC	30 – Pentagon / 60 – Downtown DC
		Evening	-	12 – Pentagon / 40 – Downtown DC	20 – Pentagon / 40 – Downtown DC
		Late Night	-	12 – Pentagon / 40 – Downtown DC	20 – Pentagon / 40 – Downtown DC
	Saturday		-	15 – Pentagon / 60 – Downtown DC	30 – Pentagon / 60 – Downtown DC
	Sunday		-	20 – Pentagon / 60 – Downtown DC	30 – Pentagon / 60 – Downtown DC
Daily Revenue Hours	Weekday		28.4	144.0	102.7
	Saturday		-	87.7	49.6
	Sunday		-	47.6	34.4
Peak Vehicles			6	9	7
Annual Operating Cost			**$829,555**	**$5,904,556**	**$4,201,153**

Line 16Y[4]

Consideration is also being given to assigning articulated vehicles to this route on a trip by trip basis, as needed. This will be contingent upon facility availability and will require further analysis and coordination with WMATA and other northern Virginia jurisdictions.

Line 16Z

In Fiscal Year 2021, selected Metrobus 16X trips ending at Pentagon metro will be converted into a new route, the Metrobus 16Z. The 16Z will provide a connection between two growing activity centers: Columbia Pike and the Navy Yard Metrorail station (Green Line); **Figure 7** details the new alignment. This recommendation is a result of public outreach and the regional travel demand model showing a need for more connections between Arlington and Downtown DC. This service will operate Monday through Saturday from 6:00 AM - 12:00 AM, with 30-minute frequency. Sunday service will be provided at 30 minutes from 6:00 AM - 11:00 PM (**Table 8**). The Metrobus 16Z will overlap with the increased service on the Metrobus 16X to provide service between Culmore and the Pentagon with an effective 7.5 minute headway.

[4] Further evaluation is being conducted on expanding the Metrobus 16Y peak period service spans sometime in the second half of FY 2017. WMATA supervisors already add a strategic spare bus to the service to accommodate passenger loads.

Table 8 | Route 16Z Recommended Level of Service

			Proposed
Implementation Date			**FY 2021**
From			Culmore
To			Navy Yard
Span	Weekday		6:00 AM – 12:00 AM
	Saturday		6:00 AM – 12:00 AM
	Sunday		6:00 AM – 11:00 PM
Frequency (Minutes)	Weekday	Early	30
		Peak	30
		Midday	30
		Evening	30
		Late Night	30
	Saturday		30
	Sunday		30
Daily Revenue Hours	Weekday		57.2
	Saturday		47.1
	Sunday		44.5
Peak Vehicles			4
Annual Operating Cost			**$2,813,566**

Figure 7 | Route 16Z Recommended Alignment

4.1.3 Crystal City / Pentagon City Corridor Service Expansion

Metroway

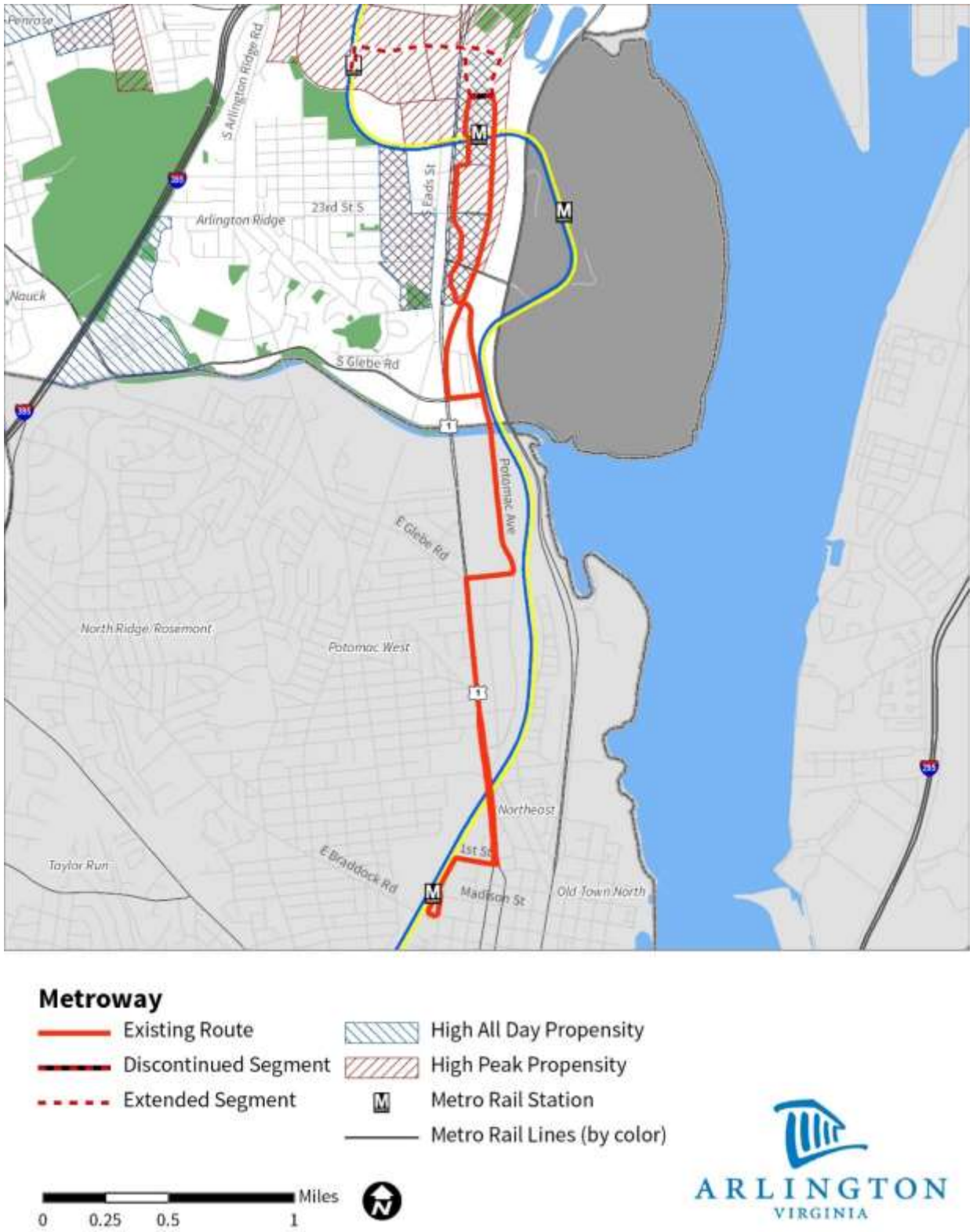
In March, 2016, Metroway service began using the Crystal City Potomac Yard Transitway from the County line to Crystal City Metro. Metroway service simultaneously was extended to Pentagon City from Crystal City using the street network (**Figure 8**). Phase 2 of the Transitway will provide this extension for the Metroway route, as well as the final alignment for the Metrobus 16M service from Columbia Pike. The **Assessment of the Crystal City-Potomac Yards Transitway Extension to Pentagon City** will provide additional details on the extension analysis. **Table 9** details proposed levels of service for the Metroway.

Table 9 | Metroway Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2017**
From			Braddock Road	Braddock Road
To			Crystal City	Pentagon City
Span	Weekday		5:30 AM - 10:20 PM; Friday: 5:30 AM - 12:20 AM	5:30 AM - 10:20 PM; Friday: 5:30 AM - 12:20 AM
	Saturday		6:30 AM - 12:20 AM	6:30 AM - 12:20 AM
	Sunday		7:30 AM - 10:20 PM	7:30 AM - 10:20 PM
Frequency (Minutes)	Weekday	Early	12	12
		Peak	6	6
		Midday	12	12
		Evening	15	15
		Late Night	15*	15*
	Saturday		20	20
	Sunday		20	20
Daily Revenue Hours	Weekday		70.5	82.9 (84.9 on Friday)
	Saturday		30.8	38.3
	Sunday		25.4	29.8
Peak Vehicles			6	7
Annual Operating Cost			**$2,409,762**	**$2,757,540**

*Only on Friday

Figure 8 | Metroway Recommended Alignment



4.1.4 ART Service Expansion

This plan includes a total of 36 recommended improvements to the ART system to be implemented by FY 2026. If all the recommendations are implemented by FY 2026, there will be an expected 44 percent increase in ridership within the system as compared to the baseline.[5] A summary of recommendations by implementation year is provided below:

- **FY 2017 Transit Service Plan Improvements:**
  - ART 43 – Add midday service, increase the Friday span of service and implement weekend service
  - ART 54 – Create a neighborhood circulator connecting Dominion Hills with the East Falls Church Metro Station
  - ART 77 – Create a north-south connection between Rosslyn and Shirlington
  - ART 92 – Create a circulator connecting Crystal City, Boeing, and the US Marshals Service Building
- **FY 2018 Transit Service Plan Improvements:**
  - Implement Columbia Pike Premium Transit Network
  - Convert Metrobus 22ABC to the ART 44
  - ART 53 – Split the route into the new ART 58 and 59
  - ART 55 – Increase the peak period frequency
  - ART 87 – Consolidate the different route patterns into one ART 87, and extend the route to Fairlington and Parkfairfax during midday and evening hours.
  - ART 88 – Create a new peak hour service connecting Fairlington to the Pentagon Metro Station
- **FY 2020 Transit Service Plan Improvements:**
  - Convert Metrobus 4B to the new ART 31
  - ART 51 – Provide a new connection between Buckingham and Department of Human Services (DHS)
  - ART 77 – Increase frequency between Shirlington and Rosslyn
  - ART 92 – Discontinue route
  - ART 93 – Create a new connection between Crystal City, National Airport, and Shirlington

[5] This includes an expected annual growth of two percent for routes that use Columbia Pike and one percent annual ridership growth for all other routes.

- **FY 2021 Transit Service Plan Improvements:**
  - ART 51 – Extend service to Crystal City
  - ART 55 – Increase the frequency on the route
- **FY 2023 Transit Service Plan Improvements:**
  - ART 61 – Discontinue service
  - ART 62 – Extend to Rosslyn
  - ART 63 – New peak period route connecting neighborhoods south of US 50 and along 10th Street to Clarendon and Rosslyn
- **FY 2024 Transit Service Plan Improvements:**
  - ART 45 – Increase the peak frequency and extend the weekend span of service
  - ART 93 – Extend all trips to Washington Reagan National Airport
- **FY 2025 Transit Service Plan Improvements:**
  - ART 42 – Increase the peak frequency
  - ART 75 – Increase the weekday frequency and add weekend service
- **FY 2026 Transit Service Plan Improvements:**
  - ART 54, 59 and 74 – Add on-demand flex service
  - ART 52 – Increase frequency during the midday period and extend weekday span of service

Changes to Existing Service

Route 42

In Fiscal Year 2025, peak period frequency on Route 42 will improve to every 15 minutes. This recommendation is based upon individual trip analysis that shows that the existing average load is greater than 30 passengers on multiple peak trips. This isn't at capacity now, but the expected growth along the route will justify increased frequency of service in the future.

Table 10 details the proposed level of service.

Table 10 | Route 42 Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2025**
From			Pentagon / Crystal City (weekend only)	Pentagon / Crystal City (weekend only)
To			Ballston	Ballston
Span	Weekday		6:00 AM - 8:24 PM	6:00 AM - 8:24 PM
	Saturday		6:45 AM - 8:15 PM	6:45 AM - 8:15 PM
	Sunday		7:00 AM - 7:22 PM	7:00 AM - 7:22 PM
Frequency (Minutes)	Weekday	Early	-	-
		Peak	19	15
		Midday	36	36
		Evening	17	17
		Late Night	-	-
	Saturday		35	35
	Sunday		35	35
Daily Revenue Hours	Weekday		42.5	49.1
	Saturday		23.9	23.9
	Sunday		21.9	21.9
Peak Vehicles			4	5
Annual Operating Cost			**$830,592**	**$1,001,689**

Route 43[6]

The recommendation is to provide midday service on Route 43 with a frequency of every 12 minutes in Fiscal Year 2017. The span of service will also be increased until 10:00 PM on Fridays, as Friday has more demand for night service than Mondays through Thursday, and weekend service will be added from 7:00 AM to 10:00 PM, every 30 minutes (**Table 11**).

This recommendation will provide an all-day alternative to the Blue Line, connecting Crystal City to Rosslyn, and address focus group input to have better all day north/south Arlington County connections. This recommendation also addresses public and stakeholder input to increase the service span and add weekend service.

[6] This service began June 18, 2016 as a SafeTrack mitigation

Table 11 | Route 43 Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2017**
From			Crystal City	Crystal City
To			Rosslyn/Courthouse	Rosslyn/Courthouse
Span		Weekday	6:08 AM - 10:35 AM; 2:49 PM - 7:47 PM	6:00 AM - 8:00 PM Friday: 6:00 AM - 10:00 PM
		Saturday	-	7:00 AM - 10:00 PM
		Sunday	-	7:00 AM - 10:00 PM
Frequency (Minutes)	Weekday	Early	-	-
		Peak	10	10
		Midday	-	12
		Evening	-	12*
		Late Night	-	-
		Saturday	-	30
		Sunday	-	30
Daily Revenue Hours		Weekday	14.5	30.2 (32.2 on Friday)
		Saturday	-	16.6
		Sunday	-	16.6
Peak Vehicles			4	4
Annual Operating Cost			**$291,403**	**$536,680**

*Friday Only

Route 51

In Phase 1 (Fiscal Year 2020), Route 51 will be extended to the Department of Human Services (DHS) / Sequoia Plaza. The extension will replace Metrobus 10B service on Second Street South and provide a direct connection between the Buckingham Neighborhood and DHS, which was requested during the public input process. On Sunday, the hours of service will be expanded to 12:00 AM to provide transit access during the Virginia Hospital Center shift change.

In Phase 2 (Fiscal Year 2021), the route will be extended on a limited stop basis to Crystal City. This extension to Crystal City will address focus group input for better north/south Arlington County connections.

Table 12 details the proposed level of service for each phase, **Figure 9** illustrates the proposed alignment for Phase 1, and **Figure 10** illustrates the proposed alignment for Phase 2.

Table 12 | Route 51 Recommended Level of Service

			Current	Proposed Phase 1	Proposed Phase 2
Implementation Date			**---**	**FY 2020**	**FY 2021**
From			Virginia Hospital Center	Virginia Hospital Center	Virginia Hospital Center
To			Ballston	DHS / Sequoia Plaza	Crystal City
Span		Weekday	6:05 AM - 12:30 AM	6:05 AM - 12:30 AM	6:05 AM - 12:30 AM
		Saturday	6:05 AM - 12:13 AM	6:05 AM - 12:13 AM	6:05 AM - 12:13 AM
		Sunday	6:45 AM - 10:34 PM	6:45 AM - 12:34 PM	6:45 AM - 12:34 PM
Frequency (Minutes)	Weekday	Early	-	-	-
		Peak	31	30	30
		Midday	30	30	30
		Evening	30	30	30
		Late Night	30	30	30
		Saturday	30	30	30
		Sunday	30	30	30
Daily Revenue Hours		Weekday	14.8	29.6	47.7
		Saturday	14.5	28.4	45.8
		Sunday	12.7	28.0	45.1
Peak Vehicles			1	2	3
Annual Operating Cost			**$833,037**	**$1,208,721**	**$1,643,208**

Figure 9 | Route 51 Recommended Alignment (Phase 1)

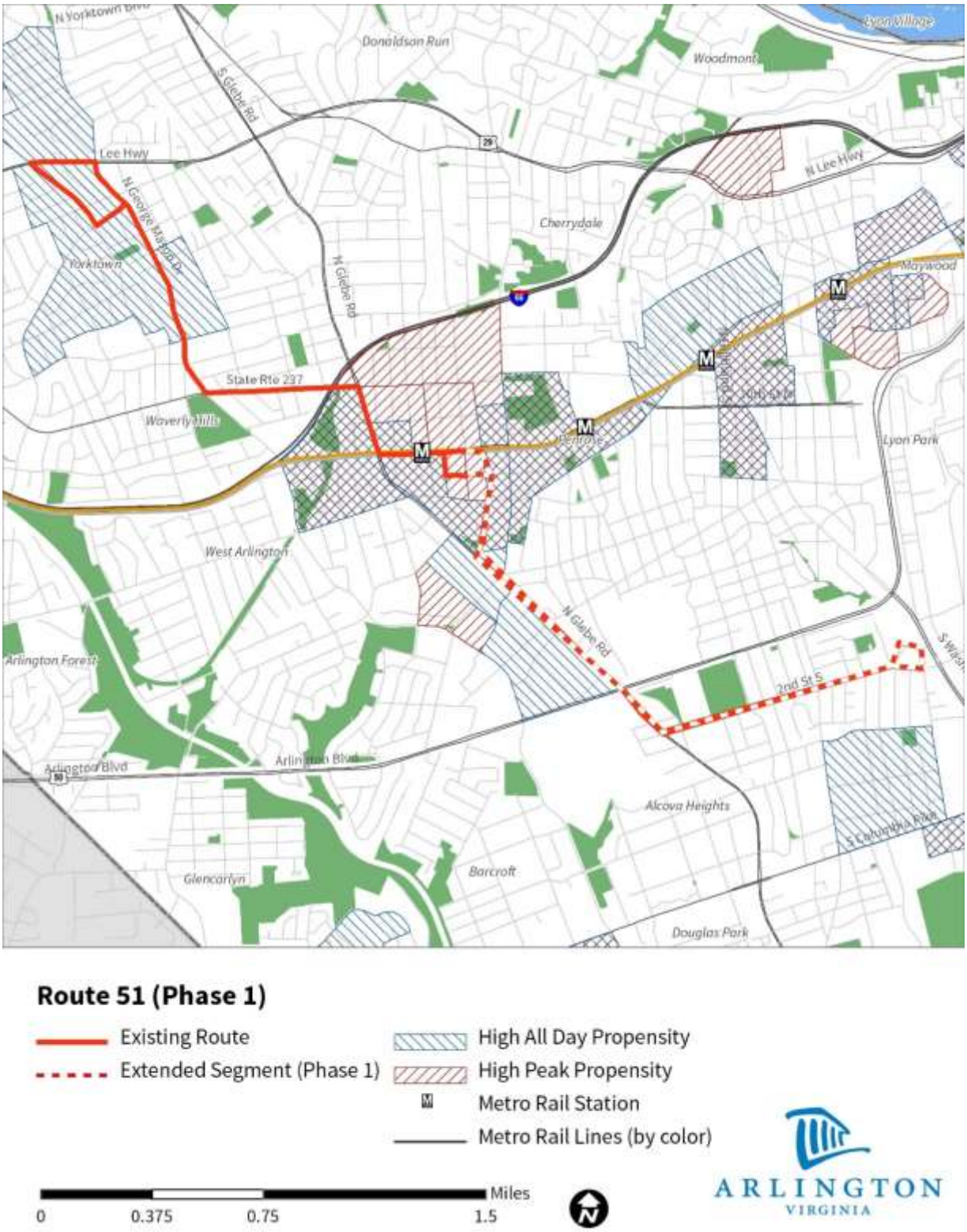
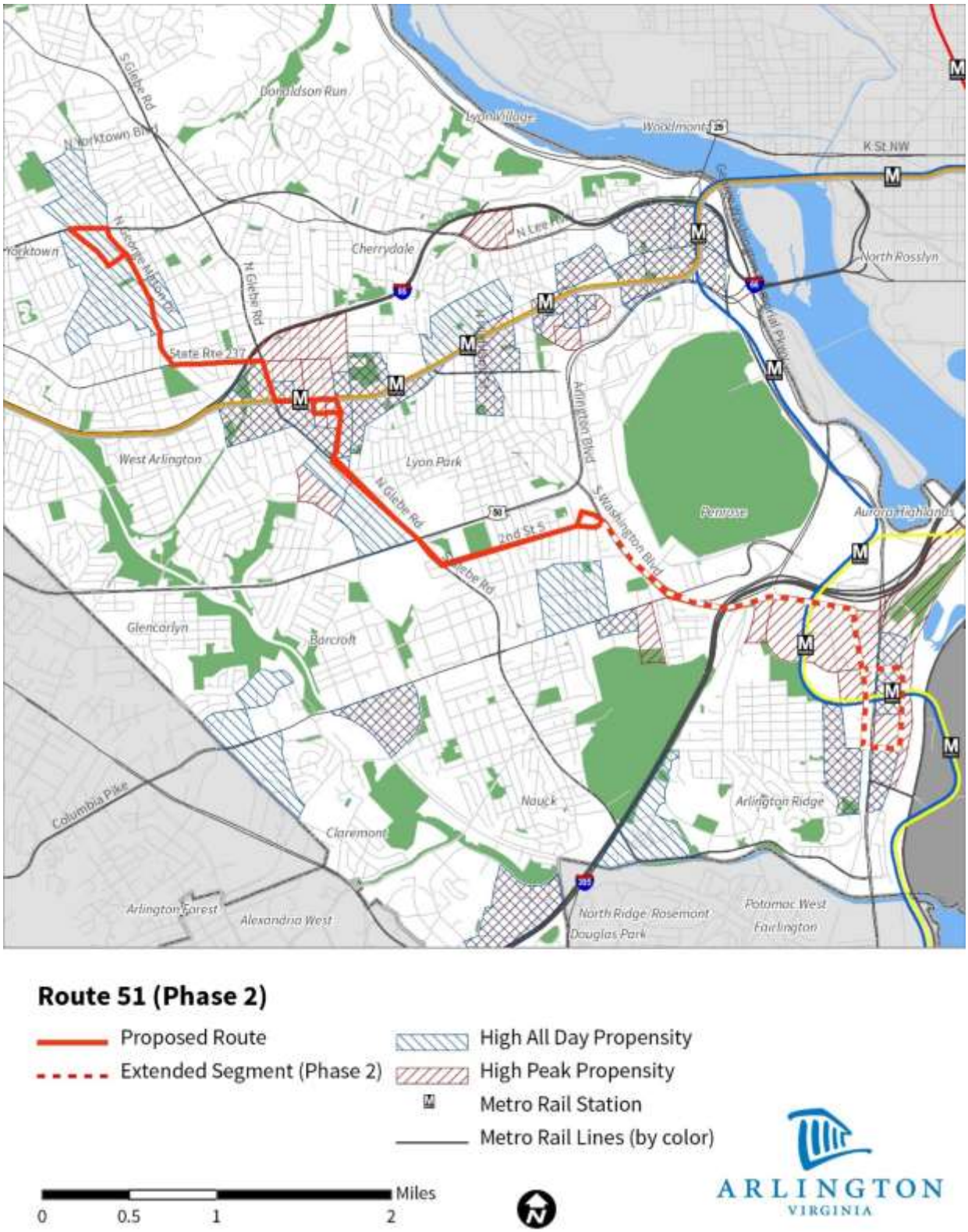


Figure 10 | Route 51 Recommended Alignment (Phase 2)



Route 52

The recommendation is to increase the frequency on Route 52 during the midday period to every 30 minutes and extend the weekday hours of service until 10:00 PM In Fiscal Year 2026. This recommendation will support Arlington County's policy to provide Secondary Transit Network (STN) level service (30-minute frequency) to 95% of the County and provide improved service throughout the weekday to areas along North George Mason Drive between 16th Street North and North Yorktown Boulevard, which has a high propensity for all-day service.

Table 13 | Route 52 Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2026**
From			East Falls Church	East Falls Church
To			Virginia Hospital Center / Ballston	Virginia Hospital Center / Ballston
Span	Weekday		5:51 AM - 9:29 PM	5:51 AM - 10:00 PM
	Saturday		-	-
	Sunday		-	-
Frequency (Minutes)	Weekday	Early	30	30
		Peak	30	30
		Midday	60	30
		Evening	30	30
		Late Night	-	-
	Saturday		-	-
	Sunday		-	-
Daily Revenue Hours	Weekday		25.6	32.1
	Saturday		-	-
	Sunday		-	-
Peak Vehicles			2	2
Annual Operating Cost			**$505,722**	**$598,452**

Route 53

In Fiscal Year 2018, the ART 53 would be split into two routes at Old Glebe Road and Military Road. The new ART 59 will serve the western portion of the route along North Glebe Road and Williamsburg Boulevard and the new ART 58 will serve Military Road between Old Glebe Road and Ballston Metro. The end loop of both new routes will serve the Madison Center and the section of River Road currently served by the ART 53. **Table 14** details the levels of service on the proposed routes.

Table 14 | Route 53 Recommended Level of Service

			Current	Proposed ART 58	Proposed ART 59
Implementation Date				**FY2018**	**FY2018**
From			East Falls Church/ Westover	Old Glebe	East Falls Church/ Dominion Hills
To			Ballston/ Old Glebe	Ballston	Old Glebe
Span		Weekday	6:01 AM - 7:58 PM	6:01 AM - 7:58 PM	6:01 AM - 7:58 PM
		Saturday	-	-	-
		Sunday	-	-	-
Frequency (Minutes)	Weekday	Early	-	-	-
		Peak	30	30	30
		Midday	60	60	60
		Evening	30	30	30
		Late Night	-	-	-
		Saturday		-	-
		Sunday		-	-
Daily Revenue Hours		Weekday	24.9	10.9	17.8
		Saturday	-	-	-
		Sunday	-	-	-
Peak Vehicles			3	1	2
Annual Operating Cost			$559,014	$243,531	$399,004

Route 55

The recommendation in Phase 1 (Fiscal Year 2018) is to increase the weekday peak period roundtrip runtime for Route 55 from 60 to 66 minutes, including a small amount of driver relief time at each end. The new timetable under development for late summer 2017 will maintain that running time, reallocating minutes from the off-peak direction to the peak direction. In addition to the added running time, traffic increases expected from new residential developments or attracted to new office occupancy in Rosslyn will require adding a sixth peak period bus to maintain 12-minute service frequencies.

In Phase 2 (Fiscal Year 2021), peak frequencies will improve to every 10 minutes. The increase in frequency is based on anticipated population and employment increases between 2015 and 2020.

Table 15 | Route 55 Recommended Level of Service

			Current	Proposed Phase 1	Proposed Phase 2
Implementation Date			**---**	**FY 2018**	**FY 2021**
From			East Falls Church	East Falls Church	East Falls Church
To			Rosslyn	Rosslyn	Rosslyn
Span		Weekday	5:00 AM - 12:57 AM	5:00 AM - 12:57 AM	5:00 AM - 12:57 AM
		Saturday	5:48 AM - 12:54 AM	5:48 AM - 12:54 AM	5:48 AM - 12:54 AM
		Sunday	6:18 AM - 12:08 AM	6:18 AM - 12:08 AM	6:18 AM - 12:08 AM
Frequency (Minutes)	Weekday	Early	17	17	17
		Peak	12	12	10
		Midday	15	15	15
		Evening	27	27	27
		Late Night	38	38	38
		Saturday	20	20	20
		Sunday	30	30	30
Daily Revenue Hours		Weekday	63.5	68.9	76.6
		Saturday	45.4	45.4	45.4
		Sunday	28.2	28.2	28.2
Peak Vehicles			5	6	7
Annual Operating Cost			**$1,612,612**	**$1,742,603**	**$1,927,107**

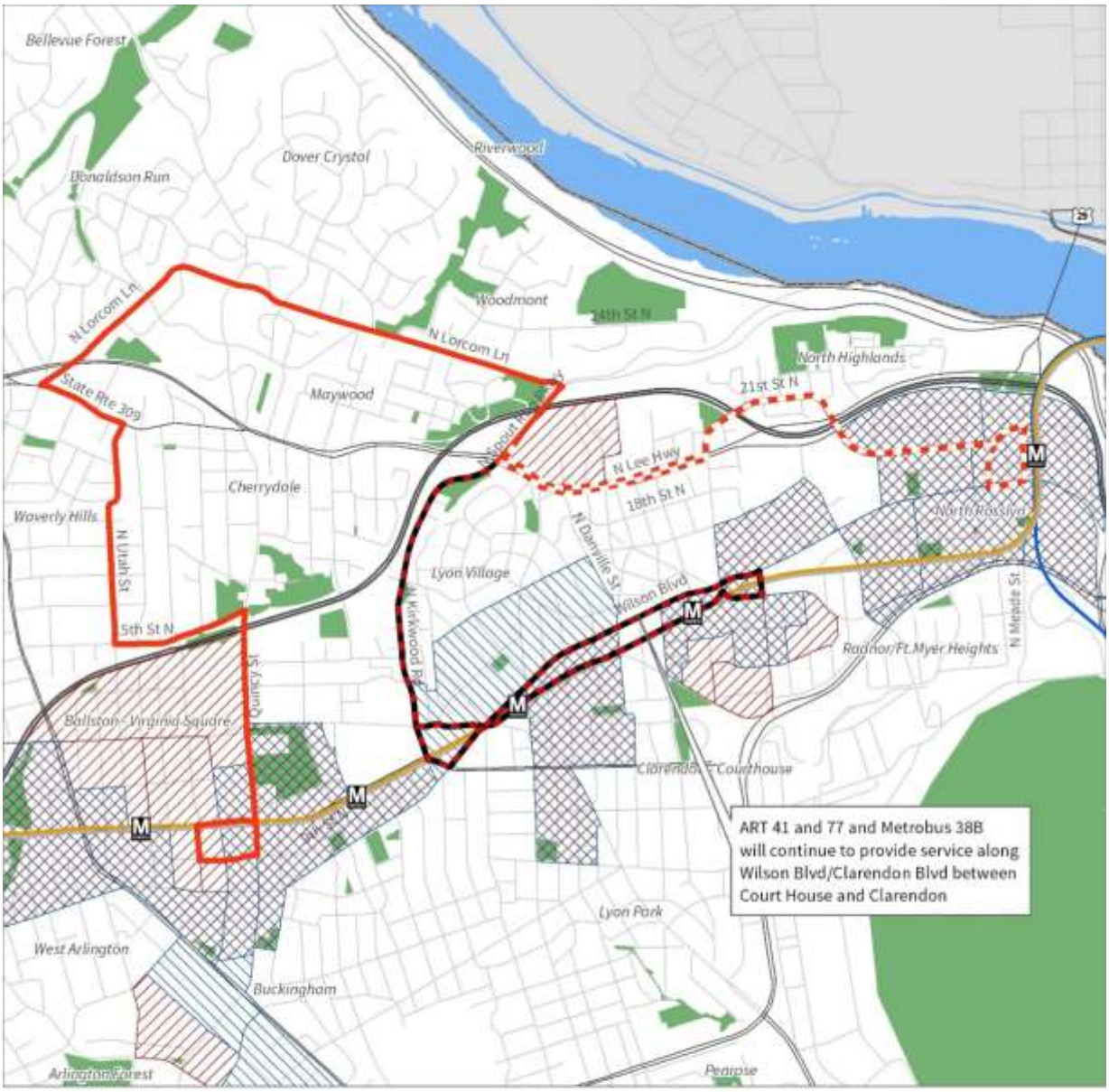
Route 61

In Fiscal Year 2023, the ART 61 will be discontinued, as this route has low productivity (13 passengers per hour). The ART 63 recommendation will cover the southern portion of the current Route 61 along N Oak Street, 12th Street N, and Queen Street, while ART 62 will cover the northern portions of the discontinued ART 61 along 21st Street N and Key Boulevard.

Route 62

This route has low productivity (12 passengers per hour). In Fiscal Year 2023, the ART 63 would be realigned to connect Ballston to Rosslyn using North Quincy Street, Lorcom Lane, and North Utah Street (**Figure 11**). By the neighborhoods east of Ballston and immediately north of Lee Highway to one route instead of two, productivity is expected to improve to sustainable levels.

Figure 11 | Route 62 Recommended Alignment



Route 75

In Fiscal Year 2025, peak frequency on ART 75 will improve to every 20 minutes; midday/evening service to every 30 minutes; and new weekend service will be provided with a frequency of every 30 minutes. The frequency increases are based on expected growth in population and employment densities. The addition of weekend service responds to public requests. This route will include an additional peak period trip to accommodate Kenmore Middle School students.

Table 16 | Route 75 Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2025**
From			Shirlington	Shirlington
To			Ballston / Virginia Square	Ballston / Virginia Square
Span	Weekday		5:30 AM - 11:03 PM	5:30 AM - 11:03 PM
	Saturday		-	7:00 AM - 8:00 PM
	Sunday		-	7:00 AM - 7:00 PM
Frequency (Minutes)	Weekday	Early	30	30
		Peak	30	20
		Midday	45	30
		Evening	40	30
		Late Night	-	-
	Saturday		-	30
	Sunday		-	30
Daily Revenue Hours	Weekday		41.0	58.2
	Saturday		-	34.7
	Sunday		-	32.1
Peak Vehicles			4	5
Annual Operating Cost			**$827,495**	**$1,344,067**

Route 77

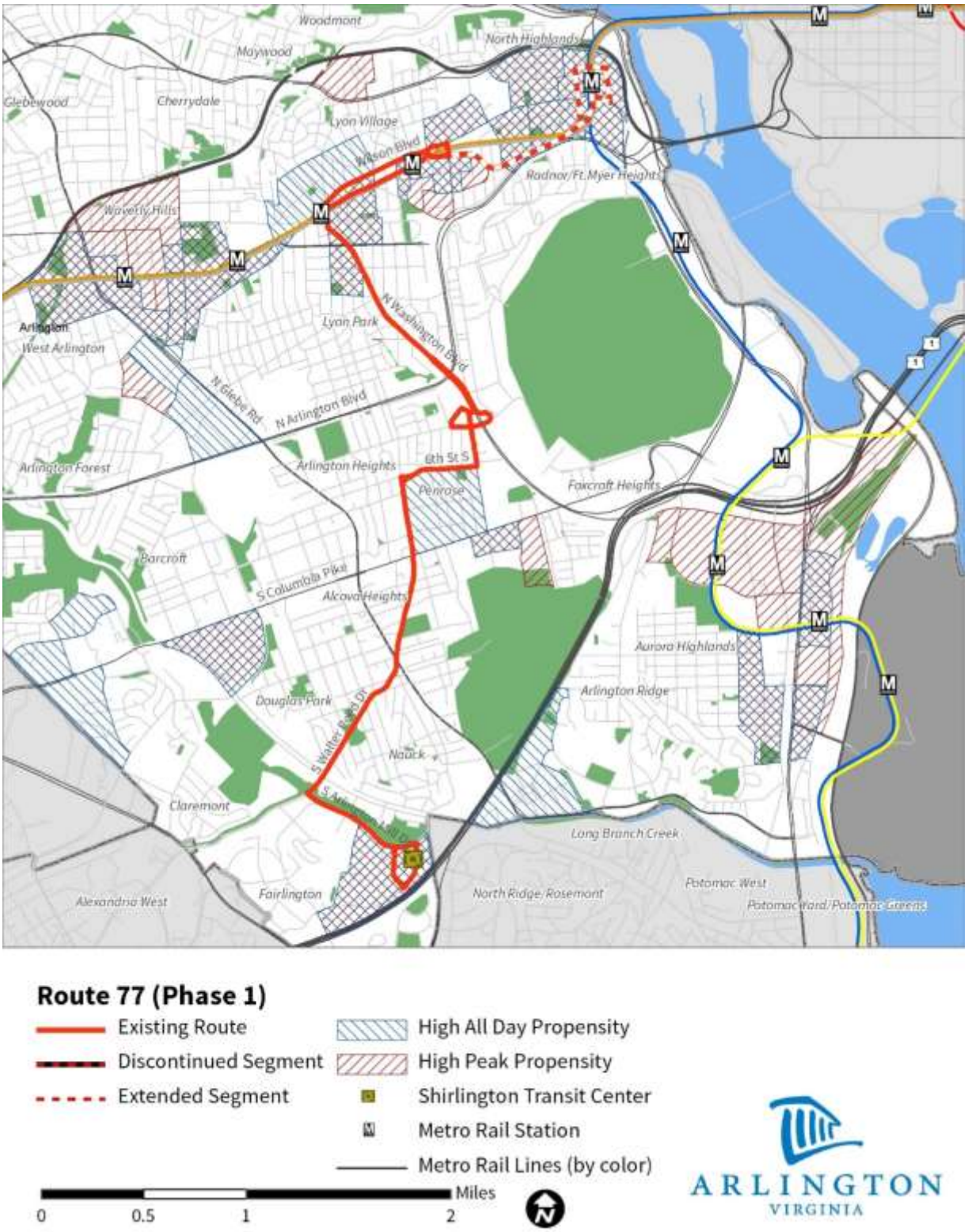
In Phase 1 (end of Fiscal Year 2017), the route will be extended to Rosslyn as illustrated in **Figure 12**. Sunday service from 7:00 AM to 12:00 AM will be added with 60-minute frequency. The extension of the route to Rosslyn is based on connection gaps identified during the service analysis and will provide a much needed direct north/south connection between Rosslyn and Shirlington. This extension will provide service to bus stops on 14th Street between North Queen Street and North Meade Street, where Metrobus 4A service is being discontinued. The proposed Sunday service will address connection gaps identified in the service analysis and the public outreach process.

In Phase 2 (Fiscal Year 2020), the recommendation is to increase the weekday span to 5:00 AM to 1:30 AM and increase peak frequency to every 20 minutes. The Saturday and Sunday service span will be from 5:30 AM to 1:30 AM and span from 5:45 AM to 1:30 AM, respectively, with the Sunday frequency improved to 30-minutes. This recommendation will increase the span to match the current span of the Metrobus 10B service which will be removed from Walter Reed.

Table 17 | Route 77 Recommended Level of Service

			Current	Proposed Phase 1	Proposed Phase 2
Implementation Date			**---**	**FY 2017**	**FY 2020**
From			Shirlington	Shirlington	Shirlington
To			Lyon Park / Courthouse	Rosslyn	Rosslyn
Span	Weekday		6:00 AM - 10:54 PM	6:00 AM - 10:54 PM	5:00 AM - 1:30 AM
	Saturday		7:00 AM - 11:54 PM	7:00 AM - 11:54 PM	5:30 AM - 1:30 AM
	Sunday		-	7:00 AM - 12:00 AM	5:45 AM - 12:00 AM
Frequency (Minutes)	Weekday	Early	-	-	30
		Peak	30	30	20
		Midday	30	30	30
		Evening	30	30	30
		Late Night	-	-	60
	Saturday		30	30	30
	Sunday		-	60	30
Daily Revenue Hours	Weekday		33.2	40.0	54.7
	Saturday		32.2	38.8	46.3
	Sunday		-	19.7	42.6
Peak Vehicles			2	3	4
Annual Operating Cost			**$882,083**	**$1,142,984**	**$1,518,905**

Figure 12 | Route 77 Recommended Alignment



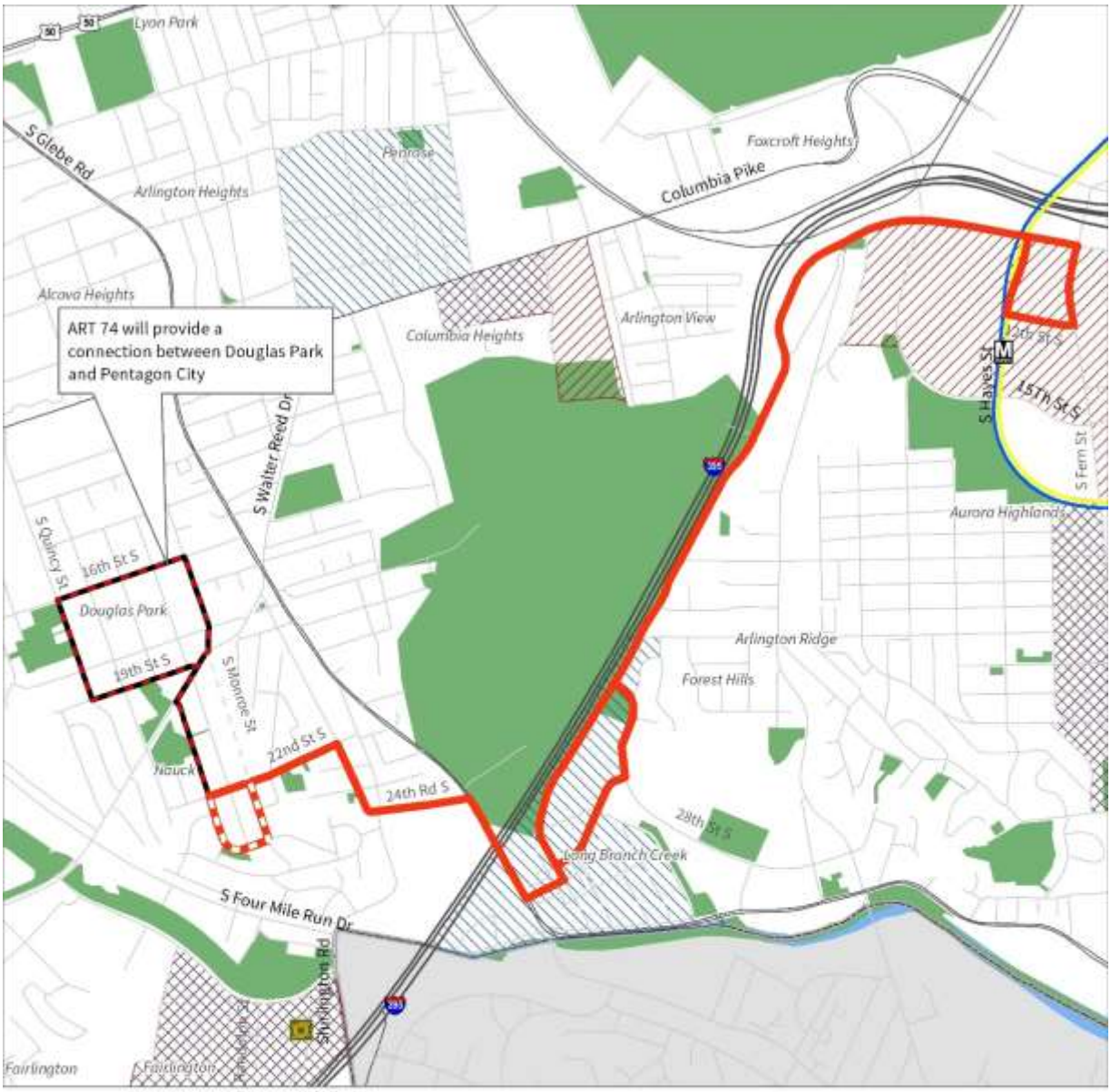
Route 84

In Fiscal Year 2018, the ART 84 routing in Nauck is proposed to be revised to include an affordable housing development. The proposed ART 74 will instead provide a peak hour connection between Douglas Park and the Pentagon, connecting with the proposed Metrobus 16M which will provide direct access to Pentagon City and Crystal City. **Figure 13** illustrates the new route alignment for Route 74.

Table 18 | Route 84 Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2018**
From			Douglas Park / Nauck	Nauck
To			Pentagon City	Pentagon City
Span	Weekday		5:51 AM - 9:31 AM; 3:30 PM - 7:52 PM	5:51 AM - 9:31 AM; 3:30 PM - 7:52 PM
	Saturday		-	-
	Sunday		-	-
Frequency (Minutes)	Weekday	Early	-	-
		Peak	20	20
		Midday	-	-
		Evening	20	20
		Late Night	-	-
	Saturday		-	-
	Sunday		-	-
Daily Revenue Hours	Weekday		15.0	12.9
	Saturday		-	-
	Sunday		-	-
Peak Vehicles			2	2
Annual Operating Cost			**$301,158**	**$301,158**

Figure 13 | Route 84 Recommended Alignment



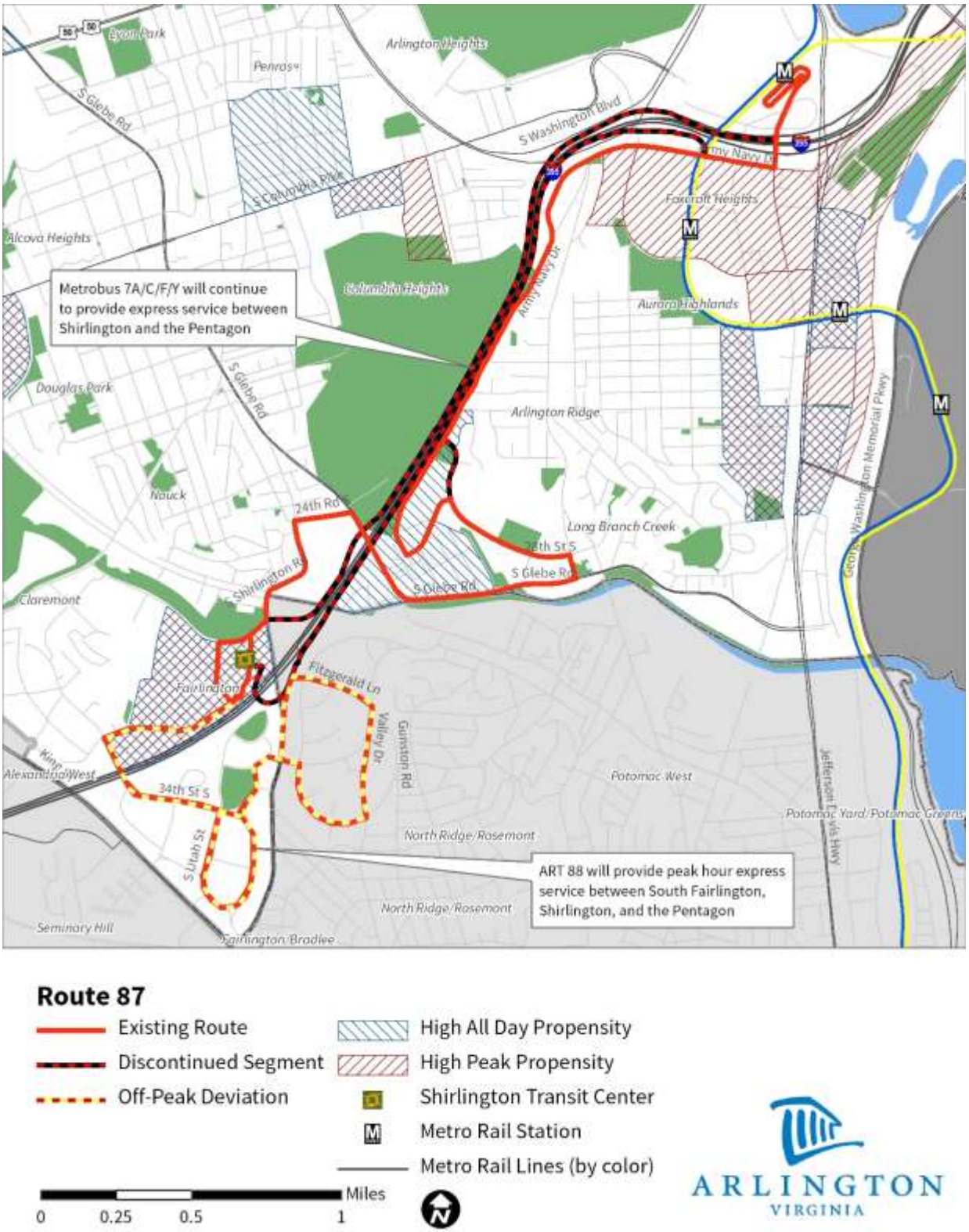
Route 87APX

In Fiscal Year 2018, the ART 87APX services are recommended to be consolidated into the ART 87. Peak service will be provided along the entire route every 10 minutes to the Shirlington Bus Station and a deviation into Fairlington/Parkfairfax will occur during off-peak periods with a frequency of every 30 minutes to cover service discontinued by Metrobus 22AC. **Table 19** details proposed levels of service for ART 87. **Figure 14** illustrates the consolidated and off-peak alignments.

Table 19 | Route 87 Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2018**
From			Shirlington	Shirlington/Fairlington
To			Pentagon	Pentagon
Span		Weekday	5:50 AM - 11:41 PM	5:50 AM - 11:41 PM
		Saturday	7:00 AM - 11:53 PM	7:00 AM - 11:53 PM
		Sunday	7:14 AM - 7:11 PM	7:14 AM - 7:11 PM
Frequency (Minutes)	Weekday	Early	20	10 – Shirlington
		Peak	10	10 – Shirlington
		Midday	30	30 – Fairlington
		Evening	28	30 – Fairlington
		Late Night	-	-
		Saturday	30	30 – Fairlington
		Sunday	30	30 – Fairlington
Daily Revenue Hours		Weekday	41.9	66.7
		Saturday	28.2	43.3
		Sunday	20.4	30.6
Peak Vehicles			4	3
Annual Operating Cost			**$981,082**	**$1,416,693**

Figure 14 | Route 87 Recommended Alignment



Route 92

This route has low productivity (2 passengers per hour). In Phase 1 (Fiscal Year 2017), the route will no longer serve the Pentagon, but continue to provide a circulator service connecting the Crystal City Metro / Virginia Railway Express (VRE) with Boeing and the new US Marshals Service Building,[7] with 20-minute service on a reduced service span. Creating a circulator through Crystal City connecting major employment generators with the Crystal City Metro / VRE will make this route more appealing to riders.

In Phase 2 (Fiscal Year 2020), the route will be eliminated and replaced with the Proposed ART 93, which will continue to provide these connections and also connect with the Shirlington Transit Center and the National Airport.

Table 20 | Route 92 Recommended Level of Service

			Current	Proposed
			---	**FY 2017**
From			Long Bridge Park	Long Bridge Park
To			Pentagon / Crystal City	Crystal City
Span		Weekday	6:15 AM - 9:00 PM	6:00 AM - 9:00 PM; 11:30 AM – 1:30PM; 3:00 PM – 7:00 PM
		Saturday	-	-
		Sunday	-	-
Frequency (Minutes)	Weekday	Early	-	-
		Peak	30	20
		Midday	30	-
		Evening	35	-
		Late Night	-	-
		Saturday	-	-
		Sunday	-	-
Daily Revenue Hours		Weekday	15.0	9.2
		Saturday	-	-
		Sunday	-	-
Peak Vehicles			1	1
Annual Operating Cost			**$321,342**	**$238,928**

[7] This building will house 1,400 employees

Figure 15 | Route 92 Recommended Alignment

Route Conversions from Metrobus to ART

Route 31

In Fiscal Year 2020, Metrobus 4B is proposed to be converted into an ART route, with peak frequencies improved to 15 minutes. The increase in frequency is recommended based upon the high population density estimated in 2025 along the route. New service configurations are being recommended that maintain Metrobus service on specific through corridors with ART providing local neighborhood service. Timing and factors regarding transfer of service will be discussed in coordination between the County and WMATA.

This will be the second phase of improvements to service along the Metrobus 4B alignment (see **Section 4.1.5** for additional information on Metrobus 4B improvements).

Table 21 | Route 31 Recommended Level of Service

			Proposed 4B	Proposed 31
Implementation Date			**FY 2017**	**FY 2020**
From			Seven Corners	Seven Corners
To			Rosslyn	Rosslyn
Span		Weekday	5:30 AM - 12:50 AM	5:30 AM - 12:50 AM
		Saturday	6:19 AM - 11:30 PM	6:19 AM - 11:30 PM
		Sunday	6:19 AM - 10:13 PM	6:19 AM - 10:13 PM
Frequency (Minutes)	Weekday	Early	-	-
		Peak	31	15
		Midday	54	30
		Evening	47	30
		Late Night	60	30
		Saturday	62	62
		Sunday	68	68
Daily Revenue Hours		Weekday	39.8	62.5
		Saturday	18.1	36.6
		Sunday	15.2	34.1
Peak Vehicles			3	5
Annual Operating Cost			**$2,169,686**	**$1,310,671**

Route 44

At the end of Fiscal Year 2018, Metrobus Line 22ABC will be converted into an ART route, tentatively named ART 44, and extended to Marymount University. This recommendation will provide a north/south Arlington County connection between Shirlington, Ballston, and Marymount University. This recommendation, in conjunction with Metrobus 23BT service improvements and future implementation of ART 93 service, will create Primary Transit Network (PTN) levels of service[8] along Glebe Road from Marymount to Arlington Ridge Road. Conversion from a Metrobus to an ART route is part of an effort to focus Metrobus service on specific through- corridors connecting the County to neighboring jurisdictions and having ART provide internal local services, including making better north/south connections. Timing and factors regarding transfer of service will be discussed in coordination between Arlington County and WMATA.

Table 22 | Route 44 Recommended Level of Service

			Current 22ABC	Proposed 44
Implementation Date			**---**	**FY 2018**
From			Ballston	Marymount
To			Shirlington / Crystal City	Shirlington
Span		Weekday	5:30 AM – 10:39 PM	5:00 AM - 11:00 PM
		Saturday	6:30 AM – 10:10 PM	6:30 AM - 11:00 PM
		Sunday	7:30 AM – 8:55 PM	6:30 AM - 11:00 PM
Frequency (Minutes)	Weekday	Early	25	25
		Peak	12	12
		Midday	30	15
		Evening	45	20
		Late Night	-	-
		Saturday	45	30
		Sunday	60	30
Daily Revenue Hours		Weekday	59.5	67.7
		Saturday	30.4	20.5
		Sunday	19.8	15.4
Peak Vehicles			6	5
Annual Operating Cost			**$2,583,804**	**$1,552,513**

[8] PTN corridors are intended to have 15 minute or better frequencies, 18 hours or longer, every day.

Figure 16 | Route 44 Recommended Alignment

New Routes

Route 54

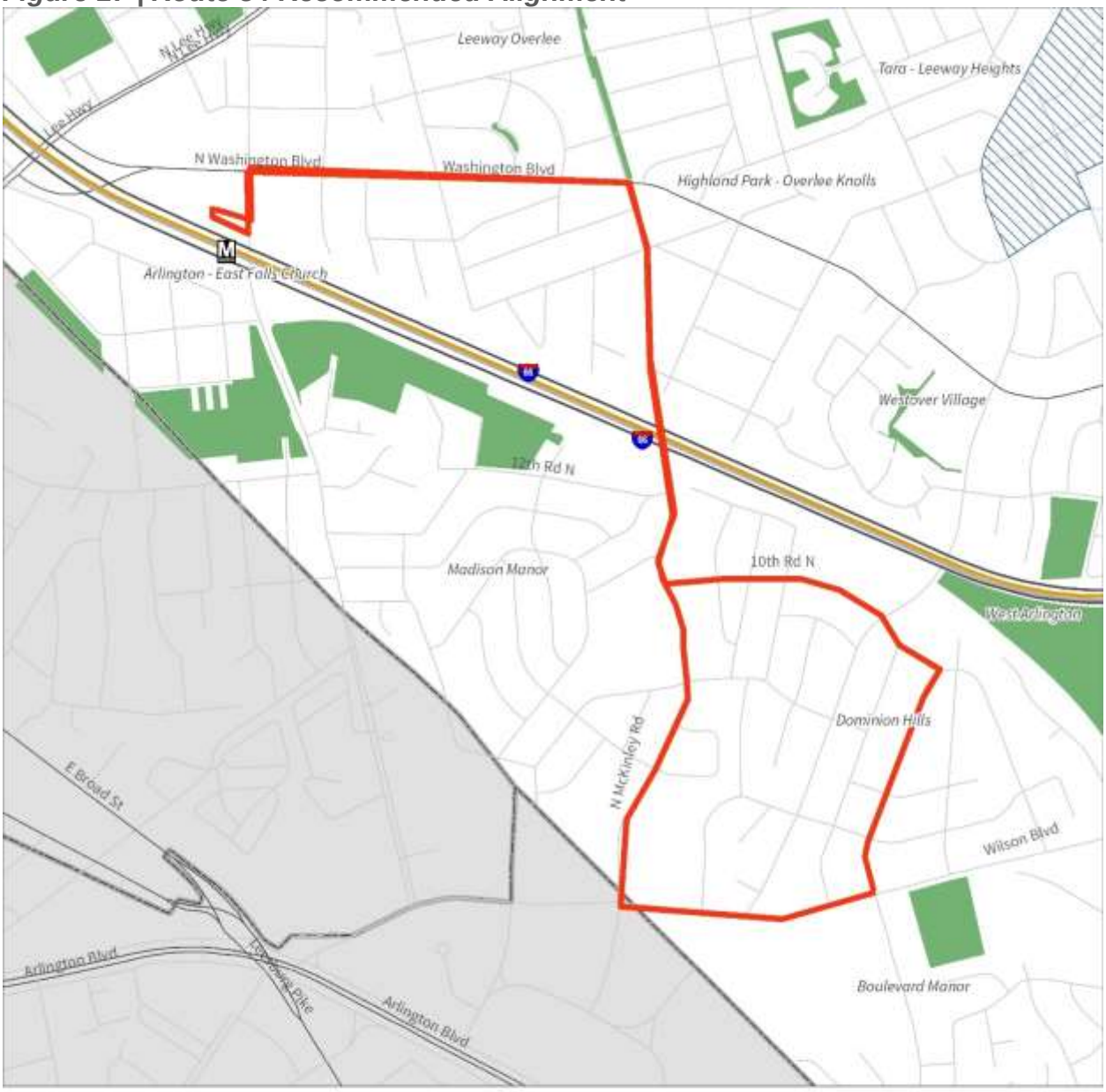
WMATA has requested discontinuance of the Metrobus 1E route deviation for several years due to low ridership. That proposal was approved by the WMATA Board as part of the State of Good Operations program for Fiscal Year 2016. In Fiscal Year 2017, this neighborhood circulator will begin operation during peak periods, the ART 54 will connect the Dominion Hills neighborhood to Metrobus 1A/B bus stops on Wilson Blvd and the East Falls Church Metro. This service replaces the Metrobus 1E route deviation through the neighborhood. ART has reduced the cost of the service by providing a connection to a closer Metrorail station and only using one bus.

Table 23 outlines the level of service being proposed for this new route and **Figure 17** illustrates the new alignment.

Table 23 | Route 54 Recommended Level of Service

			Proposed
Implementation Date			**FY 2017**
From			Dominion Hills
To			East Falls Church
Span		Weekday	5:56 AM - 9:05 AM; 3:25 PM - 8:24 PM
		Saturday	-
		Sunday	-
Frequency (Minutes)	Weekday	Early	-
		Peak	24
		Midday	-
		Evening	-
		Late Night	-
		Saturday	-
		Sunday	-
Daily Revenue Hours		Weekday	8.4
		Saturday	-
		Sunday	-
Peak Vehicles			1
Annual Operating Cost			**$99,939**

Figure 17 | Route 54 Recommended Alignment



Route 58

In Phase 1 (Fiscal Year 2018), ART 53 is proposed to be split at Old Glebe Road and Military Road; new route ART 59 will serve the western portion of the route along North Glebe Road and Williamsburg Boulevard and new route ART 58 will serve Military Road between Old Glebe Road and Ballston Metro (**Figure 18**). This recommendation will improve reliability and address the very low productivity (10 passengers per hour) of the ART 53.

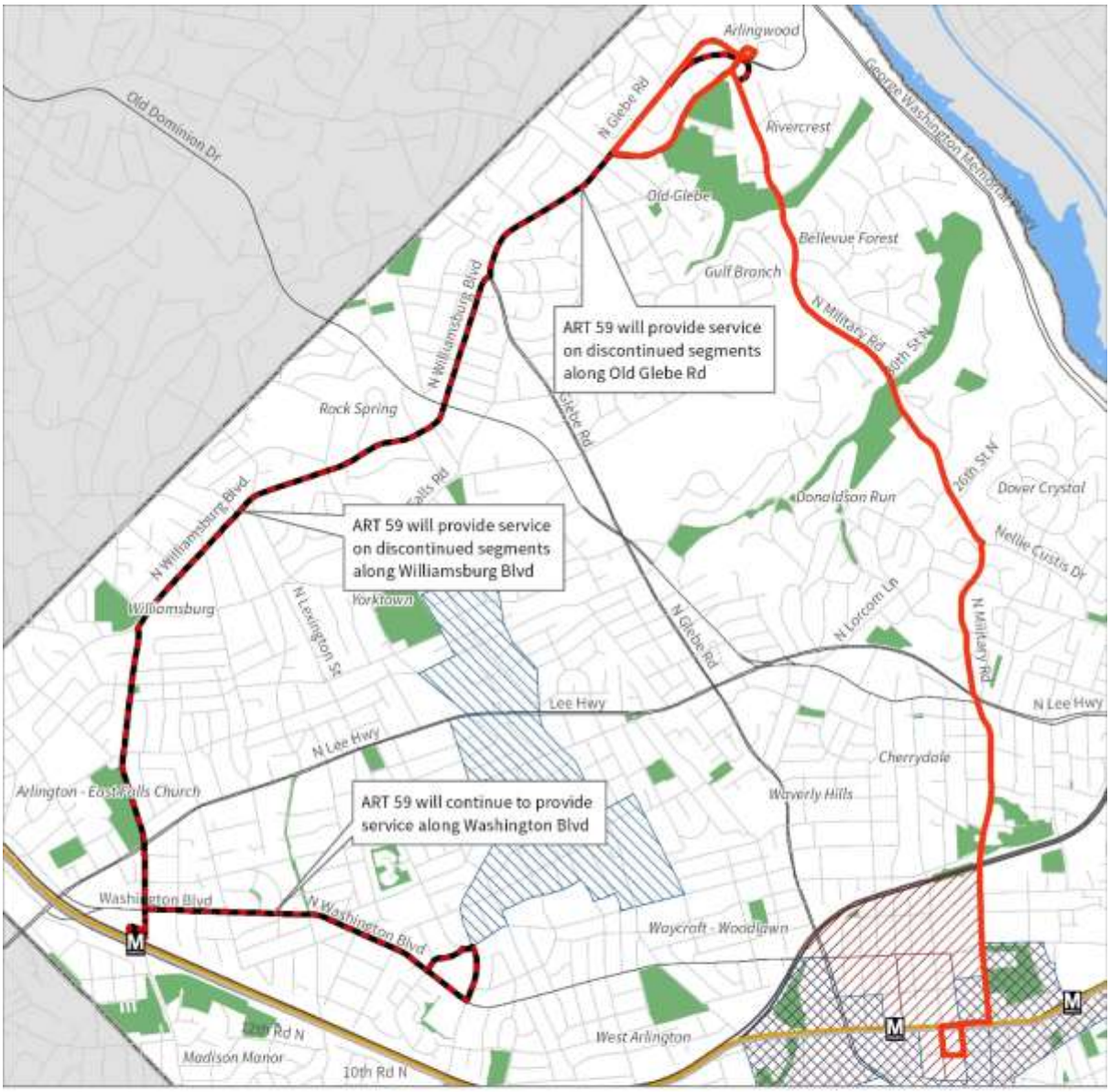
In Phase 2 (Fiscal Year 2026), the route's span is proposed to be reduced to peak hour only service and midday hours will be served by an On-Demand Flex Zone 3 (**Figure 19**) to improve productivity of the route. The on-demand flex service will serve the area defined within the zone with service to Ballston Metrorail station or could, alternatively, serve a destination or two agreed upon by the affected areas community associations, respectively. Additional details on the service can be found in the On-Demand Flex Zone 3 section. This will be an entirely new type of service to Arlington County and the exact service delivery mechanism will require further analysis.

Table 24 details the proposed levels of service for both phases of ART 58.

Table 24 | Route 58 Recommended Level of Service

			Proposed 53	Proposed 58 Phase 1	Proposed 58 Phase 2
Implementation Date			**FY 2017**	**FY 2018**	**FY 2026**
From			East Falls Church / Dominion Hills	Old Glebe	Old Glebe
To			Ballston / Old Glebe	Ballston	Ballston
Span		Weekday	6:01 AM - 7:58 PM	6:01 AM - 7:58 PM	6:00 AM – 9:40 AM; 2:30 PM – 8:00 PM
		Saturday	-	-	-
		Sunday	-	-	-
Frequency (Minutes)	Weekday	Early	-	-	-
		Peak	30	30	30
		Midday	60	60	-
		Evening	30	30	30
		Late Night	-	-	-
		Saturday	-	-	-
		Sunday	-	-	-
Daily Revenue Hours		Weekday	24.9	10.9	8.9
		Saturday	-	-	-
		Sunday	-	-	-
Peak Vehicles			3	1	1
Annual Operating Cost			**$559,014**	**$243,531**	**$216,567**

Figure 18 | Route 58 Recommended Alignment (Phase 1)



Route 58 (Phase 1)

- Proposed Route
- Discontinued Segment
- High All Day Propensity
- High Peak Propensity
- Metro Rail Station
- Metro Rail Lines (by color)

0 0.25 0.5 1 Miles

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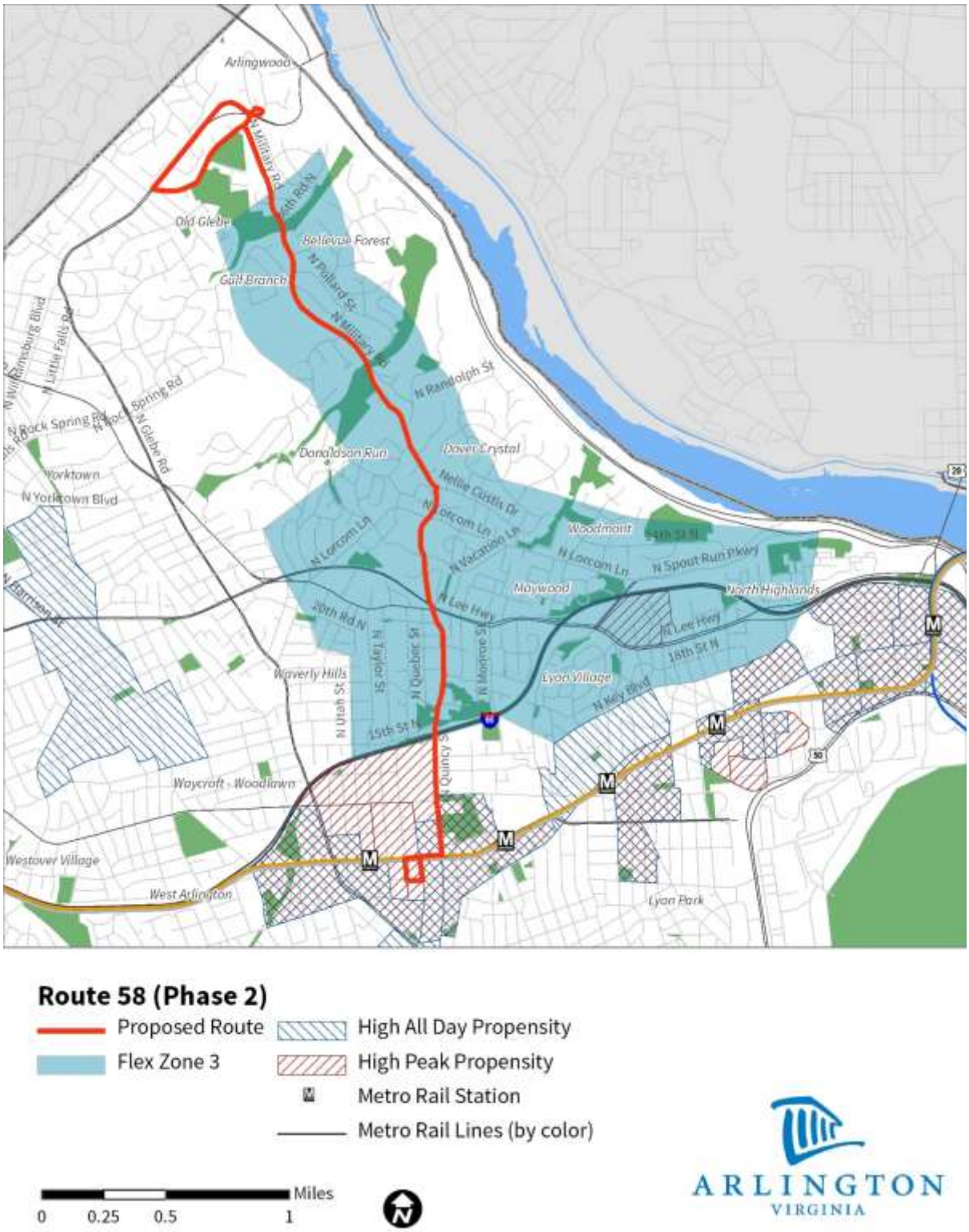
Figure 19 | Route 58 Recommended Alignment (Phase 2)



Route 59

In Phase 1 (Fiscal Year 2018) the ART 53 would be split at Old Glebe Road and Military Road; ART 59 will serve the western portion of the route along North Glebe Road and Williamsburg Boulevard and ART 58 will serve Military Road between Old Glebe Road and Ballston Metro (**Figure 20**)[9]. This recommendation will improve reliability and address the very low productivity (10 passengers per hour) of the ART 53.

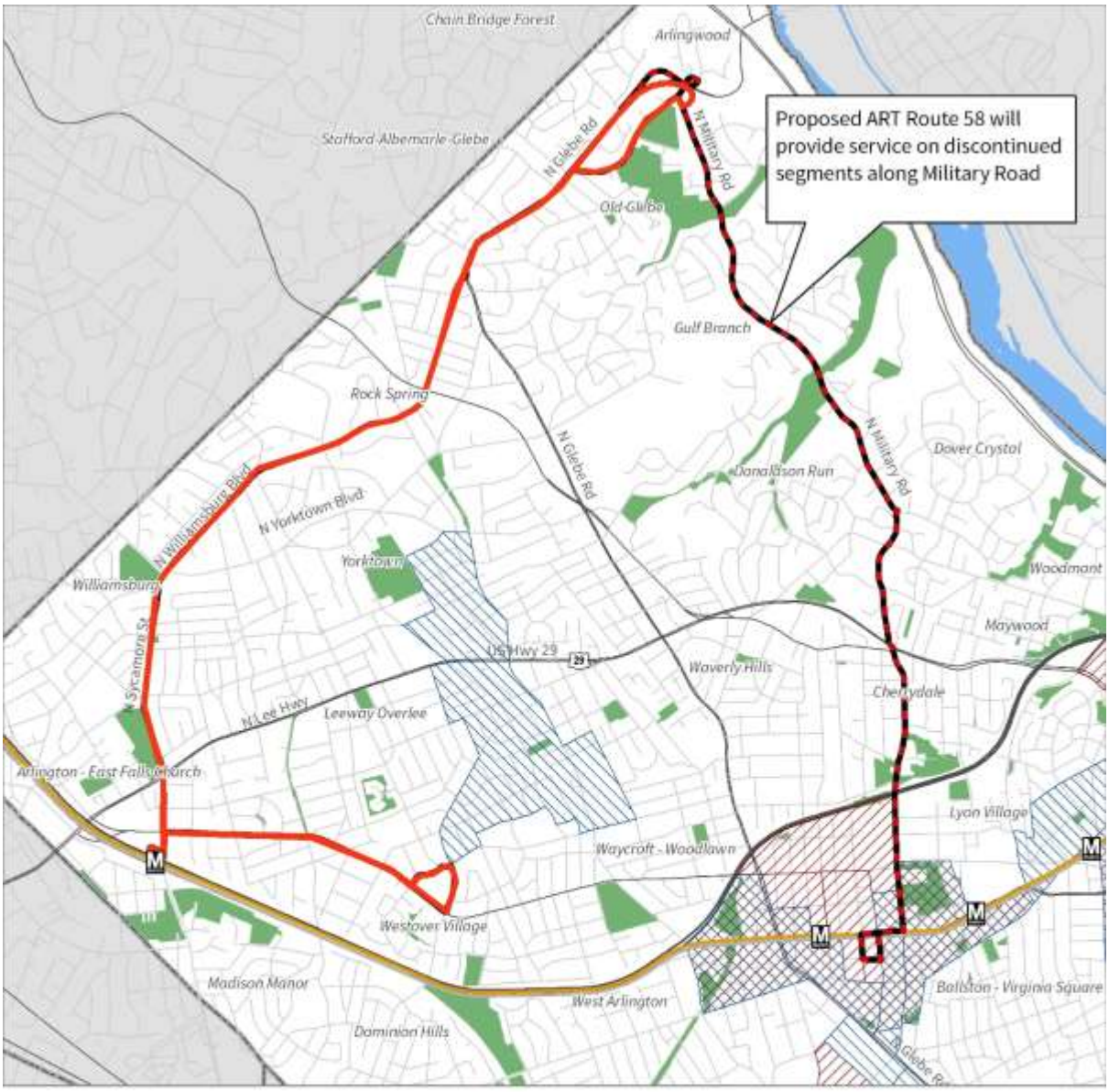
In Phase 2 (Fiscal Year 2026), the route's span is proposed to be reduced to peak hour only service and midday hours will be served by On-demand Flex Zone 1 (**Figure 21**) to improve productivity of the route. The on-demand flex service will serve the area defined within the zone with service to East Falls Church Metrorail station or could, alternatively, serve a destination or two agreed upon by the affected areas community associations, respectively. Additional details on the service can be found in the On-Demand Flex Zone 1 and 2 section. This will be an entirely new type of service to Arlington County and the exact service delivery mechanism will require further analysis.

[9] Route alignment within the Dominion Hills and Madison Manor neighborhoods may be modified once additional service changes, due to be implemented in August 2016, are finalized.

Table 25 | Route 59 Recommended Level of Service

			Proposed 53	Proposed 59 Phase 1	Proposed 59 Phase 2
Implementation Date			**FY 2017**	**FY 2018**	**FY 2026**
From			East Falls Church / Dominion Hills	East Falls Church / Dominion Hills	East Falls Church / Dominion Hills
To			Ballston / Old Glebe	Old Glebe	Old Glebe
Span		Weekday	6:01 AM - 7:58 PM	6:01 AM - 7:58 PM	6:00 AM – 9:30 AM; 2:30 PM – 8:00 PM
		Saturday	-	-	-
		Sunday	-	-	-
Frequency (Minutes)	Weekday	Early	-	-	-
		Peak	30	30	30
		Midday	60	60	-
		Evening	30	30	30
		Late Night	-	-	-
		Saturday	-	-	-
		Sunday	-	-	-
Daily Revenue Hours		Weekday	21.5	17.8	13.9
		Saturday	-	-	-
		Sunday	-	-	-
Peak Vehicles			3	2	2
Annual Operating Cost			**$559,014**	**$399,004**	**$355,858**

Figure 20 | Route 59 Recommended Alignment (Phase 1)



Route 59 (Phase 1)

- Proposed Route
- Discontinued Segment
- High All Day Propensity
- High Peak Propensity
- Metro Rail Station
- Metro Rail Lines (by color)

0 0.45 0.9 1.8 Miles

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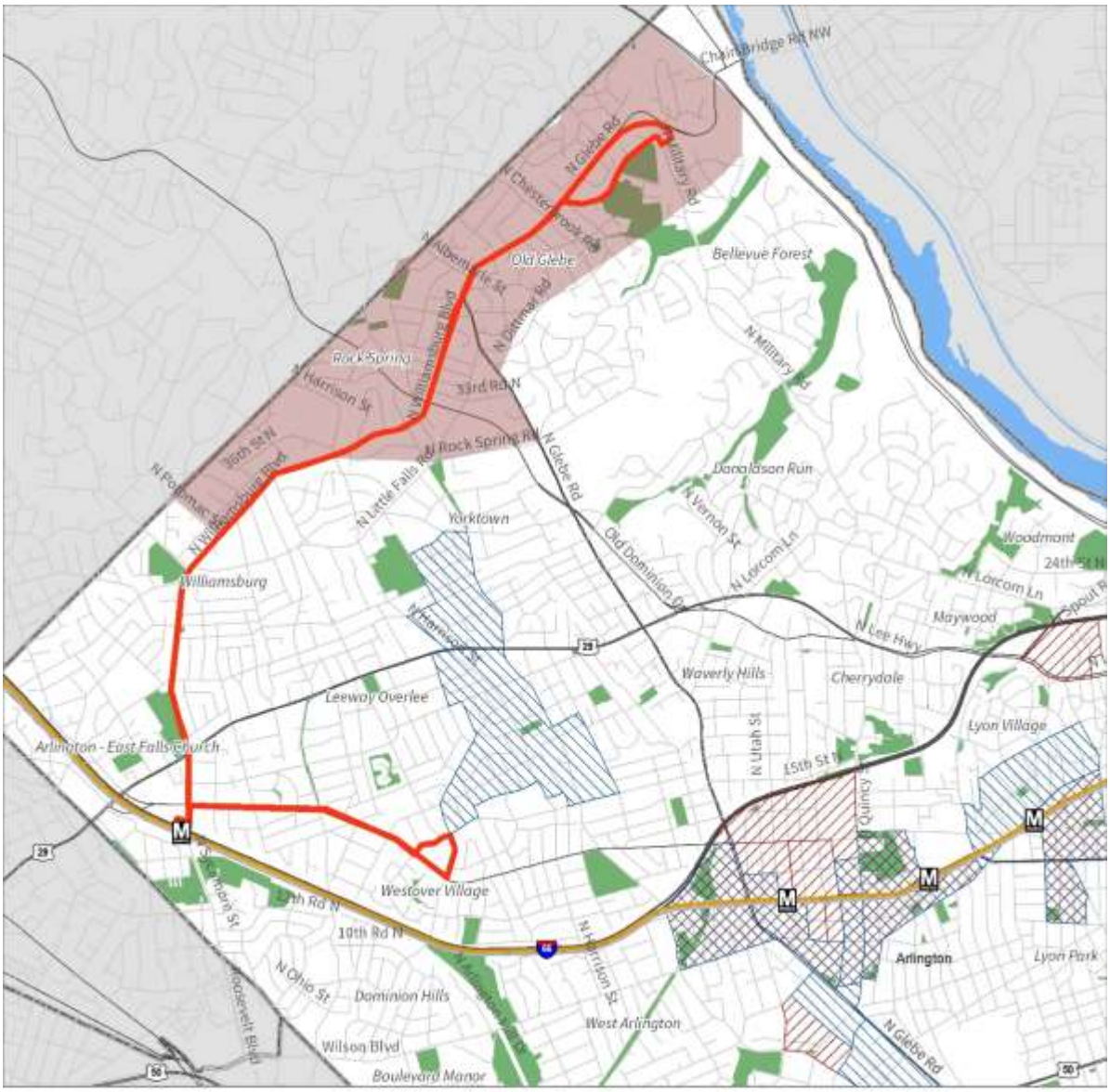
Figure 21 | Route 59 Recommended Alignment (Phase 2)



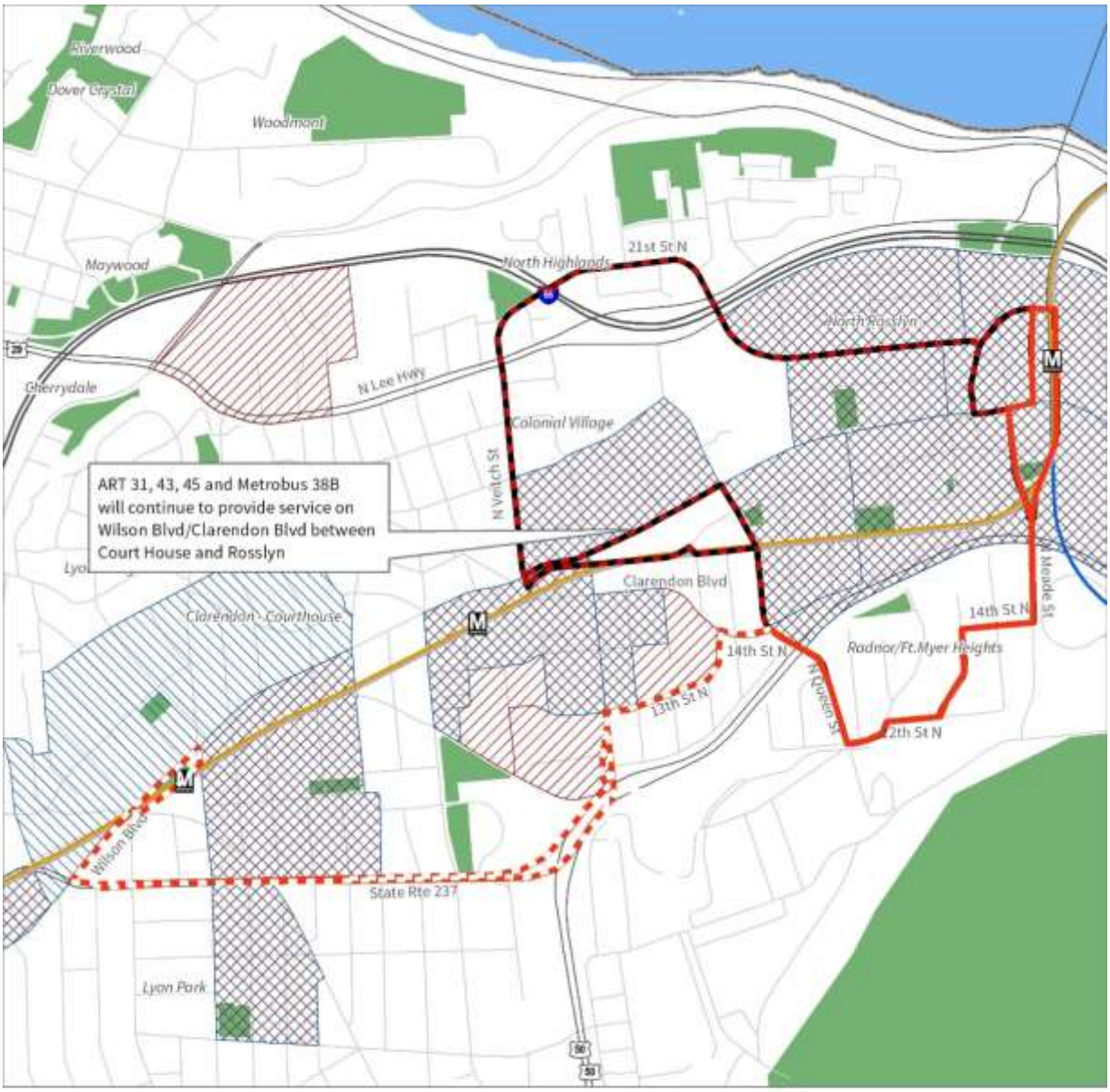
Route 63

ART 63 is proposed to be a new neighborhood circulator connecting Radnor / Fort Myers Heights and along 10th Street to both Rosslyn and Clarendon Metro Stations in Fiscal Year 2023 (**Figure 22)**. The ART 63 recommendation will serve areas with moderate to high propensities for peak and all day transit services. ART 63 will also cover the southern portions of the discontinued ART 61 and discontinued segment of Metrobus 4A along US 50 between 10th Street and North Queen Street. ART 62 will cover the northern portions of the discontinued ART 61 and provide an additional connection between Cherrydale and Rosslyn. By providing service along 10th Street N. for the first time, this route is anticipated to meet productivity standards.

Table 26 | Route 63 Recommended Level of Service

			Current 61	Proposed 63
Implementation Date			**---**	**FY 2023**
From			Courthouse	Clarendon
To			Rosslyn	Rosslyn
Span		Weekday	6:15 AM - 9:41 AM; 3:03 PM - 7:06 PM	6:00 AM - 9:30 AM; 3:00 PM - 7:30 PM
		Saturday	-	-
		Sunday	-	-
Frequency (Minutes)	Weekday	Early	-	-
		Peak	25	30
		Midday	-	-
		Evening	25	30
		Late Night	-	-
		Saturday	-	-
		Sunday	-	-
Daily Revenue Hours		Weekday	13.2	8.1
		Saturday	-	-
		Sunday	-	-
Peak Vehicles			2	1
Annual Operating Cost			**$320,827**	**$192,190**

Figure 22 | Route 63 Recommended Alignment



Route 88

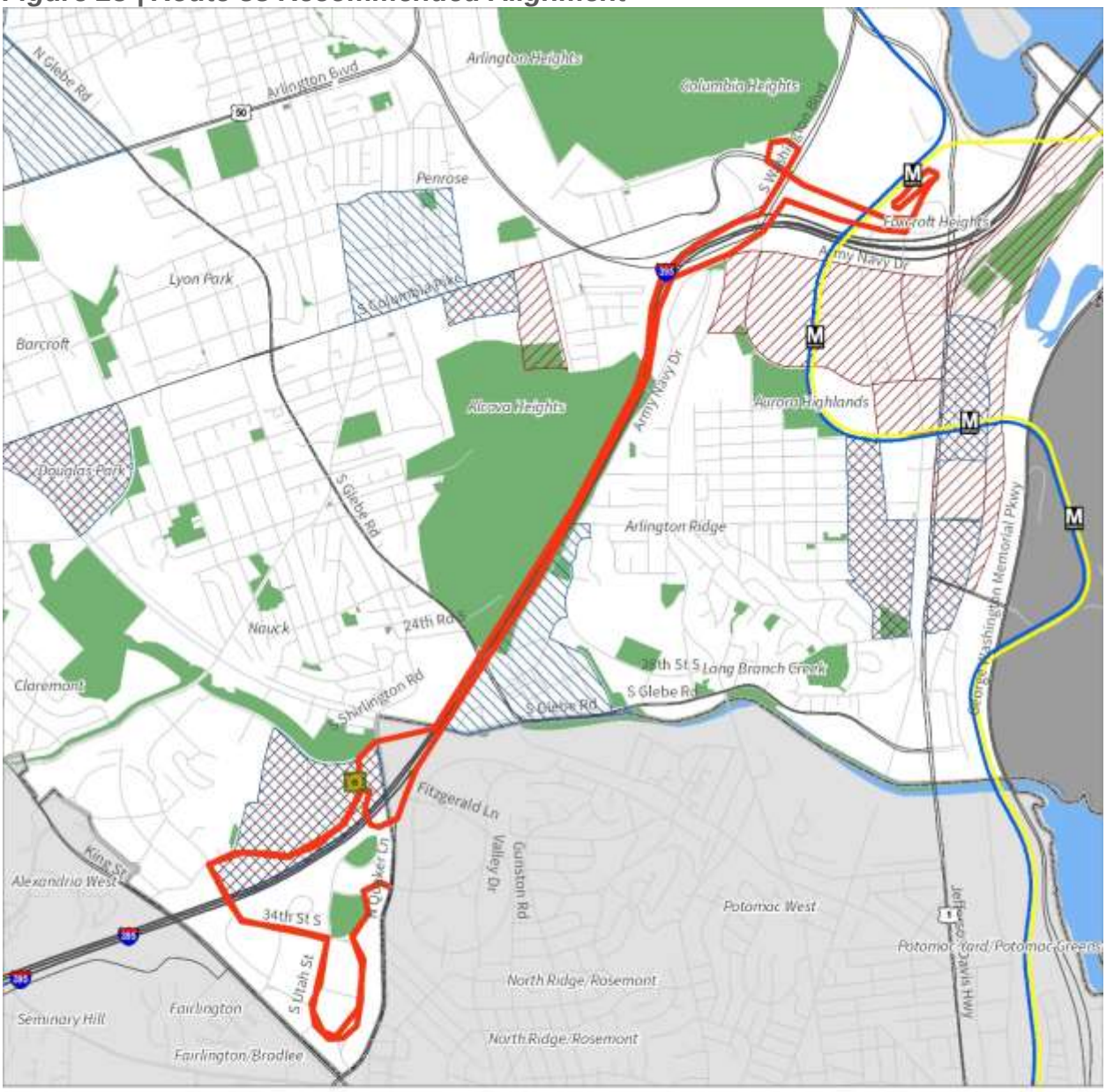
In Fiscal Year 2018, during peak periods, the ART 88 will provide peak direction service connecting the South Fairlington neighborhood to Shirlington and, via the HOV lane, to the Pentagon Metro. Between the ART 88 and the Metrobus 22F, the Fairlington neighborhood will still have buses every 10 minutes to Pentagon Metro.

By having ART absorb Metrobus 22A/B/C service, more transit service can be provided at less cost to the County. South Fairlington will benefit by having more frequent (30 minute) service midday, nights and weekends to Shirlington, Shirley Park Shopping Center, Macy's and Pentagon Metro on the ART 87.

Table 27 | Route 88 Recommended Level of Service

			Current 22ABC	Proposed
Implementation Date			**---**	**FY 2018**
From			Ballston	South Fairlington / Shirlington Bus Station
To			Shirlington/Crystal City	Pentagon
Span	Weekday		5:30 AM – 10:39 PM	5:49 AM – 9:36 AM; 3:30 PM – 7:38 PM
	Saturday		6:30 AM – 10:10 PM	-
	Sunday		7:30 AM – 8:55 PM	-
Frequency (Minutes)	Weekday	Early	25	-
		Peak	12	20
		Midday	30	-
		Evening	45	-
		Late Night	-	-
	Saturday		45	-
	Sunday		60	-
Daily Revenue Hours	Weekday		59.5	14.7
	Saturday		30.4	-
	Sunday		19.8	-
Peak Vehicles			6	1
Annual Operating Cost			**$2,583,804**	**$191,331**

Figure 23 | Route 88 Recommended Alignment



Route 93

In Phase 1 (Fiscal Year 2020), this recommendation is to create a new route that will replace the modified ART 92 and connect the Shirlington Transit Center, Crystal City, and Washington Reagan National Airport. The route will provide 30-minute frequency during the peak periods between Shirlington and Crystal City and extend every other peak trip and every off-peak trip to the airport (**Figure 24**), with service from 4:30 AM to 10:00 PM. The ART 92 has low productivity (2 passengers per hour). By re-allocating these resources to a route with better connections to major activity generators, productivity will increase. This recommendation will add service on South Glebe Road and South Eads Street which both have areas with a high propensity, or need, for transit service. In conjunction with Metrobus 23BT service improvements and implementation of ART 44 service, the ART 93 will promote Primary Transit Network (PTN) levels of service[10] along Glebe Road from Marymount to Arlington Ridge Road.

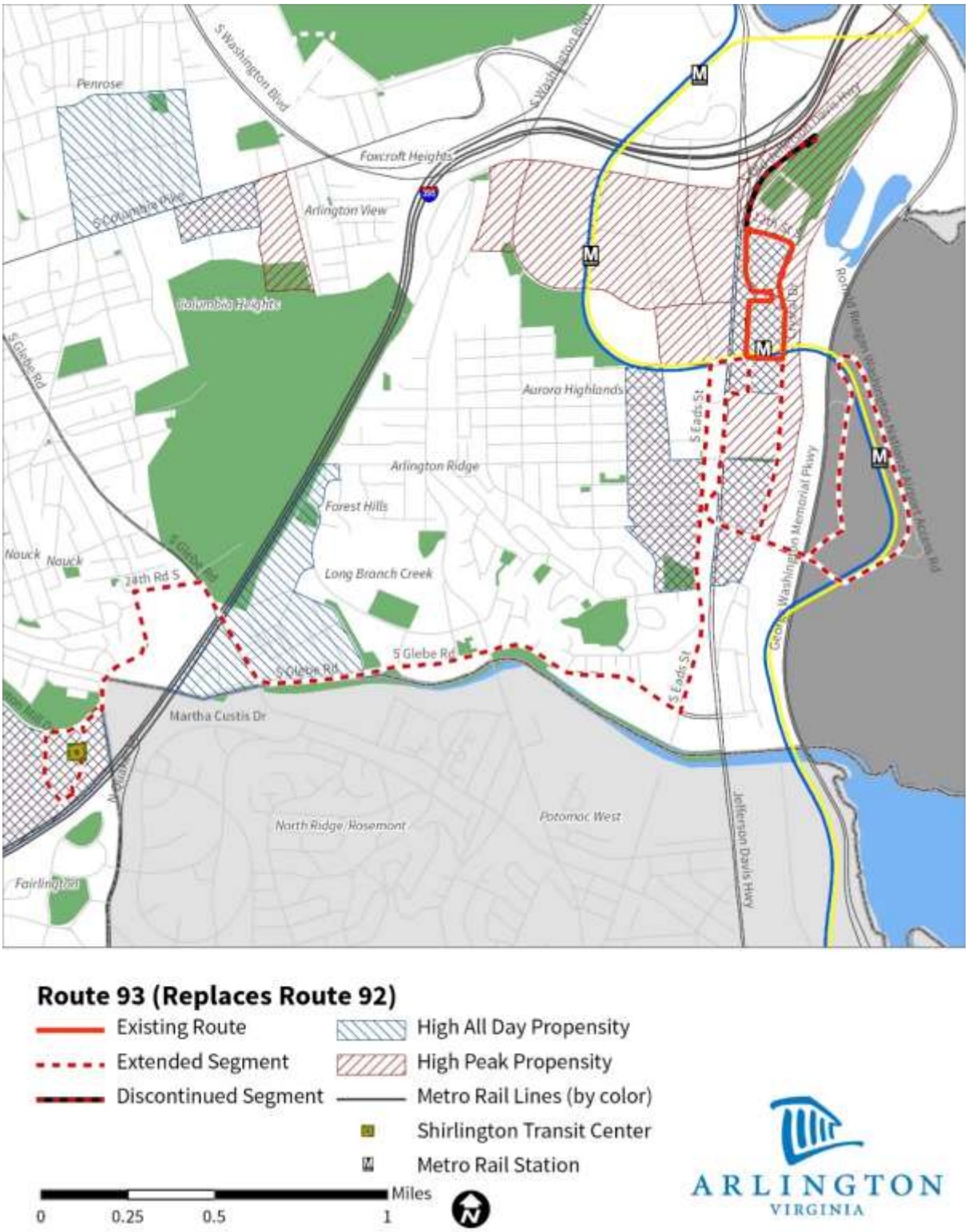
In Phase 2 (Fiscal Year 2024), all ART 93 trips will be extended to the airport. **Table 28** provides additional detail on the proposed ART 93 levels of service.

[10] Primary Transit Network corridors are intended to have 15 minute or better frequencies, 18 hours or longer, every day of the year.

Table 28 | Route 93 Recommended Level of Service

			Proposed 92	Proposed 93 Phase 1	Proposed 93 Phase 2
Implementation Date			**FY 2017**	**FY 2020**	**FY 2024**
From			Long Bridge Park	Shirlington	Shirlington
To			Crystal City	Crystal City / National Airport	Crystal City / National Airport
Span	Weekday		6:00 AM - 9:00 PM; 3:00 PM – 7:00 PM	4:30 AM - 10:00 PM	4:30 AM - 10:00 PM
	Saturday		-	4:30 AM – 10:00 PM	4:30 AM – 10:00 PM
	Sunday		-	4:30 AM – 10:00 PM	4:30 AM – 10:00 PM
Frequency (Minutes)	Weekday	Early	-	60	60
		Peak	20	30 – Crystal City / 60 – National Airport	30
		Midday	-	60	60
		Evening	-	60	60
		Late Night	-	-	-
	Saturday		-	60	60
	Sunday		-	60	60
Daily Revenue Hours	Weekday		9.2	26.3	29.2
	Saturday		-	18.8	18.8
	Sunday		-	18.8	18.8
Peak Vehicles			1	2	3
Annual Operating Cost			**$238,928**	**$876,870**	**$999,501**

Figure 24 | Route 93 Recommended Alignment



New Services

On-Demand Flex Zones 1 and 2

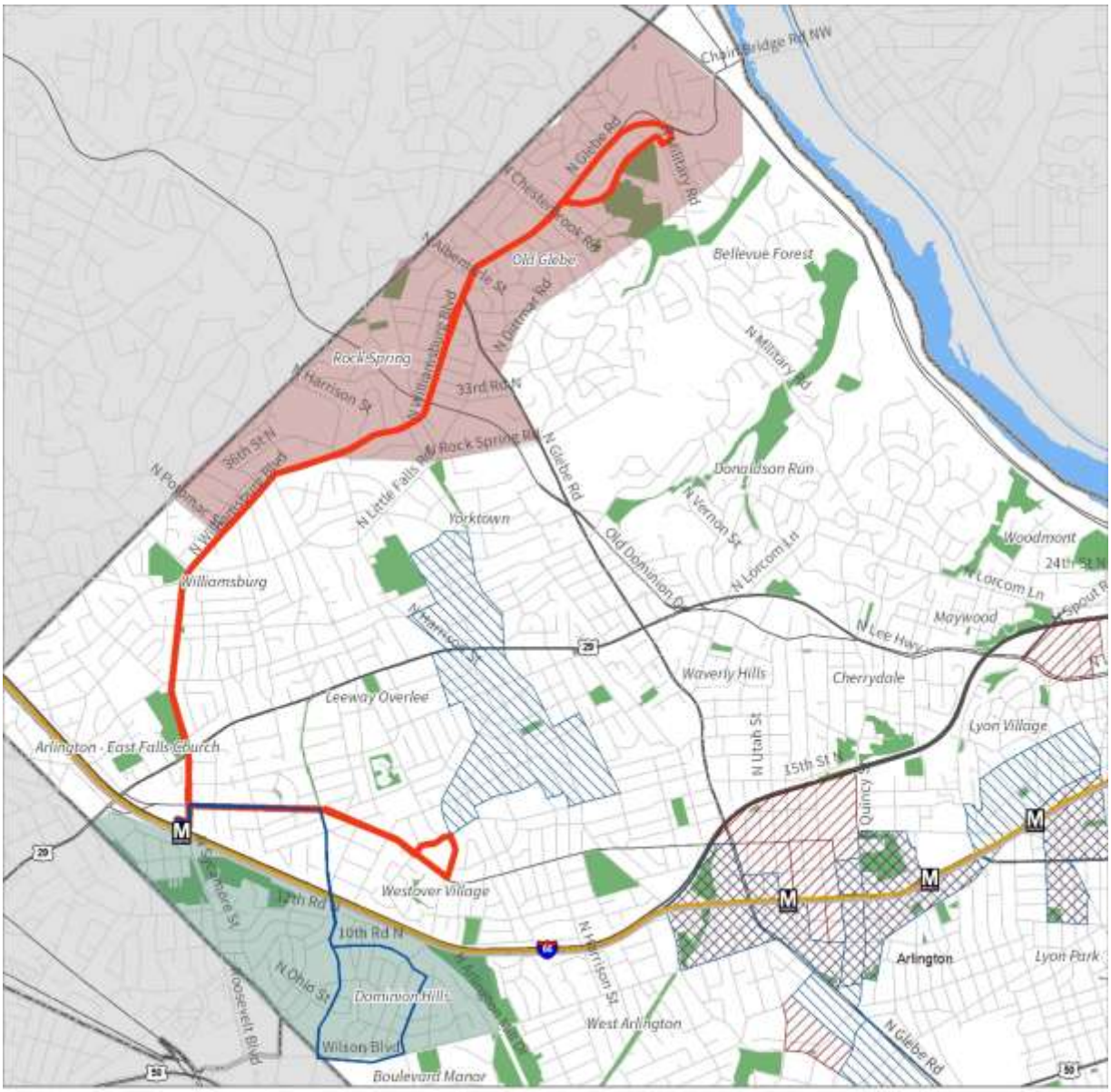
By Fiscal Year 2026, new on-demand service will serve portions of Arlington between 9:30 AM and 2:30 PM for those not within walking distance of a bus route providing service during those hours, specifically in the Rock Spring, Williamsburg Middle School, and Dominion Hills neighborhoods. **Figure 25** details the service area boundaries. This service will connect these areas to the East Falls Church Metrorail station or could, alternatively, serve one or two destination(s) agreed upon by appropriate parties, such as the affected areas' community associations. Each trip will have to either originate or end at the prescribed destination(s). This service will use smaller vehicles that may not be operated by or under the banner of ART and could include a separate fare system. Rides will be grouped and provided on a demand- responsive basis. This will be an entirely new type of service to Arlington County and the exact service delivery mechanism will require further analysis.

This area is currently being served by ART 53 which is being proposed for a reduction in service due to its low productivity (10 passengers per hour). On-demand service will maintain neighborhood coverage where demand is not sufficient to support the existing bus route, at a reduced cost to the County.

Table 29 | Flex Zones 1 and 2 Recommended Level of Service

			Proposed Flex Zone 1	Proposed Flex Zone 2
Implementation Date			**FY 2026**	**FY 2026**
Area			Rock Spring, Williamsburg Middle School, East Falls Church	Dominion Hills, East Falls Church
Span		Weekday	9:30 AM – 2:30 PM	9:30 AM – 2:30 PM
		Saturday	-	-
		Sunday	-	-
Frequency (Minutes)	Weekday	Early	-	-
		Peak	-	-
		Midday	On-Demand	On-Demand
		Evening	-	-
		Late Night	-	-
		Saturday	-	-
		Sunday	-	-
Annual Operating Cost			**$25,438**	**$11,630**

Figure 25 | Flex Zones 1 and 2 Recommended Service Area



On-Demand Flex Zone 3

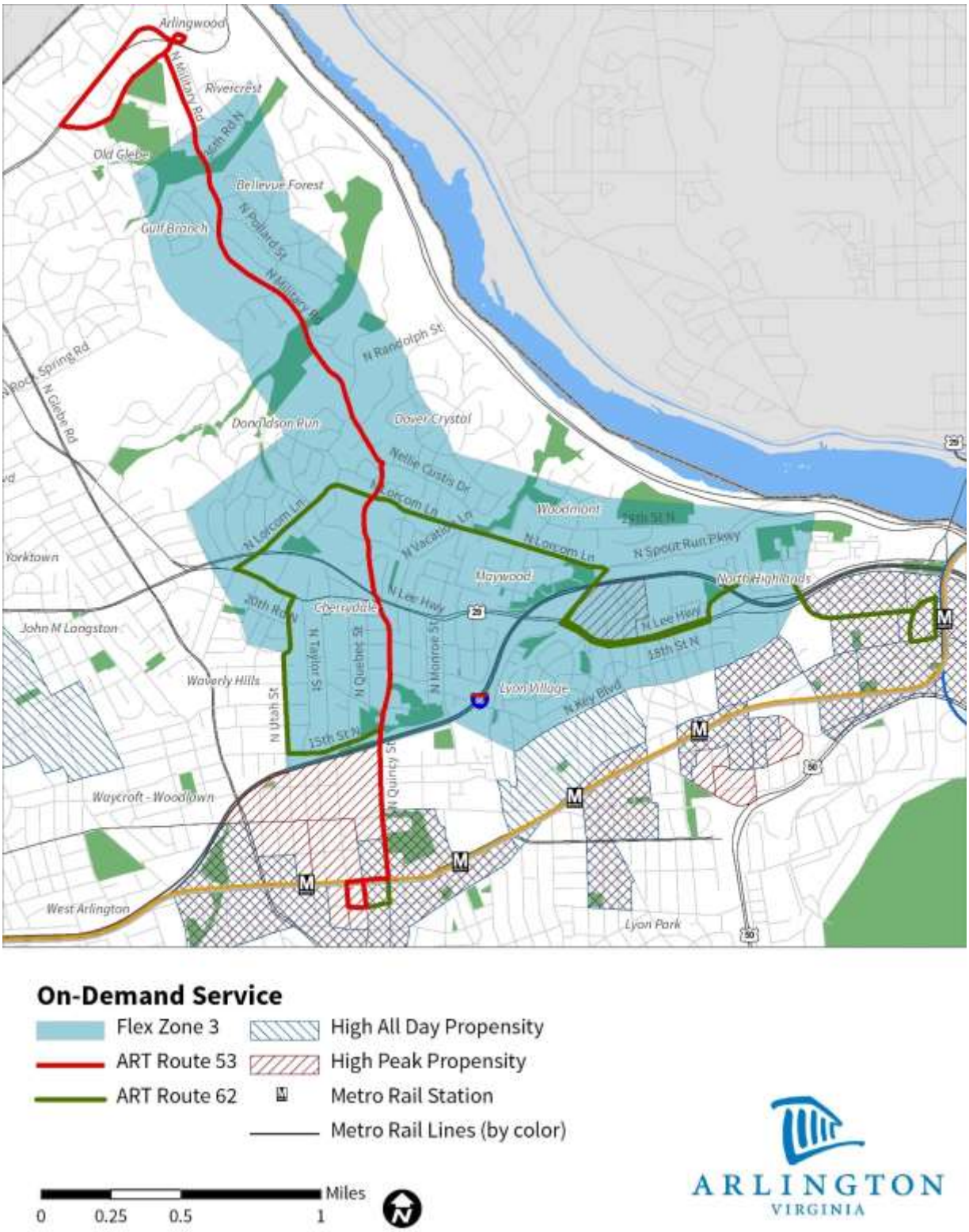
By Fiscal Year 2026, new on-demand service will serve portions of Arlington between 9:30 AM and 2:30 PM for those not within walking distance of a bus route providing service during those hours, specifically in the Chain Bridge Forest, Rivercrest, Bellevue Forest, Gulf Branch, and Stafford-Albermarle-Glebe neighborhoods. **Figure 26** details the service area boundaries. This service will connect these areas to the Ballston Metrorail station or could, alternatively, serve one or two destination(s) agreed upon by appropriate parties, such as the affected areas' community associations. Each trip will have to either originate or end at the prescribed destination(s). This service will use smaller vehicles that may not be operated by or under the banner of ART and could include a separate fare system. Rides will be grouped and provided on a demand responsive basis. This will be an entirely new type of service to Arlington County and the exact service delivery mechanism will require further analysis.

This area is currently being served by ART 53 which is being proposed for a reduction in service due to its low productivity (10 passengers per hour). On-demand service will maintain neighborhood coverage where demand is not sufficient to support the existing bus route, at a reduced cost to the County.

Table 30 | Flex Zone 3 Recommended Level of Service

			Proposed Flex Zone 3
Implementation Date			**FY 2026**
Area			Chain Bridge Forest, Rivercrest, Bellevue Forest, Gulf Branch, Stafford-Albermarle-Glebe, Old Glebe, Ballston
Span		Weekday	9:30 AM – 2:30 PM
		Saturday	-
		Sunday	-
Frequency (Minutes)	Weekday	Early	-
		Peak	-
		Midday	On Demand
		Evening	-
		Late Night	-
		Saturday	-
		Sunday	-
Annual Operating Cost			**$19,103**

Figure 26 | Flex Zone 3 Recommended Service Area



On-Demand Flex Zone 4

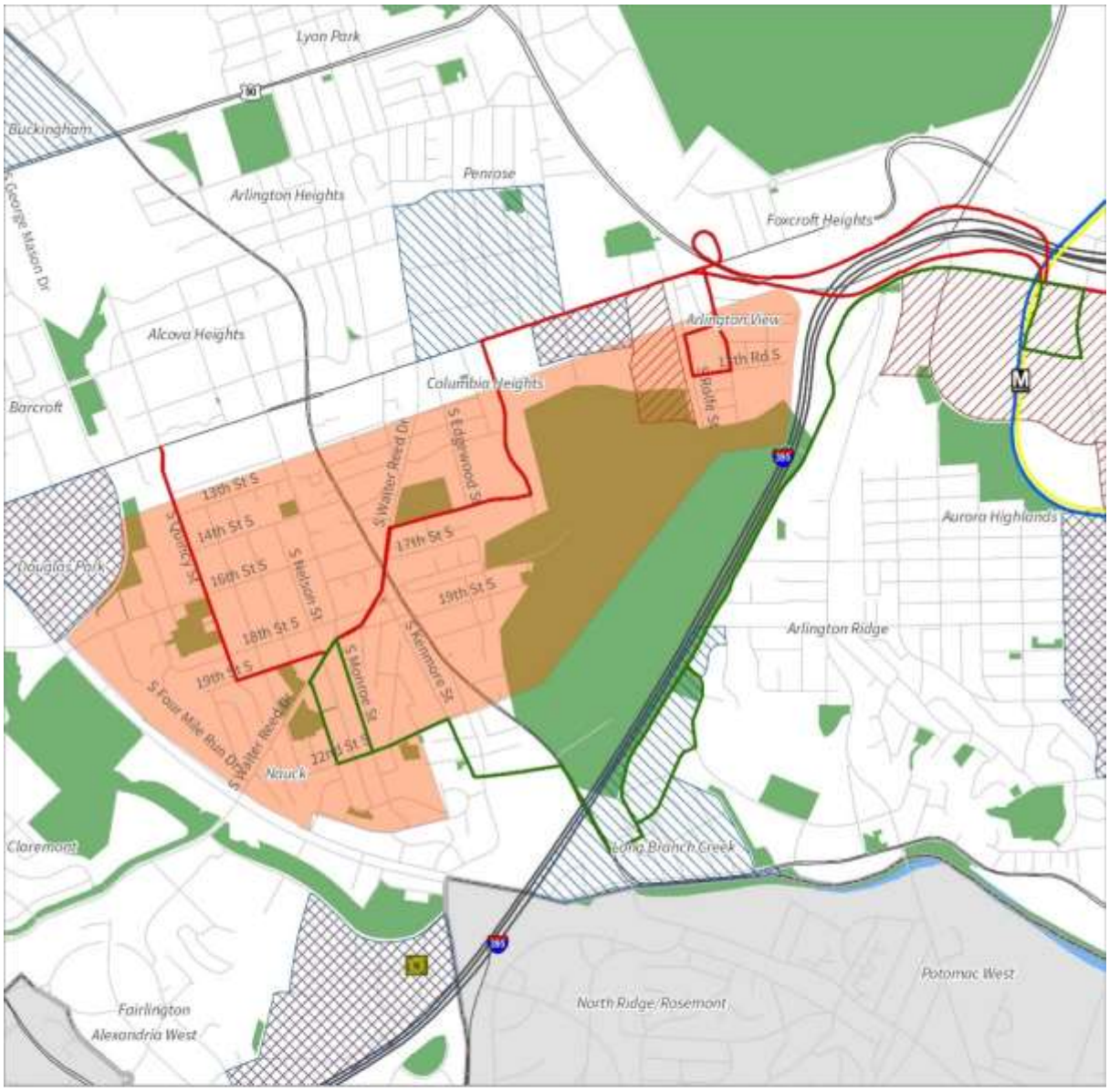
By Fiscal Year 2026, new on-demand service will serve portions of Arlington between 9:00 AM and 3:00 PM for those not within walking distance of a bus route providing service during those hours, specifically in the Douglas Park, Nauck, and Arlington Village neighborhoods. **Figure 27** details the service area boundaries. This service will connect these areas to Columbia Pike or could, alternatively, serve one or two destinations agreed upon by appropriate parties, such as the affected areas' community associations. Each trip will have to either originate or end at the prescribed destination(s). This service will use smaller vehicles that may not be operated by or under the banner of ART and could include a separate fare system. Rides will be grouped and provided on a demand responsive basis. This will be an entirely new type of service to Arlington County and the exact service delivery mechanism will require further analysis.

This recommendation will provide midday service in response to public input received during the outreach process, and the higher population densities forecasted for 2025 and high employment growth between 2015 and 2020.

Table 31 | Flex Zones 4 Recommended Level of Service

			Proposed Flex Zone 4
Implementation Date			**FY 2026**
Area			Douglas Park, Nauck, Arlington Village, Columbia Pike
Span		Weekday	9:00 AM – 3:30 PM
		Saturday	-
		Sunday	-
Frequency (Minutes)	Weekday	Early	-
		Peak	-
		Midday	On Demand
		Evening	-
		Late Night	-
		Saturday	-
		Sunday	-
Annual Operating Cost			**$11,009**

Figure 27 | Flex Zone 4 Recommended Service Area



4.1.5 Metrobus Service Expansion

Within this plan there are a total of 41 improvements to the Metrobus system being recommended. If all the recommendations are implemented by FY 2026 as planned, there will be an expected seven percent increase in ridership within the Metrobus system serving Arlington, as compared to the baseline. A summary of recommendations by implementation year is provided below:

- **FY 2017 Transit Service Plan Improvements:**
  - Metrobus 1ABEZ – Increase frequency and streamline service
  - Metrobus 23ABT – Increase frequencies
  - Metrobus 10AERS – Streamline services
- **FY 2018 Transit Service Plan Improvements:**
  - Implement Columbia Pike Premium Transit Service
  - Metrobus 2A – Increase frequency
  - Convert Metrobus 22ABC to ART 44
- **FY 2020 Transit Service Plan Improvements:**
  - Metrobus 10B – Enhance service along Glebe Road with limited stop service
  - Convert Metrobus 4B to ART 31
- **FY 2021 Transit Service Plan Improvements:**
  - Metrobus 7CHP – Increase peak frequency on Route 7C and eliminate Routes 7H and 7P
  - Metrobus 7Y – Increase peak frequency
  - Metrobus 16X – Replace peak and select off-peak trips originating or terminating at the Pentagon by new 16Z route
  - Metrobus 16Z – Implement a new route between Culmore and Navy Yard
- **FY 2022 Transit Service Plan Improvements:**
  - Metrobus 1A – Increase peak frequency
  - Metrobus 3Y – Increase peak frequency

<u>Changes to Existing Service</u>

Line 1ABEZ

A number of changes to this line were made in The Fiscal Year 2017 in accordance with the State of Good Operations report adopted by the WMATA Board. These changes were implemented on June 26, 2016.

In Fiscal Year 2017, Metrobus 1B peak frequency was increased in the peak direction to every 15 minutes (**Table 33**), the Metrobus 1B was realigned out of Seven Corners Shopping Center (**Figure 28**), and the Metrobus 1Z was eliminated. These recommendations simplify the Metrobus 1 Line, and the Metrobus 1Z trips will be covered by the increase in frequency on Metrobus 1B.

Also in Fiscal Year 2017, the Metrobus 1E will be eliminated, as this route had low ridership in Dominion Hills (approximately 20 boardings per day). ART 53 connects Dominion Hills with East Falls Church Metro Station and discontinued segments along Wilson Boulevard are now served by Metrobus 1B, which will absorb the Metrobus 1E trips.

In Fiscal Year 2022, Metrobus 1A peak frequency in the peak direction will be increased to every 15 minutes (**Table 32**). The recommended increase in frequency on Metrobus 1A is based upon expected future population growth along the Washington Boulevard corridor.

Table 32 | Route 1A Recommended Level of Service

			Current	Proposed
Implementation Date			---	**FY 2022**
From			Vienna	Vienna
To			Ballston	Ballston
Span		Weekday	4:41 AM - 1:20 AM	4:41 AM - 1:20 AM
		Saturday	5:29 AM - 1:26 AM	5:29 AM - 1:26 AM
		Sunday	7:34 AM - 11:26 PM	7:34 AM - 11:26 PM
Frequency (Minutes)	Weekday	Early	25	25
		Peak	32	15
		Midday	30	30
		Evening	34	28
		Late Night	43	43
		Saturday	31	31
		Sunday	34	34
Daily Revenue Hours		Weekday	77.5	92.1
		Saturday	74.4	85.5
		Sunday	54.8	62.2
Peak Vehicles*			10	11
Annual Operating Cost			**$3,070,396**	**$3,715,804**

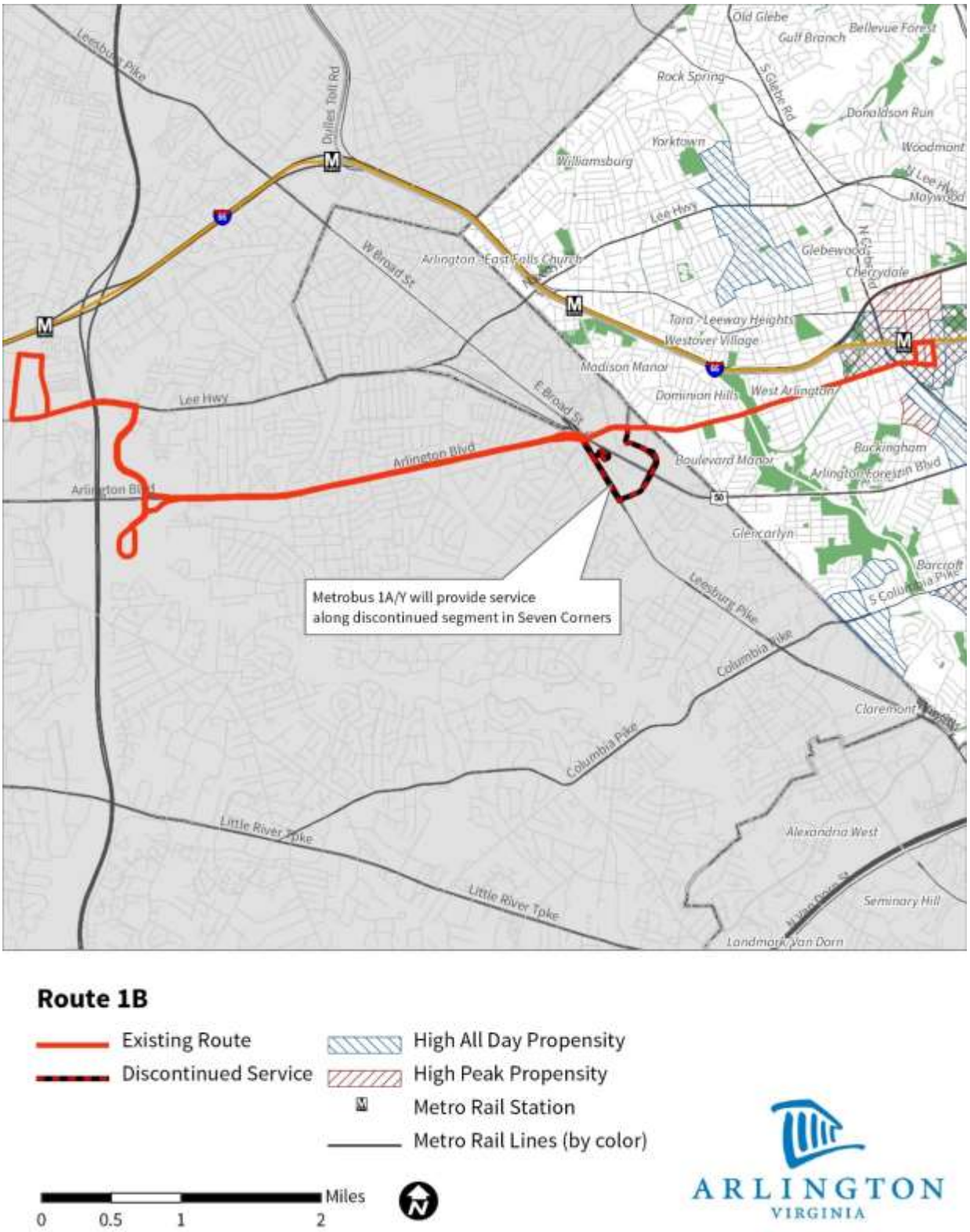
*The number of peak vehicles reflects the needs of the entire line due to data availability.

Table 33 | Route 1B Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2017**
From			Dunn Loring	Dunn Loring
To			Ballston	Ballston
Span	Weekday		5:59 AM - 7:56 PM	5:59 AM - 7:56 PM
	Saturday		-	-
	Sunday		-	-
Frequency (Minutes)	Weekday	Early	-	-
		Peak	34	15
		Midday	32	32
		Evening	40	40
		Late Night	-	-
	Saturday		-	-
	Sunday		-	-
Daily Revenue Hours	Weekday		48.7	57.0
	Saturday		-	-
	Sunday		-	-
Peak Vehicles*			10	7
Annual Operating Cost			**$1,419,249**	**$1,724,001**

*The number of peak vehicles reflects the needs of the entire line due to data availability.

Figure 28 | Route 1B Recommended Alignment



Line 2A

In Fiscal Year 2018, the peak frequency on Line 2A in the peak direction will improve to 10 minutes, as well as during midday/evening services to every 15 minutes, late night / Sunday services to every 30 minutes, and Saturday service to every 20 minutes (**Table 34**).

This recommendation will promote Primary Transit Network (PTN) levels of service[11] along Washington Boulevard from Ballston west to the county line and will address crowding on buses currently averaging more than 30 passengers on several peak period trips. This recommendation will also accommodate expected growth in demand along the corridor.

Table 34 | Route 2A Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2018**
From			Dunn Loring Metro	Dunn Loring Metro
To			Ballston Metro	Ballston Metro
Span	Weekday		4:45 AM - 12:55 AM	4:45 AM - 12:55 AM
	Saturday		5:45 AM - 12:58 AM	5:45 AM - 12:58 AM
	Sunday		5:45 AM - 1:03 AM	5:45 AM - 1:03 AM
Frequency (Minutes)	Weekday	Early	19	19
		Peak	16	10
		Midday	29	15
		Evening	28	15
		Late Night	43	30
	Saturday		31	20
	Sunday		60	30
Daily Revenue Hours	Weekday		69.0	95.2
	Saturday		43.6	68.2
	Sunday		22.4	44.9
Peak Vehicles			6	9
Annual Operating Cost			**$2,424,274**	**$3,021,055**

[11] PTN corridors are intended to have 15 minute or better frequencies, 18 hours or longer, seven days a week.

Line 3Y

In Fiscal Year 2022, peak frequency will improve to every 20 minutes on Line 3Y (**Table 35**). This recommendation will address capacity issues experienced on the existing route, where the existing average load is greater than 40 passengers on peak trips.

The recommendation also suggests evaluating the possibility of limited-stop service along US 29 / Lee Highway upon implementation of the recommendations of the Arlington County Bus Stop Consolidation study. The limited stop concept will be further developed as part of the implementation of Arlington County's Bus Stop Consolidation Study.

Table 35 | Route 3Y Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2022**
From			East Falls Church	East Falls Church
To			McPherson Square	McPherson Square Metro
Span	Weekday		6:32 AM - 9:29 AM; 4:15 PM - 7:56 PM	6:32 AM - 9:29 AM; 4:15 PM - 7:56 PM
	Saturday		-	-
	Sunday		-	-
Frequency (Minutes)	Weekday	Early	-	-
		Peak	28	20
		Midday	-	-
		Evening	30	20
		Late Night	-	-
	Saturday		-	-
	Sunday		-	-
Daily Revenue Hours	Weekday		14.0	19.3
	Saturday		-	-
	Sunday		-	-
Peak Vehicles			2	6
Annual Operating Cost			**$408,896**	**$540,058**

Line 4AB

In Fiscal Year 2017, Metrobus 4A service will be eliminated and the frequency on Metrobus 4B will improve to match the current 30-minute effective frequency of Metrobus 4A and 4B during the midday, Saturday, and Sunday periods. The suggested elimination of Route 4A is based upon low productivity (22 passengers per hour). As part of the recommendation, Metrobus 4A bus stops not shared with Metrobus 4B stops on US 50

between Seven Corners Shopping Center and 10th Street will be served by a new peak directional express route directly into Downtown DC, the Metrobus 1Y. ART 63 will provide service near the north side of US 50 between 10th Street and North Queen Street. ART 77 will provide service to the bus stops on 14th Street near the north side of US 50 between North Queen Street and North Meade Street.

In Fiscal Year 2020, Metrobus 4B will be converted into ART 31 with improved peak frequencies. New service configurations are being recommended that maintain Metrobus service on specific through corridors and ART will provide local neighborhood service. Timing and factors regarding transfer of service will be discussed in coordination between Arlington County and WMATA.

Table 36 details the level of service being proposed in both Fiscal Year 2017 and 2022.

Table 36 | Route 4B Recommended Level of Service

			Current	Proposed Phase 1	Proposed Route 31 Phase 2
Implementation Date			**---**	**FY 2017**	**FY 2022**
From			Seven Corners	Seven Corners	Seven Corners
To			Rosslyn	Rosslyn	Rosslyn
Span		Weekday	5:30 AM - 12:50 AM	5:30 AM - 12:50 AM	5:30 AM - 12:50 AM
		Saturday	6:19 AM - 11:30 PM	6:19 AM - 11:30 PM	6:19 AM - 11:30 PM
		Sunday	6:19 AM - 10:13 PM	6:19 AM - 10:13 PM	6:19 AM - 10:13 PM
Frequency (Minutes)	Weekday	Early	-	-	-
		Peak	31	30	15
		Midday	54	30	30
		Evening	47	30	30
		Late Night	60	30	30
		Saturday	62	30	30
		Sunday	68	30	30
Daily Revenue Hours		Weekday	39.8	44.1	44.1
		Saturday	18.1	36.6	36.6
		Sunday	15.2	34.1	34.1
Peak Vehicles			7*	3	3
Annual Operating Cost			**$1,605,659**	**$2,169,686**	**$1,310,671**

***** The number of peak vehicles reflects the needs of the entire line due to data availability**.**

Line 7AFY

In Fiscal Year 2021, peak frequency on Metrobus 7Y will improve to every 7.5 minutes ()**.** This recommendation is based on the individual trip analysis (existing average load greater than 35 passengers on peak trips).

In coordination with the implementation of Alexandria's West End Transitway[12], the Metrobus 7A will be realigned to provide 20 minute peak and 30 minute off-peak, Saturday, and Sunday service to Lincolnia; eliminate Metrobus 7F; and realign Metrobus 7Y to provide 7.5 minute morning peak service and 15 minute afternoon peak service through North Fairlington. The alignments and frequencies will be coordinated and finalized with the implementation of Alexandria's West End Transitway.

Consideration is also being given to assigning articulated vehicles to this route on a trip by trip basis, as needed. This will be contingent upon facility availability and will require further analysis and coordination with WMATA and other northern Virginia jurisdictions.

[12] The West End Transitway will be a Bus Rapid Transit system that will connect major transit facilities - Van Dorn Metro Station, Mark Center Transit Center, Shirlington Transit Center, and the Pentagon Transit Center - and several neighborhoods along the corridor - Van Dorn/Landmark, a redeveloped Landmark Mall, and Beauregard.

Table 37 | Route 7A Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**Opening of West End Transitway**
From			Lincolnia Road / Quantrell Avenue	Lincolnia Road / Quantrell Avenue
To			Pentagon	Pentagon
Span		Weekday	4:45 AM - 12:10 AM	4:30 AM - 12:10 AM
		Saturday	6:49 AM - 3:55 AM	6:49 AM - 3:55 AM
		Sunday	7:30 AM - 12:35 AM	7:30 AM - 12:35 AM
Frequency (Minutes)	Weekday	Early	17	20
		Peak	39	20
		Midday	43	30
		Evening	39	20
		Late Night	43	40
		Saturday	60	30
		Sunday	42	30
Daily Revenue Hours		Weekday	34.5	TBD
		Saturday	23.3	TBD
		Sunday	29.1	TBD
Peak Vehicles*			12	TBD
Annual Operating Cost			**$1,338,643**	**TBD**[13]

[13] Estimated revenue hours and operating costs will be determined upon finalization of route alignments.

Table 38 | Route 7Y Recommended Level of Service

			Current	Proposed Phase 1	Proposed Phase 2
Implementation Date			**---**	**FY 2021**	**Opening of West End Transitway**
From			Pentagon / Southern Towers	Pentagon / Southern Towers	Pentagon / Southern Towers
To			Convention Center	Convention Center	Convention Center
Span	Weekday		5:09 AM - 9:42 AM; 3:01 PM - 7:13 PM	5:09 AM - 9:42 AM; 3:01 PM - 7:13 PM	5:09 AM - 9:42 AM; 3:01 PM - 7:13 PM
	Saturday		-	-	
	Sunday		-	-	
Frequency (Minutes)	Weekday	Early	24	24	24
		Peak	13	7.5	7.5
		Midday	-	-	-
		Evening	-	-	-
		Late Night	-	-	-
	Saturday		-	-	-
	Sunday		-	-	-
Daily Revenue Hours	Weekday		46.8	65.6	TBD
	Saturday		-	-	TBD
	Sunday		-	-	TBD
Peak Vehicles*			12	18	TBD
Annual Operating Cost			**$1,365,578**	**$2,052,155**	**TBD**[14]

***** The number of peak vehicles reflects the needs of the entire line due to data availability**.**

Line 7CHPWX

In Fiscal Year 2021, the peak frequency of Metrobus 7C will improve to every 12 minutes (**Table 39**) and Metrobus 7H and 7P service will be eliminated. The frequency increase on Metrobus 7C will support growth of ridership between Shirlington and the Pentagon forecasted for the future. The elimination of Metrobus 7H and 7P are due to the routes' low productivity (10 and 13 passengers per hour, respectively.

With the implementation of Alexandria's West End Transitway, Metrobus 7C, 7W and 7X will be eliminated. These eliminations will be coordinated with service increases on Metrobus 7A and 7Y to maintain frequency levels in the service area.

[14] Estimated revenue hours and operating costs will be determined upon finalization of route alignments.

Table 39 | Route 7C Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2021**
From			Park Center	Park Center
To			Pentagon	Pentagon
Span		Weekday	6:05 AM - 9:05 AM; 4:15 PM - 7:23 PM	6:05 AM - 9:05 AM; 4:15 PM - 7:23 PM
		Saturday	-	-
		Sunday	-	-
Frequency (Minutes)	Weekday	Early	-	-
		Peak	21	12
		Midday	-	-
		Evening	37	20
		Late Night	-	-
		Saturday	-	-
		Sunday	-	-
Daily Revenue Hours		Weekday	7.5	13.4
		Saturday	-	-
		Sunday	-	-
Peak Vehicles*			10	9
Annual Operating Cost			**$219,515**	**$432,390**

***** The number of peak vehicles reflects the needs of the entire line due to data availability**.**

Line 9A

Route 9A service will be eliminated in the beginning of Fiscal Year 2017 as part of the approved WMATA State of Good Operations (SOGO) program. Certain discontinued segments on the southern portion of Metrobus 9A, including along the George Washington Memorial Parkway, Washington Street, Richmond Highway, and Huntington Avenue were transferred to the Metrobus 10AE.

Line 10AERS

In Fiscal Year 2017 as part of SOGO, Metrobus 10A will be extended to the Huntington Metro north side (**Figure 29**) and Metrobus 10E will be realigned in Alexandria (**Figure 30**) when the Route 9A is discontinued to provide service to segments not served by the Metroway. Finally, service on Metrobus 10R and 10S will be eliminated with an extension to the Metrobus 10E service to Rosslyn to replace it. **Table 40** and **Table 41** detail the level of service proposed on the Metrobus 10A and 10E, respectively.

These recommendations are in accordance with the State of Good Operations report adopted by the WMATA Board and will occur on June 26, 2016.

Table 40 | Route 10A Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2017**
From			Hunting Point	Huntington Metro North
To			Pentagon	Pentagon
Span	Weekday		4:37 AM - 1:01 AM	4:37 AM - 1:01 AM
	Saturday		5:17 AM - 1:19 AM	5:17 AM - 1:19 AM
	Sunday		6:15 AM - 11:31 PM	6:15 AM - 11:31 PM
Frequency (Minutes)	Weekday	Early	30	30
		Peak	30	30
		Midday	30	30
		Evening	41	41
		Late Night	57	57
	Saturday		34	34
	Sunday		60	60
Daily Revenue Hours	Weekday		50.1	59.7
	Saturday		53.2	63.9
	Sunday		26.2	31.4
Peak Vehicles*			7	5
Annual Operating Cost			**$1,952,975**	**$2,428,716**

* The number of peak vehicles reflects the needs of the entire line due to data availability.

Table 41 | Route 10E Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2017**
From			Braddock Road	Hunting Point
To			Pentagon	Pentagon / Rosslyn
Span		Weekday	6:02 AM - 8:45 AM; 4:14 PM - 6:55 PM	6:02 AM - 8:45 AM; 4:14 PM - 6:55 PM
		Saturday	-	-
		Sunday	-	-
Frequency (Minutes)	Weekday	Early	-	-
		Peak	15	15 – Pentagon / 30 – Rosslyn
		Midday	-	-
		Evening	-	-
		Late Night	-	-
		Saturday	-	-
		Sunday	-	-
Daily Revenue Hours		Weekday	10.8	19.1
		Saturday	-	-
		Sunday	-	-
Peak Vehicles*			7	5
Annual Operating Cost			**$314,721**	**$619,161**

***** The number of peak vehicles reflects the needs of the entire line due to data availability**.**

Figure 29 | Route 10A Recommended Alignment

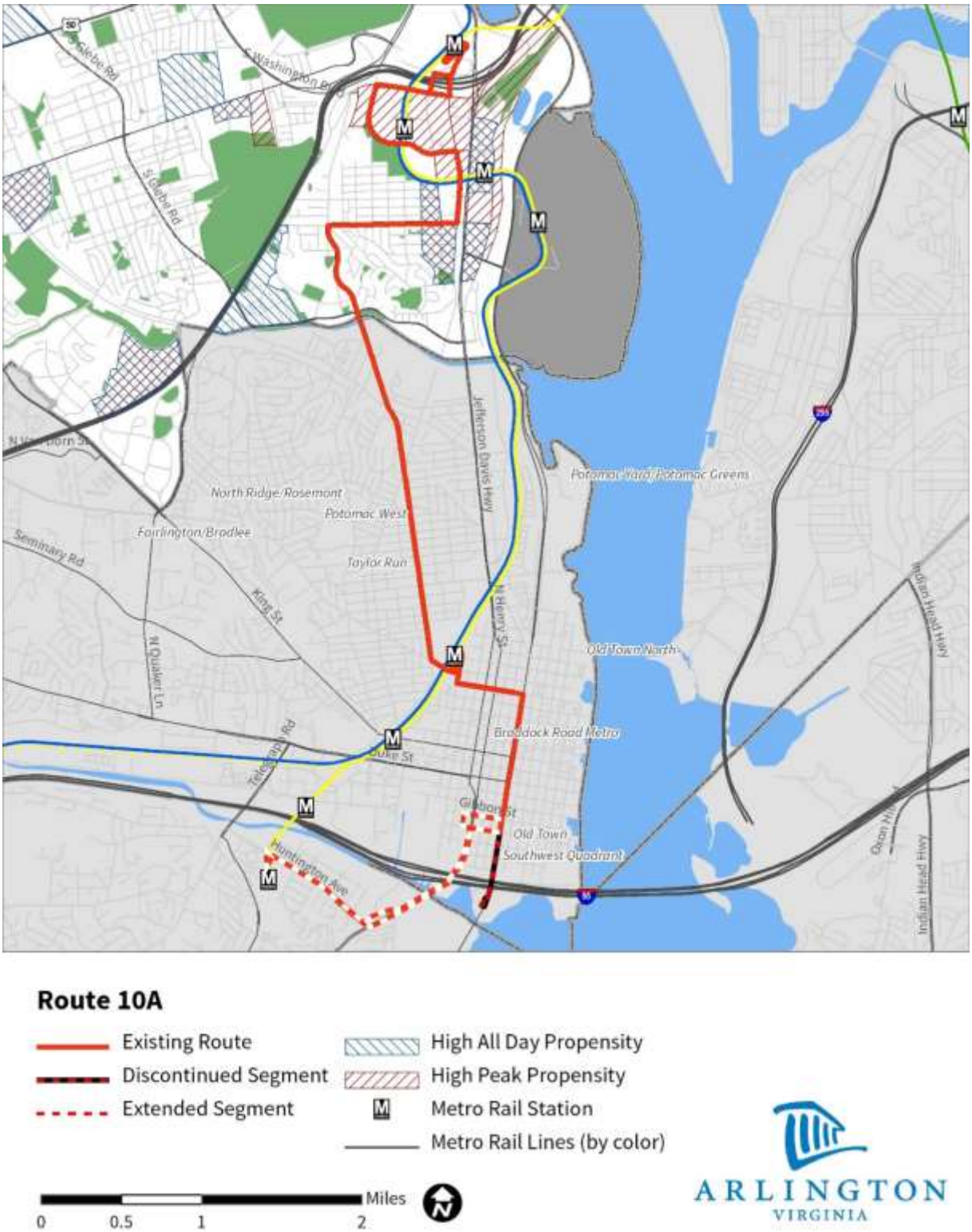
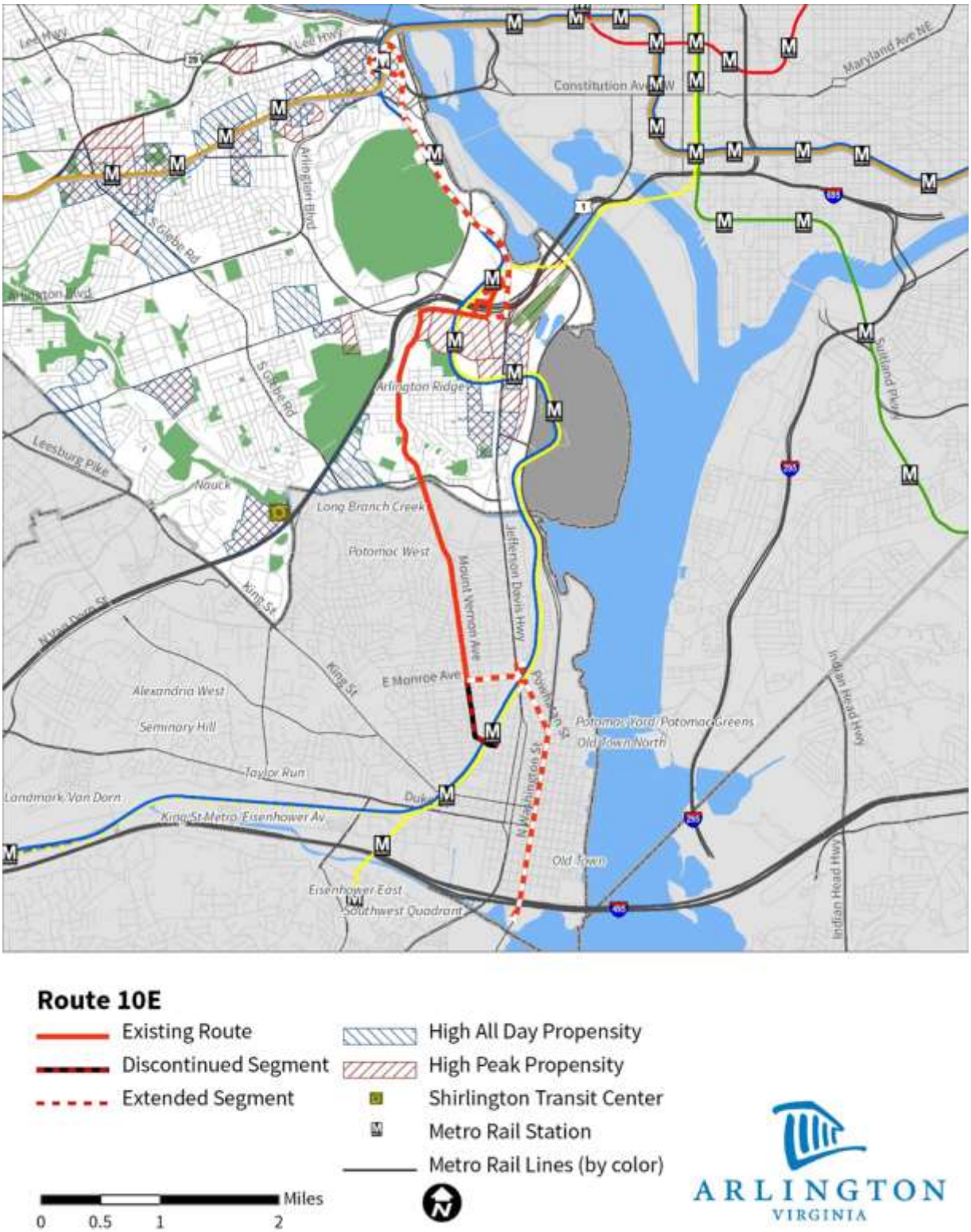


Figure 30 | Route 10E Recommended Alignment



Line 10B

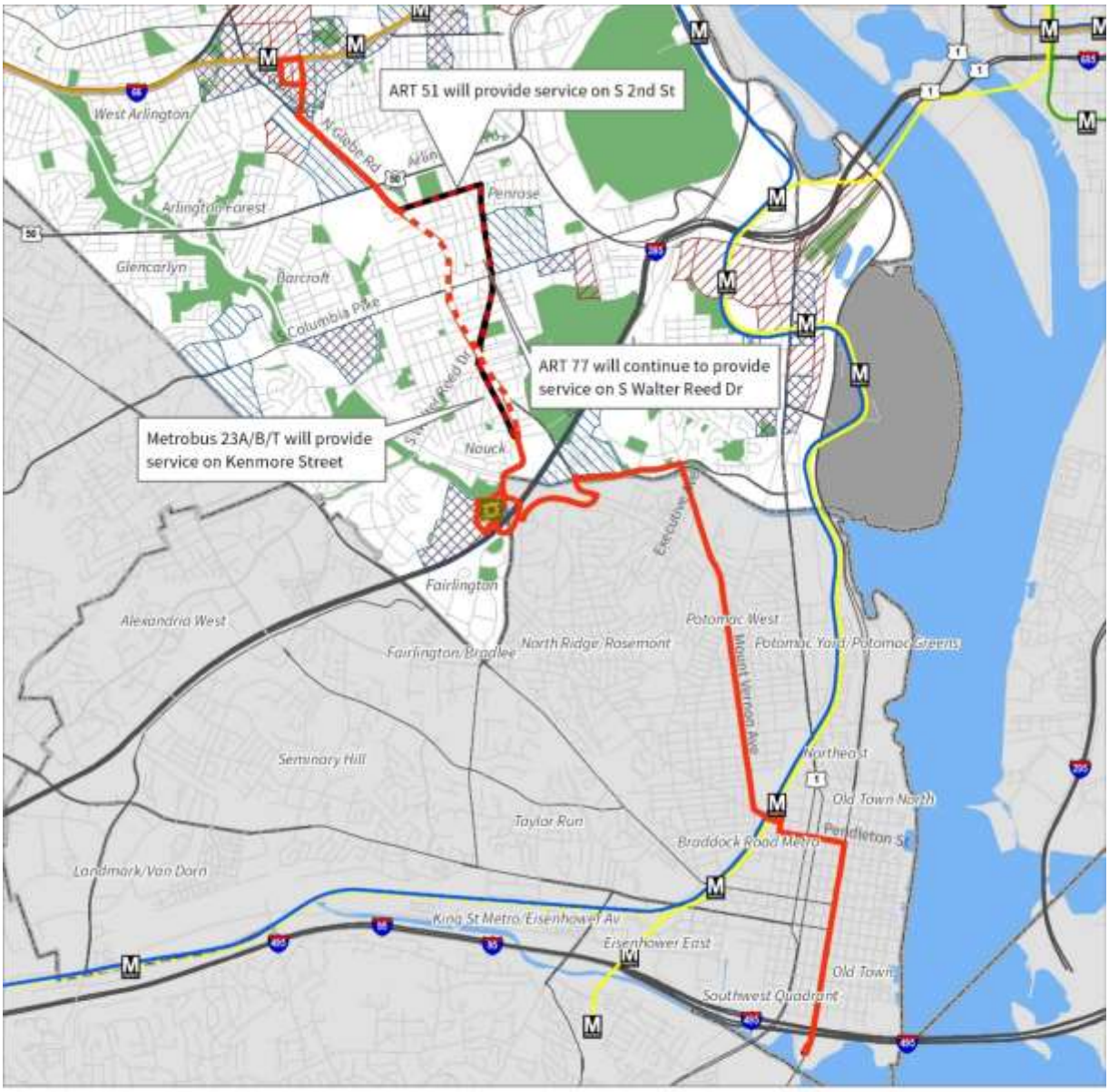
In Fiscal Year 2020, Metrobus 10B will be realigned to continue straight on Glebe Road providing faster, limited stop service between Shirlington and Ballston. New service configurations are being recommended that maintain Metrobus service on specific through corridors and ART on local neighborhood roads; therefore, this route will continue straight on Glebe Road. Combined with the proposed Metrobus 23AB, this route will provide high frequency Primary Transit Network (PTN) level service[15] along the Glebe Road corridor. Discontinued segments on South Walter Reed Drive between South Kenmore Street and 6th Street will be served by ART 77, while the discontinued segment on 2nd Street will be served by ART 51.

Table 42 | Route 10B Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2020**
From			Hunting Point	Hunting Point
To			Ballston	Ballston
Span		Weekday	4:52 AM - 1:38 AM	4:52 AM - 1:38 AM
		Saturday	5:37 AM - 1:40 AM	5:37 AM - 1:40 AM
		Sunday	5:45 AM - 11:55 PM	5:45 AM - 11:55 PM
Frequency (Minutes)	Weekday	Early	18	18
		Peak	30	30
		Midday	30	30
		Evening	35	35
		Late Night	60	60
		Saturday	34	34
		Sunday	60	60
Daily Revenue Hours		Weekday	85.7	81.7
		Saturday	73.6	70.1
		Sunday	37.6	35.8
Peak Vehicles			6	6
Annual Operating Cost			**$3,189,450**	**$3,001,545**

[15] PTN corridors are intended to have 15 minute or better frequencies, 18 hours or longer, every day of the year.

Figure 31 | Route 10B Recommended Alignment



Line 15KL

In Fiscal Year 2018, Metrobus 15K will only provide afternoon peak service in one direction, from East Falls Church to Rosslyn, and that a realigned Metrobus 15L will connect East Falls Church to Rosslyn in the counter-peak direction using I-66 for both the morning and afternoon peak periods. These recommendations will provide a more efficient connection between East Falls Church and Rosslyn in the counter-peak direction and be a more productive use of resources.

Table 43 | Route 15K Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**FY 2018**
From			East Falls Church	East Falls Church
To			Rosslyn	Rosslyn
Span	Weekday		5:40 AM – 9:52 AM; 3:40 PM – 8:05 PM	5:40 AM – 9:52 AM; 3:40 PM – 8:05 PM
	Saturday		-	-
	Sunday		-	-
Frequency (Minutes)	Weekday	Early	-	-
		Peak	31	31
		Midday	34	34
		Evening	38	38
		Late Night	-	-
	Saturday		-	-
	Sunday		-	-
Daily Revenue Hours	Weekday		16.8	16.8
	Saturday		-	-
	Sunday		-	-
Peak Vehicles*			3	3
Annual Operating Cost			**$451,451**	**$451,451**

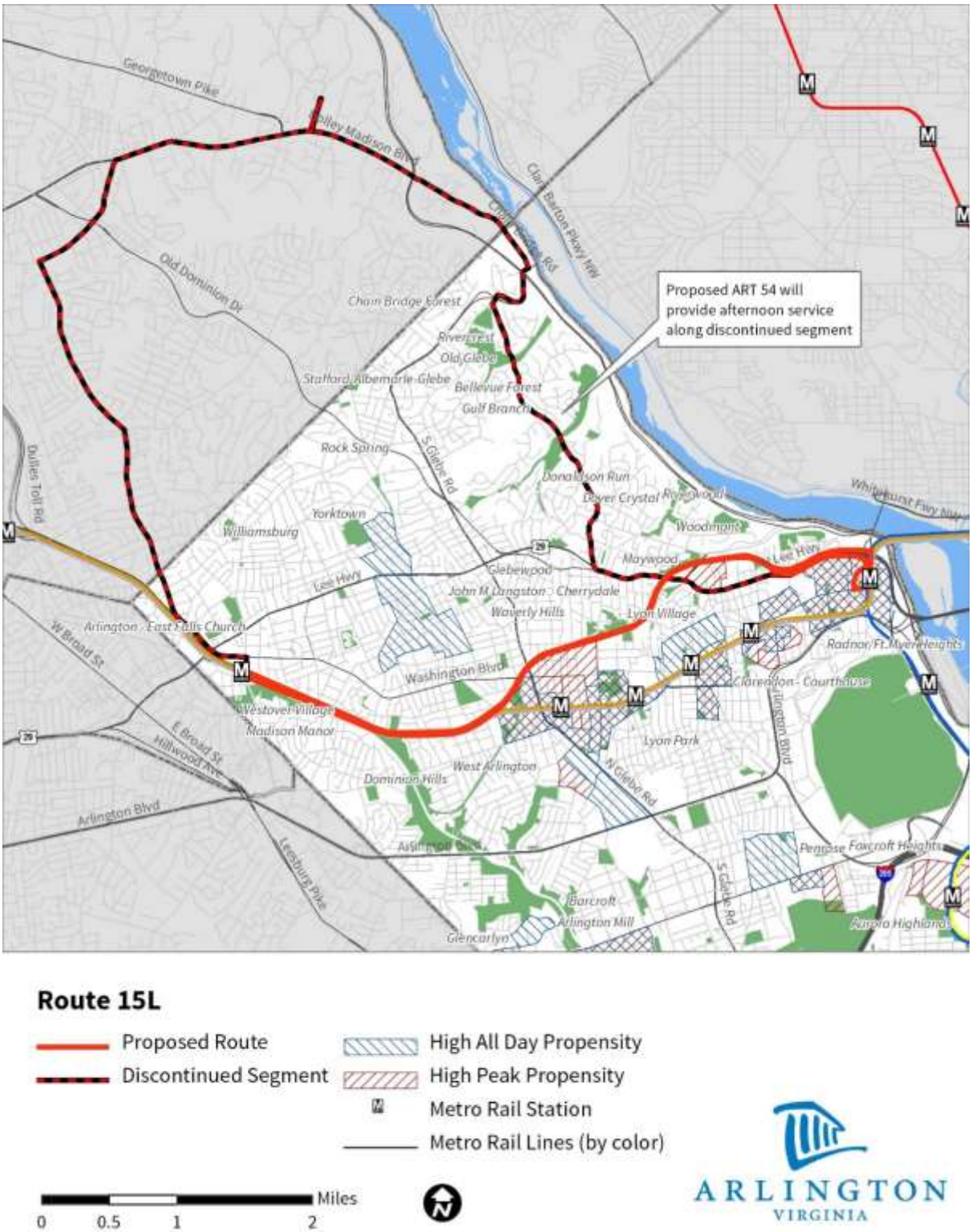
***** The number of peak vehicles reflects the needs of the entire line due to data availability**.**

Table 44 | Route 15L Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**2018**
From			East Falls Church	East Falls Church
To			Rosslyn	Rosslyn
Span	Weekday		6:25 AM - 9:38 AM	6:25 AM - 9:38 AM; 3:40 PM – 7:26 PM
	Saturday		-	-
	Sunday		-	-
Frequency (Minutes)	Weekday	Early	-	-
		Peak	-	-
		Midday	-	-
		Evening	-	-
		Late Night	-	-
	Saturday		-	-
	Sunday		-	-
Daily Revenue Hours	Weekday		4.7	7.2
	Saturday		-	-
	Sunday		-	-
Peak Vehicles*			3	3
Annual Operating Cost			**$122,197**	**$213,547**

***** The number of peak vehicles reflects the needs of the entire line due to data availability**.**

Figure 32 | Route 15L Recommended Alignment



Line 22ABCF

In Fiscal Year 2018, Metrobus 22A, 22B and 22C will be discontinued and replaced by ART service. New service configurations are being recommended that maintain Metrobus service on specific through corridors and ART service on local neighborhood roads; therefore, this alignment will be served by the proposed ART 44 between Ballston and Shirlington. The alignment from Shirlington to Fairlington will be served by an extension of the ART 87. Express service between Shirlington and the Pentagon will be available via a transfer to the Metrobus Line 7.

Line 23ABT

In Fiscal Year 2017, Metrobus 23A service will only be provided in the weekday, Saturday, and Sunday early morning and late evening hours (**Table 45**). Metrobus 23B and 23T will expand and remove early morning hours by shifting service hours to provide service between 8:00 AM and 10:00 PM every day of the year. 23B and 23T frequencies will be adjusted to every 30 minutes during weekdays (**Table 46** and **Table 47**). On Saturday and Sunday, service will be added between 8:00 AM and 9:00 PM, with a 30-minute frequency. The Metrobus 23B and 23T service will provide a frequent Primary Transit Network (PTN) level of service[16] along the Glebe Road corridor.

This recommendation is being made in accordance with the State of Good Operations report adopted by the WMATA Board. The changes will occur on June 26, 2016.

[16] PTN corridors are intended to have 15 minute or better frequencies, 18 hours or longer, every day of the year.

Table 45 | Route 23A Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**2017**
From			Tysons Corner Center	Tysons Corner Center
To			Crystal City	Crystal City
Span	Weekday		8:32 AM - 1:21 AM	5:30 AM - 8:00 AM; 10:00 PM - 1:21 AM
	Saturday		5:50 AM - 1:05 AM	5:50 AM – 8:00 AM; 9:00 PM – 1:05 AM
	Sunday		6:00 AM - 1:00 AM	6:00 AM – 8:00AM; 9:00 PM – 1:00 AM
Frequency (Minutes)	Weekday	Early	-	15
		Peak	-	15
		Midday	29	-
		Evening	30	-
		Late Night	63	30
	Saturday		34	30
	Sunday		60	30
Daily Revenue Hours	Weekday		58.9	36.1
	Saturday		82.7	28.9
	Sunday		44.8	12.5
Peak Vehicles*			11	11
Annual Operating Cost			**$2,509,468**	**$1,004,633**

* The number of peak vehicles reflects the needs of the entire line due to data availability.

Table 46 | Route 23B Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**2017**
From			Ballston	Ballston
To			Crystal City	Crystal City
Span	Weekday		5:26 AM - 9:45 AM; 3:20 PM - 7:27 PM	8:00 AM - 10:00 PM
	Saturday		-	8:00 AM – 9:00 PM
	Sunday		-	8:00 AM – 9:00 PM
Frequency (Minutes)	Weekday	Early	26	-
		Peak	24	30
		Midday	24	30
		Evening	-	30
		Late Night	-	-
	Saturday		-	30
	Sunday		-	60
Daily Revenue Hours	Weekday		30.0	41.7
	Saturday		-	36.3
	Sunday		-	18.1
Peak Vehicles*			11	11
Annual Operating Cost			**$875,237**	**$1,726,519**

***** The number of peak vehicles reflects the needs of the entire line due to data availability**.**

Table 47 | Route 23T Recommended Level of Service

			Current	Proposed
Implementation Date			**---**	**2017**
From			Tysons Corner Center	Tysons Corner Center
To			Shirlington	Shirlington
Span		Weekday	5:32 AM - 9:23 AM; 3:28 PM - 7:58 PM	8:00 AM - 10:00 PM
		Saturday	-	8:00 AM – 9:00 PM
		Sunday	-	8:00 AM – 9:00 PM
Frequency (Minutes)	Weekday	Early	25	-
		Peak	24	30
		Midday	-	30
		Evening	25	30
		Late Night	-	-
		Saturday	-	30
		Sunday	-	60
Daily Revenue Hours		Weekday	38.8	50.0
		Saturday	-	41.4
		Sunday	-	20.7
Peak Vehicles*			11	11
Annual Operating Cost			**$1,132,954**	**$2,024,433**

***** The number of peak vehicles reflects the needs of the entire line due to data availability**.**

New Routes

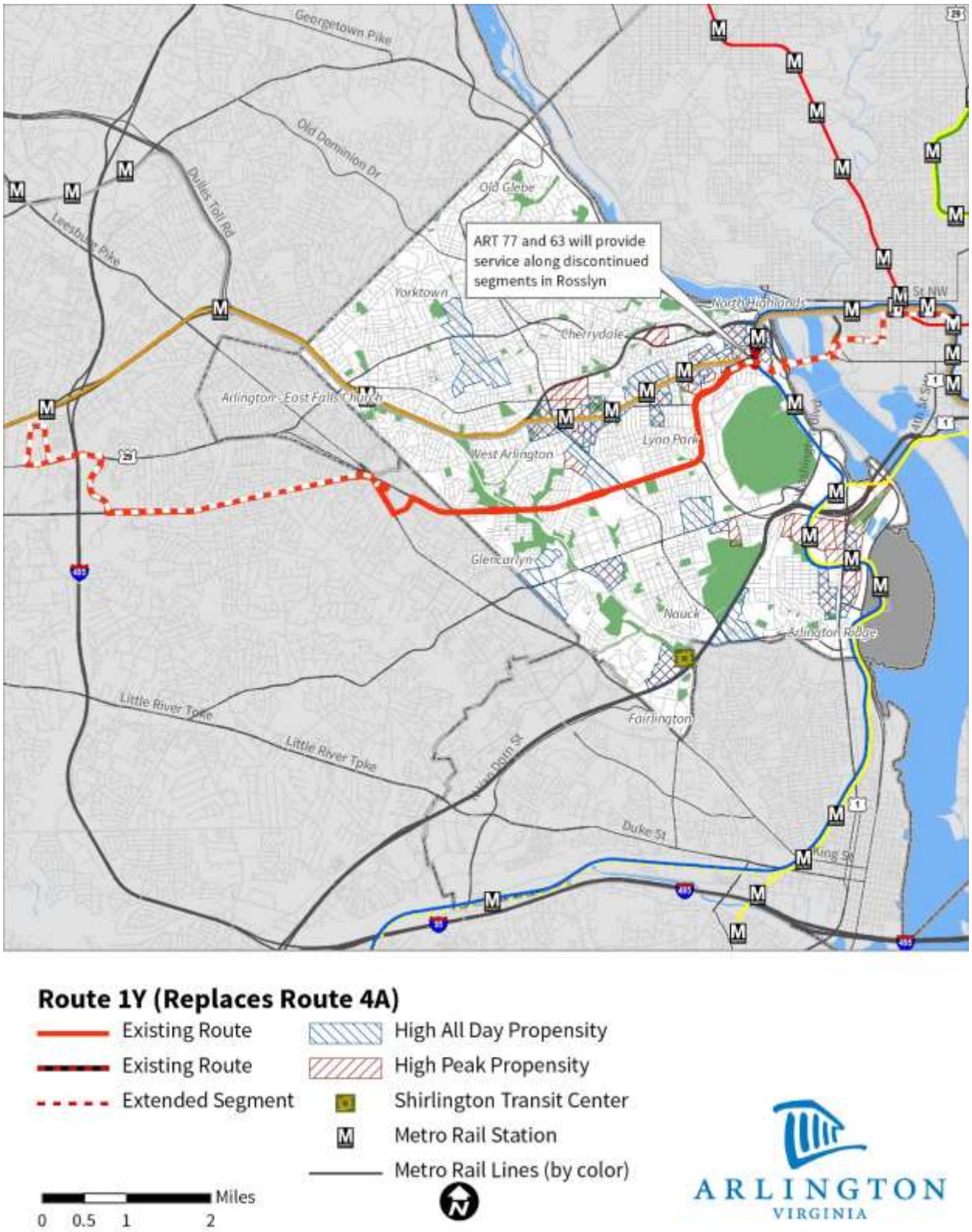
Line 1Y

In Fiscal Year 2017, this new peak period, peak direction express route (**Table 48**) is recommended to connect Dunn Loring Metro, Sevens Corners, and the US 50 corridor to Downtown DC (**Figure 33**), replacing Metrobus 4A service on US 50. This recommendation is based upon low productivity (22 passengers per hour) on Metrobus 4A. Metrobus 4A bus stops on US 50 between Seven Corners Shopping Center and 10th Street that are not shared with Metrobus 4B will be served by this route.

Table 48 | Route 1Y Recommended Level of Service

			Proposed
Implementation Date			**2017**
From			Dunn Loring
To			Downtown DC
Span		Weekday	6:00 AM – 9:00 AM; 3:30 PM – 7:00 PM
		Saturday	-
		Sunday	-
Frequency (Minutes)	Weekday	Early	-
		Peak	30
		Midday	-
		Evening	-
		Late Night	-
		Saturday	-
		Sunday	-
Daily Revenue Hours		Weekday	14.0
		Saturday	-
		Sunday	-
Peak Vehicles			4
Annual Operating Cost			**$527,057**

Figure 33 | Route 1Y Recommended Alignment



4.1.6 Benefits and Impacts of Recommendations

Accessibility

Ballston

Fourteen route improvements are being recommended that will have an impact on transit accessibility to the Ballston Metrorail station area. These are:

- Increasing frequency: ART 42 (FY 2025), ART 52 (2026), ART 75 (FY 2025), Metrobus 1A (FY 2022), and Metrobus 2A (FY 2018)
- Increasing the span of weekday service / adding weekend service: ART 51 (FY 2020), ART 52 (FY 2026), and ART 75 (FY 2025)
- Streamlining services: Metrobus 1ABEZ (FY 2017) and Metrobus 23ABT (FY 2017) and Metrobus 10B (FY 2020)
- Changing / adding new service types: Metrobus 22ABC / proposed ART 31 (FY 2018), and ART 58 / On-demand flex service (FY 2026)
- Providing new connections: Marymount University – ART 44 (FY 2018); Department of Human Services / Sequoia Plaza – ART 51 (FY 2020 and FY 2021); and Rosslyn – ART 62/63 (FY 2023)

Figure 34 illustrates the direct bus transit connections to the Ballston area if all recommendations are implemented.

Courthouse-Clarendon

Nine route improvements are being recommended that will have an impact on transit accessibility to the Courthouse-Clarendon area. These are:

- Increasing frequency: ART 41 (FY 2018), ART 42 (FY 2025), ART 45 (FY 2018 and FY 2024), and ART 77 (FY 2020)
- Increasing the span of weekday service / adding weekend service: ART 43 (FY 2017), ART 45 (FY 2018), and ART 77 (FY 2017 and FY 2020)
- Restructuring / creating new routes: ART 63 (FY 2023) and ART 77 (FY 2017)
- Changing / adding new service types: Metrobus 4B / proposed ART 31 (FY 2020)
- Providing new connections: Neighborhoods south of Columbia Pike – ART 45 (FY 2018); 10th Street N. – ART 62 (FY 2023)

Figure 35 illustrates the direct bus transit connections to the Courthouse-Clarendon area if all recommendations are implemented.

Pentagon City - Crystal City

Twenty-three route enhancements are being recommended that will have an impact on the Pentagon City-Crystal City area transit accessibility. These are:

- Increasing frequency: ART 42 (FY 2025)
- Increasing the span of weekday service / adding weekend service: ART 43 (FY 2017)
- Streamlining services: Metrobus 9A (FY 2017), Metrobus 10AERS (FY 2017), and Metrobus 23ABT (FY 2017)
- Restructuring routes: ART 84 (FY 2018) and ART 92 (FY 2017)
- Providing new connections: Columbia Pike Premium Transit Network (FY 2018); Ballston / Department of Human Services – ART 51 (FY 2021); Neighborhoods South of Columbia Pike – Fairlington/Parkfairfax – ART 87 (FY 2018); and Shirlington via South Glebe Road / National Airport – ART 93 (FY 2020)
- Better internal circulation: Metroway (FY 2017)

Figure 36 illustrates the direct bus transit connections to the Pentagon City-Crystal City area if all recommendations are implemented.

East Falls Church

Eleven route improvements are being recommended that will have an impact on transit accessibility to the East Falls Church Metrorail Station. These are:

- Increasing frequency: ART 52 (FY 2026), ART 55 (FY 2021), Metrobus 2A (FY 2018), and Metrobus 3Y (FY 2022)
- Increasing the span of weekday service / adding weekend service: ART 52 (FY 2026)
- Restructure routes: ART 53 / proposed ART 59 (FY 2018) and Metrobus 15KL (FY 2018)
- Changing / adding new service types: proposed ART 59 / On-demand flex service (FY 2026)
- Providing new connections: Dominion Hills – ART 53 (FY 2017)

Figure 37 illustrates the direct bus transit connections to East Falls Church if all recommendations are implemented by FY 2026.

Rosslyn

Fourteen route improvements are being recommended that will have an impact on transit accessibility to the Rosslyn area. These are:

- Increasing frequency: ART 45 (FY 2018 and FY 2024), ART 55 (FY 2021), and ART 77 (FY 2022)
- Increasing the span of weekday service / adding weekend service: ART 43 (FY 2017), and ART 77 (FY 2022)
- Streamlining services: Metrobus 10AERS (FY 2017)
- Restructuring / creating new routes: ART 62 (FY 2023), ART 63 (FY 2023), and Metrobus 15KL (FY 2018)
- Changing / adding new service types: Metrobus 4B / proposed ART 31 (FY 2020)
- Providing new connections: Neighborhoods south of Columbia Pike – ART 45 (FY 2018), and Shirlington – ART 77 (FY 2017)

Figure 38 illustrates the direct bus transit connections to the Rosslyn area if all recommendations are implemented.

Shirlington

Seventeen route improvements are being recommended that will have an impact on transit accessibility to Shirlington. These are:

- Increasing frequency: ART 75 (FY 2025), ART 77 (FY 2020), Metrobus 7C (FY 2021), and Metrobus 7Y (FY 2021)
- Increasing the span of weekday service / adding weekend service: ART 77 (FY 2017 and FY 2020)
- Restructuring / creating new routes: ART 87 (FY 2018)
- Streamlining services: Metrobus 7CHPWX (FY 2021), Metrobus 10B (FY 2020), and Metrobus 23ABT (FY 2017)
- Providing new connections: Marymount University – Metrobus 22ABC / ART 44 (FY 2018); Rosslyn – ART 77 (2017); and Crystal City / National Airport – proposed ART 93 (FY 2020)
- Implementing the West End Transitway

Figure 39 illustrates the direct bus transit connections to the Shirlington area if all recommendations are implemented.

Figure 34 | Ballston Route Connections

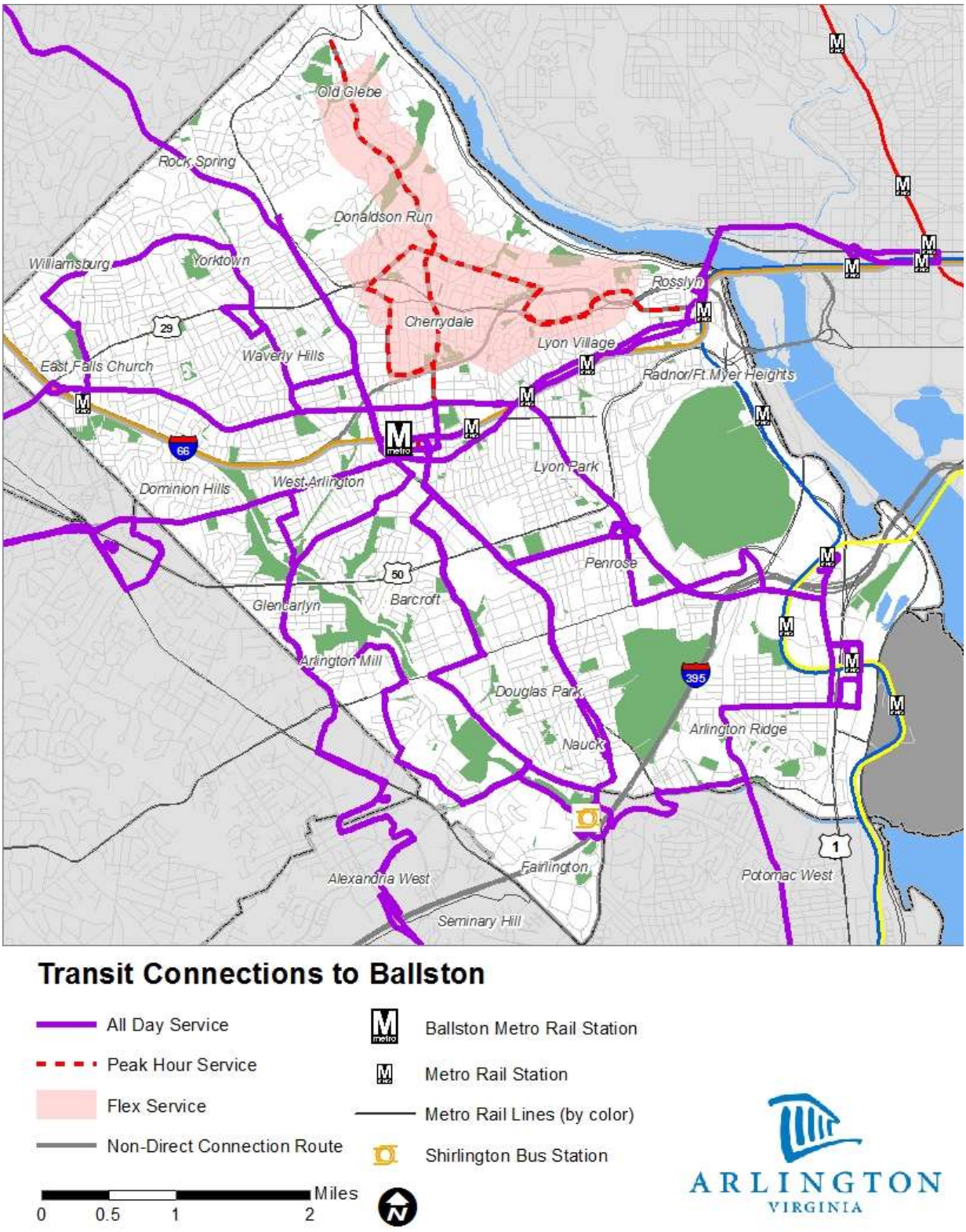
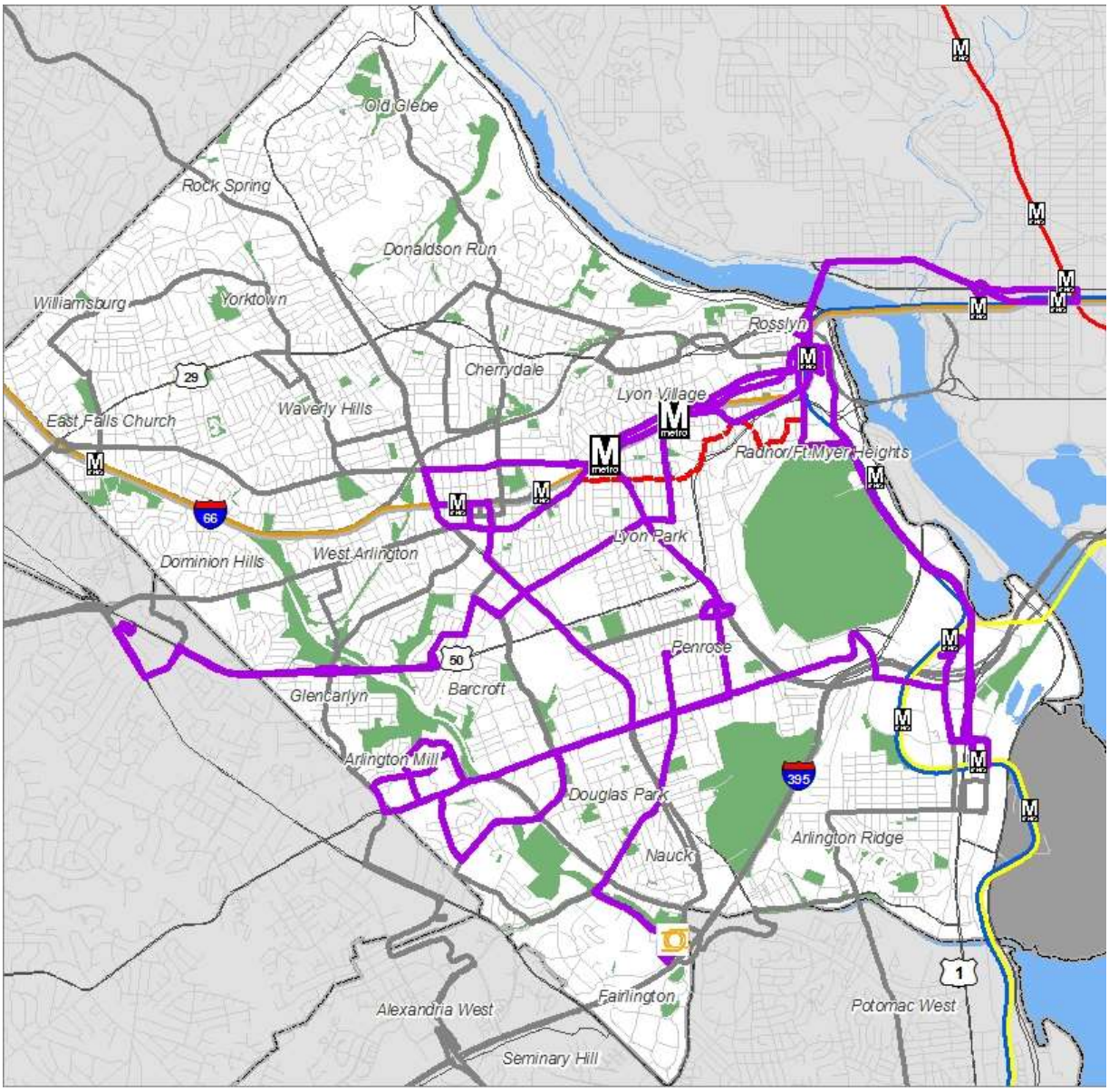


Figure 35 | Clarendon-Courthouse Route Connections



Transit Connections to Clarendon-Courthouse

All Day Service
Peak Hour Service
Non-Direct Connection Route
Clarendon/Courthouse Metro Rail Stations
Metro Rail Station
Metro Rail Lines (by color)
Shirlington Bus Station
Miles
0 0.5 1 2

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Figure 36 | Pentagon City-Crystal City Route Connections

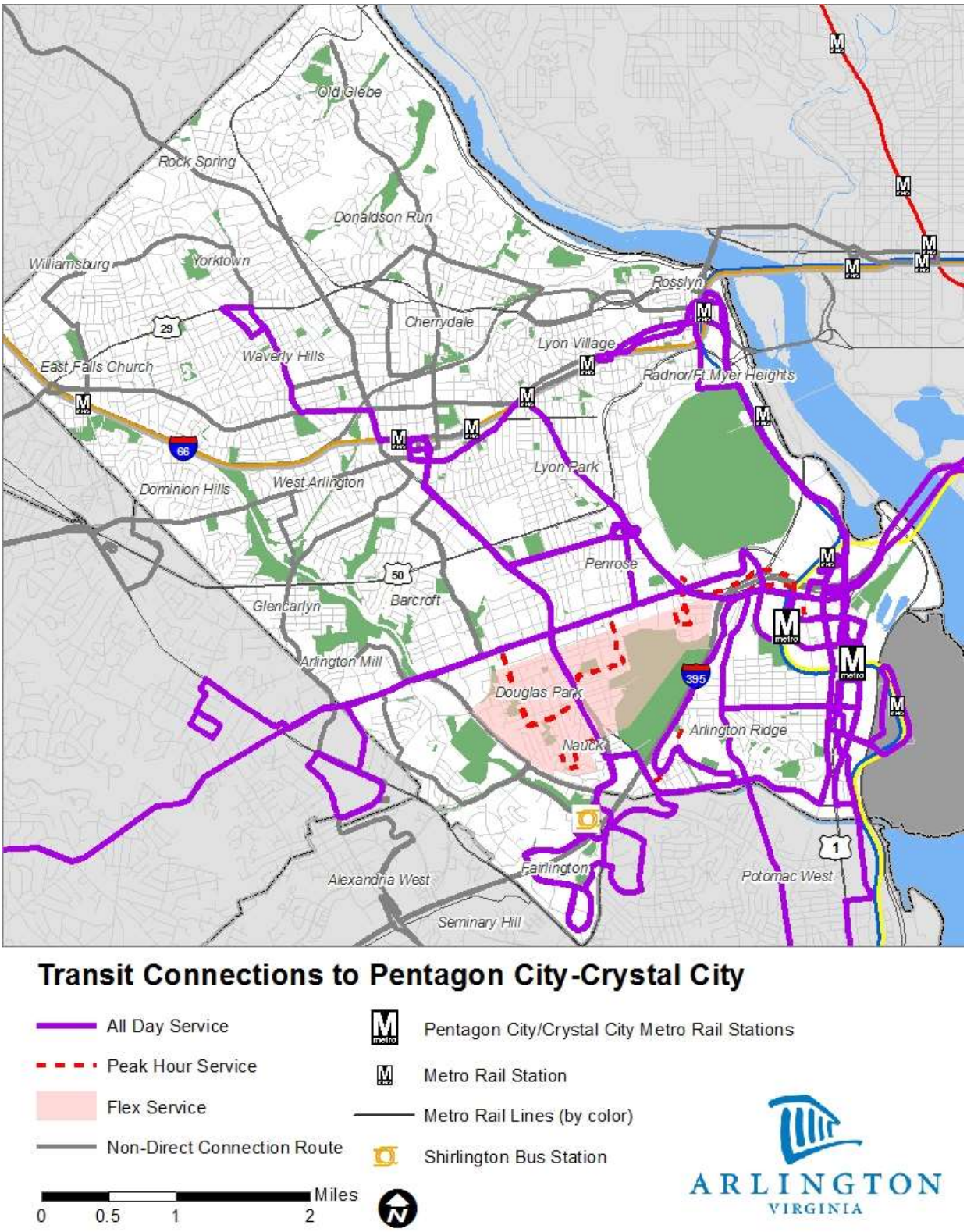
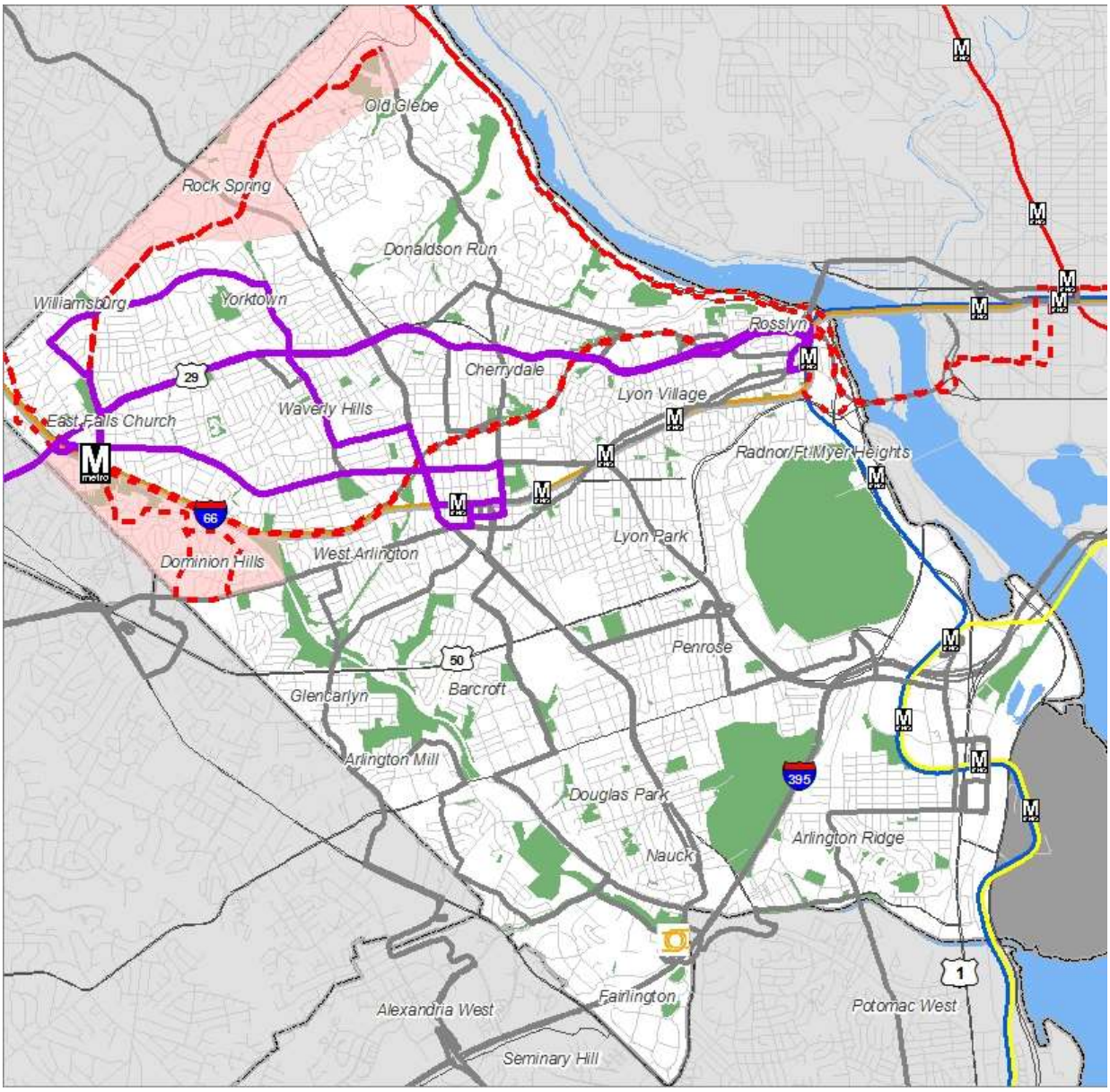


Figure 37 | East Falls Church Route Connections

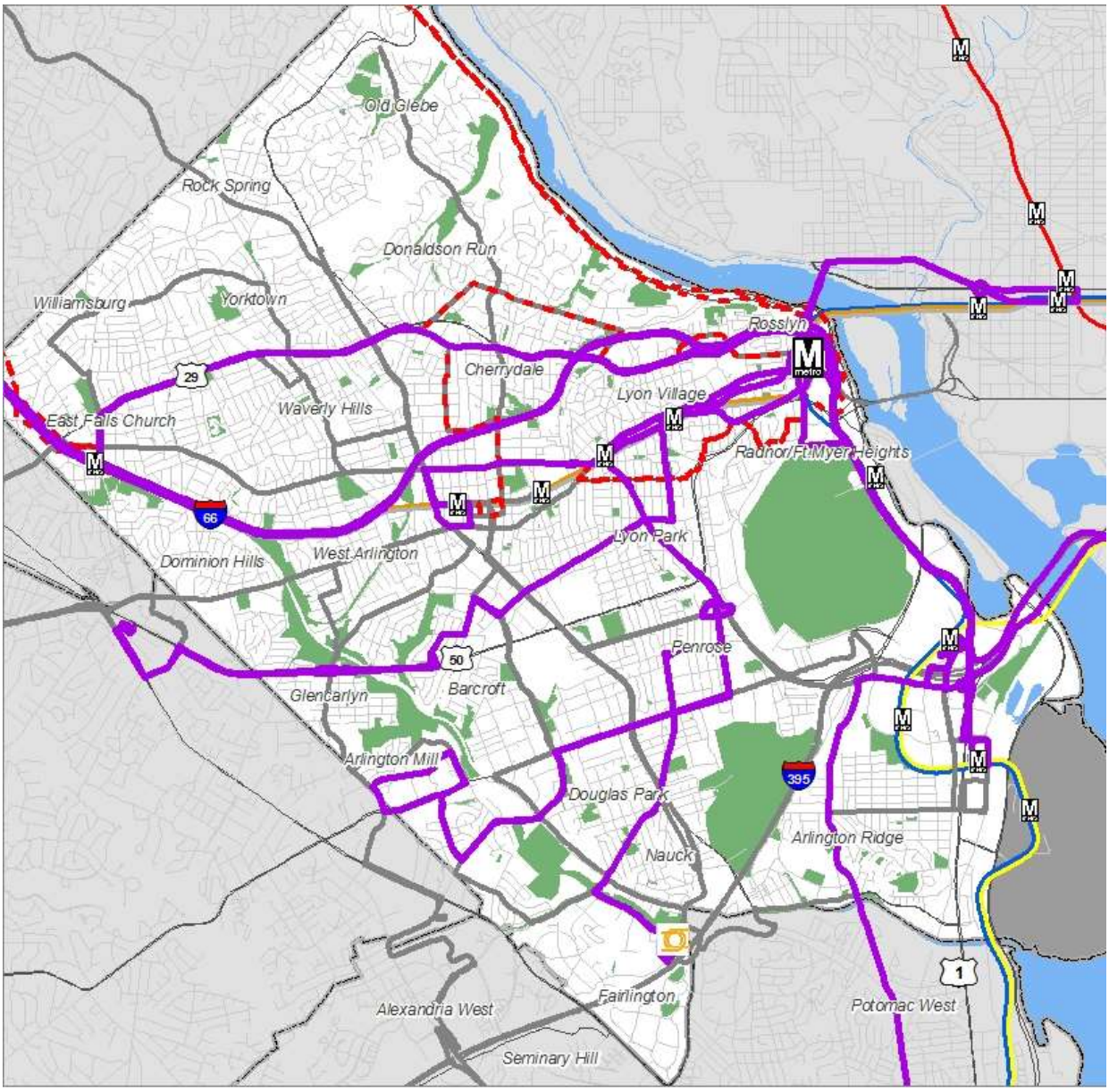


Transit Connections to East Falls Church

- All Day Service
- Peak Hour Service
- Flex Service
- Non-Direct Connection Route
- East Falls Church Metro Rail Station
- Metro Rail Station
- Metro Rail Lines (by color)
- Shirlington Bus Station

0 0.5 1 2 Miles

Figure 38 | Rosslyn Route Connections

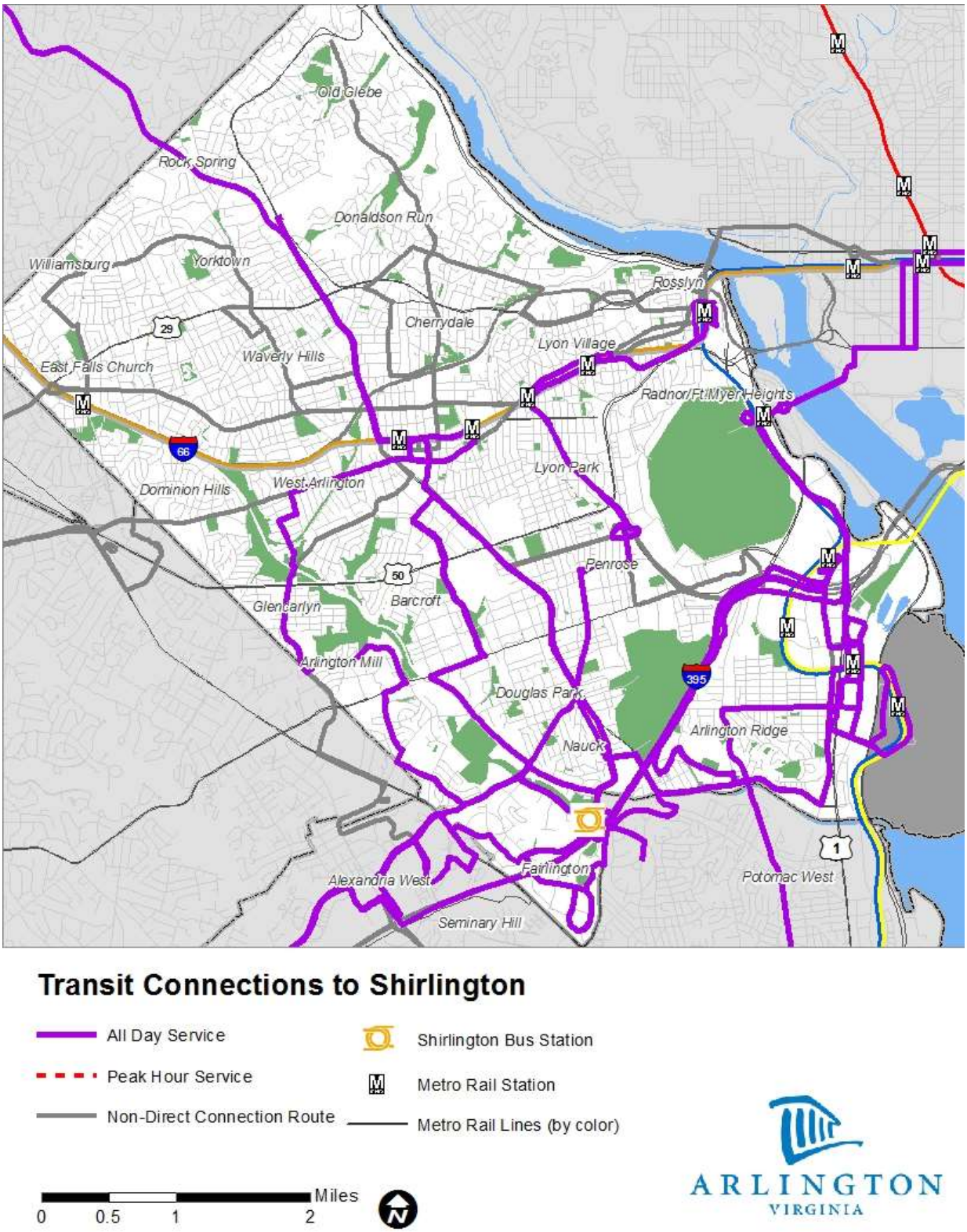


Transit Connections to Rosslyn

All Day Service
Peak Hour Service
Non-Direct Connection Route
Rosslyn Metro Rail Station
Metro Rail Station
Metro Rail Lines (by color)
Shirlington Bus Station

0 0.5 1 2 Miles

Figure 39 | Shirlington Route Connections



Low-Income / Minority Populations

Using a ¼ mile buffer around routes to define accessibility to transit, the proposed service network will increase seven-day a week service accessibility to both low-income households[17] and minority populations when fully implemented. Overall, low-income households and minority population access to seven-day service transit will increase by two and three percent, respectively (**Table 49**).

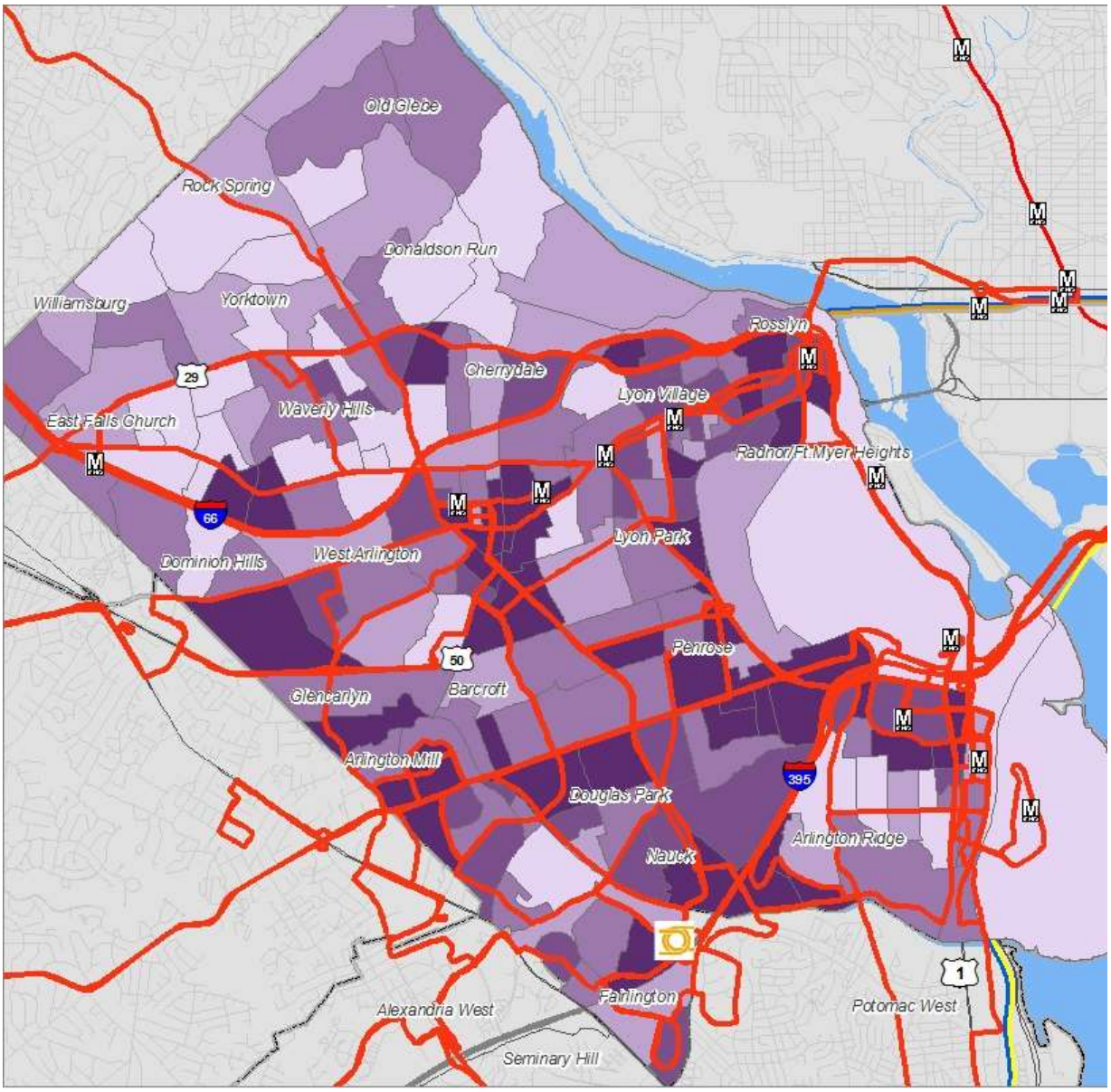
Table 49 | Low-Income / Minority Population Accessibility

	Low-Income	Minority
Total Population	**19,750**	**62,127**
Current	18,527	57,438
% of Total	***94%***	***92%***
Proposed	19,024	59,078
% of Total	***96%***	***95%***

Figure 40 and **Figure 41** compare the availability of seven-day transit service to the locations of low-income households and minority populations.

[17] The County defines low-income as households earning less than 60 percent of Area Median Income (AMI), which for a family of four is an annual income of $65,520. Since the Census uses income ranges and this threshold is in the middle of a census income range, for the purpose of the TDP, low-income is defined as an annual household income of less than $50,000.

Figure 40 | Availability of Transit Service to Low-Income Populations



Low-Income Households

Per Census Block Group

0 - 25 | 26 - 50 | 51 - 100 | 101 - 200 | > 200

Seven Day Service

Metro Rail Station

Shirlington Bus Station

Miles

0 0.5 1 2

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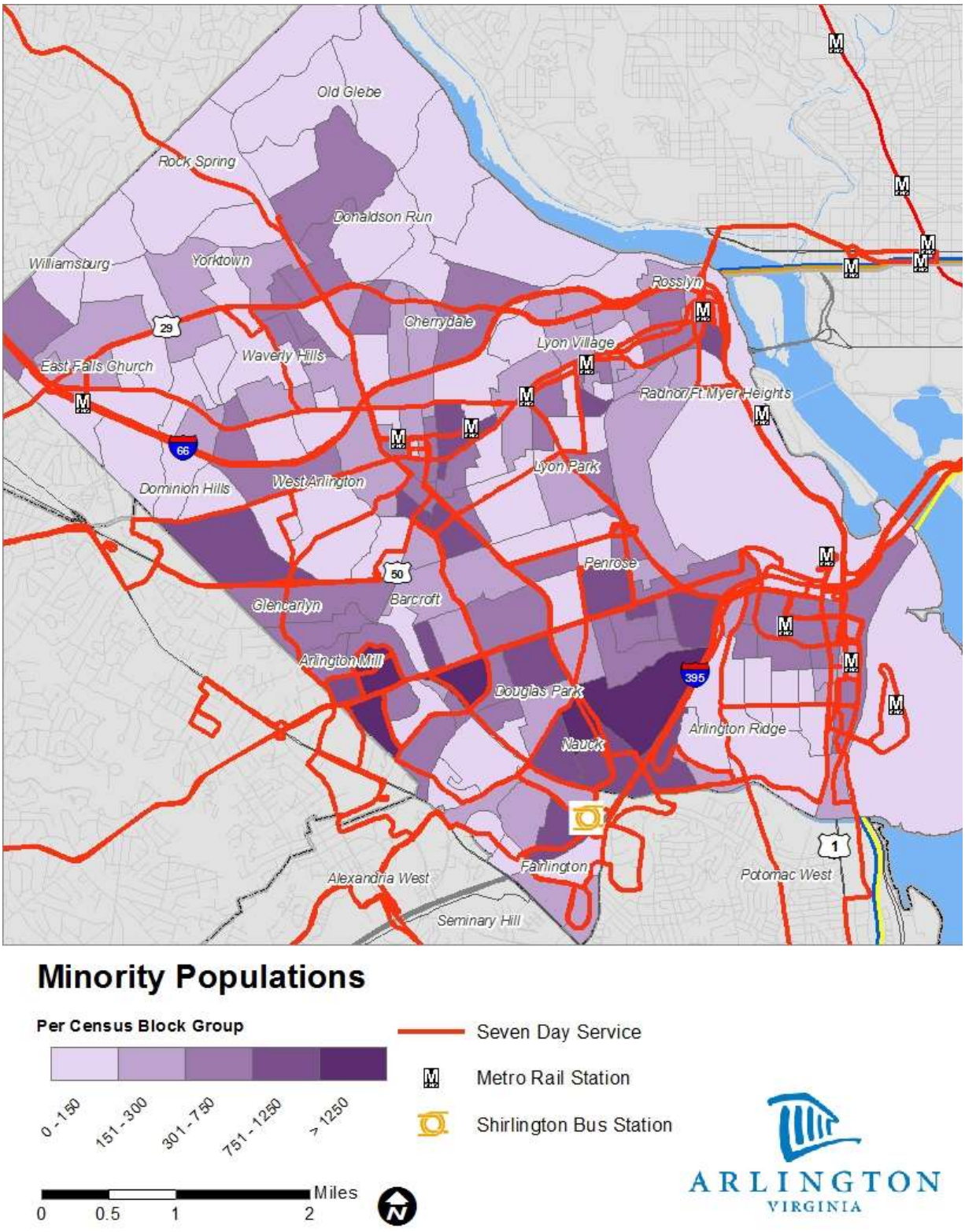
Figure 41 | Availability of Transit Service to Minority Populations



Transit Networks

Within this plan there are three defined transit networks: Premium (PrTN), Primary (PTN) and Secondary (STN). **Table 50** provides a brief overview of the service standards set for each network, **Chapter 2 – Goals and Objectives** additional information on the characteristics and service standards for each type, as well as recommends the type each corridor within the County should have. Overall, these proposed recommendations met or exceeded the corridor type recommendations made in Chapter 2.

Table 50 | Network Service Standards

Category and Subcategories		Standard
Frequency (minimum)	Premium Transit Network	10-minute peak headways and 12-minute off-peak headways
	Primary Transit Network	15 minute headways
	Secondary Transit Network	30-minute peak headways and either 30 minute off-peak headways or availability of Flex service
Span of Service (minimum)	Premium Transit Network	18-hours a day, 7 days a week
	Primary Transit Network	18-hours a day, 7 days a week
	Secondary Transit Network	7-hours a day, 5 days a week

With the implementation of a new route within the PrTN, Metrobus 16M, over 20 percent of the Arlington population and households and over 30 percent of jobs will have access to high-frequency, premium transit service (**Table 51**). Implementation of this network will result in the greatest increases in accessibility, with increases of 105, 267 and 350 percent in households, population and employment accessibility, respectively.

Table 51 | Premium Transit Network Accessibility

	Current System (2015)			Fully Implemented Proposed System (2026)		
	Households	Population	Employment	Households	Population	Employment
Total	7,143	11,552	43,811	26,223	51,996	89,811
% of Total Population	7%	5%	18%	22%	21%	31%
Percent Growth	---	---	---	**267%**	**350%**	**105%**

Upon implementation of the fully proposed system in FY 2026, access to the PTN network also increases substantially. Over 80 percent of households and population can access a corridor with a PTN-level of service or better, while over 90 percent of jobs will be accessible (**Table 52**). Employment accessibility will realize the greatest increase in accessibility, at 28 percent.

Table 52 | Primary Transit Network Accessibility

	Current System (2015)			Fully Implemented Proposed System (2026)		
	Households	Population	Employment	Households	Population	Employment
Total	80,034	160,978	208,110	98,804	202,780	266,886
% of Total Population	76%	72%	84%	84%	82%	91%
Percent Growth	---	---	---	**23%**	**26%**	**28%**

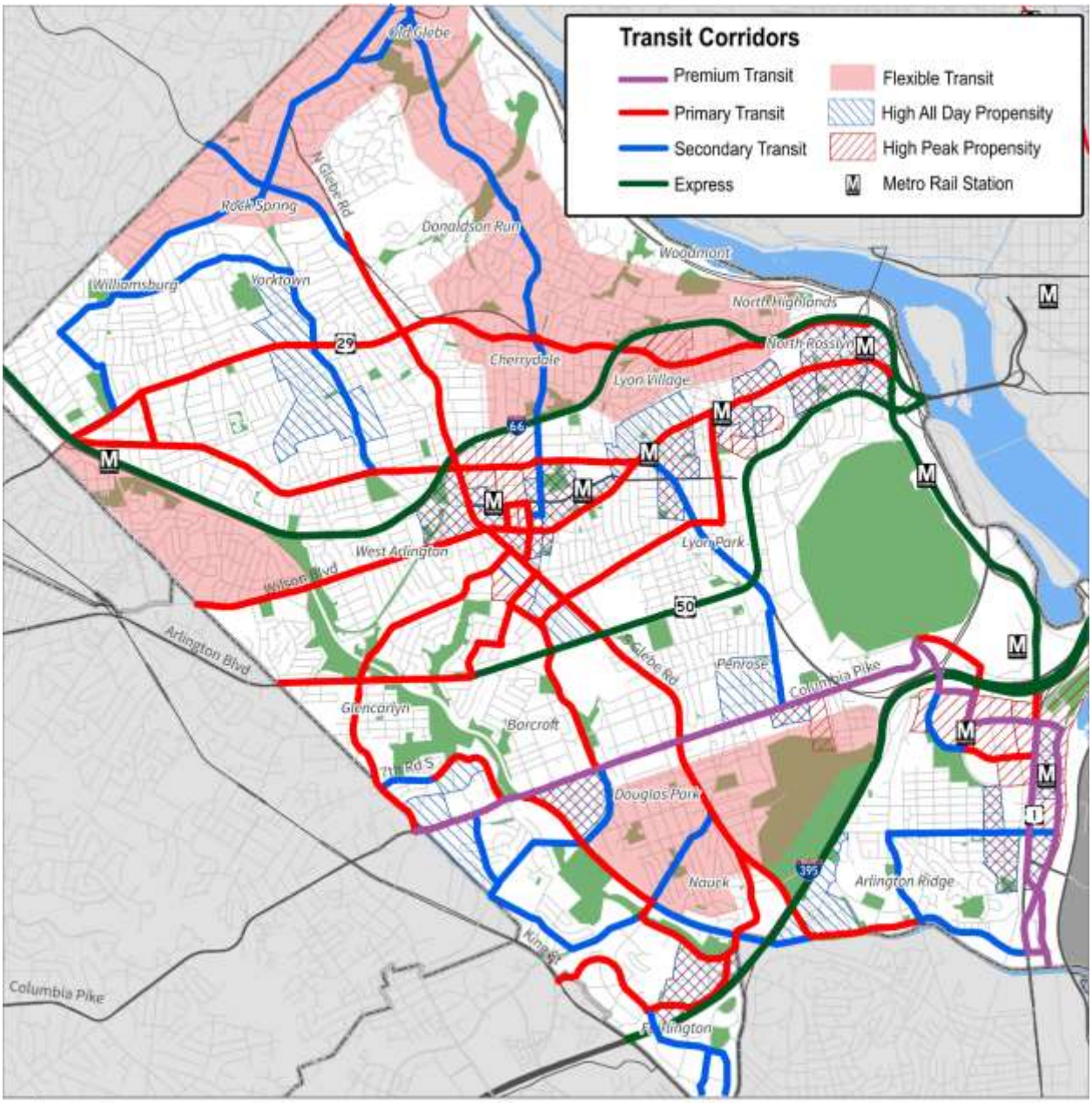
Over 95 percent of the County households, population and employment, will have a minimum of STN-level service, or better, with the full implementation of the TDP recommendations (**Table 53**). In comparison to the existing system, this is an 11-12 percent growth in households and general population with accessibility to transit services, and approximately a 19 percent increase in employment opportunities with access to the system.

Table 53 | Secondary Transit Network Accessibility

	Current System (2015)			Fully Implemented Proposed System (2026)		
	Households	Population	Employment	Households	Population	Employment
Count	102,315	213,837	238,504	113,656	238,923	284,360
% of Total Population	97%	96%	96%	97%	96%	97%
Percent Growth	---	---	---	**11%**	**12%**	**19%**

Figure 42 illustrates the network created within each corridor with the full implementation of the TDP recommendations.

Figure 42 | Proposed Premium, Primary and Secondary Transit Networks



4.2 Transit Facility Recommendations

In addition to the transit service needs identified, the following transit facility needs have also been identified:

- ART Light Maintenance Facility
- ART Heavy Maintenance Facility
- Ballston Multimodal Improvements
- Ballston-MU Metro Station West Entrance
- Bus Stops and Shelters
- ADA Accessibility Upgrades
- Interim satellite parking, storage, and operations office for ART
- Permanent satellite parking, storage, and operations office for ART
- Columbia Pike Transit Stations
- Court House Metro Station - Second Elevator
- Crystal City Metro Station - Second Entrance
- Crystal City Potomac Yard Transitway
- Old Dominion Drive Phase 2 (Transit Stop Improvements)
- Pentagon City Metro Station Second Elevator
- STAR Call Center Office Space (re-location from leased space to county-owned space)
- East Falls Church Bus Facility
- WMATA Capital Cost (Arlington Share)
- Transit Signal Priority

Additional descriptions of each recommendation can be found in **Chapter 6: Capital Improvement Plan**.

Appendix A: Phase III Outreach Report

ARLINGTON COUNTY

Transit Development Plan

Phase III Outreach Report

ARLINGTON
VIRGINIA

Report Prepared by:

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1 INTRODUCTION

Arlington County's Phase III outreach campaign was a successful endeavor where County staff gathered feedback from 1,008 transit stakeholders on the Transit Development Plan (TDP) draft recommendations for twenty-three ART routes and twenty-four Metrobus lines that serve Arlington County. Outreach participants were also provided the opportunity to leave general comments on the TDP and / or specific comments regarding the transit services along the Columbia Pike and Crystal City / Pentagon City corridors. Phase III outreach included in-person pop-up style workshop events and an online survey through the project website that included all the informational material available at public events. This report captures the level of participation during the Phase III campaign and summarizes feedback provided through the Phase III survey.

2 OUTREACH EVENT PROMOTION

A variety of engagement efforts were undertaken to promote the six public events and the online survey. County staff promoted the public workshops and the online feedback form through print, web / emails, and social media. The Arlington TDP website, given a fixed URL of www.arlingtonva.us/transit2026 (English language site) and www.arlingtonva.us/transporte2026 (Spanish language site), served as a way for the public to get information about the TDP and outreach initiatives, even if they could not attend an event in person. The website included an overview of the project, PDF copies of content provided at workshop events (the detailed route-by-route recommendations and the outreach board materials), and a link to the online survey where the public could leave comments. The website's home page was available in English and Spanish, and the survey was available in both languages.

Print-based promotion of Phase III outreach included bus cards, flyers, and post cards (available in English and Spanish) to get the word out about the time, date, and location of public workshop events and promoted the online survey available on the TDP website (**Figures** 1, **2**, **3, and 4**). Bus cards were mounted on ART buses as well as WMATA's Arlington routes.

Flyers and postcards were distributed to all of Arlington's libraries and community centers two weeks prior to the start of the first workshop event. Fliers were also delivered to the Arlington Employment Center (AEC), the Department of Human Services (DHS), and the Arlington Food Assistance Center (AFAC) headquarters.

Email promotion of Phase III outreach was executed through notifications through the County's robust community listservs and email contact lists; including Business Improvement District (BID), Civic Association, Neighborhood Conservation Advisory Committee, Arlington Public School, Commission on Aging, Disability Advisory Commission, Transit Advisory Committee (TAC), and the TAC Accessibility Subcommittee contacts. The TDP website and public workshops were promoted through the Arlington Insider, the County e-newsletter, and through Arlington County Commuter Services' (ACCS) newsletters, ATP Connect: February 2016 Events for Residents and the Spanish language e-newsletter Dieta Cero Auto. Outreach events and the online survey were also promoted on ART's homepage banner and through County social media. ART riders that are signed up for ART Alerts via email or text also received messages timed to coincide with a specific outreach event notifying them of the time, date, and location of the event.

Figure 1 | Phase III Bus Card

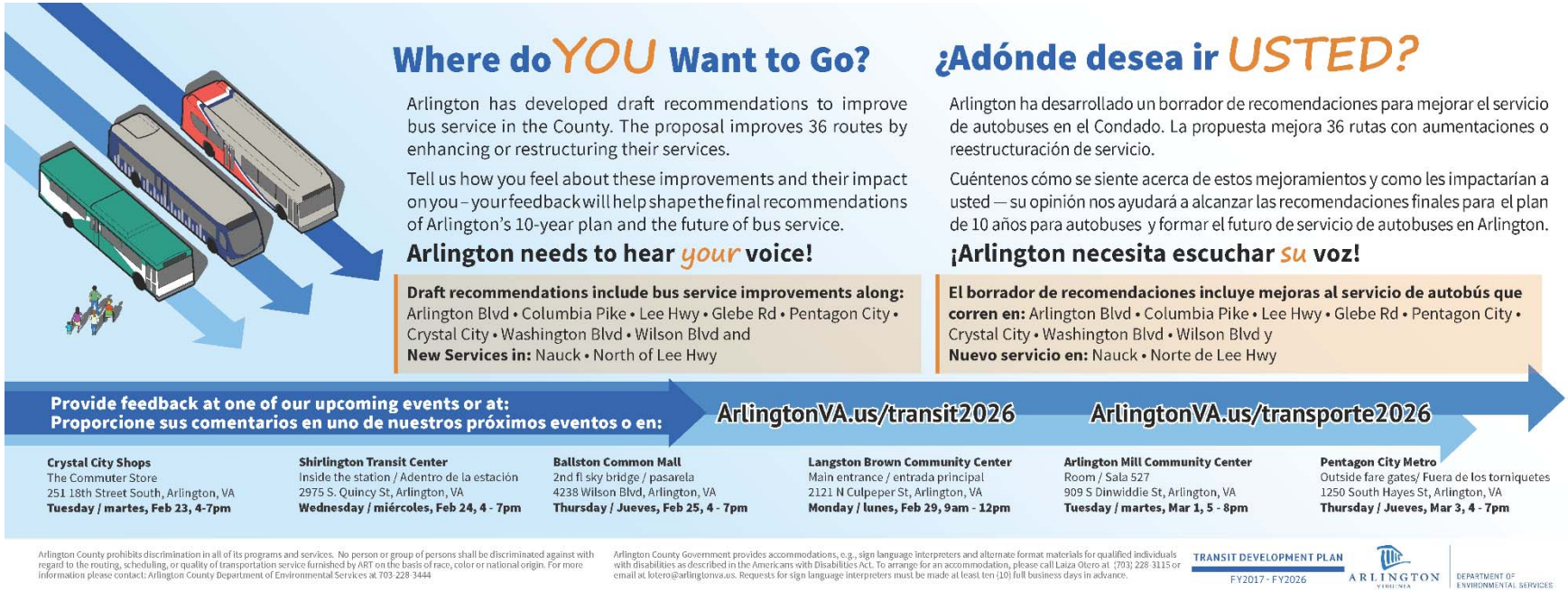


Figure 2 | Phase III Flyer (English)

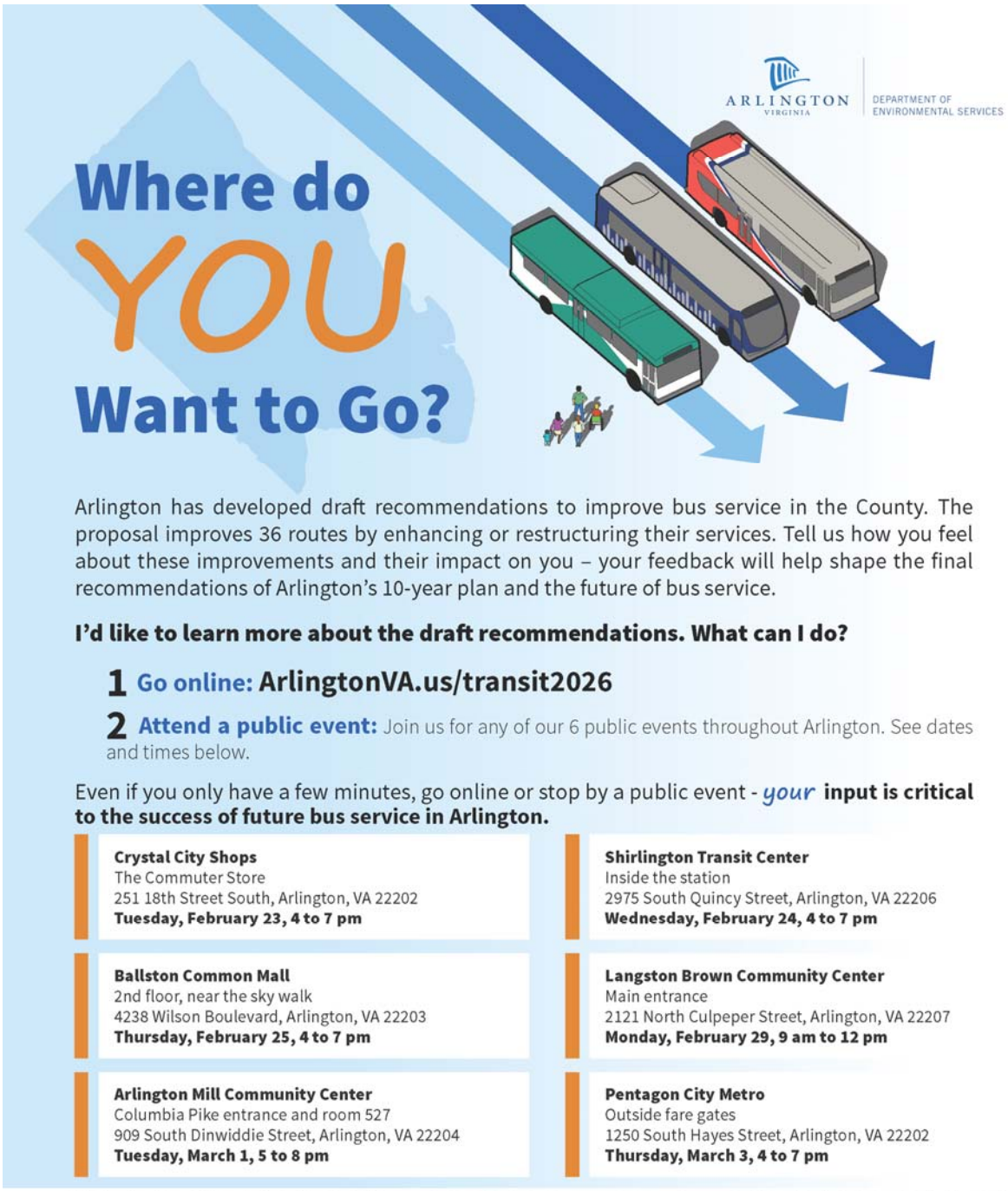


Figure 3 | Phase III Postcard (front)

Figure 4 | Phase III Postcard (back)

3 EVENT LOGISTICS

3.1 Public Workshop Events

Phase III outreach comprised six pop-up style workshop events. Pop-up style events are more informal than traditional workshops; events are held in locations where participants can view static informational material as they are passing by, this is different from more formal workshop formats where there is a presentation that requires all participants to engage at the same time if they want to absorb the material. Phase III participants were engaged in one-on-one or two-on-one conversations with County staff or outreach consultants. Outreach staff walked participants through the recommendations that they were interested in and addressed questions on the route recommendations and corridor recommendations for Columbia Pike and Crystal City / Pentagon City. Participants were engaged by informational boards, detailed recommendation route sheet booklets, and were asked to provide feedback on the draft recommendations through a survey available on tablet computers or in-print. Passersby that did not have time to stop and speak to outreach staff were given postcards with the TDP website information on it and encouraged to review the information online and take the survey.

Pop-up workshop event at the Pentagon City Metro Station.

The pop-up style workshop events were three hours in duration and participants could come at any time during the event period. Workshop locations were selected to ensure that transit stakeholders from across the County would be able to attend (**Table 1**). All workshop locations met the provisions of the Americans with Disabilities Act (ADA) of 1990 and a Spanish translator was available at each event.

Table 1 | Public Workshop Events

Date	Event Time	Location	Transit Access
Tue, Feb 23	4:00pm – 7:00pm	Crystal City Shops (outside the Commuter Store) 251 18th St. S., Arlington	MWY, 9A, 10ARS, 13Y, 16H, 23AB
Wed, Feb 24	4:00pm – 7:00pm	Shirlington Bus Station 2975 S. Quincy St, Arlington	ART 75, 77, 87; 7ACEF, 10B, 22A, 23AC, 25A
Thu, Feb 25	4:00pm – 7:00pm	Ballston Common Mall (sky bridge) 4238 Wilson Blvd, Arlington	ART 41, 42, 75; 10B, 22ABC, 23ABT, 25B
Mon, Feb 29	9:00am– 12:00pm	Langston Brown Community Center (main entrance) 2121 N Culpeper St, Arlington	ART 55; 3Y, 23AT
Tue, Mar 1	5:00pm – 8:00pm	Arlington Mill Community Center (main entrance) 909 S Dinwiddie St, Arlington	ART 41, 45, 75 Metrobus 16's, 22ABC
Thu, Mar 3	4:00pm – 7:00pm	Pentagon City Metro (outside fare gates) 1250 S Hayes St, Arlington	ART 74, 84; 10A, 13Y, 16EP, 16GH

4 PUBLIC INPUT METHODOLOGY

Public input was captured through the Phase III survey which was available on computer tablets at public workshops and online. The online survey was opened on Friday, February 19th, 2016 and closed on Friday, March 11th, 2016; providing transit stakeholders with three weeks to provide feedback during this phase of outreach.

4.1 Phase III Survey

The Phase III survey was designed to collect feedback on route specific draft recommendations as well as Columbia Pike and Crystal City / Pentagon City corridor recommendations. Participants were asked to review the draft recommendations before they provided feedback. On the survey welcome page there was a link to a PDF document containing the recommendations. The link to the recommendations was also provided at the top of the survey page that asked participants to select a specific route that would like to comment on. A printed version of the detailed recommendations by route were available for workshop participants taking the survey on tablet computers at the Phase III outreach events. Survey participants were asked to select a specific route that they wanted to comment on or to select the general comment option if they wished to provide feedback on the TDP in general, or Columbia Pike and Crystal City / Pentagon City corridor draft recommendations. Participants were asked to indicate how high a priority the County should consider the recommendation to help prioritize improvements over the life of the 10-year plan. Participants commented on one ART route or one Metrobus line at a time, however they were given the opportunity to comment on up to five routes within the survey. If a survey respondent wanted to comment on more than five routes they were able to take the survey again to complete their comments. Title VI demographic information was captured at the end of the Phase III survey. The survey can be found in Appendix B.

5 SURVEY DEMOGRAPHICS AND TITLE VI

Arlington's TDP is a county-wide project, and as such, it is important to document the feedback of a representative sample of those who live, work, learn, and play in Arlington County, in keeping with the requirements of Title VI of the Civil Rights Act of 1964. The demographics of the 1,008 individuals who completed the Phase III survey were compared to county-wide data in those same categories. If the percentage of respondents within a particular demographic group are the same or higher than Arlington County's proportion,[1] within the margin of error, then the sample is considered representative of the overall target population. The Phase III survey margin of error was calculated based on the survey population, Arlington County's current population, and the number of respondents. The calculated margin of error is approximately three percent, accurate to a 95 percent confidence level.

Table 2 shows the ethnicity and racial profile of Arlington County residents and the ethnicity profile of the respondents to the survey. The demographic results of the survey show that the survey captured a representative sample of Arlington County residents' minority population. Among survey respondents, 37 percent were minorities, while minorities comprise 35 percent of the county's population. The survey did, however, fall short of reaching a representative sample of the county's Hispanic/Latino and Asian communities, which suggests these groups should continue to be a focus of future public engagement efforts.

Table 2 | Ethnicity and Racial Results

Data Source	White (non-Hispanic)	Black	Hispanic/ Latino	Asian	Other
Phase III Survey	**63%**	**7%**	**8%**	**6%**	**15%**
Arlington County Census (ACS 2009-2013 five-year estimates)	64%	8%	15%	10%	3%
Percentage Point Difference	-1	-1	-7	-4	+12

[1] Based on U.S. Census Bureau, American Community Survey, 2009-2013, five-year estimates

Survey respondents also captured a representative sample of low-income residents that fit the household income profile of Arlington County, as shown in **Table 3.** The County defines low-income as households earning less than 60 percent of Area Median Income (AMI), which for a family of four is an annual income of $65,520. Since the Census uses income ranges and this threshold is in the middle of a census income range, for the purpose of the TDP, low-income is defined as an annual household income of less than $50,000.

Table 3 | Household Income Results

Data Source	Less than $25k	$25,000-$49,999	$50,000-$99,999	$100,000 or more
Phase III Survey	**10%**	**10%**	**21%**	**59%**
Arlington County Census (ACS 2009-2013 five-year estimates)	10%	10%	27%	52%
Percentage Point Difference	0	0	-6	+7

Seventeen percent of survey respondents indicated that they spoke a language other than English at home and seven percent of respondents indicated that they speak English less than "very well," as shown in **Table 4**. The survey captured a representative sample, overall, of Arlington's Limited English Proficient (LEP) population. The survey likely captured a higher percent of Spanish speaking LEP participants because the survey was available in Spanish.

Table 4 | Language Spoken at Home Results

Data Source	Household Language - English	Household Language – Spanish	Household Language - Other	Speak English Less than "Very Well"
Phase III Survey	**82%**	**13%**	**4%**	**7%**
Arlington County Census (ACS 2009-2013 five-year estimates)	71%	14%	15%	8%
Percentage Point Difference	+9	-1	-9	-1

6 PHASE III OUTREACH RESULTS

The Phase III survey engaged 1,008 individual participants. Of those respondents, 76 percent (764 participants) responded online, while 24 percent (244 participants) filled out the survey on tablet computers at workshop events. A count of the number of surveys administered and the number of post cards handed out at each outreach event is documented in **Table 5**.

Table 5 | Pop-up Style Workshop Statistics

Workshop Location	Date	Post Cards	English Surveys	Spanish Surveys
Crystal City Shops	02/23/2016	452	19	12
Shirlington Bus Station	02/24/2016	242	49	21
Ballston Common Mall	02/25/2016	300	30	35
Langston Brown Community Center	02/29/2016	20	5	4
Arlington Mill Community Center	03/01/2016	400	23	6
Pentagon City Metro	03/03/2016	750	38	2
Total		**2,164**	**164**	**80**

Survey participants could provide comments on multiple routes, yielding a total unique comment count of 1,378. The majority of comments, 1,231 (89 percent), were about specific route recommendations. Route comments were split between ART routes and Metrobus route, with 711 ART comments and 520 Metrobus line comments, or 58 percent and 42 percent of route comments respectively.

Respondents provided 147 general comments (11 percent of all comment types); of those general comments, 91 (62 percent) were categorized as general TDP comments, 53 (36 percent) as Columbia Pike comments, and three (2 percent) as Crystal City / Pentagon City comments.

6.1 Survey Results

Survey participants were asked to comment on recommendations for a specific Arlington bus route and to rank how high a priority that recommendation should be for the County. Although ranking the recommendation was not required, the majority of respondents ranked the priority the recommendation should receive. As part of the survey results analysis, all comments were reviewed along with their priority ranking. If a survey respondent indicated a high, medium, or low ranking for the recommendation, they are considered to be in support of the recommendation. If the survey respondent indicated that they opposed the recommendation, they are considered to be in opposition to the recommendation. During the survey results analysis, it became clear that some survey respondents misunderstood the priority ranking and even though their comment clearly indicated that they were opposed to all aspects of a recommendation, they put high priority – possibly because they wanted the route they were commenting on to be considered a high priority, but they clearly did not mean to say that the draft recommendation should be a high priority. In other cases, the comment reflected issues with the recommendation, but not complete opposition and was given a high priority ranking. As such, for the survey analysis, each comment was read carefully, compared against the respondents stated priority ranking, and assigned to one of three categories:

Surveys were administered on computer tablets at pop-up workshop events (Crystal City Shops event)

- **Proponent (pro) the recommendation**: the comment text indicated support of the recommendation, the comment text was blank, or opposition was expressed to only a portion of the recommendation AND the respondent ranked the recommendation as high, medium, or low priority.
- **Oppose the recommendation**: the comment text indicated clear and complete opposition to all aspects of the recommendation AND / OR the respondent indicated "oppose" in the priority ranking.
- **Other**: the comment text was not related to the recommendation in anyway AND the survey respondent did not indicate a priority ranking.

6.1.1 ART Route Comments Overview

Survey participants were provided 23 ART route recommendations that they could comment on, all routes received at least one comment, yielding 711 comments on ART route recommendations. ART routes 53 and 62 received the largest number of comments, 218 and 115 respectively, or 47 percent of all ART route comments. The vast majority of ART 53 and 62 comments were in opposition to their recommendations, as evidenced in **Figure 7**. The other ART route recommendations receive far more positive feedback and support (shown in detail in **Figure 8**).

Figure 5 | ART Recommendations Comment Counts (data labels excluded except for ART 53 and 62)

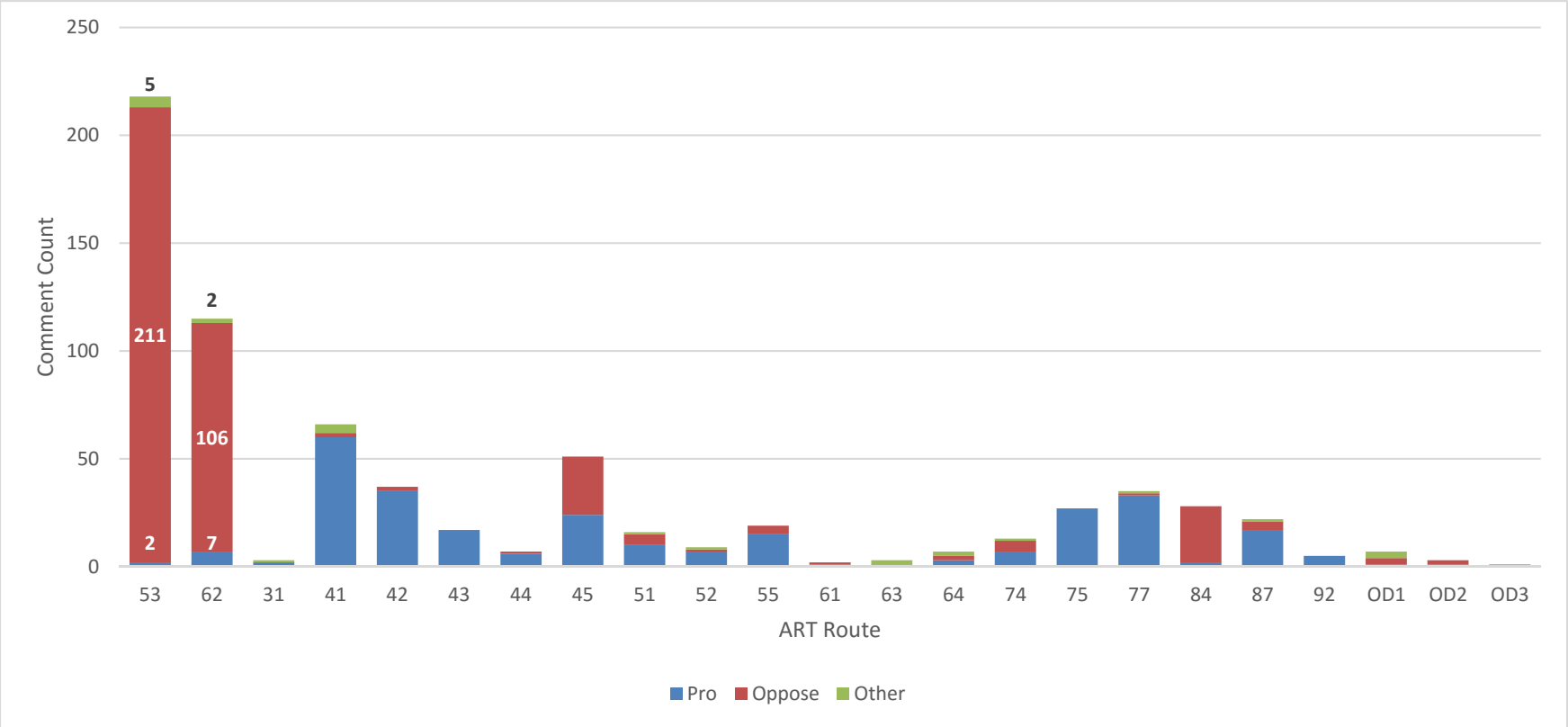
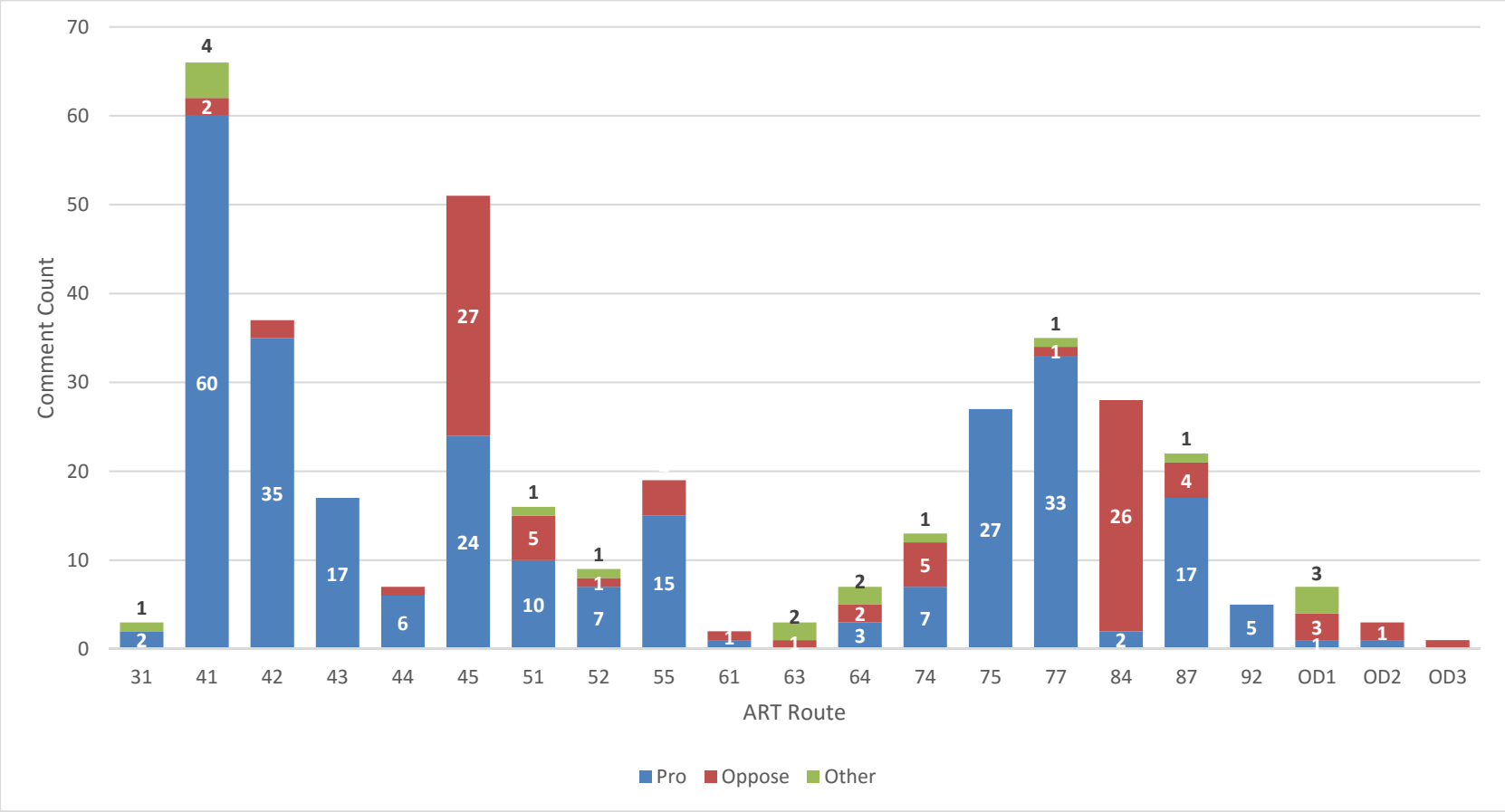


Figure 6 | ART Recommendation Comment Count (excluding 53 and 62)



6.1.2 ART Comment Summary by Route

ART 31 (NEW)

Recommendation: In Phase 1, convert the proposed Metrobus 4B into an ART route, then as a second phase increase the peak frequency to every 15 minutes.

Table 6 | ART 31 Comment Count

Comment Count	Pro	Opposed	Other
3	2	0	1

- High priority support.
- Concern about the quality of ART buses.

ART 41

Recommendation: Increase peak frequency to every 10 minutes.

Table 7 | ART 41 Comment Count

Comment Count	Pro	Opposed	Other
66	60	2	4

- Mostly high priority support, only two low priority supports.
- Respondents express support for increased frequency and mentioned some concerns about current crowding.
- A handful of complaints about drivers and bus quality.

ART 42

Recommendation: Extend route to Crystal City. During the peak period, increase the frequency to every 15 minutes and short turn every other trip at the Pentagon.

Table 8 | ART 42 Comment Count

Comment Count	Pro	Opposed	Other
37	35	2	0

- Mostly high priority support.
- Support for the connection to Crystal City and support for the current Saturday service that avoids the Pentagon and goes to Pentagon City.
- Various riders with ideas on how to improve the route (span, alignment, service type).

ART 43

Recommendation: Provide midday service with a frequency of every 12 minutes.

Table 9 | ART 43 Comment Count

Comment Count	Pro	Opposed	Other
17	17	0	0

- Mostly high priority support.
- Support for all day service.
- Engaged riders that love this route, multiple suggestions to extend the route further into Crystal City.

ART 44 (NEW)

Recommendation: Convert Metrobus Line 22ABC into an ART route and extend to Marymount University.

Table 10 | ART 44 Comment Count

Comment Count	Pro	Opposed	Other
7	6	1	0

- Mostly high priority support.
- Support for ART replacement of the 22ABC.
- One participant express concern about loss of one seat ride to the Pentagon.

ART 45

Recommendation: Increase peak frequency to every 20 minutes to match ridership demand. Realign route to remove it from the Columbia Pike and create more circulation within neighborhoods adjacent to the Columbia Pike.

Table 11 | ART 45 Comment Count

Comment Count	Pro	Opposed	Other
51	24	27	0

- Split between support and opposition, however opposition to the alignment change is far more impassioned than any of the support for the recommendation.
- Barton St (Giant Grocery) and Courthouse Rd connections were particular issues for respondents.

ART 51

Recommendation: Extend route to Marymount University.

Table 12 | ART 51 Comment Count

Comment Count	Pro	Opposed	Other
16	10	5	1

- Split between support and opposition.
- Most opposition is to removing the Patrick Henry loop.
- Support for the extension to Marymount University.

ART 52

Recommendation: Increase frequency during the midday period to every 30 minutes.

Table 13 | ART 52 Comment Count

Comment Count	Pro	Opposed	Other
9	7	1	1

- Most support the recommendation, although pretty evenly split between it being a high or low priority.
- Opposition does not seem specific to this recommendation, but more to transit service in North Arlington in general.

ART 53, On-Demand 1, 2, 3

Recommendation: Eliminate route, cover discontinued route with on-demand flex service and proposed ART 62/64 service.

Table 14 | ART 53, On-Demand 1, 2, 3 Comment Count

Comment Count	Pro	Opposed	Other
229	4	217	8

- Robust opposition to the elimination and general mistrust on how service would be replaced with an on-demand alternative.
- Peak commuters to the Metro were the most frequent concerned riders, followed by homeowners whose service workers use the route, followed by residents who use the route for emergency situations. Peak commuters request service be kept during peak periods only, as a way to save the route.
- Potential riders and non-riders also seemed to be opposed to eliminating this route.

ART 55

Recommendation: In Phase 1, increase roundtrip runtime to 66 minutes. In Phase 2, increase peak frequency to every 10 minutes.

Table 15 | ART 55 Comment Count

Comment Count	Pro	Opposed	Other
19	15	4	0

- Mostly high and medium priority support.
- Opposition focused on conversion of 3A into ART 55, riders would like to see better timed connections at East Falls Church.

ART 61, 63, 64

Recommendation: Discontinue ART 61, replace with a new routes ART 63 and new ART 64. ART 63 serves as a neighborhood circulator that connects Radnor/Ft/ Myers Heights to both Rosslyn and Clarendon Metro stations. ART 64 serves as neighborhood circulator that covers neighborhoods along Lee Hwy where the ART 61 used to run. Midday service with 30-minute frequency will be provided on both routes.

Table 16 | ART 61, 63, 64 Comment Count

Comment Count	Pro	Opposed	Other
12	4	4	4

- Appears to be confusion regarding the 61 converted to 63/64 recommendation, generally participants did not support the change.
- Concern seems to center around service on Lorcom Ln which would have lost service on ART 62. There was only one comment from a regular ART 61 rider, the rider is opposed because the area with discontinued service has new high occupancy buildings.

ART 62

Recommendation: Realign route, connect Ballston to Lee Highway using N Quincy Street and N Utah Street, and provide midday service.

Table 17 | ART 62 Comment Count

Comment Count	Pro	Opposed	Other
115	7	106	2

- Robust opposition to removing service from Lorcom Ln.
- Most opposition from riders who used the route to access the Metro for their commutes, but also from residents who do not ride the route but want it to remain regardless.
- Participants who supported the recommendation either did so because they think the route is underused or because it did not affect their portion of the route.

ART 74

Recommendation: Extend route to cover Douglas Park neighborhood and increase the afternoon span to begin at 3:00pm. Discontinue service on S Walter Reed Dr between 16th St and Columbia Pike.

Table 18 | ART 74 Comment Count

Comment Count	Pro	Opposed	Other
13	7	5	1

- Split between support and opposition.
- Opposition seems concerned with added service on Quincy St and in Douglas Park.
- Support seems to come from Arlington Village riders, whose service is not impacted by the recommendation.

ART 75

Recommendation: Increase peak frequency to every 20 minutes and improve midday/evening service to every 30 minutes. Add weekend service with a frequency of every 30 minutes.

Table 19 | ART 75 Comment Count

Comment Count	Pro	Opposed	Other
27	27	0	0

- Unanimous support, mostly high priority.
- Some request for additional service improvements, mostly to span.

ART 77

Recommendation: Extend route to Rosslyn. Increase weekday span from 5:00am to 1:30am and peak frequency to every 20 minutes. Increase the Saturday span from 5:45am to 12:00am. Add Sunday service from 5:45am to 12:00am with a 30-minute frequency.

Table 20 | ART 77 Comment Count

Comment Count	Pro	Opposed	Other
35	33	1	1

- Mostly high priority support.
- Support for the extension and increase in span and frequency.
- Some request for greater span, alignment suggestions, and reliability concerns.

ART 84

Recommendation: Convert to neighborhood circulator to connect Nauck to the Shirlington Transit Center, will provide midday service every 30 minutes.

Table 21 | ART 84 Comment Count

Comment Count	Pro	Opposed	Other
28	2	26	0

- Opposition to loss of direct bus service from Nauck to Pentagon City Metro.
- Riders do not want to lose express neighborhood shuttle service to the Metro from residents who board bus at 24th St S. and S. Glebe Rd.

ART 87

Recommendation: Increase peak frequency to every 10 minutes between Shirlington and the Pentagon and extend the route to Fairlington every other trip during the peak for a frequency of every 20 minutes. During the midday, evening, Saturday and Sunday service periods the route will be extend to Fairlington every trip with a 30-minute frequency.

Table 22 | ART 87 Comment Count

Comment Count	Pro	Opposed	Other
22	17	4	1

- Mostly high priority support.
- Opposition from Fairlington residents that do not want to lose the 22ABC or 84 riders that do not think the ART 87 is a substitute.
- Support for more frequent service and longer span.
- Request for weekend service to Pentagon City rather than Pentagon.

ART 92

Recommendation: Extend route to Shirlington and the National Airport. During the peak period, provide 30-minute frequency between Shirlington and Crystal City and extend every other trip to the National Airport, increase the span to start at 4:30am and end at 10:00pm.

Table 23 | ART 92 Comment Count

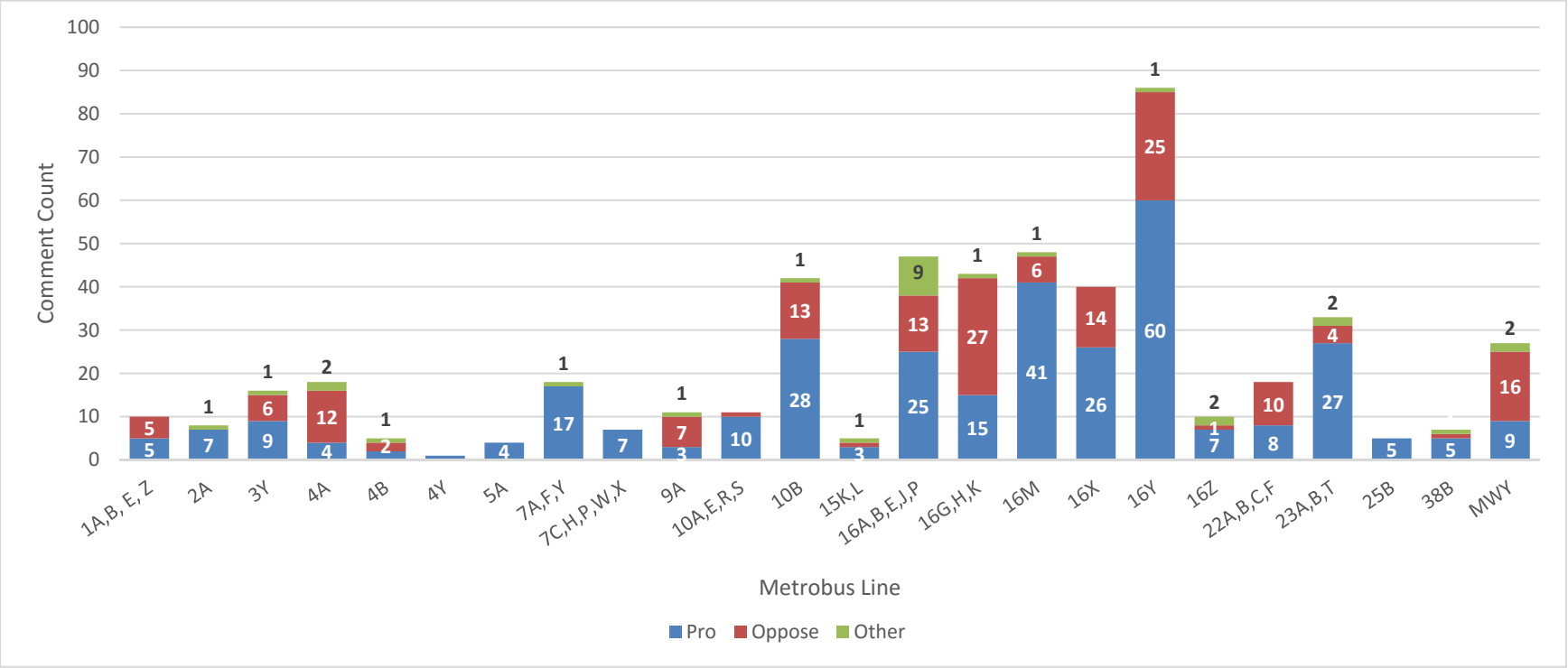
Comment Count	Pro	Opposed	Other
5	5	0	0

- Unanimous support for the recommendation.
- Commenters liked access to airport and connection between Crystal City and Shirlington.

6.1.3 Metrobus Line Comments Overview

Survey participants were provided 24 Metrobus route recommendations that they could comment on, the only Metrobus lines within Arlington that did not received any comments were the 3A and 13Y, yielding 520 comments on Metrobus line recommendations. The Metrobus lines that run along Columbia Pike, Metrobus 16 lines, received the greats number of comments; 274 comments or 53 percent of all Metrobus comments (**Figure 9**). Metrobus line recommendations received more support than opposition in most cases, however some recommendation supporters, particularly those who commented on the 16 line buses, while indicating that the recommendation was a high priority, were opposed to specific components of the recommendation. These caveats are captured in the Metrobus comments by line section.

Figure 7 | Metrobus Comment Count



6.1.4 Metrobus Comment Summary by Line

Metrobus 1ABEZ

Recommendation: Eliminate the 1E and 1Z, increase peak frequency in the peak direction on the 1A and 1B. Realign 1B out of the Seven Corners Shopping Center.

Table 24 | Metrobus 1ABEZ Comment Count

Comment Count	Pro	Opposed	Other
10	5	5	0

- Split between support and opposition.
- Supporters of the recommendation also had requests for improve frequency or span.
- Participants in opposition were concerned with the elimination of the 1E and service to Dominion Hills.

Metrobus 2A

Recommendation: Increase peak frequency in the peak direction to 10 minutes, midday/evening services to every 15 minutes, late night/Sunday services to every 30 minutes, and Saturday service to every 20 minutes.

Table 25 | Metrobus 2A Comment Count

Comment Count	Pro	Opposed	Other
8	7	0	1

- Mostly high priority support.
- Supporters of the recommendation had requests for further improving frequency or span.

Metrobus 3Y

Recommendation: Realign route to serve Old Dominion Drive between Lee Highway and N Military Road. Increase peak frequency to every 20 minutes. Provide limited-stop service.

Table 26 | Metrobus 3Y Comment Count

Comment Count	Pro	Opposed	Other
16	9	6	1

- Mostly high priority support.
- Nearly universal support of increase frequency.
- Participants in opposition do not like the realignment off of Lee Hwy to Old Dominion, concerns included a longer walk from Cherrydale and waiting on a busier street.

Metrobus 4AB, 1Y

Recommendation: Eliminate 4A and replace with 1Y express service to Downtown, D.C. In Phase 1, Convert 4B into ART 31 and increase frequency to match current effective frequency of Metrobus line 4AB. In Phase 2, increase the peak frequency to every 15 minutes.

Table 27 | 4A and 1Y Comment Count

Comment Count	Pro	Opposed	Other
18	4	12	2

- Mostly opposition.
- Riders do not want to lose express access to Rosslyn, do not consider the 4B a viable alternative, also want greater frequency.

Table 28 | Metrobus 4B Comment Count

Comment Count	Pro	Opposed	Other
5	2	2	1

- Split between support and opposition.
- Opposition comments seem to be related to 4A and not 4B.

Metrobus 5A

Recommendation: No change to existing service.

Table 29 | Metrobus 5A Comment Count

Comment Count	Pro	Opposed	Other
4	4	0	0

- Unanimous support.
- A few recommendations on how to further improve the route.

Metrobus 7AFY

Recommendation: Increase the peak frequency on the 7Y to every 7.5 minutes.

Table 30 | Metrobus 7AFY Comment Count

Comment Count	Pro	Opposed	Other
18	17	0	1

- No opposition to the recommendation.
- Participants support increase frequency, but also want increases to span and schedule adjustments.

Metrobus 7CHPWX

Recommendation: Eliminate 7P and 7H reverse commute trips, increase peak frequency to every 12 minutes.

Table 31 | Metrobus 7CHPWX Comment Count

Comment Count	Pro	Opposed	Other
7	7	0	0

- Low response rate, but unanimous support.
- Participants support midday service.

Metrobus 9A

Recommendation: Eliminate service, serve discontinued segments with Metroway and 10E.

Table 32 | Metrobus 9A Comment Count

Comment Count	Pro	Opposed	Other
11	3	7	1

- Majority of opponents do not think that the Metroway is good replacement since it does not go to the Pentagon and for others the access in Alexandria is not as convenient.
- Supporters are comfortable switching to Metroway.

Metrobus 10AERS

Recommendation: Extend 10A service to Huntington. Extend 10E service to Rosslyn, and realign the route in Alexandria when the Route 9A is discontinued to provide service to segment not served by the Metroway. Eliminate 10R and 10S.

Table 33 | Metrobus 10AERS Comment Count

Comment Count	Pro	Opposed	Other
11	10	1	0

- Mostly medium priority support.
- Supporters of the recommendation like the 10E extension, still have concerns about current quality of service.

Metrobus 10B

Recommendation: Realign to continue straight on Glebe Road between Shirlington and Ballston.

Table 34 | Metrobus 10B Comment Count

Comment Count	Pro	Opposed	Other
42	28	13	1

- Split between support and opposition.
- Supporters of the recommendation like that the service will be more direct.
- Participants that are opposed to the recommendation do not want it taken off of 2nd St and Walter Reed Dr, they do not want to lose direct access to Ballston.

Metrobus 15KL

Recommendation: No change to existing service.

Table 35 | Metrobus 15KL Comment Count

Comment Count	Pro	Opposed	Other
5	3	1	1

- Mostly high priority support.
- Commenters dislike that the service runs along different alignments for AM and PM service, they raised this as a particular issue given the recommendations for the ART 53.

Metrobus 16ABEJP

Recommendation: Extend 16A service span to include Annandale trip from the Metrobus 16E. Increase the frequency on the 16J to compensate for the elimination of the Metrobus 16B. Eliminate the 16B, 16E, 16P.

Table 36 | Metrobus 16ABEJP Comment Count

Comment Count	Pro	Opposed	Other
47	25	13	9

- Mostly high priority support.
- Both commenters that support and oppose the recommendations expressed concern over the elimination of stops at Oakland, Orme, Rolfe, and Scott.
- Concern about fewer buses going to the Pentagon and late night service.

Metrobus 16GHK

Recommendation: Eliminate all routes, cover with new 16M.

Table 37 | Metrobus 16GHK Comment Count

Comment Count	Pro	Opposed	Other
43	15	27	1

- Majority oppose the recommendation.
- Both commenters that support and oppose the recommendations expressed concern over the elimination of stops at Oakland, Monroe, Orme, Barton, Rolfe, and Scott.
- Commenters in opposition were also concerned about losing a direct connection from Arlington Mill to Pentagon City.

Metrobus 16M (new)

Recommendation: New premium bus service operating from Skyline to Crystal City.

Table 38 | Metrobus 16M Comment Count

Comment Count	Pro	Opposed	Other
48	41	6	1

- Mostly high priority support.
- Both commenters that support and oppose the recommendations expressed concern over the elimination of stops at Buchanan, Oakland, Orme, Barton, and Scott.
- Supporters like frequent seven-day service to Pentagon City and Crystal City and many also like enhanced amenities and express-skip stop service.

Metrobus 16X

Recommendation: Routing will not change, but stops will be consolidated to Greenbrier, Four Mile, George Mason, Glebe, Walter Reed, Barton, and Courthouse. Add late night service to replace the Metrobus 16E.

Table 39 | Metrobus 16X Comment Count

Comment Count	Pro	Opposed	Other
40	26	14	0

- Most participants support the recommendation, however both those who support and oppose the change are concerned about stop elimination at Oakland, Buchanan, Orme, and Barton.
- Commenters also wrote-in recommendations to extend the route further into DC and to increase frequency.

Metrobus 16Y

Recommendation: No change to existing service.

Table 40 | Metrobus 16Y Comment Count

Comment Count	Pro	Opposed	Other
86	60	25	1

- Mostly high priority support.
- Both commenters that support and oppose the recommendations expressed concern over the elimination of stops at Oakland and Barton, on crowding on the bus, and some requested weekend and midday service.

Metrobus 16Z (new)

Recommendation: New route providing a connection between two growing activity centers in Pentagon City and Navy Yard.

Table 41 | Metrobus 16Z Comment Count

Comment Count	Pro	Opposed	Other
10	7	1	2

- Mostly high priority support.
- Commenters were interested to know if the schedule could be flexible to accommodate Nationals baseball games.

Metrobus 22ABCF

Recommendation: Discontinue 22ABC routes, serve certain discontinued segments with ART 44 and Metrobus 7C. No changes to 22F.

Table 42 | Metrobus 22ABCF Comment Count

Comment Count	Pro	Opposed	Other
18	8	10	0

- Split between support and opposition.
- Supporters of the recommendation like the increased frequency and weekend service.
- Those in opposition do not like that service is being removed from Fairlington and the loss of a one seat ride from Ballston to the Pentagon.

Metrobus 23ABT

Recommendation: For 23A, increase early morning, late evening, Saturday and Sunday service, but eliminate current midday service, cover with 23BT. For 23BT, provide 30-minute frequency from 8:00am to 10:00pm on weekday and 60 minute frequencies on weekends.

Table 43 | Metrobus 23ABT Comment Count

Comment Count	Pro	Opposed	Other
33	27	4	2

- Majority support of the recommendation.
- Supporters of the recommendation noted that the bus is often late.
- Those in opposition did not seem to understand the recommendation and thought no midday service would not be provided.

Metrobus 25B

Recommendation: No change to existing service.

Table 44 | Metrobus 25B Comment Count

Comment Count	Pro	Opposed	Other
5	5	0	0

- Commenters left suggestions for improvements to current service.

Metrobus 38B

Recommendation: No change to existing service.

Table 45 | Metrobus 38B Comment Count

Comment Count	Pro	Opposed	Other
7	5	1	1

- No changes were recommended to the 38B.
- The one comment in opposition requested a different alignment in D.C.

Metrobus MWY – Metroway

Recommendation: Extend to Pentagon City.

Table 46 | Metrobus MWY Comment Count

Comment Count	Pro	Opposed	Other
27	9	16	2

- Split between opposition and support, however more opposition.
- Opponents of the recommendation do not like the alignment along 12th St and others just do not like the Metroway in general.

- Supporters like the extension to Pentagon City.

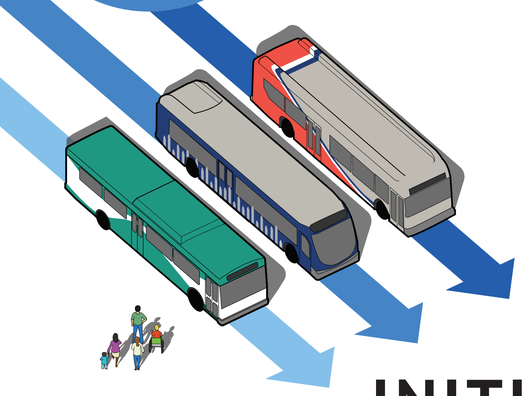
NEXT STEPS

Phase III survey results will be used to arrive at final route recommendations. Phase III feedback is the major factor influencing changes to the draft recommendations. Respondents' ranking of route recommendations as either a high, medium, or low priority will be considered in the initial prioritization over the 10-year period of the plan.[2] In the final Arlington TDP document, the three outreach efforts will be summarized and the Title VI demographic data will be combined to reflect the full outreach effort.

[2] Final route recommendation prioritization will be determined in the financial plan.

APPENDIX A: WORKSHOP MATERIALS

ARLINGTON COUNTY
TRANSIT 2026



Arlington is developing its 10-year plan for bus service. This Transit Development Plan is analyzing service throughout the County and will recommend future improvements. The plan is also studying how to enhance bus service along Columbia Pike and in Crystal City-Pentagon City.

INITIAL OUTREACH

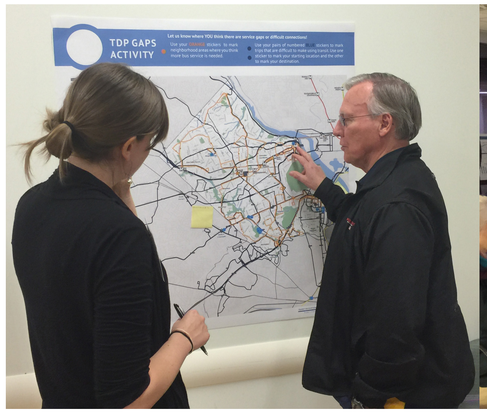
We held two phases of outreach where we reached out to all demographic groups and neighborhood associations within the County to gather feedback before developing transit recommendations:

Phase I - The County used a survey to collect information on residents' transit usage, preferences and desired improvements.

Phase II - The County held four workshops and five focus group meetings to review the service analysis and to get input on strategies to improve bus service.

WHO WE REACHED

- **3,396** people responded to the survey in Phase I
- **406** people participated in Phase II



2015 OUTREACH PHASE I & II

2016 OUTREACH PHASE III COUNTY BOARD REVIEW

2017 BEGINNING OF PLAN PERIOD

2018

2019

2020

2021

2022

2023

2024

2025

2026 END OF PLAN PERIOD

TRANSIT DEVELOPMENT PLAN

FY2017 - FY2026

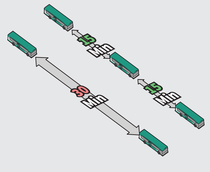
ARLINGTON VIRGINIA

DEPARTMENT OF ENVIRONMENTAL SERVICES

DRAFT SERVICE RECOMMENDATIONS

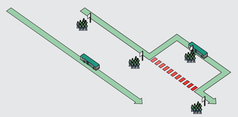
These recommendations reflect a comprehensive and long-range look at the County's bus system, including ART and Metrobus. They are based on anticipated growth in population and jobs, ridership trends, County land use and transportation plans, and public input.

WHAT WE HEARD



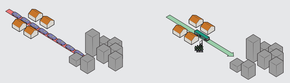
Improve frequency or hours of service

- Buses should come more often
- More weekend service



Change existing bus routes

- Improve north-south connections



Change the service network

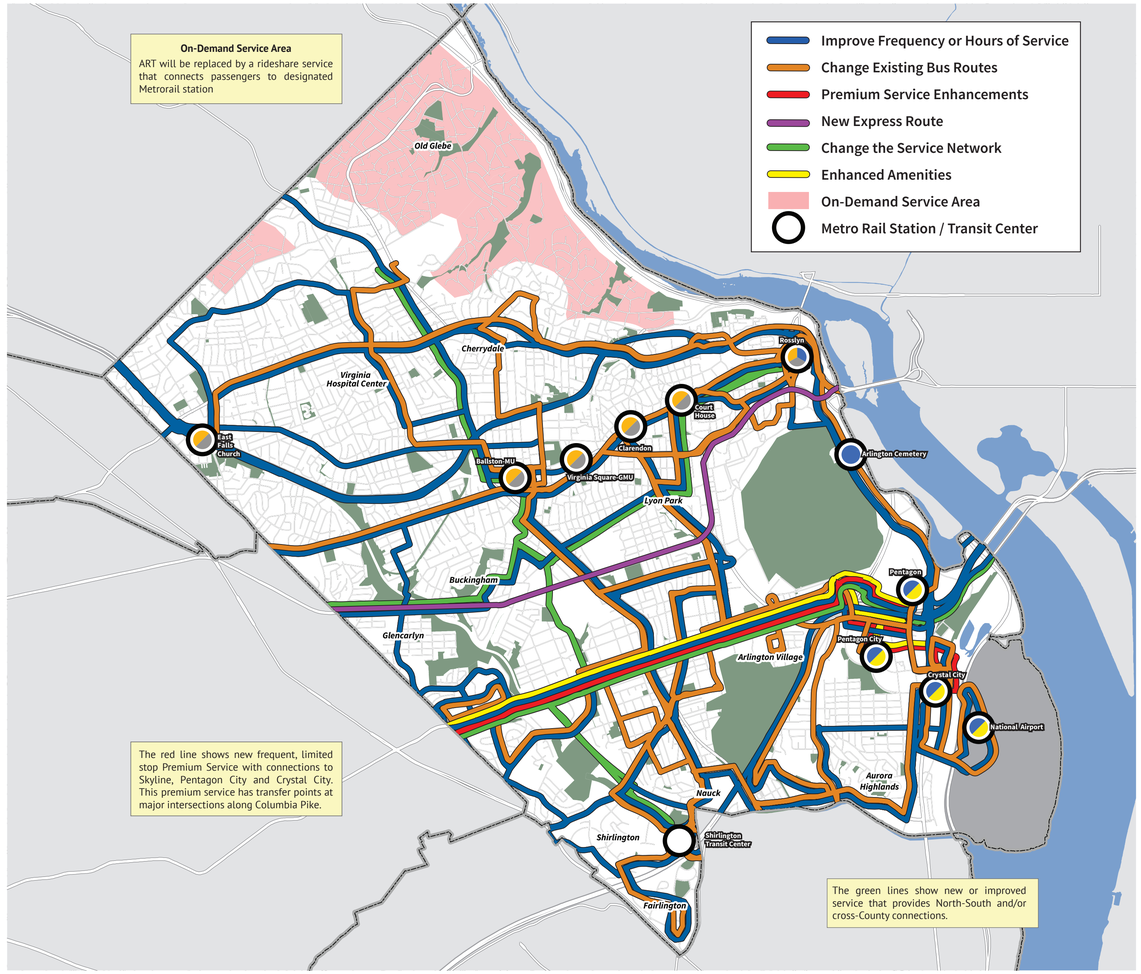
- Improve frequent connections between Columbia Pike, Pentagon City, Crystal City, Rosslyn, Ballston, Clarendon and Courthouse

Enhanced amenities

- Real-time information displays
- Off-board fare collection

WHAT WE RECOMMEND

The draft service recommendations include different kinds of service improvements along various corridors within the County. Our busiest corridors, along Columbia Pike, Crystal City – Pentagon City, and into Ballston and Rosslyn, are recommended to receive a variety of types of improvements.



DRAFT COLUMBIA PIKE RECOMMENDATIONS

These recommendations reflect the outcomes of a detailed assessment of existing transit operations along Columbia Pike. It included a review of changes in demand, impacts to traffic, and an evaluation of different treatments and technologies. Objective: Faster service with more connections.

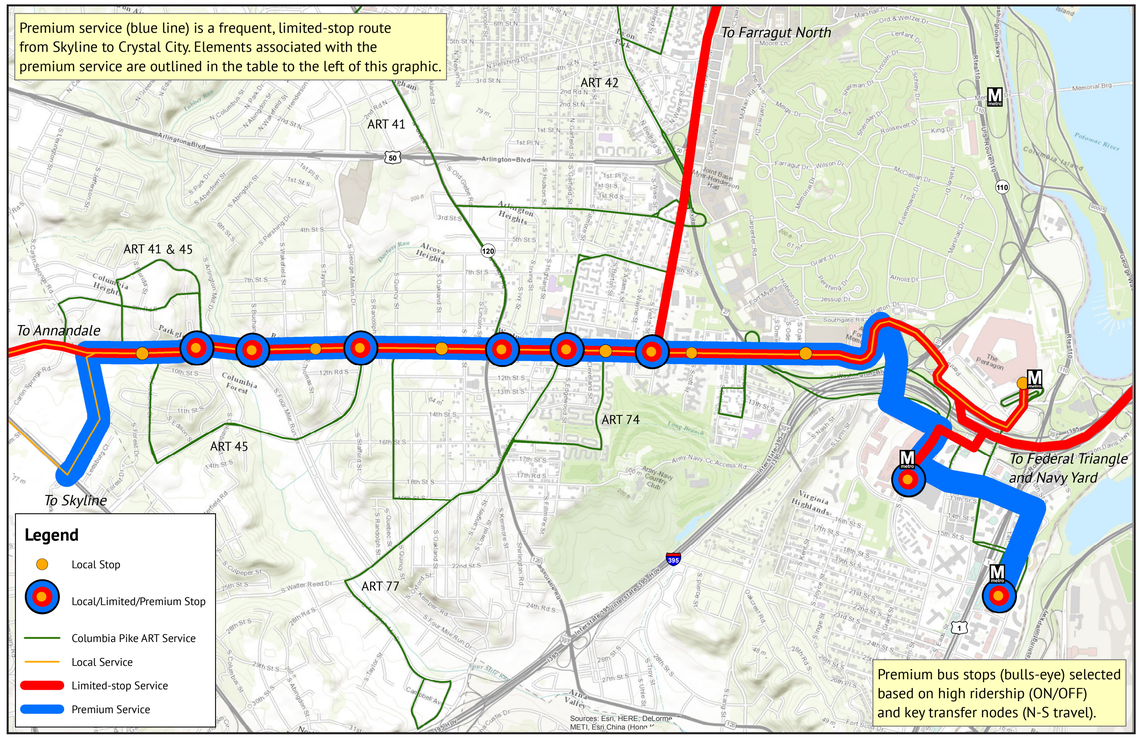
Enhancing existing service and expanding connections for Columbia Pike

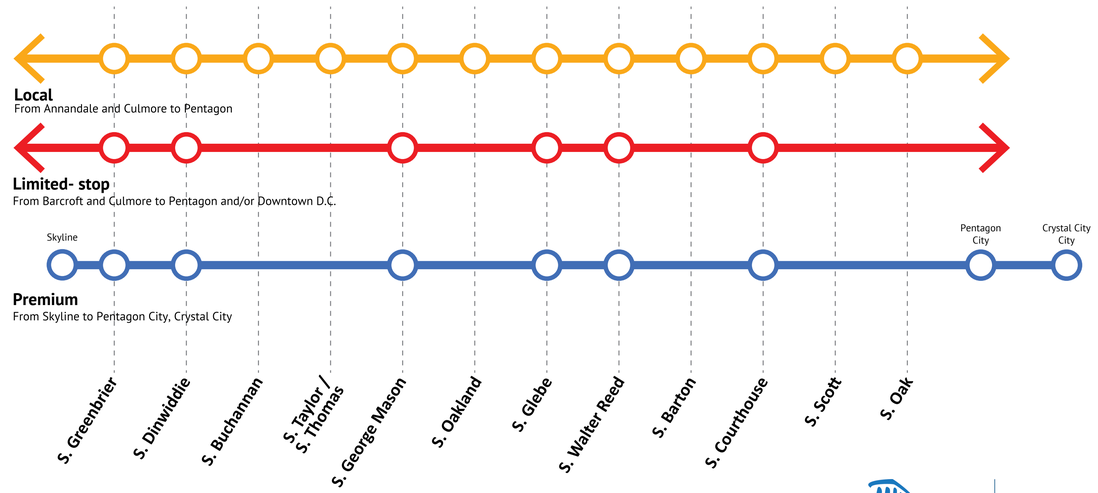
- Simplify current 16 line routes (fewer route configurations)
- New frequent, limited-stop premium service from Skyline to Pentagon City/Crystal City
- Increase service (weekday and weekend)
- Increase capacity (more trips, providing more seats)
- Minimize dwell time at bus stops (faster passenger boarding)
- New limited-stop service to Navy Yard

FEATURES OF PREMIUM SERVICE

	FEATURE	STATUS
FASTER	Near-level boarding	Underway
	Off-board fare collection/loading	Planned
	Transit signal priority	Planned
	Queue Jumps/Dedicated lanes	Additional study needed
	Stop consolidation	Planned
FREQUENT	Increased frequencies	Underway
	Layered services	Planned
EASY TO USE	3 types of service (Local - ART/WMATA, Limited Stop - WMATA, Premium - WMATA)	Planned
	New and improved connections	Planned
	Branded fleet, stations, & information	Planned
	Real-time information	Underway
	Comfortable, attractive amenities	Planned

WHAT WE RECOMMEND

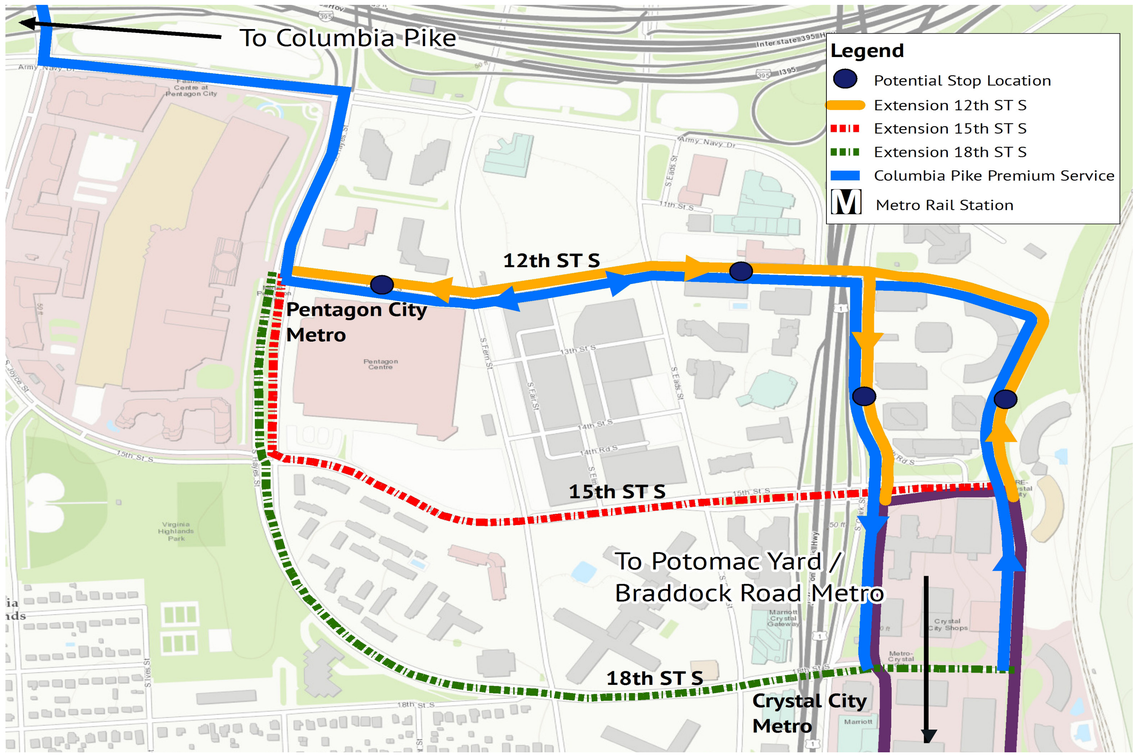




DRAFT CRYSTAL CITY/PENTAGON CITY RECOMMENDATIONS

METROWAY EXTENSION RECOMMENDATION

The 12th Street extension is recommended based on the County's route option assessment. The extension of the Transitway along this alignment will also support the recommendations for premium bus service along Columbia Pike with a direct connection to Crystal City



ROUTE ASSESSMENT

This recommendation reflects the outcomes of an assessment of three route extension options for Metroway from Crystal City to Pentagon City. In order to decide between the options, the County analyzed current and projected data on population and jobs, planned development/redevelopment, impacts to right-of-way along the potential routes, as well as the impact that each option would have on drivers, cyclists, and other transit operations.

	12th St	15th St	18th St
POPULATION WITHIN 1/8 OF A MILE (2025)	8,600	10,300	6,832
JOBS WITHIN 1/8 OF A MILE (2025)	26,500	14,800	13,440
PLANNED DEVELOPMENT WITHIN 1/8 MILE	2,760 Dwelling Units 130,070 sf of Retail 1,809,000 sf of Office	2,000 Dwelling Units 80,070 sf of Retail	1,270 Dwelling Units 59,520 sf of Retail 658,365 sf of Office
IMPACTS TO OTHER ROAD USERS	Minor	Major	Major
ADDITIONAL RIGHT-OF-WAY REQUIRED	No	Yes	Yes

APPENDIX B: PHASE III SURVEY

Feedback Form

Arlington County Transit Development Plan (TDP) FY2017-2026

Thank you for reviewing the County's draft service recommendations for the County's 10-year bus service plan! If you have not had a chance to look at the recommendations please follow this link {link} to see detailed, route-by-route, recommendations. Please complete this brief survey to submit your feedback on draft bus service recommendations. Your feedback will help shape the final recommendations and the future of bus service in Arlington.

Information you are sharing may be disclosed in response to a request under the Virginia Freedom of Information Act. The County cannot guarantee the confidentiality of your name and contact information.

Name:_____(optional)

Email: _____(optional)

☐Add me to the mailing list so I can receive updates on Arlington's TDP!

Feedback Form

Draft Recommendations Questions

Please provide comments on specific routes based on your review of draft service recommendations (available at {link}). You may also provide general comments on the overall TDP, Columbia Pike element, and Crystal City element.

1. Please select the bus provider you would like to comment on or the general comment option.
   - ART bus
   - Metrobus
   - General (non-route specific)

2. Please select a route you would like to comment on. [skip if General is selected]
   - Name/Number [drop down list by system]

3. Provide your comment on your selected route. Please comment on just one route at a time so that we can capture your feedback and apply it to the correct route. [skip if General is selected]

   _____

   _____

   _____

4. Provide your general comment on the overall TDP, Columbia Pike element, or Crystal City element. [skip if ART or Metrobus]

   _____

   _____

   _____

5. The County will be programming the final service recommendations over the next 10-years. Indicate how high a priority this recommendation should be for the county, if you oppose the recommendation please select oppose: [skip if General is selected]

☐	☐	☐	☐
Oppose	Low Priority	Medium Priority	High Priority

Feedback Form

Tell Us About Yourself

What is your home zip code? _____

Please select your race (all that apply):

☐ Asian ☐ Black/African American ☐ Native American ☐ Pacific Islander ☐ White/Caucasian ☐ Other

Are you Hispanic, Latino, or of Spanish origin? Yes ☐ / No ☐

What language do you speak at home?_____

How well do you speak English?

☐ Very Well ☐ Well ☐ Not Very Well ☐ Not at All

What is your Annual Household Income?

☐ Less than $25,000 ☐ $25,000 - $49,999 ☐ $50,000 - $99,999 ☐ $100,000 or more

What is your Age?

☐ Under 18 years old ☐ 18-29 ☐ 30-49 ☐ 50-65 ☐ 65 and older

APPENDIX C: ROUTE COMMENTS

Arlington County TDP: Phase III Comment Report

Route 1

Comment Count: 7 **Pro: 1** **Oppo 3** **Other: 3**

ID	Comment	Priority	Evaluation
343	Your proposal for the New ART On-Demand Service 01 includes Donaldson Run, Dover Crystal, and Riverwood, but fails to include my community of Woodmont, even though the map indicates otherwise. I think the proposal for an on-demand transit service that co	High Priority	Pro
672	The new on-demand services in North Arlington are commendable as an effort to Dave costs and still serve current riders. However, similar service would benefit south Arlington neighborhoods distant from main bus lines and metro and likely add greater value overall and serve more customers. This service alone for some of the wealthiest portions of the county does does not seem equitable or as progressive an approach as the situation warrants.		Other
665	01, 02, 03 -- for the hoity toity North Arlingtonians who demand a bus? WE SHOULD BE SO LUCKY!!!!	High Priority	Other
716	I live right near the border of the proposed on-demand zones 1-2 (my ART stop is at N. 31st Street on Military Road). I understand that my zone would direct riders to Courthouse, and to get to Ballston I would need to head a bit north to get into Zone 2. I'd like to know more about the potential timing of this transition, and understand more about how it would work - would we use an app like Uber to call for a ride? Would the county subsidize the fare so it's comparable to the current ART bus ride? It sounds like it could have the potential of being more convenient, since this service is infrequent and ends quite early in the evening to be reliable for my commute (currently last bus leaves Ballston at 7 pm).	Medium Priority	Other
1201	This is for all on-demand services. Bad idea. This is subsidizing the wealthiest persons in the county who can afford an uber ride. Most likely it's subsidizing their maids and nannies who are paid as little as possible. Bad idea, unless you spread this around to all of Arlington.	Oppose	Oppose
431	Don't understand how on-demand works.	Oppose	Oppose

Route 1

569	Eliminate all "On Demand" bus service. It is too expensive, and serves only the wealthy households whose maids, nannies, and other labor need to get around. The residents of those areas CHOSE to live far from bus lines, and the rest of us should not subsidize them. Let those residents pay for transportation for their maids, nannys, etc. "On Demand" means taxis, Uber, and Lyft. Not public transportation.	Oppose	Oppose

Route 10A,E,R,S

Comment Count: 10 Pro: 9 Oppo 1 Other:

ID	Comment	Priority	Evaluation
53	As long as you keep the 43 the 10 s to rosslyn are redundant from crystal city vre		Pro
60	Fine	High Priority	Pro
184	please expand route to Eads street south of 23rd. there are no buses at all offered on this route!	High Priority	Pro
234	Glad to see the extension of the 10E! This will help North Arlingtontians transfer at Rosslyn to get to Alexandria vs. the old way where we had to get to Crystal City.	Low Priority	Pro
848	Malisimo el servicio TRANSLATION: The service is terrible	Low Priority	Pro
853	10e change to old town and pentagon city and rossyln are good destinations	Medium Priority	Pro
852	People ride from alexandria to rossyln	Medium Priority	Pro
849	Buen servicio TRANSLATION: Good service	Medium Priority	Pro
55	Good idea to connect to huntington	Medium Priority	Pro
652	Extending the service to the north (Rosslyn) and to the south (Huntington Station) without commensurate headway decreases will result in less reliable bus service, longer waits, and missed MetroRail connections. It represents another disincentive to taking the bus.	Oppose	Oppose

Route 10B

Comment Count: 31 Pro: 17 Oppo 13 Other: 1

ID	Comment	Priority	Evaluation
157	I support that the 10 b have a new route now		Pro
856	A veces no es puntual.8:30 am. Pasa 15 min tarde. Parada de Mt vernon TRANSLATION: Sometimes it is not on time. 8:30am. It comes 15 mins late. Mt Vernon stop		Pro
172	The service is good the bus comes on time	High Priority	Pro
860	Mas frecuente porfavor TRANSLATION: More frequent please	High Priority	Pro
861	Que pase mas frecuente TRANSLATION: That is comes more often	High Priority	Pro
862	Le gusta que en un futuro pase mas seguido TRANSLATION: I would like it if in the future the bus came more often	High Priority	Pro
863	Esta de acuerdo que los buses pasen mas frecuente TRANSLATION: I agree that the buses run more frequently	High Priority	Pro
865	Quisiera que el 10b pase por la clinica de ortopedia Anderson Ortopeadic Clinic ubicada 2445 Army Navy Dr , la ruta antigua TRANSLATION: I would like for the 10B to pass by the orthopedic clinic Anderson Ortopeadic Clinic located at 2445 Army Navy Dr, the old route	High Priority	Pro
885	Todo bien TRANSLATION: all good	High Priority	Pro
569	The more 10B buses, the better. The shorter the intervals, the better. Do not reduce service on the 10B Route.	High Priority	Pro
899	Bueno TRANSLATION: Good	Low Priority	Pro
886	Tarde TRANSLATION: late	Low Priority	Pro
159	Please continue to reed have	Low Priority	Pro
548	Consider a limited stop option for this route.	Low Priority	Pro
15	I do not have any issues with the 10B changes as long as the frequency is not reduced when finalized.	Low Priority	Pro

Route	10B		
52	I like it more direct to ballston	Medium Priority	Pro
118	I wish it would come a little more frequently to braddock station	Medium Priority	Pro
681	Been taking the last 2 weeks -- service is fine		Other
665	WE WANT TO GO TO BALLSTON, NOT COURTHOUSE!!!! YOU are idiots playing a board game! WE are people who DEPEND on the bus to get us around!!!!!	High Priority	Oppose
380	Don't like the idea of eliminating 10B service on Walter Reed. Now I'll have to transfer every time I want to go to Ballston.	Medium Priority	Oppose
117	I liked in that neighborhood I eoukdnt want it cut. And the 23 does the same thing	Oppose	Oppose
197	I would greatly prefer keeping the 10B on its current route and schedule. Currently, the 10B and ART 77 lines provide frequent service (~4 buses per hour on weekdays, ~3 buses per hour on weekends). However, I would request that if the ART 77 bus will be replacing the 10B on South Walter Reed Drive entirely, AM and PM rush-hour service on the ART 77 should be adjusted to every 15 minutes, and regular Saturday service should be every 20 minutes, to avoid potential crowding and delay issues.	Oppose	Oppose
438	We need a route originating from Ballston Mall that turns on South 2nd St. Nobody wants to have to transfer to an ART bus! Please leave this route as-is.	Oppose	Oppose
602	Why are you morons trying to stop the 10B access on S 2nd Street? I've been catching it on 2nd & Highland for 20 years and it picks up riders at every stop along 2nd Street, including kids from Thomas Jefferson. If they build a new school next to TJ, we'll need all the bus service we can get along 2nd St. Have you bozos even talked to the School Board?	Oppose	Oppose
607	Please don't remove the dogleg that runs between penrose and Arlington heights! It's the only direct route to old town. It's how our family commutes and other routes don't work. A perfect connection between Arlington and Alexandria. to save time, Please look at the left turn from mount Vernon to glebe road. It's awful!	Oppose	Oppose

Route	10B		
659	Please do not take the 10B Bus off 2nd St! That bus and its stops along 2nd St S are our neighborhood's best option to get to Ballston. Ballston Metro is the closest subway station to Arlington Heights, and our neighborhood considers ourselves within the Ballston area. The ability to get to and from the Ballston Metro on the 10B bus is why many of us live east of Glebe. Late at night, the 10B is our only late-night option to get home from the Ballston Metro. If you change 10B's route, you will be discriminating against the Arlington Heights neighborhood. Please don't do it.	Oppose	Oppose
718	Moving the 10B onto S. Glebe Rd. from it's current routing on Walter Reed Drive eliminates the only direct route to Ballston for many riders along this stretch (and there are already plenty of Ballston-bound Metrobuses on that stretch of Glebe Rd.	Oppose	Oppose
1111	Hello, Please reconsider eliminating the 10B route through Penrose. An ART bus to Courthouse is much less useful; Ballston is a major bus hub and also has a lot more offices and such is a much more useful destination. The 10B has been essential both to my commute and to our evening excursions. The proposed elimination of the 4A to Rosslyn already removes another good option to get to a bus hub on the orange line as well, so losing the 10B would hurt even worse. There is also a gap in capital bikeshare coverage that makes riding to a farther stop challenging.	Oppose	Oppose
1112	My husband works at Ballston, and we live right on the 10B route, which, if changed, we wouldn't live on it anymore. I'm not sure how 45 would replace this - it doesn't go as late, and Ballston is a bus hub, whereas Courthouse is not. We also love taking the 10B to Shirlington for outings.	Oppose	Oppose
81	Its important that it reaches the ritaid bus stop, walter reed and columbia pike. Giant is there too.	Oppose	Oppose
624	Keep the current route which goes down 2nd Street South. It is necessary for the Arlington Heights neighborhood. It will be more necessary with all of the increased traffic on 2nd Street due to the new school on the TJ site.	Oppose	Oppose

Route 15K,L

Comment Count: 5 **Pro: 3** **Oppo 1** **Other: 1**

ID	Comment	Priority	Evaluation
595	Would like to see increased frequency at peak morning times on the East Falls Church metro side of this route.	High Priority	Pro
236	I am happy to have the 15L morning rush service, but it doesn't make sense to me that similar service isn't offered in the afternoon. I would like Metro to offer northbound 15L rush service along Military Road during the afternoon rush. (This would be especially important if the ART 53 were eliminated, although I strongly support keeping the 53).	High Priority	Pro
244	If County eliminates 53, coordination/partnership with WMATA is encouraged to continue suppport for the communities who utilize bus transportation along the Military Road corridor.	High Priority	Pro
174	If ART 53 service is significantly cut or eliminated, then the 15L becomes critically important for the morning commute for those living near Military Road. Unfortunately, for the evening commute the 15 is not an option.	High Priority	Other
1160	The Metrobus 15L route is my preferred route during the AM rush because its an express to the Rosslyn Metro Station. This route is more efficient because I avoid four Metro stations (Ballston, Virginia Square, Clarendon, Court House) which saves both time and money. Unfortunately, 15L/K route PM Rush does not service Lee Highway/Military Road/Chain Bridge Road. There has been no Metrobus PM Rush service for several years since the Metrobus 22 was cancelled and replaced by the ART 53.	Oppose	Oppose

Route 16A,B,E,J,P

Comment Count: 43 Pro: 21 Oppo 13 Other: 9

ID	Comment	Priority	Evaluation
104	Please keep the Orme St. stop on Columbia Pike. Our family uses it everyday, to take our child to daycare, to go to work, and to run errands. It would be a much longer walk with our child reach the bus for a long commute if you eliminate this stop.	High Priority	Pro
143	Please keep the Orme St. bus stop on Columbia Pike!	High Priority	Pro
194	I am wary of the elimination of routes along Columbia Pike to the Pentagon. I would like to see a "net effect" chart to see if the new A/J/X arrangement results in longer or shorter wait times along the Pike to catch a bus to the Pentagon.	High Priority	Pro
706	I support eliminating the recommended routes and increasing the service on the other routes. Please keep the Scott Street stop on all 16 routes.	High Priority	Pro
706	I support eliminating the recommended routes and increasing the service on the other routes. Please keep the Scott Street stop on all 16 routes.	High Priority	Pro
741	After the cancellation of the trolley, the residents of COlumbia Pike were told that we would be seeing expanded Bus Service on the Pike. However, this plan seems to decrease bus service, particularly bus service to the Pentagon with the consolidation of these bus lines. I cannot see how this consolidation better serves the community on Columbia Pike - except to take away buses during the week.	High Priority	Pro

Route 16A,B,E,J,P

1123	I was riding the bus home from the Pentagon and my stop at S Rolfe Street was announced, but the bus driver blew past and stopped at S Scott Street. There is a very large neighborhood of taxpaying homeowners who live between S Scott St and Orme Street, yet the bus stop with the blinking light, painted crosswalk, and what will be the only bus stop between Washington Blvd and S. Courthouse Rd is better serving the rental communities of the Columbia Heights neighborhood. There used to be a bus stop operating both ways on S. Rolfe street, and during the construction (and in anticipation of the streetcar that never was), it was removed. I am excited about plans to streamline the bus service and consolidate routes for less confusion, and an increase in ridership. However, it does not seem that the answer should be to take away the convenience of having stops closer to one's home. Think about bad weather, the disabled, people who cannot advocate for themselves. And please think about what makes buses sound like a better choice than driving. I know that S Rolfe Street is not the only stop on the chopping block, but I urge you to further explore the area and consider the negative impact taking these stops away will have on residents.	High Priority	Pro
1143	Please keep the Scott street stop on ALL 16 routes.	High Priority	Pro
1143	Please keep the Scott street stop on ALL 16 routes.	High Priority	Pro
1197	The Scott st stop is busy with all the apartments nearby. keep the stop on ALL 16 routes; not just the proposed local route.	High Priority	Pro
1200	On all #16 bus lines: Do NOT eliminate stop at Columbia Pike & S Scott street. This is an important stop along the route as many passengers cannot walk either west to S Courthouse RD or east to S Orme St.	High Priority	Pro
1278	I live just off Columbia Pike and S. Barton. The 16 route is good.	High Priority	Pro
190	I have taken the 16 line buses to and from work for 7.5 years. For the first 6 years, my bus stop was Walter Reed and Columbia Pike. For the 18 months, it has been Barton and Columbia Pike. While I understand wanting to spread premium bus stops apart, I think Barton and Columbia Pike should be an exception. From casual observations, it has as many - if not more - riders than Columbia Pike and Walter Reed. Given proximity to the city, having to walk farther to a premium service stop could be a tipping point for me and others to drive to metro, reducing bus ridership and valuable fares.	High Priority	Pro

Route	16A,B,E,J,P		
190	I have taken the 16 line buses to and from work for 7.5 years. For the first 6 years, my bus stop was Walter Reed and Columbia Pike. For the 18 months, it has been Barton and Columbia Pike. While I understand wanting to spread premium bus stops apart, I think Barton and Columbia Pike should be an exception. From casual observations, it has as many - if not more - riders than Columbia Pike and Walter Reed. Given proximity to the city, having to walk farther to a premium service stop could be a tipping point for me and others to drive to metro, reducing bus ridership and valuable fares.	High Priority	Pro
191	I am certain you have looked carefully at this-at least I hope you have. The 16 lines serve a low income population, some off the the Columbia Pike corridor by several blocks. Cutting service to these neighborhoods may cause a real hardship, transfers that increase per ride cost should be taken into consideration.	High Priority	Pro
743	I am a daily Pike bus commuter. Off-board fare collection would be a huge improvement and should be done on all the Columbia Pike buses, not just the proposed 16M. This should be done as soon as possible.	High Priority	Pro
880	Mejor el servicio de las fines de semana, pero el bus no viene y essa retrasado TRANSLATION: Weekend service is better, but the bus doesn't come and is late	High Priority	Pro
194	I think the best thing for the Pike, bus-wise, would be a dedicated bus/bike lane since there is no good bike route to get down the Pike to the Pentagon / Pentagon City, etc. This would create a car traffic monster unless you disallow left hand turns unle	High Priority	Pro
281	Please consider that many commuters need options between going to the Pentagon or Pentagon City as traffic and rail conditions permit. Make sure that we continue to have the existing stops serviced with the new plan.	High Priority	Pro
281	Please consider that many commuters need options between going to the Pentagon or Pentagon City as traffic and rail conditions permit. Make sure that we continue to have the existing stops serviced with the new plan.	High Priority	Pro
544	I support the frequency increase of the proposed 16 J.	Medium Priority	Pro
69	A Shuttle type alternative service is needed between Pentagon City and Penrose Place / Halstead, the 16's frequently get stuck in the am between Carlyn Springs and Walter Reed; like a comfortable smaller bus running every 5-10 minutes would be an improvement, although 16's in general are pretty good. Less wait times leaving the Mall and turning left on Army Navy should be a priority by traffic light management. Improved left turn signals by the Air Force Memorial are badly needed to shorten en rout time.	High Priority	Other

Route	16A,B,E,J,P		
69	A Shuttle type alternative service is needed between Pentagon City and Penrose Place / Halstead, the 16's frequently get stuck in the am between Carlyn Springs and Walter Reed; like a comfortable smaller bus running every 5-10 minutes would be an improvement, although 16's in general are pretty good. Less wait times leaving the Mall and turning left on Army Navy should be a priority by traffic light management. Improved left turn signals by the Air Force Memorial are badly needed to shorten en rout time.	High Priority	Other
69	A Shuttle type alternative service is needed between Pentagon City and Penrose Place / Halstead, the 16's frequently get stuck in the am between Carlyn Springs and Walter Reed; like a comfortable smaller bus running every 5-10 minutes would be an improvement, although 16's in general are pretty good. Less wait times leaving the Mall and turning left on Army Navy should be a priority by traffic light management. Improved left turn signals by the Air Force Memorial are badly needed to shorten en rout time.	High Priority	Other
365	No	High Priority	Other
370	I would like a bus that start at 5:00Am going to DC	High Priority	Other
580	I do NOT understand the changes being made to the Columbia Pike #16 routes. It seems as though there are far fewer buses, especially late night. The #16 buses should have their own section showing how the many changes will affect riders - especially in the Penrose, Columbia Heights & Arlington View neighborhoods.	High Priority	Other
194	Columbia Pike realignment should include the addition of a bike lane in the new areas where there is more space available and bike markings on the remainder of the Pike. Although some neighborhood bike bypasses exist along the Pike, nothing gets you "down the hill" without spending at least some time on Columbia Pike at the moment.	High Priority	Other
848	Buen servicio TRANSLATION: Good service	Oppose	Other
846	Buen servicio TRANSLATION: good service	Oppose	Other
297	1. Please don't eliminate the Oakland Street stop. My commute is already painful enough with two transfers, and I rely on this stop heavily, as do a number of older / less economically advantaged folks. 2. By "premium" I suppose that means premium prices as well.. All that will do is discourage riders from taking the non local lines and effectively force them to pay more for the same service that they get if they wait for a local line. Please don't raise rates again. 3. Spending money on live information systems at stops is a waste of money. We all have smart phones. I recommend improving the quality of information available to these services.	Medium Priority	Oppose

Route	16A,B,E,J,P		
297	1. Please don't eliminate the Oakland Street stop. My commute is already painful enough with two transfers, and I rely on this stop heavily, as do a number of older / less economically advantaged folks. 2. By "premium" I suppose that means premium prices as well.. All that will do is discourage riders from taking the non local lines and effectively force them to pay more for the same service that they get if they wait for a local line. Please don't raise rates again. 3. Spending money on live information systems at stops is a waste of money. We all have smart phones. I recommend improving the quality of information available to these services.	Medium Priority	Oppose
297	1. Please don't eliminate the Oakland Street stop. My commute is already painful enough with two transfers, and I rely on this stop heavily, as do a number of older / less economically advantaged folks. 2. By "premium" I suppose that means premium prices as well.. All that will do is discourage riders from taking the non local lines and effectively force them to pay more for the same service that they get if they wait for a local line. Please don't raise rates again. 3. Spending money on live information systems at stops is a waste of money. We all have smart phones. I recommend improving the quality of information available to these services.	Medium Priority	Oppose
106	Please do not eliminate the Orme St. stop on Columbia Pike. My family uses this stop regularly to go to work and to run errands that benefit the local economy. It would be a much longer walk on top of a long commute for our family if this stop is eliminated. It is a stop our community relies on and we need to keep it.	Oppose	Oppose
108	Please keep the Orme Street stop! As a past president of the Foxcroft Heights Civic Association, I know how heavily our residents rely on this stop. I use it, my neighbors use it, and our visitors use it. In addtion, the halfway house uses it, too. Thank you for your consideration.	Oppose	Oppose
140	Please keep the Orme Bus Stop on Columbia Pike. this will affect our local economy and small businesses in our neighborhood.	Oppose	Oppose
307	Please do not eliminate the Orme St. stop on Columbia Pike, or eliminate this route! Our whole neighborhood counts on that stop to access jobs, shops and the community!	Oppose	Oppose

Route	16A,B,E,J,P		
608	premium bus service proposed falls far short of what was promised. It skips stops (even after consolidating them) for the premium service, which is intended to speed it up. Fine, but how are we going to entice more people to ride transit when it does not stop near their home? How are we going to adopt this premium service as a way to get to the grocery store when it bypasses them? It looks like it is intended only for commuting, when we have been trying for more than a decade to get transit that will change our neighborhoods into more transit-oriented places for all purposes. There is no information on the new buses that are intended to entice people who don't ride the buses now. There is no timetable on when this service (promised a year and a half ago to be implemented immediately) will begin, when the new buses will be here, and no timetable on when the upgraded transit stations will be built.	Oppose	Oppose
608	premium bus service proposed falls far short of what was promised. It skips stops (even after consolidating them) for the premium service, which is intended to speed it up. Fine, but how are we going to entice more people to ride transit when it does not stop near their home? How are we going to adopt this premium service as a way to get to the grocery store when it bypasses them? It looks like it is intended only for commuting, when we have been trying for more than a decade to get transit that will change our neighborhoods into more transit-oriented places for all purposes. There is no information on the new buses that are intended to entice people who don't ride the buses now. There is no timetable on when this service (promised a year and a half ago to be implemented immediately) will begin, when the new buses will be here, and no timetable on when the upgraded transit stations will be built.	Oppose	Oppose
674	I depend late night bus service provided by the 16E service from Pentagon to South Four Mile Run Dr. There is no other bus service available around midnight.	Oppose	Oppose
1198	We need eastbound bus stops at Rolfe St and Scott St both. The Rolfe St stop serves a large neighborhood ("Freedman's Village")	Oppose	Oppose

Route 16A,B,E,J,P

420	Hello, I am a multi year Arlington resident and registered, active voter. I live at 3831 9th Rd S, Arlington, VA 22204. I use the 16 routes to commute to work and also to my volunteer position at the Smithsonian. Using public transportation for me is not a choice as I have a disability that hinders my ability to safely drive, nerve damage in my right foot that two surgeries only made worse. This disability also limits the distance and length of time I can walk due to chronic pain. Having to walk an extra quarter to half mile for a bus stop is not an option for me especially when returning from work which is usually the height of my pain for the day. I am also very concerned for those that live across the street from me that also use this stop. This bus stop is outside of a large public housing complex. I am greatly disturbed that out of all the stops along the Pike the county is considering closing one that is so well used by some of the most vulnerable members of our community, to call this decision shameful would be an understatement. Arlington promotes itself as a progressive county, but how can it advertise itself as such when it does not act upon what it preaches. This stop is in constant use through both the AM and PM rush hours. It is also frequently used during the day and on weekends. I cannot believe than an actual study or survey on ridership for this particular stop was completed. It is bad enough that the crossing across Columbia Pike at S. Oakland requires a will of steel and Frogger-esque maneuvering skills due to drivers' consistent dismissal of the crosswalk sign and failing to yield even if a pedestrian is already more than half way across the street, but removing this bus stop will cause even more harm to those that rely on it. Fellow members of the neighborhood with mobility issues such as myself, and the residents of the public housing complex, many of which ride the bus with small children will be negatively affected by the closure of this stop. I strongly urge you to reconsider your plans, and pick more appropriate spots to consolidate the line. There are several stops that are quite close together towards Walter Reed and Penrose Square that would be much more appropriate, but oh wait... those are where all the high priced apartments are...they certainly access to public transit over those in public housing. I really tried to write this without having to resort to sarcasm, but I failed to do so. I keep trying to think of how this decision could have possible been arrived at, but I am at a loss. I will certainly remember the outcome of this come election time for county board, and I will note who votes for or against this plan.	Oppose	Oppose
1223	Please make sure to keep the Scott Street and Columbia Pike stop, since many residents rely on this stop.	Oppose	Oppose

Route 16G,H,K

Comment Count: 40 Pro: 11 Oppo 27 Other: 1

ID	Comment	Priority	Evaluation
190	I have taken the 16 line buses to and from work for 7.5 years. For the first 6 years, my bus stop was Walter Reed and Columbia Pike. For the 18 months, it has been Barton and Columbia Pike. While I understand wanting to spread premium bus stops apart, I think Barton and Columbia Pike should be an exception. From casual observations, it has as many - if not more - riders than Columbia Pike and Walter Reed. Given proximity to the city, having to walk farther to a premium service stop could be a tipping point for me and others to drive to metro, reducing bus ridership and valuable fares.	High Priority	Pro
336	Oakland St. Bus Stop is the only way I can get anywhere.	High Priority	Pro
454	These buses are not well timed. There will be no bus for a while and then two of them will show up at the same time.	High Priority	Pro
550	He is at walter reed stop and will benefit fromchanges proposed	High Priority	Pro
551	She takes bus on south scott street, would prefer to continue being dropped off at pentagon city rather than pentagon or having to switch Better signage needed to get ariund	High Priority	Pro
842	. El H no tiene horario no sale en website. Toma a las 5:22 en crystal city durante el.dia cilumbia pike no se sabe el horario. 16G Es una buena linea. TRANSLATION: The H bus schedule is not on the website. I take the 5:22 from Crystal City during the day Columbia Pike you don't know the schedule. 16G is a good route.	High Priority	Pro
104	Please keep the Orme St. stop on Columbia Pike for the Pentagon City routes. Please do not replace it with a limited-stop Pentagon City route (16M) that bypasses our neighborhood. Our family uses it everyday, to take our child to daycare, to go to work, and to run errands. It would be a much longer walk with our child reach the bus for a long commute if you eliminate this stop.	High Priority	Pro
1123	Same comment as above. I was riding the bus home from the Pentagon and my stop at S Rolfe Street was announced, but the bus driver blew past and stopped at S Scott Street. There is a very large neighborhood of taxpaying homeowners who live between S Scot	High Priority	Pro

Route	16G,H,K		
1135	I'm gonna miss this route because it will convert the new Route 16M, but it's still a great route to remember Columbia Pike riders riding on it everyday.	High Priority	Pro
1202	You need to keep ALL the stops on Columbia Pike and increase the frequency of Route 16 buses. The Arlington Board already screwed those of us on Columbia Pike (South Arlington) by reneging on the promise of the street car! City planners need to make sure	High Priority	Pro
1193	Please do not eliminate the Scott Street stop! You already eliminated the Rolfe Street stop and if Scott Street is also eliminated there will be no stop for half a mile.	Low Priority	Pro
89	I need the sarveis on the weekend after midnight		Other
105	The 16M will not serve the Foxcroft or Arlington View appropriately as the proposed bus stop is not in a residential area. It would be unsafe for families to to cross Columbia Pike to catch a bus to the VDOT or Navy Annex sites in they are currently located at a hill and curve creating blind spots for motorists, especially at night. Further, the proposed bus stop would require additional capitol improvements such as sidewalks (there aren't any by the Navy Annex that) that are ADA compliant nor that are wide enough for strollers.	Oppose	Oppose
141	Please keep the Orme Bus Stop on Columbia Pike. this will affect our local economy and small businesses in our neighborhood.	Oppose	Oppose
138	Please tell us what the upside is to no longer stopping at Columbia Pike and Orme St. The downside is obvious. The impact on the bus driver is hardly more than stopping at a stop sign, yet you'll inconvenience or lose some of your core users of public transportation. It sounds funny to say this, but, "Please resist the urge to make public transportation less usable."	Oppose	Oppose
216	I use the 16H bus to commute to/from work every day. It is unreliable as it is. To eliminate the South Oakland St. bus stop would make me consider giving up using public transport for my commute.	Oppose	Oppose
363	16G should not be eliminated. Because the pike needs local stop service to pentagon city and not the pentagon. Remain jusr like it is	Oppose	Oppose

Route	16G,H,K		
387	Eliminating the Oakland and Monroe bus stops to Pentagon City and Crystal City is a terrible idea. In addition to this bus stop serving many members of our community, there is also strong data to support the inclusion of the South Oakland Street bus stop to service all bus lines along Columbia Pike. Public transit research supports optimal spacing between bus stops ranging from 1,200-1,250 feet. Eliminating the South Oakland Street stop would result in a coverage gap of 2,950 feet - well over twice the distance recommended by those who have studied this issue carefully. The coverage gap created would constitute the longest developed stretch of Columbia Pike without a bus stop between S. Greenbrier and S. Courthouse Road. Finally, the walk between S. Quincy and Glebe includes a very steep hill. And no one should have to transfer to another bus when a convenient stop is within walking distance.	Oppose	Oppose
387	Eliminating the Oakland and Monroe bus stops to Pentagon City and Crystal City is a terrible idea. In addition to this bus stop serving many members of our community, there is also strong data to support the inclusion of the South Oakland Street bus stop to service all bus lines along Columbia Pike. Public transit research supports optimal spacing between bus stops ranging from 1,200-1,250 feet. Eliminating the South Oakland Street stop would result in a coverage gap of 2,950 feet - well over twice the distance recommended by those who have studied this issue carefully. The coverage gap created would constitute the longest developed stretch of Columbia Pike without a bus stop between S. Greenbrier and S. Courthouse Road. Finally, the walk between S. Quincy and Glebe includes a very steep hill. And no one should have to transfer to another bus when a convenient stop is within walking distance.	Oppose	Oppose
426	The proposed 16M is proposed to not stop at the Oak St stop along Columbia Pike. However, this stop provides access to/from Joint Base Myer-Henderson Hall, as well as the Foxcroft Heights neighborhood and other neighborhoods to the west, many of who go to/from Pentagon City Station. The gap after the last stop in the 16M before it gets to Pentagon City is bigger than any of the other gaps in the route. Adding the Oak St stop to the 16M line would get rid of the big gap and provide all of the people who go to Pentagon City the same frequency of service we get today. I cannot support this proposal if it means we lose this frequency of service. Please do not reduce service to Pentagon City at Oak St. Thank you.	Oppose	Oppose
474	In general, I like the proposed service improvements to the Columbia Pike to Pentagon City and back routes. I do not think that adding Crystal City passengers to this route is a good idea as buses beginning at Pentagon City are often full. Adding Crystal City passengers would only make this situation worse at rush hour.	Oppose	Oppose

Route	16G,H,K		
491	Would like it to stay how it is. It works well for me. Would have to walk to the pike from arlington mill	Oppose	Oppose
661	I strongly oppose the plan to eliminate the S. Oakland St bus stop for Metro Bus Routes 16G/H. This stop should be left as it is because there are many apartment complexes/condo communities with residents in this area that use this stop for mean of transportation and commuting. Many people rely in this area use Metro bus as their only means of transport. Due to its location the S. Oakland St. stop is integral to that purpose. Please do not close this bus stop.	Oppose	Oppose
921	La 16G es una ruta bastante usada en mi vecindario de Arlington Mill. Durante todo el día, noche y fin de semana. Veo que proponen eliminar esta ruta y en ves aumentar el servicio del Art41 y Art45. El problema es que el 16G es más rápido y llega con más frecuencia de llegar a Columbia Pike y al metro. Al contrario, el Ar41 y Ar45 tienen muchas paradas y se demoraron hasta 10 minutes in la esquina de Columbia Pike y Dinwiddie (en frente del centro Comunitario Arlington Mill). Hay 7,000 mil personas en este vecindario (más de la mitad son adultos) y la mayoría ganan menos del promedio de Arlington, y depende de los buses. No solo lo están haciendo el viaje al metro más largo, pero también más costos porque ahora se tiene que tomar dos buses (16G y 16M) para llegar a Pentagon. Me temo que estos cambios motivan a personas que manejan en vez de ir en buses, cosa que complica más el problema que tenemos de estacionamiento. 16G is a path well used by my neighborhood of Arlington Mill. Throughout the day, night and weekend. I see you propose to remove this route and increase service on Art41 and Art45. The problem is that the 16G is faster and reaches Columbia Pike and the metro faster than ART. On the contrary, Ar41 and AR45 have many stops and have a delays up to 10 minutes in the corner of Columbia Pike and Dinwiddie (opposite the Arlington Mill Community Center). There are 7,000 thousand people in this neighborhood (more than half are adults) and most earn less than the average of Arlington ion, and heavily depend on the buses. Your proposal is not only making the trips longer, but also more costly because now you have to take two buses (16G and 16M) to reach Pentagon. I fear that these changes will encourage people to drive instead of going by bus, which complicates the problem we have with parking.	Oppose	Oppose
1223	Please make sure to keep the Scott Street and Columbia Pike stop, since many residents rely on this stop.	Oppose	Oppose

Route	16G,H,K		
1226	I oppose staff's recommendation to eliminate service to the S. Oakland stop (together with the S. Quincy and S. Monroe stops), as this would create a coverage gap of 2,950 feet between stops -- over double the distance considered ideal in recent quantitative optimal spacing studies. Because the proposed "premium" service would replace (rather than augmenting) existing local service, our community would lack direct transit options to Pentagon City/Crystal City. The additional walk time to the next-closest stop would be 5 minutes, which would add 10 minutes to the daily commute time for those of us in the community who rely on this service (which translates into 40 hours annually). This total does not count the long pedestrian wait time to cross S. Glebe road, which would be necessary in both directions -- as both eastbound and westbound S. Glebe stops are located on the opposite side of the road (across 5 and 6 lanes of traffic, respectively). The signal cycle between walk signs to cross S. Glebe Road is over 90 seconds long. "Self-transferring" from local service at the S. Oakland stop to premium service at a subsequent stop is not an attractive option for passengers as it would lead to a significant number of missed connections and decrease predictability of service. Moreover, passengers who do "self-transfer" would need to board/alight along Columbia Pike three times in each direction, rather than just once. Tripling the amount of time a passenger needs to spend getting on and off busses along Columbia Pike would be counterproductive to the goal of faster service. To avoid this outcome, premium stops must remain reasonably walkable to residents -- which means avoiding substantial coverage gaps along the core Columbia Pike corridor. The community around S. Oakland St. is one of the more densely-populated and diverse neighborhoods in Arlington. The population density in the census block just south of the S. Oakland stop is double that of the County as a whole (and denser than that of every other major city in the U.S., except NYC). The recommendation to eliminate service at the S. Oakland stop would also disproportionately affect residents of market-rate affordable housing along Columbia Pike. S. Oakland St. has long been considered a key transit point along Columbia Pike and was included as a core streetcar stop. The County has committed to "enhancing local bus services within communities" along Columbia Pike. The proposal to *eliminate* local service to Pentagon City/Crystal City at S. Oakland -- as well as at the stops immediately before and after S. Oakland -- would do just the opposite.	Oppose	Oppose
106	Please do not replace the Pentagon City routes (16G/16H/16K) with a limited-stop Pentagon City route (16M) that bypasses our neighborhood. Our community relies on this stop for jobs, kids, and visiting the local economy.	Oppose	Oppose

Route	16G,H,K		
106	Please do not replace the Pentagon City routes (16G/16H/16K) with a limited-stop Pentagon City route (16M) that bypasses our neighborhood. Our community relies on this stop for jobs, kids, and visiting the local economy.	Oppose	Oppose
108	president of the Foxcroft Heights Civic Association, I know how heavily our residents rely on this stop. I use it, my neighbors use it, and our visitors use it. In addtion, the halfway house uses it, too. Thank you for your consideration.	Oppose	Oppose
354	Most of the people who ride the 16g live up the hill in arlington mill	Oppose	Oppose
307	Please do not eliminate the Orme St. stop on Columbia Pike, or eliminate this route! Our whole neighborhood counts on that stop to access jobs, shops and the community!	Oppose	Oppose
581	16g elimination: Bad - residents (especially elderly) in the Arlington Mill/GlenCarlyn/ForestGlen neighborhoods will now have to transfer on the Pike to get to Metro. So although the frequency of the ART41 increases to compensate, that is more than washed out by the transfer time resulting in a net reduction in service.	Oppose	Oppose
434	As a daily user at Barton Street, the bus is frequently full; so, see no reason to eliminate this stop	Oppose	Oppose
608	premium bus service proposed falls far short of what was promised. It skips stops (even after consolidating them) for the premium service, which is intended to speed it up. Fine, but how are we going to entice more people to ride transit when it does not stop near their home? How are we going to adopt this premium service as a way to get to the grocery store when it bypasses them? It looks like it is intended only for commuting, when we have been trying for more than a decade to get transit that will change our neighborhoods into more transit-oriented places for all purposes. There is no information on the new buses that are intended to entice people who don't ride the buses now. There is no timetable on when this service (promised a year and a half ago to be implemented immediately) will begin, when the new buses will be here, and no timetable on when the upgraded transit stations will be built.	Oppose	Oppose

Route	16G,H,K		
608	premium bus service proposed falls far short of what was promised. It skips stops (even after consolidating them) for the premium service, which is intended to speed it up. Fine, but how are we going to entice more people to ride transit when it does not stop near their home? How are we going to adopt this premium service as a way to get to the grocery store when it bypasses them? It looks like it is intended only for commuting, when we have been trying for more than a decade to get transit that will change our neighborhoods into more transit-oriented places for all purposes. There is no information on the new buses that are intended to entice people who don't ride the buses now. There is no timetable on when this service (promised a year and a half ago to be implemented immediately) will begin, when the new buses will be here, and no timetable on when the upgraded transit stations will be built.	Oppose	Oppose
1198	We need eastbound bus stops at Rolfe St and Scott St both. The Rolfe St stop serves a large neighborhood ("Freedman's Village")	Oppose	Oppose
323	I think it is important to retain the stop at S. Oakland Street. It is too far between George Mason and Glebe to not offer service. Many people use this stop who are not able-bodied enough to to walk that far, and many people rely on this bus stop as th	Oppose	Oppose
324	It is important to keep service to the bus stop at S. Oakland Street. Removing this stop would result in a very large coverage gap from George Mason to Glebe. There are many people who use this stop who are not able-bodied enough to walk all the way up	Oppose	Oppose
543	Keep the 16g, there are a lot of arpartments and condos up in arlington mill	Oppose	Oppose
743	I am a daily Pike bus commuter. Off-board fare collection would be a huge improvement and should be done on all the Columbia Pike buses, not just the proposed 16M. This should be done as soon as possible.	High Priority	

Route 16M

Comment Count: 44 Pro: 37 Oppo 6 Other: 1

ID	Comment	Priority	Evaluation
516	Faster trip down the pike would br good, I transfer at carlin spring to routes to southern towers		Pro
517	Already happy with the 16 bus, any improvement is good. Get off at scott now, but would walk to courthouse rd stop		Pro
17	I truly hope that the addition of this line and adjustments to the other routes will lead to more efficient and better timed service on Columbia Pike.	High Priority	Pro
67	Implementation is just as important as plan. Buses need to be spaced out. Run more on off peak hours.	High Priority	Pro
353	Would like to see a stop at Orme on 16M and local routes too	High Priority	Pro
214	I'm so grateful and thankful for better service on the 16H via 16M. I need a steady route from Columbia Pike/Buchanan to Crystal City	High Priority	Pro
242	I really like the new proposed 16M service. I live in Skyline and work in Crystal City; so this would perfectly fit my commute. The longer operating hours and increased frequency make this very appealing.	High Priority	Pro
358	Would like a stop at foxcroft and on army navy at joyce	High Priority	Pro
499	I support the development of this route, but there is contradictory information in the plan regarding the stop locations. The maps on page 3 of the overview document and the discussion of 16M in the Metrobus document show a stop at Buchanan St. The graphic on page 3 of the overview document, however, indicates Buchanan St will be a local stop and the 16M stop will be at Dinwiddie St. Which is correct? In all prior plans (including the streetcar/super stops), Buchanan St was designated an express stop. Given this history, the location of High Propensity areas shown in the Metrobus recommendation plan, and planned future development, Buchanan St seems like a better location for a stop than Dinwiddie St. If there is a rationale behind moving the stop to Dinwiddie, it is not apparent from the documents that have been provided, and the county should explain why Dinwiddie is a superior location for the stop.	High Priority	Pro

Route	16M		
499	I support the development of this route, but there is contradictory information in the plan regarding the stop locations. The maps on page 3 of the overview document and the discussion of 16M in the Metrobus document show a stop at Buchanan St. The graphic on page 3 of the overview document, however, indicates Buchanan St will be a local stop and the 16M stop will be at Dinwiddie St. Which is correct? In all prior plans (including the streetcar/super stops), Buchanan St was designated an express stop. Given this history, the location of High Propensity areas shown in the Metrobus recommendation plan, and planned future development, Buchanan St seems like a better location for a stop than Dinwiddie St. If there is a rationale behind moving the stop to Dinwiddie, it is not apparent from the documents that have been provided, and the county should explain why Dinwiddie is a superior location for the stop.	High Priority	Pro
518	Seems good	High Priority	Pro
531	Likes recommendatiin for 16m likes the connectiin from 1200 crystal drivr to columbua pike. In particular werkend servicr	High Priority	Pro
563	This route should make all the stops that the streetcar would have made. I strongly disagree with skipping the stop at Scott St. Many people are already walking from several blocks to the east to reach this stop because of the elimination of the Rolfe Street stop due to traffic to I-395. This will just isolate these eastern neighborhoods more from the rest of the Pike. If any buses should skip stops it should be the less frequent service to Annandale and Culmore.	High Priority	Pro
579	What exactly does "premium" bus service mean,is there an increase in fare and what would be the fare increase. There is no information on this but the name of the service leads me to believe that this is coming. I want to highlight the importance of keeping fares affordable for all, and not differentiate in the level of public service provided to less affluent people who may actually need these buses more. Also the point should be to incentivize people to use public transportation by making it easy and cheap.	High Priority	Pro
654	To fully connect the residential growth of Columbia Pike with the growing jobs center of Crystal City, the 16M should continue to the border with Alexandria at S. Glebe Road. This would best replace the original alignment of the streetcar and serve the mobility needs of Crystal City. Creation of this line is also urgent. The streetcar was intended to deliver by 2020. Delivery of the 16M should come no later, and preferably much earlier than that year. Finally, this 16M route MUST be given an exceptional brand and identity. Together with the MetroWay and the Art43, Crystal City/Pentagon City have the makings of a Premium bus network unrivaled in the region.	High Priority	Pro

Route	16M		
743	The changes proposed for this route should be implemented as soon as practicable, with the possible exception of the "special branding"--which I could take or leave. I am a daily bus commuter along the Pike corridor. In particular, off-board fare collection would be a huge improvement and should be done on all the Columbia Pike buses. Please don't wait until fancy new buses are ready to implement much needed improvements like off-board fare collection and stop consolidation. Also, reliable electronic signs with next arrival information would be a great addition that I did not see in the Transit Development Plan. Eventually,this route should be as close as possible to a "Streetcar on Wheels."	High Priority	Pro
919	Seria bien un bus que viene mas rapido, uso el 16g TRANSLATION: I would be good if the bus comes more often, I use the 16g	High Priority	Pro
1135	I've been riding on the Metrobus 16 Lines before, and I think that the new 16M would provide a all-day faster ride for those on Columbia Pike.	High Priority	Pro
1139	I am very pleased with this proposed new route. I encourage you to explore the feasibility of having transit only lanes to the extent possible.	High Priority	Pro
363	This is a very good idea. Significant improvement	High Priority	Pro
417	Wonderful idea.	High Priority	Pro
1197	Have Scott street stop on ALL routes.	High Priority	Pro
177	This looks great. Needed ASAP to support additional residents along Pike.	High Priority	Pro
194	I think premium service should include the Pentagon due to the many people that work there and it being the closest metrorail stop to DC. I understand that traffic routing slows down any bus that has to drop off at the Pentagon. Perhaps a suitable comprom	High Priority	Pro
706	Love the idea of this route.	High Priority	Pro
1261	You took all the criticism of the streetcar (and all of its benefits) to turn it into a nearly perfect transit route for the circumstances. MAKE THIS HAPPEN. Great plan.	High Priority	Pro
281	this is a good idea. make sure that peak service and late night service are good to keep crowding down. some kind of circulator may be needed to deal with the local trips Make sure there is a stop at Barton and Columbia Pike	High Priority	Pro

Route	16M		
281	this is a good idea. make sure that peak service and late night service are good to keep crowding down. some kind of circulator may be needed to deal with the local trips Make sure there is a stop at Barton and Columbia Pike	High Priority	Pro
29	(1) Does "premium service" mean a higher fare?; (2) Let's say I travel from the Walter Reed stop to either the Pentagon or Pentagon City (i.e., I need to connect to the Metro). How will the frequency of service across all Route 16 lines during peak periods compare from current state to proposed state?; (3) Please consider adding S Barton Street as a stop for this route since there is a high volume of riders during peak period. While it's only a few blocks to the Walter Reed or S Courthouse Rd stops, please remember that many riders at this stop are already walking many blocks from north or south of Columbia Pike to get to the S Barton St stop.	Medium Priority	Pro
29	(1) Does "premium service" mean a higher fare?; (2) Let's say I travel from the Walter Reed stop to either the Pentagon or Pentagon City (i.e., I need to connect to the Metro). How will the frequency of service across all Route 16 lines during peak periods compare from current state to proposed state?; (3) Please consider adding S Barton Street as a stop for this route since there is a high volume of riders during peak period. While it's only a few blocks to the Walter Reed or S Courthouse Rd stops, please remember that many riders at this stop are already walking many blocks from north or south of Columbia Pike to get to the S Barton St stop.	Medium Priority	Pro
62	This proposed route sounds like a great idea%2C along with the proposed 16Z	Medium Priority	Pro
455	This seems like a good idea but may not need all of these bells and whistles. Just better timing on the service, more sign boards announcing arrivals/departures such as at Pentagon City, and a smoother ride would be sufficient.	Medium Priority	Pro
455	This seems like a good idea but may not need all of these bells and whistles. Just better timing on the service, more sign boards announcing arrivals/departures such as at Pentagon City, and a smoother ride would be sufficient.	Medium Priority	Pro
920	Go to have frquent service to pentagon city and crystal city, but need a stop on s scott st	Medium Priority	Pro
920	Go to have frquent service to pentagon city and crystal city, but need a stop on s scott st	Medium Priority	Pro
359	If it will help getti g other people to start riding the bus then great	Medium Priority	Pro
491	Those streets aren't too farvaway, I would agree with those stops. This would be good but keep the 16 g	Medium Priority	Pro

Route	16M		
704	What are the plans for this premium bus line? Will there be a premium bus line scheduled to go to the Pentagon? Is there an increased fare?		Other
28	I would like to note that, as far as I can tell, there is no stop servicing Foxcroft Heights in the proposed route for 16M. Even the proposed streetcar route had a stop for our neighborhood, the Air Force Memorial stop. One of the Orme St. stop and the Air Force Memorial stop should be kept for our neighborhood. You can review your data and see which of the two stops have the most ridership and choose that one. Is there any rationale for why the stops that were going to be used for the streetcar are not going to be used for the 16M? I really think a stop for Foxcroft Heights is appropriate. I selected "Oppose", below, because I oppose this change if Foxcroft Heights is going to be bypassed. Thank you.	Oppose	Oppose
103	Representing many other military officers that travel to/from Henderson Hall, the Sheraton Hotel and Pentagon and Pentagon City: Any cuts in bus service throughout the day would prevent our operational readiness to go to/from duty stations. I truly hope you'll increase bus services from Orme St. while also adding a sheltered station by Oak St. I'm also aware from my volunteer efforts that any decreases to that area would also negatively impact our county's population trying to end their homelessness due to the shelter at the end of Orme St. How are they suppose to Geri appointments and job interviews without readily accessible transportation?	Oppose	Oppose
103	Representing many other military officers that travel to/from Henderson Hall, the Sheraton Hotel and Pentagon and Pentagon City: Any cuts in bus service throughout the day would prevent our operational readiness to go to/from duty stations. I truly hope you'll increase bus services from Orme St. while also adding a sheltered station by Oak St. I'm also aware from my volunteer efforts that any decreases to that area would also negatively impact our county's population trying to end their homelessness due to the shelter at the end of Orme St. How are they suppose to Geri appointments and job interviews without readily accessible transportation?	Oppose	Oppose

Route	16M		
229	This comment is geared toward peak (rush hour) service along Columbia Pike. The proposed changes to WMATA bus service on Columbia Pike make sense except for one critical failure. The proposal eliminates the 16B, 16G, and 16H routes and mostly replaces them with the new 16M route. The 16M however, does not have a proposed stop on Columbia Pike at S Barton St. This intersection is the closest stop to a huge number of residents, and also is the hub of redevelopment along the Pike. It is home to the Giant grocery store, Penrose Square, and many restaurants & other community businesses. Every day, there is a very high volume of riders who embark at this stop on their way to DC/Pentagon/Pentagon City. With the proposed changes (including changes to the WMATA routes and the ART 45 route), S Barton St will go from ~28 buses/hour at peak AM rush to ~16 buses/hour. It is a huge oversight to not only cut the number of buses stopping by nearly 50%, but also to exclude this intersection from the Pike's new premier bus route (16M). I realize that the Walter Reed stop is only a quarter mile away, but it seems critical to have premier, frequent service at this key stop in the county.	Oppose	Oppose
492	Would like to have a stop on s scott st, it would suck to have to walk to courthouse to catch the bus to pentagon city. Going to crystal city wouldn't effect me	Oppose	Oppose
307	Please do not eliminate the Orme St. stop on Columbia Pike, or eliminate this route! Our whole neighborhood counts on that stop to access jobs, shops and the community!	Oppose	Oppose

Route 16X

Comment Count:	40	Pro:	26	Oppo	14	Other:	

ID	Comment	Priority	Evaluation
712	Many people living in two very large apartment complexes use the 16x stop at South Oakland St.. Forcing us to walk to either George Mason or Glebe is inconvenient and may be physically difficult for some. Please retain the South Oakland stop. Many of us moved to this section of Columbia Pike specifically for its convenience.		Pro
71	keep the Oakland St S stop	High Priority	Pro
378	I rely on the 16x to commute to work. I access the route at South Barton Street and living nearby (and selecting where I live partially based on the nearby bus stop at S. Barton) this serves me well as live with a disability that impacts my ability to walk long distances. If I were to need to go to Walter Reed or to Courthouse it is possible that I could get to Walter Reed in weather where there is not snow and ice or extremely hot weather (that makes my disability more severe). For many days I likely could not make it up the hill to Walter Reed or only with great difficulty. There are other routes no doubt and I can take another route and catch the 16x at another stop but this does make my already challenging commute even more challenging. On another note, I am surprised by the idea to move the stop away from the only grocery store on that stretch of Columbia Pike. Granted, there are other routes but on balance it seems that having more buses stop at S. Barton seems to make more sense than at Walter Reed. I offer that merely as a comment and not as a criticism, I have no doubt that there are a great many variables at play in making decisions.	High Priority	Pro

Route	16X		
494	I am VERY supportive of increasing the frequency and service for the 16x. However, I have a couple of questions/concerns/suggestions. The operating hours that metro bus lists and I assume would be expanded, have not included service from DC all the way down the pike. For example the 3pm service from DC stops at the pentagon. It doesn't actually go down the pike until 4:30 pm. I am fully supportive of expanding the 16x service, but would like to see it always go down the pike. Likewise, it would be very nice to have daytime service as well as expanded nightly service as long as the buses actually go down the pike and into DC and vice versa. Additionally, I would like to see the morning service expanded to 10 am. Expanding times in the am and pm better allows for school and daycare drop off/pick up. Finally, I am concerned about the elimination of stops at Oakland st. and Barton st. While they may seem close together if you're in a car/bus, the reality is that for people walking the stops are now really far apart and would add on to commuting time. Especially if anyone is mobility challenged, that could be quite significant. Thank you for considering expanding the service and frequency of the 16x. This is one of the few bus lines with a direct connection from the pike to DC!	High Priority	Pro
417	Match stops with 16M! Four Mile Run Drive / Buchanan should be included.	High Priority	Pro
581	16x frequency increase: Good! this will help reduce the burden on Metro and result in a fare break. Can we see what can be done about the accuracy of arrival predictions in the city? I think the looping route fools the system, because often I will see "arriving" when the bus is still headed in the opposite direction for my stop at 10th & Penn.	High Priority	Pro
453	Please provide a limited stop metrobus line that goes down Columbia Pike to Union Station/Capitol Bldg. I currently drive to work to avoid taking multiple transportation modes (bus and metro, plus a 10 minute walk each way). If I had an express, limited stop bus that would take me somewhere near the Capitol and Union Station, I would definitely take it!	High Priority	Pro

Route	16X		
601	It is unclear whether the new route for the 16X accomplishes what I would like based on the maps you provide. So I will still comment: On the return trip from Federal Triangle to Culmore, can Arlington County and WMATA work with the Pentagon so that the 16X can exit the Pentagon reservation straight down Columbia Pike instead of being forced to drive out on South Eads Street, then make a right onto Army Navy Drive, past the mall, then make a right onto South Joyce Street and rejoining Columbia Pike at the intersection below the USAF memorial? This is such an unnecessary detour that just adds time, particularly during big shopping events at the mall. Let the local 16 busses continue taking that route to pick up or drop off those passengers. Also, the 16X is an express route but as a frequent rider, I can tell you that several times per month or quarter, without fail, there are bus drivers who either drop off passengers or pick them up along Army Navy opposite the Macy's and also at the corner of Army Navy and South Joyce, which is AGAINST the stated route and schedule. Their actions force additional unauthorized stops further down the line because passengers will want to get off at South Rolfe and South Scott Streets, further delaying the 16X. After the Pentagon, the next scheduled stop is at South Orme Street - there should be no stops at all along Army Navy. Having the 16X exit the Pentagon reservation directly onto Columbia Pike would make the trip much faster and eliminate any unauthorized stops by drivers, making the 16X truly an express route. I thank you for considering this request.	High Priority	Pro
688	I agree with and am excited about the proposed changes to the 16X. It will be nice to have more frequent runs in the morning and evening as well as additional evening service.	High Priority	Pro

Route	16X		
702	As a daily rider of the 16X, I take concern with the elimination of many of the bus stops on the proposed 16X route change. Specifically, I use the S Oakland stop as it is the closest for me. As a student and most recently a graduate, I use the Metrobus services because it is less expensive and easier to get into the city to my two jobs, for which I do not receive travel compensation, than taking the Metrorail system. I also moved to my present residence in Arlington County specifically to be on the Metrobus line for the 16X buses. By eliminating many of the 16X stops in favor of an evening extension of service, many residents, including myself, will be forced to cross major roadways including Columbia Pike as well as to utilize other bus lines that do not travel directly into Washington, DC, adding additional cost to our commutes. I do not believe a later extension of service is a good trade-off for eliminating bus stops, especially since so many riders, including myself, utilize this line solely to get to the city in the morning for work and to come home in the afternoon, and will not be riding the bus during such late evenings during the week.	High Priority	Pro
194	I am wary of the elimination of routes along Columbia Pike to the Pentagon. I would like to see a "net effect" chart to see if the new A/J/X arrangement results in longer or shorter wait times along the Pike to catch a bus to the Pentagon.	High Priority	Pro
499	As with the 16M, there is contradictory information in the plan regarding the stop locations for this route. The map on page 3 of the overview document shows a stop at Buchanan St. The graphic on page 3 of the overview document, however, and the text describing the route in the Metrobus Recommendations document indicate Buchanan St will be a local stop and the 16X stop will be at Dinwiddie St. Which is correct? In all prior plans (including the streetcar/super stops), Buchanan St was designated an express stop, and the 16X currently serves Buchanan St. Given this history, the location of High Propensity areas shown in the Metrobus recommendation plan, and planned future development, Buchanan St seems like a better location for a stop than Dinwiddie St. If there is a rationale behind moving the stop to Dinwiddie, it is not apparent from the documents that have been provided, and the county should explain why Dinwiddie is a superior location for the stop.	High Priority	Pro

Route	16X		
499	As with the 16M, there is contradictory information in the plan regarding the stop locations for this route. The map on page 3 of the overview document shows a stop at Buchanan St. The graphic on page 3 of the overview document, however, and the text describing the route in the Metrobus Recommendations document indicate Buchanan St will be a local stop and the 16X stop will be at Dinwiddie St. Which is correct? In all prior plans (including the streetcar/super stops), Buchanan St was designated an express stop, and the 16X currently serves Buchanan St. Given this history, the location of High Propensity areas shown in the Metrobus recommendation plan, and planned future development, Buchanan St seems like a better location for a stop than Dinwiddie St. If there is a rationale behind moving the stop to Dinwiddie, it is not apparent from the documents that have been provided, and the county should explain why Dinwiddie is a superior location for the stop.	High Priority	Pro
539	7 days a week and longer span	High Priority	Pro
666	Need MORE, and need EXTENDED service during the day	High Priority	Pro
104	Please keep the Orme St. stop on Columbia Pike. Our family uses it everyday, to take our child to daycare, to go to work, and to run errands. It would be a much longer walk with our child to reach the bus for a long commute if you eliminate this stop.	High Priority	Pro
197	The addition of evening and late-night cross-Potomac bus service on Columbia Pike via the 16X is extremely welcome, particularly in light of recent Metrorail breakdowns and the need to provide more transit options between downtown DC and the Pentagon-Colu	High Priority	Pro
177	Good increased service frequency. Needed ASAP. These buses are always packed.	High Priority	Pro
743	I am a daily Pike bus commuter. Off-board fare collection would be a huge improvement and should be done on all the Columbia Pike buses, not just the proposed 16M. This should be done as soon as possible.	High Priority	Pro
1261	This is a great first step. Please consider further expansion if it is successful.	High Priority	Pro
176	While I'm not a fan of eliminating stops along this route, I understand it. It would be great if you also considered adding weekend service. Getting into DC by bus over the weekend is a hassle from farther out on the Pike, and extending this route to the weekend would make that a lot easier. Even an hourly or less frequent service would be a huge improvement on the current situation.	Medium Priority	Pro
1279	Can the route be extended slightly to go to Federal Center?	Medium Priority	Pro

Route	16X		
67	Run on off peak hours, at night for people who do things downtown.	Medium Priority	Pro
585	Would be happy with more x and fewer stops	Medium Priority	Pro
190	I have taken the 16 line buses to and from work for 7.5 years. For the first 6 years, my bus stop was Walter Reed and Columbia Pike. For the 18 months, it has been Barton and Columbia Pike. While I understand wanting to spread premium bus stops apart, I t	Medium Priority	Pro
190	I have taken the 16 line buses to and from work for 7.5 years. For the first 6 years, my bus stop was Walter Reed and Columbia Pike. For the 18 months, it has been Barton and Columbia Pike. While I understand wanting to spread premium bus stops apart, I t	Medium Priority	Pro
1103	I would like to see the 16X continue to stop near Henderson Hall (Orme or Oak).		Oppose
40	The bus stop at S. Oakland Street has been identified as a priority stop for years, and people purchased houses based on this information. The reason people on Columbia Pike wanted a street car was in order to have fixed transit, so that our means of getting to work wouldn't be removed on a whim, which seems to be what is happening here with an abrupt change of course regarding the 16X stop at S. Oakland Street. It is a very long distance between George Mason and Glebe Road. Oakland splits the difference. I wish I had known about this earlier in order to provide feedback, but I assumed that Oakland would remain a priority bus stop since it always had been in previous iterations of the streetcar service. Please do not slight those of us who have chosen to make Columbia Pike our home yet another time. I strongly oppose removing the S. Oakland bus stop for the 16X bus line.	Oppose	Oppose
220	Please keep the S. Oakland Street stop for the 16X commuter bus. The distance between S. George Mason and S. Glebe Road is too great, with a steep incline that will cause elderly and handicapped to be too far away from an accessible stop servicing downtown. The S. Oakland stop is necessary for access to downtown DC for those living between George Mason and Glebe on Columbia Pike.	Oppose	Oppose

Route	16X		
323	I think it is important to retain the stop at S. Oakland Street. It is too far between George Mason and Glebe to not offer service. Many people use this stop who are not able-bodied enough to to walk that far, and many people rely on this bus stop as their means of transit. There are a lot of affordable housing units at Oakland Apartments adjacent to this stop containing people who do not have a car. Removing service at this stop will disadvantage this people that Arlington has committed to support (specifically making affordable housing available at transit accessible locations). Given current research available, the distance between stops if S. Oakland St is removed is more than double the distance recommended for effective and efficient service.	Oppose	Oppose
324	It is important to keep service to the bus stop at S. Oakland Street. Removing this stop would result in a very large coverage gap from George Mason to Glebe. There are many people who use this stop who are not able-bodied enough to walk all the way up the hill to Glebe. In addition, there are many affordable housing units at Oakland Apartments adjacent to the S. Oakland Street stop. Many of these people do not have a car and rely on this bus for all of their transit. Removing this stop would have a huge impact on these people, after Arlington has stated the goal of providing good transit for those in affordable housing. Removing this stop would result in a coverage gap over double the distance recommended by the current research (yet with a density far above those used by the researchers to develop recommended distances). Please add S. Oakland Street back into your plans for all bus service along Columbia Pike. You have already removed service to Quincy and S. Monroe - this community needs a bus stop between George Mason and Oakland.	Oppose	Oppose

Route 16X

420	Hello, I am a multi year Arlington resident and registered, active voter. I live at 3831 9th Rd S, Arlington, VA 22204. I use route 16X to commute to work and also to my volunteer position at the Smithsonian. Using public transportation for me is not a choice as I have a disability that hinders my ability to safely drive, nerve damage in my right foot that two surgeries only made worse. This disability also limits the distance and length of time I can walk due to chronic pain. Having to walk an extra quarter to half mile for a bus stop is not an option for me especially when returning from work which is usually the height of my pain for the day. I am also very concerned for those that live across the street from me that also use this stop. This bus stop is outside of a large public housing complex. I am greatly disturbed that out of all the stops along the Pike the county is considering closing one that is so well used by some of the most vulnerable members of our community, to call this decision shameful would be an understatement. Arlington promotes itself as a progressive county, but how can it advertise itself as such when it does not act upon what it preaches. This stop is in constant use through both the AM and PM rush hours. It is also frequently used during the day and on weekends. I cannot believe than an actual study or survey on ridership for this particular stop was completed. It is bad enough that the crossing across Columbia Pike at S. Oakland requires a will of steel and Frogger-esque maneuvering skills due to drivers' consistent dismissal of the crosswalk sign and failing to yield even if a pedestrian is already more than half way across the street, but removing this bus stop will cause even more harm to those that rely on it. Fellow members of the neighborhood with mobility issues such as myself, and the residents of the public housing complex, many of which ride the bus with small children will be negatively affected by the closure of this stop. I strongly urge you to reconsider your plans, and pick more appropriate spots to consolidate the line. There are several stops that are quite close together towards Walter Reed and Penrose Square that would be much more appropriate, but oh wait... those are where all the high priced apartments are...they certainly access to public transit over those in public housing. I really tried to write this without having to resort to sarcasm, but I failed to do so. I keep trying to think of how this decision could have possible been arrived at, but I am at a loss. I will certainly remember the outcome of this come election time for county board, and I will note who votes for or against this plan.	Oppose	Oppose
1270	I am not in favor or Arlington removing the 16X bus stop at Oakland St which I use every day to get to my job in DC.	Oppose	Oppose

Route	16X		
281	have you seen the number of people who ride this bus from the Barton and Columbia Pike spot? Please keep this stop for this bus. It makes sense especially if BMSmith builds the other building in the next few years.	Oppose	Oppose
1226	I oppose staff's recommendation to eliminate service to the S. Oakland stop as this would create a coverage gap of 2,950 feet between stops. I appreciate that there is a trade-off between potentially faster service and accessibility of bus stops as the d	Oppose	Oppose
106	Please do not eliminate the Orme St. stop on Columbia Pike. My family uses this stop regularly to go to work and to run errands that benefit the local economy. It would be a much longer walk on top of a long commute for our family if this stop is elimin	Oppose	Oppose
108	president of the Foxcroft Heights Civic Association, I know how heavily our residents rely on this stop. I use it, my neighbors use it, and our visitors use it. In addtion, the halfway house uses it, too. Thank you for your consideration.	Oppose	Oppose
307	Please do not eliminate the Orme St. stop on Columbia Pike, or eliminate this route! Our whole neighborhood counts on that stop to access jobs, shops and the community!	Oppose	Oppose
608	premium bus service proposed falls far short of what was promised. It skips stops (even after consolidating them) for the premium service, which is intended to speed it up. Fine, but how are we going to entice more people to ride transit when it does	Oppose	Oppose
608	premium bus service proposed falls far short of what was promised. It skips stops (even after consolidating them) for the premium service, which is intended to speed it up. Fine, but how are we going to entice more people to ride transit when it does	Oppose	Oppose

Route 16Y

Comment Count: 85 Pro: 59 Oppo 25 Other: 1

ID	Comment	Priority	Evaluation
32	16Y should run all day. It is the only bus on Columbia Pike that goes directly into Wash DC. When you compare this with 38B which runs from Ballston to Wash all day even though Ballston has a metro station which gives easy access into DC. Columbia Pike does not have the metro (subway) so one would think that it should have better bus service than Balston not worse.	High Priority	Pro
70	I don't see a change to this route but notice that the S. Oakland stop will be eliminated from the 16X route. The S. Oakland stop is a huge necessity for 16Y riders. Please do not eliminate this stop for the 16Y.	High Priority	Pro
72	16Y is a highly popular line that has gotten extremely crowded. It is probably going to need more busses soon. Also I don't think the Oakland stop should be eliminated--the Quincy stop, also between George Mason and Glebe, has already been eliminated--and eliminating Oakland as well would save under a minute to the route.	High Priority	Pro
204	Disagree with The decision not to add more buses to this route to handle the high volume. As a regular rider, the buses are almost always standing room only. I normally board at the last stop in the District in the evenings. More often than not the bus is completely full when it reaches that point and I am unable to board. As such I will normally walk up the route 2 or 3 stops in hopes of being able to board. Even then, I often have to wait for several buses before I can get on one. Once on board, I usually stand for the majority of the ride. Also my stop at South Oakland is proposed to be eliminated. I understand that the rationale is to speed up the trip. Unfortunately the proposed changes don't address the biggest issues that slow down the bus. The single greatest problem is the backup getting across the Roosevelt bridge and up the E Street Expressway in the morning. This adds significant time in the morning. The same thing usually occurs in the evening going the other way. Also I didn't see anything about adding news buses with larger capacities and multiple doors for boarding. Better buses are a must if you are to provide the type of "premium" service required to get more people out of their vehicles. Without better buses and improvement to the Roosevelt bridge and E Street, the "premium" bus service being promised will fall far short of what is actually required.	High Priority	Pro

Route 16Y

204	Disagree with The decision not to add more buses to this route to handle the high volume. As a regular rider, the buses are almost always standing room only. I normally board at the last stop in the District in the evenings. More often than not the bus is completely full when it reaches that point and I am unable to board. As such I will normally walk up the route 2 or 3 stops in hopes of being able to board. Even then, I often have to wait for several buses before I can get on one. Once on board, I usually stand for the majority of the ride. Also my stop at South Oakland is proposed to be eliminated. I understand that the rationale is to speed up the trip. Unfortunately the proposed changes don't address the biggest issues that slow down the bus. The single greatest problem is the backup getting across the Roosevelt bridge and up the E Street Expressway in the morning. This adds significant time in the morning. The same thing usually occurs in the evening going the other way. Also I didn't see anything about adding news buses with larger capacities and multiple doors for boarding. Better buses are a must if you are to provide the type of "premium" service required to get more people out of their vehicles. Without better buses and improvement to the Roosevelt bridge and E Street, the "premium" bus service being promised will fall far short of what is actually required.	High Priority	Pro
191	The increased =particularly mid day service on this line is very welcome. I will sorely miss my Oakland St. stop= but will sacrifice for midday service.	High Priority	Pro
191	The increased =particularly mid day service on this line is very welcome. I will sorely miss my Oakland St. stop= but will sacrifice for midday service.	High Priority	Pro
351	Would like more service throughtout the day like the 38B for the RB corridor. Could the span expand%3F	High Priority	Pro
383	I use this route to/from work in DC and I love it. It avoids me having to take a bus to the subway. And I know it's very popular and your study seems to show so too. It's usually standing room only by the last stop on the Pike. So adding more buses or capacity seems like it should be a high, immediate priority. Your "route sheet" says no change is recommended, I disagree ---- please add more to the 16 Y service (you can add more space for it by taking off other service that maybe is not as popular or needed on the Pike)	High Priority	Pro
440	We don't want to have the Oakland/Columbia pike bus stop to be suspended. Please do not make any changes in both south and north routes.	High Priority	Pro

Route	16Y		
472	I would like to have this bus route run later and run on Federal Holidays; not all businesses have those holidays off and that leaves me stranded. Also, having the bus stop running so early leaves me stranded when I have to work a little bit late. Just having it run until 8pm would be helpful. This is a VERY popular route.	High Priority	Pro
565	This is a heavily used bus both during the AM & PM. There is no justification for NOT increasing service/# of buses, extending hours in the PM.	High Priority	Pro
575	For the 16Y for the westbound trip in th e afternoon the bus is frequently filled to capacity with even standing room not available. With numbers of passengers available that traveled eastbound in the am, can't you adjust the afternoon westbound buses based on this number and take into account those passengers that have traveled westbound in the 4-5 pm time slot, presuming the majority of the remainder will need to get home between 5 - 7 pm. Hence more capacity is needed.	High Priority	Pro
575	For the 16Y for the westbound trip in th e afternoon the bus is frequently filled to capacity with even standing room not available. With numbers of passengers available that traveled eastbound in the am, can't you adjust the afternoon westbound buses based on this number and take into account those passengers that have traveled westbound in the 4-5 pm time slot, presuming the majority of the remainder will need to get home between 5 - 7 pm. Hence more capacity is needed.	High Priority	Pro
605	Please keep this line and even add service. Having a bus line that crosses into DC makes my commute so much easier and faster. The 16X is also very useful, I use it less frequently but regularly. Switching at the Pentagon is not a good option considering how crowded the Orange line can be.	High Priority	Pro
614	I've read that in the future, the 16Y may only stop at "bulls eye" stops and that the stop at Columbia Pike and Barton St may be eliminated. I believe the elimination of this stop is unwise since it is a highly populated stop servicing Arlington Village, Penrose Square, and the community of houses behind Penrose Square. Additionally, people use this stop for the Giant and this helps decrease traffic in the area. Please consider keeping the stop at Columbia Pike and S. Barton St. as a bullseye stop for the 16Y. Please also consider adding additional buses to the 16Y in the evening rush hour commute since often the buses are full and multiple buses will pass the last stop before a non-full bus arrives.	High Priority	Pro
616	Need more frequent service during the morning rush hour	High Priority	Pro

Route	16Y		
631	The buses are packed during peak time, unless you get on during the first few stops either way, you will not get a seat. More buses need to be added to this route during peak times.	High Priority	Pro
708	This line is always overcrowded. As Columbia Pike becomes increasingly developed, the overcrowding is only going to get worse. I cannot believe that increasing service on this line is not even being considered; it should be a priority.	High Priority	Pro
709	I understand that bus volumes are already high on Columbia Pike, but considering how packed the 16Y is all the time, please consider adding at least 1 or 2 more buses on the route at peak times. Alternatively, please consider using larger/articulated buses if possible to increase capacity (maybe every few buses could be articulated). Also, please consider extending service later - to 8 or 9pm in the evenings would be ideal.	High Priority	Pro
711	I ride the 16y Metrobus every day to get to work. It is usually timely, but also over crowded during the times I ride. I would like to see more 16y buses in the near future. The bus stop by Giant is very important to me, and I would not like to see that stop eliminated.	High Priority	Pro
711	I ride the 16y Metrobus every day to get to work. It is usually timely, but also over crowded during the times I ride. I would like to see more 16y buses in the near future. The bus stop by Giant is very important to me, and I would not like to see that stop eliminated.	High Priority	Pro
635	Dear Sir/Madam: I would like the county to know the importance of the South Oakland St. but stop. Me and my family use this bus stop daily and I can't stressed enough how the bus stop help the surrounding community, so please retain the South Oakland St. bus stop for all routes. Thank You!	High Priority	Pro
638	The 16Y bus is not at all convenient for Columbia Pike commuters going into downtown. There needs to be a direct shot bus that goes straight from Columbia Pike into the Farragut/K Street part of downtown without going through Washington Blvd and down route 50. It is unbelievable that there isn't a straight shot bus from Columbia Pike onto 395 and right into downtown -- other than 16X, which goes around the Pentagon first and doesn't go close to the 16 Y destinations in DC. The 16 Y buses are jam packed during rush hour. The Washington Blvd route needs to be disconnected from the Columbia Pike route -- this should be two different bus lines.	High Priority	Pro
639	This route is vital to my commute. THe current stops and structure are wonderful, I would only ask for additional buses!	High Priority	Pro

Route	16Y		
643	Need more frequent buses! Buses filled to max standing capacity and often can't stop at all stops for additional passengers. Standing stinks!	High Priority	Pro
653	I have heard that the TDP calls for eliminating several stops, and only having the 16Y stop at "bulls-eye" stations along the route. Several of the stops which are reportedly to be eliminated are major destinations for the 16Y riders, such as my stops next to the Giant. I am very much opposed to eliminating stops on the 16Y line. I do not have the privilege of living next to a metro station, so should my stop be eliminated, I will choose to drive to work. I see "no change" listed for the 16Y on the TDP, so I hope that is the case. Increasing frequency, stops and routes in the southern part of the county that is not served by metro should be a priority.	High Priority	Pro
680	PLease keep the stop by the Giant at Barton. This is a key stop for all those in the Arlington Village Condo area. This is one of only 2 buses along the Columba Pike corridor that goes into downtown.	High Priority	Pro
682	I support limiting it to bullseye stops. Too many people use it for short trips within Arlington or DC that other bus routes cover and hold up the schedule when getting off the bus	High Priority	Pro
682	I support limiting it to bullseye stops. Too many people use it for short trips within Arlington or DC that other bus routes cover and hold up the schedule when getting off the bus	High Priority	Pro
727	The 16Y definitely needs more buses during peak. I don't know how the figures are calculated but perhaps they are skewed because this bus only runs during rush hour and not all day. The fact of the matter is that all the 16y buses are unsafely over capacity during peak. We are always packed in like sardines, sometimes unable to reach anything to hold ourselves steady. This will continue to be a popular route for Arlington residents who work downtown DC, and should receive high priority!	High Priority	Pro
730	During commuter hours the 16Y buses are always filled to capacity and can't pick-up passengers at scheduled stops. I've often had 3-4 busses pass by without stopping because they are filled. My suggestion is to schedule more 16Y busses to accommodate the need. Thank you.	High Priority	Pro
1141	Please add more buses to 16 Y route. Or add articulated buses. It is a very busy route with people standing on many runs. We often have a bus full from back to front. Plus pass by some stops when the bus is full.	High Priority	Pro

Route	16Y		
1141	Please add more buses to 16 Y route. Or add articulated buses. It is a very busy route with people standing on many runs. We often have a bus full from back to front. Plus pass by some stops when the bus is full.	High Priority	Pro
1172	The current route includes a stop on Washington Blvd and one on Route 50. These are the last two stops on the route, and they should be eliminated. Those two stops should be handled by a bus that would serve that particular neighborhood. The stops are out of the neighborhood that 16Y is supposed to be serving. Adding those two stops a few years ago has slowed down the route considerably - adding 10-15 minutes to what used to be a much more direct, quick, efficient route. Ideally, those two stops should be eliminated and the bus would then be able to access Route 50 directly from Washington Boulevard, without having to go to Pershing Drive.	High Priority	Pro
1172	The current route includes a stop on Washington Blvd and one on Route 50. These are the last two stops on the route, and they should be eliminated. Those two stops should be handled by a bus that would serve that particular neighborhood. The stops are out of the neighborhood that 16Y is supposed to be serving. Adding those two stops a few years ago has slowed down the route considerably - adding 10-15 minutes to what used to be a much more direct, quick, efficient route. Ideally, those two stops should be eliminated and the bus would then be able to access Route 50 directly from Washington Boulevard, without having to go to Pershing Drive.	High Priority	Pro
1191	Please, more busses would be ideal. I get on at Pershing in the morning and I have been passed so many times because the bus is full. The shelter sits along the busy highway and its not a great place to wait. Thank you!	High Priority	Pro
1191	Please, more busses would be ideal. I get on at Pershing in the morning and I have been passed so many times because the bus is full. The shelter sits along the busy highway and its not a great place to wait. Thank you!	High Priority	Pro
71	keep the Oakland St S stop	High Priority	Pro
71	keep the Oakland St S stop	High Priority	Pro
139	Really an essential route!!! As Metrorail service has become crummier and more unpredictable over the past 5 years, I'm thankful that I have the 16Y. Drivers are helpful and courteous. Nothing like the subway, where I couldn't even BUY A FARECARD at the Clarendon Metro station for a solid week earlier this month. One machine was broken, the other was accepting only cash. Next week it'll want exact change.	High Priority	Pro

Route	16Y		
453	Please provide a limited stop metrobus line that goes down Columbia Pike to Gallery Place/Chinatown. I currently drive to work to avoid taking multiple transportation modes (bus and metro, plus a 10 minute walk each way). If I had an express, limited stop bus that would take me somewhere near the Capitol and Union Station, I would definitely take it!	High Priority	Pro
628	This route is always ridiculously overcrowded. It says there is no way to increase service, but could you add similar routes downtown that would go down other streets and head downtown? The 1Y looks promising.	High Priority	Pro
642	Adding more frequent service on the 16Y should be a high priority. Currently most buses are standing room only after the S Barton stop and some drivers allow an unsafe number of passengers aboard. The high-frequency period should begin at 7am. There are a lot of restaurant workers on the early buses as well as office workers who would like to miss the heavy traffic.	High Priority	Pro
706	I love this route. Please either increase service or begin using articulated buses because there's always more people than can fit on the bus, especially at the later stops. I get on at Courthouse, and even then, most seats are full, and sometimes there is no standing room available either.	High Priority	Pro
706	I love this route. Please either increase service or begin using articulated buses because there's always more people than can fit on the bus, especially at the later stops. I get on at Courthouse, and even then, most seats are full, and sometimes there is no standing room available either.	High Priority	Pro
281	Please do what you can to relieve overcrowding on this route. midday service would help. it is the most popular route on columbia pike	High Priority	Pro
666	need MORE of these buses during the morning rush AND during the day	High Priority	Pro
1112	I know you think you can't provide more frequent service, but why not give it a try as a trial run? That bus is awesome, but also, crowded as heck. I love the convenience of this bus, taking me right into the city.	High Priority	Pro
1139	This is the route that I use most often. I appreciate that this will be maintained mostly as is. The stops near Walter Reed and the Giant at South Barton Street should be maintained.	High Priority	Pro

Route	16Y		
642	Off-board fare collection/loading should only be implemented if fare collection can be enforced. Other cities that have lax enforcement of off-board fare collection have experienced security issues with people who abuse the system or use it for shelter.	Low Priority	Pro
190	I have taken the 16 line buses to and from work for 7.5 years. For the first 6 years, my bus stop was Walter Reed and Columbia Pike. For the 18 months, it has been Barton and Columbia Pike. While I understand wanting to spread premium bus stops apart, I t	Low Priority	Pro
190	I have taken the 16 line buses to and from work for 7.5 years. For the first 6 years, my bus stop was Walter Reed and Columbia Pike. For the 18 months, it has been Barton and Columbia Pike. While I understand wanting to spread premium bus stops apart, I t	Low Priority	Pro
355	Crowded after 5pm	Medium Priority	Pro
355	Crowded after 5pm	Medium Priority	Pro
468	Please keep 16Y running at Oakland St.	Medium Priority	Pro
468	Please keep 16Y running at Oakland St.	Medium Priority	Pro
176	While I'm not a fan of eliminating stops along this route, I understand it. It would be great if you also considered adding weekend service. Getting into DC by bus over the weekend is a hassle from farther out on the Pike, and extending this route to the weekend would make that a lot easier. Even an hourly or less frequent service would be a huge improvement on the current situation.	Medium Priority	Pro
176	While I'm not a fan of eliminating stops along this route, I understand it. It would be great if you also considered adding weekend service. Getting into DC by bus over the weekend is a hassle from farther out on the Pike, and extending this route to the weekend would make that a lot easier. Even an hourly or less frequent service would be a huge improvement on the current situation.	Medium Priority	Pro
579	Consider extending the time windows when the 16Y is operating, and ensure that WMATA operates it appropriately - apparently it gets re-routed in DC and riders have no way to know when that happens. Arlington County should ask for high standards of accountability from WMATA in exchange for funding. Also ask WMATA to add shelters at its bus stop, especially at McPherson Square, which is the start point for this route and needs to support riders appropriately.	High Priority	Other

Route	16Y		
145	This bus route is an essential service for getting commuters to downtown DC during peak hours. This route is especially important considering that alternative routes using a combination of bus and metro would significantly lengthen commute times for riders and would most likely require that riders transfer again within the metro system. Please retain full service for the 16Y bus route.		Oppose
145	This bus route is an essential service for getting commuters to downtown DC during peak hours. This route is especially important considering that alternative routes using a combination of bus and metro would significantly lengthen commute times for riders and would most likely require that riders transfer again within the metro system. Please retain full service for the 16Y bus route.		Oppose
327	Eliminating all express stops between George Mason and Glebe is simply too great a gap, adding as much as a quarter-mile to a commuter's walk that may already stretch a half-mile or more to Columbia.		Oppose
177	These buses are always packed. No increase in frequency is NOT an acceptable solution. Needs to be addressed, even at sacrifice of other routes along Columbia Pike. This is THE best route on Columbia Pike and so important to have a direct link to K street / downtown for economic viability of the Pike.	High Priority	Oppose
306	I would like to express my opposition to the plan to removed the S Oakland Street Metrobus stop from the 16Y route. I have a connective tissue disorder which makes walking longer than a minute or two painful, so I chose to live where I do because of how close it was to the Oakland stop. If this stop is removed I will almost certainly have to move as I cannot walk the 1500+ ft to the Glebe stop without assistance. I urge you to reconsider the removal of the S Oakland stop, it is always busy and useful, removing it would only save a few seconds on the route.	Oppose	Oppose
303	The transit plan seems to eliminate the S. Oakland St. stop from the 16Y and 16X routes, which would force people to either walk over to the George Mason stop or the Glebe stop. I and many others use this stop every day for our morning and evening commutes. The stops on this route are already spaced much farther apart than they are for other regular service routes. If the goal is to make bus service along Columbia Pike more efficient, it seems logical to make up the difference in timing by changing the spacing of these other, regular service routes as they stop much more frequently (every 2 blocks or so). Regardless, I urge the County to maintain the S. Oakland St. stop on the 16Y and other DC-bound bus routes.	Oppose	Oppose

Route	16Y		
317	Should not eliminate Oakland stop on 16Y on Columbia Pike. Elimination would require Alchova residents to climb two hills since the stop is at the top of the .Alchova neighboehood. Especially bad for seniors such as myself.	Oppose	Oppose
331	We are strongly against the removal of the Oakland bus stop of Columbia Pike, specifically for the 16 Y. We purposefully moved to the area because of the convenient public transit. The removal of this bus stop would greatly increase our commute and lengthen the distance to another bus stop too much.	Oppose	Oppose
332	Please do not remove the bus stop on Oakland. This will cause numerous inconveniences in my commute to my place of work at the Dept. of Veterans Affairs (McPherson Square) in DC.	Oppose	Oppose
335	I strongly oppose the recommendation to remove the South Oakland stop from the 16Y route. I have relied on it for years (I live in oakland apartments deliberately because of the metrobus stop) as I am wheelchair bound and the stop is right outside my door. Please do not get rid of it from the route.	Oppose	Oppose
344	I get the bus at the S Oakland street bus stop, along with several other people who live in my complex. I recently purchased a home in the area, greatly because of the easy access to the bus stop and public transportation. Taking this bus stop away will greatly decrease mine and my family's quality of life - as well as many other families. In this highly populated area around the S Oakland Bus Stop, it will be a GREAT DISSERVICE to remove the bus stop, as people depend so greatly on public transportation to get them to and from work. With the country's movement to "go green" taking away this bus stop will just increase the amount of people who have to drive their cars, and make the traffic problem of this county and area even worse than it already is. I strongly encourage you to rethink this proposal and removal of this bus stop.	Oppose	Oppose
364	Overcrowded in pm, always standing full, regularly so packed that drivers may not pick up at last 3 dc stops. Maybe every third bus could be longer and bypass Courthouse? Most riders go all the way to the Pike. I would pay more fare if needed because 16Y is so convenient, much faster than Pentagon, blue line, walk from Farragut West.	Oppose	Oppose
434	As a daily user of this bus, I would note that frequently, the bus is full by this stop (Barton St.) so many folks have to stand. And, see no reason to eliminate this stop on your plans	Oppose	Oppose

Route	16Y		
642	Eliminating S Barton St from 16Y (premium) service would make the S Walter Reed and S Courthouse stops intolerably packed with people. The S Barton street is currently a popular stop (lots of riders in the morning, lots of people getting off to shop at Giant in the evening), the new S Walter Reed bus top is not large enough to provide shelter for the current crowd, and the S Courthouse line already snakes down the block. The current development plan anticipates more mixed-use buildings in the immediate area, which will house even more people who will work downtown. S Barton is in the middle of the new development, it should be a premium stop.	Oppose	Oppose
671	While spacing out stops on express routes have value, many riders use the Barton stop for access to Giant if only intermittently. Too few stops will hurt the express more than it helps overall.	Oppose	Oppose
671	While spacing out stops on express routes have value, many riders use the Barton stop for access to Giant if only intermittently. Too few stops will hurt the express more than it helps overall.	Oppose	Oppose
676	You plan to eliminate my bus stop, Oakland st. the 16Y already skips two of the three stops between Glebe and George Mason, which is a long distance on a hill. Buses should not be just for the young and athletic. The problem with the 16 Y is not too many stops - it is too few buses!!	Oppose	Oppose
1188	The 16Y is very reliable and generally on-schedule in the mornings; however, the return from DC in the evenings is notoriously unreliable after 6:15 or 6:30 pm. The predicted arrival times are often completely missed, with buses showing up more than 10 minutes late (or seemingly not at all). I catch the bus at 17th and K, which is only 3 blocks from the origination point of the 16Y, so it is unlikely that traffic is the sole culprit. The evening portion of this route needs to be more reliable -- "no change" to this route is not acceptable.	Oppose	Oppose
1193	Please add more buses running later in both the morning and the evening. The last bus on this route currently stops around 9:05am at my stop and is jam packed with people running to catch it. Service should be extended until 9:30 or 10:00am. Likewise on the evening route the last bus leaves DC around 7:20; it should be extended. Many people work later.	Oppose	Oppose
1252	Please don't remove the South Oakland Street bus stop from the 16Y route. I rely on it every day to take the 16Y bus to work, as do many other residents of the area.	Oppose	Oppose

Route	16Y		
323	I think it is important to retain the stop at S. Oakland Street. It is too far between George Mason and Glebe to not offer service. Many people use this stop who are not able-bodied enough to to walk that far, and many people rely on this bus stop as their means of transit. There are a lot of affordable housing units at Oakland Apartments adjacent to this stop containing people who do not have a car. Removing service at this stop will disadvantage this people that Arlington has committed to support (specifically making affordable housing available at transit accessible locations). Given current research available, the distance between stops if S. Oakland St is removed is more than double the distance recommended for effective and efficient service.	Oppose	Oppose
324	It is important to keep service to the bus stop at S. Oakland Street. Removing this stop would result in a very large coverage gap from George Mason to Glebe. There are many people who use this stop who are not able-bodied enough to walk all the way up the hill to Glebe. In addition, there are many affordable housing units at Oakland Apartments adjacent to the S. Oakland Street stop. Many of these people do not have a car and rely on this bus for all of their transit. Removing this stop would have a huge impact on these people, after Arlington has stated the goal of providing good transit for those in affordable housing. Removing this stop would result in a coverage gap over double the distance recommended by the current research (yet with a density far above those used by the researchers to develop recommended distances). Please add S. Oakland Street back into your plans for all bus service along Columbia Pike. You have already removed service to Quincy and S. Monroe - this community needs a bus stop between George Mason and Oakland.	Oppose	Oppose
387	Eliminating the Oakland bus stop downtown DC is a terrible idea. In addition to this bus stop serving many members of our community, there is also strong data to support the inclusion of the South Oakland Street bus stop to service all bus lines along Columbia Pike. Public transit research supports optimal spacing between bus stops ranging from 1,200-1,250 feet. Eliminating the South Oakland Street stop would result in a coverage gap of 2,950 feet - well over twice the distance recommended by those who have studied this issue carefully. The coverage gap created would constitute the longest developed stretch of Columbia Pike without a bus stop between S. Greenbrier and S. Courthouse Road. Finally, the walk between S. Quincy and Glebe includes a very steep hill. And no one should have to transfer to another bus when a convenient stop is within walking distance.	Oppose	Oppose

Route	16Y		
106	Please do not eliminate the Orme St. stop on Columbia Pike. My family uses this stop regularly to go to work and to run errands that benefit the local economy. It would be a much longer walk on top of a long commute for our family if this stop is elimin	Oppose	Oppose
608	premium bus service proposed falls far short of what was promised. It skips stops (even after consolidating them) for the premium service, which is intended to speed it up. Fine, but how are we going to entice more people to ride transit when it does	Oppose	Oppose

Route 16Z

Comment Count: 10 Pro: 7 Oppo 1 Other: 2

ID	Comment	Priority	Evaluation
490	Would be grreat when they have basebsll games	High Priority	Pro
548	I support the proposed route and hope it can be implemented expiditiously.	High Priority	Pro
484	SE DC is the fastest growing residential area of the city it will host the base ball park and the soccer stadium...today it takes two transfers to get to the park bus to rail and then rail to rail... Even at rush hour it takes well over 45 mins to go 6 miles!!!! That is horrible public transportation.	High Priority	Pro
518	Sure why not, why not connect even more	High Priority	Pro
64	This proposed route would be helpful as an additional connection into the District.	Low Priority	Pro
29	(1) The map implies this route will stop at both the Pentagon City and Pentagon Metro stops, but the description says it only stops at the Pentagon City Metro stop. Will this route stop at the Pentagon Metro?; (2) Please consider extending this route up Columbia Pike like the existing Routes 16X and 16Y. I would love a one-seat ride from Columbia Pike to Navy Yard, just as other Columbia Pike riders now have one-seat rides to other parts of DC (e.g., McPherson Square, Independence Ave SW). Currently, a trip from Columbia Pike to Navy Yard requires three seats (a.k.a., a Route 16 bus, then transfer to Yellow line, then transfer to Green line).	Medium Priority	Pro
1139	Very interesting idea--this will accommodate travel to and from the Nationals ballpark. Will it be possible to have flexible times to fit the timing of Nationals games?	Medium Priority	Pro
453	Please provide a limited stop metrobus line that goes down Columbia Pike to Union Station/Capitol Bldg. I currently drive to work to avoid taking multiple transportation modes (bus and metro, plus a 10-15 minute walk each way). If I had an express, limite	High Priority	Other
106	Please do not eliminate the Orme St. stop on Columbia Pike. My family uses this stop regularly to go to work and to run errands that benefit the local economy. It would be a much longer walk on top of a long commute for our family if this stop is eliminated. It is a stop our community relies on and we need to keep it.	Oppose	Other

Route 16Z

608	premium bus service proposed falls far short of what was promised. It skips stops (even after consolidating them) for the premium service, which is intended to speed it up. Fine, but how are we going to entice more people to ride transit when it does not stop near their home? How are we going to adopt this premium service as a way to get to the grocery store when it bypasses them? It looks like it is intended only for commuting, when we have been trying for more than a decade to get transit that will change our neighborhoods into more transit-oriented places for all purposes. There is no information on the new buses that are intended to entice people who don't ride the buses now. There is no timetable on when this service (promised a year and a half ago to be implemented immediately) will begin, when the new buses will be here, and no timetable on when the upgraded transit stations will be built.	Oppose	Oppose

Route 1A,B, E, Z

Comment Count: 10 Pro: 5 Oppo 5 Other:

ID	Comment	Priority	Evaluation
9	Please consider increasing the frequency of this line during evening rush hour, as well as a.m. It seems much easier to catch the bus to Ballston in the morning, than it it to catch if from Ballston in the evening.		Pro
1	I hope that regardless of the changes to these routes, the number of buses serving Wilson Blvd will remain unchanged or increase. I regularly use these routes for my morning or evening commute and they are sometimes a little crowded.	High Priority	Pro
188	I agree with eliminating the 1E. I prefer the route westbound to Vienna depart earlier than 0600 on weekdays	High Priority	Pro
150	Fine with me	Medium Priority	Pro
173	Maintain frequency on wilson blvd, ok to eliminate the express bus and 1E bus	Medium Priority	Pro
211	1E: The elimination of the 1E and no ART bus replacement through the Dominion Hills neighborhood is completely the opposite of what ART and WMATA PROMISED the Dominion Hills and Madison Manor neighborhood at the public meeting in September 2015. The two transit authorities promised that with the elimination of the 1E, there would be absolutely NO gap in coverage through the very dense Dominion Hills neighborhood. I am absolutely disheartened that the engagement of the Arlington community in planning the new ART bus route to replace 1E was completely ignored and swept under the rug! Why are we paying such high taxes when our voices are not heard? We need bus service through the Dominion Hills neighborhood - this route has been in place since the 1980s and many more than 20 passengers rely on it daily for their commute!	High Priority	Oppose
21	It is unclear whether there would continue to be Metrobus service on the portion of Wilson Blvd between Route 7 and McKinley. It appears that the IA line MAY serve that portion, but some of the maps show conflicting information about that.	Oppose	Oppose

Route	1A,B, E, Z		
97	1E - This route is being eliminated, and will negatively impact Arlington and Seven Corners residents, especially in Dominion Hills. The bus has actually been more crowded recently, and Metro's ridership stats are old. I feel lied to because both Metrobus and ART stated that there would be no service cut without ART starting new service in Dominion Hills, but this does not appear to be the case. I have also received no communication from an Arlington County staff member who said she would reach out when a new route was being planned.	Oppose	Oppose
224	We had been originally told that if the 1E bus was cancelled, it would be replaced by an ART bus. Is that no longer true?	Oppose	Oppose
225	My son has disabilities, yet can get around because there is a special 1E route in the morning and evening. He may have to resort to Metro Access if you get rid of this service. Without the 1E most of us are about 1/2 to 1 mile from public transit. Will an ART bus take its place?	Oppose	Oppose

Route 2

Comment Count:	3	Pro:	1	Oppo	2	Other:	

ID	Comment	Priority	Evaluation
234	How is this being advertised? Know folks who live in this area who are dependent on bus, they will need info on how to access the on-demand service.	Medium Priority	Pro
577	I oppose all "On Demand" bus service. It is too expensive, and serves only the wealthy households. The residents of those areas CHOSE to live far from bus lines, and the rest of us should not subsidize them. Let those residents pay for their own transportation, and for transportation for their maids, nannies, and whoever really needs to get around by bus. "On Demand" means taxis, Uber, and Lyft. Not public transportation.	Oppose	Oppose
577	"On Demand" bus service is elitist and expensive. The residents in those areas CHOSE to live far from bus lines, and the rest of us should not subsidize them. Let those residents pay for their own transportation, and for their maids, nannys, etc. to get	Oppose	Oppose

Route 22A,B,C,F

Comment Count: 15 Pro: 7 Oppo 8 Other:

ID	Comment	Priority	Evaluation
549	Takes 22f and would like more coverage service to get to king street from pentagon	High Priority	Pro
898	Okey	High Priority	Pro
15	I do not mind the loss of 22A if the ART 44 runs smoothly. It looks like a good way to get from the Shirlington area to Ballston.	High Priority	Pro
882	Good idea, I ride from ballston to shirkington and this takes me up the hill to my apartment	Low Priority	Pro
120	Changes don't seem to negatively impact service, and I would support them if they save Metrobus and ART money.	Medium Priority	Pro
363	The new weekend service is much appreciated. More frequency is a good idea,	Medium Priority	Pro
883	Good to have it come more often	Medium Priority	Pro
49	I like that this line runs 10m peak headways through South Fairlington. Since they've cut back to infrequent service on weekends (merging 25 and 22), I don't take metro for anything other than work. I'm not waiting 45m for a bus that doesn't even show up at the Pentagon.		Oppose
86	Concerned with new art 44. It will make me transfer more.do not want additional transfers.	Low Priority	Oppose
45	I am extremely disappointed to see the proposal to eliminate route 22 through Fairlington. I see their are alternatives to getting to the Pentagon, but not all of us are heading in that direction. I work in Ballston and take 22c home most days. Yes, there are bus routes from Ballston to Shirlington, and I do take those in a pinch. But Shirlington is at least a mile away and a 20 min walk from where I live. I could drive to work in that extra time it would take. It would not make taking the bus to or from Ballston worth it for people in my community. Please reconsider the plan to eliminate service from South Fairlington to Ballston.	Oppose	Oppose
85	If you eliminate 22 need to increase options to pentagon	Oppose	Oppose
127	I would prefer that 22a NOT be discontinued especially in early afternoon hours	Oppose	Oppose

Route	22A,B,C,F		
130	Not happy about these chandes	Oppose	Oppose
93	Live in Buckingham, like the connection to Pentagon, would like to go directly to Pentagon city. More frequent service earlier on the 22 line, 22c could on the '45.	Oppose	Oppose
27	Oppose the elimination of this route. The result would be the loss of direct bus service from South Fairlington to Ballston and the other routes that connect at Ballston	Oppose	Oppose

Route 23A,B,T

Comment Count: 27 Pro: 21 Oppo 4 Other: 2

ID	Comment	Priority	Evaluation
839	Se atrasan mucho. Hay muy poca cobertura. De1 a 4 Pm siempre llega tarde.el bus de 9:35pm llega a lss9:45 pm. Parada Crystal City Metro. Somos 20 personas que tomamos la ruta, Que sen mas puntuales. TRANSLATION: It runs late a lot. It has very little coverage. From 1 to 4pm it is always late. The 9:35pm bus arrives at 9:45. Crystal City Metro stop. We are 20 people who use this route. I would like it to come on time more.		Pro
22	I endorse anything that gives greater reliability and frequency to this route. Note that Old Dominion is getting enhanced with sidewalks on both sides. This may help draw increased ridership to the route.	High Priority	Pro
60	Fine	High Priority	Pro
114	Si porque el dimingo el 77 no corre. Una hora de espera. TRANSLATION: Yes because on Sunday the 77 doesn't run. One hour wait	High Priority	Pro
529	Please retain all day service on weekends	High Priority	Pro
872	Estabueno TRANSLATION: It is good	High Priority	Pro
177	23B - elimination of early service should really help the congestion between 7-8am Northbound on Glebe, which is a real problem with all the buses. Support this change.	High Priority	Pro
368	The bus did'nt show up	High Priority	Pro
903	23t likes proposed changes	High Priority	Pro
117	Changes don't effect, but the bus is late a lot	Low Priority	Pro
438	Since you are taking away the 10B part of the route that turns on South 2nd, can't there be one bus that goes up Glebe (from Ballston) and takes a LEFT on Columbia Pike?	Low Priority	Pro
363	Later and weekend is good	Low Priority	Pro
84	Nesecitamos mas buses para mclean TRANSLATION: We need more buses that go to McLean	Medium Priority	Pro
119	I enjoyed fhe old version, 23a was the only route	Medium Priority	Pro

Route	23A,B,T		
903	Mas frecuencia es buena TRANSLATION: More frequency is good	Medium Priority	Pro
850	Buen servicio TRANSLATION: Good service	Medium Priority	Pro
894	Buenos TRANSLATION: Good (plural)	Medium Priority	Pro
213	I would like to see this bus continue on Glebe Road to Chain Bridge Forest instead of turning along Old Dominion Drive.	Medium Priority	Pro
849	No cumple con el horario TRANSLATION: It is not on time	Medium Priority	Pro
81	Good bus, more early mornung service is good	Medium Priority	Pro
569	Do NOT reduce service on the 23 Route. But please DO fix the GPS devices that announce the next stop. Frequently the announcement is at least one stop behind, so riders unfamiliar with the landscape will miss their stops. It annoys the drivers when a r	Medium Priority	Pro
98	No comment		Other
857	23 T muy tarde si pasa 8 am. Yo tomo a las 5 am. En mt vernon y s glebe. TRANSLATION: The 23T is late after 8am. I take it at 5am	Oppose	Other
155	23A --- cambio negativo, necesitamos el bus durante todo el dia no solo por la manana y las noches TRANSLATION: negative change, we need the bus all day and no only in the morning and evenings	High Priority	Oppose
240	This proposed change would take away bus service for the periods of time that our family and neighbors use the bus. It would prevent our access to Metro Stations as well. We use the route between 9am and 8 pm for commuting to and from work as well as on the weekends for transportation. Additionally, child care providers use the bus to get to our neighborhood from metro stations daily between 8am and 6pm.	Oppose	Oppose
562	I need the daytime hours to be able to get to work.	Oppose	Oppose
589	I am not sure what you are proposing. It appears that there won't be a bus during midday going up glebe road towards the north? I already take the bus less because of the current schedule. I work parttime and like to take the bus up from Ballston, but am unable to do this for a part of the day because of its infrequency.	Oppose	Oppose

Route 25B

Comment Count:	5	Pro:	5	Oppo	Other:

ID	Comment	Priority	Evaluation
908	No comments. She is fine with the sevice.		Pro
73	This needs streaming schedule, next bus, and bus location info at the stop if you expect people to ride when frequency is once or twice an hour!	High Priority	Pro
162	The drivers break can be inconveniate at times.	High Priority	Pro
168	The bus is always late	High Priority	Pro
900	Bueno TRANSLATION: Good	High Priority	Pro

Route 2A

Comment Count: 8 **Pro: 7** **Oppo** **Other: 1**

ID	Comment	Priority	Evaluation
200	This is an excellent proposal that will allow me (and my neighbors!) to get to more places more frequently, and utilize the system on weekends, which has been restrictive. Wonderful!	High Priority	Pro
1159	Service every 20 minutes on Saturday and especially every 30 minutes on Sunday would be a great improvement. The current once-an-hour service on Sunday is almost useless.	High Priority	Pro
74	The increase in service on the Rt 2A line would be a great improvement! Better weekend service would be especially welcome.	High Priority	Pro
557	Strongly support the increase frequency for this route.	High Priority	Pro
93	Pull off early on some trips, from Ballston. Peak hour frequency to start at 3:00pm.	High Priority	Pro
166	I wish the line wasn't split between fair oaks	Medium Priority	Pro
27	Fully support the proposed improvements. Provide quality assurance to ensure that this long route stays on schedule.	Medium Priority	Pro
170	Na	Medium Priority	Other

Route 3

Comment Count:	1	Pro:	Oppo	1	Other:

ID	Comment	Priority	Evaluation
577	Eliminate all "On Demand" bus service. It is too expensive, and serves only the wealthy households whose maids, nannies, and other labor need to get around. The residents of those areas CHOSE to live far from bus lines, and the rest of us should not subsidize them. Let those residents pay for transportation for their maids, nannys, etc. "On Demand" means taxis, Uber, and Lyft. Not public transportation.	Oppose	Oppose

Route 31

Comment Count: 3 **Pro: 2** **Oppo** **Other: 1**

ID	Comment	Priority	Evaluation
1164	Great idea. Didn't know ART could leave Arlington, but better for riders as you propose. Additional suggestion: Route 31 will partially overlap Metrobus 38B and ART 45 from Rosslyn. All three routes should have adjacent Rosslyn stops, so Courthouse-bound riders can stand in one place to take whichever comes first. Those buses are now too far apart to wait for an Art and use the 38B if it arrives first. Also, having EB and WB 38Bs at the same Rosslyn stop is really confusing to tourists.	High Priority	Pro
665	GOOD GOOD GOOD.	High Priority	Pro
46	For God's sake, get some decent buses. Replacing a Metro bus may save the county money, but it doesn't save the riders any, and ART BUSES SUCK! The transmission is herky-jerky, there is no suspension, the seats are tiny and cramped (oh, and here's a hint: nobody wants to sit sideways!), and they're driven like cars. Getting on a Metro bus is like a dream after riding an ArtBus.		Other

Route 38B

Comment Count: 7 **Pro: 4** **Oppo 1** **Other: 1**

ID	Comment	Priority	Evaluation
1109	I use 38B fairly often to go downtown, including today. I am glad to see no changes are planned.	High Priority	Pro
1	I often use this route as part of my commute and hope that service will be maintained or increased.	High Priority	Pro
59	Good service	Medium Priority	Pro
213	I would like to see 38B extended eastward beyond Farragut Square, ideally along K St and south on Mass Ave. Right now, it ends too early.	Medium Priority	Pro
167	No	High Priority	Other
1273	38B goes through Georgetown on the way to Farragut Square. But M Street is completely jammed during rush hour. WMATA should consider running this route directly to downtown DC which would shorten the trip by 20 minutes or more, especially in the afternoons. The only reason to keep the current route is if there are a lot of low-income riders who get off in Georgetown for jobs or school.		Oppose
234	Glad to see this bus isn't getting any cuts in service - GREAT connection to Georgetown and downtown DC. In a few years, an increase in frequency of nightly service would be great.	High Priority	

Route 3Y

Comment Count: 16 Pro: 9 Oppo 6 Other: 1

ID	Comment	Priority	Evaluation
5	I do not support moving the route to Old Dominion instead of old Lee Highway. This would shift it away from the neighborhood where the riders live and toward the middle school which will not use this bus. I am also very skeptical of the limited stops due to the high density along the route. I strongly support increased service!	High Priority	Pro
527	Make the line better. Extend service hours. More security.	High Priority	Pro
646	Excelent !! but we need more frecuent transportation service to DC not only rush hour.	High Priority	Pro
1118	Need more service and more frequency! Once every 20-30 minutes, unidirectionally, only during rush is simply not enough. Buses are packed and inaccuracy of tracking (next bus) often leads to long waits and major negative consequences if a bus is missed. Density along Lee Highway is increasing but distance to metro is high; the 3Y is a very important route and needs more service.	High Priority	Pro
47	The 3Y should run throughout the day	High Priority	Pro
1236	Money budgeted for expanding ART 55 would be better spent on improving service on 3Y.	High Priority	Pro
27	Fully support the proposed improvements. Need at least one earlier bus on the PM ride home from Washington DC.	High Priority	Pro
488	Support rerouting from (Old) Lee Hwy to Old Dominion, and making limited/skip stop service. Also support increased frequency.	High Priority	Pro
603	Great bus service, but buses could come more frequently.	Medium Priority	Pro
16	Map says 3A will continue to provide service on Lee Hwy, but I think this should read ART 55.	Medium Priority	Other

Route	3Y		
629	I can't make out the proposed change to the actual route of the 3Y on the map--sorry, it's confusing--but if Metrobus is proposing discontinuing the segment that runs along Old Lee Hwy (the road parallel to the busier Lee Hwy)--from Woodstock street to Military, I would NOT be in favor of that change at all. I get on the bus at Vermont & Old Lee. There are a lot of apartment buildings there, with a lot of riders. I do favor the proposed change to increase the bus frequency to every 20 minutes. Those buses get very crowded, and it seems a safety issue.	Medium Priority	Oppose
728	I am on the proposed discontinued route and am not in favor of moving the #Y to Old Dominion. It has traffic back-ups and is fast moving with limited access to stops from either side of Old Dominion. The transportation issue for the Stratford neighborhood middle school have not been resolved and the effect of decisions there cannot be measured. To streamline this route, I would propose consolidating stops along the Old Lee Hway portion and eliminating the stop at Fort Meyer Drive. Many people use the 3Y to get to Rosslyn and disembark here and they should use the ART55.	Oppose	Oppose
1210	Poor choice to eliminate the section of the route on Lee Highway, there are many people on this route who rely on the bus stops. If putting that section on Old Dominion, traffic is worse, very heavy all morning. The Cherrydale fire station is on this route, not a good idea, as the traffic slows in that area as well. Where to people wait for the buses and there is no sidewalk on one side. Nothing but dangerous. Why is this being changed to begin with? Another wheel that has been broken by eliminating the 3A and 3B along that corridor and the extension of the 3Y to East Falls Church was a bad decision -- now the riders who have nothing more than the 3Y to rely on are not able to get on the bus because of overcrowding and those who normally would take the 3A and B when they were running and now take the ART 55 are taking the 3Y which is also a huge problem especially when they are not going into the city (as in DC). Who made the decision to change these routes back in December 2015 and why? The elderly, disabled and over 40 crowd are being phased out -- the emphasis seems to be on the younger people and the rush to get nowhere when you have riders who NEED the bus systems to be accessed easily and without being pushed/phased out. Why doesn't Metro and ART take care of the real problems? 3Y needs more buses on the route, to run more frequently and to be there. Many buses notshowing at all over the past several months.	Oppose	Oppose
1267	With the elimination of the 3A and 3B it is an imperative to keep this route. The corridor down lee highway to Rosslyn really needs more than one route that serves many stops and not just express buses.	Oppose	Oppose

Route	3Y		
1268	This route covers a critical section of Lee Highway to Rosslyn metro, if eliminated the 55 art bus would be the only one as the other buses are express routes, this route is important enough to have to more than one bus service.	Oppose	Oppose
669	Keep the 3Y during the weekly rush hours at all costs. It is a wonderful way to commute into DC and it alleviates congestion on the Orange line. Provided that you time it correctly, it is a fast efficient economical way to commute into DC from this part	Oppose	Oppose

Route 41

Comment Count: 49 **Pro: 44** **Oppo 1** **Other: 4**

ID	Comment	Priority	Evaluation
156	That's it great		Pro
160	I like that it runs frequently throughout the day and late at night		Pro
543	Good		Pro
87	Support increasing frequency. The sooner the better.	High Priority	Pro
95	Increased frequency will be helpful.	High Priority	Pro
96	Like the 41 and support the increased frequency	High Priority	Pro
98	The heat is too loud. Can't hear when talking to others.	High Priority	Pro
262	This has been proven to be the most disrespectful commute I have ever encountered. No respect for the elderly or handicapped as far as sitting in the appropriated seats. The rudeness needs to be addressed before some elderly of handicapped person gets hurt and sue.	High Priority	Pro
354	Good idea that is comes more often, but make it run later on sunday	High Priority	Pro
177	I support the increased service - much needed on this route.	High Priority	Pro
367	The bus is rough when it stops	High Priority	Pro
368	That good I'm glad	High Priority	Pro
553	Increased frequency of the 41 during peak hours is appreciated. thank you!	High Priority	Pro
522	Everything goes well, hope more services provided during weekend!	High Priority	Pro
569	Very happy to see you proposed 10-minute intervals. This bus and its stops get quite crowded during rush and sometimes even non-rush hours.	High Priority	Pro
905	Good change	High Priority	Pro
906	Increased frequency is a good change	High Priority	Pro
873	Todo bien TRANSLATION: all good	High Priority	Pro

Route 41

874	Bueno TRANSLATION: good	High Priority	Pro
875	Todo bien TRANSLATION: Ok	High Priority	Pro
876	Bus no espera a los pasajeron TRANSLATION: the bus doesn't wait for passengers	High Priority	Pro
877	Bueno TRANSLATION: Good	High Priority	Pro
881	Bueno pero corre retrasado TRANSLATION: Good but it runs late	High Priority	Pro
918	Would recommend an express route to the metro and accurate and functioning busfinder timetable	High Priority	Pro
904	No opinion	High Priority	Pro
919	Seria bien TRANSLATION: it would be good	High Priority	Pro
903	Likes proposed changes for frequency	High Priority	Pro
916	El servicio corra mas tarde en la noche en Courthouse. TRANSLATION: The service runs later at night at Courthouse	High Priority	Pro
1217	I appreciate the increased frequency on this route.	High Priority	Pro
1262	Great plan.	High Priority	Pro
1261	Great work. Do it. Also, please note that the ART 77 changes are great too.	High Priority	Pro
147	Good	Low Priority	Pro
355	Fine! Any improve will work I ride it to church on Sunday.	Low Priority	Pro
93	Make sure scheduled every 15 late night saturday and during the week,	Medium Priority	Pro
100	Realign to serve Fairfax Drive.	Medium Priority	Pro
544	I support the proposed frequency on this route.	Medium Priority	Pro
888	Bueno TRANSLATION: good	Medium Priority	Pro
890	Good	Medium Priority	Pro
893	Bueno TRANSLATION: good	Medium Priority	Pro
896	Bueno TRANSLATION: good	Medium Priority	Pro

Route 41

1	I will be able to take Route 41 more often, especially in the morning, if service is increased. Currently, I sometimes miss the bus, and it is often full.	Medium Priority	Pro
356	That is good	Medium Priority	Pro
540	Good idea	Medium Priority	Pro
67	Run more frequently, extend to Rosslyn.	Medium Priority	Pro
604	Carlin Springs		Other
18	i have written corporate about the seating problems on the 41 Bus before. There should be rules for elderly and handicaped riders to have access to the 2 front facing seats and not allow anyone who is able to go to the back to sit there. We have these people standing most of the time and being totally ignored,	High Priority	Other
163	No	Medium Priority	Other
146	Good	Oppose	Other
24	First, it is not clear whether this proposal means you will remove the large buses from the streets of Arlington Mill (previously Columbia Heights West). I hope you will consider that. These large buses are inappropriate for the neighborhood streets of our community and cause traffic issues. As an example, at the intersection of 7th Rd. South and S. Greenbrier, the bus can't even make that right turn when there is any traffic coming. I regularly see the frustrated driver have to wait until a driver lets them through. It backs up local traffic and is dangerous. In the mornings, when you have school buses added to the mix, it is just crazy. I can't believe how many large buses are moving back and forth through the neighborhood with pedestrians, especially little kids, and drivers all trying to get around. Please use the smaller ART buses for our little neighborhood. Second, I do not understand why the service starts so early (5:30 am) and ends so late (1:10am!). It is particularly strange late at night to see these too large buses shooting down the 7th Road South hill (often too fast) with no one in them. I'm sure all the residents do not appreciate the extra noise after 10pm . . . I'm not exaggerating when I say that I see, at most, 1-2 people on the bus during those late hours. Often they are just empty. I understand there are probably a handful of people with late shift work who use a bus after 10pm, but I don't think it is fair for hundreds of residents, many with kids, to hear bus noise late into the night so that a few people can take a bus. If you feel you must run buses so late, how about every 30 or 45 minutes? thank you for your consideration	Medium Priority	Oppose

Route 42

Comment Count:	35	Pro:	33	Oppo	2	Other:	

ID	Comment	Priority	Evaluation
920	This would be good		Pro
46	For the umpteenth time, RUN SOME EXPRESSES! Extending this route to CC is great, but I can drive between Ballston and Pentagon in 15 minutes at rush hour. Current Pentagon to Ballston times are over 30 minutes. Over twice as long! Want people out of their cars? Get them to where they want to go without making them a) wait and b) waste their time.	High Priority	Pro
179	Please add routes on Sundays.	High Priority	Pro
188	I wish 42 from Ballston to Pentagon left earlier than 0600. I arrive on 1A bus at 0540 and then wait 20 minutes for first bus.	High Priority	Pro
360	Excellent that it will be extended to crystal city and like the increased frequency	High Priority	Pro
385	proposed extension of service much appreciated; however, as discussed w Steve Yaffe, perhaps some other option could be found to improve Crystal City to Ballston connection, which is one of the key concerns;	High Priority	Pro
501	I would like to recommend an ART bus route that more directly connects Ballston or East Falls Church to Crystal City (without going east toward the Pentagon or Rosslyn). I think ART could provide a very valuable service with a bus line that connects East Falls Church/Ballston to Crystal City, as I know many commuters that need to connect between Crystal City and the more western parts of Arlington. Right now, the quickest route from East Falls Church and Ballston involves 2 or 3 buses and 2 different train lines (Metrobus 1, Orange/Silver Line, Blue Line or ART 43, and Metroway). It is an unnecessarily long way to get between these two areas of Arlington, that are normally not that hard to navigate between by roads. ART should be able to provide a bus line that connects these two important business, commercial and residential areas within Arlington County. There is no need to lengthen the bus route and detour to Pentagon or Rosslyn. It would be much more efficient and valuable to patrons if the bus line headed from East Falls Church or Ballston toward Crystal City. I appreciate your time and consideration.	High Priority	Pro

ARLINGTON VIRGINIA | DEPARTMENT OF ENVIRONMENTAL SERVICES

Route	42		
598	I'm glad to see that ART will have an option for those of us commuting by bus from the Ballston area to Crystal City via Route 42. Currently I must take the 41 to Courthouse and transfer to the 43, going around the national cemetery on 110 rather than cutting around Ft. Myer on Washington Blvd.	High Priority	Pro
897	Ok	High Priority	Pro
1184	Increase frequency during non-rush hours. Extend service to 11 pm, except if adding Crystal City to route.	High Priority	Pro
1175	It's a crucial route that seems to run irregularly	High Priority	Pro
93	Love the idea would like a slightly different route name, don't stop at Pentagon. Let the schedule show up separately.	High Priority	Pro
97	This will be a great and useful addition to extend this route to Pentagon city.	High Priority	Pro
160	Like new changes to route on Saturdays. Don't like most of the drivers, they are rude, don't know route very well and don't speak/ understand English	High Priority	Pro
259	I support the extension to Crystal City.	High Priority	Pro
271	Like proposed change	High Priority	Pro
906	Feels changes are good and needed	High Priority	Pro
1201	Suggest you re-route this and other routes away from S. Courthouse Rd and move the route to S. Wayne St. It's much wider and can accommodate the buses easier. S. Courthouse road is too narrow for buses. Also, I have heard concerns that it often runs behind in the evenings. This should be addressed.	High Priority	Pro
271	Like proposed change and way to go on Rosslyn route extension. Another great option besides 45	High Priority	Pro
612	Return stop to EB Pike at Rolfe. Love the idea of connecting to Crystal City. Makes Transitway buses more useful.	High Priority	Pro
1202	You need to keep ALL the stops on Columbia Pike and INCREASE the frequency of Route 41 buses on this vitally important corridor. The Arlington County Board really screwed those of us on Columbia Pike (we are in South Arlington, so that's really no surpris	High Priority	Pro

Route 42

39	The extension to Crystal City doesn't seem to be worth the money. It would probably be more valuable if it went around 23rd and Crystal Dr. Metro already connects at pentagon and there's already a stop near pentagon city. Getting someone to another metro stop is of limited value of you're not also giving them access to the most busy part of Crystal City.	Low Priority	Pro
64	I support the connection on this route between Crystal City and the main library on Quincy.	Low Priority	Pro
150	Fine with me	Low Priority	Pro
14	I like the extension to Crystal City to improve north-south cross-county connections. Routing through the Pentagon adds travel time and uncertainty.	Medium Priority	Pro
228	Should be more frequent during rush hour.	Medium Priority	Pro
541	Both increase peak frequency and new service to crystal city are good. Would like to see better weekend frequency	Medium Priority	Pro
546	I support the improved service and extension for proposed route. I appreciate the installation at Clarendon station as it helps the visually impaired.	Medium Priority	Pro
852	Good idea, now people have to transfer or walk	Medium Priority	Pro
904	Proposed changes are good, likes extension to crystal city	Medium Priority	Pro
62	I like this route proposal.	Medium Priority	Pro
192	I had given up on the 42 for my commute into work. Timing was sporadic, often I hoofed it up to Col Pike, which would take approximately 20 minutes, for a more consistent and frequent option. On way back, one driver in particular would leave the Pentago	Medium Priority	Pro
563	I would rather have the 16M stop at Scott Street and the ART 45 continue to stop at Columbia Pike and Courthouse Road, however if this is not the case, the ART 42 needs to operate at least as frequent and as late as the ART 45 as compensation for degradin	Medium Priority	Pro
152	Not interested in crystal city ..,	Oppose	Oppose
1223	Please make sure to keep the Scott Street and Columbia Pike stop, since many residents rely on this stop.	Oppose	Oppose

Route 43

Comment Count:	16	Pro:	16	Oppo	Other:

ID	Comment	Priority	Evaluation
298	Support mid-day service	High Priority	Pro
407	The ART buses have made my life easier and reduced the stress of unreliable Metro Rail services. You have all my support for any future plans. Please DON'T discontinue Route 43.	High Priority	Pro
439	Seeing the proposed all day service is great, I use this route often and can see the need for midday service.	High Priority	Pro
591	When the transit way opens, it would be amazing if this bus could stop at s glebe between Jeff Davis and Potomac ave, especially since the 43 waits for the vre train anyway (as it should, and timing to get to/from the vre should remain a top priority for this route). If that can't happen, maybe shift the timing of the metro way? In the afternoon the metro way to s glebe leaves the crystal city station at the exact time the 43 south arrives and there are always a group of us watching the metro way bus pull away with sad faces.	High Priority	Pro
1110	This route is fantastic especially considering the blue line going north at Crystal City comes so infrequently. Really the best option to get to Rosslyn from Crystal City.	High Priority	Pro
39	This is a great idea!! Alternatives to the blue line are badly needed!! You might be able to raise the rate of return if you stopped at the Pentagon. Pentagon to Rosslyn is an underserved area.	High Priority	Pro
62	I like the proposal of adding midday service on this route.	High Priority	Pro
211	ART 43: Improvements to the service frequency of 43 are very important. Please also consider extending the ART 43 loop in Crystal City down to 23rd Street or 27th Street to make up for the eliminated WMATA 10S route that has provided essential service to southern section of Crystal City via Jefferson David Highway.	High Priority	Pro
385	this is a vital route given the inadequate Metro Blue line service; so the proposed expansion of service is welcomed but needed URGENTLY	High Priority	Pro

Route	43		
97	This is a vital and quick route considering the blue line reliability issues and metrobus eliminating the 10S. There is a huge missed opportunity, however. I believe this bus could easily go further south in Crystal City and loop at 27th St or 33rd St, a	High Priority	Pro
53	This route is very helpful for vre commuters. Makes getting from crystal city to eitherrosyn kr courthouse very easy Metro.blue.line.is.awful	Low Priority	Pro
66	Likes the bus, good alt to meteo. Wouldnt use the midday sounds too frequent	Low Priority	Pro
234	Great job expanding this service! Much needed.	Low Priority	Pro
246	Could you add a stop at 1274-1300 N Meade St, Arlington, VA 22209 We have a lot of residents live here.	Medium Priority	Pro
1162	I think this makes sense. I also recommend that you shorten the time on the schedule between Courthouse and Rosslyn--it doesn't take 11 min, takes about 6, so we just sit and wait. Additionally, no one gets on the bus at Rosslyn going to Courthouse. That should be a drop off only. I am a daily rider.	Medium Priority	Pro
14	Support all-day service, but 12 minute headway midday seems like a lot of service.	Medium Priority	Pro

Route 44

Comment Count: 7 **Pro: 6** **Oppo 1** **Other:**

ID	Comment	Priority	Evaluation
2	If it is true that the 22C metrobus will discontinue, this bus will be key for my morning commute to north Arlington (specifically Ballston) for work. I support this route if the 22C is being stopped.	High Priority	Pro
1274	Must keep north - south route on George Mason Drive between Ballston and Shirlington, frequent buses. Especially if getting rid of 22's. Very important!	High Priority	Pro
15	I do not mind the loss of 22A if the ART 44 runs smoothly. It looks like a good way to get from the Shirlington area to Ballston.	High Priority	Pro
259	I support the proposal	High Priority	Pro
102	I would us that, it would be grwt to get to dhirlington	Medium Priority	Pro
612	Yay! More connectivity north to south.	Medium Priority	Pro
482	i am concerned that cutting service to the Pentagon will diminish ridership on this route. Every mode/unit change, decreases ridership. People will not want to transfer at the Shirlington Bus Center to continue their trip.	Oppose	Oppose

Route 45

Comment Count: 47 **Pro: 21** **Oppo 26** **Other:**

ID	Comment	Priority	Evaluation
902	Ok		Pro
6	The new route is good	High Priority	Pro
208	Please change the map and the table so that the legend only reflects information that is on the map and the table of current, phase 1 and phase 2 highlight the actual changes. It takes more time to read otherwise. For example, I was scouring the map for "discontinued segment" and couldn't find it, and in the table, I scanned row by row for a few rows, and finally skipped down to the "description of change" underneath, then went back to the rows to see the changes.	High Priority	Pro
271	I like new changes and take off Columbia pike but add route on and around arlington neighborhood continuing service from shirlington to rosslyn. More frequent runs would be appreciated.	High Priority	Pro
612	More service is awesome. Not sure how getting bus off pike will do to timing.	High Priority	Pro
916	Necesito que funcione mas tarde el fin d semana en relacion al.horario de metro. Alguno de los ARt de rosslyn o clarendon que pasen mas tarde. TRANSLATION: I need it to run later on the weekends in relation to the Metro schedule. Some of the ART buses from Rosslyn and Clarendon come later.	High Priority	Pro
1205	Nice to see the Columbia Pike corridor getting some much needed attention after the failure of the light rail project. However, I am concerned for to the lower income and disabled population of Arlington Mill & Columbia Heights West. I live with a friend on 7th Road South, we have no car and my friend is disabled; if we lose 16G service, we would greatly appreciate the rerouting of ART 45 to cover its absence. Not only would this make it much easier for us to shop at Giant, my friend wouldn't have to walk as far to catch the bus to her DHS programs.	High Priority	Pro
158	The bus drivers are nice	High Priority	Pro
543	Good if comes more often and good if it keeps going to dhs	High Priority	Pro

Route 45

1206	I live near Washington Blvd. and the Art Bus 45 goes past our neighborhood. Unfortunately for the 45 bus anywhere near our neighborhood or anywhere on Washington Blvd. Please add a bus stop somewhere on Washington Blvd.	High Priority	Pro
628	I love the new route change along 2nd St to replace the 10B. I live on 2nd and need access to Courthouse/Rosslyn much more than Ballson, especially with the 4A ending. But I know a lot of people in my neighborhood are upset about losing the 10B to Ballsto	High Priority	Pro
878	Voy a perder servicio al lado de mi casa, pero prefiero servicio mas rapido y caminar un poco TRANSLATION: I am going to lose service that runs next to my house, but I'd rather more service and walk a little further	Low Priority	Pro
879	Los mas importante es que viene con mas frequencia. TRANSLATION: What is most important is that it comes more frequently.	Low Priority	Pro
235	The bus line is a great idea however, the some of the stops are in odd places. Such as the one before Columbia Pike and Jefferson St. This stop is only on one side of the street. Adding a stop to the MetroBus stop across the street allows access for riders going in both directions.	Medium Priority	Pro
623	Pls. have the ART 45 run until 9:45 on Sundays. The Columbia Pike Library is open until 9 on Sunday evenings and there's a real paucity of buses at that time. Also more Metrobuses are needed on Sundays and Sunday evenings as well.	Medium Priority	Pro
901	Parada de perching noes bueno necesitamos una parada serca de washington. TRANSLATION: The stop at perching (Pershing) is not good we need a stop near Washington (Blvd)	Medium Priority	Pro
915	Esta bien. TRANSLATION: It is good	Medium Priority	Pro
678	Incrasing the rush hour frequency to every 20 minutes and realign route to remove it from Columbia Pike and create more circulation within neighborhoods adjacent to the Pike in phase 1. In Phase 2, increase rush hour frequency to every 15 minutes. Increasing the frequency during rush hour is very important to ensure that taking the bus is a viable option for more people. I am a regular rider of this route and on occasion miss the bus and have to either wait 30mins or find an alternate/longer route.	Medium Priority	Pro
14	Loss of 45 service on Four Mile Run is picked up by new 44 service - reflect this in the narrative.	Medium Priority	Pro
86	Prefer the alignment stays on columbia pike but like the increased service.	Medium Priority	Pro

Route	45		
743	I like the changes in route that are proposed and how they provide better access to surrounding neighborhoods!	Medium Priority	Pro
684	Please don't discontinue SOUTH COURTHOUSE stop! This is my only way to rosslyn is the 45 bus. Keep the 45 coming on to columbia pike please!!!	High Priority	Oppose
685	I ride the 45 from the South Courthouse/Columbia Pike stop to Rosslyn, and it is much better than having to take a 16 bus to Pentagon and then ride the Blue Line crush for 2 stops. If ART eliminates the 45's stop at South Courthouse Road and Columbia Pike, it will make the likelihood of me driving to work in Rosslyn much more of a reality. I don't want that, and I implore ART to reconsider any changes to the 45's route.	High Priority	Oppose
24	These are mostly the same comments I made for ART 41: First, it is not clear whether this proposal means you will remove the large buses from the streets of Arlington Mill (previously Columbia Heights West). I hope you will consider that. These large buses are inappropriate for the neighborhood streets of our community and cause traffic issues. As an example, at the intersection of 7th Rd. South and S. Greenbrier, the bus can't even make that right turn when there is any traffic coming. I regularly see the frustrated driver have to wait until a driver lets them through. It backs up local traffic and is dangerous. In the mornings, when you have school buses added to the mix, it is just crazy. I can't believe how many large buses are moving back and forth through the neighborhood with pedestrians, especially little kids, and drivers all trying to get around. Please use the smaller ART buses for our little neighborhood. Second, I do not understand why the service starts so early (5:40 am) and ends so late (midnight!). It is particularly strange late at night to see these too large buses shooting down the 7th Road South hill (often too fast) with no one in them. I'm sure all the residents do not appreciate the extra noise after 10pm . . . I'm not exaggerating when I say that I see, at most, 1-2 people on the bus during those late hours. Often they are just empty. I understand there are probably a handful of people with late shift work who use a bus after 10pm, but I don't think it is fair for hundreds of residents, many with kids, to hear bus noise late into the night so that a few people can take a bus. thank you for your consideration	Medium Priority	Oppose

Route 45

42	The idea to re-route the 45 up Glebe Road instead of S. Courthouse Road does not seem to offer justifiable benefit. The riders along Glebe Road are already well connected to the West-East Wilson Corridor from Ballston to Courthouse via the 41. This change would cut off direct bus service from S. Courthouse Road to Courthouse/Rosslyn. The 42 is not a comparable alternative as it only travels to Ballston/Clarendon, and not the length of the corridor. The need is to connect the eastern end of the Pike to the eastern end of the Wilson Corridor, a direct and useful connection. Sending the residents of east end of the Pike only to Clarendon and then West (not East) makes little sense. I say this as a resident of Glebe Road, and a former resident of Courthouse Road - I have commuted daily from each spot. Though I would personally benefit from this change, it is not equitable. Instead, consider running the 41 all the way to Rosslyn (instead of stopping short at Courthouse) to provide connection to the entire Wilson Corridor via the 41 up Glebe Road. Leave the 45 intact up Courthouse Road.	Oppose	Oppose
352	Does not like the routing up Glebe bcausr he takes to Barton	Oppose	Oppose
189	I use the art bus to get from Rosslyn to the pIle without multiple transfers. I'm disappointed that my portion of the pike is to lose the access to the 45. Please include us in your planning.	Oppose	Oppose
230	Do not reroute away from S Four Mile Run Dr	Oppose	Oppose
281	please consider the folks on courthouse and columbia pike who will lose art 45 service. I use it for seamless transfer between Rosslyn and the Pike while avoiding the blue line	Oppose	Oppose

Route 45

473	With the proposed changes to ART 45 route to include more neighborhoods surrounding Columbia Pike, does that mean that the route will no longer include major bus stops along the Columbia Pike corridor to include Columbia Pike & South Courthouse Road, Columbia Pike & South Barton Street, Columbia Pike & South Walter Reed Drive, and Columbia Pike & South Glebe Road? All of those major intersections are very important for my travel iteniary when I use this bus route. With said proposed changes, it would be difficult for me to travel to Columbia Pike from the Rosslyn area without making transfers with rail/bus combos. Right now, the route for ART 45 provides direct access from Rosslyn to Arlington DHS to major stops on Columbia Pike as aforementioned. Removing ART 45 bus route from Columbia Pike would make travel along this major corridor challenging for me, because I'm disabled and unable to walk long distances due to chronic foot problems. Please revisit the possible changes for ART 45 bus route for more better viable options than removing it from the Columbia Pike corridor. Thank you for your anticipated cooperation with regards to this matter. I look forward to hearing from you in the near future.	Oppose	Oppose
578	All opportunities to increase the bus traffic (peak or non peak) on S. 2nd Street between S. Glebe Road and S. Fillmore/Walter Reed should be avoided especially with the expected increase in pedestrian (namely school aged children) and vehicular traffic already with the building of an elementary school adjacent to TJ. As it stands, the buses already do not stop for children crossing the intersection at S. 2nd Street and S. Irving Street.	Oppose	Oppose
677	The metro buses listed as alternatives to ART 45 do not go to Arlington Courthouse or Rosslyn; they are not valid alternates! Moving the ART 45 route is a severe takeaway for my Columbia Pike neighborhood. You are rerouting along Glebe Rd which is already serviced by several buses. Neighborhoods within the new service area already have access to ART 77. In Northern VA, Metro basically moves riders in east-west directions to and from DC. I expect ART to meet the needs of Arlingtonians and take us in all directions to places of interest within Arlington. ART 45 serves the east end of Columbia Pk in moving north-south to shopping, dining, and working destinations in North Arlington.	Oppose	Oppose

Route 45

691	The proposed changes to the ART 45 route eliminate a huge chunk of Columbia Pike residency that is currently served by the stops east of Glebe Rd. through the S. Courthouse Road at Columbia Pike stop. Removal of these stops takes away a direct route to Courthouse and Rosslyn metro stations. The remaining buses that would still serve this area (Metro 16A, J, M, X, Y and ART 42) if the proposal stands do not serve routes to these metro stops. This would make all of these riders take a bus out of there way to then transfer to the metro to then get into Courthouse or Rosslyn which would add a half hour commute both ways in some instances. This is unacceptable. My ART 45 bus stop at S Courthouse and Columbia Pike is always packed with ART 45 riders going to Courthouse/Rosslyn. For me particularly, this route influenced my choice of housing because it offered an easy commute. In addition, suggesting that riders walk an additional half mile plus to get to where the ART 45 stops will then be is not acceptable and does not accommodate disabled or older riders.	Oppose	Oppose
696	moving the 45 off of Columbia pike would have an effect on my daily commute	Oppose	Oppose
715	I have a 6-8 minute commute from Columbia Pk to Arlington Courthouse by car. Riding the ART 45 takes 25 minutes. Eliminating my bus stop will vastly increase my walk to another stop or vastly increase my travel time with connecting buses. In either case I will start driving to work again.	Oppose	Oppose
736	The reason given for eliminating the Columbia Pike leg of the ART45 bus is to "create more circulation within neighborhoods." Columbia Pike is a neighborhood, a densely populated neighborhood. Eliminating our bus route is a disservice to the people who live here. It does not have to be either-or. If you want circulation through neighborhoods then loop through the neighborhoods. Do not eliminate relied upon stops.	Oppose	Oppose
1108	Changing my bus stop location will be a hardship for me. I was disappointed to heard that a change be proposed.	Oppose	Oppose
1181	What a surprise, an UNNECESSARY surprise. Do NOT eliminate any service on Columbia Pike and S Courthouse. Many passengers board at S. Courthouse and Columbia Pike stop. Another ART bus route serves route proposed changes on Walter Reed and S. 6th Street. Add more buses to that route if needed to serve the those streets. Consider new, alternative route to Rosslyn, if necessary to better serve S Arlington.	Oppose	Oppose

Route 45

1207	Taking this route off of Columbia pike at Glebe Road would inconvenience many apartment dwellers on that side of the Pike (dominion towers, wellington, dorchester apartments, dorchester towers, columbia crossing, etc.) many of which use these buses to commute to offices in Rosslyn. Under the proposed route, these customers would have to walk 10-15 minutes to either Glebe Rd. or Courthouse & 2nd. This would be inconvenient at best, and in cases could of cold or inclement weather, could be very problematic.	Oppose	Oppose
1221	You are moving a bus route from greater populations of people to lesser populations. The decrease in ridership will be countered by an increase in noise complaints when buses start rolling through quiet residential neighborhoods before dawn. You should reconsider this route change. Also, no one wants more bus traffic on Glebe Rd.	Oppose	Oppose
1248	I oppose the proposed change to the 45 route, which would discontinue service on Courthouse Rd. I live near a stop on Columbia Pike, and this bus route is the only way I can get to Courthouse and Rosslyn. Shutting down my stop would eliminate one of the only reasons I use the ART system.	Oppose	Oppose
1258	I live on the east end of Columbia Pk near Washington Bl. I walk to the bus stop at Courthouse Rd/Columbia Pk and take the ART45 to the Courthouse area. If you discontinue this stop, my walk to the next-nearest-Courthouse-bus will take longer than driving myself to Courthouse by car. You will be ending another car free diet.	Oppose	Oppose
1263	As someone who lives in Arlington Village and uses the ART 45 frequently from the Columbia Pike/S. Barton St. bus stop, the proposed change to the ART 45 route away from Columbia Pike between Glebe Rd. and S. Courthouse road would be very inconvenient, necessitating a long walk to Glebe Rd. or up to S. Courthouse/Second St. The 45 is a valuable service for riders along the Pike to avoid jamming up the WMATA buses heading to the Pentagon/Pentagon City Metro Stations. Perhaps a solution would be to have ART 45 buses alternate travel via Columbia Pike and via Glebe/S. 2nd St.	Oppose	Oppose
44	Do not turn left on Glebe Road which tends to duplicate current ART 41 service. Service addition on Frederick St. is OK with me. I need direct service to Penrose Square currently provided by Metrobus 16G and ART 45. Making me walk up and down the steep Frederick St. hill to Columbia Pike may become increasingly difficult as I age.	Oppose	Oppose

Route	45		
229	Many riders take the ART 45 from the S Barton stop on Columbia Pike and from S Courthouse road every morning. The proposed removal of these stops from the ART 45 will introduce a burden on the many residents who rely on this route to get them to the orange line corridor on weekday mornings.	Oppose	Oppose
563	Please do not eliminate the stop at Columbia Pike and Courthouse Road. The TDP seems to be more oriented towrds improving the western half of Columbia Pike while further removing eastern Columbia Pike from convenient ways to connect to the rest of Arlington. Please don't isolate us from the rest of the community. We need good transit option too.	Oppose	Oppose
1261	The new dog-leg around Penrose Square is ill-advised. Serve the existing high-density retail corridor.	Oppose	Oppose

Route 4A

Comment Count: 17 Pro: 3 Oppo 12 Other: 2

ID	Comment	Priority	Evaluation
277	I love the idea of a bus that goes straight downtown, bypassing Roslyn. That said, it appears that you are planning to have only one bus every 30 minutes and have it start somewhere out in Fairfax. At rush hour that will mean those of us that get on in the middle (I get on at Park Dr and 50) the bus will already be too full to stop. I am not sure where your review team learned statistics, but your ridership numbers for the 4A need to look at only rush hour. The bus is packed. Less so since you removed the 4H and many people just gave up and got their cars, but now if you do this, nobody will ride the bus and the roads will be clogged with cars (nobody dares ride Metro anymore since it is so unsafe and unreliable). So PLEASE reconsider this insane idea!! Start the bus at 7 corners like it does now and go straight into town. Kind of like the 16Y but not going down the Pike and spending hours roaming around Arlington.	High Priority	Pro
384	Hello, I've read that this route will be changed to drop off at Foggy Bottom instead of Rosslyn. I think going into DC is a good idea, but I think it would make much more sense to drop off at Farragut square, rather than Foggy Bottom, so that riders can access multiple metro rail lines. Thanks.	High Priority	Pro
1112	I like the proposed bus route direct to DC. The overwhelming majority of folks get off that bus and right onto the metro into DC. This would help them avoid any metro slowdowns as often happen in the AM, which can cause you to miss your 2nd bus once you	High Priority	Pro
164	No	High Priority	Other
161	No	Medium Priority	Other
597	Will the new alignment stop at Rossyln? Its the fastest way for me to get to work if I get it at Fillmore and 50. All the other buses take forever and will be a major pain in the neck and I will probably just drive then.	High Priority	Oppose
628	I would hate to lose this Route. It looks like the ART 45 and 77 take much longer to get to Rosslyn. I wouldn't mind the new 1Y replacing the 4A as long as the 1Y makes a stop at Rosslyn on its way downtown.	Medium Priority	Oppose

Route	4A		
707	As someone who once used this route on a daily basis, I am opposed to eliminating it. It was the fastest way to get to Rosslyn to connect to Metrorail and I don't think your proposed adjustments adequately replace it.	Medium Priority	Oppose
294	4A is my lifeline to work. I bought my house because of the bus. It gets me to Rosslyn quickly and efficiently. In morning rush hour the bus is often standing room only. My alternative would be to walk 30 minutes to Ballston. An express to downtown would take longer to get me to a train, which since I don't work downtown, is what matters to me.	Oppose	Oppose
304	Hello, I have read about the proposed changes to this bus route. I believe having the bus go directly into DC instead of Rosslyn may be helpful. However, the reduction in frequency during rush hour to only every 30 minutes will be very problematic. Even with the current frequency and with the bus coming only from seven corners, it is already very full by the time it gets to Arlington. By reducing the frequency and staring the route further west, the bus will be extremely crowded and virtually unusable by the time it gets to Arlington. Please consider keeping the existing frequency for this route, it is very important for me and my neighbors and it is my only way to get to work. Thanks	Oppose	Oppose
305	Please do not eliminate this line! I ride the 4A daily from Arlington Blvd and Henderson to Rosslyn. I know there are several of us who travel to destinations in Rosslyn - we do NOT need to travel into DC. The changes to ART 63 and 77 will not help. I need a bus that goes from Arlington Forest to Rosslyn, not just within Rosslyn. Route 4B, proposed ART 31, is difficult to get to and takes much longer to travel from Arlington Blvd to Rosslyn. Route 4A is an essential part of my life and work in Arlington.	Oppose	Oppose
309	My husband and I ride the 4A to and from work every day. We ride from Arlington Blvd and Park to Rosslyn. This line is much quicker than the 4A on most days. Running one bus every 30 minutes during rush hour will be very disruptive to our commute. I'm not sure whether my husband will be able to get to work on time with a 6 am bus leaving Inova Fairfax. Part of the reason we moved to our neighborhood was the ability to have a relatively short commute by public transportation. This will make me consider driving.	Oppose	Oppose

Route	4A		
349	The proposal to extend the route into DC is welcome and long overdue. Unfortunately, the proposed lengthening of the route, and the reduction in frequency still further, will be counter productive, as it will reduce reliability still further and hence reduce ridership. The stated current ridership on the 4A is not consistent with my experience (between 7 and 8 am when the bus is almost always full). The proposal to lengthen the journey, and reduce the frequency will be an opportunity missed to reduce pressure on the 16Y (currently residents along the southside of Arlington Blvd will walk to Columbia Pike to pick up the 16Y, or change from the 4A to the 16Y at the junction of 10th St and Arlington Blvd. I urge you to consider keeping the current 4A but increase frequency to at least 20 minutes and make its route direct to DC without going through Rosslyn. This will ensure full buses and reduce car travel along Arlington Blvd.	Oppose	Oppose
459	I use the 4A every week day to get to work. I think it could run more frequently during rush hour - every 15 minutes as opposed to 30. I don't think the service should be reduced. Also, the 4A stop at Arl Blv and Pershing (near the Days Inn) is very dangerous. It is on the side of the highway, with no shelter/concrete area. It is too close to the cars. It should be up on a curb. Also it is hard for drivers to see customers in the dark; I have had a bus pass me without picking me up because they didn't see that I was at this stop. Thank you for considering my feedback!	Oppose	Oppose
585	4a runs too intermittently and the new route does not stop at Rosslyn so this seems to be an odd change. I guess that means fewer people dumped at Rosslyn and overcrowding trains. This woul probably increase my commuting time and would cause me to rarely use this route. Almost never take 4 b	Oppose	Oppose
609	Hello -- We purchased our home on Rt. 50 and South Irving Street in Arlington in part because of the close access to Rosslyn via the 4A and to Ballston's bus hub via the 10B on 2nd Street. Your ten year plan functionally cuts off our neighborhood. Replacing metrobus with ArtBus to Courthouse is not a substitute. Rosslyn and Ballston stations are both major hubs. Courthouse doesn't provide the same access. Please keep our neighborhood connected to hubs by retaining these bus routes.	Oppose	Oppose
655	DO NOT Cancel. I use this line all the time and simply replacing it with the 1Y won't be enough. Tons of workers use this line to get home from Rosslyn after 7pm every single weekday!	Oppose	Oppose

Route 4B

Comment Count: 5 **Pro: 2** **Oppo 2** **Other: 1**

ID	Comment	Priority	Evaluation
273	The new configuration looks good! I really want to be able to catch the bus at the corner of N 2nd Road and Park Drive.	High Priority	Pro
530	Liked the changes; will be happy by phase 2. The 15min frequency is what we need	High Priority	Pro
275	4B often does not run on time and often the Next Bus info is not reliable.		Other
665	KEEP the 4A and 4B-- they are SORELY needed!!!!!	High Priority	Oppose
624	Keep the current route which goes down Arlington Blvd to Rosslyn. It is necessary for the Arlington Heights neighborhood.	Oppose	Oppose

Route 4Y

Comment Count:	1	Pro:	1	Oppo	Other:

ID	Comment	Priority	Evaluation
666	OK BUT DO NOT ELIMINATE or curtail the 4A and 4B	High Priority	Pro

Route 51

Comment Count: 14 Pro: 8 Oppo 5 Other: 1

ID	Comment	Priority	Evaluation
558	Very much in support of extending Route 51 route to Marymount University. Hope change is made soon.	High Priority	Pro
620	Please continue bus stop @ Harrison and 18th ST	High Priority	Pro
714	I will definitely use the new leg of the route that would proceed north on George Mason past the hospital toward Marymount.	High Priority	Pro
637	My husband and I live on Patrick Henry and use this bus daily to commute, along with many of our neighbors. We hope you do not eliminate the stop on Patrick Henry and Harrison street. When we moved to the area, we were so thrilled that there was such a convenient commuting option and are very disappointed that the stop we use could be eliminated.	High Priority	Pro
909	Ok con el cambio. TRANSLATION: Ok with the change	High Priority	Pro
74	Please maintain the portion of the route that currently serves the Lee Highway-N Harrison Street intersection. This provides access to the large collection of services at this intersection, especially grocery stores. Having to carry groceries to a stop on George Mason Dr. would substantially reduce the practicality of transit-based shopping trips.	Medium Priority	Pro
1156	Extending route 51 to Marymount University seems like a good idea, as does extending Sunday service until midnight.	Medium Priority	Pro
192	Did you provide option for feedback at the hospital site? Many of hospital workers work late night shifts and have varying hourly wages. Thank you for the expansion, but does it extend long enough because of the 1/2 hour wait time? I had to give a stu	Medium Priority	Pro
159	No		Other
566	Please do not eliminate the stop at Patrick Henry Drive and Harrison Street. According to the map, this stop serves an area that is "high density all day." I have no problem with extending the route to Marymount, but it makes no sense to eliminate a stop that is highly used.	Oppose	Oppose

Route	51		
617	It would be a shame to eliminate the stop at Harrison and Patrick Henry on ART Route 51. Many residents in the neighborhoods south and west of that stop, including aging residents with limited mobility, find it extremely convenient.	Oppose	Oppose
634	Please do not change the 51 current route. This drop off and pick up performs a valuable route for the homeowners of Tara-Leeway. This would cause a serious disruption to many of us that we relied on when we bought our proprerty.	Oppose	Oppose
557	Please do not eliminate the Patrick Henry loop of this route - with the elimination of the 3Y loop in this area, the route 51 is the only route servicing this area that stops at a metro stop in Virginia.	Oppose	Oppose
746	I am disappointed that the recommendations fail to include a route that goes through the northern reaches of the county, i.e., Old Glebe/Madison to VHC. Why does the county continue to see all transportation needs as beginning and ending at a Metro statio	Oppose	Oppose

Route 52

Comment Count: 8 **Pro: 6** **Oppo 1** **Other: 1**

ID	Comment	Priority	Evaluation
3	I support the merger of Art 52 and 53, but I would prefer a slightly modified route. Leaving East Falls Church northbound on Sycamore, the bus currently turns onto 26th Street for a few feet before turning onto Trinidad, heading to Williamsburg. I would prefer if the new 52 stayed on 26th in front of Tuckahoe Elementary and turned right onto Underwood, heading to Williamsburg. This shift of the bus route to the west side of Bishop OConnell from the east side would allow more of the far western corner of Arlington to have bus service via the 52 bus since the WMATA 15K/L bus that currently runs on Westmoreland is rush only.	High Priority	Pro
713	I am delighted with the more frequent service on the 52 route.	High Priority	Pro
97	Improvements should be high priority considering 53 service cut.	High Priority	Pro
102	Would like it to run on the weekend if that makes sense, to get yorktown.	Low Priority	Pro
1156	Increased midday service would be useful, especially for anyone traveling to Virginia Hospital Center.	Low Priority	Pro
154	The extension of hours is good, same as frequency upgrade	Medium Priority	Pro
746	I am disappointed that the recommendations fail to include a route that goes through the northern reaches of the county, i.e., Old Glebe/Madison to VHC. Why does the county continue to see all transportation needs as beginning and ending at a Metro station? Not everyone in the county needs to go to Metro, and in fact, most of the people in that neighborhood go to VHC frequently, and yet there is no public transportation to take them directly.	Oppose	Other
1247	Please do not leave a chunk of North Arlington unconnected!!!	Oppose	Oppose

Route 53

Comment Count:	213	Pro:	2	Oppo	206	Other:	5

ID	Comment	Priority	Evaluation
1151	ART 53 has had low ridership for many years, especially to and from East Falls Church. Many buses come and go with only 1 or 2 or even no passengers at all. Trying an on-demand system is the best option for this low density part of the county where fixed route service does not meet the needs of very many people.	High Priority	Pro
1156	Since route 53 carries an average of only 10 passengers per hour, eliminating it makes sense, especially with the possibility of on-demand service and routes 62 and 64.	High Priority	Pro
285	What is on-demand service? Didn't have enough information on that.	High Priority	Other
463	In the analysis of the 53 route, the approximatation of 10 passengers an hour was spread over a full day's schedule as opposed to other "rush hour" routes, which average only a couple more passengers per hour.	High Priority	Other
500	Metrobus 1E replacement (with 53W or the route # being considered): I strongly support and recommend ART replacing the 1E, which is being eliminated by WMATA, to connect the very dense Dominion Hills and Madison Manor neighborhoods to Ballston or East Falls Church Metro stop. As a regular daily rider of the 1E, I know how important this line is to my daily commute and being able to connect to the train in Ballston. I am very apprehensive of the potential for a gap in service, if ART does not have a replacement before WMATA discontinues the 1E. I would recommend ART provide comparable service, with the first bus stopping at 6:15 or 6:20am (weekdays) in the Madison Manor/Dominion Hills neighborhood. This would ensure no gap in coverage. Also a frequency of every 30 minutes during peak times in the morning and evening would ensure continued coverage and no gaps in service. For the route, after talking to Steven Yaffe at a recent community meeting - I would recommend a loop going from Washington Blvd, taking right on N Ohio St (heading south), taking a left on 10th Rd N or 9th Rd N, then left on Patrick Henry Dr (heading north), and connecting back to Washington Blvd and to East Falls Church metro. I think it is very important to have the bus do a loop that includes N Ohio St/McKinley Rd and Patrick Henry Dr, to ensure there's no gap in service for patrons in both Madison Manor and Dominion Hills. I hope you will carefully consider my recommendations and suggestions. Thank you for your time and efforts.	High Priority	Other

Route	53		
239	I'm skeptical that the on-demand service being proposed will actually serve the needs of the communities in North Arlington. No details have been provided.	Medium Priority	Other
154	You should stagger the 53 and 52, currently they run at same time so people tend to take 52	Medium Priority	Other
346	The 53 route is used by many people during rush hour. Especially by home care people. Nursing aids, housekeepers,day laborers. If		Oppose
436	It would be helpful if you had an explanation of the "on demand" proposal, especially the 30/60/30 times. What does that mean? How would it work?		Oppose
1106	I think ART 53W is an excellent bus and service to its riders. I'm sorry about the low ridership and just want to say I hate to see it eliminated. Most folks don't know that it even operates and because they are not familiar, they don't attempt to ride it.		Oppose
47	There should be more regular schedule and on weekends	High Priority	Oppose
48	I use this service for my daily commute to work in Ballston.	High Priority	Oppose
310	Art 53 provides an important transportation benefit to the community and should not be discontinued.	High Priority	Oppose
198	I would like the route to have more frequent service. It is the best way to connect the neighborhood to Ballston without using a car.	High Priority	Oppose
219	Please do not eliminate this route--it is our only mass transit option in the Rock Spring neighborhood	High Priority	Oppose
243	This is a great route and I use it almost every day. I wish it ran on the weekends too. Please do not get rid of it.	High Priority	Oppose
258	My daughter rides the bus every day to and from work and I ride it several times a week to get to the subway. Parking at the subway or driving downtown are prohibitively expensive. We should be encouraging the use of public transit, not eliminating it.	High Priority	Oppose
318	ART 53 has been a very important route for me. My aim is to live a car-free life, and this route has allowed my son to attend numerous summer camps at the Madison Community Center over a number of years. No idea what you mean by "on-demand system," so I cannot comment on that.	High Priority	Oppose

Route 53

441	Hello, Just last week I began taking the ART 53 bus daily to work from N Harrison Street and Williamsburg Ave to Ballston. I was really pleasantly surprised at how fast and easy the bus is, and I plan to take it from now on as my primary form of transportation twice per day. I'm also telling lots of neighbors about how great it is. I recently heard that there may be plans to cancel this bus service! I really am very supportive of bus route 53. It removes cars from the road, requires less parking in Ballston, uses less gas and causes lower pollution levels, and the app makes it very easy to know exactly when the bus is arriving so people don't have to stand by the curbside for long; students are always on the bus getting off at Williamsburg Middle School as well. PLEASE PLEASE PLEASE do not end bus route 53.	High Priority	Oppose
451	ART 53 should be a high priority for the County. It is a terrible idea to cancel this service, which is the lone public transpotation option for many in this area. We use it frequently.	High Priority	Oppose
498	I use this bus route almost every day to commute to NSF. Please do not eliminate it.	High Priority	Oppose
504	Please do not cancel this route or replace it with an "on demand" service unless that service provides substantially the same level of service as the ART 53. I use this bus frequently to get to and from work. There is no other good option from where I live. The buses are almost always full when I go to and from work, perhaps other times are not as well travelled, but this service needs to continue.	High Priority	Oppose
592	I believe it's not fair to remove the Route 53 route without offering viable alternatives to thise of us that live between Lee Highway and Washington Boulevard! Please provide some transportation alternatives.	High Priority	Oppose
593	I have been riding the route 53 bus to and from my home (18th road and quincy street) to the Ballston metro station for approximately seven years. There are no other pubic transportation options available to me if this bus route shold be changed.	High Priority	Oppose
710	We use this line almost daily and cancelling it will severely and detrimentally impact our commute.	High Priority	Oppose
633	Please do not cancel this bus route. This bus is important to people in the Old Glebe neighborhood.	High Priority	Oppose

Route	53		
656	I have heard from many other passengers on the ART 53 bus route that the City Council wants to discontinue this service. I would be very disappointed to see this line close, as its ridership is substantial, not to mention our taxes are provided for this convenience and necessity. I have seen many senior citizens ride this bus due to the low cost, the inability to drive, and the convenience for their quality of life. Please think twice, no, three times, before you make this unnecessary change. Thank you.	High Priority	Oppose
683	Route 53: As a parent and an employee using route 53 this is the best route for me to get to work. This route is the only bus that serves Willimasburg Middle School &Discovery Elementary. This route is easy accessible. This route serves as primary transportation for some APS employees and even children if they miss the bus. Eliminating this route will but a lot of people in a tough situation. Losing the route would not be a great idea.	High Priority	Oppose
686	There are people who have been riding this bus for years. It should not be cancelled.	High Priority	Oppose
748	I have taken the Art 53 bus for 10 years along with numerous elderly, daily work commuters, mobility challenged and high school students. It provides the only transportation alternative in North Arlington. Thank you for the service and its continuation!	High Priority	Oppose
732	Hi - I take this bus to DC every week. It's very convenient for my neighborhood and there are always people on the bus during commuting times. Without the bus, I and many ofy neighbors would have to drive, costing us a lot of money and putting more cars on the road.	High Priority	Oppose
1104	Please do not do away with route 53. This is my neighborhoods ONLY option for public transportation. We are not walking distance from any shopping/dining/fuel or access to metro. If you do away with route 53 there will be no way to access these services without a car. We pay property taxes and should have access. We also have 3 teenagers that use this bus route.	High Priority	Oppose
1119	I am uncomfortable endorsing the proposed on-demand service at the expense of the 53 route altogether. How has the county made sure that service will be better if not at least the same? What flexibility is there if in the future it becomes clear that the route should be reinstated? This end of the county doesn't see all the fancy new parks and services that the southern portions enjoy. It seems unfair to take away this basic access to Metro which we must certainly be supporting our fair share of with property taxes.....	High Priority	Oppose

Route	53		
1120	No bus should mean no taxes! I pay a lot of taxes for the service.... As it is the bus doesn't run late enough to be useful. More efficient vehicles would make a lot of sense.	High Priority	Oppose
1130	ART 53- I would like to request that this route stays and does not get eliminated. I/we us this bus every morning and evening, to go back and forth to work and Ballston. I do not have a car and need this route Bus 53 to continue so I can get to work, if not I will have to take a cab to Ballston. Many customers on this route, use this bus service to get back and forth to work. This route is critical to us and we request that ART 53 continues to service our community.	High Priority	Oppose
1132	This is the ONLY form of public transportation option for us to get to the Metro AND for my growing children to use to get to school and other events when we (parents) are not able. Surely one cannot justify leaving the Rivercrest neighborhood without any options to get around? Arlington provides a plethora of curbside services for trash, composting, yard waste, tree & furniture pick up but when it comes to humans, they want to keep us trapped at home! We have the right to safe, accessible bus service - our tax dollars should support it for US as well as all the other residents!	High Priority	Oppose
1230	Please keep ART 53	High Priority	Oppose
1133	This route should STAY OPERATIONAL. it is needed and wanted and one of the reasons that I bought my house I. The location I did.	High Priority	Oppose
1168	We need service on Williamsburg Blvd. to the East FAlls Church Metro. Please do not eliminate this service	High Priority	Oppose
1176	I would like this route to continue! My entire family uses the service and it would be a great loss if it is discontinued.	High Priority	Oppose
1189	Eliminating it cuts off our whole corner of the county from Arlington's "carless" ideal. Having bus to metro also adds to our property values, which we pay plenty of taxes on.	High Priority	Oppose
1220	We need this route for North Arlington. Teenagers and seniors rely on it. Would suggest marketing it more to improve ridership -- but not terminating it!! Thank you.	High Priority	Oppose

Route 53

1227	I have been retired for four months; however, prior to my retirement. I used Route 53 to travel between North 38th and Ballston to catch the Metro to my office near L'Enfant Plaza. ART 53 was the start and the end of my workday and served me, other commuters, high school students (HB Woodlawn and Washington &Lee, child and elder care providers quite well. It kept all of us off the road and helped cut pollution. I might understand if the proposal if it had eliminated the midday hourly service (i.e., hourly service from 10:30 to 2:30 where light ridership really manifests itself), but to eliminate rush hour service denies many folks their only means to get to and from their jobs. And please don't use the excuse that the 15L Metrobus route can get you to the Metro {that's a morning only option with no return service during the evening rush hour) because that dog won't hunt. Essentially, your proposal to eliminate Route 53 thumbs its nose at Arlingtonians who live north of Lee Highway. We pay taxes, send our children to the County's schools, actively participate in the County government, and use its public transportation and for this we get a slap in the face. Really, you can do better--please reconsider the elimination of Route 53. It's not about the numbers using Route 53, it's about the people who use it--they truly need it. Thanks for the opportunity to comment.	High Priority	Oppose
1235	This bus line fulfills a great need for residents in Rivercrest. High school students take it to get to jobs or the metro. In addition, various caregivers for young and the old in our neighborhood rely on the Artbus for transportation. Residents of the neighborhood also use this route on a regular basis to get to work, year round, in all types of weather. Getting rid of this bus route does not jibe with Arlington county's continued focus on being a "green" community.	High Priority	Oppose
1238	We live far from Metro and shopping. Without this bus, more cars will be driving to these areas. I have neighbors who rely on this bus to get to work.	High Priority	Oppose
1242	This route is a necessary route to give N. Arlington's residents access to the rest of the county. I'd like to see more public transportation access to our neighborhood.	High Priority	Oppose
1243	I would like for this route to stay in circulation. My children are just arriving at the age where they will be able to use this service to get around, and I think it is vital for their independence and to teach them to be public transit users in the future. I think there are many other children in their age group in this neighborhood who could similarly benefit. Thank you.	High Priority	Oppose
1249	Please don't get rid of this route.	High Priority	Oppose

Route 53

1260	This ART bus is so convenient in our neighborhood. We use the bus to get to the metro for big events downtown...especially baseball games and events at the Verizon center.	High Priority	Oppose
263	In all the links you provide, there are no details about the On-Demand system. How are we supposed to have an opinion? Your map says "On-Demand Service Area -- ART will be replaced by a rideshare service that connects passengers to designated Metrorail station." Will it be an app on our mobile phones, like calling an Uber, but only paying bus fare via SmartTrip card to get to a metro station (or bus stops in between metros)? Will this rideshare vehicle always be near the old 53 route, waiting for calls? Will the timing be reliable, so commuters can count on it? Will the system issue an ETA when we make a call, so we know when to be at the bus stop? I used to take the 53 bus to the metro to commute to DC, but when you reduced the schedule, the times were no longer workable and I drive now. It's also frustrating that buses 53A and B tend to meet at Old Glebe Rd and Military Rd at almost the exact same time, negating any benefit of having 2 buses going to different metro stations. As a parent of a Williamsburg Middle School student, I'm also disappointed, because students can take the 53 bus home as an alternative after school buses have departed.	Low Priority	Oppose
267	I used to ride this route daily, but now mostly commute by bike. Nonetheless, I find the route useful when I need it. That said, I know ridership along the route is low and it's hard for me to see its existence continue to be justified. I would be sorry to see it go, though.	Low Priority	Oppose
256	As a resident along the 53b route, I feel it is important for public bus service to continue given that there are no other public transportation options nearby. Please don't cancel this route without setting forth a plan to replace the 53 route with a similar option. Thank you!	Medium Priority	Oppose
260	I'd hate to see this route disappear.	Medium Priority	Oppose
693	Art bus route 53 serving Williamsburg and Discovery schools allows their Life Skills and Autism students to build community navigational skills, access to field trips, and work sites. If possible it would be wonderful to keep this bus route as part of the regular bus routes.	Medium Priority	Oppose

Route	53		
1170	Please keep this route going! I have been taking ART 53 bus for over 7 years. Each time I take it in the AM rush, it appears to be full. When I take it returning home in the evening, it is also quite full. I don't understand the "flex system", however I propose to keep this route going, even at limited times during the day such as rush hour times. Thank you.	Medium Priority	Oppose
1194	Please do not eliminate the regular service bus route and replace with "on demand" service. Seniors and the younger riders need the bus to get to the metro. Those of us that live out here deserve to have bus service just like the other parts of Arlington - we pay taxes just like those that will be continued to be served by a regular route.	Medium Priority	Oppose
12	I'm very disappointed to see the proposed discontinuation of ART route 53. It appears you are simply writing off the entire northern neighborhood, by substituting an "on demand" proposal. But that proposal is ill-defined. What is it? simply another name for call-a-cab? Those of us who plan to age in place are certainly not served by this proposal. Plus your "on-demand" maps don't cover all of us? Are we allowed to participate or not?	Oppose	Oppose
144	I live off Military Rd and if this bus route cancelled I would no options for return from Ballston.	Oppose	Oppose
217	please do not eliminate the route.	Oppose	Oppose
199	Getting rid of the 53 is a mistake. Admittedly, ridership on the 53 has been relatively low, but a big part of that is the availability of the 15L, which is a more convenient way of getting downtown in the morning. Several daily riders like myself take the 15L in the morning instead of the 53. The 15L, however, does not give the residents of north Arlington the ability to get back home at the end of the day (since the 15K bypasses Military Road) and that makes having the 53 a necessity. Simply put, the ridership numbers on the 53 understate the extent to which residents of north Arlington rely on this bus route since many of us use it only once per day. Getting rid of this route will force those of us who would otherwise prefer mass transit, but who no longer have a viable mass transit option to drive to work each day. (It will also, I expect, reduce ridership on the 15L.)	Oppose	Oppose
169	I use this route a few times a week! If this route is eliminated my only course of action will be to take cabs all the time - not very green.	Oppose	Oppose

Route 53

174	I regularly use the ART 53 to return home (on Military Road) from work in the evening. I usually use the Metro 15L to get to work in the morning. It is efficient (a quick trip to Rosslyn and Metro connection) but somethat unreliable. So, I sometimes use the ART 53 to get to work, including if I go in after 9:40 am. My wife and daughter occasionally use the ART 53. With that background, I have the following comments: 1. On this route and others, my experience with ART has been overwhelmingly positive. The service is punctual and reliable; and the drivers are almost always completely conscientious and courteous. 2. While the plan summary rightfully touts the improvements and expanded service, the service cuts are "buried in the fine print". The plan should be more transparent and explicit about service cuts, and the justification for such cuts (low ridership). I believe many of my fellow riders will be caught by surprise when these service cuts eventually take place. In counting votes, please take into account that the service cuts are much less prominently discussed in the plan. 3. I see references to "on-demand" and "flex service". But I see absolutely no indication of what this involves and how it would work. In particular, how would it work for getting home from work? I may have missed something. If this is indeed vague, it makes it difficult to gauge the priority (below). 4. I will retire before long, so that commuting will not be an issue. However, the day will come when driving will not be an option for me. And, there are older residents in my neighborhood for whom staying in their homes is a vital concern. Regular (even if infrequent) and predictable ART service on the 53 route makes a big difference to the elderly and any others not in a position to drive.	Oppose	Oppose
175	This route has worked very well for me and my family and I hate to see it go. I don't understand the on demand service that will replace it.	Oppose	Oppose
186	This route has been further and further diminished which discourages use. It is the only route that travels on Military Road north of Lorcom Lane in the evenings. In the mornings it provides a direct link to Ballston which continues to grow as a employment center. It is shortsighted to discontinue this route.	Oppose	Oppose
205	Discontinuing this route would displace a significant number of riders who use this route primarily at rush hour. Ridership at rush hour far exceeds 10 passengers per hour, so if a cut must be made, it should be to limit service to rush hour only. In addition, the information about current service levels is incorrect -- 40' buses have not served this route in many years. If costs are based on the vehicle type, then the operating costs for this route are also incorrect.	Oppose	Oppose

Route	53		
215	Disagree with the recommendation to eliminate the route, particularly during rush hour. Stranding a significant portion of the county's geography with no alternative to automobiles.	Oppose	Oppose
227	Please do not eliminate this route. I do not live walking distance from the metro and rely on the 7:00 pm bus every weekday to get home from Ballston. It is not safe for a woman to walk alone in the dark from Ballston to neighborhoods north of Lee Hwy at that hour, especially in the dark. Neither is it safe to just hang around Ballston waiting for an "on demand" service I know nothing about. The 7 PM ART 53 is nearly always full when I ride it Monday - Friday.	Oppose	Oppose
236	I am disappointed that the ART 53 route is being discussed for elimination. This is the only real public transportation option in the northern part of the county. I don't see the proposed alternative as being a satisfactory option. I've always enjoyed Arlington's "car-free diet" alternatives, and as a resident of northern Arlington, I don't want to be completely left out.	Oppose	Oppose
244	Propose keeping at least 1 pick up time during the morning rush hour. Survey ridership and optimal times to keep in line with County's desire to reduce cost and continue support to community.	Oppose	Oppose
252	I used the ART 53 bus every weekday for 20 years to travel from my home to my job in Ballston. I bought my house, in part, based on the availability of the Metro bus 22, and then ART 53, service. My sons used that service for summer jobs in DC. I retired in 2012 so I only use ART 53 occasionally now. Still, I hate to see the service disappear.	Oppose	Oppose
253	I understand that general bus service is proposed to end for Route 53 and that "on demand" service will begin. What does this mean? I am concerned that regular bus service will end. We need to continue to encourage transit at this end of Arlington County.	Oppose	Oppose
254	I oppose eliminating this route. I rely on it to get to the Metrorail without having to drive. It's elimination increases costs for the serving neighborhoods and will increase traffic congestion.	Oppose	Oppose
257	What does on-demand scheduling mean for this route? Why not consider scaling back the frequency of buses before dealing a death knell.	Oppose	Oppose

Route	53		
259	Please do not end this route. Our family of four lives on North Quincy Street and often use the 53 route to get to and from the Ballston metro station. I would recommend adding some Saturday and Sunday service to this route.	Oppose	Oppose
264	My 16 year old daughter uses this bus to go to volunteer work, summer camps, and tennis practice. Please do not discontinue.	Oppose	Oppose
265	I understand this route is under consideration for termination. It would be unfortunate for me if this proved to be the case, as I use the bus for transport to/from my neighborhood to Ballston metro	Oppose	Oppose
269	This bus route is the only one that serves our part of the County, and is the only way that we can continue to connect to the Metro and not have to drive into work in downtown DC. If you're trying to reduce emissions, please reconsider replacing this scheduled route with one that is "on damend", a term you have not defined in the TDP. Thank you, R.C.Worden & Carrie Thompson on 4000 N. Randolph St.	Oppose	Oppose
270	I oppose the proposal to eliminate the Route 53 bus service. I use it every workday, and it's always full. There is no other public transportation near our house or the other stops on our route. Route 53 should not be eliminated.	Oppose	Oppose
274	My daughter just moved home and is taking art 53 to get to Ballston metro. I don't think we should stop service and don't understand what flex service is, as it is not referenced. This route is going to very important to us for many years to come.	Oppose	Oppose

Route 53

287	I am aware that ridership on this route has been low for many years and extending the route to Westover was an attempt to increase ridership. However, this route is very important to me. We purchased a house near the Williamsburg Blvd. and N. Emerson St. stop specifically because it was on a bus route that only took a few minutes to get to the Metrorail station (East Falls Church). When I worked in DC (I have stayed home the last two years), I took the ART 53 bus to/from the Metro every day and my husband takes the bus occasionally to get to/from work. A neighbor has also started taking the bus to work now that the Silver Line is open. My kids are now at Williamsburg Middle School and take the bus occasionally. I think this is a great route - from the Williamsburg Middle School to East Falls Church Metro station or from the Williamsburg Middle School to Cherrydale and Central libraries, Gulf Branch Nature Center, and Ballston. The drawback to the route is the infrequency in which it runs during the middle of the day which makes it hard to time when coming home from DC. My kids would use it more if it operated on weekends. Not much information has been provided about the "on demand service" and Zone 3 does not cover the current stop at Williamsburg and N. Emerson St. I think it sounds difficult to use the on demand service as a daily commute to work, and thus would result in me driving to work. Please reconsider the elimination of this route. Thank you.	Oppose	Oppose
295	I use this bus for transport when I use the metro and I don't want the route removed	Oppose	Oppose
308	I ride this route every day between Lorcom Lane @ Nellie Custis and Clarendon Metro. The elimination of this route will make it infeasible for me to commute by public transport. This bus has a small but regular ridership, consistently 12-15 people during peak times. Please consider alternatives to completely eliminating service to these neighborhoods. Perhaps cut back the hours the service runs.	Oppose	Oppose
314	This route is proposed for elimination. I KNOW many of my neighbors use it to get back and forth to work, and I wonder if it could be continued, perhaps with reduced hours during the middle of the day? There is no explanation of how the on demand service would work or what it would cost. Please don't leave people without a real way to get to work.	Oppose	Oppose
329	Please don't eliminate ART 53! It is a reliable, always on time, fast connection to Metro - I am on it every day. (Is the vehicle size in the plan correct?)	Oppose	Oppose

Route	53		
330	I am not happy that the plan is to eliminate the fixed route of the ART 53 bus route and replace it with North Arlington Flex service. Currently, riders who who are traveling north on Sycamore St from the EFC Metro station in the evening can take either an ART 52 or 53. With the elimination of the ART 53, you will reduce the effective headway for the portion of the route where the two ART bus routes overlap. Also, the ART 53 route serves Williamsburg Middle School.	Oppose	Oppose
347	Don't stop this route during rush hour. Many people use this route to get to parts of Glebe Road. Housekeepers, nannies, nursing assistants.	Oppose	Oppose
382	I live at 3901 Roberts LN and take this bus route to commute to work on a daily basis. If you eliminate this route I will have no option but to drive. In theory I could take the MetroBus 15L to work but it does not go in the reverse direction at the end of the day. I could take the Art 55 but the nearest stop is a half-hour walk away and cycling is difficult at the best of times because of the hills. By eliminating this route you are leaving a large portion of North Arlington without any form of scheduled public transportation. I understand that there may be low ridership on this route at some times but during the morning and evening rush hours when I take the bus there are plenty of passengers -- enough to justify continued scheduled service. I pay a substantial property tax bill and I expect those funds to be spent wisely and equitably. The proposed change deprives our section of the county of a vital service that we all pay for with our tax dollar.	Oppose	Oppose
389	Please do not do away with this route, and please also elaborate on "on demand."	Oppose	Oppose
396	I believe eliminating the only bus route that serves an entire portion of the county is unreasonable, especially in light of the proposed changes to I-66. The county should be increasing public transit availability, and ensuring all portions of the county are served. Based on the development plan, the on-demand service does not seem to be fully planned out. Bus service must be reliable on a daily basis.	Oppose	Oppose
452	Eliminating this route means leaving s large part of the county up military road without bus service. What exactly does on demand service mean??	Oppose	Oppose
415	My wife and I utilize the 53 A route on a daily basis coming to and from work. The buses are a quality of life amenity that make arlington county a great place to live.	Oppose	Oppose

Route	53		
584	If route 53 was shut down, I would legitimately have no way to get to work. I would have to walk 45 minutes to get to the nearest bus stop and I can guarantee you it won't be as nice as my ride now. The bus driver I have every morning is incredibly sweet, the people all know one another and converse, and it's just such an essential route that I don't understand how you could even consider getting rid of it. If you go through with it, know that there will be many Arlingtonians who will have no easy way to get to work or around the city and will consider moving closer to their work. If this happens, I will have to find somewhere in DC to live in order to be able to get to work easily. Please don't use our money to get rid of something so important to us and use it instead to attract tourists or build recreational pools or whatever. Use our money for us like you all were elected to do.	Oppose	Oppose
427	I am appalled that you are considering completely ending bus service in my neighborhood. We are a huge swath of the county. Making this change impacts our ability to bring in visitors and household vendors, and get into work. The East Falls Church Metro parking lot is already a nightmare -- it will be more full as a result of this change. I am honestly shocked you would do this, especially when our bus also serves a community center. "On demand" service means NONE, and you know it.	Oppose	Oppose
428	I ride this bus to the metro and home again. Without it I would have to move to a different neighborhood. I have been able to live car free for two years because this bus passes near the house where I grew up. Metro bus 15 only has morning rush hour service with no return trips on military road after work.	Oppose	Oppose
429	The proposal is to discontinue the route in favor of "on demand service" but I can find no description of what on demand service. In the absence of understanding what ongoing options would be for public transit serving this area, I am adamantly against the discontinuation although I understand that the ridership is low. WIthout it, there is no access to public transportation in the far north of the county.	Oppose	Oppose
430	metro only provides am service on military road with no means of returning home after work. If this route is cancelled, I will have to move to another neighborhood after two years of living without a car.	Oppose	Oppose

Route 53

437	The proposal to remove this route 53 comes as a surprise and disappointment. I use this bus route every morning to get to work. Arlington should be expanding and promoting the use of transit not eliminating it. I have taken this bus in the morning with commuters and during the day when families and the elderly often ride. If this route is cancelled I will drive everyday, but I feel sorry for those in the community for which this is not an option. The proposed on demand service is very vague and poorly thought out. I highly doubt it will timely, cost effective, or popular. It does not sound any different then calling a taxi or ride sharing an uber. I believe by discontinuing this route you are doing a great disservice to this community and the people who live here.	Oppose	Oppose
442	There is no information about on demand service, how can I have opinion if I don't know how it works. Please provide more details. The 53 bus option is high priority for me.	Oppose	Oppose
443	I submitted a survey but incorrectly coded it as "high priority" with the idea that this route is high priority. I didn't realize that the official recommendation was to cancel the route, so please change my vote to Oppose.	Oppose	Oppose
449	You are proposing to eliminate this route, yet provide no alternatives to folks that live in Cherrydale that catch the bus along Quincy Drive between Lee Highway and Washington Boulevard What are those folks supposed to do??	Oppose	Oppose
450	Route 53 -- Do not eliminate this route. I have students from foreign countries who stay at my house while they study/learn English. It is the only way they get to EFC Metro without walking. I do not understand how the ART Flex Schedule will work. Where is that explained?	Oppose	Oppose
456	We rely on this route to get to from our home in the Rock Spring neighborhood to work in Ballston	Oppose	Oppose
464	Please do not get rid of this line. I use it to commute to work!	Oppose	Oppose
475	This is the only dependable bus that covers my and 11 other north arlington neighborhoods. Its scheduled availability is important in my childrens' and hired help scheduling. Removing it for an "at demand" service does not achieve the objectives of having dependable bus service to Northern Virginia neighborhoods.	Oppose	Oppose
477	I am dismayed at the proposal to reduce service on Military Road in Arlington. I use the ART 53 to commute. Without this service, I will be forced to go back to car commuting. What happened to Arlington's commitment to CarFree living? The Metrobus 15L is not reliable and only runs in the morning.	Oppose	Oppose

Route	53		
478	ART Bus is the only way to use public transportation in North Arlington, and the County supposedly wants to minimize car traffic here. We need busses, especially at rush hours, to reach Metro.	Oppose	Oppose
479	**I am opposed to the proposed elimination of ART Route 53.** ART Route 53 provides irreplaceable bus service on Military Road between Old Glebe Road and Quincy Street, enabling passengers who live in this area of Military Road to travel by bus to a Metro Rail station (and also enabling individuals to travel to homes in this area via public transportation).	Oppose	Oppose
495	I live near the Madison Center, and have been a regular rider since I moved here in 2009. I generally take the 7 AM to Ballston and the 6 PM. Since evening service was discontinued, I have found it equally ecological and more cost effective to drive to work rather than take a cab home. During a detail work assignment downtown, I was able to take the 15L to Rosslyn as an alternative, but that bus does not run in thee afternoon, so I still relied on the ART 53 to get home. During the January 20 unpredicted winter storm, circumstances led me to East Falls Church at 7 PM. I had to walk the 3.7 miles home, falling once on the ice (at the corner of Williamsburg and Old Dominion). I do not relish the notion of walking routinely 4 miles to work. There is no other option in our corner or Arlington.	Oppose	Oppose
496	This route should be maintained. Besides commuters it allows service workers such as home health and cleaning workers transportation during the day. Parents can have their teenagers use it rather than another car trip. Overall removing this transportation goes against Arlington's goals of car free. It should be maintained and improved to be more reliable and frequent.	Oppose	Oppose
502	I bought my house because of the 53 route that allows me, as a retired school teacher, with walking issues to have reliable transportation to the metro from my house in Arlington. Eliminating 53 will impose a severe financial impact on me since driving and parking in Arlington to use the metro will be expensive for me. You should not eliminate the route	Oppose	Oppose

Route 53

503	Elimination of this route is a big mistake. At a time when the county is trying to promote greening and public transportation, it leaves a large part of the county without any option of reaching Metro other than using their cars. Also, it is grossly unfair to the taxpayers, who provide a large fraction of revenues to the county because of the high property valuations there. I suspect usage will increase as more millenials, who tend not to buy two vehicles, move into the area with children. If the county is serious about reducinng dependence on the automobile and greening of our environment, it should abandon this proposal.	Oppose	Oppose
506	I am very sorry and very worried that the county is looking at a proposal to take the 53 ART Bus away from my neighborhood and end ART service here. I am very fearful that the idea of substituting on-demand service will sound good but will not turn out well. I feel that my neighborhood should have the service other neighborhoods will have. I am on the Autism Spectrum, and I need the ART Bus to commute to my job as a teacher's aide at a pre-school in South Arlington. I have been catching the ART Bus every day each week to get to work ever since it first started serving my neighborhood in the spring of 2004. The county should not take the 53 ART Bus away. Without this practical, convenient and affordable means of transportation, I will not be able to commute to work anymore. There are no other choices, and I am afraid this will make it impossible for me to stay employed. I hope and pray that this proposal to end ART Bus service here will not be accepted. I want very much to remain connected to the rest of Arlington County. Please keep ART Bus service in my neighborhood. Tom Dulaney	Oppose	Oppose
509	While I am an infrequent user of the 53 bus (a dozen or so times a year) my husband takes it several times a week. However, we are not my main concern. One Friday, several months ago, the Friday service was not running. Friday is the day our housekeeper comes so, when she called to say the bus wasn't running, I went to pick her up. Waiting with her at the bus stop were three other women trying to find a way to work. One was on the verge of panic. I drove two of them to their destinations but it occurred to me when this change was floated "how are these individuals going to get to work?" without a reliable bus route. Take Uber? Pricey. Call their employers? Maybe, but that sets up a logistical problems especially for folks juggling getting kids ready for school and headed out to work. It really seems to me that the Transportation Board needs to look beyond the raw numbers and consider the actual circumstances of the people who will be impacted. Thank you.	Oppose	Oppose

Route 53

510	For the large part of the county north of Marymount University this bus route is the only public transportation option available. The nearest commercial establishments are well over a mile away. Given the dearth of alternative methods of transportation, eliminating this route would require almost all residents to own a car. It also would further isolate elderly residents who are no longer able to drive. If we are committed to allowing our elderly population to age in place, then I think it would be shortsighted to eliminate one of their few options for mobility.	Oppose	Oppose
511	I do not support eliminating this route. It would leave a large part of the county without any option of reaching Metro other than using their cars. While ridership may be low, it is vital for those that use it. When you assess where taxes come from within the county, this would be unfair to these taxpayers, who provide a large fraction of revenues to the county. I have noticed more and more younger people moving into this area, many who do not have cars. The county should abandon this proposal.	Oppose	Oppose
587	I take the 53 bus route to and from work every day. I selected my job downtown based partly on the ease of my commute with a 53 bus stop near my home. It would negatively affect my life if this route were shut down.	Oppose	Oppose
557	Very unhappy with the proposed elimination of route 53 (and presumably route 53W). The reason that ridership of route 53W is low is because this bus is scheduled for a few minutes after the 2A bus. This started happening when the 2A bus had a schedule change about 1.5-2 years ago. If you adjust the schedule for the 53W so that it doesn't immediately shadow the 2A, you will see ridership increase by a large number.	Oppose	Oppose
571	I looked at the recommendations and it looks like the bus I take is being discontinued. I use it to go to East Falls Church Metro and to Cherrydale. This leaves me with nothing. Don't like it.	Oppose	Oppose
572	ART 53 is the only public transportation option from my neighborhood. ART took over the route, which used to be served by Metrobus. The implication was that ART would provide at least the same level of service.	Oppose	Oppose
590	Please don't cancel 53. I rely on that to get to the metro daily, and there are many riders every morning and evening who use it.	Oppose	Oppose

Route 53

594	The 53 is currently the only route that passes by Williamsburg Middle School. Traffic at the combined Williamsburg/Discovery Elementary campus is already a nightmare and the elimination of a bus route which takes me (as well as other staff and students) to school will force me to pay what will likely be an exorbitant fee to ride the "on demand" service or drive to school every day. You should at least consider rerouting the 52 (or another route) to pass by Williamsburg.	Oppose	Oppose
599	I am disappointed that Arlington County is considering excluding citizens from the Art system by eliminating Route 53. I bought my current Arlington home over a decade ago, planning to use Art 53 to access the Orange Line. I have been commuting for ten years continuously on Art 53. Eliminating Art 53 will force me to drive to work after using mass transit the overwhelming majority of the time during my 29 years as an Arlington resident. (The airport-like on demand shuttle is not a substitute for scheduled commuter buses.) I support full inclusion in access to mass transit, a core local government function in our world-class urban village. In the event Art needs to earn more revenues, adjust the fares to reduce the high subsidies or limit the new proposed amenities to continue to provide base Art service to all. Art can impose a blanket fare increase or create a multi-tiered fare structure, increasing fees for lesser-traveled routes as an alternative to eliminating service. Public goods are often maximized by employing price discrimination to maximize consumption and efficiency. Also, realize that employers are paying some fare amounts for Art 53 citizens so eliminating bus service to parts of Arlington makes Art 53 citizens lose out doubly - on job benfits as well as having to incur new driving and parking costs. Further, if off-peak ridership is not present, limit operation to commuter hours when the obvious need is manifested in the statistics. Finally, Art staff should have the integrity not to call changes that include eliminating route 53 as "improvements". Your job is not to spin Arlington taxpayers. I have usually been impressed by the standards of Arlington staff. This spinning is not up to the standards of Arlington employees.	Oppose	Oppose
606	I ride the ART 53 every day and I notice that several Williamsburg Middle School teachers use this route to commute to work. How can we take away our kids' teachers' most affordable commuting alternative?	Oppose	Oppose
615	Please do not stop this service. There are a lot of teenagers who could use this route. I had planned on having my daughter use this bus route to get to her job this summer. How else can this area have connections to transit? On-demand is inadequate service.	Oppose	Oppose

Route 53

618	The 53 bus is a critical link for residents in the county's far north. I rely on it to commute daily and consistently find it full at peak times (to and from EFC Metro). Not only does it serve Williamsburg MS but it also gives the community access to the new Discovery ES. Riders are a mix of professionals and working-class folks alike, and we all take pride in the excellent service and consistent reliability of the 53. PLEASE DO NOT ELIMINATE THIS VITAL ROUTE! ART runs other limited service routes at morning and evening peak commuting times; if you insist on targeting the 53, at least let it continue running at those times.	Oppose	Oppose
625	This is a huge disappointment to me. I have resided in my home since 1983 near Walker Chapel. I am now retired and more reliant on public transportation. The ART bus over the years has become so very reliable, given the online updates on schedules. I may consider selling my house after all of these years to be closer to public transportation. (I am 67.) That will be very sad for me, as I love the house, the privacy, and the neighborhood. The access to public transportation has been a very big plus. In addition to older residents, I have noticed that workers in the homes here - caregivers, housekeepers, etc., use the bus.	Oppose	Oppose
648	I like the ART 53 route, which is easy for me to get from EFC Metro Station to Williamsburg/Discovery Schools. I would have to walk several blocks to catch another bus on another route. The ridership is low; with many times that I am the only one on the bus.	Oppose	Oppose
649	I've been taking the 53 ART bus for years. It would be much more difficult for me to get to work without it. For the people who rely on this bus everyday, it is worth it to keep it in service.	Oppose	Oppose
657	I saw that this is recommended for omission. Please keep this route. We have no other way to get to the metro and we also use it to get home from high school after staying past school hours.	Oppose	Oppose
658	This is the only public transportation that serves our neighborhood after 8am. Please do not discontinue service. I oppose the recommendation to cancel the service.	Oppose	Oppose
660	what are flex services?	Oppose	Oppose

Route 53

664	I have commented once before, but have some additional points to make as I'm pretty upset. I ride and live along this route and frequently see more than 10 people riding per hour. It seems unfair to single this route out for elimination -- there are other routes that have similar ridership rates and cost to the county. If you ride it, you see there are young people and seniors who depend on this bus to get around. It's upsetting to me to think that when my daughter gets a little older I won't be able to give her this option to get around. Finally, it boggles my mind that a county that puts so much work into being eco-friendly is pushing people into their cars for commuting. I do not want a sky gondola to Georgetown! Just please keep my neighborhood bus route. We have no other public transportation option on the 53 line.	Oppose	Oppose
668	Without providing an understanding what the Art Flexi-ride or on-demand ride is, there is no way this route should be discontinued. Many workers coming from less expensive living areas use this route to get to housekeeping, dog-walking, babysitting, nanny, and even construction workers. In my family, this would mean losing a housekeeper, babysitter, and a dog walker (for whom we pay taxes). Eliminating this route and disconnecting North Arlington from Metro will be a detriment to the residents as well as these workers. Not to mention, optically, it will reinforce the elitist image of North Arlington. Instead, you should be focused on providing more people access to North Arlington. Also, many people rely on this route to commute downtown everyday via Ballston/EFC Metro. Eliminating this route will put more cars on Military Rd., Lorcom Lane and Spout Run!	Oppose	Oppose
669	While I understand your desire to alter low ridership routes, totally discontinuing the 53 route does not take into account that the bus is nearly full most evenings during the peak commuting hours. I frequently take this bus, usually at 6 p.m. rather than wait 10 to 15 mins for the 62 ART. I find that almost all seats are occupied with riders going back towards Old Glebe Road since Military Drive in that direction is not served by alternative transit. Rather than discontinue the route altogether, I propose that you run it during rush hour only with the on-call service to address the non-rush hour needs of the residents along this route.	Oppose	Oppose
670	My concern is for all the workers who do not have cars - child care, cleaning ladies, etc. My cleaning lady cancels her Mondays when there is a holiday and the bus doesn't run. Also will not come on the weekends. The expense of getting here is too great. There has to be a way to get here for the people who can least afford the alternative. The next question is confusing to me. I oppose deletion of the route until some alternative is in place.	Oppose	Oppose

Route 53

675	I believe that your review of this route during peak times is inaccurate. Your average must be using the entire service period since during peak times there is always a half to full bus. Can we consider offering peak only service? I cannot find out what the "on demand service" would be, but it doesn't seem realistic for daily commuters. I bought an expensive house in Arlington for the easy commute. Taking away that easy commute makes it harder for me to get to my job to pay for my expensive house. I would hate to have to move because I can't get to my job quicker than from a place with cheaper housing. If Arlington wants to be a "car free" community it needs to offer all of us car free commute options. Lee Hwy is not bus friendly and Rosslyn is not an easy place to get on a metro train for a ride into DC--it is standing only by that time. This all also impacts my property value, which in turn impacts your tax revenue.	Oppose	Oppose
699	I have read on posted announcements on my ART bus that route 53 is considering eliminating the route. Today I see an announcement that the nearby route 62 has been eliminated. I am now thoroughly concerned that I won't have any county bus service from my neighborhood (Donaldson Run). I don't have a car and I'm getting older. What am I going to do with no bus service? There is already no bus service on weekends. What am I going to do?!	Oppose	Oppose
716	I appreciate that this route has low ridership and is not cost effective, but want to convey that I will miss having this access as an option in our neighborhood. I'm intrigued by the proposed replacement on-demand service, and look forward to learning more about how this will work, at what cost, etc. It might be a better alternative but I don't feel like I understand it well enough yet to be sure.	Oppose	Oppose
747	We live in Rivercrest off of Military Road. This is the only public transportation we have available to us in our neighborhood and would like it to continue.	Oppose	Oppose
717	The area that the 53 bus services has very limited public transportation options. From experience during peak commute hours the buses are often filled. I'd suggest at a minimum that bus service continue during peak commute hours with the off hours serviced by the on-demand service.	Oppose	Oppose

Route 53

719	I am extremely appalled that the only regular public transport serving the upper Military Road area would even be considered for cancellation. People who live in the northern most area of this county are not able to access Metro without bus service to a metro stop. Many users are commuters to downtown Washington. The county supposedly embraces public transport over using personal vehicles, but you suggest taking away that option for a significant geographic part of the county! A bus to Ballston makes the most sense in providing some kind of public transport choice for these people. Traveling further west, for example to East Falls Church, would involve longer transit time and make little sense for the typical commuter. What about an elderly resident in this neighborhood who doesn't drive anymore, but would like to get down to Safeway, Giant or the library by bus during the day (non rush hour)? This is a short-sighted proposal. Ten people per hour is ten people who may lose a job or be unable to access services without this route . Taxpayers in Rivercrest and surrounding neighborhoods are very tired of being among the highest taxed in this county and yet getting short shrift when it comes to public services nearby. Not everyone who benefits from public services like bus routes, or fitness facilities, lives in south Arlington, Clarendon or the Colombia Pike area! To eliminate one of the few services provided to our neighborhood and yet expect us to pay higher taxes than others (based on real estate assessment) is outrageous. Surely all that tax revenue from 22207 must buy us some consideration.	Oppose	Oppose
722	This route is the only one that serves this taxpayer community. The Metro bus does not go here. It is outrageous that it is being proposed to be eliminated. It is busy and many people use it to commute to work.	Oppose	Oppose
723	I live in Rivercrest and this is pretty much the only public transportation option available in our neighborhood. We are already under-served when it comes to public transportation, we are not within walking distance to any metro or amenities, and to take away our only existing public transportation option is unacceptable given the complete lack of alternatives and how absolutely stranded it leaves us if we don't have access to a car.	Oppose	Oppose
724	Please do not implement the proposed changes to Route 53. It is the only public transport available along the Military Road route from my neighborhood (Rivercrest) to Ballston. Absent this bus, there is no alternative other than driving or paying an exhorbitant taxi fare. this is completely unreasonable!	Oppose	Oppose

Route 53

725	From what I can tell, the plan indicates that the ART 53 route will be eliminated and changed to on-demand service. That is unacceptable and I would ask that the county change this. The ART 53 route is the only route up and down Military Rd serving the very north end of the county. Before she left for college this bus route was the sole transport for my daughter to her job in Ballston as well as her link to the Metro and beyond. Though I am not familiar with exactly with "on-demand" service means to someone without a car it equals inconvenient and even worst unpredictable.	Oppose	Oppose
726	Bus route 53 provides critical Metro access for my neighbors and me when driving is not an option. In addition, it has been utilized by all 3 of my high school children to travel in both directions between home and school when the regular or "sports" school bus service was not a viable option (i.e. delayed start times due to illness/personal issues or after school activities such as clubs, group study, music and "unsponsored" sports). Finally, if my community was to lose this regularly scheduled access to the Metro it could have a material negative impact on our home resale values.	Oppose	Oppose
729	My fellow daily riders and I are more than dismayed by the news that ART 53 is under consideration for elimination. For many of us, this route is more than a transportation option. It is a lifeline for travel to and from work on a daily basis, because we have no reasonable alternative. Moreover, the proposed replacement (Flex service), as described, does not seem to provide adequate connection to Ballston from the area now served Route 53. Ballston is the natural hub for that area. Finally, the reference to a "separate fare system" in the Flex description is disquieting, to say the least.	Oppose	Oppose
734	Please retain the 53 Route. It is a lifeline for seniors.	Oppose	Oppose
735	Only ART route that goes to the edges North Arlington makes it very useful.	Oppose	Oppose
738	Keep ART 53. This is a vital part of commuter services reducing the use of cars in Arlington. If we are serious about trying to improve the use of rapid transit, then don't cut important services. Arlington is much more than the Orange/Silver Line and Blue Line corridors.	Oppose	Oppose
739	The recommendation calls for eliminating this route, which I have taken since it replaced the northern leg of Metro Bus 22B. If it goes, various commuters -- housekeepers, disabled people, and government workers, including people from the National Science Foundation -- will have to find another way back and forth from the north side of Arlington. I haven't seen it empty during rush hour.	Oppose	Oppose

Route	53		
740	Even though ridership in ART 53 is low, the route should still be maintained unless the on-demand service is demonstrated to provide equal or better access to a Metro station. Residents of the ART 53 route should have public transportation options equal to those available to the rest of the county. Without further information showing that the on-demand service will be the same price and have approximately the same timing as ART 53, I have to oppose this modification. Mobility should be equally afforded to all residents in Arlington.	Oppose	Oppose
742	I am outraged that you are even thinking of cancelling the ART 53 route. I have a disabled son who does not drive. When he lived here, he relied on that route for work, recreation and medical appointments. When I become too old to drive, how will I be able to get anywhere? There are so few public transportation options in our area (Rivercrest), only this route 53. You must improve public transportation along Military Road- not eliminate it.	Oppose	Oppose
745	This route is very valuable and very important! Those of us who live on Glebe near Chain Bridge have no other way of getting to the metro to commute to/from work! Please don't discontinue this route and replace it with on demand!	Oppose	Oppose
746	I am disappointed that the recommendations fail to include a route that goes through the northern reaches of the county, i.e., Old Glebe/Madison to VHC. Why does the county continue to see all transportation needs as beginning and ending at a Metro station? Not everyone in the county needs to go to Metro, and in fact, most of the people in that neighborhood go to VHC frequently, and yet there is no public transportation to take them directly.	Oppose	Oppose

Route 53

1101	Please do not close the art 53 Route. This is an essential route, connecting people to the Madison community center. We live in a one car family near the medicine Cente this is an essential route, connecting people to the Madison community center. We live in a one car family near the center, and we rely on the bus when we cannot carpool and for friends to visit us. Also, we have an au pair from Panama who cannot drive, and she uses the route to visit the public library and connect to the subway from Panama who cannot drive, and she uses the route to visit the public library and connect DC metro area someway to the metros. We purchased our house last spring, and I don't think we would have purchased it if he thought that was a risk of the only public transportation near our house being shut down. One suggestion is to reduce weekday service to rush hour only, but add weekend service. Not only our family, but I think a lot of the young adults in the area, would appreciate a way to connect to the subway system on weekends.	Oppose	Oppose
1105	Eliminating this route will cause hardship for those currently using it. While the financial data may not support the route's operation, the line should be provided as a public service. If not, the result will be more cars, pollution, parking issues, and accidents as people have no choice but to drive to Ballston to catch the metro. I note that there is no proposal for a rush hour service only or operating in non-rush hour at hourly intervals instead of 30 minutes. Surely these options need to be considered before taking the drastic action of route elimination I am fearful that this is just the beginning of more cuts that will drastically change many of the reasons we chose to live in N Arlington!	Oppose	Oppose

Route 53

1121	I am very concerned that this route is scheduled to shift to "on demand" service (whatever that means). While I am not aware of what cost/benefit analyses went into this decision, to take this action would be a big blow to our little corner of Arlington (I live in Arlingwood) -- we already feel disconnected from the "center" and this would make it only more so. I realize there is the view that N. Arlington is well-to-do and everyone drives, but our family is committed to a relatively car-free lifestyle (one car for two parents and two teenage sons), and so we depend significantly on this ART route. I commute to work everyday on the bus (+ metro, to Fed Triangle area) and so would be left in a serious lurch without it. My son takes this bus home from W&L (where he is in the IB program--we live in the Yorktown district). If not for this bus, we'd have to ask the county to send a school bus to our neighborhood at additional cost to taxpayers. I think it is important that ALL parts of the Arlington community commit to a reduced emissions lifestyle, not just those who live in higher density areas. The bus has also served in surprising ways to build community in our extended neighborhood; I meet neighbors I would otherwise never get to know if not for the opportunity to chat regularly on the bus. It builds social capital in a neighborhood that otherwise can feel isolating. And finally, every day I see women who seem to work as housekeepers or nannies get off the bus from our neighborhood. They may lose good jobs--and the families important services--if not for this bus line. So....for all the aforementioned reasons, I submit a heartfelt request to maintain the ART 53 line! Thank you.	Oppose	Oppose
1125	I ride the 53 bus to the metro every morning and every evening. It is part of my daily commute to work. I hope the route is not eliminated. The buses that I ride routinely have 10 passengers on them, so I am not sure how the average is only 10 passengers an hour (since there are 3 other buses factored into that calculation, I assume: the reverse route, as well as the two additional routes that run in the other 30 minutes of each hour). Perhaps this bus could become a commuter only bus? And only run during the morning and evening commuting hours? Are those the hours with the heaviest ridership? Without this route, I do not know how I will get to the metro. This is very frustrating -- I recall the same discussion awhile back, before the Westover loop was added to the route. Before my family bought our house in Arlington in 2008, I planned my daily commute (ART 53, metro, walking, etc.). If this bus route did not exist -- we might not have bought the house we now own. I feel it would be extremely unfair for Arlington County to eliminate this bus route.	Oppose	Oppose

Route 53

1128	I am opposed to the proposed elimination of ART 53. I do not own a vehicle, and I rely on ART 53 for transportation to the residence of my elderly mother, for whom I provide care. ART 53 provides an irreplaceable service for commuters to travel to and from the Arlington neighborhoods on Military Road between Old Glebe Road and Quincy Street. (Instead of eliminating the Route, an alternative would might be to cut down on the frequency of the bus runs. Again, I am opposed to the elimination of ART 53. Thank you for your consideration of my comments.	Oppose	Oppose
1107	Love this route and not sure why it is slated to be discontinued. Perhaps on rush hour? I see the flex service proposal but there is no description of how that would work. I need a reliable route to metro at a predictable time. More ride in better weather - I still need to walk to stop.	Oppose	Oppose
1186	Please do NOT discontinue the bus route #53. It is the only way our housekeeper of over 30 years can get even near our neighborhood. As it is she has a long walk to our house so we pick her up at the bus stop in the morning and take her to the bus in the afternoon. You would be cutting out an entire section of the county now if these plans go forward. There are people who need domestic service jobs who use this mode of transportation and I would think you would consider this when making your decision. Is it fair to ignore this part of the county in this way?!! I'm sure you can make up the income in some other way. Arlington seems to discriminate against the northern part of the county, worrying more about giveaways than helping those who actually want to work for a living rather than take a hand out.	Oppose	Oppose
1229	My husband and I use this route to get to work. We have lived in Arlington for 3 years. We choose our home because bus service was available. Please continue this route. Thank you.	Oppose	Oppose
1134	Please do not completely eliminate the ART 53 shuttle. Your study indicates that only 10 people per hour use the shuttle each day, but that is not an accurate estimate. This shuttle is well-used during rush hour. If you need to save money, consider eliminating the shuttle during non-peak hours but please retain this service during rush hour. Also please note that the Ballston Mall Parking Garage will not be available for a significant period of time in the future due to the renovation of the Ballston Mall so users of the 53 ART shuttle will not have the option of driving to Ballston to park and catch the Metro if the shuttle is eliminated.	Oppose	Oppose

Route 53

1136	I commute on the Route 53 bus on a daily basis during the AM and PM rush hours and find the bus anything but empty. Seating is sometimes at a premium during the morning and evening runs. If you take the 53 as often as I do, it's readily apparent that the route serves a diverse population, including office workers, students, domestic workers and retirees. I have also ridden the 53 bus between rush hours and found few riders. Yes, scale back or eliminate midday service, but please do not "throw the baby out with the bath water," that is, eliminate the vital rush hour service provided by the route 53 bus. Given the 53 bus and other Art bus routes, our family has recently managed to eliminate one of our cars. We now use the Art system not only for commuting, but also for running errands, meeting friends and keeping appointments.	Oppose	Oppose
1138	I wanted to voice my concerns with the proposal to eliminate ART 53 (EFC-Ballston) for the following reasons: 1) very little detail has been provided regarding the proposed North Arlington Flex Service; how can residents assess whether this will be a viable option if there is no information provided to analyze 2) very little detail has been provided on whether Arlington Transit has investigated other options/alternatives that keeps the route, but explores other cost-saving mechanisms (smaller vehicles, different times, route shares, etc.) 3) the route services a significant portion of North Arlington residents; as Arlington is a big proponent of commuter access and environmental sustainability, the elimination of this route does not appear to align with these Arlington values. 4) the lack of details on the Flex Service will potentially push bus commuters to drive adding many more cars to already congested Arlington and DC roads. At the end of Q4 2015, the route serviced 18,674 total passengers. Over a 90 day period in the quarter, that's a little more than 200 passengers a day. Do we really want to add another 200 cars on the road - every day?	Oppose	Oppose
1142	I have been riding the ART 53 since it opened. It is indispensable to my commuting pattern. Also, the ART 53 has developed a strong sense of community. Friendships have developed on that bus. Discontinuing the ART 53 would hurt the community and deprive us of a key commuting option. I therefore strongly oppose the recommendation.	Oppose	Oppose
1146	This is horrible. How does a commuter from north Arlington get to downtown DC on public transportation? There is NO bus service to metro for commuters. What a cruel joke. Many elderly rely on the 53 to get to the Madison Center. Many home health care workers use the 53 to get to elderly patients needing help. This really hurts. Brain dead decision.	Oppose	Oppose

Route 53

1148	I am very concerned about the planned cancellation of the Art53. I live very near the Madison Center on Old Glebe Road, and I rely on the Art 53 bus to the Metro in the morning and from the Metro to my house in the evening. If the Art53 bus route is cancelled, I will have to drive to work, which I would like to avoid.	Oppose	Oppose
1150	I need this bus to get to work. I need it to get to the Metro and back in the mornings and evenings. This is the only ART bus that is walking distance to my house. The loss of the bus route would impact my ability to work in the area without means of personal transportation. I would need to take a car to the Metro and find a place to park at Ballston, but that is normally difficult so I would probably end up needing to drive all the way to work. Please don't force public transportation users like myself to add to traffic congestion and pollution in the area.	Oppose	Oppose
1154	Please please don't eliminate it - I use it all the time, and would more often if it was more frequent. I know it's empty mid-day but morning and evenings it's extremely useful.	Oppose	Oppose
1155	This is the only bus route supporting or neighborhood (Rivercrest). Canceling this will take away our only option to get to the metro for our neighborhood. The metro is too far an option to walk 4+ miles and there is not adequate parking either to drive to the metro. We will need this bus route.	Oppose	Oppose
1160	I am a resident of Bellevue Forest in North Arlington and rely on the ART 53 for transit to the Ballston Metro Station on a daily basis. I have relied on ART (and Metro 15L) since moving to Arlington, Virginia during calendar year 2000. I commute from North Arlington, Virginia to Rockville, Maryland on a daily basis. The final ART 53 leaves the Ballston station at 7:00 p.m. The ART 53 schedule previously included one additional route which provided me with flexibility in the event that there was a delay on the Redline/Orange/Silver lines. My daily utilization of the ART 53 schedule allows me to support Arlington County's car free initiative. As a 65 year old who contemplates retirement from the federal civil service within the next 5 years, I anticipate reliance on mass transit not only during the AM/PM rush but throughout the day as well.	Oppose	Oppose
1165	Route needed, especially 6-9AM and 4-7PM	Oppose	Oppose
1169	We would like this to continue service in proposal.	Oppose	Oppose
1173	please don't eliminate this route. We enjoy the convenience of having a bus stop in our neighborhood.	Oppose	Oppose

Route 53

1174	I oppose the proposal to eliminate Route 53. Please do not eliminate this route. It makes the difference for myself and my spouse's ability to use public transportation. We will drive from now on if we can't access Metro by 53B. I assume you are trying to increase ridership, not decrease. This seems like a step back.	Oppose	Oppose
1178	ART 53 is the only route that serves Rivercrest and surrounding communities in Arlington. I think it is a mistake to cut service on this route - for many Arlingtonians, it is the only choice available if we wish to use transit and make our contribution toward cleaner air and less congestion. Also, there is a large community of retired Arlingtonians along portions of the ART 53 route. Eliminating this service will make it much more difficult for seniors in these neighborhoods to age in place, and the lack of a transit alternative may cost the county more in other services for seniors as a result.	Oppose	Oppose
1179	If the county is having trouble paying for this particular route, they should reconsider fancy bus stops and provide basic service instead with those transportation dollars. Removing this route and replacing it with an unnamed, nebulous perhaps private on demand service sounds like uber, which I would not want to put my daughter on. Cutting off an entire corner of the county from metro flies in the face of the county move towards going carless. We need a bus route to get us to the center of the county and we pay plenty of taxes to support our way. My children use this route, my guests use this route, the value of my house depends on the existence of this route, and I depend on this route.	Oppose	Oppose
1180	Only line that serves this corner of the county and my family uses it. This makes no sense under a plan for the county that emphasizes going carless. Especially when there is no definitive alternative plan.	Oppose	Oppose
1182	This is unfair for Metro to cut this service. We use this often. As senior citizens we need to have public transport as an option for our neighborhood. As it is our service is limited because of no weekend service. We pay a lot of taxes and we should be getting some kind of public transport for the taxes that we pay. It's hard to believe that you will save that much money on cutting ART 53. It is vital to us in an emergency.	Oppose	Oppose
1183	My family uses this service and cancelling it would impact the value of my house and others in Rivercrest. Since we are among some of the highest value taxpayers in the county, I would hope we would be able to receive a basic infrastructure service. How can the county expect to go "careless" when it takes away the only county public transport? I object strongly to this proposal.	Oppose	Oppose

Route 53

1190	The county is proposing to eliminate most public transportation (ART) service above Lee Highway, which is a considerable section of the county. It is unclear what 'On Demand' service means - how do you arrange for this service, how timely/reliable is it, for daily/frequent commuters can you set up a standing appointment, what does 'separate fare system' mean (does it cost more), who are the drivers (is it safe)? You also can only take it to Ballston vs alternate points along the current route, so for example, students could not get home from Yorktown after school in late afternoon if needed. The effectiveness of this alternative needs to be vetted and explained. Workers also come to this area as housekeepers/caregivers, for example - eliminating the service may impact workers getting to jobs. Bus 53 also serves Westover, which is a bustling little area with increasing parking issues.	Oppose	Oppose
1199	Elimination of this route will directly effect both people in my household. This is our only mode of transportation to get to East Falls Church, and one of our deciding factors in choosing to live in this area. Closing this route may result in us having to leave the area in order to have access to solid public transportation. We expected Arlington country to uphold high standards of public transportation access, this would be a major blow to its credibility.	Oppose	Oppose
1204	The ART bus is essential in our commute to work as there are no alternatives in the neighborhood. We need continued dependable service.	Oppose	Oppose
1209	I strongly object to elimination of the ART 53 route. It is the only public transit option that connects my residential neighborhood (Rivercrest) with the Ballston metro and intermediate stops, such as the public library, stores and restaurants. Elimination of this route will cut us off from important public access at a time when Arlington County is purportedly trying to encourage public transit! This action also discriminates against longstanding homeowners and taxpayers in a section of North Arlington that has seen significant deterioriation in public services, despite being the source of major tax revenues. Not everyone is young enough or healthy enough to ride a bike to the Metro. I have been an Arlington taxpayer for almost 40 years and I am greatly disappointed at the lack of support for the needs of North Arlington residents.	Oppose	Oppose

Route 53

1211	The route is great and I have used it and would use it more frequently if the signage and route information was updated and/or corrected. The signage is misleading and I once took the wrong bus at the Williamsburg/Sycamore/Little Falls stop (next to CVS) and ended up at the Ballston metro when I just needed to get down the street to the Williamsburg/Edison stop where I live. If the Williamsburg section of the route is discontinued, the neighborhood has no public transportation nearby. It is a long walk to the East Falls Church Metro for business commuters. Often times the reason why my family and I decline to use the metro is that it takes too long to walk to the EFC metro and bus service on the weekends is reduced. I dispute that discontinuing this portion of the route truly will contribute to cost savings for the county that is trying hard to promote urban community lifestyles and reduce vehicular traffic. Provide better signage so the community is better informed of the route and timing of the buses.	Oppose	Oppose
1212	Suggesting the reduction without a solution to address the needs of older residents who have paid high residential tax burdens is inappropriate.	Oppose	Oppose
1213	ART 53 should NOT be eliminated. It is an important route for the residents and guests of homeowners in the northern-most corner of Arlington. Eliminating it will isolate a large geographic area from the benefits of public transit at a time when we should be encouraging, not discouraging, public transit.	Oppose	Oppose
1215	This route should not be eliminated. It is a critical connection for this part of Arlington and the subway.	Oppose	Oppose
1216	ROUTE 53: Our family and many in our neighborhood strongly believe that to remove our ONLY access to a public bus route would be inconsistent with the county intention providing transportation access county wide. This eliminates our ability to use public transportation ENTIRELY. This is clearly a disparate treatment of this section of the county. Furthermore the logic is unclear. Bus route 52 has the same midday riders stated in the PDF form but is getting an INCREASE in routes and funding while Route 53 is proposed to be eliminated. This is a grave mistake and indicates the county's perception that this section of the county is not needing of the same services applied elsewhere which is a gross misperception. To take away tax payers access to public transportation is imprudent.	Oppose	Oppose
1218	I rely on the ART 53 route to connect to the EFC Metro station during my morning commute to work in DC. Judging from the other riders I see in the morning, I am not alone. If Arlington's goal is to promote the use off public transportation over car commutes, the elimination of bus routes is counter-productive.	Oppose	Oppose

Route 53

1219	I moved to my current address in North Arlington based on the ease of transportation. While not my primary means of transportation, I rely on the 53 ART bus at least a few days/month to get to the Metro for work. I implore the county to seek alternatives to completely removing the 53 from the bus schedules. Options may include a reduced schedule or other alternatives, but please don't remove it completely	Oppose	Oppose
1225	ART 53 provides important scheduled service to several of the most scenic areas in Arlington County, including Potomac Overlook Park, Donaldson Run, Gulf Branch Nature Center, and Potomac Heritage Trail. My wife and I do not own a car and rely on ART 53 to visit these locations. ART 53 provides the only feasible public transit to this area of north Arlington. We also use ART 53 as well as ART 52 to travel between our home near the Williamsburg Shopping Center and East Falls Church, Ballston, and the Central Library. Having ART 53 in addition to 52 significantly reduces our waiting time for buses. We urge the County to continue ART 53 service.	Oppose	Oppose
1232	I have ridden busses daily on Williamsburg Boulevard, whether Metro or ART, for nearly 40 years. While the cost of this route may be a concern, Arlington has always supported efforts to facilitate public transit. There are pitiable few details about the "on-demand service" ; how it would operate; how reliable it would be, and what it would cost. Until Arlington can prove that I can still get to work reliably via this proposed alternative, I stand vigorously opposed to elimination of Route 53. Please note that the busses serving this route are taking a terrible beating due to the excessively long water main project along major sections of the bus route. The bumps in the road, along with the deteriorating condition of the busses, cause seats to spring up out of position, people to drop their belongings, etc. It literally is like a stagecoach ride. And on-demand service sounds scarily similar to MetroAccess which has a horrible reputation in the disability community, for lack of reliability.	Oppose	Oppose

1240	I have carefully reviewed the materials available on line regarding the 2017-2026 transit development plan. I am disappointed to see among the proposals that the ART 53 bus route is to be eliminated. The suggested replacement with an on-demand ride-sharing unit within my service zone does not appear to be an adequate replacement. There is no indication that the replacement would provide the same level of reliability and predictability that the ART 53 bus would. Instead, there appears to be a real risk that the replacement would make it difficult or impossible to use to commute to work with any assurance of arriving on time. It is not at all clear that the proposed on-demand ride-sharing would address this problem adequately, particularly as the resources to be committed to each on-demand zone appear to be very limited at best. Also, the proposed replacement would put the burden of arranging for service entirely on the rider. Further, there is a high likelihood that the fare structure for the replacement would result in higher public transportation costs for riders in the on-demand zones than what County residents would pay in areas where ART buses are not being eliminated. I cannot see why the proposed on-demand service zones should be separated from the rest of the County's transportation system. There ought to be a way to spread the costs of full ART service across the entire ART system without disconnecting one part of the County altogether. We should have a unified Countywide transit system under ART.	Oppose	Oppose
1246	Please don't eliminate the route!! I use it to get to work	Oppose	Oppose
1247	Please don't leave a big chunk of North Arlington unconnected!!!!	Oppose	Oppose
1251	Do not terminate Route 53! Our family relies on Route 53 for commuting and for safe transportation for a middle school student. We are not at all in favor of any plans to cancel Route 53! The Schimpp Family	Oppose	Oppose
1253	Please don't cancel bus 53, if anything you should add more trips during the service gap in the afternoon. I take the bus to the metro but usually need to rely on Uber back due to no busses running. My husband rides the bus daily to and from the metro and a change in the route would not only effort a change in the amount of money spent but also the time with our family. Leaving an entire swath of the county without access to an ART bus is ridiculous. Perhaps we should get a tax credit for the abandonment by the county.	Oppose	Oppose
1254	We strongly object to the proposed elimination of the route, our only bus service. We often walk from Military Road and 31st Street to the restaurants on Lee Highway and in Ballston and to the Central Library, and we take Route 53 back. In fact, we suggest that you add weekend service. Please do not take our ART bus service away. Thank you.	Oppose	Oppose

Route	53		
1255	This route is critical to my daily commute. It is necessary for travel in the winter when roads and sidewalks are not very safe for walking. It is an important service for my neighborhood. The metro is just far enough away that walking is too far and the bus allows me to use public transit rather than drive.	Oppose	Oppose
1257	I would like to preserve the 53 route, at least with some minimum service at rush hours. There is little public transit alternative for many of the riders. I assume ridership is low and this is the reason for the proposed elimination. Many of the mid day runs have very few riders, but rush hours are pretty heavily used. At least 3 or 4 runs each AM and PM would be very helpful.	Oppose	Oppose
1259	I use it occasionally to get to work	Oppose	Oppose
1269	How can you possibly leave an entire swath of the county with no bus service?	Oppose	Oppose
101	I like to walk to my bus stop, i am retired and its how i get around	Oppose	Oppose
395	The same comments I just wrote for ART 62 apply to this route except it affects the surrounding neighborhoods of Donaldson Run, etc. This route, while not highly used according to the study, is the ONLY public transportation available through this neighborhood. If it is eliminated there will be auto traffic added to an already congested morning commute on Military Rd, and Lorcom Lane to access Lee Highway and GW Parkway. We don't need more cars on these streets, we need less. This seems to be in direct conflict with Arlington's car-free diet program. We already have a low walk-score here and it will only get lower which could lead to reduced property values. Most milennial homebuyers want walkable neighborhoods and elimination of ART 53 leaves us no choice but to drive everywhere.	Oppose	Oppose

Route 53

493	To its credit, Arlington County actively promotes a "car-free diet." How then are we to reconcile that campaign with the intent to segregate a large residential area from public transportation by realigning Route 62 while simultaneously discontinuing Route 53, the only alternative link to Metro? I live between Lorcom Lane and Nelly Custis Drive. My wife and I have one car (a Prius) which she drives to work. I have been taking Metro to work for almost 25 years. We moved to Arlington in part because of the convenience of the ART-Metrorail connection. The consequences will be immediately apparent in loss of quality of life for my neighborhood and others east of Military Road. Without convenient bus service to Metro, many commuters will likely drive to work instead, worsening the already heavy traffic back-ups that occur daily along Lorcom Lane during the morning and evening commutes. Walking (or, for some, biking) the 1 1/2 to 2 miles to the Clarendon, Virginia Square or Ballston Metrorail stations will create a burden particularly in the summer and winter. Those who cannot get a ride to Metro and wish to drive to a station will need a place to park, placing additional pressure on the limited parking around Metro stations. The at-large structure of the County Board may help explain why there are no notices posted along the affected routes to inform riders about the 10-year plan and to solicit public comment. Those of us who demonstrate our commitment to public transportation each day and who depend on Route 62 or Route 53 have no elected representative to advocate for us. More vehicles stuck in traffic, more fuel being burned, more ozone being produced -- how does that help Arlington's car-free diet?	Oppose	Oppose

Route 53

461	As a daily ART 53 transit user and Arlington taxpayer from one of at least eleven soon to be underserved neighborhoods constituting 15% of the County (see map online), I strongly oppose the draft transit plan. This plan will completely remove from many neighborhoods a basic amenity of a well-funded urban-suburban county, and that is inexcusable. The plan fails to meet its own stated goals, for example: - "This recommendation will support Arlington County's policy to provide STN level service (30 minute frequency) to 95% of the County" fails badly - our several neighborhoods unserved by transit are at least 15% of the county's total area. -"What we heard… improve north – south connections" fails badly – the county's entire north end becomes badly unserved in the proposed plan. The ART 53 is cancelled. One remaining Metrobus line down Military (15L) runs only from 6:25 to 9:38AM weekdays with no weekday evening service. 15L proposes no changes from current route. There is no evidence of effort to try and maintain discontinued routes with smaller buses or different schedules, even when the route is the neighborhoods' only one; further, details of the analysis may even be incorrect: -The ART 53 summary analysis lists vehicle size as 40' – alternate vehicle sizes of 35' and 31' and ARBOC (which runs 21 to 27') are mentioned for other retained routes, but no effort appears to have been made to propose smaller vehicle size in order to cut costs and keep route 53. The ART 55 that runs on lee hwy is a 40' size, same as listed for the 53. Daily 53 riders know there is never a bus that big used on the 53. -The math appears to be questionable and could be stacked against this route in ways like assuming the largest bus size and more peak vehicles needed, and more revenue hours looks worse for passengers per hour. Was there no effort at all to consider alternative bus sizes, schedules, and peak vehicles needed? Further, the execution of the plan's finalization schedule is a breach of trust with citizens as it is silent on crucial details and then rushes to closure: -Flex service is entirely undefined as to vehicle type, cost, frequency, access, etc ("trust us" the report seems to say, with zero details to consider). This asks our several neighborhoods to wait and not complain until it is too late for a reasoned response to count. -The rush to finalization is shameful and inconsiderate to our citizens – public meetings from 2/22 to 3/3, then the online comment form closes 3/11. That's barely time to get the word out let alone find time to respond. This draft plan already fails on its own terms by not meeting its own goals, but its potential impacts go beyond. Ten years ago when my family moved into our current location, lack of transit for daily commuting would have been a deal-breaker. Loss of services makes this a less desirable neighborhood… and possibly our homes are worth less, at least to some prospective buyers. And, whatever happened to Arlington County's professed aims to help citizens go "car-free", and encourage "pedestrian-	Oppose	Oppose

Route	53		
461	friendly" communities? Last time I looked, the neighborhoods of Bellevue Forest, Donaldson Run, Old Glebe, Rock Spring, Dover Crystal, Woodmont, Gulf Branch, Rivercrest, Chain Bridge Forest, Arlingwood and Stafford Albemarle Glebe were part of Arlington County and its tax base. Reading this plan, it surely feels like we were forgotten. I OPPOSE DISCONTINUING THE ART 53! AND YOUR SURVEY WORDING BELOW IS HORRIBLY MISLEADING, YOUR RESULTS WILL BE INVALID WHEN PEOPLE DEFENDING THE ART 53 CHECK 'HIGH PRIORITY'.		
482	this route is one of the routes that is needed the most. the predominant users that I see are service workers going to and from their jobs in North Arlington. they have no other options. I have given some of them rides. many don't speak much english. I have no idea what the "enhanced service" plan is but I'm pretty sure it won't work. this line is for the working class people who don't have all the smart phones and gadgets.	Oppose	Oppose
610	I am very concerned that with the rerouting of the 62 and the elimination of the 53, there will be next to no connections from Ballston to most of North Arlington.	Oppose	Oppose
1265	This is a needed route down quincy street to connect several important destinations from metro, the main library, shopping facilities, and health care providers and is needed for many in the area who do not have cars to depend on.	Oppose	Oppose
1267	Still need a route that runs this length of Quincy street.	Oppose	Oppose

Route 55

Comment Count:	17	Pro:	13	Oppo	4	Other:	

ID	Comment	Priority	Evaluation
641	rush hour frequency of 15 min is adequate. An decrease in Sat and Sun frequency would be greatly opposed, with frequencies under 30 min resulting in not using the route.		Pro
210	Like the route, newer huses have more wheel chair space		Pro
27	Fully support proposals for ART 55. This is a new route. Please provide quality assurance to ensure that the buses stay on schedule	High Priority	Pro
158	Good service	High Priority	Pro
488	Recommendation appears to just be recognizing true length of route, rather than improving service. If stated frequencies are achievable with the one additional vehicle, great. But I think you may need more in phase 1 to achieve that service. The main problems evident to me are: - severe crowding and related bunching during peak-of-the-peak in the morning, say 7:30-8:30 or so - Rosslyn congestion. AM EB it could consistently divert to Wilson/Clarendon at Rhodes instead of Quinn? - Rosslyn costruction. WB the departure loop Wilson>Nash>19th>Lynn>Lee causes unnecessary delay just to get to go the stop by the Key Bridge Marriott. Maybe move that stop temporarily a half-block further west on Lee, to just west of Nash. Then the bus could go Wilson>Nash>Key>Nash>Lee or Wilson>Oak>Key>Nash>Lee and skip the Lynn St congestion? - too many stops too closely spaces, especially on (Old) Lee Highway thru Cherrydale & Waverly Hills	High Priority	Pro
733	I ride this route 4 or 5 times a week and find it essential. Please do not discontinue it. There are other regular riders.	High Priority	Pro
603	REcent changes are great.	High Priority	Pro
646	EXCELENT !! please keep it	High Priority	Pro
234	Happy with the service ART has been providing here.	Low Priority	Pro
268	New more frequent service along Lee Hwy is great. It rivals the orange line for convenience and hopefully will spur further improvements along Lee hey corridor near courthouse and rosslyn	Medium Priority	Pro

Route 55

907	De lun a viernes esta ok. Los sabado y domingos 3a cuando llega esta llegando a east falls church metro antes de 8am y al llegar el 55 ya esta yendose. Aunq es 20 min. El problema rs ms fin de semana . Y de lun a vi dar espacio de unos minutos psra hacer conexion. En la tarde 55 SIEMPRE esta tarde de lun a vie. 5:30pm. Espero hasta 15 min. Es frecuente. 55 con otro 55 o 3A. TRANSLATION: From Monday to Friday it is ok. Saturday and Sunday the 3A when it comes, it is arrive at East Falls Church Metro before 8am and as it arrives the 55 is already leaving. Although it's 20 mins. The problem is more the weekends. And from Monday to Friday there is space of a few minutes to make the connection.	Medium Priority	Pro
710	More regular routes on this line would be helpful, especially enlarging the rush hour commute times.	Medium Priority	Pro
1210	If it is going to continue to run the same course, they need to be more timely, notify their customers when they are going to shut down completely due to weather conditions. Provide bigger buses. Work on the stop and go process. Educate the drivers. All for increasing times.	Medium Priority	Pro
662	53 East Falls Church Loopr, I use this loop daily to get to work and going home from work. I start out on the 52 from Trinidad to East Falls Church and take the 53 to the Patrick Henry & Washington Blvd loop to and from work each day. and I am not the only one riding this loop. I will be very upset if you shut down this ART line. Beside a lot of students and teachers us the 53 to get to and go home from Williamsburg Middle School each day. We all will be very upset if the 53 bus is shut down, also a lot of people ride it to and home Ballston each day. I am sure they will also be upset if the 53 is shut down..	High Priority	Oppose
505	always late and make me go to work late. Metro bus 3A always on time and i miss bus 3A so much	Oppose	Oppose
1236	The plan calls for increasing the number of buses from 5 to 6 and then 7, increasing costs over $500,000. The money would be better spent expanding service on 3Y to 15 minute service in at least the AM rush hour. In addition, given the ridership, 30 or 35 foot buses would be more than sufficient and would be less expensive.	Oppose	Oppose
482	the recent changes to Metro 3 on Lee Hwy have resulted in me taking several trips by car. I will NOT sit at the East Falls Church Metro in the cold waiting for another bus. So now when I visit friends in Falls Church, go to the State Theater or the Volvo	Oppose	Oppose

Route 5A

Comment Count:	4	Pro:	4	Oppo	Other:

ID	Comment	Priority	Evaluation
539	One more metro stop after rosslyn before it heads to dulles	High Priority	Pro
603	Pls keep this route and if possible add room for suitcases.	High Priority	Pro
666	EXCELLENT BUS-- NEEDS another bus stop at a Metro Station like COURTHOUSE or WFC, in addition to Rosslyn station	High Priority	Pro
1262	With the expanded service to Rosslyn, keeping this service is essential for Arlington residents who need to use IAD.	Low Priority	Pro

Route 61

Comment Count:	1	Pro:	Oppo	1	Other:

ID	Comment	Priority	Evaluation
1126	I regularly use both 61A and 61B routes to the Rosslyn and Court House Metro. I do not like the proposed elimination of that route and extension of other routes. The proposed plan doesn't save much money but provides the community with significantly less service. The area that will now have discontinued service has new high occupancy buildings being filled, the bus route helps sell those units and helps the community have less car traffic. I would like to see an increase in service to the area as opposed to a decrease. For me, this will negatively impact my daily commute. Public transportation in the metro area is failing and for people in the outskirts of Rosslyn/Courthouse, eliminating this service would be more incentive for members of the community to drive as opposed to using public transportation.	Medium Priority	Oppose

Route 62

Comment Count: 113 Pro: 7 Oppo 104 Other: 2

ID	Comment	Priority	Evaluation
744	I'm pleased with the proposed change. You are keeping ART 62 where it provides the most value. I'm an occasional user but appreciate having ART 62 when I need it. Please try to be as reliable as possible. Sometimes the bus's arrival seems to fluctuate up to 10 minutes in the morning around 7:30 -8:30 am.	High Priority	Pro
1136	Given the proposed new 62 route, along with the proposed elimination of Route 53, why not consider incorporating additional parts of the 53's route on Military Road and Quincy St., creating a slightly longer loop-style route for the 62 bus?	High Priority	Pro
259	I support the change. Would also recommend adding Saturday and Sunday service.	High Priority	Pro
96	Use this route to get to lorcum lane. Change is fine, doesnt matter.	Low Priority	Pro
482	this route continues to struggle. maybe it is time to just kill it all together. which is too bad, because I actually use it	Low Priority	Pro
1109	Glad to see the part of Route 62 I use occasionally is to be retained.	Medium Priority	Pro
1137	Waverly Hills would like to ensure that service along Utah Street continues. It appears that this plan maintains that service.	Medium Priority	Pro
731	I recommend the 62 bus run on weekends		Other
505	I like 62 very much the bus driver always on time and very nice to customer...	High Priority	Other
348	Please keep this route! Critical to north Arlington commuters		Oppose
222	Please do not eliminate the Lorcom Lane (Maywood) stops near Spout Run. I depend on this route for metro commuting access.	High Priority	Oppose
289	We need a bus on Lorcum Lane -we already walk 20 min to get to the closest bus line.	High Priority	Oppose
299	Please don't eliminate the stops on Lorcom Lane. I use this bus when not driving to work and/or bad weather.	High Priority	Oppose
300	This route needs to remain. It also needs to go all day. Many times that I would take the route, I cannot because I travel off rush-hour times. I would have to take a taxi one-way into Clarendon or other stops on the route.	High Priority	Oppose

Route	62		
322	This service is critical to my neighborhood. Without this, my only Metro option is a 2 mile walk to Clarendon.	High Priority	Oppose
338	I don't feel this route should be removed before testing how the on demand service will work for the people using this bus route.	High Priority	Oppose
386	We use this route regularly to get to and from the metro...especially in the summer for our children to get to the metro for summer jobs. The Art 62 bus is one of the easiest modes of transportation and connects our neighborhood with other services in the county. I would be incredibly unhappy to see this service removed because my tax dollars should benefit me and my families needs too.	High Priority	Oppose
388	I use this bus every day - don't cancel it	High Priority	Oppose
390	Please keep this route.	High Priority	Oppose
414	I am surprised that Arlington is suggesting the elimination of ART 62, which is the ONLY transit service available to Woodmont, the area where I live. I thought Arlington County was passionate about its residents using alternate, environmentally-healthy modes of transportation. At the same time, we are being subjected to overwhelming traffic at Spout Run and Lorcom now... rush-hour traffic that is funneling through our area, headed to other parts of the County. On some occasions I have waited through as many as FIVE red lights at Spout Run before getting to turn up onto Lorcom and inch my way to Edgewood to turn right into my neighborhood. And you want to eliminate the ONLY transit service for our area? Are you guys smoking some of that pot they're selling in the District, or what?!	High Priority	Oppose
421	Please retain this route!	High Priority	Oppose
425	Please keep bus stops on Lorcom Lane. W need them.	High Priority	Oppose
458	this needs to continue on Lorcom Lane for residents and homecare professionals	High Priority	Oppose
689	I would like to oppose the proposed recommendation as Route 62 provides direct access for passengers from Lee Highway to the Clarendon area. An alternative would be to expand an existing route to accommodate commuters who ride the 62 to/from Clarendon & Lee Highway on weekday rush hours.	High Priority	Oppose

Route	62		
690	Please do not eliminate ART 62 bus service on Lorcom Lane. This is our only mass transit option within a reasonable distance (Lee Highway is hardly realistic as an alternative). Our area is not served by school buses to W-L High School and this is the only alternative to driving our kids to school every day. Thank you.	High Priority	Oppose
700	Please do not discontinue this line. I am a daily ART bus rider on this line everyday to and from work.	High Priority	Oppose
1228	Art Bus 53 and # 62 should be maintained to keep the riders(mostly minority workers) able to get to their jobs. This is as important as adding new jobs to the Arlington economy. My guess is these people will lose their jobs because the bus doesnt run close to their work. Arlington is a vibrant, diverse economy. Lets keep it that way. Thanks ! William G Buck	High Priority	Oppose
296	As proposed, eliminating this route cuts from Lorcom Lane via Kirkwood to Clarendon Metro, a crucial connector for commuters from N. Arlington who want to avoid using their cars and need to connect to Metro.	High Priority	Oppose
174	If service on the 53 route is significantly reduced or eliminated, then the 62 serves as a significantly less convenient backup. So, it would be a high priority to maintain this service in the even of cuts to the ART 53.	High Priority	Oppose
669	I ride the Art 62 bus on a daily basis for my morning commute; given the timing between buses, my evening commute is often served by the Art 53 bus as it leaves me off within an easy walk along Old Dominion Drive to my apartment. As long as residents along Lee Highway in Waverly Heights have access to easy transport to the Ballston metro, which the current 62 bus provides, altering the route to enhance ridership is not opposed. I strongly object to any efforts to discontinue this route that serves Utah Street, Lee Hwy, N. Thomas St and Lorcom Lane.	Low Priority	Oppose
391	We live on Lorcom lane and the new route for ART 62 negatively affects our commute. Please do not change the route.	Medium Priority	Oppose
402	We currently have one senior nondriver using this route twice per day 3 days per week at the Lorcom/Nellie Custis stop. We also have 1 nondriving teen who would like to use the route this summer to get to work. It is very helpful to have it at the bottom of the hill at Lorcom and Nellie Custis! Walking up 3 blocks of the extremely steep Lorcom hill is difficult and will add at least 15 minutes each way on our commute. Please consider continuing the route as it stands, or at least looping around Nellie Custis to Lorcom or Lorcom to the Lyon Village shopping center on the way to Ballston.	Medium Priority	Oppose

Route 62

469	The enclave of Woodmont isn't served by any public transport. Bikes are far away, metro is too far to walk on a daily basis and now the bus is being removed. Though I don't use it daily. It provides back up and an option especially in inclement weather. The alternative of "on demand" is obscure and a worrisome option during rush hour given even commercial responses at those times. I hope the county will reconsider. Thank you.	Medium Priority	Oppose
394	I was notified by the president of the Woodmont Civic Association that the 62 ART bus may be discontinue. I implore you to reconsider. The woman who cares for my 2 year old son uses this bus route to travel to and from our home everyday. She does not own her own car and cannot afford alternative transportation (e.g., taxi or Uber). As you may be aware, daycare in Arlington is practically impossible to find with waitlists averaging 2 years so find if alternative care for him is not an option. We have also employees her for over 10 yrs and we cannot imagine having to say goodbye for something that can be prevented. My family and I ask that you please reconsider this proposal. Thank you.	Oppose	Oppose
395	This route, while not highly used according to the study, is the ONLY public transportation available through the Woodmont neighborhood. If it is eliminated there will be auto traffic added to an already congested morning commute east on Lorcom Lane to access GW Parkway. We don't need more cars on this street, we need less. This seems to be in direct conflict with Arlington's car-free diet program. We already have a low walk-score here and it will only get lower which could lead to reduced property values. Most milennial homebuyers want walkable neighborhoods and elimination of ART 62 leaves us no choice but to drive everywhere.	Oppose	Oppose
423	We live at the lower end of Lorcom Lane. Please consider extending service on Lorcom to Nellie Custis which would be a hike for us but manageable. PS. Regarding the questions on "Tell Us About Yourself", if you are trying to make transportation budget decisions, what difference does it make what my race is or what language I speak? Why don't you ask how much I'm willing to pay and how often do I ride bus 62.	Oppose	Oppose
226	please don't eliminate the part of the route that includes service via Lorcom through Kirkwood to Wilson. many neighbors rely on this current route.	Oppose	Oppose

Route 62

276	The proposed changes leaves NO bus service to several neighborhoods on Lorcom Lane that use the bus to connect to the metro. My husband often takes the 62 bus at the last stop on Lorcom Ln before Spout Run to get to the metro to get to DC in the morning. There are always several people at the bus stop and is something metro commuters rely on. It is also a reason some people live in this neighborhood. It is quite simply not okay to take away a commuting route and cut off neighborhoods.	Oppose	Oppose
278	Please do not eliminate the service between Military and Lorcom and Clarendon. I live at Lorcom and Edgewood. You are proposing eliminating the only bus service I have. I commute using this route every day.	Oppose	Oppose
301	I strongly disagree with the proposal to eliminate ART 62. We would no longer have ART 62 come all the way down Lorcom Lane where it would continue on to Spot Run (proposed stopping at Military Rd, combining with ART 64). There are no substitutes, our neighborhoods will simply loose service. I live in Woodmont and we need to have a public transportation option.	Oppose	Oppose
312	Without the Route 62 there is no connection to the Metro corridor for travel, shopping, dining other than by car. Arlington is pursuing multi-modal transit options. Bikeshare is not going to cut it for this route. The proposal seems to show a savings of only $5,000 by combining the routes. Perhaps the answer is to expand the hours so it functions as a more utilitarian route for daily travel within the County.	Oppose	Oppose
319	I use the ART 62 Route stop at N. Lorcom and Fillmore and would like it continued rather than deleted.	Oppose	Oppose
320	I believe it is an unreasonably negative impact on the neighborhoods along Lorcom Lane between Spout Run and Military Road to discontinue bus service provided on 62. While we do not use it, we have a number of neighbors who regularly use this route, as do visitors coming to our home. Some of these users have no other commuting options and we will be left without bus service or a bikeshare in our neighborhood. I am somewhat surprised at the 12 passengers/hour usage noted and would be interested in the methodology behind that. Just two days ago, before hearing about the service change, I remarked to my wife that the bus passing our house around 5:30pm was packed. This is a heavily traveled corridor that could use all the transit options possible, not cutbacks. Perhaps even greater frequency during rush hour (only hours it operates anyway) would encourage increased usage.	Oppose	Oppose

Route	62		
321	This is the only bus service for our neighborhood. Losing art 62 will cause more residents to drive.	Oppose	Oppose
325	This route should NOT be eliminated from Military to Spout Run. My teenagers use it to get both to work and to get around Arlington. They will not be able to get to work unless this route is available.	Oppose	Oppose
326	Eliminating ART 62 will eliminate service on Lorcom Lane. New ART 64 should go down Lorcom Lane instead of down Lee Hwy toward Roslyn since Lee Hwy already has sufficient service.	Oppose	Oppose
328	It is hard to judge how bad removing the Woodmont/Dover segment of the route would be because I cannot find a picture of proposed Route 64. It does not build confidence.	Oppose	Oppose
333	I love the ART bus. I am retired and find it a great way to connect me to the Metro and thus to DC, Regan Airport, etc. v I recognize that ridership is sparse but I will surely miss it if discontinued.	Oppose	Oppose
334	The proposed Transit Development Plan would eliminate ART 62. They would no longer have ART 62 come all the way down Lorcom Lane where it would continue on to Spout Run. There are no substitutes, our neighborhoods will simply lose service and have no means of public transportation. I strongly oppose this change and will be extremely disappointed with our current elected leadership should this change go through.	Oppose	Oppose
337	The ART 62 is the ONLY public transportation route on Lorcum Lane. Every major road should have an access to public transportation, especially for rush hour commuting !! Do NOT change the route of Art 62.	Oppose	Oppose
339	I ask that the current Route 62 not be altered. I rely on the current Route 62 for my daily commute. The service that the current Route 62 provides was a factor in my decision to become a homeowner in this neighborhood, knowing that I had a reliable public transit resource that would allow me to make my commute. The proposed change to Route 62 and the proposed alternative services are not workable substitutes. They are either not reliable or will add significant costs and distances to my daily commute such that public transportation will no longer be feasible for me.	Oppose	Oppose
340	Lorcom lane is my stop, #62010. I understand this changing this to 64 will eliminate eliminated this stop. As a female in the neighborhood, I am not comfortable walking the stretch to Lee Highway to catch the bus. Not to mention the Lee highway stop never has any passengers whereas lorcom Lane has many.	Oppose	Oppose

Route 62

341	I have ridden the 62 religiously for 4 years and recognize many loyal riders on my commute twice daily. This route provides a very important service through Lorcom Lane to Court House and should not be changed, especially not to service Rosslyn, where many other bus routes already go.	Oppose	Oppose
343	I am deeply concerned about the proposal included in the Transportation Development Plan for the elimination of part of the ART 62 Bus route that serves residents of Woodmont, Maywood and Dover Crystal. You should know that the 62 ART Bus is the transit lifeline for those who choose not to drive and believe in the value of public transit, like my wife, two kids and me. Woodmont's only public transit service, the ART 62 Bus, really has a positive effect on the North Arlington community. I have firsthand knowledge of its success in removing unwanted cars from Lorcum Lane during the rush hour while moving countless people to Clarendon and Court House for commuting to work or shopping or to enjoy these activity centers. By eliminating the route that serves the residents of Woodmont, Maywood and Dover Crystal along Lorcum Lane east of N. Military, Arlington County's proposal in the Transportation Development Plan, a 10-year plan, would be the death knell for the ART 62 Bus and cause the severe disruptions of the lives of many commuters who rely on this quick and efficient transit service. But what makes matters worse is the fact that the County is only saving $5,200 annually by eliminating this part of the ART 62 Bus route. The cost savings is negligible compared to the problems cause for commuters. And it makes absolutely no sense, especially since the proposed replacement service would be an ill-defined, untested on-demand transit service. Before cutting any service for Woodmont, Maywood and Dover Crystal, I encourage a more sensible approach, such as pilot testing the proposed on-demand transit service to determine if it is an acceptable replacement for the ART 62 Bus. My wife, kids and I value the ART 62 Bus and to show our support we have adopted the bus stop we use every day. And overall, I know the many commuters from Woodmont, Maywood and Dover Crystal who use public transit every day value the 62 ART Bus. Thank you for your consideration of our comments and please do not hesitate to contact me for additional details. Richard Price, Lena O'Rourke and Family	Oppose	Oppose
345	Please don't take this bus route away. In this age of trying to reduce car ridership the removal of a very helpful bus route only makes Arlington less livable especially for the less well paid amongst us.	Oppose	Oppose
392	This is a major loss for our area of town.	Oppose	Oppose

Route 62

393	I understand this route might be re-routed. This route is incredibly important for our nanny to reach our house to take care of our young children during the day while we are at work, since she doesn't drive. Do NOT re-route it!!	Oppose	Oppose
397	I have used this route for many years to commute to Metro for work, baseball games, etc. Loss of Route 62 leaves our neighborhood with zero public transportation.	Oppose	Oppose
401	The route 62 bus current route is essential to keep my neighborhood tied in to public transit. The route change would impact the neighborhood significantly. Both adults in my household have used this Art bus. The proposed changes would force us into longer walking commutes to public transportation that will be a significant distance from our neighborhood. Not serving Lorcom Lane past Military road will eliminate the convenience of the bus, which will now take a longer route to get to a metro station that is further away and already congested. Any poposal to service this neighborhood through other means should be fully outlined, vetted, and tested before the Route 62 changes are made, to ensure this neighborhood still has excellent access to public transportation.	Oppose	Oppose
403	opposed to ART 62 being discontinued on Lorcom Lane.	Oppose	Oppose
405	This is a vital route. As a Woodmont neighborhood resident I am a regular user. It is a vital link to the area's public transportation system. As a nearly 65 year old resident I can say that the route 62 elimination would be a severe transportation accessibility handicap.	Oppose	Oppose

Route 62

493	To its credit, Arlington County actively promotes a "car-free diet." How then are we to reconcile that campaign with the intent to segregate a large residential area from public transportation by realigning Route 62 (while simultaneously discontinuing Route 53, the only alternative link to Metro)? I live between Lorcom Lane and Nelly Custis Drive. My wife and I have one car (a Prius) which she drives to work. I have been taking Metro to work for almost 25 years. We moved to Arlington in part because of the convenience of the ART-Metrorail connection. The consequences will be immediately apparent in loss of quality of life for my neighborhood and others east of Military Road. Without convenient bus service to Metro, many commuters will likely drive to work instead, worsening the already heavy traffic back-ups that occur daily along Lorcom Lane during the morning and evening commutes. Walking (or, for some, biking) the 1 1/2 to 2 miles to the Clarendon, Virginia Square or Ballston Metrorail stations will create a burden particularly in the summer and winter. Those who cannot get a ride to Metro and wish to drive to a station will need a place to park, placing additional pressure on the limited parking around Metro stations. The at-large structure of the County Board may help explain why there are no notices posted along the affected routes to inform riders about the 10-year plan and to solicit public comment. Those of us who demonstrate our commitment to public transportation each day and who depend on Route 62 (or Route 53) have no elected representative to advocate for us. More vehicles stuck in traffic, more fuel being burned, more ozone being produced -- how does that further Arlington's car-free diet?	Oppose	Oppose
412	I understand that this route will be changed to not run on Lorcom lane to spout run parkway. I live on this segment and prefer the bus to to driving into the city for its convenience. I thought that the county is trying to support getting cars off the streets during rush hour.	Oppose	Oppose
413	I depend on the half of the route that may be discontinued to get to work every day. The bus stop location was a major factor when I decided to move to my current residence.	Oppose	Oppose
416	This is the only public transportation that goes along Lorcom Lane, and it serves people, including, who will not be served by any other route. I love at the corner of Lorcom and Spout Run.	Oppose	Oppose

Route 62

419	The proposed elimination of this route and specifically the stop at Lorcom Lane at Fillmore Street, will make it especially difficult for people in the neighborhood who may have mobility impairments and cannot walk the extra distance and navigate the hills, to catch an ART bus on Military Road, or walk to Clarendon metro station. There are also people in the neighborhood who often use bicycle transportation, but use the ART bus when there is inclement weather. More people will end up relying on cars, and away from the more environmentally friendly modes of transportation such as the ART bus. An on demand service needs some testing, and explanation. The fee structure isn't explained, and the vague statement seems to imply that it could something like a cab, and logistics of how to make arrangements including how far in advance further complicate potential trips. Will you be able to call the "on demand" service on the rainy day, or will you have to schedule it 24 hours in advance, and have to predict the weather? These are some of the questions that should be answered.	Oppose	Oppose
432	I use the ART 62 route to get to my housekeeping job in Woodmont from the Clarendon Metro. I will have no other affordable alternative to get to work if this route is eliminated. I am 63 years old and can't walk the route.	Oppose	Oppose
444	This service is the only way for people in the Woodmont neighborhood to easily use public transport. Will there be on-demand service along Lorcom Lane?	Oppose	Oppose
447	As a commuter to downtown who uses the ART/rail combination part of the time, I request that you reconsider closing Route 62. Thank you.	Oppose	Oppose
460	I heard that you are thinking of cutting this service and no longer having the ART bus come all the way down Lorcom Lane. I would like to ask you to reconsider this as it would leave our neighborhood with no service. Please continue to have service coming down Lorcom Lane.	Oppose	Oppose
462	Your proposal provides for $20 per day in cost savings on Route 62. Is that all the riders in Woodmont/Maywood/Riverwood/etc are worth?	Oppose	Oppose
497	For the Lorcom Lane Residents, the Art 62 provides a direct shot to Clarendon and Courthouse where most of its riders work. Eliminating this service will cause some riders to make connections that are not necessary.	Oppose	Oppose
508	I am against the elimination of Route 62. I use the bus to take me to the metro a number of times a month. I am a "senior" citizen who wishes to remain in my home in Arlington - age in place. This bus connection allows me to stay connected to my community. It also keeps a car off the roads.	Oppose	Oppose

Route 62

515	I regularly take the ART 62 between the Woodmont neighborhood and Clarendon, often traveling with my children. This bus provides a reliable, safe, efficient way for us to commute. It goes to my daughter's elementary school (Key), so that I can pick her up from Extended Day after work. And it goes to my son's daycare (First Baptist Church of Clarendon). It's a vital part of our commute, helps us keep the cars off the road, and gets us where we need to go. Eliminating the 62 from that stretch of Lorcom Lane will force us to drive (it's too far for us to walk to the daycare or Key School). The bus was a real factor in our deciding to live where we did and we will really miss it if it disappears. Please consider keeping the Art 62 service as it is so that we can continue to rely on public transportation. Thank you for your consideratino.	Oppose	Oppose
556	My family and I oppose the proposed recommendation to reroute ART 62. We live off Lorcom Lane in the Woodmont neighborhood. We just bought a house and moved to this neighborhood. One of the reasons we moved to Arlington County was access to public transportation, including public transportation to local metro stops. Please consider continuing a bus route along Lorcom Lane serving the Maywood and Woodmont neighborhoods. Thank you, Sarah	Oppose	Oppose
570	As a strong believer in public transportation, I based my decision to live and purchase a house in Arlington on the availability of public transportation. The proposed elimination of route 62 would probably make me reassess my Arlington residency. Additionally, I believe that the proposed - and unproven - saving of $12,000/yr will be amply offset by the increase in private transportation costs, increase in cost due to congestion on Lorcom lane, etc. Route 62 is also use for commuting and reverse commuting by many young people who live in community houses and do not have easy access to private transportation. I will use the survival of route 62 as a litmus test for my choice of candidates in *all* upcoming local elections	Oppose	Oppose

Route 62

573	I strongly oppose the proposed elimination of Route 62, and I will use the decision to maintain it as a litmus test for my choice of candidates in *all* upcoming local elections. Eliminating route 62 will have the following adverse effects on the community: 1 - increase or private traffic, not only on the already congested Lorcom Lane, but in a variety of other local destinations downtown Arlington 2 - decrease in available parking spaces in all destinations now covered by route 62 3 - deprivation of mobility for non-driving senior citizens resident in and around the Lorcom Lane corridor, 4 - deprivation of mobility for many young people currently leaving in community houses along the Lorcom Lane corridor and who do not own or have easy access to private transportation 5 - impairment of commuting ease for residents of the Lorcom Lane corridor 6 - impairment of reverse commuting for the many workers who use rte 62 to go to work in several locations around the Lorcom lane corridor As a strong supporters of public over private transportation, my wife and I based many, if not all, of our lifestyle choice on the availability of easy and convenient public transportation. We both are regular users of route 62, and its elimination will make us reconsider Arlington as a suitable place of residence for two high-earning professional taxpayers.	Oppose	Oppose
610	I am very concerned that with the rerouting of the 62 and the elimination of the 53, there will be next to no connections from Ballston to most of North Arlington. It is unclear why Route 64 is being added when Route 55 already covers Lee Highway to Rosslyn.	Oppose	Oppose
619	The 62 bus line is very important to my commute. It is essential to have a line that runs near through the Lorcum and Nellie Custis intersection. This neighborhood is transitioning to younger home owners who work in DC. The need for this route will only increase over the next few years.	Oppose	Oppose

Route 62

621	The proposed route change would have an immediate and drastic impact on my commute. My wife and I bought a home in this neighborhood (Lorcom & Nelly Custis), in part, because of the Art 62 bus and the proximity to our new home. The proposed change would lead to an increased commute time and would have an impact on our quality of life. I am now a regular rider of the ART 62 and I see many more than the 12 people per hour forecast on the provided analysis. It appears that the analysis is either old or is based on an incorrect data sample. I would also note that the eliminated stops are on the same route as various daycare centers (e.g., Cherrydale Methodist Church). There are numerous nannies, parents, and children that ride this line to these centers. I am not sure whether the children were counted in the passenger number or whether the analysis considered that these numbers may fluctuate greatly depending on the time of year (i.e., a winter break, summer break, or spring break, etc). Please do not eliminate the current route. It is efficient and connects our neighborhood to Clarendon and Courthouse.	Oppose	Oppose
624	Keep the current route, which goes down Lorcom Lane. We need that to get to Courthouse or Ballston. I oppose the recommendation to change the route. I support the expanded service.	Oppose	Oppose
630	Please continue to keep this running down Lorcom Lane down to the metro. I use this frequently to avoid using a car and to avoid longer traffic congestion on Lorcom Lane.	Oppose	Oppose
636	Please keep the route as is. It is an important connector, especially for Lorcom Lane residents. Thank you.	Oppose	Oppose

Route 62

645	Dear TDP Program - I am an occasional user of ART Route 62 (I would use it more often if it ran more frequently). I am dismayed to see the route proposed for closure with practically no insight on what would replace it. I find ART Route 62 valuable, but I also appreciate the practical implications of 12 riders on average per hour. "On Demand" service that is quick and predictable might be fine; service that is intermittent or slow and unpredictable would be unacceptable. I simply have no idea which quality of service is more likely given the lack of details provided. In addition, it seems as though you're cutting out an entire swath of Arlington from its public transit service. Again, I understand what the data is telling you about today's riders. However, the new generation of residents increasingly found in these areas have different ideas about public transit, and it may be that you are cutting off a new, more significant population of potential riders than current data sampling would indicate. In any event, this proposal seems to send the wrong message to the entire county about public transit. If the new "On Demand" service is any good, then it's essentially subsidized Uber for some of the wealthiest in the county. If it's bad, the county is simply confirming the possible bias of this group against communal services, which, as you know, tends also to increase opposition to providing the taxes that pay for them. Either way, it seems undeniable under the current proposal that the County is treating one area of the community much differently than the rest. Thank you for this opportunity to comment. Best regards, Matt Armstrong	Oppose	Oppose
647	Please do not eliminate the part of the bus route that continues down Lorcom Lane past Military onto Spout Run. Currently this is the only public transportation option for our neighborhood and many rely on this as a means of transportation.	Oppose	Oppose
667	Please do not change the route. This bus line is out life line to the community.	Oppose	Oppose
697	Please do not discontinue service to Clarendon from Lorcum Lane via Art 62. We live in Woodmont and would effectively be cut off from bus service linking us to the Clarendon Metro. My husband works in Clarendon and uses the bus to commute to work. Our teenage children use the bus route also. Removing this important access to Clarendon does not seem to be in line with Arlington's attempts to encourage public transportation. This lost access will almost guarantee increased traffic along Lorcum Lane to and from Spout Run which has already seen a large increase in traffic resulting in backups from Fillmore down to Spout Run. Please reconsider this proposed route change.	Oppose	Oppose
698	Don't eliminate. Full bus here every morning.	Oppose	Oppose

Route 62

701	Save the Lorcom Lane portion of the ART 62 bus route!!! Please don't let this neighborhood become metro-inaccessible.	Oppose	Oppose
705	I am a senior citizen who is still working in downtown DC. Without this route< I would be severely impacted -- either forced to drive or take a cab. Either way, the cost would be multiple times higher than taking ART. I hope the Board will oppose changes to this roué, which would produce only minimal savings anyway if enacted.	Oppose	Oppose
720	Unfortunately, I'm out of town. I'm very disappointed that it appears the sole means of commenting is online. There are no notices on the bus routes that are being discontinued, which defies common sense. Moreover, on the route that I'm concerned about, 62, non-Arlington residents use the bus to get to jobs in Woodmont. Has the county made any effort to get input from these users? Finally, I note that the "cost" analysis contained in the plan does not account for the costs imposed if the 62 and other routes are eliminated and those transit users start driving on an already over-crowded Lorom Lane and Lee Highway. Any rational "cost" analysis must include a calculation of the consequences of eliminating those routes and what those drivers would do. With respect to the 62 in particular, there is no discussion of what alternatives those transit users who live between Military and Spout Run can use. Finally, I would also ask the transit staff to account for fact that walking from Lee Highway to Lorcom in the vicinity of Spout Run is very unappealing given that the route travels under I-66 (with almost no lighting) and through Thrifton Park, which descends below street level and also has very poor lighting. Thank you for the opportunity to comment.	Oppose	Oppose
1102	It is proposed that the ART 62 no longer travel down Lorcum to Spout Run. I live at 25th and Edgewood and pick the bus up at Lorcum and Edgewood. I am 66 don't have a car and need the bus to get to Metro. The change would make my commute much more difficult, particularly in the winter. The proposal should have been posted in the 62 bus. Have to think that Arlington Transit did not want comments because the proposed change has not been posted or otherwise advertised. Shame on you.	Oppose	Oppose
1113	Please do NOT change service for ART 62. I ride the bus daily as a part of my commute and it is regularly used by many other riders on a daily basis. The reason for changing the service, and it is not clear at what cost savings, appears to be based on low ridership. What is the support for the supposedly low ridership count? How was it determined?	Oppose	Oppose

1114	It is unclear what is happening to the ART 62 route. There appears to be some discontinuation of service along the current route, but there is also some discussion about ART 62 turning into ART 64. Either change would have a big impact on the current neighborhood. There is also a significant amount of construction occurring in the area. It is not clear whether this survey has taken into account various new homes and additional changes to the demographics over the next few years. Overall, I am opposed to the discontinuation of stops along the ART 62 route. It is a great way for me to get to work (via Clarendon and Courthouse metro). I am not sure that the comparison that was used is fair (the current small ART 62 bus was compared to some much larger buses). The size of the bus would seem to indicate a smaller ridership, so I am not sure why it was surprising that less people rode the ART 62 compared to some of the other larger buses. The larger buses usually service a larger area which leads to more passengers. If the ART 62 had a larger bus and a greater service area, then there would be more passengers. Approximately 12 passengers per hour on a relatively small bus with a short area seems like a large number. Many of the other larger buses were only in the high teens or low 20s. It is unclear whether anyone studied the proportionality of bus size to passenger load. Again, I am opposed to any change. The current ART 62 is a small bus and it services a lot of individuals from varying demographics. It covers an area of Arlington that would seemingly be left on its own (aside from a new onDemand service that might be a great deal more expensive). Either way, please reconsider this plan and leave the ART 62 as is.	Oppose	Oppose
1185	Eliminating ART Route 62 will deprive our neighborhood of any public transit options. Please keep this route!	Oppose	Oppose
1276	Please keep it running! This is important for Lorcom Lane residents.	Oppose	Oppose
1149	Arlington's attempt to re-align ART 62 to save $5,000. annually is a poor excuse to eliminate its current route, especially for those of us who depend on it to connect to Metro. Most of whom I ride along with are government workers, who would be faced with a decision to drop all public transportation, with no practical alternatives. What I'm particular concerned with is Arlington's lack of responsibility in not adequately publicizing this route change, especially to those of us who would be effected. No notices posted on effected routes? No mailings? Which appears on the surface Arlington did not want affected riders to know of these proposed changes until after the fact? Something I would have not expected to experience as a 45 year county resident. In fact, I only found out about this change in ART 62 route by word of mouth. Which speaks volumes in itself?	Oppose	Oppose

Route 62

1152	I live in Woodmont and do not want to lose the part of the ART 62 route that went from Military Rd, down Lorcom lane to Spout Run, going then to Clarendon and Court House. I am now a Senior and walking to either metro is both a long hike and involves going across too many busy roads and intersections. Driving is also out of the question due to lack of affordable parking at either location. The Art 62 Bus has been the only feasible option for me to use mass transit and the only bus service provided to me and my neighbors. Please do not take it away as you have proposed. Thank you.	Oppose	Oppose
1153	I learned from my neighborhood association that you are planning to re-route the 62 Art bus that runs close to my neighborhood of Woodmont, down Lorcom Lane. Until I read the discussion and viewed your proposal, I actually was not aware that this bus goes to Clarendon and Court House. Had I realized this, I would have utilized it for my family to get to metro instead of either trying to park in Clarendon or just giving up and driving into DC and dealing with parking there. We are just three blocks from a stop on Lorcom Ln, instead of the long distance over busy roads and highways to the closest Metro station, (which would be Courthouse if we were birds, but is Clarendon since we have to travel on roads.) Perhaps instead of eliminating this portion of the route, you could do more to increase utilization by publicizing the great service you have been offering by connecting our neighborhoods around Lorcom Lane with both Clarendon and Court House. This proposal has made us aware now, anyway, and we respectfully ask that you leave the route as it has been. Thanks for your consideration.	Oppose	Oppose
1171	I live near Windy Run Park in Woodmont and work in Clarendon. Although I try to walk the mile-and-a-half commute to work, it is not always possible. Therefore, I ride the ART 62 bus regularly. The route is good but the schedule is limited. For instance, if I have to work half a day, there is no bus service in the middle of the day. I have to walk, cab or drive home. My point is that we already have a limited service route. Secondly, my two (2) children attend Washington-Lee High School. We do not have bus service to W-L HS (thank you APS). Besides walking or biking, the ART 62 bus is the only alternative to my children commuting in our car. Arlington County claims to be progressive and committed to transportation OTHER than automobiles. However, now you are taking away the ONLY public transportation along Lorcom Lane for this area of Arlington. You will be forcing residents into their cars further clogging our roads, increasing risk for pedestrians and cyclists and degrading our air quality. This is simply a bad idea.	Oppose	Oppose

Route 62

1203	My daughter, a freshman at NOVA Alexandria, depends on the ART 62 bus route to get to school. She rides from our home on Lorcom Lane to the Ballston Metro to catch the NOVA shuttle bus. We also use the bus at times when our car is in for service. Please retain ART bus services on Lorcom Lane! Our street is a busy road with much commuter traffic but is not served by Metrobus.	Oppose	Oppose
1208	I see that this route is proposed to be eliminated along most of Lorcome Lane because of low ridership. Based on my experience it seems like rush hour has a fairly high number of riders. Is it possible that scaling back the hours to the highest ridership times would improve the productivity of the rout while keeping service available at peak times? Is ridership not higher at, say, 8 am than it is at 6 am (or 6pm vs 3pm)?	Oppose	Oppose
1224	Please reconsider ending our only bus service in lieu of an as-yet untested on-demand service to be named later. We cannot be expected to accept such change without seeing how effective the new service will be. Thank you.	Oppose	Oppose
1241	Re: the ART 62 Bus: >Please be aware that if you ride the 62 ART >Bus and are residents of Maywood, Dover- >Crystal and Woodmont residents, your only < direct transit┬áservice is in jeopardy. Arlington >County has proposed eliminating part of the >route along Lorcum Lane to Spout Run and >then onto Clarendon and Court House. Dear Sir or Madam, My family and neighbors use this bus service every week and find it to be timely, convenient and staffed with courteous and professional drivers. It provides passengers access to the Ballston - Clarendon - Courthouse corridor that is otherwise NOT available. ART 62 is the ONLY form of public transportation to "downtown Arlington" that we residents have. For example, my teenage children take this bus directly to the Central Library and I take it to my job in Virginia Square. In the unfortunate event that ART Route 62 is discontinued, my family alone will have no choice but to use our vehicles and add THREE additional cars to Arlington traffic. Please thoughtfully reconsider the suspension of ART 62 and the negative effect this discontinuation will have on Arlington residents, the environment and local traffic. Yours respectfully, AJ Wysocki Maywood Resident	Oppose	Oppose
1265	I would advocate to keep this route as is. Many people without cars and living in near multi-family housing need this route to get to facilities and get to their jobs, usually as it gets them to metro.	Oppose	Oppose

Route	62		
1266	Please do not eliminate the Art 62 bus route through Woodmont and Spout Run! It is the main public transportation connection between our neighborhood and the metro station at Clarendon and Rosslyn. Some of our family members do not have cars and are trying to rely on public transportation for commuting to work or school. Please do not eliminate this route!! Thanks for your consideration!	Oppose	Oppose
1272	I just want to say that I think it is valuable to have the route run down Lorcom Lane to the Clarendon metro. I think it would be a great loss to the Woodmont community if this part of the route were discontinued.	Oppose	Oppose
5	I am concerned that the new route 64 proposed will not cover the lower part of Lorcom Lane leaving that area without any public transportation options to get to metro.	Oppose	Oppose
30	Many Woodmont residents use the current ART62 during rush hours along Lorcom Lane. Why change this?	Oppose	Oppose
169	The proposed change would move the route much further away from me. Definitely opposed.	Oppose	Oppose
175	This route has worked well for me and my family. I hate to see it cancelled without a full understanding of the on-demand service.	Oppose	Oppose
1267	Full route needed.	Oppose	Oppose
431	Agree the old route was a waste of bus fumes. However, the new route lacks a purpose.	Oppose	Oppose

Route 63

Comment Count:	3	Pro:	Oppo	1	Other:	2

ID	Comment	Priority	Evaluation
288	Pls keep this route. My daughter takes it every day.	High Priority	Other
16	Narrative says midday service will be offered, but the table does not show midday service.	Medium Priority	Other
737	Don't stop the service in Lorcom Lane	Oppose	Oppose

Route 64

Comment Count: 7 **Pro: 3** **Oppo 2** **Other: 2**

ID	Comment	Priority	Evaluation
343	My family and I wholeheartedly support any efforts to expand transit service in Arlington, especially in North Arlington, which is severely under-served. Implementing a new ART 64 bus is a great idea. But not at the expense and sacrifice of the ART 62 Bus route that serves my community of Woodmont. Arlington County should always be looking to expand transit service, not cut transit service. I encourage you to launch the ART 64 Bus as soon as possible. But DO NOT cut service to the ART 62 Bus to create the ART 64 Bus. Thank you for your consideration of our comments and please do not hesitate to contact me for additional details. Richard Price, Lena O'Rourke and Family	Low Priority	Pro
488	Reconfiguring 62+64 makes sense, but as proposed eliminating the eastern part of 62 removes the only reasonable transit connection from Lee Heights (Lee/Glebe/Lorcom) to Clarendon. Lee Heights would not have access to the "on demand" services as outlined.	Medium Priority	Pro
14	New 64 duplicates 55 along Lee Highway. What about forced transfer from revised 62 to 55?	Medium Priority	Pro
328	Show it, please		Other
288	Pls keep this route. We need it.	High Priority	Other
296	As proposed, this route leaves out service to Lorcom Lane via Kirkwood to Clarendon Metro, a crucial connector for commuters from N. Arlington who want to avoid using their cars and need to connect to Metro. The "on demand" service is not explained!	Oppose	Oppose
326	New ART 64 should continue down Lorcom Lane to connect to Spout Run to Lee Hwy to Roslyn instead of down Military Road to Lee Hwy to Roslyn because Lee Hwy has sufficient mass transit options but the neighborhoods bordering Lorcom Lane do not.	Oppose	Oppose

Route 74

Comment Count: 12 **Pro: 6** **Oppo 5** **Other: 1**

ID	Comment	Priority	Evaluation
492	Would not effect me		Pro
520	Esta funcionando perfecto ahora, vivo en arlington village. Esta cambio no me affecto TRANSLATION: The schedule is working perfectly right now, I live in Arlington Village		Pro
486	As long as the bus keeps going through Douglas Park, I'm happy.	High Priority	Pro
535	Love this bus route. My suggestion would be to run the bus at different times durinf day for people to get to Columbia Pike. Hard for older people to walk that far.	High Priority	Pro
561	We need more buses/routes that go from the Nauck/Douglas Park area to Pentagon City. Additionally, we need a bus that goes to the Pentagon, currently there is none. It takes 30 minutes get to, what would take 10 minutes if parking was available, to get to the Pentagon.	High Priority	Pro
567	As a Senior Citizen, I would like to have the Columbia Pike and South Rolfe Street Bus Stop Returned (Eastbound). Walking all the way to South Scott Street and Columbia Pike is quite challenging when it is dark in the morning and also during the snow and ice. Hopefully the bus stop can be returned, since it is already in that lane before it goes to the Arlintgon View Community. Thank you for your kind consideration.	High Priority	Pro
665	Please tell the IMBECILES who drive this bus in the mornings to STOP at South Courthouse and Col Pike - TO DETERMINE IF ANYONE WANTS TO GET ON THIS BUS!! I AM SICK AND TIRED OF FLAGGING THIS BUS DOWN EVERY MORNING!!!!!	High Priority	Other
638	This is a great route, I use it every day, please don't change it.	High Priority	Oppose
193	The comments say that Douglas Park service is increased and ART 77 will cover the area discreased. This is NOT true. A large section of Douglas Park is having service to Pentagon City Metro discontinued entirely. This is a service housemates of mine have depended upon heavily for several years. Now riders will need to ride to Shirlington and transfer to a a bus to the Pentagon City. Might as well drive now....	Oppose	Oppose

Route 74

632	The proposal for TWO buses, ART 74 & 84, running all day down S.Quincy St. to Pentagon City (via Arl. Village & Shirlington depot) is completely unacceptable. Douglas Park residents have already been overrun with damage to Quincy and surrounding streets from the continuous use of this route as a "cut-through" thoroughfare between Columbia Pike and Walter Reed. The steep hill on Quincy St. between 18th & 19th Sts. encourages ART drivers to speed down the hill, putting people and pets in danger. Current low ridership does not dictate the use of TWO ART buses running Quincy St. continuously M-F from 5:30 AM to 8 PM (every 20 mins during rush hour, 30 mins during non-rush hour), and would worsen an already costly, dangerous situation in Douglas Park.	Oppose	Oppose
1262	A hopeless route. Find a way to get Arlington View an Eastbound bus stop - several houses on the Pike have been available for sale near S. Rolfe St., it would seem to make sense to buy one/tear it down and give them a stop rather than subsidize this goofy service. Expanding it is unlikely to help.	Oppose	Oppose
694	OPPOSE: NO WAY to 74 running down 1800 S.Quincy St! NO to both 84 & 74 (two busses) on my street! Remove that bus stop #150004 all together. Too much noise & brake squeaking. NO to All Day Service. 74 has too many local stops to PentCity. I'd rather take Metrobus 16s for straight shoot to PentCity. Please consider.	Oppose	Oppose

Route 75

Comment Count: 23 Pro: 23 Oppo Other:

ID	Comment	Priority	Evaluation
911	art 75 deberia dar servicio los sabados y domingos también. los paneles de información en las paradas deberían ser revisados y actualizados con mas frecuencia, que en su mayoria no estan en función, TRANSLATION: ART 75 should have Saturday and Sunday service as well. The information panels at bus stops should be revised and updated more frequently, most of them are out of date,		Pro
1	I would be very glad to have increased rush hour service on Route 75. Route 75 is the most convenient route for my commute, but the infrequent service means I often miss the bus. I do not need Sunday service on Route 75.	High Priority	Pro
76	Really like the chsnge, that would great. Convient to target and connections to 23. Fsmilies relay on the 75	High Priority	Pro
116	Weekend service needed	High Priority	Pro
356	Would be good,right now people some times wait an hour for the bus	High Priority	Pro
350	I'm supportive of increasing the frequency of this bus, especially over weekends. I live on Wilson Blvd and try to maintain a car-free diet as much as possible. I use the bus nearly every day, but haven't been able to avail of 75 because of limited frequency.	High Priority	Pro
372	They nee twto bus at kenmoe school stop because the bus gets so crowded	High Priority	Pro
408	Increase rush hour frequency and include all weekend service.	High Priority	Pro
540	I like the recommendation, weekend service especially	High Priority	Pro
582	I support these great changes to the ART 75 route!	High Priority	Pro
851	Que hay mas servicios el fines de semana TRANSLATION: That there is more service on the weekends	High Priority	Pro
560	Thank you for extending the hours to the weekends. However, it would be nice if it ran later than 8pm. It is often hard to find a parking spot in Shirlington on the weekends and taking the bus would be so much better. Also, 30 min headway is too long. 20 would be much more palatable.	High Priority	Pro
1161	Please extend the service of ART 75 to Saturday and Sunday.	High Priority	Pro

Route	75		
1166	for one it needs to run on the weekends because the 41 is to slow you guys need to train the drivers better.	High Priority	Pro
95	Helpful and convenient change	High Priority	Pro
364	Glad to see recommendation for adding weekend service. I would love to see weekend service run later so I could go out for dinner or evening using this line.	High Priority	Pro
1156	Weekend service would be useful for people who live in the residential neighborhoods along route 75. However, this route is very slow, and there are faster Metrobus routes between Ballston and Shirlington. Therefore, I would consider this a low-priority change.	Low Priority	Pro
88	Support proposed changes on 75. Art starts earlier in the morning than metrobus.	Medium Priority	Pro
121	Route and times are sufficient. Weekend service would be nice. I expect the proximity to Wakefield HS will result in increased usage as the HS is only at about 70% capacity and expected to grow in population over the next few years.	Medium Priority	Pro
173	Concur with increasing frequency to 30 minutes. Off peak and weekends.	Medium Priority	Pro
859	que pasemas seguido TRANSLATION: that the bus comes more often	Medium Priority	Pro
188	I like having this route run more frequently. I also with it ran earlier in the morning to Ballston.	Medium Priority	Pro
14	Support 7 day service on 75	Medium Priority	Pro

Route 77

Comment Count: 29 Pro: 27 Oppo 1 Other: 1

ID	Comment	Priority	Evaluation
82	It would be nice to have the ART buses link up at the same time as METRO buses in regards to schedules.	High Priority	Pro
366	It's been dependable.	High Priority	Pro
597	Run it more often and later at night please.	High Priority	Pro
435	Yay...Sunday service!	High Priority	Pro
574	I am very much in favor of the proposed changes to the ART 77 which has been a great value to residents of my neighborhood. Extending the service to Rosslyn will increase ridership and provide a great option for residents, extending the hours is also a great idea to enable us to enjoy the restaurants, shops and activities in Clarendon and Shirlington on the weekends. Thank you for proposing these great changes!	High Priority	Pro
678	As a regular rider of the ART 77 route who resides in Penrose and works in Rosslyn, extending the route to Rosslyn would be very favorable for my commute. Additionally, I am in favor of increasing weekday service to start at 5:00 AM and end at 1:30 AM and rush hour frequency to every 20 minutes. Increase Saturday service to start at 5:45 AM and end at 1:30 AM. Add Sunday service from 5:45 AM to 12:00 AM with a 30 minute frequency. The rush hour frequency and the later operating times will definitely make it more conducive to travel from bus to metro and metro to bus rather than having to worry about a way home later at night when metro is still operating but the bus is not.	High Priority	Pro
849	Buen servicio TRANSLATION: Good service	High Priority	Pro
1206	I would appreciate the extension to Rosslyn. I live near Washington Blvd. and take the 77 but have to transfer to another bus at Courthouse (or take Metro, but usually, that's slower.)	High Priority	Pro
51	Love additional times. Much better route than 10/23 metrobus	High Priority	Pro
86	Would love to see sunday service from early morning to late night and increased service throughout the week.	High Priority	Pro
87	Support proposed changes especially extension to rosslyn and increase span and frequency.	High Priority	Pro

Route	77		
88	Like extension to rosslyn and increased service on the 77.	High Priority	Pro
90	Support the change	High Priority	Pro
197	I would greatly prefer keeping the 10B on its current route and schedule. Currently, the 10B and ART 77 lines provide frequent service (~4 buses per hour on weekdays, ~3 buses per hour on weekends). However, I would request that if the ART 77 bus will be replacing the 10B on South Walter Reed Drive entirely, AM and PM rush-hour service on the ART 77 should be adjusted to every 15 minutes, and regular Saturday service should be every 20 minutes, to avoid potential crowding and delay issues.	High Priority	Pro
851	Es muy necesario.mas tarde tambien es necesario TRANSLATION: this is necessary. Later service is also necessary	High Priority	Pro
1163	77 should operate every 15 minutes during the week; 30 minutes head ways on weekends	High Priority	Pro
1217	I am very pleased to see the increased frequency and Sunday service planned for this line.	High Priority	Pro
1262	Excellent plan.	High Priority	Pro
692	Don't let extension to Rosslyn further delay meeting schedules during rush hour. Delays already creep in at peak times, leading drivers to take chances in haste.	Low Priority	Pro
16	Support 7 day service on 77. Extension to Rosslyn will add time and reduce reliability.	Medium Priority	Pro
99	No comments. Bus stop at wash blvd and hard road pile of mud. Very difficult for people with disabilities.	Medium Priority	Pro
120	Changes to 77 seem good. I just hope that on-time performance of longer route to Rosslyn doesn,t go down. I like the proposed Sunday service and shorter peak headways. Could 77 be extended to Bradlee Shopping Center? That would better connect it to the DASH system and help it pick up more riders, provide more options for Alexandrians to get to central parts of Arlington.	Medium Priority	Pro

Route 77

139	Really happy to see the proposed extension of the 77 route, with more frequency. I live in Nauck and ride the 77 and 16Y each twice a day each. Always seem to just miss the 77 on my transfers and must wait 20 or 25 minutes. In the evenings, the 77 bus southbound is always at least 10 minutes behind, I guess because of traffic on Wilson and Clarendon Blvds. I don't expect that to change, with a third bus per hour, though. Extending the route to Rosslyn would need a third bus just to keep current service, I'd imagine. What about just running a third bus during the evening rush hour, say until 7 or 8?	Medium Priority	Pro
210	Good idea	Medium Priority	Pro
114	My desired change is 23. 77 also good.	Medium Priority	Pro
192	Thank you for considering expansion of hours for the Shirlington / Rosslyn. I had wanted to use the bus line so I could go out in evening, not worry about driving home after having a drink or two with friends.	Medium Priority	Pro
53	Iwould be in favor of the rec, they sound good	Medium Priority	Pro
623	Why doesn't the 77 pick up passengers at 16th St. and beyond while heading to Rosslyn? It would help people in the Douglas Park area which has a great many residents who have either one car or no car per family. The Metrobus 22 runs only half hourly in rush hour and every 45 or 50 minutes during non-rush hour and on weekends. This would help defray the cost of running the ART 77 and give citizens a bus every 20-25 minutes.	Medium Priority	Other
193	The comments stated that the 77 will cover Douglas Park now. The part of the Douglas Park route that is slated to be cut on the 74 is NOT covered by the 77 which goes to a different location now. The area around the actual Douglas Park park still needs the service of the 74 bus.	Oppose	Oppose

Route 7A,F,Y

Comment Count: 12 Pro: 11 Oppo Other: 1

ID	Comment	Priority	Evaluation
112	Que el.fin de semana pase mas seguido. Cada media hira. Sabado y domingo. Lo uso hastaKing St. TRANSLATION: That during the weekends it runs more often. Every 30 mins. Saturday and Sunday. I use it to get to King St.		Pro
115	7a Yo y muchos usuarios esperamos los sabados y domingos . Domingo.Iniciar 6am e incrementar frecuencia. a TRANSLATION: 7A Me and lots of other rides have to wait on saturdays and sundays. Sunday. Begin at 6am and increase frequency incrementally.		Pro
113	Todo bien. TRANSLATION: All good		Pro
178	I work at the State Department in Foggy Bottom DC, and a LOT of my colleagues and I use the 7Y because it is convenient! But it could be MUCH better with a few simple changes: (1) More northbound service after 8am. (2) More southbound service after 5:30pm and (3) a southbound stop in Pentagon City. Currently the few northbound buses after 8:30 and few southbound buses after 5:30 are overcrowded and uncomfortable because they don't reflect the slightly later work patterns at the State Department. And with all the growth in Pentagon City, it's really a disservice not to have an evening stop there. I sometimes feel like a hostage being hurled into the Pentagon and having to walk under the unattractive 395 bridges to get to Pentagon City. Please consider making these changes. It will make the 7y even more attractive to many commuters.	High Priority	Pro
523	Its usually on time.	High Priority	Pro
847	Buen servicio TRANSLATION: good service	High Priority	Pro
529	Wants 7Y to go back to end at Metrocenter	High Priority	Pro
79	Y is highest priority	High Priority	Pro
91	Proposed changes wont impact me	Low Priority	Pro

Route	7A,F,Y		
15	It is nice to see an increase in morning service between Shirlington and the Pentagon from the 7C and 7F. It would be great to also see more frequent/ spaced out service from the Pentagon to Shirlington in the evening (besides slight increase from 7C). Sometimes there are 200+ people waiting because nothing comes for 20 minutes during peak-ish hours (between 6 and 7 or so).	Medium Priority	Pro
121	Recommend 7Y/F/C adjust route to accommodate Wakefield HS.	Medium Priority	Pro
110	Casi no pasan hasta Little River ycomo no llega me tica bajarme. TRANSLATION: It almost doesn't go to Little River and since it doesn't arrive I have to get off		Other

Route **7C,H,P,W,X**

Comment Count:	**3**	**Pro:**	**3**	**Oppo**	**Other:**

ID	Comment	Priority	Evaluation
109	More midday service would be great	High Priority	Pro
79	Good	High Priority	Pro
112	De acuerdo con el cambio. Lo usocuando no.pasan los otros. TRANSLATION: In agreement with the change. I use it when the others don't come.	Medium Priority	Pro

Route 84

Comment Count: 26 **Pro: 2** **Oppo 24** **Other:**

ID	Comment	Priority	Evaluation
359	Glad that its going to shirlington	High Priority	Pro
1163	84 provides a critical service for south Arlington neighborhoods. Would be great to offer limited service during non-rush hour periods as well as weekend service	High Priority	Pro
399	Please do not remove the stop at 24th st and S. Glebe. With the amount of riders at the dwelling units in the area and the disabled individuals that get on that stop during morning rush hours. There will be an inconvenience to get to Shirlington to get on a metro.	High Priority	Oppose
650	Please do not change this route! I moved to South Glebe, so I can take this bus to the metro to get to work! Changing this route will create a significant negative impact on my work commute, which is the reason I moved here, so I could commute by public transportation.	High Priority	Oppose
122	Please keep the 84	Low Priority	Oppose
521	So long as the bus goes to nauk, on nelson or just to walter reed and 19th to pentagon city that's ok	Low Priority	Oppose
526	Keep it connected to pentagon city	Medium Priority	Oppose
552	My daughter takes this bus to/from the Pentagon City Metro, as part of her commute to Bishop Ireton High School (Alexandria, VA) at least 2x a week. She connects to her school via a school bus Shuttle to/from King Street Metro.	Medium Priority	Oppose
404	Changing this route to be a neighborhood circulator with service to shirlington is a terrible solution to the community feedback "increase service" that the change is supposedly based upon. The 84 is the only ART bus line that services the neighborhood of Nauck, not just the outskirts, with direct access to a metro station. The increase in service that people requested during the community feedback phase was to have this bus line run more frequently during peak hours and to provide midday service. Neither of the proposed changes to line 74 or 87 will provide more frequent or more convenient routes for Nauck. Please, please, please continue this route as-is!!!	Oppose	Oppose

Route	84		
411	A lot of people get on/off the 84 at the 24th Rd & S Glebe stop due to the apartment complexes in the area, and taking it away creates an inconvenience. It's a faster route than the 87 (taking the 87 is double the time), and gives access to shops and stores. The information in the PDF is contradictory. It says at first that the 87 will serve Pentagon City, but then it says the 87 will only go to the Pentagon. Which one is it? Make the current 84 run more frequently, I'm tired of waiting 20 minutes in between buses!	Oppose	Oppose
542	I live at 24th and S Glebe. I rely on the 84 to get back and forth to the metro every day to and from work. The bus is PACKED every morning going to the metro.	Oppose	Oppose
545	I like route 84 providing direct access to Pentagon City. It's a shorter bus ride then the other bus options in my area.	Oppose	Oppose
465	This bus is the only efficient way to get to a metro stop from 24th and S. Glebe. The 87 is the only other option and it stops every 2 blocks. If you reorganize this line, every commuter in the Nauck area will be forced onto the 87, the route for which you are proposing to increase which would also increase the time of out commute. If you are going to make the 84 a circular route, please keep it as an express bus during peak hours. Otherwise, I will be unable to use your services, on which I rely heavily.	Oppose	Oppose
489	Would like a bus from douglas park to restaurant for happy hour	Oppose	Oppose
513	The proposed changes to the 84 line will significantly decrease metro access for Nauck neighborhood and none of the proposed changes to other lines will replace this service.	Oppose	Oppose
514	Changing the 84 route to service Shirlington does not improve service for the Nauck neighborhood. Keeping the 84 route that services Pentagon City metro sand provides direct access to a metro line that goes into DC makes more sense for commuting purposes.	Oppose	Oppose
519	Please don't change, its much faster to get homr, I like the hours for work.	Oppose	Oppose
538	Leave it alone. Gets me to pentagon in7 minutes	Oppose	Oppose

Route 84

559	I'm frustrated at the proposed changes to this route. I live in Douglas Park that is currently serviced on this route. I have no idea why this route would be changed to provide linkage to Shirlington for Douglas Park and Nauck residents (who can mostly easily walk to Shirlington if needed--and I would much rather walk to Columbia Pike or Glebe to catch a bus than take a bus to Shirlington and THEN transfer to another bus...two bus transfers is a non-starter for me)--I strongly urge that this route this route to stay the same and continue to service Douglas Park and Nauck with links to Pentagon City. I realize that proposed changes to Route 74 will provide connection from Douglas park to Pentagon City, but the route is less direct and will add time (I speak from experience because this is the same as the old route before it changed to the current 84 route). If the issue is having bus connection for Nauck residents during the day, then it seems another solution could be implemented...maybe rush hour buses go to Pentagon City and non-rush buses go to Shirlington.	Oppose	Oppose
568	Changing the 84 line route to service Shirlington will discontinue direct access from the Nauck neighborhood to the blue and yellow metro lines. Residents who do not live withing walking distance of the Glebe stop that the 87 services will be forced to take 2 buses to get to Pentagon/Pentagon City or will have to take metrobus to Ballston which only runs orange and silver lines. Both of those options would significantly increase commuting time.	Oppose	Oppose
694	OPPOSE: As a daily rider of 84 since 2011, NO WAY to ALL DAY Service! Don't discontinue route to Pentagon City! The express route betw 26th St at Avalon & PentCity is the best part. No, I won't transfer to 87 or take alt.74 both of which have too many unmerry-go-round stops. Also, I suggest No Art service thru 1800 S.Quincy St as I live there. That downhill Quincy & uphill 19th St route disturbs my sleep & property. Snow days, bus does not bother going there. Let everyday be a snow day. Please consider.	Oppose	Oppose
1124	Please Please Please take the bus stop away on the corner of 19th and South Quincy. It is down 1 hill and up another. It it unsafe. This is a family neighborhood and the turn up the hill is dangerous.	Oppose	Oppose
1129	I use the 84 bus for my daily commute to Federal Triangle. I am unhappy with the loss of a direct bus connection to the yellow line. 2 bus trip segments before 2 train segments will make for an unpleasant commute. The infrequent service on the extended 74 route makes it a poor alternative.	Oppose	Oppose

Route 84

1196	By eliminating the 84's service to Pentagon City, you would be extending the commute time of a number of regular passengers. 84 provides express service to the Pentagon City metro, as opposed to taking the 87, which would at least double my bus commute time. Almost all of 84's current regular customer's use that route to quickly and efficiently reach the metro to commute to work. I'm not sure why you propose cutting off such a highly-utilized service. These changes would persuade me to relocate from my current residence to avoid lengthening my daily commute to an unreasonable amount of time. Please do not apply these significant changes to 84, inconveniencing a large number of regular customers, or your risk losing those customers altogether.	Oppose	Oppose
1124	I hear there is a possibility of more routes on South Quincy, or all day routes. Again this is a family neighborhood. No more buses!	Oppose	Oppose
90	Dont like the change. Riders use this route to connect to the pentagon, transfer will require additonal time.	Oppose	Oppose

Route 87

Comment Count: 18 Pro: 13 Oppo 4 Other: 1

ID	Comment	Priority	Evaluation
78	Like changes more convenient to always go to the pentagon	High Priority	Pro
79	Would like more frequent service doring pm rush too	High Priority	Pro
81	Like to run earlier in the morning. Happy about better am frequency	High Priority	Pro
282	Increased number of times is great!!!	High Priority	Pro
369	Wish hey had a route to go from pentagon tocolumbia pike	High Priority	Pro
528	More frequent service is great, especially in midday hours. Also, may alleviate bunching with different a p regular routes	High Priority	Pro
1115	The service changes that went into effect last year have been wonderful. The enhanced rush hour service in the evenings between Avalon and the Pentagon have reduced crowding and reduced commute time. Please keep something similar. Thanks.	High Priority	Pro
1122	I supported increased frequency of buses during rushhour and ever other bus to fairlington too. Thank you	High Priority	Pro
86	Like the recommendation	High Priority	Pro
113	Son rapidos. No me afecta el.cambio. TRANSLATION: The are fast. The change doesn't affect me	Low Priority	Pro
133	The art 87 should start earlier with southbound service to Shirlington before 8:39 am. Id like it start at 7 am.	Medium Priority	Pro
533	Would likea stopat pentagon city onweekends	Medium Priority	Pro
541	Early morning frequency increase is a big improvement	Medium Priority	Pro
165	No	High Priority	Other

Route 87

49	I live in South Fairlington and take the 22 buses to the Pentagon each morning. If this route is discontinued and replaced with the 87, which runs every 20 minutes, I will probably drive to work. I think others will too. The only upside to such infrequent service is that at least ART runs on schedule when WMATA is less predictable. But 20m headways, especially in the evening when there are too many variables (a 15m walk and two train rides) to get to my stop at the Pentagon in time for a specific bus, are too long. It's been bad enough with Metro trains being so unreliable, add in 20m bus headways and that's when I switch to my car. DASH buses are another option for those in South Fairlington who live close enough to walk to Parkfairfax.	Oppose	Oppose
844	Tiene un buen servicio TRANSLATION: It has good service	Oppose	Oppose
45	I don't go in the direction of the Pentagon for work. What about those of us who are in South Fairlington (by Community Center) and need to get to Ballston? Walking 20 min to catch a bus in Shirlington is inconvenient and not likely to happen for most people. It would be much easier and time saving to just drive to work, which I would really prefer to not do.	Oppose	Oppose
411	Is the new proposed 87 route going to go to Pentagon City? If not, then definitely oppose. The people who live around the 24th Rd and S Glebe stop are going to be negatively affected, which has high traffic. When coming home, it's nice to have the option to stop by CVS, Costco, the mall, etc. at Pentagon City before getting on the bus. There is NOTHING around the Pentagon, and the ride time ends up doubling with the 87. I say keep the 84 and increase the frequency of that one to 10 minutes during peak!	Oppose	Oppose

Route 92

Comment Count:	5	Pro:	5	Oppo	Other:

ID	Comment	Priority	Evaluation
431	great idea to extend bus to National Airport	High Priority	Pro
411	The new proposed route giving 24th Rd and S Glebe area residents better access to Reagan Airport and Crystal City, etc. is the best route plan I see here. Do it.	High Priority	Pro
1156	Rerouting route 92 seems like a good idea. More bus service to National Airport would be helpful. I hope there would be a stop at the southern tip of Long Bridge Park. It would be unfortunate if the park didn't have bus service.	High Priority	Pro
853	Good idea to have more service from shirlington to crystal city	Medium Priority	Pro
385	a very good way of converting ART92 into something more useful, compared with the current underutilized route; but of course if an indoor facility at Long Bridge Park is approved, then the need for transit will come back!	Medium Priority	Pro

Route 9A

Comment Count: 10 Pro: 3 Oppo 6 Other: 1

ID	Comment	Priority	Evaluation
840	Dependo de esta ruta. No tengo opinion puede ser me or con metroway. Siempre que no sea mas caro. TRANSLATION: I depend on this route. I don't have an opinion it could be me or with Metroway. Only that I don't want it to be more expensive.		Pro
433	Dear Arlington Transit Officials, As an Arlington resident I find the proposed Metrobus changes concerning the elimination of route 9A to be satisfactory. I am in favor of extending the Metroway bus route to the Pentagon City Metro Station via 12th Street South and find it to be a clever solution that will ensure continued service to areas that the 9A bus route currently provides. I enjoy riding the 9A bus from my apartment on 12th street South to the Potomac Yards shopping center on a frequent basis as well as to Old Town Alexandria on occasion. Even though the modified Metroway route will not extend all the way down to Old Town Alexandria, there are alternatives that I could use (10E bus or the Yellow/Blue metrorail lines). Thank you for this opportunity to comment on proposed changes to the Arlington Transit system that will greatly impact my community. Sincerely, Elizabeth Perez	High Priority	Pro
843	De acuerdo q cambie ruta pero no cambiar choferes. Prohibir a choferes que vengan manejando y conversando con pasajeros amigos. Es peligroso para viajeros. Lo..que necesitamos es un buen servicio. 9A ni es buen servicio. Son muy pocos se tarda para pasar. TRANSLATION: I agree with the route change but don’t change drivers. Prohibit drivers that drive while talking to their friends. It is dangerous for passengers. What we need is good service. The 9A is not a good service. It comes infrequently and is late.	Medium Priority	Pro
845	No cuple con el horario TRANSLATION: it does not run on time	Medium Priority	Other
13	PLEASE KEEP THIS! It is an alternative to be able to connect with Shirlington via pentagon without having to use metro rail and taking twice as long.	High Priority	Oppose
23	This is a valuable bus line to keep since it provides a direct route from South Arlington all the way to the Pentagon at an economical rate of one bus fare. Any other combination of bus and Metro would be more than double the fare price of the bus alone.	High Priority	Oppose

Route	9A		
247	I was reading the proposed plan and it suggested that the Metroway would serve as a substitute for the 9A. However, the Metroway is only being extended to Pentagon City. That is not a substitute but an inconvenience for those that take the 9A to the Pentagon. Every morning and afternoon, the bus is packed with persons. If you need to reduce the route, take out the midday segments or the weekend, but not the early morning and afternoon routes - otherwise extend the Metroway to include the Pentagon.	High Priority	Oppose
55	More convenient to alexandria from crystal city	Oppose	Oppose
376	I'm disappointed to see this route discontinued. The Bashford Lane/Powatan St. stop is convenient for the northeast section of Old Town. The closest Metroway Stop requires a treacherous pedestrian crossing at Slaters & Route 1 to go over the bridge to the Potomac Ave stop. Cars do not see pedestrians and they speed through crosswalks at Rt1 and Slaters and Rt 1 and Potomac Ave. I do not feel safe crossing these streets to get to the bus	Oppose	Oppose
439	I think terminating this line in favor of the Metroway is a bad idea. As someone who lives on the line, it is high volume, more convenient, and runs later service than the Metroway. Even the proposed changes for the Metroway still cause lost service hours.	Oppose	Oppose

Route GC

Comment Count:	147	Pro:	Oppo	Other:

ID	Comment	Priority	Evaluation
7	-More frequent evening & weekend service. -Better reliability (on-time service) from both ART and Metro. -Discounted/free fares on ART for students. -Discounted weekend fares. -Driver training (customer service - courteousness, helpfulness etc.) -improved mobile app/real-time communication regarding stops/service/operations		
30	TDP - a large portion of North Arlington is shaded to be a "flex" plan. yet I do not see it defined anywhere. Can you define it clearly for me?		

Route	GC
31	Concern with the following: 1. Replacing 4B with ART 31 seems to eliminate the George Mason and Rt 50 stop. This eliminates the ability to take single seat trip from Barcroft/Alcova Heights/Guard Bureau area to Rosslyn (and the return)--great when trying to reach the Social Security office in Rosslyn. This will greatly increase time and effort to get to Rosslyn. 2. The ART 44 replacement of the 22 is especially perplexing. The ability to take a 22 to/from Pentagon (with stopover in Fairlington) is quite useful. With the truncated 44 route, the single seat trip will result in transfers to the ART 87 and WMATA 7's. All of these transfers (and time wasted waiting for the transfer) make the "new 44" less useful. Expect a drop in ridership. 3. I don't see why dropping one bus line in North Arlington should qualify North Arlington for on-demand service from "home" to "Ballston". If on-demand service makes economic sense, then make it available Arlington-wide. Shouldn't Lyft or Uber satisfy "individual" transportation needs? 4. The following is from a friend in the Arlington Mill neighborhood: The proposed scheme for Routes Metrobus 16G and ART 45 is unacceptable to me because it eliminates ALL direct bus service between the stop at Eighth Road South and Greenbrier Street and the Giant Food Store on Columbia Pike at Penrose Square. Apparently this is done by way of [a] eliminating Metrobus 16G AND [b] rerouting Route ART 45 along the current ART 41 corridor on Glebe Road instead of along Columbia Pike past the Penrose Giant to Courthouse Road. As a senior citizen I would be FORCED to walk up and down the Frederick Street hill in order to take the bus to the Penrose Giant AND/OR perhaps forced to use less-frequent bus service [again walking up and down the same hill!] to do grocery shopping at the Baileys Crossroads Giant, to use extra time in transferring between ART 41/45 and Metrobus Route 16 buses, or to use more-expensive taxicab service to run the same grocery errands to the Giant Food stores. On the other hand I do support the extension of service on Route ART 75 to include weekend service between Shirlington, Arlington Mill and Ballston. Such service has been needed for some time. However there DOES need to be direct bus service between the bus stops on Eighth Road South/Greenbrier St. and Penrose Square, perhaps also to Pentagon City or Pentagon. In addition more frequent bus service to Baileys Crossroads [Metrobus16J/16P] ought to be considered. 5. There is a good deal of "fuzz" around the Columbia Pike Premier bus service. Some or most of what is promised seems to depend on Virginia State approval, e. g., priority queuing at intersections. Also, I don't think purchasing tickets before stepping onto a bus will work. How will the bus driver be able to definitively know if the passenger actually paid the fare. Consider making the 16 Premier service free. That is the only way to equitably ensure that the Columbia Pike business area regains the footing that it has lost with so many ground level retail locations sitting

Route	GC
31	vacant. Of course, "free" would probably require changing the 16 Premier service to an ART Premier service. Thank you for your consideration.
34	Quieter buses, the noise of buses is jarring and if they were quieter then it may be more appealing to ride or wait at a transit stop. Better and more improved transit stops. Need for a superstop/hub at Lee & Glebe. Need more shelters that blend in with neighborhoods. If you make the shelters appealing, well lit and comfortable then you would entice more riders. INFORMATION DISPLAYS OF REAL TIME ARRIVALS. Put these at more stops!!
37	We need more comprehensive transportation to Virginia Hospital Center on George Mason, from the low income areas of South Arlington. Many elderly and disabled residents would use bus system, but are unable to manage transferring for either physical or cognitive reasons. It can take 3 buses and over an hour to travel what would be a 12-15 minute drive. So, more elderly residents take cabs that they cannot afford, or use STAR, at a significant expense to the tax payers. Also, bus stops should be more accessible at the hospital. Walk to the entrance from 16th Street bus stop is uphill on brick sidewalks: unmanageable for people in wheelchairs. Thank you.
41	Bus Rapid Transit (BRT) such as the relatively new Metroway route is highly desirable to other areas of Arlington County. I fully support BRT routes from Crystal City to Shirlington, Ballston, Columbia Pike, etc.
44	I am opposed to termination of direct service between the bus stop at 8th Road South and Greenbrier St. and Penrose Square. Termination of Metrobus 16G looks OK but I think that ART 45 should continue on its current route rather than being rerouted via Glebe Road which terminates all current bus service from my bus stop to Penrose. If/when 16G is terminated it should be replaced with ART service up Columbia Pike to Pentagon City via the current route. ART 45 currently provides this service.
54	The time that they run late at night is important. I take the first bus to work at 450 am, this is important.
63	A. The needs are identified and I support the need for additional services. B. Need to provide easier stop/sign information along Columbia Pike corridor. C. Chose to live in Crystal City because of the variety of transit services.
63	A. The needs are identified and I support the need for additional services. B. Need to provide easier stop/sign information along Columbia Pike corridor. C. Chose to live in Crystal City because of the variety of transit services.

Route	GC
68	The more frequent service the better. 10-15 minute frequency on main thoroughfares would be fabulous. Nothing more frustrating than getting off the subway or a previous bus just to watch your connection drive away and having to wait 30-40 more minutes. Makes a huge difference in your daily life and ability to get to commitments on time or to have time with your family. Re. Columbia Pike, ability to get on a bus to where you need to go from as many stops as possible - a lot of elderly and disabled individuals unable to walk several blocks to a bus stop, many rely on bus service to get around. Also, look to increase ART service to middle and high schools, as Arlington should consider providing free bus passes to students to get to school rather than driving their own cars or APS having to provide bus service. APS has increasing requirement to bus elementary and middle schoolers and collaborating with the County on transportation could help APS resources as well as introduce more students to public transit and increase the likelihood they will continue to use public transit and adopt a more car-less lifestyle.
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90	Need a timed transfer between dash AT-10 and art 77. Bus operators need to wait a min amount of time at each stop - often operators miss passengers waiting to board.
92	Although you are trying to please customer usage, are you considering bus capacity? By filling up the buses, you can help reduce traffic. There are too many buses on Columbia Pike that are not full.

Route	GC
94	Would like more predictable / reliable 16 service to/from pentagon/pentagon city especially after 7pm and on weekends. Would also like 16y to run later on weeknights. Like the idea of 77 on Sundays.
94	Would like more predictable / reliable 16 service to/from pentagon/pentagon city especially after 7pm and on weekends. Would also like 16y to run later on weeknights. Like the idea of 77 on Sundays.
107	Please keep the Orme Street Stop. We rely heavily on that stop as a neighborhood and for the halfway house.
142	The Columbia Pike element lacks several key items to improve transit along the corridor: 1. What are the anticipated service levels to be provided by the proposed 40' "premium service"? 2. What are the proposed wait times to be provided upon implementation of the "premium service"? 3. What guarantees will be provided to have any service improvements made along this corridor? 4. How do the proposed improvements move the Columbia Pike corridor closer to Bus Rapid Transit as proposed by members of the County Board? 5. Why is there additional study needed on signal prioritization and queue jumps? The original transit improvements were cancelled more than fifteen months ago.
142	The Columbia Pike element lacks several key items to improve transit along the corridor: 1. What are the anticipated service levels to be provided by the proposed 40' "premium service"? 2. What are the proposed wait times to be provided upon implementation of the "premium service"? 3. What guarantees will be provided to have any service improvements made along this corridor? 4. How do the proposed improvements move the Columbia Pike corridor closer to Bus Rapid Transit as proposed by members of the County Board? 5. Why is there additional study needed on signal prioritization and queue jumps? The original transit improvements were cancelled more than fifteen months ago.
151	Agrees with changes to frequency Doesn't care about weekend improvements

Route	GC
422	1. The Columbia Pike element is great, but I want to stress the importance of proper branding. Part of the DC Circulator's success was the fact that < 10 minute wait times were part of the campaign -- on signs, on maps, on ads. Pike Ride already does better than Circulator for certain times during the day, yet there is relatively little mention of the Pike's frequent bus service. This needs to be the boldest part of the message. 2. It is tremendously inconvenient for NO bus to run the length of Washington Blvd from Clarendon to EFC/WFC. While planners would argue it duplicates a metro line, you'd be hard-pressed to say that Westover is metro-accessible. Neither is Arlington Hospital. An East-West route that doesn't require transferring at Ballston is ESSENTIAL. It would increase public transit use in Westover (a good economic shot in the arm) and would facilitate access to the Hospital. Not mention it could alleviate some of the east-bound morning traffic from the west side of the county. This route is long overdue. 3. Please please please offer Metro Extra buses on the weekends (e.g., 16Y, 16X). Metro is DREADFUL on the weekends. Buses can keep us sane and cars of the roads. In the absence of such a route, I end up driving to DC on the weekends with my kid. Sad.
201	We need to end your devotion to the internal combustion engine. Do what you will, all your efforts still end at the 19th century BUS.
171	No

Route	GC
185	I live along Colombia Pike and endure the daily traffic. It's uncomfortable walking along the pike during prime rush hour times. Too many turn lanes, aggressive drivers, and general list of compliants. I don't see how adding additional bus service will impact traffic flow without dedicated lanes (i like crtystal cities implementation). In short I don't see how how this improves the situation on the pike for all stakeholders. As i see it ppl who use the bus will see a marginal impact but all stakeholders will not see a return on investment (time saved, development, property appreciation, walkable community, etc). Also, I'm concerned about the impact on roads and the associated maintenance cost long term. + polution impact. Overall, i would perfer to see a holistic comprehensive soultion to the pike rather than 1 small component. The pike has long been neglected and under utilized. Its concerning the trend contuines after numerous commitments from the local government. I know the government has attempted to address the issue but in large nothing substantial has been completed for decades. As other parts of our community continue to progress. I personally will not use the bus but I know there will be individuals who will benefit. Just not sure if the cost is well spent without a comprehensive soultion. Being able to control the amount of lanes on the pike would be awesome. Thank you for your continued effort. Hopefully we will find a soultion soon after decades of trying. Thanks, Damir
185	I live along Colombia Pike and endure the daily traffic. It's uncomfortable walking along the pike during prime rush hour times. Too many turn lanes, aggressive drivers, and general list of compliants. I don't see how adding additional bus service will impact traffic flow without dedicated lanes (i like crtystal cities implementation). In short I don't see how how this improves the situation on the pike for all stakeholders. As i see it ppl who use the bus will see a marginal impact but all stakeholders will not see a return on investment (time saved, development, property appreciation, walkable community, etc). Also, I'm concerned about the impact on roads and the associated maintenance cost long term. + polution impact. Overall, i would perfer to see a holistic comprehensive soultion to the pike rather than 1 small component. The pike has long been neglected and under utilized. Its concerning the trend contuines after numerous commitments from the local government. I know the government has attempted to address the issue but in large nothing substantial has been completed for decades. As other parts of our community continue to progress. I personally will not use the bus but I know there will be individuals who will benefit. Just not sure if the cost is well spent without a comprehensive soultion. Being able to control the amount of lanes on the pike would be awesome. Thank you for your continued effort. Hopefully we will find a soultion soon after decades of trying. Thanks, Damir

Route	GC
187	ART 41 – peak service increased from 15m to 10m interval. Looks good to me. This will be primary route from our new house to Orange Line. Should post comment in support of proposed change. ART 44 – will replace 22A/B/C for increased midday and evening service. Primary N-S service for our current house. Peak service stays at 12M. I'm OK with this. ART service will be better/cheaper than WMATA. ART 45 – neutral to these changes. Buses will no longer turn down 4MR (upper section) but continue down George Mason. Provides better connections for neighborhoods along Pike. ART 74 – this is a nice extension that will bring this bus out to Quincy St & Columbia Pike. Connects to Pentagon City metro stop. Highly support. Metro 16-series: lots of changes basically consolidating into a "premium" 16M line that runs every 6 minutes peak and 12-15 minutes off peak or weekends (includes late night). This will be really nice. "Super" stops at Pike & Glebe, Mason, 4MR. Support. 16X: service to downtown mall – increased frequency at all times. Support. 16Y: service to K street – no increased frequency but they acknowledge that community demand is very high. Need to comment that there needs to be a solution. Issue is current bus volumes on the Pike. 23B: early service eliminated (before 8am). I like this one, takes a few busses off Glebe when we are traveling north in our cars. Will help 7-8am traffic. Support.
192	So now we have Uber for north arlington for the limited routes only while the rest of us have to wait 30 or 60 minutes?? In particular, many of those areas have the highest household income in the county - they can afford the cab. Did you interview the people actual utilizing those routes to see why the 10 people or less were utilizing the bus? Limited mobility, car-free concept or what? Were the riders staff for the high income households? I appreciate the expansion to Crystal City. I have been left more than once on the side of Col Pike and Courthouse when a bus driver saw the area crowded and just left us. Other times, I've been dumped at Pentagon Row even though the bus said Crystal City and I do not appreciate having to pay yet another transfer by metro when the next crystal city bus didn't come for another 1/2 hour. 1/2 hour or hour delay means docked pay and multiple write-ups for being late to work.
195	The route maps are obvious: WMATA and the northern Virginia transportation agencies need to study a metrorail line under Columbia Pike to Annandale.

Route	GC
196	Frankly, taking away the trolley plan and replacing it with this inferior bus plan is a waste to all of us who live on or near Columbia Pike. This is the best you can do???? Vidstaht was so enthusiastic to get rid of the trolley idea, but can only replace it with this horrible, low plan? Shame on Arlington County. What happened to the pod idea? Or even a monorail above the street? Oh, wait, money needs to be preserved for North Arlington. South Arlington gets screwed again.
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207	Need more frequency and dependability among the available options. And direct routes akin to the Crystal City Metro-way.
209	Service is great during the work week. Slower on weekends, but still good.
212	I think that the county should start NOW to plan for underground Metro along the Columbia Pike corridor. The traffic on the Pike, and the width of the street, and the number of riders makes a surface transportation plan just a stop gap measure.
218	Please do not eliminate the S Oakland Bus stop! The distance between Glebe and George Mason is too far for many people to consider the public transportation options as convenient. There are more than 700 apartments within that gap - tons of people who use it regularly! Please reconsider!
221	I do not think that increasing the length of time between buses for the 4A/4B route will be helpful the the community. It will actually be detrimental Part of the reason I do NOT take the bus is because of the infrequency. The reason many people live in Falls Church/Arlington is to have a shorter commute, but these two bus schedules and the proposed schedules aren't helping the situation.

Route	GC
231	Looks good to connect Crystal City and Columbia Pike
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233	There are too many busses on Columbia Pike during rush hour. They snarl traffic and block intersections. The right lanes are almost impassable. You can get stuck behind packs of busses each stopping at each bus stop. If someone make a left turn along a narrow section of the pike everything stops. I would suggest fewer left turn options a jersey wall to prevent left turns. Especially on the narrow sections.
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238	I would suggest moving certain stops that create choke points on Columbia Pike. For instance, the bus stop at South Monroe and Columbia Pike, across from the Capital One Bank. If a bus is stopped in the right lane of West bound Columbia Pike and a car is taking a left from the left lane of west bound columbia pike onto S. Monroe, it prevents any cars from traveling on Columbia pike until either the bus moves or the car can turn left. Also, if there is a way to prevent "bus bundling." This is when you see 3 or 4 buses all bunched up together essentially turning Columbia Pike into a one lane road. I think bigger buses could alleviate this problem. Another fix would be more traffic enforcement during rush hours. Columbia Pike is a wild west sometimes with tractor trailers stopping for deliveries blocking the road during rush hour, people speeding, etc. Thank you
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Route	GC
245	All changes ok. Will miss 16G !
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248	Please please please get rid of the crappy ART bus. They are cramped and uncomfortable. The windows leak water when it rains, and air when it doesn't. They have the worst ride quality in any bus I've ever been in, including the school bus I sat in 40 years ago.
249	Everything makes sense. Thanks for providing such detailed plans and maps to the public!
251	I would like more ART buses in Arlington and less metro buses. After riding Metro buses for 35 years they have proven unreliable for scheduled times and an unpleasant ride mostly due to drivers who should not be working with the public. ART is very reliable on the schedule and the drivers are very pleasant.
261	We need metro rail on Columbia Pike. That is the true long term solution. Metro rail on Columbia Pike will see so much more use than it ever will out to Dulles.
266	I only use public transportation as an emergency transportation option. Please don't include me in your use figures.
272	As Rosslyn is a gateway from DC into Arlington and beyond, it would be ideal to have a hub and spoke system from Rosslyn to places such as shirlington, crystal city, falls church, baileys crossroads, etc
280	Please continue to provide service all the way up Glebe Rd (to Military) to allow for the many residents who live in the Northern end of Arlington to have public transit to the metros.
283	I take the Metro Blue Way Bus but I want to know why for the life of me what is all the metal frame for bus stops for if the buses do not stop there? Also it is wide open on top with no cover against inclement weather like the little glass bus stops. Why is it taking over a year to finish this stupid architectural bus stop. Are the lazy Unions involved? Very disappointed. Escalators are always out of order. Is any intelligent person in charge of transportation around here?
302	Please leave the Oakland and Columbia Pike stop where it is. Removing that stop leaves a gap between George Mason and Edgewood for the 16Y and other buses - that's a long hike for many in the neighbor hood.

Route	GC
406	Re both the Metroway and ART service to the Pentagon: it's very disappointing to see no planned service along Long Bridge Drive serving Arlington's premier park, especially the north end where the aquatics center may actually exist by 2026. There isn't even a Metroway stop proposed along the section of 12th St. near the Crystal City entrance to the park. Isn't one goal of Arlington transit to give people options for getting to parks and recreational centers, as well as homes, schools and jobs?
313	Sometimes the Orange line falls to pieces. I think an additional bus or two running within walking distance of the Orange line between EFC or Ballston and Farragut West would do wonders to make Metro's bad mornings better. How about a route that headed East on Washington Blvd, turned S on George Mason, East again on Pershing, and thereafter headed into town on whatever bridge you liked best with no more pickups after Pershing and Washington. You aren't exactly replicating the Orange/Silver line, but you accommodate those of us who can't use Lee Highway buses as a back-up. Thanks.
316	I think "On-Demand" Service would be impractical and not cost-effective. Generally I'm in favor of all the TDPI proposals as currently presented.
375	We need more benches at the bus stops. There were 6 of us last Sunday neat Pentagon City Mall across from Bath and Beyond waiting for the Columbia Pike buses. A woman had a new born in her arms, no where to sit down. Another tired rider sat on the ground as we waited. Why are there no benches?
377	I live in Dominion Hills and we don't have enough bus options. This plan appears to abandon the neighborhood altogether. Why wouldn't ART replace the 1E?
379	None in the plans (either ART or Metro) provides any solutions that solve the issues of getting from (1) the Pentagon City and Crystal City area to the West side of DC without transfers and (2) none of the plans provide any options for getting from the Pentagon City and Crystal City areas to the Orange Line metro corridor (west of Rosslyn). You need to add a route that goes fairly directly from pentagon city to courthouse and clarendon (and possibly points west like Ballston). You need to add a route that goes from Pentagon City to Foggy Bottom/Farraguet West -- especially since the degredation in service on the blue line, which will only continue to get worse.
381	In addition to extending ART Route 77, I'd like to see either more frequent bus service or additional transit options that connect Nauck/Shirlington/Columbia Heights and Rosslyn.

Route	GC
400	I think there should be a way for a bus to go from Columbia pike through George mason Dr. To Virginia hospital center!
547	I would like to have the bus stop at Orme Street remain as a transit stop in the improvements for the corridor. This will provide access to those who use the Sheraton Hotel.
418	I need both improved, more frequent bus service, especially on Sat & Sun, to the Pentagon and/or Pentagon City Metro Stations. Also to the Ballston--Rosslyn corridor.
424	While transportation to DC via the Pentagon is fairly good, cross-county service is very time consuming from Fairlington to other parts of Arlington, Falls Church and Fairfax Co. (Such as Ballston, Virginia Hospital Center, Tysons). Long rides and bus-train changes are required, so I usually choose to drive to these destinations instead. I have never seen an ART bus in Fairlington, and wonder if those buses could help solve this problem. There are 3,000 residential units here, but I don't know anyone who uses public transportation for cross-county purposes.
583	As the student population grows in APS we should consider creating routes from all high schools to the career center and from school to school to help alleviate school bus needs.

Route	GC
461	As a daily ART 53 transit user and Arlington taxpayer from one of at least eleven soon to be underserved neighborhoods constituting 15% of the County (see map online), I strongly oppose the draft transit plan. This plan will completely remove from many neighborhoods a basic amenity of a well-funded urban-suburban county, and that is inexcusable. The plan fails to meet its own stated goals, for example: - "This recommendation will support Arlington County's policy to provide STN level service (30 minute frequency) to 95% of the County" fails badly - our several neighborhoods unserved by transit are at least 15% of the county's total area. -"What we heard… improve north – south connections" fails badly – the county's entire north end becomes badly unserved in the proposed plan. The ART 53 is cancelled. One remaining Metrobus line down Military (15L) runs only from 6:25 to 9:38AM weekdays with no weekday evening service. 15L proposes no changes from current route. There is no evidence of effort to try and maintain discontinued routes with smaller buses or different schedules, even when the route is the neighborhoods' only one; further, details of the analysis may even be incorrect: -The ART 53 summary analysis lists vehicle size as 40' – alternate vehicle sizes of 35' and 31' and ARBOC (which runs 21 to 27') are mentioned for other retained routes, but no effort appears to have been made to propose smaller vehicle size in order to cut costs and keep route 53. The ART 55 that runs on lee hwy is a 40' size, same as listed for the 53. Daily 53 riders know there is never a bus that big used on the 53. -The math appears to be questionable and could be stacked against this route in ways like assuming the largest bus size and more peak vehicles needed, and more revenue hours looks worse for passengers per hour. Was there no effort at all to consider alternative bus sizes, schedules, and peak vehicles needed? Further, the execution of the plan's finalization schedule is a breach of trust with citizens as it is silent on crucial details and then rushes to closure: -Flex service is entirely undefined as to vehicle type, cost, frequency, access, etc ("trust us" the report seems to say, with zero details to consider). This asks our several neighborhoods to wait and not complain until it is too late for a reasoned response to count. -The rush to finalization is shameful and inconsiderate to our citizens – public meetings from 2/22 to 3/3, then the online comment form closes 3/11. That's barely time to get the word out let alone find time to respond. This draft plan already fails on its own terms by not meeting its own goals, but its potential impacts go beyond. Ten years ago when my family moved into our current location, lack of transit for daily commuting would have been a deal-breaker. Loss of services makes this a less desirable neighborhood… and possibly our homes are worth less, at least to some prospective buyers. And, whatever happened to Arlington County's professed aims to help citizens go "car-free", and encourage "pedestrian-

Route	GC
461	friendly" communities? Last time I looked, the neighborhoods of Bellevue Forest, Donaldson Run, Old Glebe, Rock Spring, Dover Crystal, Woodmont, Gulf Branch, Rivercrest, Chain Bridge Forest, Arlingwood and Stafford Albemarle Glebe were part of Arlington County and its tax base. Reading this plan, it surely feels like we were forgotten.
476	I would like to see a "connector" bus, that connects the urban villages of Arlington County. (An easy-to-identify bus for the casual user that makes a big "circle" to urban villages that does not require knowledge of specific bus routes for one-time trips.)
480	The premium service bypasses the major business centers (grocery stores) on each end of the Pike, making it useless for a "running errands" form of transit, one of the main goals of the transit upgrades. It also bypasses major apartment complexes at Taylor and Oakland, abandoning the goal of enticing more people to transit, and the goal of making the massive new development now allowed for those areas to be transit oriented. Headways must be six minutes all day to make it truly transit oriented (and to match the service the county board promised would be replicated with cancellation of the streetcar.) Everything in the plan is good, but we need a lot more.
481	Why is 16y not being expanded? The comments clearly state that there is high demand, but the service is not being expanded? More connections to DC, not only during rush hour, but also during weekends and of peak hours, will reduce traffic and cause increased desirability of housing on the pike.
483	My general comment is that ART drivers are still pretty bad news. i was on ART 42 one day and the driver missed three spots. On one, she stopped in the middle of the intersection to let the passenger out.
484	Columbia Pike must be the counties priority it has been promised for years and NOTHING has happened!
532	While I don't use the bus regularly I understand the need to have viable cost effective service that benefits the most citizens most of the time. If there was a premiuim service along Columbia pike I would venture there more often to dine out and buy goods/services.
536	Would like service from Pentagon City to Clarendon. Don't like the rail transfer in Rosslyn.

Route	GC
586	When will we be able to use the new bus stop igloos???? It has been two years and we are still using the old houses for cover at the stops.
564	Expansion of express bus service would be helpful to patrons. It may also help with buses crowding at intersections as many (particularly on Columbia Pike) arrive at close intervals.
622	Critically important to maintain county map overlay, showing dedicated transit-only ROW - where rdway width now exists & where it can be reserved for future use. Necessary to guide land use, project development decisions
627	It would be wonderful if the recommendations for the ART 45 and 77 were to take place. These are excellent bus lines and serve a great area of need. The following recommendations were made: ART 45 -- In Phase 1, increase rush hour frequency to every 20 minutes and realign route to remove it from Columbia Pike and create more circulation within neighborhoods adjacent to the Pike. In Phase 2, increase rush hour frequency to every 15 minutes. ART 77 -- Extend route to Rosslyn. Increase roundtrip runtime to 72 minutes. Increase weekday service to start at 5:00 AM and end at 1:30 AM and rush hour frequency to every 20 minutes. Increase Saturday service to start at 5:45 AM and end at 1:30 AM. Add Sunday service from 5:45 AM to 12:00 AM with a 30 minute frequency.
627	It would be wonderful if the recommendations for the ART 45 and 77 were to take place. These are excellent bus lines and serve a great area of need. The following recommendations were made: ART 45 -- In Phase 1, increase rush hour frequency to every 20 minutes and realign route to remove it from Columbia Pike and create more circulation within neighborhoods adjacent to the Pike. In Phase 2, increase rush hour frequency to every 15 minutes. ART 77 -- Extend route to Rosslyn. Increase roundtrip runtime to 72 minutes. Increase weekday service to start at 5:00 AM and end at 1:30 AM and rush hour frequency to every 20 minutes. Increase Saturday service to start at 5:45 AM and end at 1:30 AM. Add Sunday service from 5:45 AM to 12:00 AM with a 30 minute frequency.
644	I am a teacher at Williamsburg. I've been told by a colleague that bus 53 is going to be eliminated. We have staff and parents who don't drive and need this bus to get to Williamsburg. Many of our non-driving parents live no where near the school--their kids are bussed up here from Rosslyn for diversity. Taking this bus stop away takes away their ability to stay connected to their kids' school, attend conferences, etc. We also have students who use the bus if they've missed the school bus.

Route	GC
666	What idiots do the demographics for deciding on New Bus Lines and changes to MAJOR routes? YOU FAIL!!!!!
679	I think this is a total waste of money and will not move people faster than the streetcars. A bus is a bus and they do not accelerate as fast as electric light rail/street cars. Again do not waste money on dressing up buses and bite the bullet and start the metro tunnel under Columbia Pike. A parallel metro line to the orange line under Columbia Pike will have enough riders from Columbia Pike and beyond. Stop the BS that there isn't enough density to support it.
911	Deberian abilitar una parada de bus por el tunel que cruza del Pentagon a Pentagon City para las Lineas 16A,B,D,E,F,H,J. Es una perdida de tiempo haciendo transfer al bus 16G para llegar a Pentagon City. Es una perdida de tiempo esperar el 16G para ll TRANSLATION: You should make a stop by the tunnel that connects the Pentagon and Pentagon City for the 16ABDEFHJ lines. It is a waste of time to transfer to the 16G to get to Pentagon City
1117	I could not easily load the PDFs for ART and metro and reviewing them on my computer was very tedious. I did look at the ART bus routes relatively carefully, and I do not see anything that fits my needs - getting from 2100 Clarendon Blvd (the county gov building) to Pentagon City after 9PM during the week (or during the day on weekends). I did not see that the special "on call" service applied to South Arlington either. Do you plan to add a bus route that would meet my needs? Thanks. Both 42 and 43 seemed somewhat close, but 42 seemed too far West and 43 seemed too far East to be that useful to me, especially at night. Neither appeared to stop at the county building.
1187	How do proposed route changes coincide with current overall traffic patterns, to ensure proposed route changes do NOT negatively impact traffic flow? How do proposed bus routes effect traffic flow regarding new school development in S Arlington, e.g. Career Tech High School on S. Walter Reed; Patrick Henry School, new elementary school at Thomas Jefferson school campus? Why is any on-demand service proposed at all, especially in N. Arlington? On demand is a taxi service. If people want taxis, let those commuters pay, not taxpayers. Eliminate proposed service before any more consideration.

Route	GC
1231	The draft TDP includes a recommendation that the northbound route of Metroway on Crystal Drive be extended from 15th to 12th Streets. Some staff may be aware that residents living in the Northeast Gateway believe a better alternative would be to place the Metroway extension on Clark-Bell Streets. In other words, that the Transitway should run behind, rather than in front of, the 1500-1200 block. There are many reasons for the preference of this alternative. But the implementation history of the first stage of the Transitway, where planning initially seemed lacking in facts-on-the- ground, suggests careful consideration of one reason: the 12th Street curve. There are some things of which we know staff are aware: that residents see almost all vehicles crossing the double yellow lines in going around the curve, and the pictures of the PRTC bus negotiating the curve. But the curve also includes the crosswalk for the principal entrance into Long Bridge Park. This entrance is used especially by people wanting to walk/run on the esplanade, the single activity that occurs more times of the day and days of the year than any other. The tightness of the curve, especially with 3 rather than 2 lanes of traffic, is potentially hazardous to those on foot as well as to bikers in the southbound bike lane, which is on the inside of the "elbow" of the curve. (Other structural factors about this block of Crystal Drive would appear to make the yet-to-be-redone a better alternative.)
1277	I am retired so I don't use Metrobus daily. I typically get on the bus at the courthouse stop so I can take any 16 bus except the 16Y to get to Metrorail at the Pentagon or Crystal City and vice versa when I am returning. I am generally satisfied with the current service but had been looking forward to the street car. Before I retired I used the 16Y to Conn and K and it was usually packed especially the later morning buses.
1157	I oppose elimination or reduction of any bus route servicing Columbia Pike. The fact that the Columbia Pike - South Courthouse Road area is considered high volume through the day, yet is seeing reduced service is crazy. We need more buses not less. More buses will decrease traffic by taking private cars off the road, increase housing values by making the neighborhood more accesible to greater Arlington and DC, and encourage more commercial spaces to open by making the Pike,more accessible.
1158	The changes look good. Thanks for all you do to support those of us who are car free or car light and the environmental benefits we all get by getting folks out of driving one by one in a car!
1167	Please please please get better ART buses. The difference in ride quality and comfort between even the largest ART bus and a WMATA bus are night and day.

Route	GC
1177	Please do not eliminate bus stop at Rolf street on Columbia pike. Many people lives in the area. Also, do not eliminate bus stops on 16Y. Many people rely on the service.
1195	The traffic on Columbia Pike has already gotten much worse since the completion of the 27 interchange. It's the extra lights and the way they are timed. Please keep this in to account when planning bus scheduling times.
1202	You need to keep ALL the stops on Columbia Pike and INCREASE the frequency of buses on this vitally important corridor. The Arlington County Board really screwed those of us on Columbia Pike (we are in South Arlington, so that's really no surprise) by reneging on their promise of the street car! But city planners need to make sure they do SOMETHING to ease the bus overcrowding on Columbia Pike from heavy ridership during peak commuting times. The Board needs to remember, Arlington residents who live south of Rt. 50 are taxpayers too!
1217	I appreciate the planned improvements for Columbia Pike, but they fall short of providing the benefits would have been provided to the corridor that the streetcar would have. In reality I think there is little difference if any between the "premium bus service" and the Metro Bus limited stop busses. Won't all busses on the pike benefit from near level boarding, signal priority, and off board fare collection? Then call it all the same either limited stop or premium. It is good to see the overlap with the Metro Way and 16M service. I also appreciate planned improvements for ART service County wide.
1239	ART seems to be moving to 40 foot buses. But such large buses are only justified on ART 41 and perhaps a few other routes that have high peak rush hour demand. If 30 foot buses typically have 15-20 empty seats why does it make sense to have larger buses? Larger buses, cost more, use more fuel, add more to congestion by occupying more streetspace and may be more sluggish in traffic as well.
1245	Do not remove the bus stop on Scott Street. It is very popular and serves multiple apartment and condo communities.
1261	Great job on this plan! Thoughtful, in depth, responsive to the community. Fast, frequent, reliable transport: that's the obvious goal. Kudos to staff for all the obvious hard work that went in to this. One thing I ask you to keep in mind: ignore any complainypants who tell you they have to walk too far, up a hill, etc. when they don't, they just need to transfer going forward. That's a trade off worth making.

Route	GC
1275	A couple of riders commented on cancelling ART 53 and 61. You might consider a followup e-mail with them about the planned on-demand service to see how that might meet their needs. They may not have noted the on-demand service as a replacement that might actually work better for them.
37	The bus stop at the N Virginia Doctor's Building (near old hospital) on Carlin Spring Rd is not accessible to people with disabilities. The traffic moves too quickly, there is not crosswalk, and again, for those in manual wheel chairs or using a cane or
52	Ilive byshirlington and I find it hard to figure out the art routes, I would like clesrer information
53	Metro ks really crowded and the trains are too ar apart now, platforms are crowded, buses are better
55	More bus service to public schools. Kids some times miss the school bus
124	More frecuency for the 7 bus
204	The bus service along Columbia Pike needs a substantial upgrade to provide an acceptable replacement for the cancelled streetcar. The proposed changes are a step in the right direction, but don't go far enough to address the need. A significant investmen
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351	Would like things to move faster
379	The streetcar replacement service of "premium" bus lines are not going to solve any issues in the Columbia Pike/Crystal City/Pentagon City cooridors. You need to think outside the box and go up -- look into elevated transit or underground transit. I don'

Route	GC
379	The streetcar replacement service of "premium" bus lines are not going to solve any issues in the Columbia Pike/Crystal City/Pentagon City cooridors. You need to think outside the box and go up -- look into elevated transit or underground transit. I don'
458	On Demand Service is not defined and needs to be better understood before it can be a viable replacement. Impacts of RT66 tool son secondary roads has not appeared to be considered.
480	The idea of "on demand" service in the relatively sparsely settled areas in the north of the county is not economically sustainable or justified at a time when service is being rationed where needed most. It beats the gondola for practicality, but not by
631	Improvements to commuter traffic on Columbia Pike need to be high priority. Although I welcome the planned improvements, I still advocate for an underground metro line on Columbia Pike as the best long term alternative.
639	Need more buses along Columbia Pike, THe area is changing and growing and needs additional support. It would be ideal to have more buses to connect Columbia Pike to the Orange line corridor (Ballston, Clarendon, Rosslyn).
860	Un bus que vaya directo de Lincolnia o Semirary Rd a Braddock Rd TRANSLATION: A bus that goes direct from Lincolnia or Seminary Rd to Braddock Rd
1137	I would like to see additional coordination between DES and Arlington Public Schools on transporting children to school. It seems there could be significant cost savings in future budgets if there was better coordination between DES and APS. I would hop
1200	On all #16 bus lines & ART 42 line: Do NOT eliminate stop at Columbia Pike & S Scott street. This is an important stop along the route as many passengers cannot walk either west to S Courthouse RD or east to S Orme St.
1239	Trying out on-demand service in north Arlington is a great idea. I'm glad you are giving this a chance. Some variant of on-demand service, shared self-driven vehicles and other smaller vehicle service is likely to be the future of good transit service.
13	Please create a line that goes from south Crystal city/Potomac Yard down Glebe possibly to SHIRLINGTON. Its a bus hub there and theres no service to and from shirlington and crystal city without having to go up to pentagon. Same issue with Columbia Pike.

Route	GC
37	The bus service, in general from the Columbia Pike at Walter Reed Dr area is really great for going downtown or to Pentagon City. Even to Courthouse area on weekdays. I am personally satisfied. But we are nowhere near approaching car-free in S Arlington.
49	Please get real time bus arrivals for ART buses. ART tends to run on time (more than WMATA) but it would still be nice to know where the bus is.
55	From crystal city to national harbor, need a bus
71	Columbia Pike needs more transit, like higher capacity buses... or a streetcar Or how about municipal parking so that people can get stuff done on the Pike w/o getting towed
71	Columbia Pike needs more transit, like higher capacity buses... or a streetcar Or how about municipal parking so that people can get stuff done on the Pike w/o getting towed
71	Columbia Pike needs more transit, like higher capacity buses... or a streetcar Or how about municipal parking so that people can get stuff done on the Pike w/o getting towed
117	Bus service is better than any other county in va, on time and don't have to wait too long
355	I can live with out a car and that's good
173	Rationalize bus stop locations on wilson blvd, eliminated stops that are too close together
175	Please provide more details of the on-demand service.
356	Bus service is reakly goodm people are nice
359	16 lines ha e been an excellent 7 day a week, late night service since 1975
359	16 lines ha e been an excellent 7 day a week, late night service since 1975
852	42 runs early
431	I ride the 41, 77 frequently and the 75 occasionally. I am older and have great difficulty exiting the bus because drivers do not pull the bus parallel to the curb. It happens nearly every time. I recommend training on safety for all drivers.
539	Art bus drivers need to be more professional and also CURb the bus at each stop, your buses have a higher center of gravity so lower it instead of watching the passengers parachute off your bus.

Route	GC	
548	Encourage increase in night and weekend frequency on north-south routes to allow for better access to jobs and nightlife in the Rosslyn-Ballston corridor.	
646	EXCELENT !!! this kind of transportation is what Arlington needs	
881	Choferes tienen que esperar que las senoras sienten sntes que siguen TRANSLATION: Bus drivers need to wait for ladies to sit before the drive off	
1109	The percentage of expense covered by revenue is appalling. Has anybody looked at just subsidizing taxi service for the least used routes or using 12 passenger vans like airport to motel shuttles?	
1239	Ridership per service hour seems to have dropped on a number of routes in recent years even as the number of service hours increased. You need to examine why cost recovery and passengers per hour have been dropping. You can't blame it all on bad weather	
81	Saturday and Sunday service in the 87 was a good addition	
359	Glad that routes are being run into shirling and then dispersing out of that	
363	Metro's rehabing of their buses is extremely high quality. There needs to be more political transparency in Arlington, particularly for resident if the Pike	
93	Like go see more accessible, easier to find scheudles online. Drivers shouldn't announce if service dog is on the bus, and not ask if it is a service dog. Drivers have drove past them at the bus stop, and drive a bit crazy. Drivers open doors before stopp	High Priority
385	strongly disappointed about the lack of proposal for express bus, rush hour service from Crystal C/Pentagon C to Foggy Bottom/Farragut, similar to such service for other ARL corridors; this is highly justified due to Blue Line problems	High Priority
1	I noticed that most of the bus routes don't even come close to covering their cost with fares collected. This means that taxpayers are paying too large a subsidy for ART and Metro. Please look into options for cutting unnecessary costs, increasing ridership and slightly increasing fares.	High Priority
534	Would like to see it serve the fields on some trips. Likes that it does more.Would like see service to Pentagon Row	Low Priority

Route	GC	
569	Eliminate all "On Demand" bus service. It is too expensive, and serves only the wealthy households whose maids, nannies, and other labor need to get around. The residents of those areas CHOSE to live far from bus lines, and the rest of us should not sub	Oppose
97	These proposals eliminate all service to Dominion Hills, and appear to reduce service in Westover. We were told multiple times that ART service would replace Metro service that is being cut, but the replacement is nowhere to be found. This is a major failure, and will likely cause me to give up on public transit for driving.	Oppose

Route MWY

Comment Count: 27 Pro: 9 Oppo 16 Other: 2

ID	Comment	Priority	Evaluation
184	please expand route to Eads street south of 23rd. there are no buses at all offered on this route!	High Priority	Pro
471	I am very happy about the proposed metroway extension to Pentagon City and I would probably use it with some frequency to reach the Potomac Yard shopping center.	High Priority	Pro
525	Happy it will be extended to pentagon city,currently I have to walk to crystal city and then bus to potomac yard, sinceit's a little too far to walk the whole way.	High Priority	Pro
13	I like this line - its convenient. FINISH THE DEDICATED LINES PLEASE!!!! Please make more frequent on weekends especially if you plan on removing the 9A bus which acts as the filler when MWY isnt running as often.	High Priority	Pro
654	The "possible stop" locations for the Metroway extension to Pentagon City should be slightly relocated. A high capacity transit station was originally planned for 12th Street between Eads and Fern Street, serving the new development at Metropolitan Park as well as future development at PenPlace. To the east of Eads, cuplet stations were originally planned for the north side of 12th Street, just east of Long Bridge Drive for riders heading west and on the west side of S. Clark Street just south of 12th street for riders heading south. This alignment is far superior to what was presented in the draft TDP as it ensures quality and proximate transit access for those currently isolated on the Gateway block and the properties north of 12th including Boeing, North Tract Lofts, and Long Bridge Park.	High Priority	Pro
439	The service ends too soon and should be extended until 2 am to meet the needs of patrons. Also, real infrastructure should be built at the Reed/ Potomac Yard stop rather than having patrons stand in the dirt and alight into a tree.	High Priority	Pro
58	Good service	Medium Priority	Pro
895	Bueno TRANSLATION: good	Medium Priority	Pro

Route	MWY		
1237	The Crystal Gateway Condominium Board of Directors is encouraged by the forward thinking of the Arlington draft TDP in fulfilling the public transportation needs of both our resident citizens and business commuters. We support a minor adjustment to the new Metroway Extension that we believe will improve this service for both residents and commuters. We recommend shifting the extension from the eastern side of the mega-block spanning the distance between 15th and 12th Streets (northern-most block of Crystal Drive and the eastern-most block of 12th Street), over to the western side of the block (turn onto 15th Street, then up Clark-Bell Street). This minor adjustment is more convenient to the store-front retail and offices located on this block, and will provide much more user-friendly access to the important Crystal City ΓÇô Pentagon City public transportation line for office workers. Additionally, this move will preserve the great improvements Arlington County has made by establishing the Long Bridge Park esplanade and community access point at the northeast corner of Crystal City, by allowing continued parking for those who bring their children, strollers and pets each day to this area. Thank you for your great work so far; we are happy to discuss this adjustment with you to make the TDP even better! Mark Friermood President, Crystal Gateway Condominium Unit Owners Association (757) 288-1938 friermood@netzero.com	Medium Priority	Pro
376	I appreciate this new route and use it regularly between North Old Town and Crystal City. It's been a long wait for the bus only lanes to open in Crystal City - that would help to keep traffic moving. PLEASE someone address the unsafe pedestrian crossings at Rt 1 and Slaters and Rt 1 and Potomac Ave. The angle of the bridge prevents cars from seeing pedestrians & I feel completely unsafe crossing here. Sidewalk at Slaters could be extended to loop around on the other side of Slaters so pedestrians could cross further down on Slaters (away from the Rt 1 intersection.) Cars coming off Rt 1 do not yield to pedestrians that have the walk sign on Potomac Avenue. Extremely dangerous situation.	Medium Priority	Other

Route	MWY		
376	I appreciate this new route and use it regularly between North Old Town and Crystal City. It's been a long wait for the bus only lanes to open in Crystal City - that would help to keep traffic moving. PLEASE someone address the unsafe pedestrian crossings at Rt 1 and Slaters and Rt 1 and Potomac Ave. The angle of the bridge prevents cars from seeing pedestrians & I feel completely unsafe crossing here. Sidewalk at Slaters could be extended to loop around on the other side of Slaters so pedestrians could cross further down on Slaters (away from the Rt 1 intersection.) Cars coming off Rt 1 do not yield to pedestrians that have the walk sign on Potomac Avenue. Extremely dangerous situation.	Medium Priority	Other
20	Do NOT extend the Metroway to Pentagon City! The buses already are unreliable and get stuck in enough traffic congestion. Adding a leg to Pentagon City would worsen this situation. Instead, use the $ to actually complete the metroway project. Area residents were promised this project would be up and running by "Spring 2015"! It is now a year late. The original 9S was a reliable bus route until you screwed it up by beginning construction on this terrible project. Now my bus gets stuck in traffic all the time. First, you build a $1m bus stop on Columbia Pike. Now, you waste additional taxpayers $ on this stupid project. You should all be fired!	Oppose	Oppose
36	I've read the 3 COAs proposed for extending MWY to P'gon City. Not a fan of any of these options. I thought MWY was focused on Crystal City and connect to Alexandria NOT linking into P'gon City. If there are requirements to get to P'gon city, take the train from CC to P'gon. I'm concerned that the efficient and pleasant ride currently enjoyed by MWY is going to be corrupted by the P'gon to CC flow of passengers. Right now...and projected...the passengers on this route terminate at CC. From there they go about getting to other transport to meet their needs. making this a multi-purpose line will diffuse the purpose-driven population it currently serves.	Oppose	Oppose
75	Do not extend Metroway to Pentagon City. This is a stupid idea. The bus already gets stuck in traffic as is. If you go to PC metro, it will get worse. And I don't want to catch metro at PC. CC is much easier to use. Pentagon City Metro is a zoo!	Oppose	Oppose
311	It appears there will NOT be dedicated lanes for the metroway bus extension to Pentagon City metro. This means the bus will be stuck in traffic. For this reason, I oppose the proposed service extension. BRT only works in dedicated lanes. I take this bus every day and I can tell you that service is really slow now. I'd hate to spend anymore time on this bus. Just get me to the metro as quickly as possible.	Oppose	Oppose

Route	MWY		
311	It appears there will NOT be dedicated lanes for the metroway bus extension to Pentagon City metro. This means the bus will be stuck in traffic. For this reason, I oppose the proposed service extension. BRT only works in dedicated lanes. I take this bus every day and I can tell you that service is really slow now. I'd hate to spend anymore time on this bus. Just get me to the metro as quickly as possible.	Oppose	Oppose
232	Hey Arlington County you need to fix the metroway first before you think about extending it. The darn thing really sux. It's not open. it's still under construction. My commute sux on a regular basis because construction has made the traffic worse and you jokers want to extend it? Hilarious. How about getting the darn thing to work first? Thanks for p'ing away more of my tax money on bone-headed projects.	Oppose	Oppose
232	Hey Arlington County you need to fix the metroway first before you think about extending it. The darn thing really sux. It's not open. it's still under construction. My commute sux on a regular basis because construction has made the traffic worse and you jokers want to extend it? Hilarious. How about getting the darn thing to work first? Thanks for p'ing away more of my tax money on bone-headed projects.	Oppose	Oppose
512	I oppose the proposed changes to the Metrobus MWY (Metroway-Potmac Yard Line).	Oppose	Oppose
651	I rise in opposition to the proposed changes to the Metrobus MWY (Metroway-Potomac Yard Line). The whole reason I take this bus is to get the CC metro station as quickly as possible. This used to be a reliable and fast trip on the 9S. Service has gotten progressively worse. Now, with the endless construction which is the BRT project (completion date, anyone? anyone?), the trip can take up to 20 minutes. I'm not kidding. I could literally walk to the metrostation in the time it takes on the bus some mornings. Do NOT make things even worse by routing us to Pentagon City. More traffic, more congestion. That would be height of stupidity. That would be like spending $1M on a lousy bus stop. Oh wait.	Oppose	Oppose
912	El Metroway es horible! No me gusta. Usted necesita complete el BRT pronto! El BRT es muy mal. El BRT es el diablo! TRANSLATION: The Metroway is horrible! I don't like it. You need to complete the BRT right away! The (this) BRT is very bad. The (this) BRT is the devil!	Oppose	Oppose
912	El Metroway es horible! No me gusta. Usted necesita complete el BRT pronto! El BRT es muy mal. El BRT es el diablo! TRANSLATION: The Metroway is horrible! I don't like it. You need to complete the BRT right away! The (this) BRT is very bad. The (this) BRT is the devil!	Oppose	Oppose

Route	MWY		
1131	Just wanted to say that idea to extend the Metroway to Pentagon City is really stupid. I take the bus to get to the metro not to go shopping. Speed and time are the most important to me. I don't want to go to Pentagon City. That's where all the traffic and people are. If you extend the bus there, I will not take it. And by the look of things as is, you need all the riders you can get on that bus. Every bus I see is nearly empty.	Oppose	Oppose
1233	I oppose making any changes to the Metroway. I want to take the bus to Crystal City metro and not get stuck in traffic at Pentagon City. Has any of your supposed experts ever driven near Pentagon City during rush hour? It's terrible! Just get the bus to the metro as quickly as possible. And oh, can you get the BRT project up and running sometime in the next year or so? What a waste of $!	Oppose	Oppose
1234	Don't make changes to Metroway. Just get the damn brt project finished already! We were promised this in Spring 2015. First, a $1M bus stop and now this. Congratulations.	Oppose	Oppose
1264	The proposed route down 12th street makes sense, but going on the North&East side of the Crystal Gateway Complex is not in the spirit of the Crystal City Sector Plan. The consultants had this part of Crystal Drive as 'quieter and residential'.	Oppose	Oppose
1275	This route has only 16 passengers per service hour, which is already lower than most Metrobus routes. Therefore, no additional resources should be expended on it. If the route is extended to Pentagon City, that should be funded by a slight reduction in the number of buses per hour - which would not be noticeable by users. Another option would be to extend one of the 16 routes along Columbia Pike to provide some or most of the service on this route. If sufficient 16 route riders are going to Crystal City or beyond, that could save them having to transfer at Pentagon City. There should be good data on current riders and some additional ones might be attracted if they could get all the way to Crystal City.	Oppose	Oppose

ARLINGTON COUNTY

Transit Development Plan

CHAPTER 5:

Operations Plan

ARLINGTON
VIRGINIA

Report Prepared by:

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5 OPERATIONS PLAN

A variety of service expansion recommendations have been prepared through this project, including the expansion of service throughout the County; a new Premium Transit Network; and the introduction of a new flexible transit service. These recommendations will be implemented over the course of the next ten years, in accordance to the priority determined based on the overall impact of the service and the expressed need for each recommendation as realized through the project's public outreach process.

The expansion of service throughout the County has required new definitions for the types of services being offered. Currently, Arlington County relies on local routes and express services to provide needed transit connections. Through the implementation of the recommendations described in this TDP, neighborhood circulators; premium transit services; and on-demand flex routes will be placed into service. The current and future bus service types offered in Arlington and where they operate within the County are:

- **Local Routes**: Service focused on providing connectivity within and between activity centers in Arlington County and nearby jurisdictions. These services are operated by ART and Metrobus.
- **Neighborhood Circulator Routes:** Service that helps passengers travel short distances to popular local destinations and/or bus transit stations, and generally operate only during peak hours. These services are operated by ART.
- **Express Routes**: Service focused on long trips delivering commuters directly to major employment centers without making regular stops over the trunk of the route. These services are operated by Metrobus.
- **Premium Service**: High-frequency service connecting major destinations that operates solely along major thoroughfares with enhanced amenities at the majority of its bus stops. These services are operated by Metrobus.
- **On-demand Flex Service:** On-demand service focused on providing a cost efficient alternative to fixed-route service through lower density neighborhoods. These services will be developed by ART, focusing on midday service.

The baseline figures used to estimate the net costs of all service improvements are derived from Arlington County's existing bus service. Currently, 599,200 annual revenue hours (122,900 for ART and 476,301 for Metrobus) and 6,437,540 annual revenue miles (1,335,979 for ART and 5,101,561 for Metrobus) of service are provided. The Operating Plan is fiscally constrained and represents the reality of what can be implemented by the County based on the currently available resources. Additional improvements may be implemented, depending on the availability of new revenue.

Revenue hours and miles will decline in the first year from the baseline to Fiscal Year 2017. This is due to service changes mandated by the approved WMATA State of Good Repair modifications to Metrobus service. Some of these changes became effective June 26, 2016 with the remainder going into effect August 21, 2016.

This Operations Plan will increase revenue hours of service on both ART and Metrobus from the Fiscal Year 2017 levels. Bus revenue hours will increase 21%, revenue miles by 24% and the peak bus requirement by 14%.

5.1 Proposed Service Changes

The following sections provide a year-by-year summary of the service recommendations that can be programmed in the constrained operating plan.

5.1.1 Fiscal Year 2017

In the first Fiscal Year of the TDP, ART will focus on implementing recommendations that will address service in areas where service is being discontinued by Metrobus. These changes will be reflected in the new ART 54, which will serve Dominion Hills, replacing the service currently provided by Metrobus 1E; and ART 77, which will be realigned to Rosslyn Metrorail station, replacing the current Metrobus 4A service. Additionally, the County will realize increased efficiencies on the very unproductive ART 92, which will be reconfigured into a shorter, more concise route. Other ART recommendations include increasing the san of service on the ART 43 to include midday and weekend service. Metrobus recommendations will be consistent with the State of Good Operations (SOGO) improvements developed for Fiscal Year 2017. These recommendations focus on making Metrobus services more productive and cost effective. Overall, the following service reductions are being considered for Fiscal Year 2017:

- **ART 92:** Reduce the span of service in the evenings from 9:00PM to 7:00PM, discontinue the connection to the Pentagon Metrorail station.
- **Metrobus 1EZ:** Eliminate both routes. Replace Metrobus 1E with a new route ART 54 into Dominion Hills and Metrobus 1Z with an increase of frequency on Metrobus 1B.
- **Metrobus 4A:** Eliminate route and replace with Metrobus 1Y (a peak hour express along US 50) and ART 77 (which will provide continued service on North Fairfax Drive and North Fort Myer Drive).
- **Metrobus 9A:** Eliminate route and provide similar connections using the Metroway and Metrobus 10AE.
- **Metrobus 10RS:** Eliminate routes and provide continued connections to Rosslyn with Metrobus 10E.

ART services will see an overall increase of approximately 8 and 10 percent in annual revenue hours and miles, respectively, while Metrobus will decrease in both revenue hours and miles in order to realize cost efficiencies. **Table 1** details the levels of service for the routes that will be changing, while **Table 2** provides an overview in the annual changes to hours and miles, as well as to peak vehicles. **Figure 1** details the types of changes occurring along each corridor.

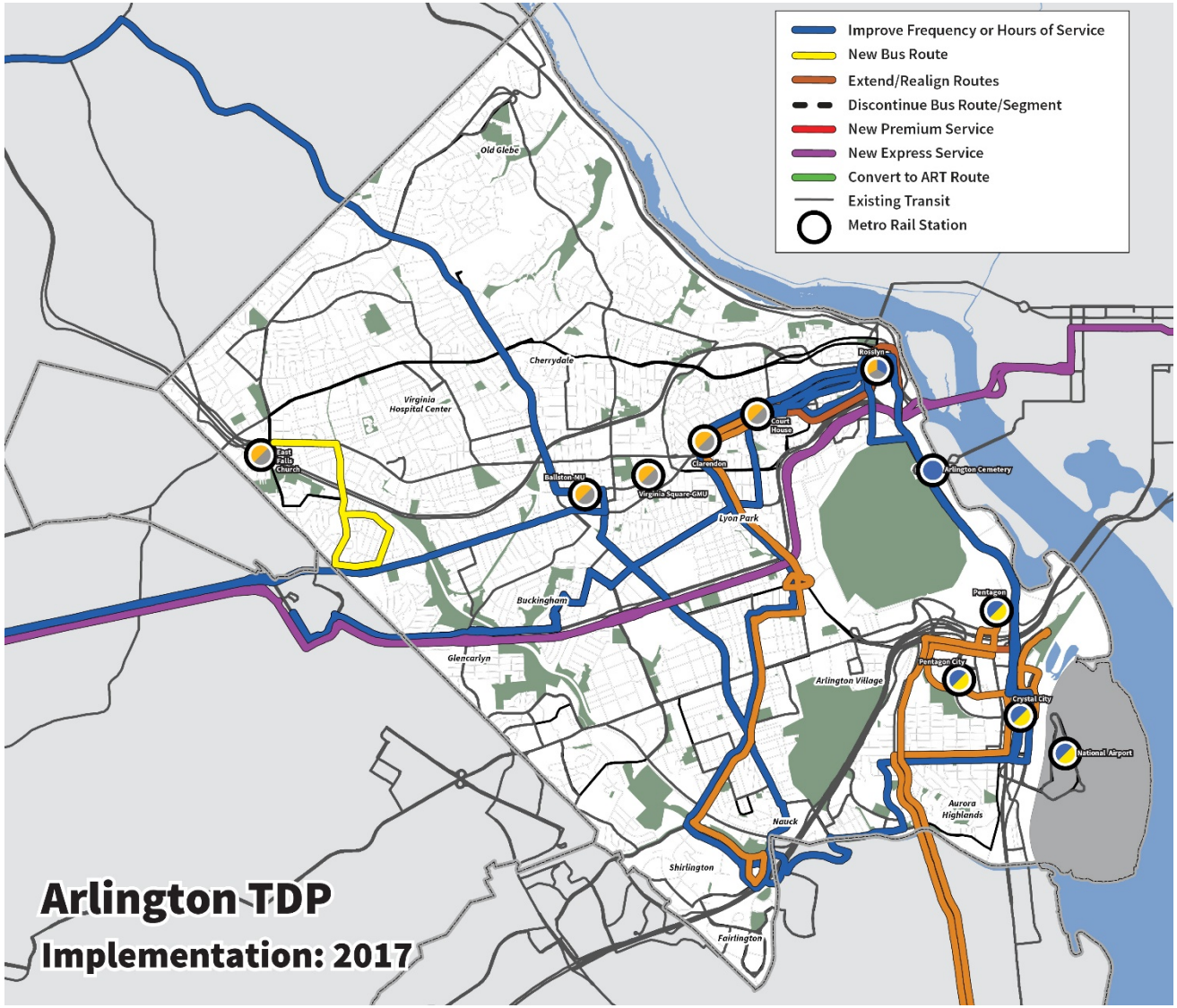
Table 1 | Fiscal Year 2017 Levels of Service

Route	Weekday		Saturday		Sunday	
	Span	Headway (Peak / Off-peak)	Span	Headway	Span	Headway
ART						
43	6:00 AM - 8:00 PM	10 / 12	7:00 AM - 10:00 PM	30	7:00 AM - 10:00 PM	30
54	5:56 AM - 9:05 AM; 3:25 PM - 8:24 PM	24 / ---	---	---	---	---
77	6:00 AM - 10:54 PM	30 / 30	7:00 AM - 11:54 PM	30	7:00 AM - 12:00 AM	60
92	6:00 AM – 9:00 AM; 11:30 AM – 1:30PM; 3:00 PM - 7:00 PM	20 / 20	---	---	---	---
Metrobus						
1B	5:59 AM - 7:56 PM	15 / 35	---	---	---	---
1Y	6:00 AM - 9:00 AM; 3:30 PM - 7:00 PM	30 / ---	---	---	---	---
4B	5:30 AM - 12:50 AM	30 / 30	6:19 AM - 11:30 PM	30	6:19 AM - 10:13 PM	30
10A	4:37 AM - 1:01 AM	30 / 35	5:17 AM - 1:19 AM	35	6:15 AM - 11:31 PM	60
10E	6:02 AM - 8:45 AM; 4:14 PM - 6:55 PM	15 / ---	---	---	---	---
23A	5:30 AM - 8:00 AM; 10:00 PM - 1:21 AM	--- / 20	5:50 AM - 8:00 AM; 9:00 PM - 1:05 AM	30	6:00 AM - 8:00 AM; 9:00 PM - 1:00 AM	60
23B	8:00 AM - 10:00 PM	30 / 30	8:00 AM - 9:00 PM	30	8:00 AM - 9:00 PM	60
23T	8:00 AM - 10:00 PM	30 / 30	8:00 AM - 9:00 PM	30	8:00 AM - 9:00 PM	60

Table 2 | Fiscal Year 2017 Operating Statistics

Route	Type of Recommendation	Annualized Net Change in Revenue Hours	Annualized Net Change in Revenue Miles	Change in Peak Vehicles
ART				
Existing System		**122,900**	**1,335,979**	**46**
43	Hours of Service	5,926	94,281	0
54	New Route	2,067	16,175	1
77	Extend Route	3,209	35,867	1
92	Reduce Service, Realign Route	-1,453	-17,804	0
FY 2017 Total		**132,649**	**1,464,498**	**48**
Metrobus				
Existing System		**476,301**	**5,101,561**	**153**
1B	Improve Frequency	2,102	21,830	3
1E	Discontinue Route	-1,418	-14,606	-2
1Z	Discontinue Route	-3,607	-44,598	-4
1Y	New Route	3,635	47,254	4
4A	Discontinue Route	-7,330	-105,581	-3
4B	Improve Frequency / Hours of Service	4,987	57,713	0
9A	Discontinue Route	-19,999	-205,163	-3
10A	Realign Route	3,281	33,981	1
10E	Extend / Realign Route	2,100	21,256	3
10R	Discontinue Route	-2,775	-29,076	-4
10S	Discontinue Route	-624	-8,229	-2
23A	Reduce Service	-10,378	-151,276	2
23B	Improve Frequency	5,871	73,777	-1
23T	Improve Frequency	6,148	114,367	-1
FY 2017 Total		**458,293**	**4,913,210**	**146**
FY 2017 Overall Total		**590,942**	**6,377,708**	**194**

Figure 1 | Fiscal Year 2017 Service Changes



5.1.2 Fiscal Year 2018

Planned serviced changes in Fiscal Year 2018 will result in improved reliability and service on ART 55 and Metrobus 2A, and a realigning of Metrobus 15KL to increase service productivity. Metrobus 22ABC will be converted to ART 44, which will maintain the existing service at a lower operating cost. A new peak hour only route connecting Fairlington to the Pentagon will be implemented and ART 87 will be extended to Fairlington/Parkfairfax during off-peak to maintain service levels in these areas. In January, the Columbia Pike Premium Transit Network will be implemented, which will include consolidating the Metrobus 16ABEJP and 16GHK into the Metrobus 16A, 16X and 16M. Service levels on routes that serve the communities surrounding Columbia Pike will increase (ART routes 41, 45 and 74), with minor realignments as well. Finally, ART 53 will be restructured into the ART 54 and 59 in an effort to increase reliability, efficiency and to boost ridership.

The following service reductions are being considered for Fiscal Year 2018:

- **ART 53:** Split route at Old Glebe Road and Military Road, creating two new routes ART 58 and 59; this will eliminate the one-seat ride throughout Northern Arlington between Ballston and East Falls Church Metrorail stations.
- **ART 74:** Realign route to connect Douglas Park with Arlington Village, before serving Arlington View. Provide a direct connection to Pentagon Metrorail station instead of Pentagon City, to provide additional connections from eastern transit stations on Columbia Pike to the Pentagon.
- **ART 84:** Realign route out of Douglas Park, which will no longer have a direct connection to the Pentagon City Metrorail station, but will connect instead to the Pentagon Metrorail station.
- **Metrobus 16BEJP:** Eliminate routes and replace with enhanced Metrobus 16A and 16X.
- **Metrobus 16GHK:** Eliminate routes and replace with Metrobus 16M.
- **Metrobus 22ABC:** Convert all routes into the proposed ART 44, which will continue to provide the connection between Ballston and Shirlington, and serve segments in Fairlington/Parkfairfax with the ART 87/88. This will eliminate the one-seat ride from Ballston to the Pentagon via Shirlington.

These improvements will result in an overall 10 and 12 percent increase in annual revenue hours and miles for transit services throughout the County. ART will experience the greatest increase in its service with a 22 and 23 percent increase in its annual revenue hours and miles, respectively. **Table 3** details the level of services in terms of span and headways for the Fiscal Year 2018 changes. **Table 4** provides an overview in the annual changes to hours and miles, as well as to peak vehicles. **Figure 2** details the types of changes occurring along each corridor.

Table 3 | Fiscal Year 2018 Levels of Service

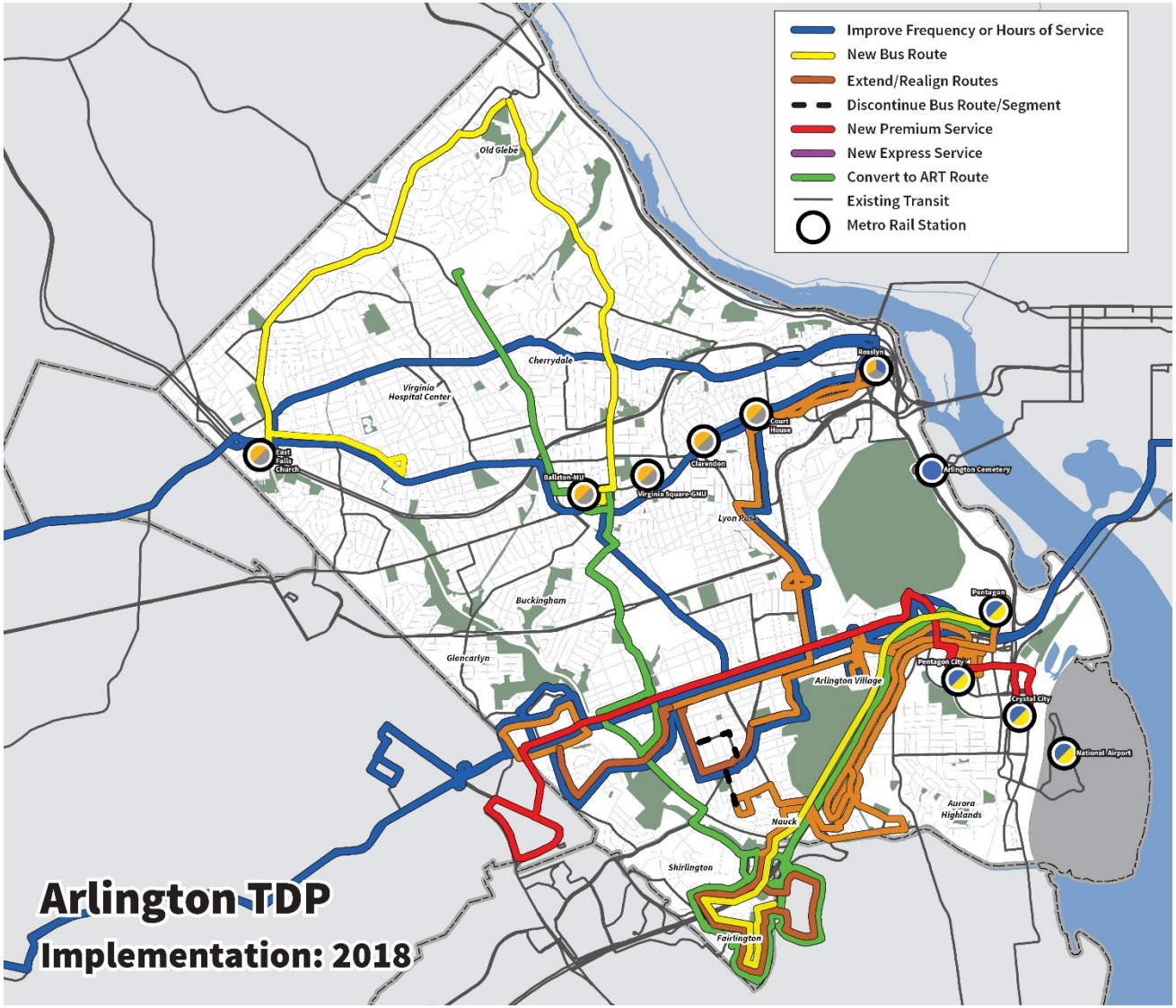
Route	Weekday		Saturday		Sunday	
	Span	Headway (Peak / Off-peak)	Span	Headway	Span	Headway
ART						
41	5:30 AM - 1:10 AM	10 / 20	6:10 AM - 1:57 AM	15	6:55 AM - 10:10 PM	15
44	5:00 AM - 11:00 PM	12 / 20	6:30 AM - 11:00 PM	30	6:30 AM - 11:00 PM	30
45	5:40 AM - 11:23 PM	20 / 30	7:50 AM - 12:15 AM	30	6:50 AM - 7:45 PM	30
55	5:00 AM - 12:57 AM	12 / 20	5:48 AM - 12:54 AM	20	6:18 AM - 12:08 AM	30
58	6:01 AM - 7:58 PM	30 / 45	---	---	---	---
59	6:01 AM - 7:58 PM	30 / 45	---	---	---	---
74	5:53 AM - 9:11 AM; 3:35 PM - 7:55 PM	25 / ---	---	---	---	---
84	5:51 AM - 9:31 AM; 3:30 PM - 7:52 PM	20 / ---	---	---	---	---
87	5:50 AM - 11:41 PM	10 / 30	7:00 AM - 11:53 PM	30	7:14 AM - 7:11 PM	30
88	5:49 AM – 9:36 AM; 3:30 PM – 7:38 PM	20 / ---	---	---	---	---
Metrobus						
2A	4:45 AM - 12:55 AM	15 / 20	5:45 AM - 12:58 AM	20	5:45 AM - 1:03 AM	30
15K	5:40 AM - 9:52 AM; 3:45 PM - 8:05 PM	30 / ---	---	---	---	---
15L	6:25 AM - 9:38 AM; 3:40 PM - 7:26 PM	30 / ---	---	---	---	---
16A	4:30 AM - 12:30 AM	30 / 30	6:00 AM - 11:00 PM	30	6:00 AM - 11:00 PM	60
16M	5:30 AM - 11:00 PM	6 / 12	6:30 AM - 12:30 AM	12	7:30 AM - 10:30 PM	12
16X	4:30 AM - 1:00 AM	8 / 12	5:30 AM - 3:30 AM	15	6:00 AM - 11:00 PM	20
16Y	5:55 AM - 9:42 AM; 3:30 PM - 7:54 PM	10 / ---	---	---	---	---

Table 4 | Fiscal Year 2018 Operating Statistics

Route	Type of Recommendation	Annualized Net Change in Revenue Hours	Annualized Net Change in Revenue Miles	Change in Peak Vehicles
ART				
FY 2017 System		**132,649**	**1,464,498**	**48**
41	Improve Frequency	3,890	35,272	2
44	New Route	18,699	247,546	5
45	Improve Frequency, Realign Route	2,857	27,324	1
53	Discontinue Route	-5,524	-94,270	-3
55	Improve Runtime	1,328	0	1
58	New Route	2,634	36,889	1
59	New Route	4,091	48,094	2
74	Realign Route	777	8,490	2
84	Realign Route	0	0	0
87	Realign Route	7,432	83,282	-1
88	New Route	3,597	65,403	2
FY 2018 Total		**170,281**	**1,902,682**	**60**
Metrobus				
FY 2017 System		**458,293**	**4,913,210**	**146**
2A	Improve Frequency	9,146	112,106	3
15K	Realign Route	0	0	0
15L	Realign Route	0	0	0
16A	Improve Hours of Service	4,445	79,996	0
16B	Discontinue Route	-19,116	-208,404	-5
16E	Discontinue Route	-3,887	-49,345	0
16G	Discontinue Route	-20,743	-225,261	-4
16H	Discontinue Route	-5,169	-49,763	-6
16J	Discontinue Route	-12,522	-124,594	-3
16K	Discontinue Route	-306	-3,876	0

Route	Type of Recommendation	Annualized Net Change in Revenue Hours	Annualized Net Change in Revenue Miles	Change in Peak Vehicles
16M	New Premium Service	51,732	521,489	13
16P	Discontinue Route	-798	-7,583	0
16X	Improve Hours of Service; use the 16J alignment and stops in Fairfax County	35,000	498,963	3
22A	Convert to ART Route	-8,976	-124,608	0
22B	Convert to ART Route	-2,705	-24,156	-2
22C	Convert to ART Route	-6,139	-75,387	-4
FY 2018 Total		**478,254**	**5,232,786**	**141**
FY 2018 Overall Total		**648,535**	**7,135,468**	**201**

Figure 2 | Fiscal Year 2018 Service Changes



5.1.3 Fiscal Year 2019

No improvements or service reductions are proposed for Fiscal Year 2019, due to the significant adjustments proposed for Fiscal Year 2018.

Table 5 | Fiscal Year 2019 Operating Statistics

Route	Type of Recommendation	Annualized Net Change in Revenue Hours	Annualized Net Change in Revenue Miles	Change in Peak Vehicles
ART				
FY 2018 System		**170,281**	**1,902,682**	**60**
FY 2019 Total		**170,281**	**1,902,682**	**60**
Metrobus				
FY 2018 System		**478,254**	**5,232,786**	**141**
FY 2019 Total		**478,254**	**5,232,786**	**141**
FY 2019 Overall Total		**648,535**	**7,135,468**	**201**

5.1.4 Fiscal Year 2020

Fiscal Year 2020 improvements focus on creating new connections and streamlining services to continue increasing system-wide efficiencies. ART 51 will connect the Department of Human Services (DHS) and Ballston Metrorail station via the Buckingham neighborhood. ART 93 will provide a connection between Shirlington and Crystal City via South Eads as well as a new connection to the Reagan National Airport. Metrobus 10B will be realigned to continue straight on North Glebe Road providing limited stop service between Ballston and Shirlington, while service on ART 77 will be increased to continue providing equivalent service on discontinued Metrobus 10B segments. Finally, Metrobus 4B will be converted into a local route, ART 31, providing more frequent service while accruing additional cost efficiencies.

The following service reductions are being considered for Fiscal Year 2020:

- **ART 92:** Discontinue route but continue to serve its alignment with the proposed ART 93, at a reduced frequency.
- **Metrobus 10B:** Realign route. Discontinued segments on South Walter Reed Drive will have equivalent service on ART 77, which also provides a direct connection to the Clarendon, Court House and Rosslyn Metrorail stations rather than Ballston. Discontinued segments on 2nd South Street will have service replaced by the proposed ART 51, with slightly reduced service hours.

The ART system will see another dramatic increase of approximately 21 percent in annual revenue hours and miles. Most of this increase is due to the conversion of Metrobus

routes to ART. Overall transit within the County, both annual hours and miles, will increase by three percent. **Table 6** provides the levels of service for the recommended service changes for Fiscal Year 2020. **Table 7** provides an overview in the annual changes to hours and miles, as well as to peak vehicles. **Figure 3** details the types of changes occurring along each corridor.

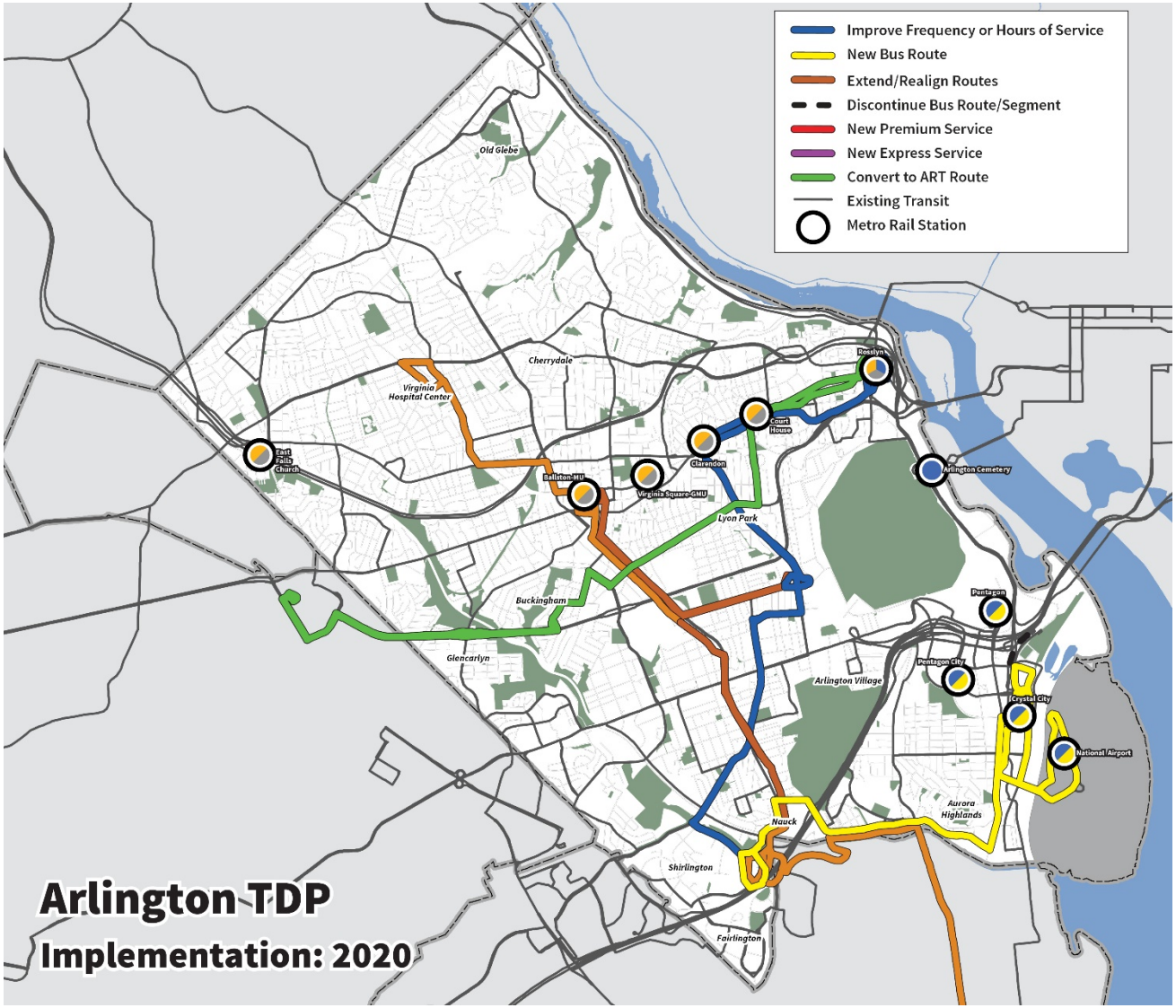
Table 6 | Fiscal Year 2020 Levels of Service

Route	Weekday		Saturday		Sunday	
	Span	Headway (Peak / Off-peak)	Span	Headway	Span	Headway
ART						
31	5:30 AM - 12:50 AM	15 / 30	6:19 AM - 11:30 PM	30	6:19 AM - 10:13 PM	30
51	6:05 AM - 12:30 AM	30 / 30	6:05 AM - 12:13 AM	30	6:45 AM - 12:30 AM	30
77	5:00 AM - 1:30 AM	20 / 30	5:30 AM - 1:30 AM	30	5:45 AM - 12:00 AM	30
93	4:30 AM - 10:00 PM	30 / 60	4:30 AM - 10:00 PM	60	4:30 AM - 10:00 PM	60
Metrobus						
10B	4:52 AM - 1:38 AM	30 / 30	5:37 AM - 1:40 AM	35	5:45 AM - 11:55 PM	60

Table 7 | Fiscal Year 2020 Operating Statistics

Route	Type of Recommendation	Annualized Net Change in Revenue Hours	Annualized Net Change in Revenue Miles	Change in Peak Vehicles
ART				
FY 2019 System		**170,281**	**1,902,682**	**60**
31	New Route	19,639	209,162	3
51	Extend Route	5,346	58,643	1
77	Improve Frequency	5,366	58,423	1
92	Discontinue Route	-3,499	-19,086	-1
93	New Route	8,635	93,811	2
FY 2020 Total		**205,768**	**2,303,635**	**66**
Metrobus				
FY 2019 System		**478,254**	**5,232,786**	**141**
4B	Discontinue Route	-14,963	-165,232	-3
10B	Realign Route	-1,296	-13,049	0
FY 2020 Total		**461,995**	**5,054,505**	**138**
FY 2020 Overall Total		**667,763**	**7,358,140**	**204**

Figure 3 | Fiscal Year 2020 Service Changes



5.1.5 Fiscal Year 2021

In Fiscal Year 2021, two of the proposed improvements will increase service on previously implemented recommendations: extending ART 51 to Crystal City; and increasing service on ART 55. Along Columbia Pike, an additional route will be implemented, Metrobus 16Z. The 16Z will add another activity center to the route, the Navy Yard. Finally, Metrobus 7C and 7Y will increase peak frequencies to adjust for future ridership growth expected along the routes.

Alexandria's West End Transitway is expected to begin operating in Fiscal Year 2021. Upon implementation of this new system, additional recommendations will be incorporated on the Metrobus 7AFY and 7CWX.

The following service reductions are being considered for Fiscal Year 2021:

- **Metrobus 7HP:** Discontinue routes, replace Metrobus 7P service with increased Metrobus 7C service.
- **Metrobus 16X:** Reduce the frequency of this route, but continue to maintain effective headways along Columbia Pike with introduction of Metrobus 16Z.

These improvements will result in an overall three percent increase in both annual revenue hours and miles. ART and Metrobus will experience slight increases of three and four percent, respectively, in their annual revenue hours and miles. **Table 8** presents the levels of service as recommended for the implementation of the Fiscal Year 2021 changes. **Table 9** provides an overview in the annual changes to hours and miles, as well as to peak vehicles. **Figure 4** details the types of changes occurring along each corridor.

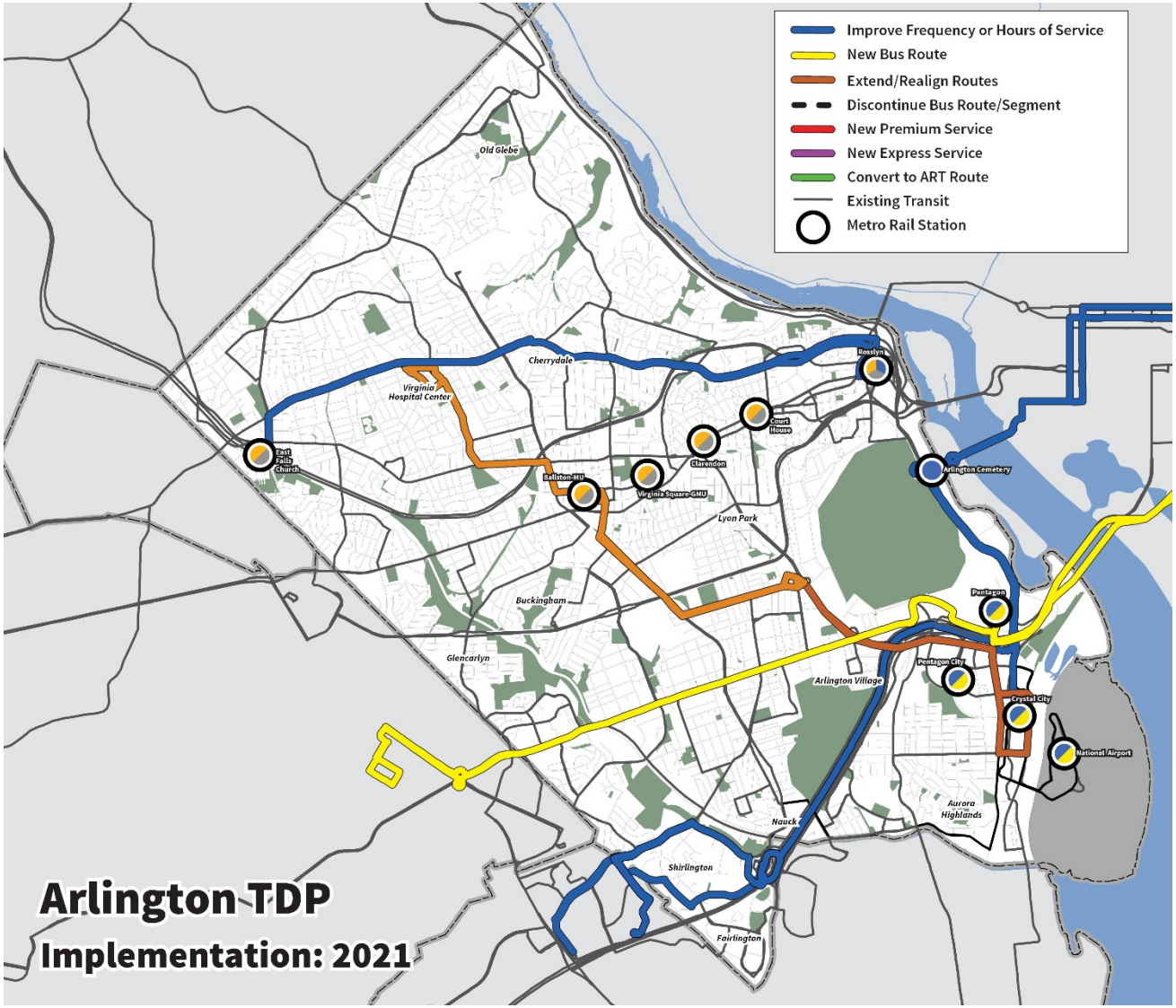
Table 8 | Fiscal Year 2021 Levels of Service

Route	Weekday		Saturday		Sunday	
	Span	Headway (Peak / Off-peak)	Span	Headway	Span	Headway
ART						
51	6:05 AM - 12:30 AM	30 / 30	6:05 AM - 12:13 AM	30	6:45 AM - 12:30 AM	30
55	5:00 AM - 12:57 AM	10 / 20	5:48 AM - 12:54 AM	20	6:18 AM - 12:08 AM	30
Metrobus						
7C	6:05 AM - 9:05 AM; 4:15 PM - 7:23 PM	12 / ---	---	---	---	---
7Y	5:09 AM - 9:42 AM; 3:01 PM - 7:13 PM	8 / ---	---	---	---	---
16X	4:30 AM - 1:00 AM	10 / 25	5:30 AM - 3:30 AM	30	6:00 AM - 11:00 PM	30
16Z	6:00 AM - 12:00 AM	30 / 30	6:00 AM - 12:00 AM	30	6:00 AM - 11:00 PM	30

Table 9 | Fiscal Year 2021 Operating Statistics

Route	Type of Recommendation	Annualized Net Change in Revenue Hours	Annualized Net Change in Revenue Miles	Change in Peak Vehicles
ART				
FY 2020 System		**205,768**	**2,303,635**	**66**
51	Realign Route	6,429	70,533	1
55	Improve Frequency	1,889	18,887	1
FY 2021 Total		**214,086**	**2,393,055**	**68**
Metrobus				
FY 2020 System		**461,995**	**5,054,505**	**138**
7C	Improve Frequency	1,468	19,052	2
7H	Discontinue Route	-184	-3,898	-2
7P	Discontinue Route	-812	-16,569	-1
7Y	Improve Frequency	4,735	47,101	6
16X	Reduce Service	-11,748	-169,664	-2
16Z	New Route	19,404	279,256	4
FY 2021 Total		**474,859**	**5,209,783**	**145**
FY 2021 Overall Total		**688,945**	**7,602,838**	**213**

Figure 4 | Fiscal Year 2021 Service Changes



5.1.6 Fiscal Year 2022

Fiscal Year 2022 recommendations address the expected increase in ridership along certain corridors associated with expected future growth and development patterns in the County, in particular along Wilson Boulevard and Lee Highway. These improvements consist of increased frequencies on Metrobus 1A and 3Y.

The following service reduction is being considered for Fiscal Year 2022:

- **Metrobus 3Y:** Based upon the Arlington County Bus Stop Consolidation Plan, bus stops will be consolidated along the Lee Highway to increase travel speeds, and decrease travel time along the corridor.

These improvements will result in an overall one percent increase in both annual revenue hours and miles. **Table 10** details the level of service changes for Fiscal Year 2022, while **Table 11** provides an overview in the annual changes to hours and miles, as well as to peak vehicles. **Figure 5** details the types of changes occurring along each corridor.

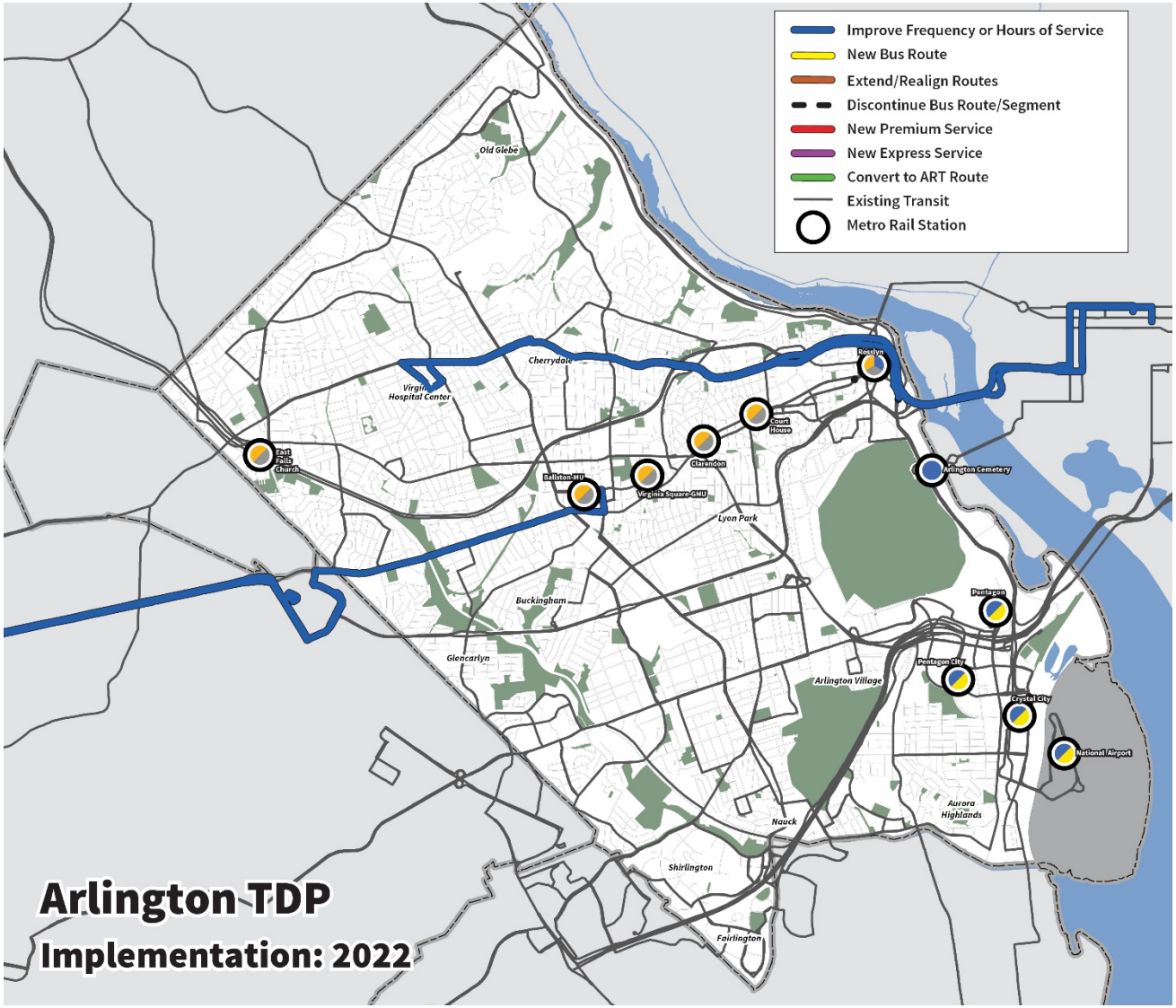
Table 10 | Fiscal Year 2022 Levels of Service

Route	Weekday		Saturday		Sunday	
	Span	Headway (Peak / Off-peak)	Span	Headway	Span	Headway
Metrobus						
1A	4:41 AM - 1:20 AM	15 / 30	5:29 AM - 1:26 AM	30	7:34 AM - 11:26 PM	35
3Y	6:32 AM - 9:29 AM; 4:15 PM - 7:56 PM	20 / ---	---	---	---	---

Table 11 | Fiscal Year 2022 Operating Statistics

Route	Type of Recommendation	Annualized Net Change in Revenue Hours	Annualized Net Change in Revenue Miles	Change in Peak Vehicles
ART				
FY 2021 System		**214,086**	**2,393,055**	**68**
FY 2022 Total		**214,086**	**2,393,055**	**68**
Metrobus				
FY 2021 System		474,859	5,209,783	145
1A	Improve Frequency	4,451	48,603	4
3Y	Improve Frequency	1,330	11,460	2
FY 2022 Total		**480,640**	**5,269,847**	**151**
FY 2022 Overall Total		**694,726**	**7,662,902**	**219**

Figure 5 | Fiscal Year 2022 Service Changes



5.1.7 Fiscal Year 2023

The Fiscal Year 2023 recommendations will realign and combine routes in order to increase route productivity. This includes extending ART 62 to Rosslyn, absorbing the northern portion of the ART 61 and creating a new route, ART 63, which will connect Rosslyn with Clarendon, along 10th Street North and absorbing the southern portion of the ART 61.

The following service reduction is being considered for Fiscal Year 2023:

- **ART 61:** Discontinue route and replace service on certain segments with ART 62 and the proposed ART 63; North Veitch Street between Wilson Boulevard and Lee Highway, and North Rhodes Street between 14th Street North and Clarendon Boulevard will no longer have any local service.
- **ART 62:** This route will be realigned to serve Rosslyn Metrorail Station. As as a result, local service on North Kirkwood Road between Lee Highway and Fairfax Drive will be discontinued.

There will be no significant change in the ART or Metrobus annual revenue hours or miles. **Table 12** describes the level of service changes for Fiscal Year 2023. **Table 13** provides an overview in the annual changes to hours and miles, as well as to peak vehicles. **Figure 6** details the types of changes occurring along each corridor.

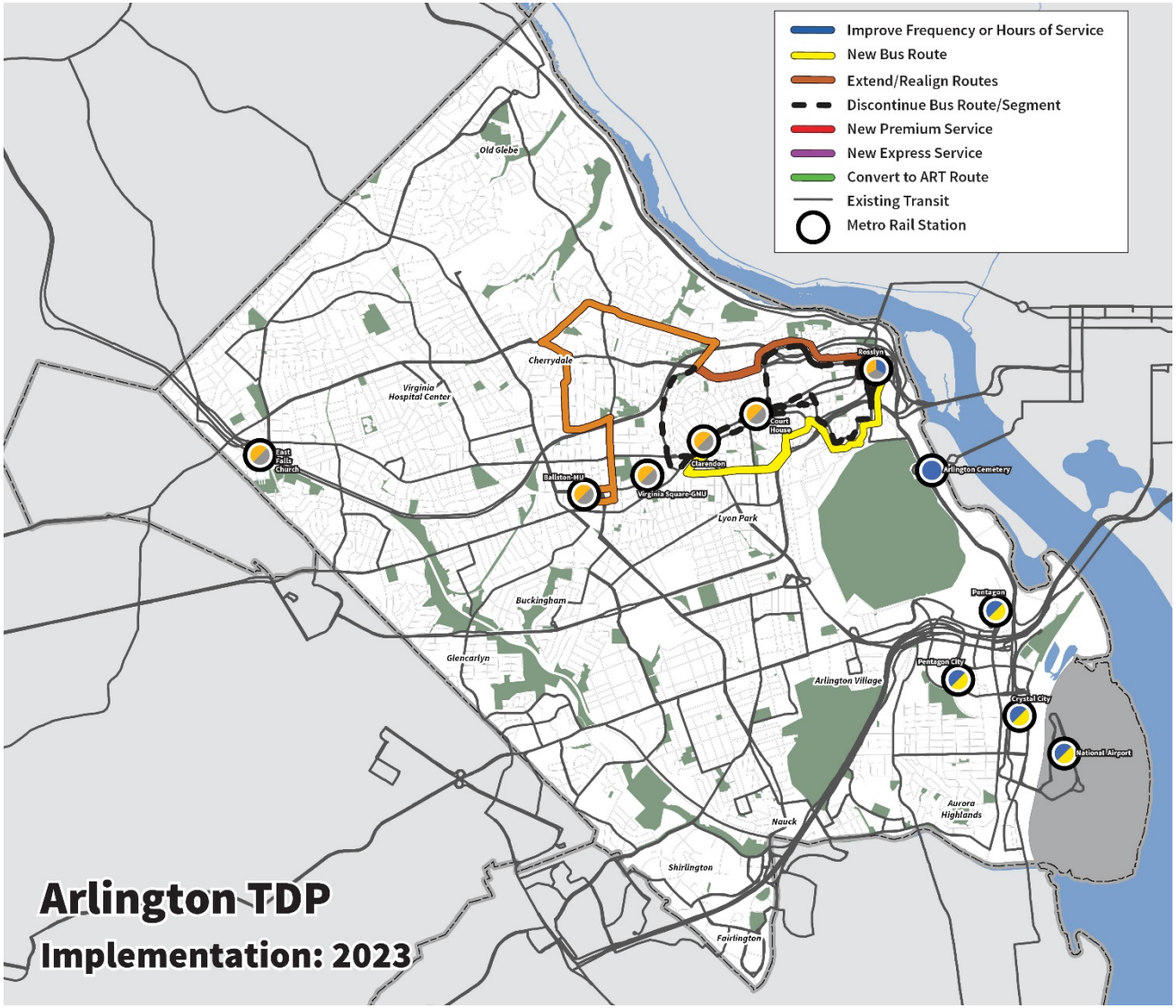
Table 12 | Fiscal Year 2023 Levels of Service

Route	Weekday		Saturday		Sunday	
	Span	Headway (Peak / Off-peak)	Span	Headway	Span	Headway
ART						
62	6:22 AM - 9:36 AM; 3:10 PM - 7:35 PM	30 / ---	---	---	---	---
63	6:00 AM - 9:30 AM; 3:00 PM - 7:30 PM	30 / ---	---	---	---	---

Table 13 | Fiscal Year 2023 Operating Statistics

Route	Type of Recommendation	Annualized Net Change in Revenue Hours	Annualized Net Change in Revenue Miles	Change in Peak Vehicles
ART				
FY 2022 System		**214,086**	**2,393,055**	**68**
61	Discontinue Route	-3,109	-24,156	-2
62	Extend Route	338	3,939	0
63	New Route	2,782	21,634	1
FY 2023 Total		**214,097**	**2,394,472**	**67**
Metrobus				
FY 2022 System		**480,640**	**5,269,847**	**151**
FY 2023 Total		**480,640**	**5,269,847**	**151**
FY 2023 Overall Total		**694,737**	**7,664,319**	**218**

Table 14 | Fiscal Year 2023 Service Changes



5.1.8 Fiscal Year 2024

In Fiscal Year 2024, the recommendations focus on increasing frequency on routes that connect major destinations. These routes include ART 45, which connects Arlington Mill, Columbia Pike, Sequoia Plaza/DHS, Clarendon, and Rosslyn, as well as ART 93, which will connect Shirlington, Crystal City and Reagan National Airport.

There are no service reductions being considered for Fiscal Year 2024.

There will be a slight increase in annual revenue hours and miles of two percent for the ART system. **Table 15** illustrates the level of service changes proposed for Fiscal Year 2025, while **Table 16** provides an overview in the annual changes to hours and miles, as well as to peak vehicles. **Figure 6** details the types of changes occurring along each corridor.

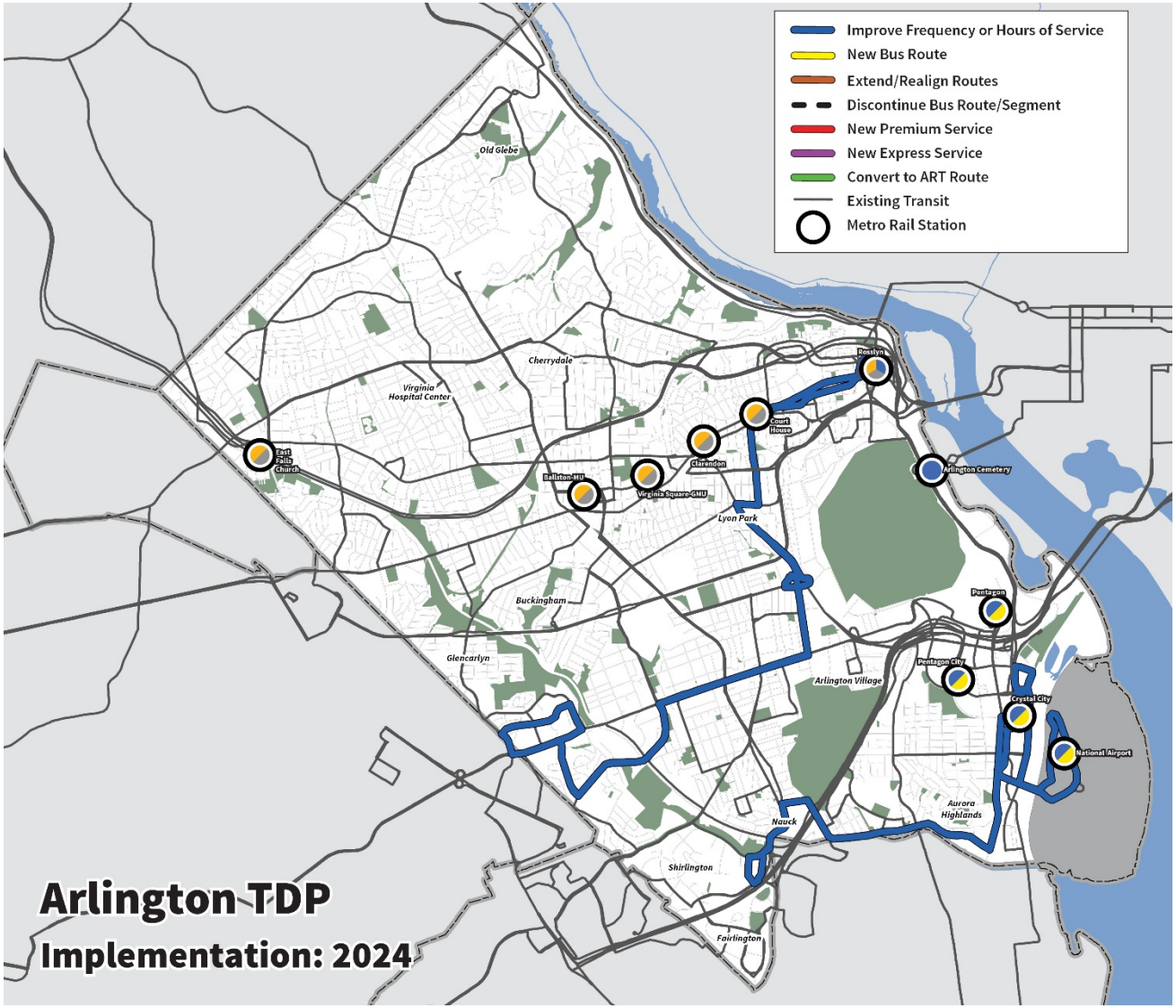
Table 15 | Fiscal Year 2024 Levels of Service

Route	Weekday		Saturday		Sunday	
	Span	Headway (Peak / Off-peak)	Span	Headway	Span	Headway
ART						
45	5:40 AM - 11:23 PM	15 / 30	6:30 AM - 12:15 AM	30	6:30 AM - 11:00 PM	30
93	4:30 AM - 10:00 PM	30 / 60	4:30 AM - 10:00 PM	60	4:30 AM - 10:00 PM	60

Table 16 | Fiscal Year 2024 Operating Statistics

Route	Type of Recommendation	Annualized Net Change in Revenue Hours	Annualized Net Change in Revenue Miles	Change in Peak Vehicles
ART				
FY 2023 System		**214,097**	**2,394,472**	**67**
45	Improve Frequency	3,621	34,587	2
93	Improve Frequency	715	6,985	1
FY 2024 Total		**218,433**	**2,436,044**	**70**
Metrobus				
FY 2023 System		**480,640**	**5,269,847**	**151**
FY 2024 Total		**480,640**	**5,269,847**	**151**
FY 2024 Overall Total		**699,073**	**7,705,891**	**221**

Figure 6 | Fiscal Year 2024 Service Changes



5.1.9 Fiscal Year 2025

The recommendations for Fiscal Year 2025 will address the expected growth in travel between the Pentagon and the Clarendon/Ballston areas by adding additional peak frequency on the ART 42. Additionally, enhanced weekday and weekend service within the western portions of the County will be provided on ART 75 with increasing weekday frequency and new weekend service.

There are no service reductions being considered for Fiscal Year 2025.

There will be a slight increase of four percent in annual revenue hours and miles for the ART system. **Table 17** presents the changes to the level of service in Fiscal Year 2025 based on the TDP recommendations. **Table 18** provides an overview in the annual changes to hours and miles, as well as to peak vehicles. **Figure 7** details the types of changes occurring along each corridor.

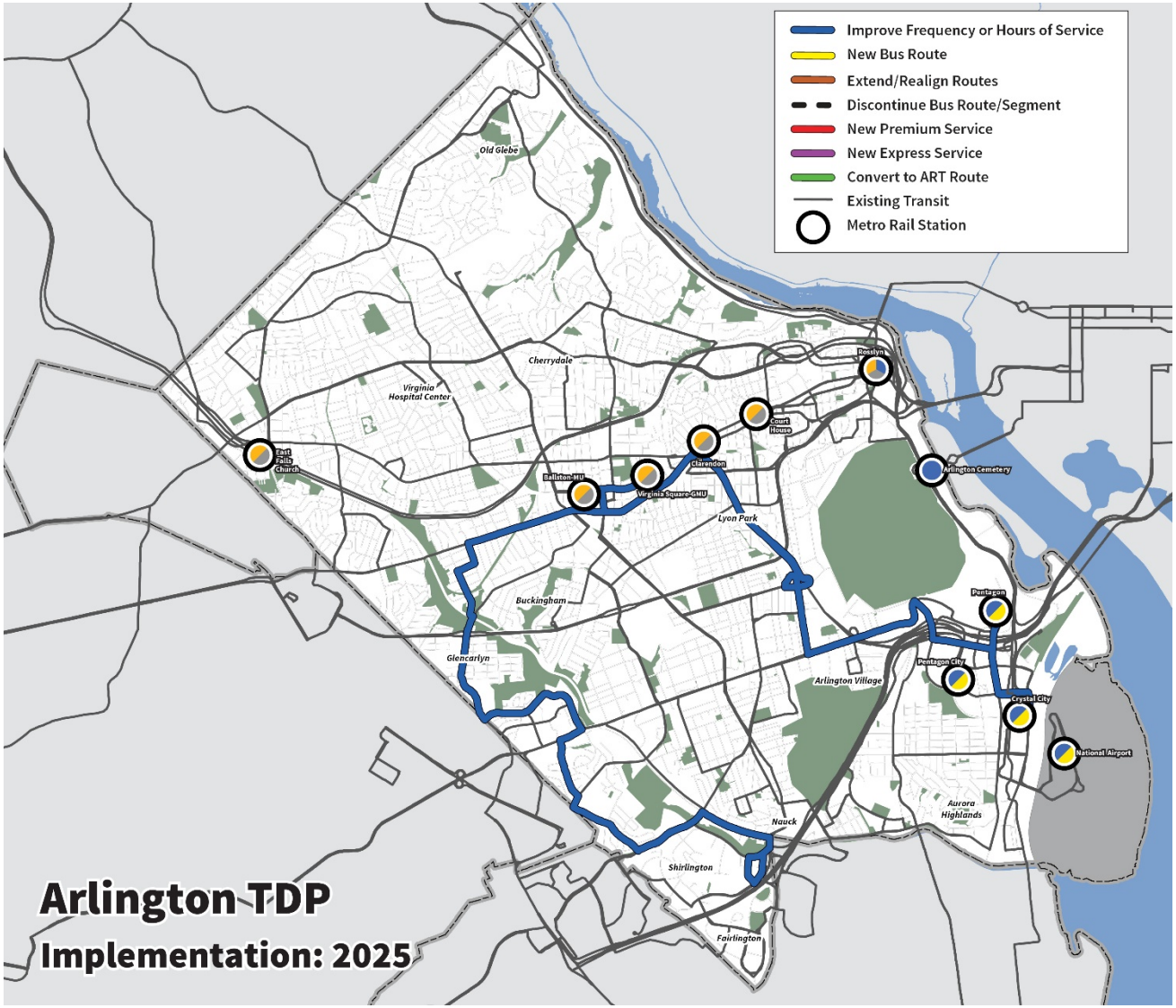
Table 17 | Fiscal Year 2025 Levels of Service

Route	Weekday		Saturday		Sunday	
	Span	Headway (Peak / Off-peak)	Span	Headway	Span	Headway
ART						
42	6:00 AM - 8:24 PM	15 / 25	6:45 AM - 8:15 PM	35	7:00 AM - 7:22 PM	35
75	5:30 AM - 11:03 PM	20 / 30	7:00 AM - 8:00 PM	30	7:00 AM - 7:00 PM	30

Table 18 | Fiscal Year 2025 Operating Statistics

Route	Type of Recommendation	Annualized Net Change in Revenue Hours	Annualized Net Change in Revenue Miles	Change in Peak Vehicles
ART				
FY 2024 System		**218,433**	**2,436,044**	**70**
42	Improve Frequency	1,613	16,685	1
75	Improve Frequency / Hours of Service	8,124	83,865	1
FY 2025 Total		**228,170**	**2,536,594**	**72**
Metrobus				
FY 2024 System		**480,640**	**5,269,847**	**151**
FY 2025 Total		**480,640**	**5,269,847**	**151**
FY 2025 Overall Total		**708,810**	**7,806,441**	**223**

Figure 7 | Fiscal Year 2025 Service Changes



5.1.10 Fiscal Year 2026

By Fiscal Year 2026, a new service type will be introduced: the on-demand flex service. In the earlier years of the plan, the exact service mechanisms for operating this new flex service will have been determined through a focused study. The on-demand flex service will consist of four different zones which will provide midday service to lower density areas in a more cost efficient manner. The on-demand flex zones will be associated with peak hour only routes and will only provide trips to and from defined activity/transfer centers. In addition to this new type of service, additional frequency during the midday will be added to ART 52.

The following service reduction is being considered for Fiscal Year 2026:

- **ART 58:** Service during midday will be reduced on this route and replaced by an on-demand flex zone service.
- **ART 59:** Service during midday will be reduced on this route and replaced by an on-demand flex zone service.

There will be a slight increase in annual revenue hours and miles of approximately one percent for the ART system. **Table 19** describes the level of service changes for Fiscal Year 2026. **Table 20** provides an overview in the annual changes to hours and miles, as well as to peak vehicles. **Figure 8** details the types of changes occurring along each corridor.

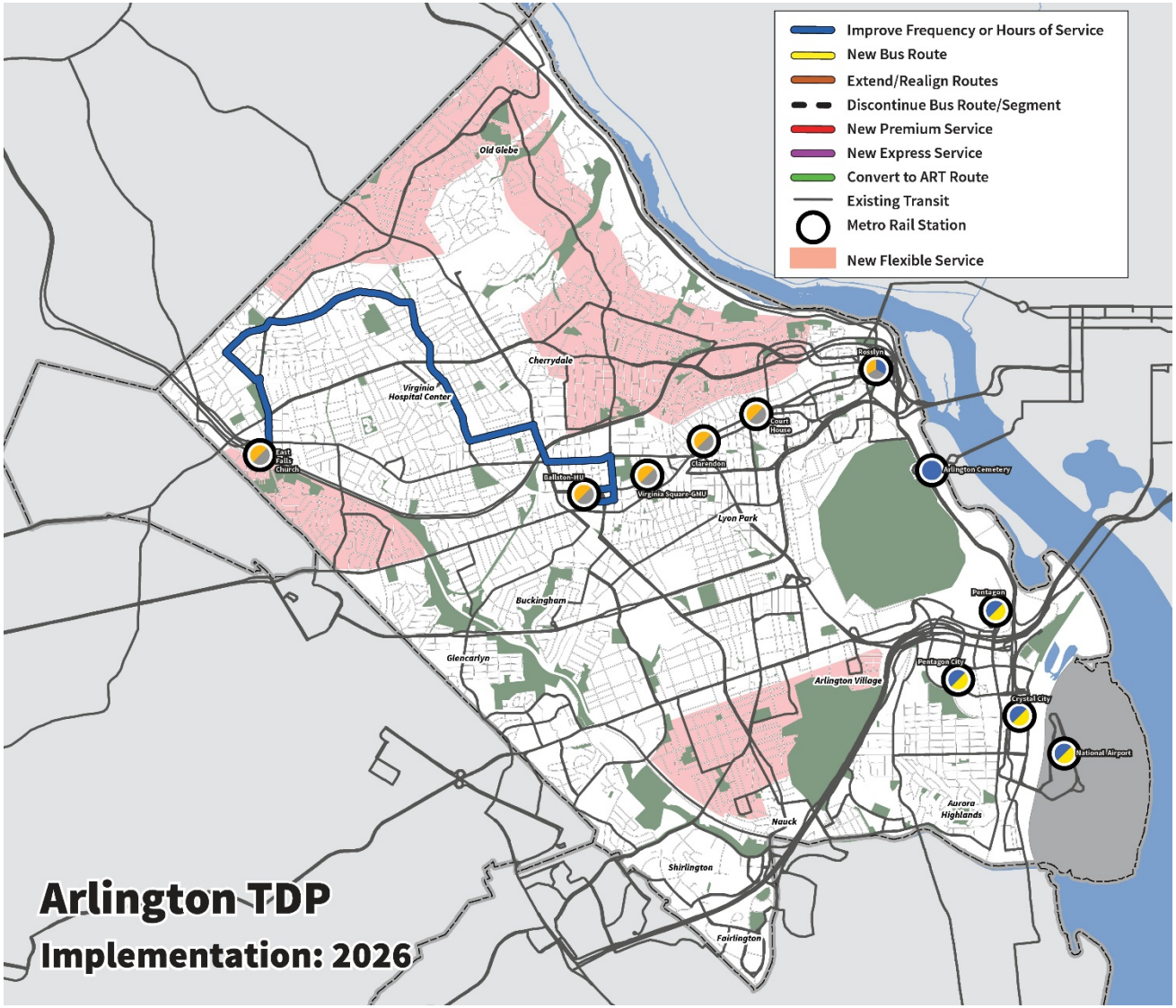
Table 19 | Fiscal Year 2026 Levels of Service

Route	Weekday		Saturday		Sunday	
	Span	Headway	Span	Headway	Span	Headway
ART						
52	5:51 AM - 10:00 PM	30 / 30	---	---	---	---
54	6:00 AM - 9:40 AM; 2:30 PM - 8:00 PM	30 / ---	---	---	---	---
59	6:00 AM - 9:30 AM; 2:30 PM - 8:00 PM	30 / ---	---	---	---	---
Flex Zone 1	9:30 AM - 2:30 PM	On-demand	---	---	---	---
Flex Zone 2	9:30 AM - 2:30 PM	On-demand	---	---	---	---
Flex Zone 3	9:30 AM - 2:30 PM	On-demand	---	---	---	---
Flex Zone 4	9:00 AM - 3:30 PM	On-demand	---	---	---	---

Table 20 | Fiscal Year 2026 Operating Statistics

Route	Type of Recommendation	Annualized Net Change in Revenue Hours	Annualized Net Change in Revenue Miles	Change in Peak Vehicles
ART				
FY 2025 System		**228,170**	**2,536,594**	**72**
52	Improve Frequency	1,604	20,573	0
54	Reduce Service	-449	-6,291	0
59	Reduce Service	-972	-5,569	0
Flex Zone 1	New Flexible Service	332	7,556	0
Flex Zone 2	New Flexible Service	152	3,455	0
Flex Zone 3	New Flexible Service	250	5,674	0
Flex Zone 4	New Flexible Service	195	2,367	0
FY 2026 Total		**229,282**	**2,564,359**	**72**
Metrobus				
FY 2025 System		**480,640**	**5,269,847**	**151**
FY 2026 Total		**480,640**	**5,269,847**	**151**
FY 2026 Overall Total		**709,922**	**7,834,206**	**223**

Figure 8 | Fiscal Year 2026 Service Changes



5.2 Title VI Response

No current or planned service improvements were developed as a direct response to the most recent Title VI Service Equity Assessment. ART has not yet had a Triennial review.

5.3 Facility Improvements

The proposed projected fleet size for ART is eighty-five (85) buses in 2026. The maintenance requirements of a fleet of this size are typically accommodated in a single facility located with the fleet parking. As a general rule, most agencies support maintenance operations at a single facility until the total fleet count is above 200 buses. This is different at Arlington County where it is nearly impossible to find a single property large enough to accommodate the entire fleet plus a maintenance facility.

The Arlington County maintenance program will be split to address the multiple bus parking locations. A single bay facility will be located at the South Eads Service Center and will be used to perform minor maintenance on the forty plus buses stored there. The remainder of the maintenance activities will occur at a new facility on a yet to be determined site. The programmatic requirements for the new facility are based on the fleet size, fleet mix, and maintenance practices of the County. A maintenance facility sized to support the projected fleet is approximately 22,510 square feet. The total area is divided into the following functions:

- **Administration:** offices and workstations for maintenance administrative staff at just over 1,020 square feet;
- **Repair Bays:** 9 repair bays, one chassis wash bay and one body bay at a total of 13,200 square feet;
- **Shops:** common work areas, tire shop and electronics shop at 480 square feet;
- **Support Areas:** areas such as battery rooms, tool box storage, etc. at 2,600 square feet;
- **Personnel Areas:** Mechanic's lunchroom and locker areas at 1,380 square feet; and
- **Parts Storeroom:** parts storage at 3,830 square feet.

ARLINGTON COUNTY

Transit Development Plan

CHAPTER 6:

Capital Improvement Plan

ARLINGTON
VIRGINIA

Report Prepared by:

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6 CAPITAL IMPROVEMENT PLAN

This chapter describes the Capital Improvement Plan (CIP) adopted by Arlington County for FY2017 to FY2026. These capital improvements are necessary for the operation and implementation of the TDP recommendations outlined in Chapter 4.

Improvements are grouped into four categories: the Fleet Program (which includes vehicle rehabilitations, replacements, and expansions to the Arlington Transit bus system[1]); Facilities (which include operations and maintenance facilities as well as passenger amenities); Technology Upgrades; and Other Improvements. Funding for these projects are organized according to Federal, State, Regional, and Local sources. Previously approved funds, such as approved but unissued bonds from past fiscal years, are also separately itemized.

For the ten-year TDP period, CIP projects related to the TDP recommendations are estimated to cost approximately $513,677,000. The County assumes that the majority of costs will be covered by Regional and Local funds (Regional funding will cover 39 percent of this cost, while State funds will cover 29 percent).

6.1 Fleet Program

Arlington Transit currently owns and operates a fleet of 65 vehicles for fixed-route revenue service. All vehicles are low-floor vehicles powered by compressed natural gas (CNG). **Table 1** outlines Arlington Transit's current fleet composition.

Table 1 | ART Fleet Inventory

Year	Make / Model	Length	Capacity (Seated / Standing)	FTA Effective Life (Years)	Number of Vehicles	VIN No.
2007	NABI 35 LFW	Bus STD 35 FT	30/15	12	8	1N903509X7A140080, 1N90350907A140086, 1N90350977A140084, 1N90350997A140085, 1N90350937A140079, 1N90350937A140082, 1N90350957A140083, 1N90350917A140081

[1] Arlington County transit riders are also served by a regional rail (Metrorail) and bus system (Metrobus), both operated by the Washington Metropolitan Area Transit Authority (WMATA). Capital improvements funded by WMATA for the operation of Metrorail and Metrobus services are not reflected in this chapter.

Year	Make / Model	Length	Capacity (Seated / Standing)	FTA Effective Life (Years)	Number of Vehicles	VIN No.
2008	NABI 35 LFW	Bus STD 35 FT	30/15	12	12	1N90351468A140646, 1N90351418A140635, 1N90351428A140644, 1N90351408A140643, 1N90351448A140645, 1N90351438A140636, 1N90351498A140642, 1N90351498A140639, 1N90351458A140637, 1N90351478A140638, 1N90351458A140640, 1N90351478A140641
2010	NABI 31 LFW	Bus STD 31 FT	25/13	10	12	1N90310311AA40111, 1N90310331AA40112, 1N90310351AA40113, 1N90310331AA40109, 1N90310321AA40117, 1N90310301AA40116, 1N90310341AA40118, 1N90310371AA40114, 1N90310391AA40115, 1N90310321AA40120, 1N90310361AA40119, 1N903103X1AA40110
2011	NABI 31 LFW	Bus STD 31 FT	25/13	10	3	1N9031335BA140321, 1N9031333BA140320, 1N9031337BA140322
2011	ARBOC Spirit of Mobility	Cut-a-Way 28 FT	17/9	7	6	1GB6G5BG1B1184072, 1GB6G5BG2B1183948, 1GB6G5BG8B1183078, 1GB6G5BG0B1183401, 1GB6G5BG0B1183852, 1GB6G5BG8B1184330
2013	ARBOC Spirit of Mobility	Cut-a-Way 28 FT	17/9	7	8	1GB6G5BG6D1146422, 1GB6G5BG9D1146270, 1GB6G5BG5D1153555, 1GB6G5BG4D1153238, 1GB6G5BG3D1154526, 1GB6G5BG4D1154759, 1GB6G5BGXD1154619, 1GB6G5BG8D1154375

Year	Make / Model	Length	Capacity (Seated / Standing)	FTA Effective Life (Years)	Number of Vehicles	VIN No.
2014	NABI 40 LFW -56 328000	Bus STD 40 FT	38/19	7	8	1N9040565EA140337, 1N9040567EA140338, 1N9040569EA140339, 1N9040565EA140340, 1N9040567EA140341, 1N9040569EA140342, 1N9040560EA140343, 1N9040562EA140344
2015	NABI 40 LFW -56-02 337000	Bus STD 40 FT	38/19	12	8	1N9040563FA140094, 1N9040565FA140095, 1N9040567FA140096, 1N9040569FA140097, 1N9040560FA140098, 1N9040562FA140099, 1N9040565FA140100, 1N9040567FA140101
				Total Fleet	**65**	

6.1.1 Vehicle Rehabilitation Program

To extend the useful life of its fleet, ART performs a mid-life rehabilitation of all of its heavy-duty vehicles in the sixth year of service. A mid-life rehabilitation extends the FTA-recommended 12-year useful life of a bus by another four years. The oldest vehicles in ART's fleet [thirteen (13) NABI 35 LFW buses] will undergo refurbishing in FY 2017. An additional 12 buses will be rehabilitated in FY 2018. ART plans to rehab at total of 63 buses over the next 10 years. The total cost of fleet rehabilitation between FY 2017 through FY 2026 is estimated to be $11,731,000. **Table 2** outlines the rehabilitations anticipated during the ten-year period.

Table 2 | ART Fleet Vehicle Rehabilitations

Vehicle Size	Fiscal Year										
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
31'	0	12	3	0	0	0	0	0	0	3	**18**
35'	13	0	0	0	0	0	0	0	0	0	**13**
40'	0	0	3	5	4	4	5	5	5	1	**32**
Total	**13**	**12**	**6**	**5**	**4**	**4**	**5**	**5**	**5**	**4**	**63**

6.1.2 Vehicle Replacement

Between FY2017-2026, Arlington will retire a total of 49, but require only 43 vehicle replacements. In most cases, Arlington County intends to replace retired vehicles with vehicles of a similar size. There are some instances, however, when retired vehicles will

be replaced with higher-capacity buses to accommodate service expansion and increased ridership. These exceptions occur in three years:

- 2022, when eight (8) 35-foot buses will retire and be replaced with eight (8) 40-foot, low-floor CNG buses
- 2024, when two (2) 40-foot, low-floor CNG buses will be purchased in anticipation of three (3) 31-foot buses retiring in 2025, and
- 2025, when twelve (2) 35-foot buses will retired and be replaced with eleven (11) 40-foot, low floor CNG buses

The total cost of fleet replacements between FY 2017 and FY 2026 is projected to be $27,445,000. **Table 3** outlines the rehabilitations anticipated during the ten-year period.

Table 3 | ART Fleet Vehicle Replacements

Vehicle Size	Fiscal Year										
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
28'	0	0	4	3	3	0	0	0	0	0	**10**
31'	0	0	0	0	0	0	0	12	0	0	**12**
35'	0	0	0	0	0	0	0	0	0	0	**0**
40'	0	0	0	0	0	8	0	2	11	0	**21**
Total	**0**	**0**	**4**	**3**	**3**	**8**	**0**	**14**	**11**	**0**	**43**

6.1.3 Vehicle Expansion

Arlington County intends to expand its ART fleet with twenty-six (26) new heavy-duty vehicles in response to growth in ridership and the conversion of some Metrobus routes to ART. Ultimately, the fleet will only expand by 20 additional buses during this 10 year TDP when retired vehicles and replacements are counted. The existing fleet will expand by five (5) new 31-foot, low-floor CNG buses (purchased in 2020 and 2024) and twenty-one (21) new 40-foot, low-floor CNG buses (purchased in 2018, 2020, and 2024).[2] The total cost of expansions is estimated to be $16,624,000. **Table 4** outlines the rehabilitations anticipated during the ten-year period.

[2] The County assessed the need to expand the existing ART fleet to include articulated buses, but demand over the next ten years did not support the added capacity. A similar assessment was completed for Metrobus routes, but changes in Metrobus fleet composition is not addressed as part of the County's TDP.

Table 4 | ART Fleet Vehicle Expansions

Vehicle Size	Fiscal Year										
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
28'	0	0	0	0	0	0	0	0	0	0	**0**
31'	0	0	0	3	0	0	0	2	0	0	**5**
35'	0	0	0	0	0	0	0	0	0	0	**0**
40'	0	10	0	6	0	0	0	5	0	0	**21**
TOTAL	**0**	**10**	**0**	**9**	**0**	**0**	**0**	**7**	**0**	**0**	**26**

6.1.4 Total Fleet Changes

Between FY 2017-2026, Arlington County intends to rehabilitate 62 vehicles and replace 43 buses within its fleet. In addition, the proposed recommendations of this TDP require an expansion of the existing fleet in order to meet peak pull-out. These actions will allow ART to achieve a spare ratio of 20% and to accommodate proposed service changes (outlined earlier in Chapter 4). **Table 5** below provides a summary of all rehabilitations, replacements, and expansions. All vehicles within the fleet are low-floor buses powered by CNG, and will be used to provide fixed route service.

Table 5 | ART Fleet Rehabilitation, Replacement, and Expansion Summary

	Existing	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Medium-duty	**14**	**14**	**14**	**12**	**11**	**11**	**11**	**10**	**10**	**10**	**10**
Peak	9	10	11	11	10	10	10	9	9	9	9
Retired	0	0	0	-6	-4	-3	0	-1	0	0	0
Replace	0	0	0	4	3	3	0	0	0	0	0
Expand	0	0	0	0	0	0	0	0	0	0	0
NABI 31' LFW	**15**	**15**	**15**	**15**	**18**	**18**	**18**	**18**	**20**	**17**	**17**
Peak	11	11	11	11	14	15	15	15	14	14	14
Retired	0	0	0	0	0	0	0	0	-12	-3	0
Rehab	0	0	12	3	0	0	0	0	0	0	3
Replace	0	0	0	0	0	0	0	0	12	0	0
Expand	0	0	0	0	3	0	0	0	2	0	0
NABI 35' LFW	**20**	**20**	**20**	**20**	**20**	**20**	**12**	**12**	**12**	**0**	**0**
Peak	15	15	15	15	15	15	10	10	8	0	0
Retired	0	0	0	0	0	0	-8	0	0	-12	0
Rehab	0	13	0	0	0	0	0	0	0	0	0
Replace	0	0	0	0	0	0	0	0	0	0	0
Expand	0	0	0	0	0	0	0	0	0	0	0
NABI 40' LFW	**16**	**16**	**26**	**26**	**32**	**32**	**40**	**40**	**47**	**58**	**58**
Peak	11	16	23	23	27	28	33	33	39	49	49
Retired	0	0	0	0	0	0	0	0	0	0	0
Rehab	0	0	0	3	5	4	4	5	5	5	1
Replace	0	0	0	0	0	0	8	0	2	11	0
Expand	0	0	10	0	6	0	0	0	5	0	0
Spare-Med	**5**	**5**	**4**	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Ratio-Med	**56%**	**56%**	**40%**	**20%**	**22%**	**22%**	**22%**	**25%**	**25%**	**25%**	**25%**
Spare-Heavy	**8**	**9**	**10**	**10**	**12**	**12**	**12**	**12**	**13**	**13**	**13**
Ratio-Heavy	**38%**	**21%**	**24%**	**24%**	**25%**	**21%**	**21%**	**21%**	**30%**	**19%**	**19%**
FLEET SIZE	**65**	**65**	**75**	**73**	**81**	**81**	**81**	**80**	**89**	**85**	**85**

6.1.5 Estimated Cost and Funding

Table 6 provides a summary of the estimated cost and funding of rehabilitation, replacement and expansion of the ART fleet. The unit price of vehicles is as follows, in 2016 dollars.[3]

- **Medium–duty 28' Bus:** $385,800
- **Standard 31' Bus:** $510,800
- **Standard 40' Bus:** $560,800

The CIP forecast figures have a 3% escalation applied to funding to costs beginning in FY 2018. This factor differs from the DRPT recommended 4% escalation rate, but is in line with the County-wide CIP.

The funding schedule also reflects the following assumptions about expected revenue from Federal and State sources:

- It is assumed that Federal funds will cover 80% of vehicle replacement and rehabilitation costs.
- It is assumed that State funds will cover 10% of replacement costs, 50% of expansion costs, and 10% of rehabilitation costs.
- The remaining 50% of the fleet expansion costs not covered by State funds will be addressed through Regional and Local funds. Regional funds will comprise 80% of this portion (40% of total), while Local funds will address the remaining 20% (10% of total).
- Regional funds reflect new and old funding received from the Northern Virginia Transportation Authority through HB2313.
- A 3% escalation factor was applied to all costs. Although this differs from the DRPT's recommended 4% escalation, it is consistent with the County's CIP.

[3] Unit prices include $2,200 for ProTran technology and $8,600 for bus video technology.

Table 6 | ART Fleet Costs and Funding ($1,000s) (FY2017-2026)

Projects	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	10 Year Total
ART Fleet Replacement	---	---	$1,719	$1,328	$1,368	$5,461	--	$9,364	$8,205	---	$27,445
ART Fleet Expansion	---	$6,065	---	$5,619	---	---	---	$4,940	---	---	$16,624
ART Fleet Rehabilitation	$2,216	$2,112	$1,056	$906	$747	$769	$990	$1,020	$1,050	$866	$11,731
Total Costs	**$2,216**	**$8,177**	**$2,775**	**$7,853**	**$2,114**	**$6,230**	**$990**	**$15,324**	**$9,256**	**$866**	**$55,801**
Funding	**FY 17**	**FY 18**	**FY 19**	**FY 20**	**FY 21**	**FY 22**	**FY 23**	**FY 24**	**FY 25**	**FY 26**	**10 Year Total**
Federal Funding	---	$1,689	$2,220	$1,787	$1,692	$4,984	$792	$8,307	$7,405	$692	$29,568
State Funding	$1,507	$3,244	$277	$3,033	$211	$623	$99	$3,509	$926	$87	$13,515
Regional	---	$2,426	---	$2,248	---	---	---	$1,976	---	---	$6,650
Local	$709	$818	$277	$785	$211	$623	$99	$1,532	$926	$87	$6,068
Previously Approved Funding	---	---	---	---	---	---	---	---	---	---	---
Total Funding	**$2,216**	**$8,177**	**$2,775**	**$7,853**	**$2,114**	**$6,230**	**$990**	**$15,324**	**$9,256**	**$866**	**$55,801**

6.2 Facilities

In addition to vehicle rehabilitation, replacement, and expansion, facilities are also required to implement the recommendations within this TDP. TDP capital improvement recommendations for FY2017-2026 are consistent with the County's CIP. Capital improvements related to facilities are categorized into two types:

- Operations / maintenance and equipment; and
- Passenger amenities.

6.2.1 Operations/Maintenance and Equipment

ART Bus Maintenance Equipment

The County plans to supplement its existing stock of bus maintenance equipment with additional equipment needed to maintain the safety, maintenance, and efficiency of its buses. The equipment is currently used by an ART operations contractor in a leased maintenance facility. The equipment would be transferred to a County-owned bus maintenance facility once one is available. The total expected cost of this equipment is $314,000.

ART Fueling and Bus Wash Facility

The County is nearing completion of a facility in Crystal City that would include a light-duty maintenance bay, bus wash, and CNG fueling station. The County currently contracts bus washing and fueling services from a WMATA facility. These services are relatively costly and provided during limited hours.

Constructing a County-owned facility would provide the County with more flexibility to manage the growth of ART bus service into the future. The initial phases of this project involved removal of an old office building and repaving of the project site. It also included streetscape improvements in the neighborhoods surrounding the facility (S. Eads Street and Jefferson Davis Highway) to improve the facility's appearance and functionality. Any remaining project construction is scheduled to complete in FY 2017. The remaining cost of this project is $5,828,000.

ART Heavy Maintenance Facility

The County currently has a fleet of 65 ART buses, which are maintained and repaired by an outside vendor. Over the next 10 years, the fleet is expected to expand to approximately 85 buses to address growing demand for transit service. The County intends to construct a heavy maintenance facility for maintenance and repair of the growing fleet. Construction of a County-owned facility would reduce annual operating costs. Developing the facility would include the purchase of land to site the facility, as well as the planning, design, and construction of the structure. Land acquisition is scheduled to occur in FY 2017, with planning and design occurring in FY 2017-2018. Depending on the timing of land acquisition, construction is expected to be complete as early as FY 2020. The total cost for this project is $36,836,000.

ART Satellite Parking Facility

As a result of ART bus fleet expansion, the County has a need for additional bus parking and equipment storage. To address this need, the County has leased approximately 2.5 acres of land as an interim solution. The leased site will be outfitted for secured bus parking, and for dispatch and bus operations. The site will also be modified to include a storage facility and loading dock to house bus benches, flag poles, shelters, and other spare parts for bus stops and transit stations.

In the long-term, the County intends to prepare a long-term satellite area for ART bus parking and equipment storage after the expiration of the leased site.

The estimated cost of the Interim Satellite parking, storage, and operations office is $529,000.

The estimated cost of the Permanent Satellite parking, storage, and operations office is $19,698,000.

STAR Call Center Office Space

Arlington currently operates the Specialized Transit for Arlington Residents (STAR) Call Center out of a leased, non-County office space. The lease on this space is expiring, and the County is working to determine the location of a new space. The new site would provide more functional space, offer access to telephone and data network systems, and be ADA compliant. The total estimated cost of this project is $1,305,000.

Summary of Costs

Table 7 below outlines the costs and funding schedule associated with the Operations and Maintenance Facilities projects. Similar to the fleet costs, the facilities cost figures have a 3% escalation factor applied, which is consistent with the County's CIP. The funding schedule also assumes that state funding will cover 17% of the bus maintenance equipment and 34% of the Heavy Maintenance Facility and Satellite Parking Facility project costs. There are previously approved state and local capital funds ($11,667,000) in FY2017 for the Fueling and Bus Wash Facility, Heavy Maintenance Facility, and the interim Satellite Parking Facility improvements. There are also $48,000 in previously approved funds in FY2018 for the Heavy Maintenance Facility.

Table 7 | Operations and Maintenance Facilities Costs ($1,000s) (FY2017-2026)

Projects	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	10 Year Total
ART Bus Maintenance Equipment	---	---	---	$52	---	$52	---	$105	---	$105	$314
ART Fueling and Bus Wash Facility	$5,828	---	---	---	---	---	---	---	---	---	$5,828
ART Heavy Maintenance Facility	$8,045	$1,999	$13,116	$13,676	---	---	---	---	---	---	$36,836
ART Satellite Parking Facility	$529	---	---	---	---	$214	$19,484	---	---	---	$20,227
STAR Call Center Office Space	$1,305	---	---	---	---	---	---	---	---	---	$1,305
Projects Total	**$15,707**	**$1,999**	**$13,116**	**$13,728**	---	**$266**	**$19,484**	**$105**	---	**$105**	**$64,510**
Funding	**FY 17**	**FY 18**	**FY 19**	**FY 20**	**FY 21**	**FY 22**	**FY 23**	**FY 24**	**FY 25**	**FY 26**	**10 Year Total**
Federal Funding	---	---	---	---	---	---	---	---	---	---	$ -
State Funding	$3,135	$680	$4,459	$4,659	---	$82	$6,625	$18	---	$18	$19,675
Regional	---	$1,271	$8,657	$9,026	---	---	$10,762	---	---	---	$29,716
Local	$905	$0	$0	$43	---	$184	$2,097	$87	---	$87	$3,403
Previously Approved Funding	$11,667	$48	---	---	---	---	---	---	---	---	$11,715
Funding Total	**$15,707**	**$1,999**	**$13,116**	**$13,728**	---	**$266**	**$19,484**	**$105**	---	**$105**	**$64,509**

6.2.2 Passenger Amenities

The TDP recommendations include a number of projects related to passenger amenities. These projects include bus stop improvements, upgrades to passenger waiting facilities, enhanced stop or station accessibility, and facilities to improve transit service for riders.

Ballston Multimodal Improvements

The County intends to implement a number of street improvement and transportation facilities to improve pedestrian circulation and relieve bus crowding around the Ballston-Marymount University Metrorail station. The changes include improvements to the pedestrian plaza at the station, curbside uses, street operation improvements, additional bicycle parking, the design and installation of real time information displays, improved landscaping, improvements to the taxi and car-sharing spaces, and dedicated spaces for kiss-and-ride users and private shuttles. The County's staff is in the process of finalizing the conceptual design plan for these modifications. Construction is scheduled to be complete as early as Winter 2017. The total estimated cost for these improvements is $4,843,000.

Ballston-MU Metro Station West Entrance

The County is planning a new entrance at the west end of the Ballston-Marymount University Metro Station. The new entrance will provide enhanced station access to support development in the western end of Ballston. The new entrance will be located at North Fairfax Drive and North Vermont Street, and it will feature two street-level elevators and escalators leading to a mezzanine level with stairs and elevators to the train platform. The County will install fare gates, fare vending machines, and an attendant kiosk at this entrance. This project also includes associated on-street transit facilities for connecting to bus service. The total estimated cost for design and construction of this project is $104,295,000.

Bus Stop and Shelter Program

The Bus Stop and Shelters Program provides ongoing maintenance of Arlington's entire bus stop network, as well as installation of new shelters and passenger amenities. Arlington County currently has over 1,100 bus stops that serve ART and Metrobus passengers. Of these, 25 bus shelters have exceeded their useful life, and an additional 85 shelters are approaching that age. Under the Bus Stop and Shelter program, the County intends to meet the following benchmarks on an annual basis: replace 10 outdated bus shelters annually, install five new shelters each year, install 10 freestanding benches per year, and install five new trash receptacles. The total estimated cost of this program is $4,789,000.

Bus Stop Accessibility Improvements

This project will bring bus stops throughout Arlington County in compliance with the Americans with Disabilities Act (ADA) Accessibility Guidelines. Accessibility improvements include: modifying bus boarding areas, installing pedestrian facilities to provide connections to bus stops, and creating waiting areas for wheelchair users in bus shelters. The County intends to complete 30-60 improvements each fiscal year. The total estimated cost for this program is $16,187,000.

Columbia Pike Transit Stations

This project involves the design and construction of 23 transit stations along Columbia Pike, a major transit corridor within the County. Transit Stations are enhanced bus shelters with passenger amenities, such as electronic and printed bus information, bus route maps, ample seating, lighting, new security features, vendor corrals, and landscaping. In Spring 2016, the County commissioned a constructability review to evaluate the risks associated with the design and construction of Transit Station shelters. Cost estimates are based on current architectural design of the Transit Stations. The Design Phase of this project continues to progress, and cost estimates will be updated as designs are refined. Costs per station will vary depending on the site size, location, and conditions. The estimated cost of all stations is expected to be $13,323,000.

Court House Metro Station Second Elevator

This project involves the engineering, design, and construction of a second elevator at the Court House Metrorail station that connects the street level to the station mezzanine. The project would bring the Court House Metro station in compliance with WMATA's elevator redundancy plan, which calls for a minimum of two elevators from the street level to the train platform for ADA access. WMATA has already developed for Arlington County's consideration a concept plan with cost estimates for three alternatives. The County intends to confirm options with WMATA prior to the start of preliminary engineering. Metrorail's regional operating subsidy will cover costs associated with the operations and maintenance of the second elevator. The projected cost of this project is $18,387,000.

Crystal City Metro Station East Entrance

The County intends to install a new entrance at the east end of the Crystal City Metro Station. Located along the east side of Crystal Drive and 18th Street South, the new entrance will provide easier access from the eastern end of the Crystal City (where the Virginia Railway Express (VRE) Station and forthcoming Transitway station are sited) and also improve compliance with ADA requirements. The new east entrance will include elevators, escalators and/or stairs, fare gates, fare vending machines, a kiosk, and an underground passageway to the existing train platform and/or mezzanine. The project is in the concept development and engineering analysis phase. The specific location for the

new entrance is still being explored; three sites are under consideration. Additional engineering analysis and public input are planned prior to location selection. Construction is expected to begin FY 2020 and conclude in FY 2022. The estimated cost for all phases is $72,495,000.

Transitway Extension to Pentagon City

This project provides for the planning, design, and construction of an extension of the Transitway through Pentagon City. The Transitway is a corridor that supports high-volume transit service. It includes dedicated bus lanes, as well as platforms and customer station shelters. The Transitway currently stretches from Crystal City to Potomac Yard. The County envisions an extension of the northern end of the corridor to Pentagon City.

The planning phase of this project just began, so the project description and timelines are subject to change. The assumed extension termini are the Crystal City Metro Station and the intersection of Joyce St. & Army-Navy Drive, with the Transitway running along Crystal Drive, Clark Street, 12th Street, Hayes Street, and Army-Navy Drive. The project would provide for dedicated bus lanes, passenger stations, utility relocations, signage and pavement markings, and traffic signal upgrades along the extension route.

An extension would provide additional transportation capacity in this urban village, where residential and office development is expected. The total cost of the project is $26,306,000.

Transitway Extension (Potomac Avenue to Alexandria)

This project provides for the planning, design, and construction of “Segment C” of the Crystal City-Potomac Yard Transitway. The segment runs along Potomac Avenue, from the Arlington-Alexandria border to Clifford Avenue in the City of Alexandria. The portion of this segment that falls within Arlington County is approximately 600 feet. The project will consist of drainage, signing, pavement marking, and signal modification. The total cost of the project is estimated to be $2,352,000.

Pentagon City Metro Station Second Elevator

This project will involve the engineering and construction of a second elevator connecting the street level to the station mezzanine level. The elevator will be located on the west side of S. Hayes Street, and will be recessed and include a queueing area as well as a machine room. The project would improve general access to the station as well as wheelchair accessibility per ADA guidelines. The estimated cost of this project is $4,797,000.

Shirlington Bus Station Expansion

Demand for bus service is growing at the Shirlington Bus Station. In addition to increased ART bus service to this urban village, Alexandria also plans to implement bus rapid transit

service from the West End in Alexandria to Shirlington. Consequently, Arlington County intends to explore an expansion of the Shirlington Bus Station.

The potential expansion would involve redevelopment of a lot adjacent to the Shirlington Bus Station. The County acquired the lot in 2006 and agreed to provide parking on the lot until April 2019. With the expiration of this agreement approaching, the County is interested in re-purposing the space to house additional bus bays for the Shirlington Station. This project entails a planning and engineering study, as well as designing and construction of the bus bays. The design and construction phases will be dependent on the results of the redevelopment study. The total cost of this project is $2,850,000.

Bus Bay Expansion – East Falls Church Metro Station

The East Falls Church Metro Station has four bus bays that are already operating at maximum capacity. This project provides for the replacement of existing bus shelters at the East Falls Church Metro Station, as well as the addition of two new bus bays. The project also includes pedestrian access improvements to the park-and-ride lot and installation of a signal and crosswalk at the park-and-ride lot entrance. The estimated cost for this project is $6,328,000.

East Falls Church Metro Station Second Entrance

WMATA's 2011 Station Vision Plan for the East Falls Church Metro station projects an 80% growth in ridership at the station between 2009 and 2030. To accommodate this anticipated demand, Arlington County plans to construct a new western entrance to the metro station. A second entrance would provide pedestrians with more direct access to the station platform and reduce walking distances. The project plan also includes construction of a decked plaza over I-66 to connect bordering neighborhoods. The total estimated cost for this project is $96,063,000.

Summary of Costs

Table 8 below outlines the costs associated with the Passenger Amenities projects. Cost figures have a 3% escalation factor applied, which is consistent with the County's CIP. The funding schedule that covers these costs also assumes that state funding will cover 34% of project costs[4]. There is a total of $52,416,000 in previously approved funds spread across years FY2017 to FY2019 for these projects.

[4] An exception to the 34% state funding formula is in FY2018, when the state funding for the Shirlington Bus Station Expansion project assumed a 17% funding rate from the state.

Table 8 | Passenger Amenities Costs ($1,000s) (FY2017-2026)

Projects	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	10 Year Total
Ballston Multimodal Improvements	$3,196	$1,647	---	---	---	---	---	---	---	---	$4,843
Ballston-MU Metro Station West Entrance	$3,443	$3,720	$28,065	$27,941	$24,480	$16,646	---	---	---	---	$104,295
Bus Stops & Shelters	$415	$427	$441	$453	$467	$487	$502	$517	$532	$548	$4,789
Bus Stop Accessibility Improvements	$1,610	$1,282	$1,453	$1,497	$1,569	$1,618	$1,696	$1,746	$1,830	$1,886	$16,187
Columbia Pike Transit Stations	$5,322	$6,162	$1,839	---	---	---	---	---	---	---	$13,323
Court House Metro Station Second Elevator	$1,429	$5,376	$9,262	$2,320	---	---	---	---	---	---	$18,387
Crystal City Metro Station East Entrance	---	---	$2,877	$25,205	$25,960	$18,453	---	---	---	---	$72,495
Transitway Extension to Pentagon City	$897	$1,233	$1,617	$11,134	$11,425	---	---	---	---	---	$26,306
Transitway Extension (Potomac Ave. - Alexandria)	$20	---	---	---	---	$23	$359	$1,949	---	---	$2,352
Pentagon City Metro Station Second Elevator	$712	$3,121	$964	---	---	---	---	---	---	---	$4,797
Shirlington Bus Station Expansion	---	$52	$1,411	$1,388	---	---	---	---	---	---	$2,850
Bus Bay Expansion - East Falls Church Metro Station	$507	$5,821	---	---	---	---	---	---	---	---	$6,328
East Falls Church Metro Station Second Elevator	---	---	---	---	---	$7,221	$7,568	$26,206	$28,239	$26,829	$96,063
Projects Total	**$17,551**	**$28,841**	**$47,929**	**$69,938**	**$63,901**	**$44,448**	**$10,125**	**$30,419**	**$30,601**	**$29,263**	**$373,015**

Funding	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	10 Year Total
Federal Funding	---	---	---	---	---	---	---	---	---	---	---
State Funding	$995	$6,906	$25,562	$21,918	$19,711	$15,104	$3,443	$10,343	$10,404	$9,950	$124,336
Regional	---	$3,841	$2,077	$38,120	$30,352	$13,399	$3,582	$17,296	$18,638	$17,706	$145,011
Local	$261	$4,277	$9,294	$4,557	$7,583	$15,945	$3,100	$2,780	$1,559	$1,607	$50,963
Previously Approved Funding	$16,295	$13,816	$10,707	$5,343	$6,255	---	---	---	---	---	$52,416
Funding Total	**$17,551**	**$28,840**	**$47,929**	**$69,938**	**$63,901**	**$44,448**	**$10,125**	**$30,419**	**$30,601**	**$29,263**	**$373,015**

6.3 Technology Upgrades

The TDP has also identified technology upgrades to support transit service recommendations. The following projects are anticipated to be completed within the TDP's ten-year time frame.

Transit ITS and Security Program

The Transit ITS and Security Program integrates technology into various facets of Arlington's transit operations to improve transit service and safety. Key projects envisioned under this program include: implementation of transit signal priority systems along Columbia Pike, and consolidation of bus computers into a single system to improve efficiency, and procurement of a business intelligence solution to consolidate data sources into a single dashboard.

Bus video surveillance is also expected to be a project under the Transit ITS program. The project entails the installation of on-board bus video to increase passenger and bus operator safety. The County plans to equip its full by fleet with this technology by the end of the 1st Quarter in FY 2017.

The anticipated cost of all improvements under the Transit ITS and Security Program is estimated to be $7,516,000.

ART Bus Fareboxes Upgrade

ART buses are currently equipped with electronic fareboxes that support SmarTrip fare collection. A component of the farebox electronics board is no longer manufactured and will need to be upgraded with a different model component. The upgrade encompasses all 65 fareboxes and is estimated to cost $6,500 per farebox, plus labor to make the fareboxes compatible with Next Generation Fare Equipment. The County aims to complete the upgrade by FY18. The total estimated cost for this project is expected to be $537,000.

Off Vehicle Fare Collection

In an effort to reduce transit travel times in major corridors, the County envisions installing off-vehicle fare collection in select corridors. The project provides for the development of an implementation plan and the acquisition of off-vehicle fare collection equipment for the Columbia Pike and Crystal City-Potomac Yard Transitway corridors. The implementation plan will be developed in partnership with WMATA and other local jurisdictions and it will identify the technology and sites for implementation, as well as associated costs. The total cost of this project will depend on the technology selected. The current cost estimate is $11,177,000.

Summary of Costs

Table 9 outlines the costs associated with Technology Upgrade projects. Cost figures have a 3% escalation factor applied, which is consistent with the County's CIP. The funding schedule that covers these costs also assumes that state funding will cover 17% of project costs. There is a total of $1,567,000 in previously approved funds associated with the Transit ITS and Security Program.

Table 9 | Technology Upgrade Costs ($1,000s) (FY2017-2026)

Projects	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	10 Year Total
Transit ITS and Security Program	$1,025	$1,026	$1,178	$1,451	$616	$242	$137	$870	$132	$312	$6,989
ART Bus Fareboxes Upgrade	---	$492	$45	---	---	---	---	---	---	---	$537
Off Vehicle Fare Collection	$75	$355	$2,360	$4,403	$3,984	---	---	---	---	---	$11,177
Bus Video Surveillance	$527	---	---	---	---	---	---	---	---	---	$527
Projects Total	**$1,627**	**$1,873**	**$3,583**	**$5,854**	**$4,600**	**$242**	**$137**	**$870**	**$132**	**$312**	**$19,230**
Funding	**FY 17**	**FY 18**	**FY 19**	**FY 20**	**FY 21**	**FY 22**	**FY 23**	**FY 24**	**FY 25**	**FY 26**	**10 Year Total**
Federal Funding	---	---	---	---	---	---	---	---	---	---	$ -
State Funding	$188	$319	$610	$996	$783	$42	$24	$148	$23	$53	$3,185
Regional Funding	---	$245	$2,444	$3,680	$3,306	$19	---	---	---	---	$9,694
Local	$112	$662	$529	$1,178	$511	$181	$113	$722	$109	$259	$4,785
Previously Approved Funding	$1,327	$648	---	---	---	---	---	---	---	---	$1,566
Funding Total	**$1,627**	**$1,873**	**$3,583**	**$5,854**	**$4,600**	**$242**	**$137**	**$870**	**$132**	**$312**	**$19,230**

6.4 Other Improvements

Transit Development Plan Updates

The Virginia Department of Rail and Public Transportation requires each grant recipient to develop a six-year plan for bus service, known as a Transit Development Plan (TDP), provide annual updates to the plan, and submit a new plan every six years. This project involves the major update of Arlington's TDP, as required every six years. The County would acquire a consultant to conduct a bus study and to develop recommendations for transit, including both ART and Metrobus systems. The next TDP Update is scheduled for FY2023. The total expected cost of the plan is $1,122,000. This estimate assumes a 34% state capital reimbursement grant and 66% funded locally.

Summary of Costs

Table 10 below outlines the costs associated with the TDP Update project. Cost figures have a 3% escalation factor applied, which is consistent with the County's CIP. The funding schedule that covers these costs also assumes that state funding will cover 34% of project costs.

Table 10 | Other Improvements Costs ($1,000s) (FY2017-2026)

Projects	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	10 Year Total
TDP Updates	---	---	---	---	---	$1,122	---	---	---	---	$1,122
Projects Total	**---**	**---**	**---**	**---**	**---**	**$1,122**	**---**	**---**	**---**	**---**	**$1,122**
Funding	**FY 17**	**FY 18**	**FY 19**	**FY 20**	**FY 21**	**FY 22**	**FY 23**	**FY 24**	**FY 25**	**FY 26**	**10 Year Total**
Federal Funding	---	---	---	---	---	---	---	---	---	---	---
State Funding	---	---	---	---	---	$381	---	---	---	---	$381
Regional Funding	---	---	---	---	---	---	---	---	---	---	---
Local Funding	---	---	---	---	---	$741	---	---	---	---	$741
Previously Approved Funding	---	---	---	---	---	---	---	---	---	---	---
Funding Total	**---**	**---**	**---**	**---**	**---**	**$1,122**	**---**	**---**	**---**	**---**	**$1,122**

6.5 Ten-Year Total

The following tables summarize the costs and funding sources for the County's transit-related CIP projects over the next ten years. These projects are estimated to cost a combined total of $513,677,410. Most of this cost will be covered by State, Regional, and Local funds.

Table 11 | Arlington County CIP Project Costs Summary (FY2017-2026) in $1,000s

Project	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
ART Bus Maintenance Equipment	$0	$0	$0	$52	$0	$52	$0	$105	$0	$105	**$314**
ART Light Maintenance Facility	$5,828	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$5,828**
ART Heavy Maintenance Facility	$8,045	$1,999	$13,116	$13,676	$0	$0	$0	$0	$0	$0	**$36,836**
ART Fleet Replacement	$0	$0	$1,719	$1,328	$1,368	$5,461	$0	$9,364	$8,205	$0	**$27,445**
ART Fleet Expansion	$0	$6,065	$0	$5,619	$0	$0	$0	$4,940	$0	$0	**$16,624**
ART Fleet Rehabilitation	$2,216	$2,112	$1,056	$906	$747	$769	$990	$1,020	$1,050	$866	**$11,731**
Ballston Multimodal Improvements	$3,196	$1,647	$0	$0	$0	$0	$0	$0	$0	$0	**$4,843**
Ballston-MU Metro Station West Entrance	$3,443	$3,720	$28,065	$27,941	$24,480	$16,646	$0	$0	$0	$0	**$104,295**
Bus Stops & Shelters	$415	$427	$441	$453	$467	$487	$502	$517	$532	$548	**$4,789**
ADA Accessibility Upgrades	$1,610	$1,282	$1,453	$1,497	$1,569	$1,618	$1,696	$1,746	$1,830	$1,886	**$16,187**
ART Satellite Parking Facility	$529	$0	$0	$0	$0	$214	$19,484	$0	$0	$0	**$20,227**
Columbia Pike Transit Stations	$5,322	$6,162	$1,839	$0	$0	$0	$0	$0	$0	$0	**$13,323**
Court House Metro Station - Second Elevator	$1,429	$5,376	$9,262	$2,320	$0	$0	$0	$0	$0	$0	**$18,387**
Crystal City Metro Station Second Entrance	$0	$0	$2,877	$25,205	$25,960	$18,453	$0	$0	$0	$0	**$72,495**
Transitway Extension to Pentagon City	$897	$1,233	$1,617	$11,134	$11,425	$0	$0	$0	$0	$0	**$26,306**
Transitway Extension (Potomac Ave - Alexandria)	$20	$0	$0	$0	$0	$23	$359	$1,949	$0	$0	**$2,352**
Pentagon City Metro Station Second Elevator	$712	$3,121	$964	$0	$0	$0	$0	$0	$0	$0	**$4,797**

Project	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
Shirlington Bus Station Expansion	$0	$52	$1,411	$1,388	$0	$0	$0	$0	$0	$0	**$2,850**
STAR Call Center Office Space (re-location from leased space to county-owned space)	$1,305	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,305**
Transit ITS and Security Program	$1,025	$1,026	$1,178	$1,451	$616	$242	$137	$870	$132	$312	**$6,989**
ART TDP Update (FY23)	$0	$0	$0	$0	$0	$1,122,000	$0	$0	$0	$0	**$1,122**
East Falls Church Bus Facility	$507	$5,821	$0	$0	$0	$0	$0	$0	$0	$0	**$6,32**
East Falls Church Metro Station Second Elevator	$0	$0	$0	$0	$0	$7,221	$7,568	$26,206	$28,239	$26,829	**$96,063**
Off-vehicle fare collection	$75	$355	$2,360	$4,403	$3,984	$0	$0	$0	$0	$0	**$11,177**
ART Bus Fareboxes Upgrade	$0	$492	$45	$0	$0	$0	$0	$0	$0	$0	**$537**
Bus video surveillance	$527	$0	$0	$0	$0	$0	$0	$0	0	$0	**$527**
Cost Subtotal	**$37,101**	**$40,890**	**$67,402**	**$97,373**	**$70,615**	**$52,308**	**$30,736**	**$46,718**	**$39,988**	**$30,545**	**$513,677**

Table 12 | Arlington County CIP Project Funding Summary (FY2017-2026) in $1,000s

Project Funding	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	10-Year Total
Federal Funding	---	$1,689	$2,220	$1,787	$1,692	$4,984	$792	$8,307	$7,405	$692	$29,569
State Funding	$5,825	$11,148	$31,197	$30,606	$20,705	$16,232	$10,191	$14,017	$11,353	$10,107	$161,382
Regional Funding	---	$7,783	$13,178	$53,074	$33,658	$13,418	$14,344	$19,272	$18,638	$17,706	$191,071
Local/PAYG	$1,987	$5,757	$10,100	$6,563	$8,305	$17,674	$5,409	$5,122	$2,594	$2,040	$65,500
Previously Approved Funding	$29,289	$14,512	$10,707	$5,343	$6,255	---	---	---	---	---	$66,106
Funding Subtotal	**$37,101**	**$40,889**	**$67,402**	**$97,373**	**$70,615**	**$52,308**	**$30,736**	**$46,718**	**$39,989**	**$30,546**	**$513,677**

ARLINGTON COUNTY

Transit Development Plan

CHAPTER 7:

Financial Plan

ARLINGTON
VIRGINIA

Report Prepared by:

FOURSQUARE INTEGRATED
TRANSPORTATION PLANNING

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7 FINANCIAL PLAN

7.1 Introduction

This financial plan outlines the anticipated operating and capital costs associated with the Arlington County Transit Development Plan (TDP). The purpose of developing a financial plan is twofold: it allows the County to determine how much service and how many of the TDP recommendations can be funded in the constrained operating plan, and it provides the County and State with a forecast of the operating and capital funding needs necessary to support those transit services. The financial forecasts in this chapter cover a 10-year period from FY2017 to FY2026; all figures are in year of expenditure dollars.

Unlike many other jurisdictions in the state, Arlington is served by a number of interrelated transit operations. In order to capture the financial impacts of all transit services, the TDP looks at the costs associated with ART and the operations of Metrobus, the bus service provided by the Washington Metropolitan Area Transit Authority (WMATA). Due to the differing levels of control between the County and its various transit services, the Financial Plan addresses the cost of each mode in a different manner:

- **ART and STAR:** For Arlington controlled fixed route bus (ART) and its paratransit service, Specialized Transit for Arlington Residents (STAR), the Financial Plan outlines a detailed operating and capital cost forecast. These costs directly reflect the impact of the TDP service recommendations.

- **Metrobus:** A number of TDP recommendations impact Metrobus, including the shifting of Metrobus service to ART in order to realize greater cost efficiencies. The Financial Plan seeks to estimate the full operating cost impact of any Metrobus service recommendation. No capital budget was prepared for Metrobus.

- **Metrorail and MetroAccess:** The TDP does not provide any recommendations for these services. An operating budget was prepared based on a baseline forecast from existing service levels.

7.2 Assumptions

In order to project operating costs across a 10-year period, a number of financial assumptions must be made. For each mode, the Financial Plan uses the baseline cost of operating the service, projected off of FY2016 and FY2017 budgets; for Metrobus and ART that baseline is then adjusted to reflect the impact of the TDP recommendations. Similarly, a capital budget was created based on the year in which the capital needs outlined in the Capital Improvement Plan will require funding. To the greatest degree possible, growth assumptions are based on historical data, including a five-year retrospective of ART and STAR operating costs.

7.2.1 Operating Revenue Assumptions

Arlington Transit

ART and STAR services are supported by a combination of fare revenue, local business contributions, State funding, Transportation Capital Fund (TCF) revenue, and general fund contributions from Arlington County.

For fare revenue, the plan assumes that fares will grow at the same interval as Metrobus, increasing the standard fare by $0.25 on a biannual basis. In recent years, ART has matched Metrobus increases of $0.25, but has not matched increases of less than that amount. This fare increase will not just result in increased revenue per passenger, but also will result in changes in ridership due to an assumed fare elasticity of -0.2.[1] The fare elasticity is counteracted by an assumed inflation rate of three percent that essentially reduces the value of fares over time, as well as an observed baseline ridership growth rate of 1.9 percent for routes operating along Columbia Pike and one percent for routes operating elsewhere in the County. These rates reflect existing population and employment growth forecasts.

For State Operating Assistance, the plan assumes a 2.5 percent growth in State operating aid for baseline service. The TDP assumes that State Operating Assistance will fund 18 percent of the cost of new service. Arlington County recognizes that using fixed percentages to forecast State Operating Assistance is an imperfect method, as the amount of State assistance available for ART and STAR are significantly impacted by changes in the overall level of transit service in Virginia.

Arlington County receives private contributions to support ART service. The values between FY2016 to FY2020 are already known; future business contribution revenue after that timeframe is kept fixed at FY2020 levels.

In FY2017 ART will begin receiving TCF funding from the County. For the plan, TCF funding is forecasted based on pre-ascribed amounts that Arlington has budgeted toward supporting ART. These values escalate by approximately three percent a year.

Finally, General Fund revenue represents the remaining source of funding for Arlington transit services. Any remaining budget shortfalls after the other sources are accounted for are expected to be paid through the County General Fund.

WMATA

The County funds the Metrobus subsidy with a mix of General Fund, State aid and Regional Gas Tax revenues. In recent years, the General Fund has funded between 45 and 55 percent of the total Metro subsidy, including Metrorail and MetroAccess. For the TDP recommendations, the fare revenue was forecasted based on an average fare of $1.12 and a standard fare of $1.75. As with ART, Metrobus will have biannual fare increases of $0.25 and fare elasticity is set to the Metrobus standard observed rate of -0.245. WMATA's remaining operating costs are funded through a combination of local

[1] Low range from WMATA's regional fare elasticity study, 2010.

General Fund revenue, State Aid, and Regional Gas Tax Funding. In recent years the County General Fund has supported 45 to 55 percent of WMATA's total subsidy. The plan assumes that any future service expansion to WMATA service will be supported solely by fare and General Fund revenue.

7.2.2 Operating Cost Assumptions

ART

Arlington's operating costs fall generally into two broad categories: administration and operations. Both ART and STAR are operated by independent contractors with the County providing oversight.

The Financial Plan uses a number of assumptions to forecast future operating costs for ART and STAR. The County expects that the overall baseline costs for operating ART will grow at three percent per year. To forecast the cost of TDP recommendations, the Financial Plan uses a three variable cost model that assigns different costs based on the revenue hour, revenue mile, and peak vehicle impacts of a recommendation. All of these cost factors are estimated to grow by three percent a year as well.

The plan assumes that STAR contractual costs and fuel costs will grow faster than inflation. STAR costs are assumed to grow by five percent a year as a conservative assumption to reflect the long-term trend of growing paratransit demand. Fuel costs are projected based on the Word Bank's North American Natural Gas index. As fuel prices are currently at historic lows, the County expects these costs to grow by an average of eight percent a year between now and FY2026. This TDP does not recommend changes in the provision of STAR services, as service policies are being addressed in another forum.

7.2.2.1 WMATA

The team forecasted WMATA costs based on an annual growth rate of three percent. For Metrobus service, the cost impact of any recommendation was determined by first calculating the net change in revenue hours and multiplying it by an hourly cost of $145 dollars.[2] The model assumes that Arlington's share of a route's cost equals the net cost of the service change minus the net fare revenue multiplied by the proportion of net revenue miles within Arlington County. In reality, WMATA service costs are apportioned to each member jurisdiction based on a multi-variable cost model and not simply by the amount of revenue hours or miles provided. Nonetheless, in the absence of information from other jurisdictions, this was deemed the best method to estimate the cost impacts of changes to WMATA service on Arlington County[3].

[2] Revenue hour conversion of WMATA provided rate of $115 per platform hour. Platform hours include time when the vehicle is in operation but not revenue service, such as the time it takes to reach the bus garage. Revenue hours are limited to the time a bus is servicing passengers.
[3] Same methodology as other peer TDP's, i.e. Fairfax County.

7.2.3 Capital Cost Assumptions

The capital costs and revenues in the TDP Financial Plan reflect the assumptions set in the County's proposed Capital Improvement Plan for FY2017 – FY 2026.

For the next ten years, the County anticipates revenue from the following sources: Federal formula and discretionary funding from the 5307 and 5339 programs, State match funding, regional funding through HB2313, and local capital contributions. The capital plan assumes that 80 percent of vehicle replacement and rehabilitation costs will be funded through federal funding, with the remaining 20 percent match funded half locally and half by the State. For fleet expansion projects, Arlington will pursue a 50 percent State match, with regional funding accounting for 40 percent of the project cost and local funds supporting the remaining 10 percent of the project cost.

All non-fleet projects will be funded based on the existing DRPT capital funding match rates. Facility projects, including operations and maintenance facility, as well as passenger amenities, will be funded 34 percent by the state. All projects that do not qualify as a fleet or facility project will be funded with a 17 percent State match. The remaining share of project costs will be supported through local and regional funding.

The capital figures are all in year of expenditure dollars and assume a three percent inflation rate. Please see **Chapter 6: Capital Improvement Plan** for more detailed information on the individual costs and projects included in this plan.

7.3 Operating Budget

7.3.1 ART

Arlington County plans to fully fund the TDP's recommendations for ART through a combination of new funding sources and cost efficiencies (**Table 1**). The amount of General Fund revenue required to operate the system will grow by an average of one percent a year from FY2016 to FY2026. The introduction of TCF funding will lower the General Fund contribution by 26 percent between FY2016 and FY2026.

Table 1 | ART Operating Revenue Projection (1,000s)

Fiscal Years	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Fare Revenue	**$3,836**	**$4,190**	**$5,366**	**$7,033**	**$7,956**	**$8,335**	**$9,087**	**$9,226**	**$10,093**	**$10,209**
Baseline	*$3,806*	*$3,852*	*$4,257*	*$4,283*	*$4,687*	*$4,715*	*$5,119*	*$5,149*	*$5,553*	*$5,586*
TDP Recommended New Service	*$29*	*$339*	*$1,108*	*$2,750*	*$3,269*	*$3,620*	*$3,969*	*$4,077*	*$4,540*	*$4,623*
Business Contributions	**$326**	**$333**	**$340**	**$347**	**$347**	**$347**	**$347**	**$347**	**$347**	**$347**
State Operating	**$3,353**	**$3,645**	**$4,180**	**$4,787**	**$5,042**	**$5,203**	**$5,316**	**$5,566**	**$5,875**	**$6,053**
Baseline	*$3,297*	*$3,380*	*$3,464*	*$3,551*	*$3,640*	*$3,731*	*$3,824*	*$3,920*	*$4,018*	*$4,118*
TDP Recommended New Service	*$55*	*$265*	*$716*	*$1,236*	*$1,402*	*$1,473*	*$1,493*	*$1,647*	*$1,858*	*$1,935*
TCF	**$594**	**$612**	**$630**	**$649**	**$669**	**$689**	**$709**	**$731**	**$752**	**$775**
General Fund	**$3,143**	**$4,008**	**$5,156**	**$6,135**	**$6,280**	**$6,542**	**$6,210**	**$7,119**	**$7,574**	**$8,188**
Baseline	*$2,921*	*$3,139*	*$3,003*	*$3,254*	*$3,161*	*$3,453*	*$3,380*	*$3,693*	*$3,651*	*$3,995*
TDP Recommended New Service	*$222*	*$686*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
Metrobus Savings[4]	*$0*	*$183*	*$2,153*	*$2,880*	*$3,119*	*$3,089*	*$2,830*	*$3,425*	*$3,923*	*$4,193*
TOTAL	**$11,251**	**$12,788**	**$15,672**	**$18,951**	**$20,294**	**$21,116**	**$21,670**	**$22,989**	**$24,641**	**$25,572**

Arlington plans to apply the savings from converting the Metrobus 22 Lines and Metrobus 4B into ART operated routes toward funding expansion bus service on ART. After fare revenue and state operating assistance is taken into account, the General Fund savings borne by converting those Metrobus routes will be great enough to cover the cost of all ART service expansion.

The ART farebox recovery ratio is forecast to grow at a slower rate as the system expands. The TDP strives to develop efficient service recommendations. Revenue miles and peak vehicles are forecast to grow at a slower rate than ridership and revenue hours. This demonstrates the TDP's efforts towards maximizing service efficiency. This trend of expanding ART into more productive routes and corridors, coupled with biannual fare increases, is anticipated to result in the steady improvement in the farebox recovery rate from 33 percent today to 41 percent by FY2020.

Arlington County expects its unit costs on the existing baseline service to grow by approximately three percent per year, not including fuel.[5] This cost expansion rate is one percentage point above inflation, reflecting the growing cost of labor in the County. The cost per revenue hour of implementing the TDP recommendations will be below the system-wide average cost per revenue hour. This is due to the recommendations focusing on cost-efficient service expansion, including additional service during off-peak hours.

The administrative costs for ART are anticipated to triple over the next 10 years, compared to the overall operating budget doubling during this period (**Table 2**). This large

[4] General fund revenue re-allocated from subsidizing the 22 Line and 4B Metrobus services.
[5] Fuel cost forecast tied to World Bank North American Natural Gas index

cost increase is due to the fact that the TDP assumes all additional staff hired to support ART will fall under the Arlington Transit budget. Today there are a number of key administrative staff whose salaries come out of other cost centers in the County. Future administrative staffing growth entirely attributed to Arlington Transit for the purposes of this TDP.

Table 2 | ART Operating Cost Forecast (1,000s)

Fiscal Years	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Change in Rev. Hrs.	**7.7**	**45.3**	**45.3**	**80.8**	**89.1**	**91.2**	**90.4**	**94.7**	**104.4**	**105.6**
County Administration	**$535**	**$889**	**$916**	**$1,152**	**$1,258**	**$1,296**	**$1,297**	**$1,453**	**$1,577**	**$1,624**
Baseline	*$449*	*$463*	*$477*	*$491*	*$506*	*$521*	*$537*	*$553*	*$569*	*$586*
TDP Recommended New Service	*$85*	*$426*	*$439*	*$661*	*$752*	*$775*	*$760*	*$900*	*$1,008*	*$1,038*
Operations	**$10,716**	**$11,899**	**$14,756**	**$17,799**	**$19,036**	**$19,820**	**$20,373**	**$21,536**	**$23,064**	**$23,947**
Baseline	*$10,496*	*$10,852*	*$11,218*	*$11,593*	*$11,998*	*$12,413*	*$12,842*	*$13,287*	*$13,751*	*$14,234*
TDP Recommended New Service	*$221*	*$1,047*	*$3,538*	*$6,206*	*$7,038*	*$7,407*	*$7,532*	*$8,249*	*$9,313*	*$9,713*
TOTAL	**$11,251**	**$12,788**	**$15,672**	**$18,951**	**$20,294**	**$21,116**	**$21,670**	**$22,989**	**$24,641**	**$25,572**

7.3.2 STAR

Arlington's STAR paratransit service is supported by a combination of State Aid and General Fund revenue. The program also collects fare revenue but those funds are taken directly by the STAR's private vendors and deducted from the cost of operations. General Fund revenue will fund a growing percentage of operating costs as the TDP assumes that State Aid to the program will remain stable at FY2017 levels.

The County expects operating costs for STAR to grow by five percent, reflecting the growing demand for paratransit services in the County as well as expected increases in contractor rates. Administrative costs will grow at three percent a year (**Table 3**).

Table 3 | STAR Operating Cost Forecast (1,000s)

Fiscal Years	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Operating Revenue										
State Aid	$946	$946	$946	$946	$946	$946	$946	$946	$946	$946
General Fund	$2,135	$2,289	$2,451	$2,620	$2,799	$2,986	$3,182	$3,389	$3,605	$3,833
TOTAL	**$3,081**	**$3,235**	**$3,397**	**$3,567**	**$3,745**	**$3,932**	**$4,128**	**$4,335**	**$4,551**	**$4,779**
Operating Cost										
Contractual Services	$3,075	$3,229	$3,390	$3,560	$3,738	$3,925	$4,121	$4,327	$4,544	$4,771
Administration	$6	$6	$6	$7	$7	$7	$7	$7	$8	$8
TOTAL	**$3,081**	**$3,235**	**$3,397**	**$3,567**	**$3,745**	**$3,932**	**$4,128**	**$4,335**	**$4,551**	**$4,779**

7.3.3 WMATA

For the purposes of the TDP, WMATA operating costs only represent the portion of system costs funded by Arlington County. The County provides General Fund contributions to Metrobus (including regional and non-regional service), Metrorail, and MetroAccess. The Financial Plan uses Arlington's FY2017 contribution as a baseline to project out its costs associated with WMATA service.

The TDP includes a number of recommendations that impact WMATA service, including a package of improvements along Columbia Pike in FY2018. The local cost associated with service expansion will be funded entirely through additional General Fund revenue. Some of the ART service expansion will be funded through the conversion of the 22 Line and 4B, along with other smaller service adjustments to Metrobus routes within the County. Overall WMATA is expected to continue to be the largest transit recipient of County General Fund revenue (**Table 4**).

Table 4 | WMATA Operating Cost Forecast

Fiscal Years	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Metrobus	**$30,679**	**$34,516**	**$37,526**	**$37,288**	**$39,767**	**$41,170**	**$41,973**	**$43,779**	**$45,411**	**$46,967**
Baseline Service	*$30,664*	*$31,584*	*$32,532*	*$33,508*	*$34,513*	*$35,549*	*$36,615*	*$37,713*	*$38,845*	*$40,010*
TDP Recommended New Service	*$15*	*$2,932*	*$4,994*	*$3,780*	*$5,254*	*$5,621*	*$5,358*	*$6,066*	*$6,566*	*$6,957*
Metrorail	**$25,107**	**$25,860**	**$26,636**	**$27,435**	**$28,258**	**$29,106**	**$29,979**	**$30,879**	**$31,805**	**$32,759**
Metro Access	**$823**	**$848**	**$873**	**$899**	**$926**	**$954**	**$983**	**$1,012**	**$1,043**	**$1,074**
TOTAL	**$56,609**	**$61,224**	**$65,036**	**$65,623**	**$68,952**	**$71,230**	**$72,934**	**$75,670**	**$78,258**	**$80,800**
General Fund Revenue	**$56,609**	**$61,224**	**$65,036**	**$65,623**	**$68,952**	**$71,230**	**$72,934**	**$75,670**	**$78,258**	**$80,800**
Baseline	*$56,595*	*$58,292*	*$60,041*	*$61,842*	*$63,698*	*$65,609*	*$67,577*	*$69,604*	*$71,692*	*$73,843*
TDP Recommended New Service	*$15*	*$2,932*	*$4,994*	*$3,780*	*$5,254*	*$5,621*	*$5,358*	*$6,066*	*$6,566*	*$6,957*

7.4 Capital Budget

For the TDP, Arlington County has captured the capital costs that are included within Arlington's proposed Capital Improvement Plan (**Table 5**). These expenditures include specific investments in the WMATA system that are directly funded by the County but not indirect expenditures such as new Metrobus vehicles or Metrorail state of good repair investments.

The single largest capital expense over the next 10-years for the County will be facilities (**Table 6**). Arlington plans to build a new bus maintenance facility, as well as construct a satellite parking facility and CNG fueling station. Some of the largest facility expenditures will be expansion upgrades to Metrorail stations, such as additional entrances and the reconfiguration of bus bays. Arlington will continue to invest in improved passenger amenities, especially along its planned Premium Transit Network.

Fleet expenditures are focused on expanding, rehabilitating and replacing the ART bus fleet. These costs are expected to peak in FY2024 as a large number of vehicles reach the end of their life.

Finally, the Other category includes ongoing investments in support systems and technology. For example, one major capital initiative is the development of off-board fare collection.

Table 5 | Capital Budget Summary (1,000s)

Fiscal Years	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Project Costs										
Fleet	$2,216	$8,177	$2,775	$7,853	$2,114	$6,230	$990	$15,324	$9,256	$866
Facilities	$33,258	$30,840	$61,045	$83,666	$63,901	$44,714	$29,609	$30,524	$30,601	$29,368
Other	$1,627	$1,873	$3,583	$5,854	$4,600	$1,364	$137	$870	$132	$312
Cost Subtotal	$37,101	$40,890	$67,402	$97,373	$70,615	$52,308	$30,736	$46,718	$39,988	$30,545
Project Revenues										
Federal Funding	---	$1,689	$2,220	$1,787	$1,692	$4,984	$792	$8,307	$7,405	$692
State Funding	$5,825	$11,148	$31,197	$30,606	$20,705	$16,232	$10,191	$14,017	$11,353	$10,107
Regional Funding	---	$7,783	$13,178	$53,074	$33,658	$13,418	$14,344	$19,272	$18,638	$17,706
Local	$1,987	$5,757	$10,100	$6,563	$8,305	$17,674	$5,409	$5,122	$2,594	$2,040
Previously Approved Funding	$29,289	$14,512	$10,707	$5,343	$6,255	---	---	---	---	---
Funding Subtotal	$37,101	$40,889	$67,402	$97,373	$70,615	$52,308	$30,736	$46,718	$39,989	$30,546

Table 6 | Capital Budget 10-Year Totals (1,000s)

	10-Year Total
Project Costs	
Fleet	$ 55,801
Facilities	$ 437,525
Other	$ 20,352
Cost Subtotal	**$ 513,677**
Project Revenues	
Federal Funding	$ 29,568
State Funding	$ 161,382
Regional Funding	$ 191,071
Local	$ 65,550
Previously Approved Funding	$ 66,106
Revenue Subtotal	**$ 513,677**

7.5 Conclusions

Over the next 10 years, the County expects the budgets for ART and STAR, along with its contributions to WMATA, to grow along with service expansion, ridership and fare revenue. ART will see the greatest percentage growth, with the system's operating budget expanding by 130 percent over the 10-year planning horizon. These costs will result in minimal impacts to the County General Fund as much of this expansion is funded through the conversion of the Metrobus 22 Lines and 4B into ART services, higher fare revenue, the introduction of TCF funding, and ongoing State aid.

The Metrobus budget will see moderate growth and the increases will be borne by the County General Fund.

STAR is another service that will see an increase in General Fund needs during the 10-year planning horizon. While the TDP does not expect there to be any major service expansion of STAR, the natural growth in demand for the service and increasing contractor costs will help drive costs for the paratransit program. This growth is expected despite the success in attracting seniors and riders with disabilities to use ART service. Ridership from those two demographic groups on ART has been increasing 15 percent annually in recent years. STAR may also be used to implement Flex demand-response service as recommended by the TDP. However, the cost of implementing Flex is presented as an ART expenditure in this document.

On the capital side, Arlington County will be focused on funding new and replacement rolling stock, along with continuing to invest in improved passenger facilities and amenities across the system. The single largest Capital Cost will be investments to improve the capacity and quality of busy Metrorail stations in the County, including new station entrances and reconfigured bus bays.

Appendix A: Budget Retrospective

Table 7 | ART Operating Budget Retrospective

	2013	2014	2015	2016 (Budget)
Revenue				
Fare Revenue	$2,017,950	$2,459,831	$2,817,556	$3,001,686
Advertising Revenue	$0	$47	$0	$0
Business Contributions	$302,984	$267,079	$437,586	$282,984
State Operating Assistance	$1,892,302	$1,998,266	$2,716,090	$3,297,367
General Fund	$4,160,449	$3,819,851	$3,501,815	$3,958,476
TOTAL	**$8,373,685**	**$8,545,074**	**$9,473,047**	**$10,540,513**
Costs				
Personnel	$287,543	$295,894	$302,794	$311,126
Employee Benefits	$116,498	$115,075	$119,182	$122,198
Contractual Services	$7,364,296	$7,503,789	$8,444,830	$9,411,388
Internal Services	$603,780	$626,394	$602,792	$692,801
Other	$1,568	$3,922	$3,449	$3,000
TOTAL	**$8,373,685**	**$8,545,074**	**$9,473,047**	**$10,540,513**

Table 8 | STAR Operating Budget Retrospective

STAR	2012	2013[6]	2015	2016 (Budget)
Revenue				
State Aid	$946,150	$946,150	$946,150	$946,150
General Fund	$1,613,094	$1,653,422	$1,699,018	$1,988,555
Operating Costs				
Contractual Services	$2,553,858	$2,595,128	$2,614,815	$2,928,840
Internal Services	$5,386	$4,334	$7,857	$5,865
Other	$0	$110	$22,496	$0
TOTAL	**$2,559,244**	**$2,599,572**	**$2,645,168**	**$2,934,705**

[6] FY2014 STAR data was unavailable

ARLINGTON COUNTY

Transit Development Plan

CHAPTER 8:

Monitoring and Evaluation

ARLINGTON
VIRGINIA

Report Prepared by:

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8 MONITORING AND EVALUATION

This chapter outlines the steps to be taken to ensure that the TDP meets local, regional, and state goals. Close coordination with other transportation and land use planning efforts is required to maintain the relevance of this document. Staff must continue to monitor service performance and to provide DRPT with annual updates regarding implementation of TDP service and facility improvements.

8.1 Coordination with Other Plans and Programs

Goals and objectives from Chapter 2 of this TDP should be reviewed and incorporated into the County's Master Transportation Plan. Close coordination is also required with the County's Capital Improvements Plan and annual budgeting process. Coordination efforts must also continue with the Metropolitan Washington Council of Governments (MWCOG), the Northern Virginia Transportation Commission (NVTC), and Washington Metropolitan Area Transit Authority (WMATA). Formal coordination meetings with other transit providers, such as Fairfax Connector and the City of Alexandria's DASH, are suggested as a means to ensure continual communication and awareness of service planning efforts in neighboring jurisdictions.

Internally, the TDP should be disseminated widely within the Arlington County Department of Environmental Services to ensure that all departments (e.g. service planning, facilities, operations, etc.) are aligned and working toward the same goals. All departments will provide input to the annual updates of this TDP, much as they did in the development of this initial document.

Appendix A provides a detailed list of action items, additional studies and plans that should be considered in the future as the implementation of the TDP progresses. These items include transit operations and capital considerations for the Premium Transit Network.

8.2 Service Performance Monitoring

Chapter 2: Goals and Objectives of this TDP identified specific system-wide service performance measures to ensure ART's existing performance characteristics are maintained. The goals and performance measures are as follows:

- **Goal:** Expand multimodal access and connectivity to destinations both within and outside of the County.
    - **Performance Measure:** Increase the percent of population within a quarter mile of transit with a peak frequency of every 30-minute by 10 percent by FY 2026.
    - **Performance Measure:** Increase the percent of population and jobs within a quarter mile of a bus stop with PTN level service by 20 percent by FY 2026.

  - **Performance Measure:** Achieve 90 percent ADA Accessible Bus Stops / Transit Centers by FY 2026.
  - **Performance Measure:** Increase the percent of traditionally underserved (low income and minority) populations within a quarter mile of a bus stop with seven-day a week service by 2 percent by FY 2026.
  - **Performance Measure:** Achieve 100 percent Title VI compliance with all transit planning outreach throughout the implementation of the TDP.
- **Goal:** Improve mobility for all users of the transportation system in Arlington County.
  - **Performance Measure:** Increase the percent of those living and working in Arlington who use transit for commuting to 30 percent by FY 2022.
  - **Performance Measure:** Increase ART and Metrobus combined total ridership by two percent annually.
  - **Performance Measure:** Achieve and maintain on-time performance at agency standards for each individual route.
  - **Performance Measure:** Achieve and maintain trip load capacities at agency standards for each individual route trip.
- **Goal:** Provide transportation infrastructure and an integrated transportation network that is safe and secure for all users and all modes of travel.
  - **Performance Measure:** Reduce major transit injuries to zero.
  - **Performance Measure:** Install interior lighting (using solar and/or conventional/hardwired technology) at all shelters, wherever feasible, by 2026.
  - **Performance Measure:** Reduce the rate of accidents per 100,000 miles by 10% by FY 2026.
- **Goal:** Construct and manage the transportation system, infrastructure and operations effectively, efficiently and transparently.
  - **Performance Measure:** Maintain a minimum of 15 passengers per revenue hour on all STN routes.
  - **Performance Measure:** Maintain a minimum 20 percent farebox recovery for STN routes.
  - **Performance Measure:** Maintain 35 passengers per revenue hour during peak hours and 15 passengers per off peak revenue hour on all PTN/PrTN routes.
  - **Performance Measure:** Maintain a minimum 35 percent farebox recovery ratio for all PTN/PrTN routes.
  - **Performance Measure:** Reduce the proportion of non-revenue hours to total hours by 10% by FY 2026.
  - **Performance Measure:** Achieve and maintain the agency standard of 11,000-mile average mean distance between failure agency standard.
  - **Performance Measure:** Achieve and maintain at least a “Satisfactory” rating at least 95 percent of the time and an “Excellent” or “Very Good” rating at least 50 percent of the time when periodic satisfaction surveys are conducted.

- **Goal:** Enrich the quality of life in Arlington County through sustainable transportation improvements and infrastructure.
    - **Performance Measure:** Maintain ART fleet particulate matter at .003 lbs per revenue mile

ART staff should regularly report on these metrics and evaluate the system's ability to meet the well-defined performance standards. Corrective measures are to be taken if these monitoring efforts identify service performance degradation. These corrections may take the form of route alignment adjustments, timetable adjustments, or negotiation with the County's contractor.

8.3 Annual TDP Updates

DRPT requires the submittal of an annual letter that provides updates to the contents of this TDP. Arlington County staff will work with DRPT to provide this information in a timely manner. Recommended contents of this "TDP Update" letter include:

- A summary of ridership trends for the past 12 months.
- A description of TDP goals and objectives that have been advanced over the past 12 months.
- A list of improvements (service and facility) that have been implemented in the past 12 months, including identification of those that were noted in this TDP.
- An update to the TDP's list of recommended service and facility improvements (e.g., identify service improvements that are being shifted to a new year, being eliminated, and/or being added). This update of recommended improvements should be extended one more fiscal year to maintain at least a six-year planning period.
- A summary of current year costs and funding sources.
- Updates to the financial plan table presented in Chapter 7 of this TDP.
- Annual updates every December and a complete revision every six years are required by the Virginia Department of Rail and Public Transportation. The next TDP would be expected to begin with the Fiscal Year 2023 service changes.

This annual update represents a valuable opportunity for Arlington County staff to evaluate and report on the system's progress towards maintaining and expanding transit service, which is in line with the County's goals and objectives.

Appendix A: Implementation Plan

Arlington County staff will be responsible for many action items in order to ensure that transit services in the County are maintained at a high level and to allow for the proper implementation of the TDP service recommendations. Some action items will require annual upkeep and on-going attention. Other action items will not need to be addressed until a specific time, as dictated by the phased implementation of the service recommendations. This document outlines both recurring action items and action items that need to be addressed prior to or as part of procuring new buses, building transit facilities, installing transit amenities, and adjusting transit services.

Service Expansion, Modification and Reduction

The TDP recommends substantial changes to ART service over the next 10 years. To implement each service change, the Transit Bureau must ensure that several activities occur and coordinate those activities internally and with WMATA and other jurisdictions. Below is a summary of the steps taken to implement new or modified bus service.

Service Vehicles

On routes that require additional buses to operate the recommended service, vehicles must be ordered at least 18 months in advance. Since both ART and Metrobus receive federal capital subsidies, the bus procurement must meet Federal Transit Administration guidelines including open competition and over 50 percent made in America. WMATA tends to procure buses independently, with specifications carefully developed in accordance with industry best practices. In the past, ART has procured buses by riding off contracts developed by other transit agencies.

Service Information

Timetable for route changes require up to four months of preparation. Timetables must be carefully coordinated with other routes using the same bus stops, vetted for adequate travel time by direction and time of day, and bus availability. New schedules require new brochures and bus stop signage to be printed and installed. The new timetables have to be uploaded in the computer-aided dispatch system and trip planner software. Route changes require careful placement of bus stops, in accordance with traffic movements, pedestrian safety, and requirements of the Americans with Disabilities Act. As with new timetables, each new stop and route alignment must be uploaded into the scheduling software, computer-aided dispatch software, and trip planner software.

Public Hearings and Outreach

ART service changes currently are vetted through public meetings and receive a public hearing in front of the County Board along with other components of the annual operations budget process.

WMATA's public outreach vetting process used by WMATA follows their Public Participation Plan, in compliance with Federal Title VI requirements. After the staff recommendations are prepared in consultation with the Compact jurisdictions, WMATA Board members are briefed. Following a Board vote to propose the service changes, an outreach process gathers customer feedback through pop-up events at transfer points or major destinations, an on-line survey, and through written comments and comments gathered via social media. The culmination of the process is a public hearing, followed by a Board vote to approve, revise or reject the proposed changes. Six months' elapse from the Board briefing to the final vote, and a minimum of an additional four months to implementation. Any proposed recommendations in the TDP that will be operated by Metrobus will follow this process and timeline.

WMATA State of Good Operations

WMATA has formalized their analysis and public review process through the State of Good Operations (SOGO) process, which includes a Title VI analysis, as well as two documents: The Metrobus Service Guidelines; and The Rules and Regulations for Metrobus Operations. The WMATA Board holds public hearings on service changes and publicizes other means for providing public comment.

Transit Advisory Committee Updates

The Arlington County Transit Advisory Committee (TAC) advises the County Manager and staff on the implementation of the transit element of the County's Master Transportation Plan and on issues related to transit in Arlington, including Metrorail and Metrobus, Arlington Transit (ART) and STAR. Each year, the TAC should receive a briefing regarding new services and route updates stemming from the recommendations of this Transit Development Plan. This effort should be performed prior to the finalization of planning and scheduling efforts, which will allow the County staff to make service adjustments based on TAC comments and concerns early in the year-by-year implementation process.

Transit Development Plan Updates

DRPT requires the submittal of an annual letter that provides updates to the contents of this Transit Development Plan. Arlington County staff will work with DRPT to provide this information in a timely manner. This annual update represents a valuable opportunity for County staff to modify recommendations as well as evaluate and report on the system's progress towards maintaining and expanding transit service, in line with the County's goals and objectives.

Premium Transit Network Implementation

The Premium Transit Network (PrTN) will offer fast, reliable and easy to use bus service connecting Columbia Pike, Pentagon City, Crystal City, and Potomac Yard, which are major areas of growth and economic development in the County. The network will include

a combination of local and limited-stop service and a new one-seat ride between Columbia Pike and Crystal City. Each segment will feature a variety of passenger amenities to improve travel times and attract new riders. Amenities may include: high quality transit stations, exclusive bus lanes, off-vehicle fare collection, transit signal priority, low-floor boarding, and branded vehicles and information.

Full realization of the PrTN requires implementation of both capital projects and new operating services. These are described in detail below.

Premium Transit Network Operations

The PrTN service concept includes new and modified bus service for both ART and Metrobus. To ensure implementation of these services in FY 2018, the Transit Bureau will follow the processes described above in **Service Expansion, Modification and Reduction**. This is a very complicated project, due to the number of Metrobus routes slated for modification or replacement by the new frequency-based route connecting Skyline via Columbia Pike to Pentagon City and Crystal City. Following WMATA Board approval of the changes, at least 7 months will be needed to realign operating procedures, develop a marketing plan, and implement the new service. The community outreach process culminating in a WMATA Board public hearing will need to commence this Fall with the public hearing in the Spring of 2017.

In addition to coordinating with WMATA, the Transit Bureau will begin procurement of new vehicles to enhance ART service along Columbia Pike in Fall of 2016.

Premium Transit Network Capital Projects

Several projects in the CIP will support the implementation of the PrTN, including:

ART Fleet Expansion

In FY 2018, 10 buses will be procured to enhance ART service. Eight of these are required to absorb Metrobus 22A/B/C service into the new ART 44 route or the extension of the ART 87. These buses will be ordered in FY 2017. All buses will be low-floor vehicles powered by compressed natural gas (CNG). Fare boxes, radios, security cameras, bike racks, and other on-bus equipment are included in the fleet procurement.

Columbia Pike Transit Stations

Twenty-three Transit Stations are planned for Columbia Pike to support the Premium Transit Network. The Transit Stations will feature higher curb heights to accommodate near-level boarding, real-time passenger information, and substantial capacity and weather protection for transit users. The Transit Stations will also accommodate off-vehicle fare collection equipment. The Transit Stations were designed to be a gateway to the Premium Transit Network – they will be easy to distinguish and branding and clear information will make the entire system easier for new riders to use. The Transit Stations

will be constructed in four phases between Fiscal Year 2019 and 2021. This project will be coordinated with the County's Columbia Pike Street Improvement Project.

Off-Vehicle Fare Collection

The Transit Bureau is coordinating with Metro and neighboring jurisdictions to plan and implement off-vehicle fare collection. In Fall 2017, the County will participate in a coordinated technical and financial feasibility study to identify appropriate technology and a business plan for financing the equipment and ongoing operations and maintenance. Columbia Pike is a prime corridor for piloting new technology in the next two to three years.

Design and Construction of Transitway Extension to Pentagon City

The existing Transitway between Crystal City and Potomac Yard is expected to be extended northward for an additional mile to Pentagon City. The Transit Bureau will move forward to implement the alignment identified in the Crystal City Sector Plan. The goal is for a median-running Transitway and additional planning work is needed to ensure this is feasible for the entirety of the alignment and to identify station locations. The planning phase should be completed by the end of calendar year 2017 so that design can begin by the middle of FY 2017. In collaboration with the Facilities, Design and Construction Bureau, the Transit Bureau will aim to complete construction of this project by FY 2021.

Design and Construction of Transitway Extension to Alexandria

Similarly, the Transitway is expected to be extended southward towards the City of Alexandria from the current terminus in Potomac Yard. The design of this extension is expected to take place in Fiscal Year 2023, with construction beginning in Fiscal Year 2024. The extension south is meant to connect with the portion of the Transitway in City of Alexandria. The schedule is therefore dependent upon the City's construction schedule.

Transit Signal Priority

A portion of the ITS program funding (see below) will be dedicated to improving operations along the Premium Transit Network. Transit signal priority (TSP) uses technology to reduce dwell time at traffic signals for transit vehicles by holding green lights longer or shortening red lights. Along with off-vehicle fare collection, near-level boarding and improved bus routing, TSP will help speed transit travel times in the corridor. The Transit Bureau is coordinating with the Transportation Engineering & Operations Bureau to procure consultant support for the implementation of TSP along Columbia Pike and evaluation of other corridors within the County. Columbia Pike implementation is planned for FY 2018.

Articulated Buses

The PrTN service concept was designed to accommodate anticipated demand along Columbia Pike under certain conditions. The ridership model made assumptions about what routes passengers would choose when the new Columbia Pike service is fully implemented. If ridership spreads across the different types of service as anticipated – and if the 25% transit mode share on Columbia Pike remains the same – the service concept will be able to meet the demand through 2026. The 4,000 spots (seated plus standing) provided by the proposed service during the peak hour will accommodate the projected daily peak-hour need of 3,500 riders.

With the introduction of premium service and premium amenities, however, transit will become a more attractive mode for residents and commuters. Assuming a higher transit mode share of 33 percent (based on the Master Transportation Plan 2030 Countywide goal), the 10-year transit capacity does begin to show difficulty in accommodating the demand, especially at the eastern end of the corridor. Converting the "Connector" (i.e., 16M) and one "Limited-Stop" route (i.e., 16Y) to articulated buses increases the corridor passenger capacity significantly. This increase in supply is anticipated to cover the demand associated with a 33 percent transit mode split and projected population and employment growth in 2026.

Because anticipated population, employment and ridership growth are based on linear development projections, it is difficult to predict when higher capacity vehicles will be needed on Columbia Pike to meet the overall demand. The Transit Bureau will reevaluate the need for articulated buses during the annual updates. The following factors should be considered in the decision of when to implement articulated buses:

- The availability of a storage and maintenance facility in Northern Virginia and/or the cost of operating articulated buses from facilities located further away. Staff is currently working with WMATA to identify options for articulated bus storage in Northern Virginia, including converting existing bays at Four-Mile Run or identifying space at the under construction Cinder Bed in Fairfax County (anticipated to open in 2018-2019). Staff has already begun coordinating with WMATA to address this challenge.
- The increased costs of operating articulated buses. Based on WMATA's experience, these costs can be as much as 50 percent higher than standard 40-foot buses due primarily to higher maintenance costs.
- The desire to balance travel between modes. When the proposed service starts to reach capacity, the service could be restructured to carry more people along Columbia Pike, but would force more transfers to rail or other bus routes. The recommended service concept heavily emphasizes one-seat bus to key activity centers, which is sustainable in the short- and medium-term, but may need to be revisited in the long-term. A restructuring that requires more transfers to the rail network assumes, of course, that the health of the Metrorail system has returned to normal.

Marketing/Branding for the Premium Transit Network

Marketing and branding decisions need to be made for how to define the Premium Transit Network, as well as for the services that comprise the new network. The Transit Bureau will coordinate closely with WMATA, beginning in Fall of 2016, to develop a brand for the new service. The final decision about the brand for the service must be made by the Winter of 2017.

Recurring Action Items

Most of these recurring action items should be considered annually, as they relate to the administration and operation of transit services and provide the transit agency an opportunity to analyze and assess system-wide performance at multiple levels. Other items should be considered less regularly, as dictated by requirements to update County and other agency documents and policies or to meet the needs of transit related reporting and auditing agencies.

Annual Recurring Action Items

The following action items should be performed on an annual basis to assure that the transit services offered within and through Arlington County meet performance standards.

Goals & Objectives Review and Update

Arlington County staff should review **Chapter Two: Goals and Objectives** and update the County's Master Transportation Plan accordingly. Transit Bureau annual performance measures should also be adjusted in accordance with updates to this plan.

Maintaining goals and objectives that stress the need for continued transit improvements within the County will allow for the implementation of the service and system changes outlined in this Transit Development Plan.

Service Standards Review and Adequacy Assessment

Arlington County Transit should review the service standards proposed in **Chapter Two: Goals and Objectives** on an annual basis and update them to reflect changes in County goals and objectives; changes to transit industry standards, procedures, and best practices; the availability and implementation of improved transit technologies, passenger and driver safety; and other transit related concerns.

Table 1 summarizes the proposed Arlington County service standards.

Table 1 | Proposed Arlington County Service Standards

Category and Subcategories			Standard
Vehicle Load Factor	Peak Periods	Express	100% of seated capacity
		Local	125% of seated capacity
	Off-Peak Periods	All routes	100% of seated capacity
Frequency (minimum)	Premium Transit Network		10-minute peak headways and 12-minute off-peak headways
	Primary Transit Network		15 minute headways
	Secondary Transit Network		30-minute peak headways and either 30 minute off-peak headways or availability of Flex service
Span of Service (minimum)	Premium Transit Network		18-hours a day, 7 days a week
	Primary Transit Network		18-hours a day, 7 days a week
	Secondary Transit Network		7-hours a day, 5 days a week
On-Time Performance[1]			95%
Service Availability			90% of residents live within ¼-mile of transit
Bus Stop Spacing	Limited Stop Service		1,760 – 2,640 feet
	Premium Transit Network		1,320 – 2,649 feet
	Primary Transit Network		1,320 feet
	Secondary Transit Network		660 – 1,320 feet
Average Mean Distance Between Failure			11,000 miles

The County should also perform an annual adequacy assessment to assure that the system is either achieving or working towards achieving the outlined service standards. Services that do not meet these standards should be marked for an internal assessment that results in a priority plan for service improvement or alternation.

[1] ART measures on-time performance at major time points, the route must not depart early and arrive before six minutes after scheduled.

Performance Measure Analysis and Monitoring

The performance of transit within Arlington County should be continually monitored at the system, route and stop levels to assure that the route alignments and levels of services are optimally serving the demands for transit of the residential and employment populations. Additionally, the performance of the Premium Transit Network (PrTN), the Primary Transit Network (PTN), and the Secondary Transit Network (STN) should be analyzed on an annual basis, respectively.

The performance measures directly proscribed in **Chapter Two: Goals and Objectives** suggest the following standards should be met per each route:

- Maintain a minimum of 15 passengers per revenue hour on all STN routes.
- Maintain a minimum 20 percent farebox recovery for STN routes.
- Maintain 35 passengers per revenue hour during peak hours and 15 passengers per off peak revenue hour on all PTN/PrTN routes.
- Maintain a minimum 35 percent farebox recovery ratio for all PTN/PrTN routes.
- Reduce the proportion of non-revenue hours to total hours by ten percent by Fiscal Year 2026.

A route that does not meet or exceed the performance measure standards should undergo a more in-depth analysis to gain an understanding of why the route is underperforming and modifications should be made to improve productivity or farebox recovery. If, following modifications to the route or other efforts to boost performance, a service continues to fail to meet the standard for another 6-12 months, it should be considered for elimination.

Service Adjustments

In addition to the service adjustments by fiscal year described in the proceeding section, a service assessment to existing and continuing ART and Metrobus services should be considered on an annual basis, as possible dictated by the availability of Arlington County staff and resources. Considerations should be had towards:

- Achieving Arlington County's goals and objectives for transit;
- Service standard deficiencies;
- Route performance deficiencies;
- Route and system efficiency;
- Routing difficulties, such as difficult turns, roadway impacts, and other safety concerns;
- Bus stop location safety issues;
- Maintaining existing and expanding potential County-wide transit connections;
- Improving connectivity to regional transit partners, including Metrorail, Virginia Rail Express, Metrobus, DASH, and Fairfax Connector;
- Supporting last-mile connecting services and multi-modality;

- Changing land-use and growth patterns in regards to both residential and commercial interests; and
- Supporting County-wide interests and activity centers.

Continuously monitoring and improving Arlington County's bus services will allow for further system utilization and increased access for Arlington residents and employees alike.

Arlington County Transit Staffing Levels

Arlington County Transit administrative staffing levels should be reviewed annually in order to accommodate the needs represented in the annual work program.

Arlington County State Grant Application

Arlington County is a sub-grantee to the Northern Virginia Transportation Committee (NVTC), and must submit its projects that require Virginia Department of Rail and Public Transit (DRPT) grant assistance annually to NVTC. Submissions are accepted between December 1 and February 1, each year. In May, DRPT certifies the local matching funds. On July 1, all grants agreements are executed.

Title VI Compliance

Arlington County is required to submit a Title VI program to the Federal Transit Administration (FTA) once every three years, as a mandated by Title VI of the Civic Rights Act of 1964. The last program was submitted to FTA on August 1, 2014; the next Title VI program must be submitted by August 1, 2017. Additionally, the County must submit, on an annual basis, Title VI Assurances, as part of its annual Certifications and Assurances submission to FTA.

For internal understanding of Title VI compliance, the County should be prepared to perform service equity and disparate impact assessments prior to the implementation of major service changes. This effort will maintain the County's efforts to ensure that fixed route and demand-response bus services are provided in a nondiscriminatory manner and the opportunity for full and fair participation is offered to passengers and others in the community.[2]

Last, once ART's peak pull-out eclipses 50 vehicles, the County will be required to prepare and submit to FTA a Title VI Plan for ART service. As part of this plan, the County will be required to develop and submit a full Title VI plan, which will include, as described by FTA regulations, demographic and service profile maps and charts, as well as prepare and administer a survey regarding current rider demographics and travel patterns. The County will also be responsible for regular service monitoring and to regularly evaluate service and fare equity changes. If the County follows the implementation schedule as

[2] Arlington County Title VI Program, adopted June 5, 2014.

currently described in the TDP recommendations, this will occur in Fiscal Year 2018 when the peak pull-out of ART services will reach 58 vehicles.

Other Recurring Action Items

The following action items recur; however, not on an annual basis. Some of the items below recur regularly, every other year or so, while others have no set schedule, but are updated every so often. Arlington County will need to stay abreast of these items, and in contact with the correct County, Regional, State or Federal departments that maintain each item.

Arlington County Master Transportation Plan

The Arlington County Master Transportation Plan was last updated and adopted in 2011 in full, although the Transit Element of that plan was adopted in 2009. The Transit Element of the Master Transportation Plan will be updated in Fall 2017 to reflect the goals and objectives of the TDP including performance measures, provide further definition of the Primary Transit Network corridors, and introduce both the new Premium Transit Network and the Flex On-Demand Service concept.

Arlington County Capital Improvement Plan

The ten-year Arlington County Capital Improvement Plan is updated biennially, with the most recent update occurring in the current Fiscal Year (FY2017). The FY2017 Capital Improvement Plan reflects the recommendations outlined in this TDP. Future County-wide Capital Investment Plans should continue to be coordinated with this report. The next Capital Improvement Plan will be approved in Fiscal Year 2019, followed by updates in Fiscal Years 2021, 2023 and 2025.

TransAction

TransAction is the Northern Virginia Transportation Authority's (NVTA) regularly updated comprehensive long range transportation plan that helps to reduce congestion and improve upon the quality of life in Northern Virginia. NVTA recently began updating the plan in the first quarter of 2015, and expects to complete the update in the spring of 2017, with the adoption of the plan expected in late summer/early fall of 2017. The updated plan will inform NVTA's inaugural Six Year Program covering the FY2018-23 period. When adopted, the *TransAction* update will provide a multi-modal guide for transportation investments in Northern Virginia and will be the mechanism through which over $1 billion will be allocated to much needed regional transportation improvements through fiscal years 2018-2023. Arlington County should approach NVTA with the results of this TDP for its inclusion in the updated *TransAction* document. The recommendations from this TDP and the annual updates will also impact future update to *TransAction*, expected to commence in the first quarter of Fiscal Year 2022 also reflect transit projects in Arlington.

Northern Virginia Transportation Authority Funding Agreement

The Northern Virginia Transportation Authority programs regional transit funding established through Virginia House Bill 2313. A one-year program was developed in FY2014, followed by a two-year program for FY2015-2016. Currently, the Fiscal Year 2017 program is being developed. Upon completion of NVTA's regional plan for Northern Virginia (*TransAction*), a six-year program will be developed. At this time, it is not known how the project solicitation process will be structured; however, County staff should remain in contact with NVTA and respond to their solicitations by providing the recommendations represented in this TDP.

Additional Considerations

Arlington County should continue to stay abreast of several non-recurring projects, plans, studies and other transit related items during the course of this ten-year Transit Development Plan. This section summarizes these items, where they currently stand in development, and the expected date of completion.

Capital Improvement Action Items

Design/Construction of Heavy Maintenance Facility

Planning and design of a new heavy maintenance facility to house and maintain ART vehicles is expected to begin in Fiscal Year 2017 with construction beginning as early as Fiscal Year 2019. Completion of this facility is critical to allow for the planned growth of the ART fleet. To remain on schedule, the land purchase for the new heavy maintenance facility must occur in Fiscal Year 2017.

Ballston Multimodal Improvements

This project involves the planning, design and construction of a variety of surface level transportation facilities, and street and sidewalk improvements around the Ballston-MU Metrorail station. County staff is finalizing the concept design plan for the project which includes improvements to the pedestrian plaza area, curbside uses, street operational improvements, and multi-modal facility accommodation. Construction on this project is expected to be completed by winter 2017.

East Falls Church Metro Bus Bay Expansion

This project will expand bus bay capacity by adding one to two new bus bays at the East Falls Church Metro Station and replace the existing shelters. The project also includes pedestrian access improvements from the park-and-ride lot, improvements to the accessible parking access, and the addition of a signal and crosswalk at the entrance to the park-and-ride lot on Washington Boulevard. The project will be coordinated with a complete streets project on Sycamore Street, as well as a Capital Bikeshare expansion project in the area in both Arlington and City of Falls Church. The design of the project is

expected to be completed in Fiscal Year 2017, with construction occurring in Fiscal Year 2018.

Shirlington Bus Station Expansion Planning Study

The demand for bus service to Shirlington, and particularly to the bus transfer station, is growing. The County's Transit Bureau plans to study the feasibility of redeveloping the parking lot adjacent to the County's Shirlington Station in order to explore additional uses and possibly expand the number of bus bays at the station. The County owns the adjacent parking lot and is required by deed to provide parking spaces on the site until April of 2019. Once the deed restriction expires, the Transit Bureau would like to repurpose the site to accommodate additional buses. Additionally, the City of Alexandria has expressed interest in operating its West End Transitway buses to the Shirlington Bus Station from Mark Center. The number and type of Transitway buses are in the planning phase, but the City is considering using articulated buses.

The Transit Bureau is targeting to complete the study and develop a design plan by mid Fiscal Year 2019 to enable redevelopment of the parking lot in Fiscal Year 2020 in time to accommodate the West End Transitway at this location.

ART Bus Rehabilitation

As dictated in **Chapter 6: Capital Improvement Plan**, ART should be begin rehabilitating their aging service vehicles in Fiscal Year 2017, and continue the rehabilitation schedule through the life of this TDP. The County will apply for an FTA grant in early Fiscal Year 2017. **Table 2** details the rehabilitation schedule for ART vehicles.

Table 2 | ART Bus Rehabilitation Schedule

Fiscal Year	Vehicle Type	Number of Rehabilitations
2017	35' LFW	12
2018	31' LFW	12
2019	31' LFW	3
2021	40' LFW	8
2022	40' LFW	8
2024	40' LFW	10
2026	31' LFW	3
	40' LFW	6

ART Bus Replacement

Chapter 6: Capital Improvement Plan also describes the ART vehicle replacement plan, which will begin in Fiscal Year 2019 and through Fiscal Year 2025. The County will apply for an FTA grant in early Fiscal Year 2017. **Table 3** details the rehabilitation schedule for ART vehicles.

Table 3 | ART Bus Replacement Schedule

Fiscal Year	Vehicle Type	Number of Rehabilitations
2019	Medium Duty	4
2020	Medium Duty	3
2021	Medium Duty	3
2022	40' LFW	8
2024	31' LFW	12
	40' LFW	2
2025	40' LFW	11

Arlington County Bus Stop and Shelter Program

This program consists of on-going capital maintenance for passenger waiting facilities and installation/replacement of passenger amenities and customer information equipment. The project has the annual goals of:

- Replacing ten old shelters;
- Installing five new shelters;
- Installing 10 new freestanding benches;
- Installing five new trash receptacles; and
- Continuing bus stop database maintenance and upkeep.

Arlington County Bus Accessibility Improvement Project

There are approximately 600 bus stops in the County that are currently in need of varying levels of accessibility improvements to bring them into compliance with ADA guidelines. The on-going project has the goal of completing the designs for, and beginning construction on, 30-60 bus stops per year.

Arlington County Bus Stop Consolidation Study

Currently, the County consolidates bus stops on a route by route basis annually; however, a formal bus stop consolidation study should be undertaken to allow for a comprehensive analysis of the impacts of stop consolidation not only to the individual routes, but for the transit system as a whole.

Headway Based Software/Algorithm

Arlington County, in conjunction with the Washington Metropolitan Area Transit Authority (WMATA), should investigate the possibility of procuring software/hardware that allows for real-time analysis of operational efficiencies for headway based services. Such a system would allow street supervisors to strategically insert a spare bus to fill a service gap or to slow down a vehicle that is operating ahead of schedule.

Transit Market Research Project for Real-Time Transit Information

This project involves the administration of market research of current and potential ART riders. The main focus is to determine riders' communications preferences in terms of real-time information (i.e., mobile app, stop displays, text message, website, etc.). The outcomes of this research will be a critical step in guiding the deployment of new technology offerings throughout the County. This project is in the County-wide Capital Improvement Plan for Fiscal Year 2017.

Upgraded On-Board Transit Technology

ART will be upgrading its on-board transit technology to provide improved functionality of automated vehicle annunciation and on-board signage, while adding or improving connectivity to transit information about ramp and bike rack deployments and data from automated passenger counting (APC) systems. This project also may be interfaced with computer-aided dispatch and GTFS-feed capabilities. The project is in the County-wide Capital Improvement Plan for Fiscal Year 2018.

Regional Planning Efforts

Transform 66

A multimodal improvement project is underway to obligate the funding generated from toll revenues from I-66 express lanes. The funding will benefit Arlington commuters who reside or work near the I-66 corridor (from the Beltway to US 29) by providing improved and additional alternative travel choices. Arlington County received approval for the first round of funding, which will include transit improvements in the form of enhanced peak period ART and Metrobus service, bus stop consolidation and accessibility improvements, and real time transportation information screens. This project will be implemented by the end of Fiscal Year 2016, with funding becoming available after July, 2017.

I-95/I-395 Hot Lanes

The I-395 Express Lanes will be extended from the current terminus at Edsall Road in Fairfax County to Eads Street/Pentagon in Arlington, as part of the expansion of the managed lanes network. The 395 Express Lanes extension, which involves expanding and converting two high occupancy vehicle (HOV) lanes to three express lanes, will help ease bottlenecks that occur where the existing 395 Express Lanes end. The Northern extension construction is expected to begin spring 2017 and should be completed by summer 2019. Transit improvements on the entire I-95/I-395 corridor will be funded through an annual payment provided by Transurban, VDOT and 95 Express Lane partner. The County will need to continue talks with these partners over the next few years to flesh out the availability of funding.

Lee Highway Alliance

The Lee Highway Alliance (LHA) has developed the Lee Highway Visioning Study, with the objective of developing a more economically vibrant, walkable, attractive Lee Highway corridor. The vision for Lee Highway includes enhanced transit that better serves the needs of users of the corridor. Ideas include improved bus stops, increased bus frequency, and more routes that are convenient to more destinations. This vision will be presented to the County in 2016, with the ultimate goal being the development of a new Generalized Land Use Plan for Lee Highway to guide future re-zonings and development applications

Transit Management Software Procurement

Arlington County will be procuring a third-party business intelligence solution to integrate ART's various data sources. This solution will streamline reporting, including NTD reporting, and provide analytics for assessing and improving system operations. This solution will save significant staff hours in reporting effort and will provide cost savings from more efficient transit operations. This project is in the County-wide Capital Improvement Plan for Fiscal Year 2017

Northern Virginia Transportation Commission Study of Bus Rapid Transit on VA 7

The current proposal for Bus Rapid Transit (BRT) on Virginia State Route 7 was recently presented to the Northern Virginia Transportation Commission (NVTC). This proposal calls for a BRT route from the Spring Hill Metro station in Tysons to the Mark Center in Alexandria, with a connection at the East Falls Church Metro. Arlington County should maintain an ongoing line of communication with NVTC regarding this project and how it may impact the operation of transit in proximity to the East Falls Church Metro Station.

City of Alexandria's West End Transitway

Arlington County is currently participating in the City of Alexandria's planning process for the West End Transitway, especially regarding the service that may operate through Arlington to terminate at the Shirlington Bus Station. As mentioned previously, the County is exploring the feasibility and alternatives for expanding the Shirlington Bus Station to accommodate the additional bus space needed for the West End Transitway project, including the possibility of the use of articulated vehicles. The project is currently going through a two year Alternatives Analysis and Environmental Documentation. The expectation is that the West End Transitway will begin operations in Fiscal Year 2019-2020.

Appendix B: FTA Triennial Review Report

Arlington County is not mandated to perform an FTA Triennial Review.

Appendix C: Title VI Program

ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item
Meeting of June 14, 2014

DATE: June 5, 2014

SUBJECT: The Arlington County Title VI program

C. M. RECOMMENDATION:

Adopt the updated Title VI Program, as attached.

ISSUES: As a federal grantee, the County Board is required to approve a Title VI Program in accordance with Title VI of the Civil Rights Act of 1964, and its amendments that meet the requirements of the U.S. Department of Transportation (DOT) Regulations 49, CFR Part 21.

SUMMARY: The Federal Transit Administration (FTA) C 4702.1B required that all direct or primary recipients of federal transit funds document their compliance with Title VI by submitting a Title VI program to their FTA regional civil rights officer once every three years. This is a routine report that will be considered by the County Board every three years. The updated program is due to FTA by August 1, 2014.

BACKGROUND: Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of race, color or national origin be excluded from, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving federal financial assistance. The FTA Title VI requirements incorporates Presidential Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency" which addresses services to those individuals with Limited English Proficiency (LEP). The County submitted a Title VI Program to FTA on August 1, 2011. FTA requirements at that time did not require Board approval. On October 1, 2012, the FTA issued new guidance, FTA Circular 4702.1B, which requires a recipient's Title VI program be approved by the recipient's governing body.

DISCUSSION: Arlington County's Title VI Program was updated to include an FTA required Four-Factor Analysis of the Limited English Proficiency Policy; expand the Public Participation element to include the vision of PLACE (Participation, Leadership, and Civic Engagement); and to provide updated ridership profiles through the use of maps, charts and survey results. The primary documents used to develop the update of the program have been previously reviewed or approved by the Board; it includes the Fiscal Year 2011-2012 Arlington County Government

County Manager: BMD/mjs

County Attorney:

15.

Staff: Kay Luongo, Department of Environmental Services

Limited English Proficiency Policy, the 2013 ART Transit Ridership Survey, and the November 13, 2007, and June 13, 2009, Master Transportation Plans.

FISCAL IMPACT: None.

2014 UPDATE

Title VI

CIVIL RIGHTS PROGRAM

ARLINGTON
VIRGINIA

DEPARTMENT OF
ENVIRONMENTAL SERVICES

Name of Designated Recipient:	Arlington County 2100 N Clarendon Blvd. Arlington, VA 22201
Contact Information	Dennis Leach Director Environmental Services Division 2100 N Clarendon Blvd. Suite 900 Arlington, VA 22201
	Stephen Del Giudice Director of Transit 2100 N Clarendon Blvd. Suite 900 Arlington, VA 22201

Description of Service: ART supplements the WMATA Metrobus with 14 cross-County routes as well as neighborhood connections to Metrorail. The total number of ART revenue vehicles is 52 buses; 23 heavy-duty 35' buses and 15 heavy-duty 31' buses and 14 medium-duty 28' buses. The total number of vehicles required for maximum service is 39 leaving 13 spare buses or a spare ration of 25 percent. ART buses are environmentally friendly, operating on clean-burning compressed natural gas (CNG). All ART buses are fully ADA accessible with wheelchair ramps and priority seating.

STAR is the paratransit component of ART. STAR is a shared ride paratransit service intended as the alternative for Arlington residents to the regional paratransit service, MetroAccess. Both STAR and MetroAccess provide a comparable level of transportation as provided by ART, WMATA Metrobus and Metrorail. STAR riders share trips if they are generally traveling in the same direction at the same time. Trips are scheduled without regard to the purpose of the trip. All rides are arranged in advance through the STAR Call Center, or through STAR on the Web or STAR IVR.

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Appendix F Verification of Board Approval Standards and Policies 2009 (72)

Introduction

The County of Arlington, Virginia, through its Department of Environmental Services, Division of Transportation (the County), is a FTA federal grant recipient, and therefore, is required by the Federal Transit Administration (FTA) to conform to Title VI of the Civil Rights Act of 1964 and its amendments (Act). Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of race, color or national origin be excluded from, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving federal financial assistance. The FTA Title VI Circular 4702.1B includes requirements that address Presidential Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority and Low Income Populations." The FTA Circular also integrates the requirements found in Presidential Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency" which addresses services to those individuals with Limited English Proficiency (LEP).

The County works to ensure that its fixed route and demand response bus services are provided in a nondiscriminatory manner and the opportunity for full and fair participation is offered to passengers and others in the community. The County is also meeting the needs for services and materials for persons with limited English speaking ability. As part of the County's provision of Title VI assurances that no person is excluded from participation in, or denied the benefits of, or subjected to discrimination in the receipt of any of the County's services on the basis of race, color or national origin, the contents of this program have been prepared in accordance with Section 601 of the Title VI of the Civil Rights Act of 1964 and Executive Order 13116 (Improving Access to Services for Persons with Limited English Proficiency).

The County certifies that, as a condition of receiving federal financial assistance under the Civil Rights Act of 1964, it will ensure that:

a) The County shall submit on an annual basis, Title VI Assurances, as part of its annual Certifications and Assurances submission to FTA.
b) No person, on the basis of race, color or national origin, will be subjected to discrimination in the level or quality of transportation services and transportation benefits.
c) The County will compile, maintain, and submit in a timely manner, Title VI information required by FTA Circular 4702.1B and in compliance with the Department of Transportation's Title VI Regulation, 49 CFR, and Part 21.7.
d) The County will make it known to the public that the person or persons alleging discrimination on the basis of race, color or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

The County involved the public in the development of this program. The service standards detailed in this program, along with the public participation process, were coordinated through the following committees: Transportation Commission, Transit Advisory Committee (TAC), Accessibility Advisory Subcommittee of the TAC, and the LEP Advisory Committee. In June

2014 the Board reviewed the Title VI Program prior to approving and adopting the Board Resolution at their regularly scheduled meeting on June 13, 2014.

Title VI Notice to the Public

Arlington County Transit, known as ART, is committed to providing non-discriminatory transportation services to all of its passengers and potential passengers. Arlington County prohibits discrimination in all of its programs and services on the basis of race, color or national origin.

Any person who is, or seeks to be a patron of ART public transit vehicle shall be given the same access, seating, and other treatment with regard to the use of such vehicle as other persons without regard to their race, color, or national origin.

No person or group of persons shall be discriminated against with regard to the routing, scheduling, or quality of transportation service furnished by ART on the basis of race, color or national origin. For more information on the Arlington County Transit Title VI Program, please contact the Arlington County Department of Environmental Services at 2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201 or call 703-228-3444.

Any person who believes they have, individually or as a member of any specific class of persons, been subjected to discrimination on the basis of race, color or national origin may file a complaint with Arlington County. A written complaint must be filed within 180 days after the date of the alleged discrimination. All complaints should be signed and include contact information. You may file a written complaint with Arlington Office of County Manager, Civil Rights Manager at 2100 Clarendon Boulevard, Suite 318, Arlington, VA 22201. You may also call 703-228-0591.

Arlington County Title VI Inquiry and Complaint Processing For Transit

The Arlington County Office of Human Rights has the responsibility of addressing Title VI/Civil Rights inquiries and complaints against the Arlington County Transit systems ART/STAR. Complaints, inquiries and other correspondence related to Title VI/Civil Rights may be received by any Arlington County Office of Human Rights or the public transportation service, ART/STAR. To effectively manage all Title VI/Civil Rights inquiries and complaints, the process to follow is outlined below. Communications having potential Title VI/Civil Rights implications may be received by any Arlington County Office or the public transportation service, ART or STAR will be provided promptly and confidentially to the Arlington County Assistant County Manager for Human Rights.

1. The Assistant County Manager for Human Rights will enter all correspondence with potential Title VI/Civil Rights implications into a log that will provide tracking of the inquiry, the County's response and progress and completion of required actions. All such correspondence will be considered confidential and shared only on a need-to-know basis.
2. The Assistant County Manager for Human Rights will conduct an investigation once the Title VI/Civil Rights inquiry or complaint is received and determined valid.

Investigation of Complaints Procedures

Any person who believes she or she has been discriminated against on the basis of race, color, or national origin by the County Transit Services may file a Title VI complaint within 180 days of the alleged discrimination by completing and submitting the agency's Title VI Complaint Form. The following processes and procedures have been adopted by the County Transit Services as set by the Arlington County Office of Human Rights.

Once a complaint is received, the Assistant County Manager for Human Rights shall review and determine if it has jurisdiction in the case. The Complainant shall be sent an acknowledgement letter informing him/her whether the complaint will be investigated by the Human Rights Office within 10 business days of the date the complaint was received.

The Office of Human Right shall conduct a prompt investigation. The Office of Human Rights has 30 days to investigate the complaint. If more information is needed, to resolve the case, the Office of Human Rights may contact the Complainant in writing requesting the additional information. The Complainant has 10 business days from the date of the letter to send the additional information. If the Office of Human Rights is not contacted or does not receive the additional information within 10 business days, the Office of Human Rights may administratively close the case. The case may also be administratively closed if the Complainant no longer wants to pursue the case.

After the Assistant County Manager has completed the investigation the Complainant shall be informed in writing: (a) a closure letter that summarizes the allegations and states that there was not a violation of Title VI and that the case is closed; or (b) a letter of findings that summarizes the allegations, the interviews regarding the alleged incident and explains whether disciplinary actions were taken such as additional training of the staff member or other actions that may occur. If the Complainant wants to appeal the decision they may appeal to the Arlington County Manager's Office within 10 business days. The Assistant County Manager's decision will be upheld unless the County Manager finds that it constituted an abuse of discretion.

The Assistant County Manager for Human Rights shall inform the Complainant of the right to file a complaint directly with the Federal Transit Administration, at FTA Office of Civil Rights, 1200 New Jersey Ave/, SE, Washington, D.C. 20590.

Arlington County Transit Civil Rights Complaint Form

The information requested on this form will help us to understand your allegations. Please complete the information to the best of your ability. An Intake Officer will review the information and talk to you about your complaint.

Complainant Information

Name:_____
First Middle Last

Address:_____
Street Apt. Number

_____
City State Zip

Phone: (home)_____**(Work)**_____ **(cell)** _____

Email:_____

I prefer to be contacted by phone(y/n)_____
I prefer to be contacted by email (y/n)_____

2. Are you filing this complaint on your own behalf? Please Circle One: ***Yes*** ***No***

If you answered "yes" to this question, go to Section 3.

If you answered "no", please supply please provide the name and relationship of the person for whom you are complaining.

Name:_____

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of another. Please circle one: ***Yes*** ***No***

3. On What Basis Do You Believe That You Were Discriminated?

( ) Race ( ) Color

( ) National Origin

4. Give a Detailed Account of the Action(s) Circumstance(s) You Believe Were Discriminatory (Tell us <u>WHO</u> did <u>WHAT</u>, <u>WHEN</u> did they do it, <u>WHERE</u> did it happen, and your opinion as to <u>WHY</u> did it happen) Include the name and contact information of person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed please use the back of this form.

_____
_____
_____
_____
_____
_____ **use additional paper if necessary**

5. Have you filed this complaint with any other Federal, State, or local agency or with any Federal or State Court? Please Circle One: ***<u>Yes</u>*** ***<u>No</u>***

If yes, please provide the following information about the agency where the complaint was filed:

Contact Person Name:_____
Title:_____
Agency:_____
Address:_____
Phone:_____
Date Complaint was filed:_____

6. Please attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below.

_____ _____
Signature **Date**

7. Please submit this form at the address below. The form may be submitted in person or by mail to:

Arlington Office of County Manager
Civil Rights Manager
2100 Clarendon Blvd, Suite 318
Arlington, VA 22201

General Requirements

I. Notification to Beneficiaries of Protection Under Title VI

In order to comply with 49 CFR Section 21.9(d), the County provides information to the public regarding its Title VI obligations and apprises members of the public of the protections against discrimination afforded to them by Title VI. The Notice is posted on the ART webpage, on all ART buses, and in the four Commuter Stores located in Arlington County.

II. Title VI Complaint Procedures and Complaint Form

The County is committed to ensuring that no person is discriminated against on the basis of race, color or national origin, as prohibited by Title VI of the Civil Rights Act of 1964. To ensure compliance with 49 CFR Part 21, the County has developed procedures for investigating and tracking Title VI complaints filed. Any person who believes that they are the victim of such discrimination on any Arlington County Transit bus or facility may file a complaint with the County's Office of Human Rights within one-hundred and eighty (180) calendar days of the last alleged incident. The County's Title VI Statement of Policy, Complaint Procedures and Complaint Form are available upon request from the Office of Human Rights and may be downloaded from www: arlingtontransit.com and the Human Rights website http://topics.arlingtonva/human-rights. Both the Title VI Complaint Form and Title VI Complaint for and Complaint Procedures have been translated into Spanish as identified in the Title VI Language Assistance Plan. Arlington County Transit has not had any Title VI Complaints during the last three years.

III. Investigation of Complaints Procedures

Any person who believes she or she has been discriminated against on the basis of race, color or national origin, by the County Transit Services may file a Title VI complaint within 180 days of the alleged discrimination by completing and submitting the agency's Title VI Complaint Form. The following processes and procedures have been adopted by the County Transit Services as set by the Arlington County Office of Human Rights.

Once a complaint is received, the Assistant County Manager for Human Rights Manager will review the complaint and determine if it has jurisdiction in the case. The Complainant shall be sent an acknowledgement letter informing him/her whether the complaint will be investigated by the Human Rights Office within 10 business days of the date the complaint was received.

IV. Recording and Reporting of Title VI Investigations, Complaints, and Lawsuits

In order to comply with 49 CFR Section 21.9(b), the County's Office of Human Rights maintains a list of all active complaint investigations which name the complainant that allege discrimination on the basis of race, color, or national origin. This list includes:

- Date of the investigation, lawsuit, or complaint filed
- Summary of the allegation(s)
- Status of the investigation, lawsuit, or complaint

a) Actions taken by the County in response to the investigation, lawsuit or complaint

Customer Complaints against ART are routinely filed on-line on the CommuterPage.com via the www.arlingtontransit.com webpage or by telephone at the Commuter Direct call center at 703-228-RIDE (7433). The complainant may choose from a list of 25 reasons for the complaint including ADA violations and Discrimination. Both the webpage and call center phone number are displayed on ART bus stop signs and route brochures. The Transit Operations Manager overseeing the ART service is notified immediately of any potential discrimination or ADA violation complaint that will then pull the records to review the complaint. The complainant is contacted to discuss and to seek resolution and to notify the complainant of right of how to file a complaint and where they may find the on-line Complaint Procedures and Forms. They are also notified of their right to file a complaint with the Federal Transit Administration. Once the investigation or analysis is complete a response is sent to FTA and the complainant. If a remedial action is required, the recommendation is sent to the Director of Transportation who oversees transit operations.

Over the past three years, there are no outstanding lawsuits or complaints naming the Arlington County Transit that allege discrimination on the basis of race, color or national origin with respect to service or other transit benefit.

V. Promoting Inclusive Public Participation

Pursuant to FTA Title VI regulatory guidance, federal funding recipients should seek out and consider the viewpoints of minority, low income and the LEP population in public participation activities. To meet these requirements, the County developed the Public Participation Plan, a document intended as a guide for how the County will deepen and sustain its efforts to engage diverse community members throughout its service area. The Plan includes examples of public participation strategies, designed to use the Plan's goals, principles and methods. The Plan guides the County's ongoing public involvement endeavors to ensure the most effective means of providing information and receiving public input on transportation issues, with particular emphasis on involving traditionally under-represented groups. The ART outreach to Arlington's diverse communities incorporates the vision found in the Report to the County Board, December 12, 2012, Participation, Leadership and Civic Engagement. The vision stated in the report states, "Arlington will be a diverse and inclusive world-class community with secure, attractive residential and commercial neighborhoods where people unite to form a caring, learning,

participating substantial community in which each person is important." A copy of the Plan is available to the public and can be accessed online at www.arlingtontransit.com.

Arlington County Transit Public Outreach Plan

Arlington County owns and operates Arlington Transit (ART), a fixed route bus service, as well as the ADA compliant Specialized Transit for Arlington Residents (STAR) paratransit service in Arlington County, Virginia. The following document will outline Arlington County's Public Participation Policy, and strategies used by Arlington Transit to attain feedback through public participation with regards specifically, but not limited, to minority and limited English proficient (LEP) populations. These methods can and will be modified and updated over time based on community partialities, demographic shifts, and new communication and outreach methods. The ART outreach to Arlington's diverse communities incorporates the vision found in the Report to the County Board, December 12, 2012, Participation, Leadership and Civic Engagement (PLACE). The vision in the report states, "Arlington will be a diverse and inclusive world-class community with secure, attractive residential and commercial neighborhoods where people unite to form a caring, learning, participating substantial community in which each person is important."

Arlington Transit Understands and Recognizes the Following:

"Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance." Specifically Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C Section 2000d)

The County shall seek out and consider viewpoints of minority, low-income, and LEP populations in the course of conducting public outreach and involvement activities in regards to proposed decisions regarding transit services. Arlington Transit has a public participation process that is in compliance with applicable federal requirements under Title VI of the Civil Rights Act of 1964.

Targeted Public Outreach to Minority and Low Income and Limited English Proficient (LEP) Populations

All public involvement plans incorporate strategies intended to encourage the involvement of minority, low income and LEP populations in the participation of activities that are consistent with federal Title VI regulations, Executive Order 13166 on Limited English Proficiency and the U.S. Department of Transportation LEP guidance. Arlington Transit uses print, web, social media, public meetings and other tools to ensure that the public has access to information, and equal opportunity to participate in the planning and development of changes implemented by the County. Transparency is a priority for Arlington County. The County set as goals for PLACE:

- Expand participation in County decision-making processes.
- Train both interested members of the public and staff in those processes.
- Improve the quality of County government's processes and set realistic expectations for broader participation in our decision-making.

The Transit Division staff may implement the following public engagement strategies to augment the minimum outreach requirements as appropriate to the plan, project, or service.

Arlington County translates all vital public outreach documents into Spanish. The U.S. Census Bureau 2008-2012 American Community Survey found that Spanish and Spanish Creole is the language spoken at home by 13.7 percent of the County's population. There are approximately 31 other languages spoken by Arlington County residents. All except Spanish fall below 5 percent, therefore documents may not be translated into those languages. Vital information may be orally translated through the use of contractor or staff who are bi-lingual in those languages as needed or reasonably possible.

Arlington Transit will seek out and consider viewpoints of minority, low-income and LEP populations in the course of conducting public outreach and involvement activities in regard to proposed transportation decisions. All efforts will be made to include the following practices:

- Coordinate with individuals, institutions or organizations to implement community-based public involvement strategies to reach out to members in the affected minority and/or low income, LEP communities.
- Provide opportunities for public participation through means other than written communications such as meetings with informal community gatherings as well as discussions with individuals who reach out to us or respond to our notices.
- Use locations, facilities and meeting times that are convenient and accessible to low income, minority, LEP communities and those with disabilities.
- Use different meeting sizes or formats depending on the type and number of public participation opportunities.
- Implement DOT Policy Guidance regarding responsibilities to LEP persons.

Any fare change must be approved by the Arlington County Board. Major Service changes require a budgetary allocation to Arlington Transit. Budgetary allocation of resources also must be approved by the County Board. A fare and major service change includes an analysis of the impact on the minority, low-income and limited English speaking communities. After public meetings, the transit staff incorporates comments and suggestions into the service proposal where possible and conveys a

summary of those comments and suggestions to the County Board. Scheduling documents are prepared for route changes and this information is taken to the public. Customers are invited to comment on the service proposal. These comments are reviewed and incorporated into the plan if possible. Once the plan has been finalized, the plan is taken to the Arlington County Board for approval.

Capital projects follow a similar process to the service review process. Once a project has been proposed, transit staff analyzes the area. Staff makes a recommendation about whether the project will be an asset or a liability in the area. The Transit Bureau will hold public meetings to introduce the concept to a neighborhood or community. Public meetings will be held in the area surrounding the proposed project. Any comments and suggestions are reviewed. All comments received through the public participation plan are given careful consideration and incorporated into a single document.

The public participation process solicits the input from minorities, the elderly, persons with disabilities, those with limited English proficiency and low-income households. Arlington Transit outreach uses methods to engage all riders, including those that are minority and limited English speaking in the decision making process such as fare and service changes.

The following are the processes and procedures used during the public participation outreach plan.

- A service or fare proposal is developed by Transit staff.
- A review is conducted by the Transportation Advisory Committee.
- A Title VI review of the proposal is conducted.
- Public outreach venues, dates and times are determined with extra consideration given to specific locations where minority, low income and LEP populations are found and how the proposed changes would impact the service area.
- Bilingual (English and Spanish) public outreach materials and a program are developed.
- Community partners and representatives of organizations for minorities, low-income, disabled and LEP populations are notified by multiple mediums in advance of public meetings.
- Public service announcements are sent out.
- Public comments are accepted for a designated time.
- The Board is presented details and outcome of the public participation process and the staff recommendations.

- Final service/fare change date for implementation is set and outreach is conducted in advance of any changes.

  The ART website and printed documents are updated in advance of proposed changes both in English and Spanish.

Radio, Television, Newspaper

Local news, radio, and print publications serve both English speaking and language specific audiences and are good resources for transmitting information. Arlington County has a robust communications team equipped with the capabilities of tailoring messages for appropriate audiences and ensuring that the media will provide accurate messaging and contact information so that public constituents can reach the agency.

Web Resources

Arlington Transit posts notices and announcements on the agency website (www.arlingtontransit.com; www.arlingtontransit.com/espanol) and on Arlington County's website (www.arlingtonva.us). Information is also posted on the websites of Arlington Transit's partner agencies (www.commuterpage.com; www.commuterpage.com/espanol), (www.commuterdirect.com), (www.walkarlington.com), (www.bikearlington.com), (www.carfreediet.com; www.dietaceroauto.com) and (www.arlingtontransportationpartners.com). Information on the agency's website is also readily available in Spanish (www.arlingtontransit.com/espanol/).

Arlington Transit also uses social media as an immediate means of transmitting news and updates through Facebook and Twitter. There is also a system called ART Alerts that equips the agency with the capability of providing immediate information via email and text messaging both system-wide and explicitly to those who use the effected route or routes. Information via ART alerts is provided on an optional in basis.

On-Board Information

Arlington County provides printed information on buses. This information is always provided in both English and Spanish. Additional languages are available through the use of contractor translation services based on the determined language of the proximal outreach. Arlington County also uses electronic message boards that are located at some bus stops, in County buildings and libraries as a means of transmitting information.

Customer Service

The Arlington Transit Call Center is used to receive information and provide comments and to file complaints. The Customer Service number is provided on all printed materials and there are Spanish bi-lingual representatives available at all times. Other languages may be addressed through the use of contractor provided translation services. Customer Comments are categorized within the system and are sent directly to the

managerial staff that oversees that particular area of the agency. There are also customer comment forms located on the ART and STAR websites where information can be submitted. The initial response time on these comments should not exceed 4 days. The exception is for lost and found items due to heavy call volumes and the rate at which items are located. The initial response time on these issues can be anywhere from 3-10 business days.

Print Materials

Public participation opportunities and outreach information such as newsletters, flyers, bus cards, posters etc. are translated into Spanish and oral translation are provided by contractor provided translation services when those languages are identified as target populations. Arlington Transit also uses a team from one of the partner agencies to distribute materials at local events, such as farmers markets and festivals, and for door to door canvassing efforts when needed.

Surveys

On-board passenger surveys are conducted every 5 years. Surveys are also conducted for major service changes and to gauge customer perspective on updates to transit development plans. These surveys are available in person, print, and online in Spanish and English.

Interviews

Arlington Transit may periodically conduct stakeholder interviews to gain insight. Interviews are conducted when participating in an Arlington County sponsored ACCS planned community outreach event.

Postcards and Letters Distributed by Mail

Contacting all interested parties by mail can be costly. However in many cases it may be the most effective method of engagement for reaching a specific geographic area or community. Based on staff assessments mailings may be used as a means for communication.

Email is often used in lieu of the U.S. Postal Service in order to expedite outreach efforts while holding down costs of mass mailings.

Public Meetings

Public involvement strategies such as public meetings, neighborhood meetings or other outreach to affected individuals, especially those of minority, low-income, and LEP populations, will be implemented to solicit public comment. The meetings will be advertised online, through posters, flyers and on buses and at bus stops. Notices regarding the meetings will be in both English and Spanish.

For any fare or service change including a fare reduction, fare increase, adding service or service reduction, ART will provide an opportunity for a public hearing or meeting. If a public meeting is not requested the opportunity to comment will be provided.

Public comments received will be compiled and considered prior to finalization of the Transit Division's recommendation to the County Board regarding any fare or service change including a fare reduction, increase, and service decrease or adding service.

If a public hearing is to be held, it will be scheduled as a part of a regular County Board meeting and advertised broadly through the County's website, and posters and flyers on buses and at bus stops. Notices regarding the hearing will be advertised in both English and Spanish.

Meetings are hosted in locations recommended by community members that are both ADA and transit accessible. Translation and Interpretation Services can be provided upon request as well as Sign language Interpretation Services, documents in Braille, and Assistive Listening Systems. Computer Assisted Real Time Translation (CART) is also available. Persons requiring these services or additional services for effective communication should contact the appropriate program office offering the program as soon as possible but no later than 48 hours before the scheduled event.

Based on the demographic makeup of Arlington County, ART generally will have a Latino representative to provide interpretation and translation services, at all meetings without a request being submitted.

Coordination with Community Events

Utilizing pre-established community events and activities, ART hosts information tables that provide materials about ART services and outreach. Several of the partner agencies also handout ART information at the local events that they attend. These events include the County Fair, local festivals and famers markets.

Civic and Community Associations

ART staff maintains an open line of communication and sends information to all association presidents through a distribution list. Staff may also attend monthly meetings to present information and to answer questions.

Internal Coordination

Internally, Arlington County's departments have immense outreach networks. ART reserves the right to distribute information through these channels. These departments include, but are not limited to, Libraries, Parks and Recreation, Multi-Cultural Outreach Network, Department of Human Services, etc.

Arlington County Commuter Stores (ACCS)

Arlington Transit also works closely with Arlington County Commuter Services (ACCS) to promote ART bus service and for outreach to minorities, low income individuals and persons with limited English. ACCS is a bureau within the Department of Environmental Services in Arlington County that works to promote and facilitate the use of transportation modes other than single-occupancy vehicles. ACCS promotes ART bus service through marketing campaigns and materials such as schedule brochures, signage, fliers, newsletters and direct mail pieces. ACCS also is responsible for public outreach survey activities. Social media and the web are also used to promote ART services. All printed materials are produced in both English and Spanish.

Arlington Transportation Partners (ATP) is ACCS's business-to-business transportation consulting organization and provides transportation expertise and services to businesses, residential communities, developers, and hoteliers in Arlington. ATP includes ART bus information in their outreach and marketing campaigns to their clients and also distributes ART information at events that they attend.

The Car-Free Diet, a program of ACCS, promotes ART in their marketing campaigns and distributes ART information at public events such as festivals, farmer's markets and the County Fair. The Car-Free Diet also works with 341 retail shops, restaurants and small businesses throughout Arlington and provides them with brochure displays that contain transit information and ART bus schedules for the area.

The four Commuter Stores and two Mobile Commuter Stores that are operated by ACCS provide information and sell fares for local transit agencies including ART. All of the ART schedule brochures are provided at the stores and informational fliers and posters concerning ART service changes and public meetings are posted at the stores in both English and Spanish.

ACCS also employs a Spanish Language Marketing Specialist who does outreach to the Hispanic community to educate them about the car-free options available in Arlington. Outreach includes attending public events and meetings and producing marketing campaigns, materials and videos that target the Hispanic community. This outreach includes information about ART and other transit services such as Metrobus and Metrorail.

Arlington Transit is committed to insuring that the accessibility of its services, information, and methods of obtaining community feedback in the decision making process are aligned with the expectations of the community and with federal Title VI regulations.

Summary of ART Outreach to Low-Income, Minority and LEP Communities

ART participated in more than 130 public outreach events from 2011 to December 21, 2013. Of these, 60 events, or 46 percent were located in communities identified with high populations of low income, minorities or those with limited English proficiency. The

events were held in locations convenient and easily accessible to both the general public and those with disabilities. The locations include Arlington County Schools, Arlington County Community Centers, Housing Complex Community Rooms, Arlington County Public Libraries, Civic Associations' Meeting Rooms, and others.

Marketing Campaigns and outreach for ART included ART Schedule and Route Changes, New Limited Stop Route, IRide SmarTrip Cards for Students, 2013 Update to the Transit Development Plan, and the 23rd Street Bus Stop Improvement Project.

In 2014, outreach was conducted for the proposed July 1, 2014, Fare Increase for ART and STAR Zone and the start-up of the new ART 43 Route which began service on March 31, 2014.

Also in 2014, outreach was conducted in the development of the Limited English Proficiency Plan. The outreach consisted of participation in planned events in locations that were identified as serving those with limited English proficiency such as Arlington Community Centers, Arlington County Outreach Centers, Meeting of Civic Associations, Meetings held at Housing Complex Community Meeting Rooms, and at Arlington County Employment Centers. During these meetings, Title VI and the Language Assistance Plan were discussed; face to face surveys were taken; and information was provided on ART's services including schedules.

The U.S. Census Bureau, 2008-2012 American Community Survey provided that 13.7 percent of the Arlington County population five years or older speak only Spanish. The survey found more than 31 other languages spoken. All other languages spoken in Arlington County are below 5 percent therefore promotions and other outreach materials are not routinely printed in those languages. Vital information, however, will be provided via contractor assisted translation services when reasonably possible . Promotions and outreach for ART are in both English and Spanish and include: Flyers; Schedule Brochures for the routes that were updated; Electronic signage in County building lobbies, libraries and on Arlington TV; ART website; social media sites maintained by ART; ART Alerts; local media and through outreach meetings.

VI. Providing Meaningful Access to LEP Persons

The County supports the goals of Title VI of the Civil Rights Act of 1964, DOT's implementing regulations and Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" to provide meaningful access to its services by individuals with Limited English Proficiency (LEP). Under these regulations, program and activities normally provided in English must be accessible to persons who have a limited ability to speak, read, write or understand English. The County conducted its four-factor analysis to identify the appropriate language assistance measures to improve access to the Count's services and benefits for LEP persons. The County's Language Assistance Plan that was approved by the Federal Transit Administration as a part of the Title VI Program in 2011 has been updated.

Limited English Proficiency Background

Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency (LEP),” reprinted at 65 FR 50121 on August 16, 2000, directs each federal agency to examine the services it provides and to develop and implement a system by which LEP persons can meaningfully access those services. Federal agencies were instructed to publish guidance for their respective recipients in order to assist them with their obligations to LEP persons under Title VI. The Executive Order states that recipients must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

Executive Order 13166 further directs that all such guidance documents be consistent with the compliance standards and framework detailed in the Department of Justice’s (DOJ’s) Policy Guidance entitled “Enforcement of Title VI of the Civil Rights Act of 1964-National Origin Discrimination Against Persons with Limited English Proficiency,” (refer to 65 FR 50123, August 16, 2000, DOJ’s General LEP Guidance). Different treatment based on a person’s inability to speak, read, write or understand English may be a type of national origin discrimination.

The United States Department of Transportation (US DOT) published revised guidance for its grant recipients on December 14, 2005. The guidance provides that Title VI and its implementing regulations require that US DOT grant recipients take responsible steps to ensure meaningful access to the benefits, services, information and other important portions of their programs and activities for individuals who are LEP.

The Federal Transit Administration (FTA) references the US DOT LEP guidance in its Circular 4702.1B, “Title VI Requirements and Guidelines for Federal Transit Administration Recipients,” published on October 1, 2012. Chapter III Part 9 of the Circular reiterates the requirement to take responsible steps to ensure meaningful access to benefits, services, and information for LEP persons and provides that FTA grant recipients develop a language implementation plan consistent with the provisions of Section VII of the US DOT LEP guidance.

Language Assistance Program/Plan

Limited English Proficiency Plan Summary

Since 2004, Arlington County has required that all departments take reasonable steps to endorse that persons with limited English proficiency have access to their programs, benefits, services and activities, regardless of federal funds. The County has shown its commitment by ensuring that services, programs and activities do not leave some residents out, simply because they face challenges in English. To inform employees of the County's policy on limited English proficiency, LEP is a part of formal employee training programs. The County's requirements for language interpretation and written translation services, as well as the specific services to be provided to persons with limited English proficiency are based on the County vision of a diverse and inclusive world-class community.

In accordance with the County's LEP policy, the Department of Environmental Services (DES) developed a LEP Plan to help identify responsible steps to provide language assistance for LEP persons seeking meaningful access to its services. This policy is updated every three years. As defined by Executive Order 13166, a LEP person is one who does not speak English as the primary language and who has a limited ability to read, speak, write or understand English.

The Transit Bureau is a function under the Department of Environmental Services. The Transit Bureau developed a Language Assistance Plan that was developed to specifically undertake a US DOT four-factor LEP analysis to meet the requirements of the FTA Title VI Requirements, FTA C 4702.1B, U.S. Department of Transportation Regulations, 49 CFR Part 21, and the Department's Policy Guidance 70, FR 74087, December 2005.

The U.S. Census Bureau, 2008-2012 American Community Survey provided that 13.7 percent of the Arlington County population five years or older speak only Spanish. The Transit Bureau translates all vital documents to Spanish. The survey found more than 31 other languages spoken. All other languages spoken in Arlington County are below 5 percent therefore promotions and other outreach materials are not routinely printed in those languages. Vital information, however, will be provided orally via contractor assisted translation services as needed and when reasonably possible.

Outreach

The public outreach plan to conduct the U.S. DOT four-factor analysis and build the Language Assistance Plan incorporated the long tradition of government-community

dialogue and collaborations, known as “The Arlington Way.” The Arlington Transit (ART) outreach to Arlington’s diverse communities incorporates the vision found in the Report to the County Board, December 12, 2012, that states, “Arlington will be a diverse and inclusive world-class community with secure, attractive residential and commercial neighborhoods where people unite to form a caring, learning, participating substantial community in which each person is important.”

The ART public outreach plan, Promoting Public Involvement, was used in conducting the four factor analysis. Attached to the Language Assistance Plan are copies of other outreach tools used for the analysis such as specific surveys, community outreach and involvement activities.

The Four Factors

In developing the plan, the Transit Bureau undertook a U.S. DOT four-factor LEP analysis that considers the following:

1. Identify the number and proportion of LEP persons served or encountered in the eligible service population.

2. Determine the frequency with which LEP persons come into contact with the County’s Transit programs, activities, and services.

3. Gauge the importance to LEP persons of the County’s Transit programs, activities, and services.

4. Access the current resources available and the costs to provide language assistance services.

The following provides summary results of the four-factor LEP analysis.

Factor 1. Identify Populations Served

Arlington County is a diverse community with residents from various ethnic backgrounds. According to the 2010 Census, about 36 percent of Arlington residents were Hispanic/Latino, African-American, Asian or multi-racial. Arlington County public school children speak more than 98 languages and hail from 126 countries. About 31,383 people, or 15 percent, of the Arlington County population is Latino or Hispanic. Approximately 10,000 households are Hispanic. Spanish or Spanish Creole is the language spoken at home by 14 percent or 29,560 residents of Arlington’s population age 5 years and over. About 64 percent of the Hispanic or Latino populations are foreign born, and 42 percent of them expressed that they speak English less than very well. Other languages spoken at home include the African languages - 2 percent; Chinese - 1.4 percent; French, including Patois and Cajun - 1.2 percent; and Tagalongs - 1 percent. The attached maps which are based on Census Data tracts show the areas with the highest concentration of populations that speak English less than very well.

Since 2000, the number of people that are not of Hispanic or Latino origin and consider themselves to be Asian, Native Hawaiian and other Pacific Islander, some other race, or two or more races have increased. The Asian population increased by 21.7 percent. The Native Hawaiian and other Pacific Islander, some other race, or two or more races had increased by 19 percent and 24 percent respectively.

According to the 2011 American Community Survey, almost half of Arlington County Hispanics are Single Occupancy Vehicle (SOV) travelers and an additional 31 percent use public transit as a primary means of transportation. According to the 2008 Arlington Transit (ART) Rider Study, the majority of ART bus riders are minorities – 31 percent Hispanic, 28 percent African-American, 9 percent Asian (27percent White, non-Hispanic). 84 percent of riders live in Arlington and 63 percent of riders work in Arlington.

Factor I - Step 1. How Arlington Transit Provides Services

Arlington Transit (ART) is a local bus system provided by Arlington County, Virginia. ART supplements the Washington Metropolitan Area Transit Authority's (WMATA's) Metrobus service with cross-County routes as well as neighborhood connections to WMATA's Metrorail stations. Arlington is an urban county of about 26 square miles located directly across the Potomac River from Washington, D.C. The estimated population is about 212,900. The County is among the most densely populated jurisdictions in the country with a population density of about 8,188 persons per square mile.

ART operates within Arlington County, Virginia, and is a fully accessible link between local neighborhoods, Arlington Business districts and regional transit services; Metrorail and Metrobus. Fare and schedule information for ART's 14 routes, information for Metrobus service in Arlington County, programs for Seniors, the Title VI Notice and more may be found in both English and Spanish on the ART website (www.arlingtontransit.com

One of the first interactions LEP persons may have with ART is through Arlington County Commuter Services (ACCS). ACCS was established in 1989 to serve as an information and educational resource center for Arlington residents, employees and visitors who travel to and within the County. Funding is provided through Federal, State and local revenues. The Commuter Stores, Mobile Commuter Store, and CommuterDirect.com sell fares for ART and for Washington D.C. area transit systems. Customers may receive tickets and passes by mail, or pick them up at one of the Commuter Stores. The Commuter Stores currently have four retail locations in Arlington and one in Odenton, Maryland. The Mobile Commuter Store makes scheduled visits to locations in Arlington and Washington, D.C. In addition to selling fares, the Commuter Stores and Mobile Commuter Store also offer printed transit schedules and maps, and the stores' Commuter Specialists can provide information about transit, carpooling, vanpooling, bicycling, teleworking and more.

Some members of the ACCS staff are bilingual in English and Spanish to help ensure meaningful access by serving Spanish-speaking clients directly in their language. In addition, ACCS employs a bilingual employee who is fluent in English and Spanish and fluent in ACCS terminology to communicate directly with the public in Spanish at community meetings and public events as necessary. The ART call center: (703) 228-RIDE (703-228-7433) employs bilingual operators who can communicate directly with LEP callers in Spanish.

Language services are also provided on the ART Contact Us & Online Feedback Forms available in Spanish: http://www.arlingtontransit.com/pages/art-en-espanol/contactanos/.

ACCS has translated several of its webpages and tools into Spanish, including: Commuter Page; Car Free-Diet and Arlington Transit. A Facebook page in Spanish offers open conversations with clients in Spanish. Videos in Spanish are available online on topics such as How to Load Your SmarTrip Card on the ART Bus, How to Use the Bike Racks on ART buses, Capital Bikeshare, and the Car-Free Diet program. All ART bus brochures include Spanish translations.

ART makes every effort to assure that all LEP persons have meaningful access to ART's programs and services. All vital documents for ART, schedules, alerts, notices, and announcements are translated into Spanish which represents 22 percent of ART riders. Those who identify themselves as "other" including Amharic, French, Arabic, Bengali, and Mongolian comprise 26 percent of the ART ridership. ART has the ability to draw from the many resources available through the County. For example, the Williamsburg School has a part-time Mongolian translator, the Arlington Community Centers have bilingual staff members who speak Spanish, Arabic, and French, and some ART bus drivers are fluent in Amharic. To address this growing trend in languages other than Spanish, ART has employed the use of technology. The Call Center for Specialized Transit for Arlington Residents (STAR), the paratransit service component of ART, can provide translation for whatever language is needed (usually Russian, Spanish or Chinese) through a contracted service provided by Voiance. Voiance provides translation services for seven major languages including, Arabic, Chinese, Farsi, Korean, Spanish, Urdo and Vietnamese. Initial translations are given by a native speaker.

Car-Free Diet / Dieta Cero-Auto Program

In 2013 ACCS planed, strategized, and released the new Dieta Cero-Auto campaign, with comprehensive print, audiovisual, Web, outreach, social media, and word-of-mouth marketing components. The campaign is successfully communicating the ACCS message to Hispanic community members and group leaders through channels that didn't exist before. The campaign focuses on community meetings, engaging civic and tenant associations and presence at public events.

The Dieta Cero-Auto Program produced the viral Shop Talk videos that have reached an average of 230 views, surpassing the number of views of some of the English language editions.

ACCS's Dieta Cero-Auto released its first brochure entirely in Spanish with transportation tips and tools, followed by the *fotonovela*, similar to a comic book, which is a simple Car-Free Diet story with a dramatic plot that contains a learning message. The target audience for the *fotonovela* is Arlington County Hispanic residents and commuters. The production of the *fotonovela* considered the key findings from the ACCS 2013 Hispanic Transportation Study. In addition, ACCS has a program that is in the process of creating transportation videos in Spanish.

Factor I - Step 2. Identification of LEP Communities

In 2013, ACCS conducted an ART Ridership Study and a Hispanic Marketing Study via surveys in English and Spanish languages in order to better meet the needs of its market.

The ART Ridership Study was a component of the Fiscal Year (FY) 2013 ACCS Research Plan. The objectives of the study were to:

- Develop demographic profiles of rider segments
- Understand service use and communications preferences
- Track trends
- Determine characteristics of bus use
- Gage primary and alternative mode preferences
- Measure awareness and perceptions of transportation options in Arlington County
- Assess satisfaction with and attitudes towards, ART against critical performance factors
- Analyze data for ethnicity, household income, and primary household language and transit dependent riders.

The Ridership Survey provided the following: the majority of ART bus riders are minorities – 31 percent Hispanic, 28 percent African-American, 9 percent Asian and 27 percent White, non-Hispanic. Most of the riders, 84 percent, live in Arlington and 63 percent of riders also work in Arlington. LEP persons interact with Arlington County Commuter Stores by phone through the Call Center which offers Spanish speaker representatives; in person at any one of the following Commuter Store Locations:

Ballston, Crystal City, Rosslyn, Shirlington and a Mobile Commuter Store that serves additional locations throughout Arlington, Washington, D.C. and Maryland.

Findings from the 2013 Hispanic Transportation study:

- Of those surveyed, 53 percent want to receive transit information in Spanish alone. A full 34 percent would be comfortable receiving information in either language, while 13 percent would like to receive information in English.
- Two-thirds of respondents, 67 percent, indicated that they take transit at least once in a typical week; Metrobus, ART, Metrorail, Other Trains.
- Of the total sample, 27 percent are Choice Riders, meaning they have access to a personal vehicle, but elect to use public transit. As expected, transit use is significantly higher among those who do not have access to a personal vehicle.
- Compared to all residents, Arlington County's Hispanic community is doing more to help the County's move towards the TDM modal split goal of 40/60, utilizing non-Single Occupancy Vehicle (SOV) forms of travel including public transit, ridesharing and non-motorized modes such as riding a bike or walking.
- Typically used weekly modes of transportation: ART = 46 percent; Metrobus = 41 percent; Walk = 40 percent; Metrorail = 35 percent; Carpool = 22 percent; Bicycle = 8 percent
- Familiarity with all of Arlington County transportation services is low. Services such as: WalkArlington, Commuter Services, Commuter Store, Bike Arlington, Commuter Page.com, Pike Ride, etc.
- The survey showed that the current recall of transportation marketing messages is low. Among those surveyed needing transportation related information, most expressed needing ART bus schedules and routes.
- Respondents mentioned that they prefer to receive transportation information via television (76 percent of respondents), followed by posters at transit stops and stations (71 percent).

Factor I - Step 3. Literacy Skills

A four-page survey was designed by ART, the Southeastern Institute of Research and LDA Consulting. Interceptors rode the bus routes in May and June of 2013 and proctored the 2,905 self-administered surveys: an estimated 1,977 surveys were fully completed. Spanish and English versions of the survey were created for in-person fielding on ART buses. A total of 575, 20 percent, of the respondents elected to complete the survey in Spanish indicating that translation of vital documents to the Spanish native language is an effective practice.

Factor I - Step 4. LEP Populations Served

The US Census Bureau American Community Survey 2008-2012 found languages spoken at home for the population age five plus years are: English only 71.2 percent; Spanish 13.7 percent; all others 15.1 percent. The ART Ridership Survey indicated that in 2013, 31 percent of the ART ridership spoke Spanish and 14 percent spoke another language such as Arabic, Chinese, African languages and more.

To identify the programs and/or activities that would have serious consequences to individuals if language barriers prevented a person from benefiting from the activity, Arlington Transit and its sister agency ACCS met with Hispanic community leaders and residents at community centers, in face-to-face meetings at employment centers, and at the Latino Round Table meetings in Arlington to ask one critical question about Arlington Transportation. "If you could say something to the manager of ART, what would you say?" Most answered more and more frequent service. Some had safety and security questions. The response was really good and as Spanish is the predominate language they were appreciative of having the program delivered in their native language.

As documented throughout this Language Assistance Plan and attachments, all critical documents have been translated into Spanish, Arlington's largest population who speak a language other than English at home or do not speak English very well. Also, the County has public involvement and outreach to the Spanish speaking communities for transit through the various forms of webpage notices, publications, meetings and videos.

ART and the paratransit service STAR frequently tap into the translation services provided by the Arlington County Community Outreach Program. The outreach program provides services in Spanish, French and Arabic. Also, ART may rely on contracted language services provided by Voiance. Voiance provides initial translation by a native speaker for the top seven languages including Arabic, Chinese, Farsi, Spanish, Urdu and Vietnamese. The Arlington County Schools have translators for many of the languages and recently added a part-time translator for Mongolian.

ART makes every effort to provide meaningful access to its services for all. LEP populations are notified about language services through the Arlington County web-site, the ART web-page, public outreach programs such as the Car Free Diet, the Commuter Stores and through the many County sponsored Language Assistance Programs such as those provided through the Arlington Community Outreach Program.

Factor 2. Frequency Which LEP Persons Use Programs/Services

ART has seen a dramatic increase in ridership. The number of unlinked passenger trips increased from nearly 675,000 in 2004 to more than 2.6 million in FY 2013 an increase of nearly 300 percent. ART ridership has far outpaced population growth (just over 14,000 new residents) and employment growth (just over 32,000 new workers) during the same period. This increase has occurred in part due to Arlington's initiatives to restructure ART's routes to better serve the community and ACCS's work promoting local transit options in both English and Spanish. The group most likely to use Arlington Transit every day of the week, 28 percent, is Spanish speaking.

The Ridership Survey found that there are significant differences in ridership between Spanish and English speaking riders. Using the results from the question "taking ART more than five times a week," the number of Spanish speaking riders who responded that they do take ART more than five times was 13 percent higher than English speaking riders. Two out of every ten ART riders are of Hispanic/Latino heritage.

The highest concentration of any ethnic or limited English population lies along the Columbia Pike, Ballston, and Courthouse corridor served by the ART 41 bus route. Comparatively these riders tend to be: Spanish speakers, from a large household, in lower income brackets, not employed full-time and most likely to be Hispanic or least likely to be white. Also, the frequently traveled ART 45 route that serves Columbia Pike, DHS/Sequoia and Rosslyn tends to be lower income, not employed full time, black/African American or Hispanic, very frequent ART riders (more than five times a week) and Spanish speakers. As the attached route maps with Census Data Language tracts shows and ART schedules show these are ART's most frequently served routes.

The Census data provides about 31 languages other than English or Spanish are spoken at home in Arlington County. Those include languages such as the African languages - 2 percent, Chinese - 1.4 percent, French - 1.2 percent, and Arabic - .08 percent. Arlington County will provide vital information to persons who speak any language through the use of staff or contractor assisted translators whenever reasonably possible.

Factor 3. Importance of the County's Transit Programs/Services

Access to services provided by the County's fixed route and paratransit bus service is critical to the communities who are dependent on public transportation. Statistics from the ART Ridership Study found that the bus service in Arlington County is essential to the lower income, Hispanic or Black/African American communities who are dependent on ART for trips including those going to work, 71 percent; shopping, 60 percent; medical appointments, 48 percent; going to church, 27 percent. These transit dependent groups are regular riders of ART and a full 34 percent of the ART riders report that "it's my only means of transportation." The ridership survey showed that more than 70 percent of ART riders regularly ride buses serving Columbia Pike, routes 41 and 45, and are most likely in the lower income brackets and are most likely Spanish speakers. Access to public transportation is a primary need of the LEP population who typically do not have access to an automobile or other transportation to jobs, health care, government services and recreation. Because of the essential nature of the services and the importance of public transit in the lives of our bus passengers, the County works to ensure that language is not a barrier to access our services.

Factor 4. Resources Available – Language Assistance Currently Provided

Access to information on transportation options is a first step toward removing language barriers and facilitating the use of transit. ART works closely with the staffs at Arlington County's 14 Recreations Centers and provides service within ¼ mile walking distance

from all Centers – most are on an ART route. Because of this close relationship, ART is able to "tap" into the many language assistance programs offered through the Community Centers. For example, the Arlington Community Outreach Program has five Outreach Specialists that are based in four outreach centers located throughout the County. The centers are strategically located in low-income neighborhoods with high concentrations of immigrants. Each Outreach Specialist is bilingual in English and Spanish and some are even multilingual. The Specialists provide services in Spanish, French and Arabic. In addition to being bilingual (or multi-lingual), each Specialist is also bicultural; meaning that they live and understand the culture of the languages they speak. ART may also call on the "on-the-spot" translation services provided by the Specialists.

ACCS employs a bilingual Outreach Specialist who assists ART with public outreach for translation of documents, crafting specific messages to reach the Hispanic community and meetings with Spanish speaking populations. Voiance as noted earlier, provides interpretation and translation services.

The County provides the resources for ART to translate any documents that may be critical to ART or to the Transit Department's services. Documents that were determined to be critical to ART's transit system that have been and will continue to be translated to Spanish include the following:

- Route and schedule information
- Fare and payment information
- Service announcements
- Safety and security announcements
- Complaint and comment forms
- Outreach related to opportunity for public comments
- Information about paratransit and ADA bus service
- Emergency information
- Fare and Service Changes
- Title VI Complaint Procedures and Form
- Title VI Notice To The Public of The Rights Provided By Title VI

In addition, in 2013 the Car-Free Diet proactively conducted and attended over 20 focused meetings and events within the Hispanic community.

ART was represented by a bilingual translator at more than 31 community outreach programs and events throughout Arlington County.

ART and the paratransit service (STAR) may tap into the translation services of a contracted language services such as that provided by Voiance. Voiance provides initial translation by a native speaker for the top seven languages including Arabic, Chinese, Farsi, Spanish, Urdu and Vietnamese.

When calling the STAR Call Center, at 703-892-8747, the recording offers options. The first option offered is "for assistance in another language, please press 4" which is repeated in Spanish. The caller is connected to a STAR Call Center agent, but also via conference call to Voiance. They bring in a translator for whichever language is needed – usually, Russian, Spanish or a Chinese dialect. The Arlington County Schools have translators for many of the languages including a recently added part-time translator for Mongolian. Because of ART's unique position in the County as the community bus service, there is a close relationship between the bus service and all of the County's language resources.

Language Assistance Monitoring

Language assistance monitoring processes and procedures have been established and the Language Assistance Plan will be monitored throughout the year and documented at least semi-annually. Monitoring will include the procedures identified in the Handbook for Public Transportation Providers, by the Federal Transit Administration Office of Civil Rights.

- Guidelines include obtaining semi-annual feedback from: The four Arlington County Commuter Stores and the Mobile Commuter Store; One-on-one customer surveys; conduct semi-annual monitoring and documenting levels of customer service, bus operators and community outreach.

- Internal monitoring to determine if appropriate responses are being made to request from persons with limited English.

- Monitor for opportunities for new language assistance and how to provide language assistance to areas not previously served such as Mongolian or Amharic or French.

- Routinely assure that all critical documents are kept up to date. A documented review will be conducted semi-annually. The review is not limited to but will include the review of the following:

    - Route and schedule information Fare and Payment Information
    - Service Announcements Safety and Security Announcements
    - Complaint and Comment Form
    - Outreach Related to Opportunity For Public Comments
    - Information about Paratransit and ADA Bus Service
    - Emergency Information
    - Fare and Service Changes
    - Title VI Complaint Procedures and Complaint Form
    - Title VI Notice To The Public of The Rights Provided By Title VI

Attachments for Limited English Proficiency

Appendix I	U.S. Census Bureau 2008-2012 Language Spoken At Home Arlington County
Appendix II	Evidence of Board Review of 2013 Ridership Survey
Appendix III	Results of the 2013 Ridership Survey (Excerpts)
Appendix VI	Map -- Arlington Bus Route Percent Who Speak Language Other Than English
Appendix V	Map – Arlington Bus Stops Percent Who Speak Language Other Than English
Appendix VI	Title VI Notice to the Public
Appendix VII	Spanish Title VI Complaint Procedures and Form
Appendix VIII	Public Outreach – Minority, Low Income and LEP Populations
Appendix IX	Survey Form LEP Input

Appendix I

Language Spoken at Home - Population 5 + Years
Source: U.S. Census Bureau, 2008-2012 American Community Survey
Speak only English 71.2%
Spanish or Spanish Creole 13.7%
African languages 2.0%
Chinese 1.4%
French (incl. Patois, Cajun) 1.2%
Other Indic languages 1.2%
Tagalog 1.0%
Arabic 0.8%
Other Asian languages 0.7%
Hindi 0.6%
Korean 0.6%
Vietnamese 0.6%
Urdu 0.6%
German 0.5%
Russian 0.5%
Japanese 0.4%
Italian 0.4%
Persian 0.3%
Other Slavic languages 0.2%
Greek 0.2%
Thai 0.2%
Portuguese or Portuguese Creole 0.2%
Other Indo-European languages 0.2%
Polish 0.1%
Mon-Khmer, Cambodian 0.1%
Gujarati 0.1%
Other and unspecified languages 0.1%
Laotian 0.1%
Scandinavian languages 0.1%
Other West Germanic languages 0.1%
Hungarian 0.1%
Other Pacific Island languages 0.1%
Serbo-Croatian 0.1%
French Creole 0.1%
Hebrew 0.0%
Other Native North American languages 0.0%
Navajo 0.0%
Armenian 0.0%
Yiddish 0.0%
Hmong 0.0%

A Recessed Meeting of the County Board of Arlington County, Virginia, held in Room 307 of 2100 Clarendon Boulevard thereof on Tuesday, December 17, 2013 at 3:06 p.m.

PRESENT: J. WALTER TEJADA, Chairman
JAY FISETTE, Vice Chair
LIBBY GARVEY, Member
MARY HYNES, Member
CHRISTOPHER ZIMMERMAN, Member

ALSO PRESENT: BARBARA M. DONNELLAN, County Manager
STEPHEN MacISAAC, Member
HOPE L. HALLECK, Clerk

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COUNTY BOARD RECESSED MEETING

ooooo0ooooo

COUNTY BOARD BUSINESS AND REPORTS

ooooo0ooooo

I. COUNTY BOARD REPORTS

Annual Financial Report. Ms. Wiley announced that the County has earned an unqualified or "clean opinion" on the annual audit.

The County Manager presented the results of the County Ridership Survey. The Manager introduced Dennis Leach, Department of Environmental Services Division Chief who summarized the findings of the on-board passenger survey of art bus riders.

ARLINGTON
VIRGINIA

ARLINGTON COUNTY COMMUTER SERVICES
Arlington Transportation Partners | The Commuter Store
CommuterPage.com | CommuterDirect.com | Bike/Walk Arlington

Arlington Transit

October 2013

Prepared

Overview Of Analysis Segments

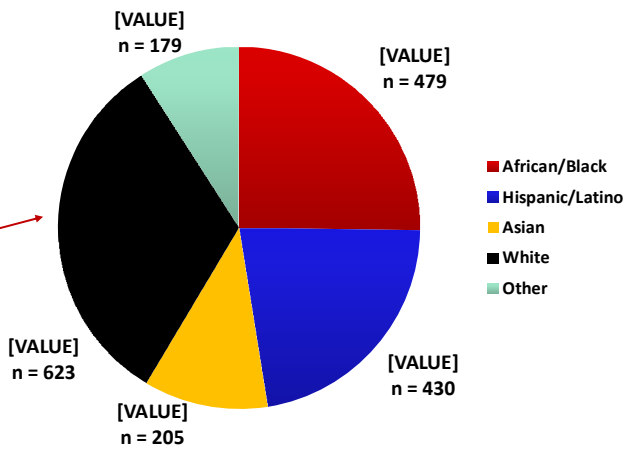
Results will be analyzed by the ethnicity categories of:

White
African/Black
Hispanic
Other

One-third (32%) of survey respondents identified their primary ethnic background as Caucasian, compared to 27% in 2008.

n = 1,916

Respondent Ethnicity Segments



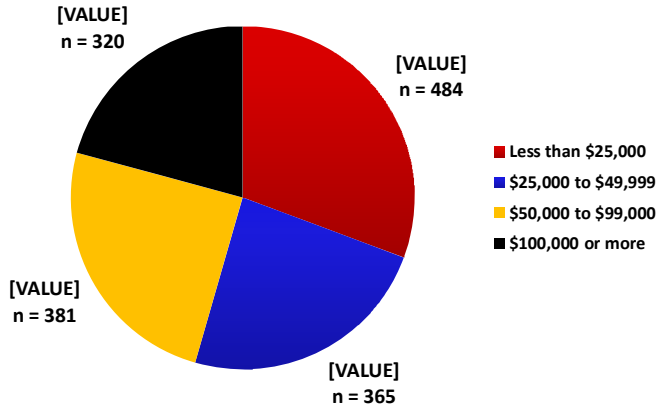
Q27. Which of the following best describes your ethnic background?

Over half of respondents (55%) reported annual household incomes of less than $50,000. Comparatively, 70% of those participating in the 2008 survey wave reported incomes of less than $60,000.

As would be expected, Choice Riders report significantly higher incomes than do Transit Dependent Riders.

n = 1,550

Household Income Segments



Q29. Which category best describes your household's total annual income?

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Southeastern Institute of Research

Languages in the "Other" category include:

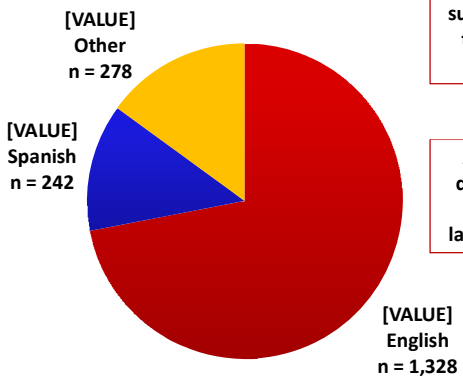
Amharic (20)
French (18)
Arabic (17)
Bengali (13)
Mongolian (13)

n = 1,848

Primary Household Language Segments

A total of 575 respondents (20%) elected to complete the survey in Spanish, compared to 700 Spanish completes (32%) in the 2008 wave.

According to 2011 census data, 29% of households in Arlington County speak a language other than English.



Q30. Is English your primary language at home? If no, which language is primary?

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20

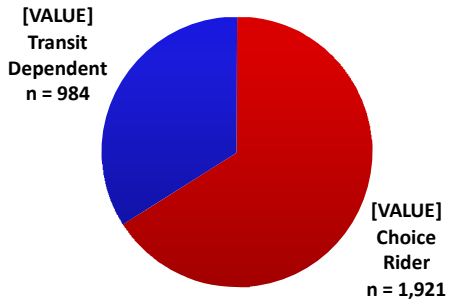
Southeastern Institute of Research

By the industry standard definition, a Choice Rider is someone who could afford to own and operate a personal automobile but chooses to take transit

n = 2,905

Transit Dependent Versus Choice Rider

For analysis purposes in this study, a Transit Dependent Rider is defined by anyone who indicated that one of the reasons they take ART is "I don't have a driver's license-it's my only means of transportation."

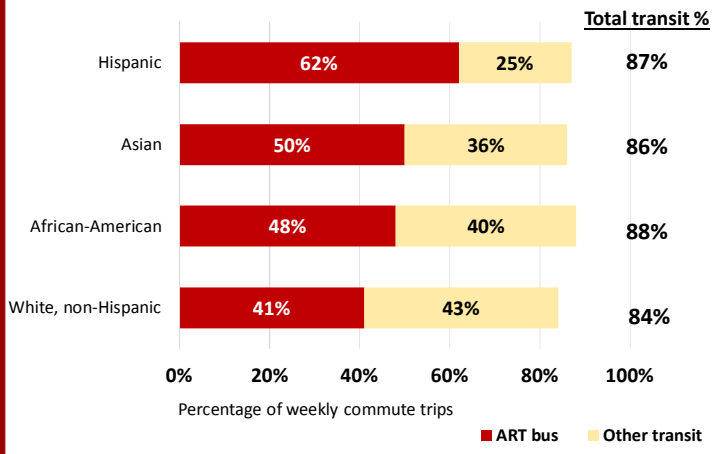


Q4 For what reasons do you take ART buses? Please select all that apply and indicate your one main reason. (Option e. I don't have a driver's license – It's my only means of transportation.)

Hispanic n = 151
Asian n = 58
African-American n = 143
White, non-Hispanic n = 253

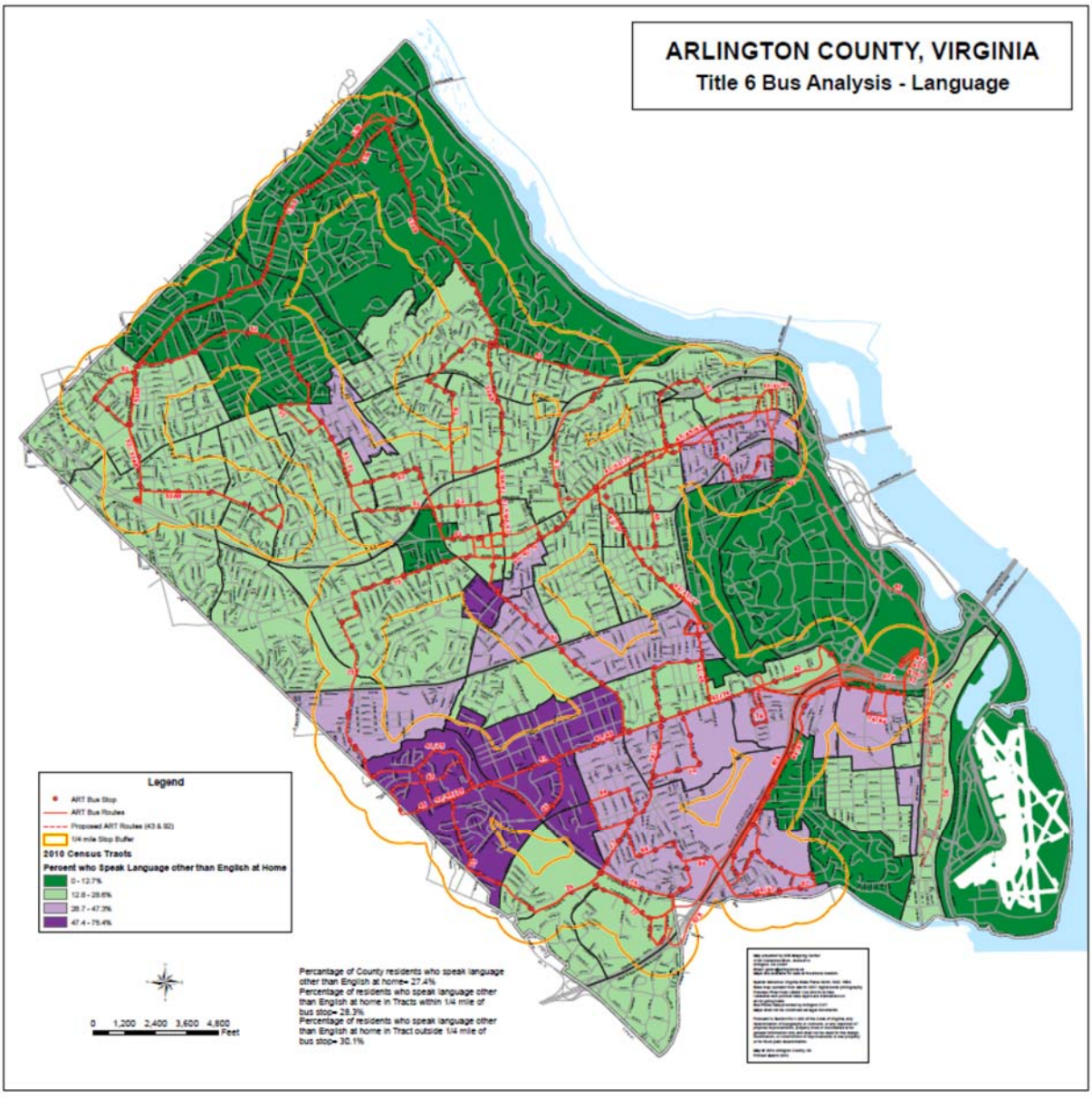
Hispanic Riders Have the Highest Use of ART as Primary Commute Mode

But overall transit ridership is similar across groups

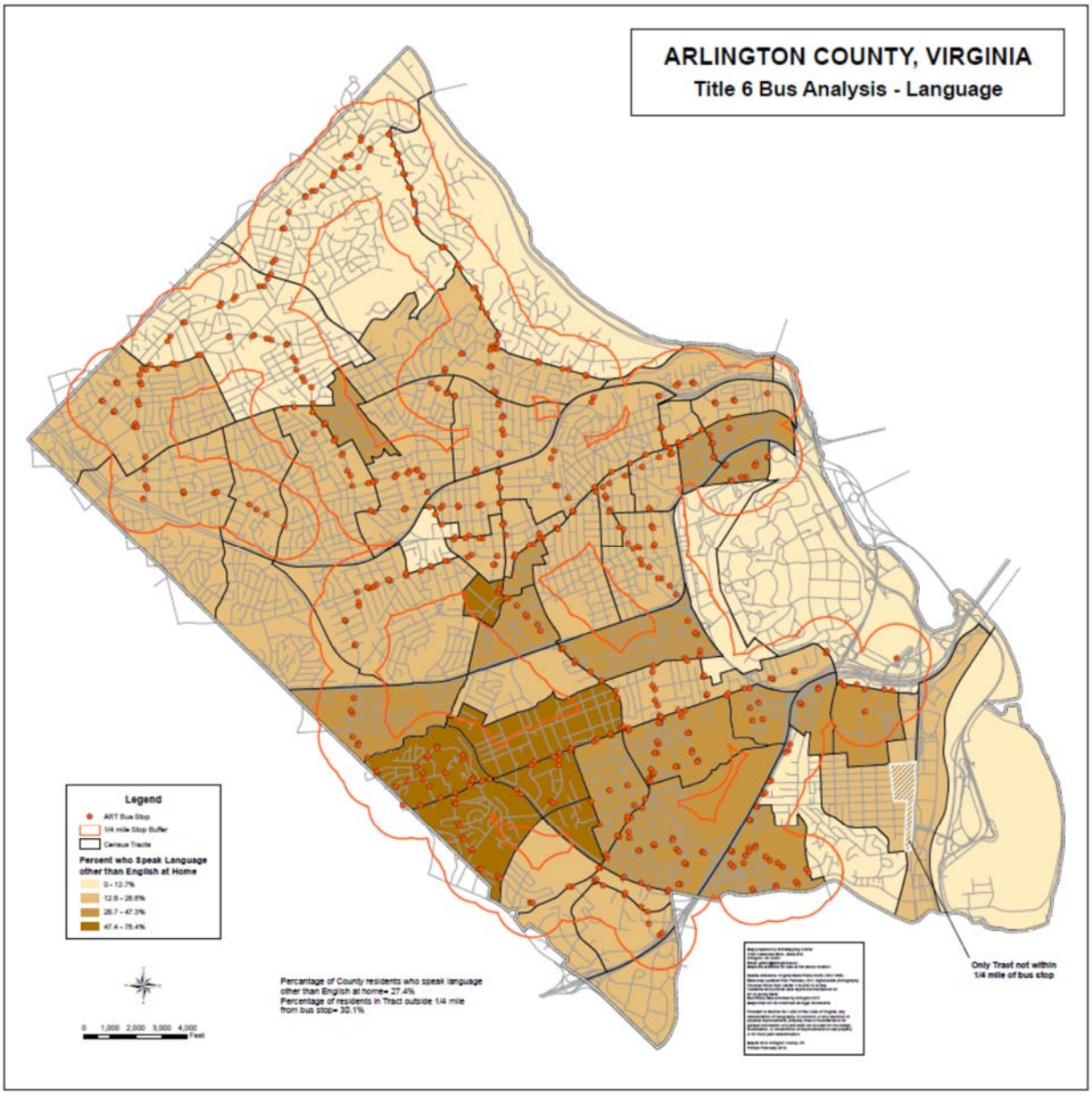


Q19. In a typical week, what type of transportation do you use each day, for the longest distance of your trip to go TO work or school?

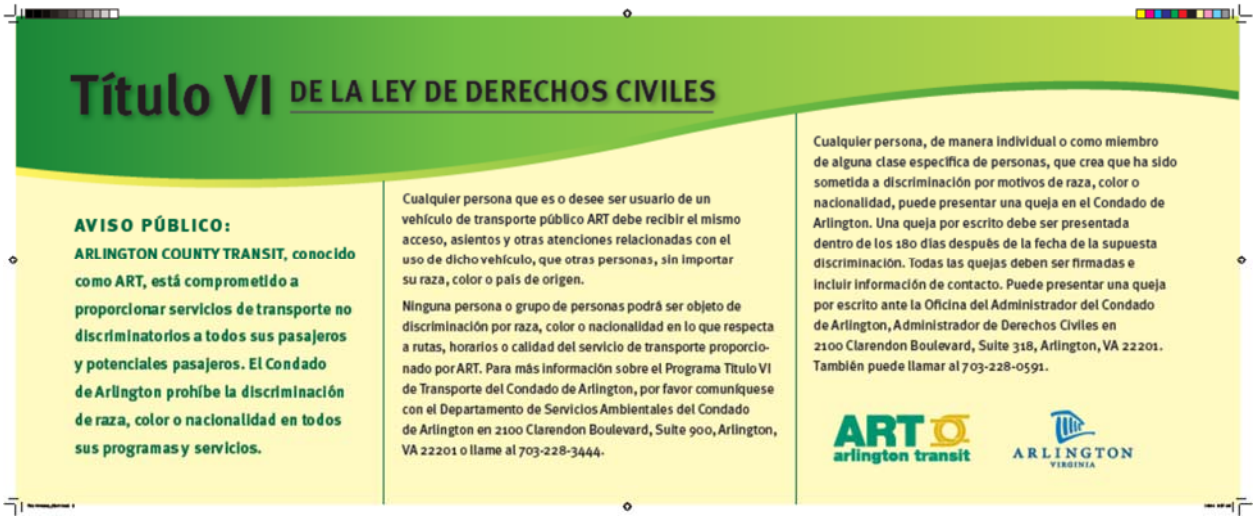
Appendix IV


ARLINGTON COUNTY, VIRGINIA
Title 6 Bus Analysis - Language
Legend
ART Bus Stop
ART Bus Routes
Proposed ART Routes (43 & 92)
1/4 mile Stop Buffer
2010 Census Tracts
Percent who Speak Language other than English at Home
0 - 12.7%
12.8 - 28.6%
28.7 - 47.3%
47.4 - 75.4%
0 1,200 2,400 3,600 4,800 Feet
Percantage of County residents who speak language other than English at home= 27.4%
Percentage of residents who speak language other than English at home in Tracts within 1/4 mile of bus stop= 28.3%
Percentage of residents who speak language other than English at home in Tract outside 1/4 mile of bus stop= 32.1%

Appendix V


ARLINGTON COUNTY, VIRGINIA
Title 6 Bus Analysis - Language
Legend
ART Bus Stop
1/4 mile Stop Buffer
Census Tracts
Percent who Speak Language other than English at Home
0 - 12.7%
12.8 - 26.6%
26.7 - 47.3%
47.4 - 75.4%
0 1,000 2,000 3,000 4,000 Feet
Percentage of County residents who speak language other than English at home= 27.4%
Percentage of residents in Tract outside 1/4 mile from bus stop= 30.1%
Only Tract not within 1/4 mile of bus stop

Appendix VI



Título VI DE LA LEY DE DERECHOS CIVILES

AVISO PÚBLICO:

ARLINGTON COUNTY TRANSIT, conocido como ART, está comprometido a proporcionar servicios de transporte no discriminatorios a todos sus pasajeros y potenciales pasajeros. El Condado de Arlington prohíbe la discriminación de raza, color o nacionalidad en todos sus programas y servicios.

Cualquier persona que es o desee ser usuario de un vehículo de transporte público ART debe recibir el mismo acceso, asientos y otras atenciones relacionadas con el uso de dicho vehículo, que otras personas, sin importar su raza, color o país de origen.

Ninguna persona o grupo de personas podrá ser objeto de discriminación por raza, color o nacionalidad en lo que respecta a rutas, horarios o calidad del servicio de transporte proporcionado por ART. Para más información sobre el Programa Título VI de Transporte del Condado de Arlington, por favor comuníquese con el Departamento de Servicios Ambientales del Condado de Arlington en 2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201 o llame al 703-228-3444.

Cualquier persona, de manera individual o como miembro de alguna clase específica de personas, que crea que ha sido sometida a discriminación por motivos de raza, color o nacionalidad, puede presentar una queja en el Condado de Arlington. Una queja por escrito debe ser presentada dentro de los 180 días después de la fecha de la supuesta discriminación. Todas las quejas deben ser firmadas e incluir información de contacto. Puede presentar una queja por escrito ante la Oficina del Administrador del Condado de Arlington, Administrador de Derechos Civiles en 2100 Clarendon Boulevard, Suite 318, Arlington, VA 22201. También puede llamar al 703-228-0591.

ART arlington transit

ARLINGTON VIRGINIA

Appendix VII

Procedimiento para Consultas, Radicar y Procesar Querellas del Título VI de la ley de Derechos Civiles Relacionadas con el Sistema de Transito del Condado de Arlington

La Oficina de Derechos Humanos del Condado de Arlington tiene la responsabilidad de contestar preguntas sobre el Título VI de la Ley de Derechos Civiles y dirigir la investigación de querellas radicadas contra el Sistema de Tránsito del Condado ART/STAR. Quejas, preguntas y otro tipo de correspondencia relacionada con el Título VI de la Ley de Derechos Civiles pueden someterse directamente a la Oficina de Derechos Humanos del Condado ó a la oficina de transporte público del Condado ART/STAR. A continuación se describe El proceso para gestionar con eficacia preguntas y quejas relacionadas con el Título VI de la ley de Derechos Civiles. Las comunicaciones y querellas del Título VI de la ley de Derechos Civiles serán procesadas prontamente y en confidencialidad por el Asistente del Administrador del Condado de Arlington para los Derechos Humanos.

1. El Asistente del Administrador del Condado de Arlington para los Derechos Humanos mantendrá un registro de querellas y correspondencia que implique tener consecuencias con el Título VI de la ley de Derechos Civiles, dará seguimiento a la investigación y procesamiento de la queja ó querella, proveerá respuestas, y manejará el progreso para completar las acciones requeridas por el Condado. Toda correspondencia será considerada confidencial y solo será compartida con quienes tengan la legítima necesidad de recibir la información.

2. El Asistente del Administrador del Condado de Arlington para los Derechos Humanos conducirá una investigación una vez se haya determinado que la consulta ó querella recibida tiene validez bajo el Título VI del al Ley de Derechos Civiles.

Procedimiento para la Investigación de Querellas

Cualquier persona que crea que él o ella haya sido discriminado(a) por razón de su raza, color, origen nacional, religión, incapacidad, sexo, edad u orientación sexual, por parte de los servicios del Sistema de Transportación del Condado, puede radicar una queja bajo el Titulo VI dentro de 180 días a partir de la fecha de la supuesta discriminación. Lo hará completando, radicando o enviando el Formulario Para Radicar Quejas. Los siguientes procedimientos y procesos han sido adoptados por los Servicios de Tránsito del Condado según establecidos por la Oficina de Derechos Humanos del Condado de Arlington.

Una vez recibida la queja, el Asistente del Administrador del Condado de Arlington para los Derechos Humanos deberá revisar la misma y determinar si tiene jurisdicción en el caso. La Oficina de Derechos Humanos enviara al Querellante una carta reconociendo el recibo de la querella é informará a él ó ella, si la queja será investigado según lo establecido por la Oficina de Derechos Humanos dentro de diez (10) días laborables a partir de la fecha del recibo de la querella.

La Oficina de Derechos Humanos conducirá prontamente una investigación. La Oficina de Derechos humanos tendrá 30 días para conducir la investigación. De necesitarse información adicional para resolver el caso, la Oficina de Derechos humanos podrá contactar al Querellante por escrito para solicitar información adicional. El Querellante tendrá diez (10) días laborables para contestar a partir de la fecha en la carta ó requerimiento de información adicional. Si la Oficina de Derechos Humanos no recibe dentro del término de diez(10) días la información adicional ó usted no se comunica con la oficina, el caso será cerrado administrativamente. El caso también podrá cerrase administrativamente si el Querellante no desea continuar o decide retirara su caso.

Luego de que el Asistente del Administrador del Condado de Arlington para los Derechos Humanos haya completado la investigación, el Querellante será informado por escrito a través de: (a) una carta resumiendo los

hechos y alegaciones, las entrevistas relacionadas con los hechos alegados explicando la acción tomada para corregir la situación, si se tomo acción(es) disciplinaria(s), tales como entrenamiento adicional para el personal u otras medidas correctivas.); ó (b) una carta el cierre del caso resumiendo las alegaciones y estableciendo que la investigación no revelo una violación al Título VI razón por la cual el caso será cerrado. Si el Querellante desea apelar la decisión podrá apelar directamente al Administrador del Condado de Arlington dentro de diez (10) días a partir de la decisión. La decisión del Asistente del Administrador del Condado de Arlington para los Derechos Humanos será sostenida a menos que el Administrador del Condado encuentre que un abuso de discreción.

El Asistente del Administrador del Condado de Arlington para los Derechos Humanos informará al Querellante su derecho ha radicar su querella directamente a la oficina federal de la Administración de Transito Federal, a FTA Office of Civil Rights, 1200 New Jersey Ave/, SE, Washington, D.C. 20590.

FORMA PARA REDICAR QUEJA DE DISCRIMEN SERVICIO DE TRANSPORTACION DEL CONDADO DE ARLINGTON

La información requerida en esta forma nos será de ayuda para entender sus alegaciones. Favor de completar la información lo mejor que pueda. Un oficial de radicación revisará la información de su querella y se comunicara con usted.

Información Sobre La Querella

Nombre:_____
Nombre Segundo Nombre Apellido

Dirección :_____
Calle y Número Número de Apt.

_____
Ciudad Estado Código Postal

Teléfono: (hogar)_____(Empleo)_____ (celular) _____

Correo Electrónico :_____

Prefiero ser contactado por teléfono (Si/No)_____
Prefiero ser contactado por correo electrónico (Si/No)_____

2. Esta usted radicando esta querella por sí mismo? Favor de circular: *Si* *No*

Si su contestación a la pregunta es "si" Favor de pasar a la sección 3.

Si su contestación es "no", favor de proveer el nombre de la persona por quien usted radica esta querrella.

Nombre:_____

Por favor confirme que usted ha obtenido permiso de la persona agraviada para radicar esta querella en su representación. Favor de circular: ***Si*** ***No***

3. Cual es la base por la cual usted cree que fue discriminado?

( ) Raza
( ) Sexo
( ) Religión
( ) Origen Nacional
( ) Hostigamiento Sexual
( ) Color
( ) Edad
( ) Incapacidad
( ) Orientación Sexual

FORMA PARA REDICAR QUEJA DE DISCRIMEN SERVICIO DE TRANSPORTACION DEL CONDADO DE ARLINGTON

4. Provea detalles de la Acción(es) o Circumstancia (s) Usted cree fue discriminatoria (Diganos QUIEN hizo QUE, y CUANDO lo hizo, LUGAR donde ocurrio, y su opinión o creencia de PORQUE sucedieron estos hechos) Incluya el nombre y la información para contactar la persona (s) que discriminó contra usted (si le es conocido) así como los nombres de los testigos e información. De necesitar más espacio para contester use el reverse de ésta forma.

_____
_____
_____
_____
_____

Use papel adicional de ser necesario

5. ¿Ha radicado usted esta querella con alguna otra agencia local, estatal o federal ó alguna Corte del estado?
Favor de circular su contestación: ***Si*** ***No***

De ser si, favor de proveer información adicional sobre la agencia donde radicó su la querella:

Nombre del Contacto:_____
Título:_____
Agencia:_____
Dirección:_____
Teléfono:_____
Fecha en que radicó la querella:_____

6. Favor de incluir ó atachar cualquier información relevante a su querella.

Firma y fecha son requeridas aquí.

_____ _____
Firma **Fecha**

7. Favor de someter ésta forma a la siguiente dirección. La puede someter en persona ó enviar por correo a:

Arlington Office of County Manager
Civil Rights Manager
2100 Clarendon Blvd, Suite 318
Arlington, VA 22201

Appendix VIII

Public Outreach for ART in 2013 – Includes Outreach to Minority, Low Income and LEP Populations

Includes events attended and locations where ART info is provided

ART Marketing *These are school events that staff attended to promote the use of ART and also the student iRide program, which encourages teens to use transit. ART and iRide brochures were handed out at the events.*	
Event	**Date**
Silver Line Public Meeting	3/12, 14, 16/13
4 Line Public Meeting	3/13/13
Leeway Overlee Community Association Meeting	4/3/13
Lubber Run Community Center	5/1/13
Gunston Community Center	5/2/13
Thomas Jefferson Community Center	5/3/13
Swanson Middle School	5/6/13
Middle School Back to School Nights *(Attended events at 5 schools)*	9/18/13
High School Back to School Nights *(Attended events at 4 schools)*	9/24/13
HB Woodlawn Back to School Night	9/25/13
Arlington Career Center Back to School Event	9/26/13
High School Info Night	10/28/13
Middle School Info Night	11/4/13
Mobile Commuter Store to Wakefield High School	11/14/13
Mobile Commuter Store to Washington-Lee High School	11/19/13
Mobile Commuter Store to Yorktown High School	11/21/13
Mobile Commuter Store to H-B Woodlawn High School	12/3/13

Hispanic Community Outreach

These are events that our Hispanic Marketing Specialist, Lucia Cortes, attended over the past year to talk with the Hispanic community in Arlington about transit, biking, walking and the Car-Free Diet. While Lucia did not solely talk about ART at these events, she did include ART in her presentations and handed out ART information.

Event	Date
Bu-Gata Tenants Association	03/5/13
Arlington Home Show and Garden Expo	03/9/13
Arlington Partnership for Affordable Housing (APAH)	03/7/13
Edu-Futuro	03/7/13
Northern Virginia Family Services	03/11/13
BRAVO Tenants	03/12/13
Latino Roundtable	03/13/13
Harvey Hall Apartment	04/19/13
Annual Community Health Fair / Walter Reed Community Center	04/20/13
Foro Latino, by Arlington County Housing Division and APAH	04/25/13
Pan-American Bakery (Columbia Pike)	04/25/13
Our Lady of Lourdes Church	04/27/13
HILT Institute at the Arlington Career Center Presentation	04/30/13
St. Charles Borromeo Church	05/5/13
NovaSalud	05/09/13
Escuela Bolivia	05/23/13
TDP Meeting at Navy League	06/1/13
Escuela Bolivia	06/7/13
Gates of Ballston Community Center	06/20/13
Arlington County Fair	08/10/13
Kenmore School Back to School Night	09/18/13
Wakefield School Back to School Night	09/24/13
Latino American Festival	09/29/13
Columbia Grove Apartments	10/2/13
Latino Roundtable	10/11/13
Crystal City Marriott	10/16/13
Crystal Gateway Marriott	10/24/13
Wesley Housing Development Corp	10/22/13
The Gates of Ballston Affordable Housing	10/25/13
High School Info Night	10/28/13
Whitefield Commons Community Resource Center	10/30/13
Marbella Apartments	10/31/13
Ethiopian Economic Development Group	10/31/13

ART Outreach to Low-Income, Minority and LEP Communities, 2013

General

- All bus cards, signs and flyers produced by ART are in both English and Spanish
- All ART route brochures are in both English and Spanish
- When ART holds a public meeting, every effort is made to have at least one staff person in attendance who speaks Spanish

ART Schedule and Route Changes

Route and schedule changes were made to the following routes throughout the year: ART 41, 42, 45, 53, 74, 75, 77, 84 and 87. Most of these changes were minor to help improve on-time performance and to tweak the routes. Promotions for changes include:

- Flyers and signage in both English and Spanish posted on ART buses, at the Commuter Stores and Libraries.
- The Car-Free Diet street team handed out flyers in both English and Spanish at local community events.
- Schedule brochures for the routes were updated with new timetables and route maps. The brochures are in both English and Spanish.
- The Hispanic Marketing Manager took flyers in both English and Spanish promoting the new route to the events she attended and also send info via email to her contacts in the Hispanic community.
- Electronic signage that's shown in the lobbies of County buildings, County libraries and on Arlington TV.
- Info posted on the ART website (including the Spanish version), the Arlington County website, Commuterpage.com (including the Spanish version)
- Info posted on social media sites maintained by ART, Arlington County and The Car-Free Diet.
- ART Alerts sent out to all ART riders letting them know about the upcoming changes.
- Info sent to the civic associations and BIDs that are along the route that the changes are being made to.
- Info included in the ART Forum (ART's print newsletter), The Citizen (Arlington County's print newsletter), The Insider (The County's e-newsletter) and in e-Solutions (Arlington Transportation Partner's e-newsletter).
- Info about changes are usually picked up by local media such as ARLNow and InsideNOVA.

New ART 43 Route Started on March 31, 2014 -- ART introduced a new limited stop route, ART 43, that runs between Courthouse and Crystal City every 20 minutes during morning and evening rush hours. Promotions for the route included:

- Flyers and signage in both English and Spanish posted on ART buses, at the Commuter Stores and Libraries.
- Arlington Transportation Partners distributed flyers (in both English and Spanish) to their business and residential clients in Crystal City, Rosslyn and Courthouse.

- The Car-Free Diet street team handed out flyers in both English and Spanish at local community events and at the VRE station, Crystal City Metro and Courthouse Metro.
- A schedule brochure for the route was made that is in both English and Spanish.
- The Hispanic Marketing Manager took flyers in both English and Spanish promoting the new route to the events she attended and also send info via email to her contacts in the Hispanic community.
- Info posted on the ART website (including the Spanish version), the Arlington County website, Commuterpage.com (including the Spanish version) and CommuterDirect.com
- Direct mail postcard sent to residents who live within a ¼ mile of the Crystal City Metro station. A blurb was included on the postcard in Spanish said that the info could be provided in Spanish upon request.
- Electronic signage that's shown in the lobbies of County buildings, County libraries and on Arlington TV.
- Email about the new route sent out to Commuter Direct's clients who purchase VRE tickets
- Info posted on social media sites maintained by ART, Arlington County and The Car-Free Diet.
- ART Alerts sent out to all ART riders letting them know about the new route
- Info sent to the civic associations and BIDs in Crystal City, Rosslyn and Courthouse
- Info included in the ART Forum (ART's print newsletter), The Citizen (Arlington County's print newsletter), The Insider (The County's e-newsletter) and in e-Solutions (Arlington Transportation Partner's e-newsletter).
- Advertising in the VRE station and Crystal City Metro Station
- An article and ad in VRE's Ride magazine that is provided on the trains.
- Info about the new route was picked up by local media such as ARLNow and InsideNOVA.

Promotions for the Student iRide SmarTrip Cards

The Student iRide SmarTrip Card is a SmarTrip card just for Arlington middle and high school students. It automatically gives them the 75 cent student discount when they ride ART and it can also be used on Metrobus and Metrorail for the full fare. Promotions for the card included:

- Signs and flyers in both English and Spanish were posted at the Commuter Stores, Community Centers, Libraries and on ART buses. The Car-Free Diet street team also handed out flyers at local community events.
- ART organized visits to Arlington's high schools and some of the middle schools to promote and sell the card. Flyers and posters promoting the events were in both English and Spanish. At most events one of the street team members present spoke Spanish.
- The Hispanic Marketing Manager took fliers promoting the card to events she attended and also sent out info to her contacts in the Hispanic community.

Proposed July 1 Fare Increase for ART and STAR Zone 1

Arlington Transit proposed increasing the ART fares and the fare for Zone STAR 1 effective July 1, 2014. If approved by the Arlington County Board, this would be the first fare increase for ART since 2010. Prior to taking the proposal to the County Board, ART asked the public for their feedback and comments. ART held a public meeting to get feedback and a public hearing was also held by the County Board. For both meetings a staff member who spoke Spanish was in attendance to help explain and answer any questions. Info was also provided prior to the meetings on how to request language assistance at the meetings. An online survey was also provided for those who were unable to attend the meetings. The meetings and proposed fare increases were promoted by:

- Flyers, in both English and Spanish, posted on the ART buses, at Commuter Stores, in Libraries and at Community Centers.
- The Car-Free Diet street team handed out flyers, in both English and Spanish, at community events they attended.
- The Hispanic Marketing Manager took flyers in both English and Spanish promoting the new route to the events she attended and also send info via email to her contacts in the Hispanic community.
- Info posted on the ART website (including the Spanish version), the STAR website, the Arlington County website, Commuterpage.com (including the Spanish version) and CommuterDirect.com
- Electronic signage that's shown in the lobbies of County buildings, County libraries and on Arlington TV.
- Info posted on social media sites maintained by ART, Arlington County and The Car-Free Diet.
- ART and STAR Alerts sent out to all ART and STAR riders letting them know about the new route
- Info sent to the civic associations and BIDs
- Info about the new route was picked up by local media such as ARLNow and InsideNOVA.
- Info included in the ART Forum (ART's print newsletter), STAR Points (STAR's direct mail newsletter), The Citizen (Arlington County's print newsletter) and The Insider (The County's e-newsletter)

2013 Update to the Transit Development Plan

Arlington Transit held a public meeting on June 1, 2013, to get feedback from riders about ART and Metrobus service in Arlington County. The comments and feedback received were used to update Arlington' Transit Development Plan (TDP). There was also an online survey available for those unable to attend the meeting. A staff member who spoke Spanish was in attendance to help explain and answer any questions. The meeting was promoted by:

- Flyers, in both English and Spanish, posted on the ART buses, at Commuter Stores, in Libraries and at Community Centers.
- The Car-Free Diet street team handed out flyers, in both English and Spanish, at community events they attended.
- The Hispanic Marketing Manager took flyers in both English and Spanish promoting the new route to the events she attended and also send info via email to her contacts in the Hispanic community.
- Info posted on the ART website (including the Spanish version), the STAR website, the Arlington County website, Commuterpage.com (including the Spanish version) and CommuterDirect.com
- Electronic signage that's shown in the lobbies of County buildings, County libraries and on Arlington TV.

- Info posted on social media sites maintained by ART, Arlington County and The Car-Free Diet.
- ART and STAR Alerts sent out to all ART and STAR riders letting them know about the new route
- Info sent to the civic associations and BIDs
- Info about the new route was picked up by local media such as ARLNow and InsideNOVA.
- Info included in the ART Forum (ART's print newsletter), STAR Points (STAR's direct mail newsletter), The Citizen (Arlington County's print newsletter) and The Insider (The County's e-newsletter)

23rd Street Bus Stop Improvement Project

Arlington Transit conducted a survey at bus stops on 23rd Street in Crystal City to get feedback about possibly consolidating the stops along 23rd. Street team members and staff conducted the surveys during various times of day at the bus stops while riders waited for the bus. The written surveys were in both English and Spanish and at least one staff member present was fluent in Spanish.

Feedback on ART 53 Route Changes

Arlington Transit asked riders along the ART 53 route in the Westover area for feedback on some possible route extensions.

Car-Free Diet Events

The Car-Free Diet street team attends various events around Arlington County. The street team promotes transit use as well as biking and walking. While these events do not solely promote ART, ART schedule brochures and information are taken to the events and handed out.

Event	Date
1K Wine Walk	1/12/1/3
1K Wine Walk	1/13/13
AIW Student Orientation	1/16/13
YMCA Open House	1/16/13
Pentagon Centre	1/22/13
1K Beer Walk	1/26/13
1K Beer Walk	1/27/13
The Energy Club Member Reception	1/23/13
Energy Journey Game	2/2/13
Color the Mall Red	2/9/13
Feel The Heritage Festival	2/9/13
Thomas Jefferson Community Center	2/10/13
Kettler Capitals Iceplex	2/10/13
Gold's Gym	2/11/13
Mardi Gras Parade	1/12/13
Ballston Common Mall	1/16/13
Gold's Gym – Ballston	3/4/13
Thomas Jefferson Community Center	3/5/13
Quincy Central Library	3/13/13
Ballston Common Mall	3/16/13
Energy Club	3/20/13
Pentagon Centre	3/21/13
Kettler Capitals Iceplex	3/23/13
Columbia Pike Library	3/26/13 *HISPANIC*
Thomas Jefferson Community Center	4/13/13

Quincy Central Library	4/16/13
Spring Green	4/19/13
Ballston Common Mall	4/20/13
Green Living Expo	4/21/13
Pentagon Centre	4/24/13
Courthouse Farmers Market	4/27/13
Civitan Garage/Flea Market	5/4/13
Columbia Pike Farmers Market	5/12/13 *HISPANIC*
Crystal City Farmer's Market	5/14/13
Bike to Work Day	5/17/13
Arlington's Courthouse Farmer's Market	5/18/13
Taste of Arlington	5/19/13
Rosslyn Farmers Market	5/23/13
Rosslyn Farmers Market	6/6/13
Ballston Farmers Market	6/6/13
Air Force Cycling Classic	6/8/13
Air Force Cycling Classic	6/9/13
Columbia Pike Blues Festival	6/15/13 *HISPANIC*
Crystal City Farmers Market	6/18/13
Quincy Library	6/26/13
Courthouse Farmers Market	6/29/13
Columbia Pike Farmers Market	6/30/13 *HISPANIC*
4th of July Celebration at Long Bridge Park	7/4/13
Civitan Open Air Market	7/6/13
Rosslyn Farmer's Market	7/11/13
Courthouse Farmer's Market	7/13/13
Crystal City Farmer's Market	7/16/13
Ballston Farmer's Market	7/18/13
Columbia Pike Farmer's Market	7/21/13 *HISPANIC*
Pentagon Centre	7/25/13
Civitan Fresh Air Market	8/3/13
Arlington County Fair	8/8 – 8/12/13 *HISPANIC*
Crystal City Farmers' Market	8/13/13
Rosslyn Farmers' Market	8/15/13
Ballston Farmers' Market	8/15/13
Courthouse Farmers' Market	8/24/13
Columbia Pike Farmers' Market	8/25/13 *HISPANIC*
Ballston Farmers' Market	9/5/13
Rosslyn Jazz Festival	9/7/13
Crystal City Farmer's Market	9/10/13
Rosslyn Farmers' Market	9/12/13
Courthouse Farmers' Market	9/14/13
Vintage Crystal Sip & Salsa	9/15/13
Shirlington Celtic Festival	9/21/13
Columbia Pike Farmers Market	9/22/13 *HISPANIC*
Clarendon Day	9/28/13
Ballston Farmers' Market	10/3/13
Oktoberfest	10/5/13
Crystal City Farmer's Market	10/8/13
Rosslyn Farmers' Market	10/10/13
Arlington Arts Center Harvest Festival	10/12/13
Westover Farmers' Market	10/13/13
Fall Heritage Festival	10/19/13
Energy Journey Game	10/26/13
Marine Corps Marathon & Family Festival	10/27/13
Thomas Jefferson Community Center	11/5/13

Women's Expo and Craft Fair	11/9/13
Columbia Pike Library	11/10/13 *HISPANIC*
1K Beer and Wine Walks	11/16/13
1K Beer and Wine Walks	11/17/13
Gold's Gym at Ballston	11/18/13
Ballston Common Mall	11/23/13
Central Library	11/24/13
Arlington Mill Open House	12/6/13 *HISPANIC*
Arlington Mill Open House	12/7/13 *HISPANIC*
Art + Pints Bazaar	12/7/13
Kettler Capitals Iceplex	12/8/13
Columbia Pike Holiday Bazaar	12/14/13 *HISPANIC*
TJCC & Family Skate Night	12/14/13
Pentagon Centre	12/17/13
Ballston Mall	12/21/13

Car-Free Diet Partners

The Car-Free Diet works with 341 businesses (retail shops, restaurants and small businesses) throughout Arlington and provides them with brochure displays that contain transit information for the area. The displays include ART bus schedule brochures and ART information. The program includes Hispanic owned businesses.

Commuter Stores

There are 4 Commuter Stores in Arlington (Ballston Metro, Shirlington Bus Station, Rosslyn Metro and Crystal City Mall) and the Mobile Commuter Store that travels throughout Arlington. The stores provide information about using transit and display all of the ART schedule brochures as well as provide information about ART schedule and route changes to customers.

Walk Arlington Outreach to Low Income, Minority and LEP Communities, 2013

- Walkabout Maps and Fliers all produced in English and Spanish (two maps in Spanish and two promotional fliers in Spanish) – distributed in print and posted online
- PAL and Sharing the Way courtesy/safety materials produced in English and Spanish
- Walk and Bike to School Day materials distributed to all APS schools and select materials produced in Spanish

Partner Activities/Event Representation
Specific outreach/presentations to seniors, LEP populations, all APS families throughout the year:

- Led Walkabout at Feel the Heritage Festival
- Created family-friendly Scavenger Hunt for County Fair
- Presentations to Adult /Senior Services
- Coordinated programming with multiple County entities, including summer camps and DPR programs, 55+ promotions, and CPHD/Family Services

Representation at multiple events/on various committees targeting all Arlington populations, such as County Fair, Energy Journey, Green Living Expo, Taste of Arlington, Farmers Markets, Health Fairs, Healthy Community Action Team and at National Walking Summit

Representation in and widespread distribution of multilingual materials developed by StreetSmart.

Distribution:

- Arlington County Dept of Human Services (esp Family and Youth and Senior outreach)
- Arlington County Dept of Parks and Recreation (including programs, camps, and therapeutic recreation)
- Arlington County Dept of Community Planning, Housing and Development (including neighborhood conservation, equity issues, affordable housing)
- Arlington County Dept of Environmental Services (transportation)
- Arlington Economic Development (including business/retail/services outreach)
- Arlington County Police
- Arlington County Libraries
- Arlington Civic Associations/Civic Federation

- Arlington Public Schools, Arlington Public Schools Adult Education, Arlington Public Schools ESL Programs
- County Council of PTAs

Media Promotion
Electronic and Print Media Outreach to:

- Local and Regional Media Outlets
- Spanish-language Media
- County Media (Insider, Citizen, website, social media)

Program-related outreach and promotions via:

- WalkArlington website
- WalkArlington events calendar
- WalkArlington facebook
- WalkArlington blogs
- WalkArlington Pacer newsletter

Constitutent Outreach/Response

- Management of Pedestrian Advisory Committee web page and meeting info (dates/minutes)
- Responses to citizen inquiries throughout the year

WalkArlington Events:

- Coordinated and led Walkabouts in Bluemont/Bon Air and Old Glebe neighborhoods on April 28 and December 15 – multilingual, Countywide outreach and attendance
- Coordinated and led Walk and Bike to School Day activities in October 2013
- -outreach to ALL schools + focus event at Swanson Middle School

Committee/Community Group Representation:

WalkArlington staff serve on APS Multimodal Transportation and Student Safety Special Committee, the County's FitArlington initiative and Healthy Communities Action Team, and an array of school-based committees, including as a multi-year member of the APS Calendar Committee and as a transportation representation for multiple PTAs.

LEP Community Outreach for BikeArlington in 2013

- Each year BikeArlington provides a bike safety seminar in Spanish to the SEEC Day Laborers group in Shirlington. This includes education and helmets, lights, reflective gear. The most recent was January 2013.
- Every fall BikeArlington organizes at least one "lights for bikes" event in an area with high LEP concentration (intersection of Columbia Pike and the W&OD trail). This includes giveaways of small flashing lights and reflective gear for people that are walking and biking. Event staff and educational materials are in Spanish. The most recent was November 2013.

Employer-Residential Encouragement Programs 2013

Arlington Transportation Partners (ATP)
ATP helps to promote ART by recommending ART services to their clients (offices, residential properties and hotels in Arlington) as an easy way for their employees and residents to commute to and from work, make short trips throughout the day and for visitors at hotels to easily get around Arlington. ATP attends numerous events throughout the year and brings ART information to the events.

Arlington Transportation Partners (ATP) Outreach to Low-Income, Minority and LEP Communities, 2013

Most of the outreach ATP has done has been to the Spanish and Amharic speaking populations.

- Amharic and Spanish language transportation option quick glances have been provided to a handful of hotels.
- The Spanish Language Marketing Specialist has participated along with ATP staff at hotel events in Crystal City. Ten of the events held last year were at Spanish speaking communities or hotels.
- The Residential side of ATP works with both Arlington Partnership for Affordable Housing (APAH) and Wesley Housing Development Corporation to reach a wider audience of LEP and Spanish language residents. These two groups are well integrated into the Spanish-speaking community. AHC Inc. also owns/manages a large portion of the county's LEP/Spanish housing but they have been difficult for ATP to make inroads with.

Appendix IX

Limited English Proficiency Survey Input

1. Please provide us with your contact information.

Name _____

Company _____

Address _____

City/State/Zip_____

Email_____

Phone _____

2. What geographic area does your agency serve?

3. How many people does your agency provide service to?

0-25 { } **25-25 { }** **51-75 { }** **76-100 { }** **Move than 100 { }**

4. Has the size of the population that you serve increased, stayed the same, or decreased over the past three years?

Increased { } **Same { }** **Decreased { }**

5. What is the country of origin that your population has immigrated?

6. Does your population primarily come from an urban or rural background?

Urban { } **Rural { }**

7. What are the languages spoken by the population you serve?

8. What is the gender of the population you serve?
9. What is the education or literacy level of the population you serve?
10. What needs or expectations for transportation services has this population expressed?
11. Has the population inquired about how to have input regarding transportation in the area, including planning of construction of roadways, bicycle or pedestrian pathways or transit?
12. What locations does this population most frequently travel to?
13.Are there locations that the population has expressed difficulty accessing via the public transportation system?
14. Do the transportation needs andtravel patterns of the population vary depending on the age or gender of the members?
15.What is the best way to obtain input from the population?

VII. Minority Representation on Planning and Advisory Bodies

The County's Transit Bureau maintains a list depicting the racial breakdown of the membership of its transit-related non-elected planning boards, advisory committees and descriptions of efforts made to encourage the participation of minorities on its committees. Below is a list of the County's non-elected advisory committees, including each committee's roles and responsibilities.

Racial Breakdown of Non-Elected Committee Membership Exhibit 1

Non-Elected Advisory Committee	Coordinator	White	Black/African American	Hispanic	Asian/Pacific Islander	American Indian	Total Number of Members
Transportation Commission	Richard Best	8	1	2	0	0	11
Ttransportation Advisory Commission	RC Hartman	13	0	0	0	0	13
Accessibility Advisory TAC Subcommittee	Steve Yaffe	4	0	0	0	0	4
Commission on Aging Transportation Committee	Maimoonah Bah-Duckenfield	13	2	0	0	0	15

- Transportation Commission advises the County Board on issues related to Arlington's streets, transit systems, pedestrian traffic, taxicabs and bicycles, as well as how each of these relate to the Master Transportation Plan. The Commission generally meets at 7:30 p.m. on selected Thursdays in County Board Room 307, 2100 Clarendon Blvd in Arlington. The meeting schedule is posted at http://commissions.arlingtonva.us/transportation-commission-tc/ .

- Transit Advisory Committee (TAC) has oversight responsibility for transit services provided in Arlington County, including ART, STAR, Metrobus, Metrorail, and MetroAccess. The TAC is a fifteen-member committee appointed by the County Manager. The TAC usually meets the second Tuesday of each month from 7:00 p.m.-9:00 p.m. Each meeting begins with a public comment period. The meeting schedule for TAC and its subcommittee is posted at http://commissions.arlingtonva.us/transit-advisory-committee/.

- TAC Accessibility Advisory Subcommittee reviews accessibility issues including access to transit vehicles, stops and stations and the specialized transit services provided by Metrorail, Metrobus, ART, STAR and MetroAccess. The subcommittee usually meets the fourth Thursday of the month in the Birch Conference Room from 7:00 p.m. – 8:30 p.m. Each meeting begins with a public comment period.

- Commission on Aging – is a group of residents experienced in matters concerning older people, advises the Arlington Agency on Aging and the Arlington County Board on aging issues. Their Transportation Committee meets quarterly. More information is available at http://commissions.arlingtonva.us/coa/.

VIII. Requirements for Fixed Route Transit Providers

i. System-Wide Service Standards and Policies

In accordance with 49 CFR Section 21.5(b)(2), Section 21.5(b)(7) and Appendix C to 49 CFR part 21. Section (3) (iii), the County shall set service standards and policies for its fixed route service provided. Service standards and policies ensure that service design and operations practices do not result in discrimination on the basis of race, color, or national origin.

a) Standards - FTA requires all fixed-route transit providers to develop qualitative standards for the following indicators.

Vehicle Load
Vehicle Headways
On-time Performance
Service Availability

The County has adopted standards for each of these indicators as well as service span, as part of the Transit Element to the Master Transportation Plan. The Transit Element was adopted by the County Board on June 13, 2009 and the Master Transportation Plan Goals and Policies document was adopted on November 13, 2007.

Vehicle Load

The County calculates vehicle load factor by calculating maximum passenger loads on each trip by route through the use of Automated Passenger Counter (APC) data. These maximum loads are divide by the number of seats on the type of bus typically assigned to that route. The County standard is 125% of seating capacity. Vehicle load factor is monitored regularly to ensure customer comfort and to determine whether additional capacity needs to be added to specific trips or routes based on changing demand patterns. Vehicle load factor standards are presented in the exhibit that follows.

Vehicle Load Exhibit 2

Route	Seats per Bus	125% of Seating Capacity
41 Pike-Ballston-Courthouse	30	38
42 Ballston-Pentagon	30	38
43 Crystal City-Rosslyn-Court House	25	31
45 Pike-DHS-Sequoia-Rosslyn	30	38
51 Ballston-Virginia Hospital Center	25	31
52 Ballston-Virginia Hospital Center-East Falls Church	25	31
53 Ballston Metro-Old Glebe-East Falls Church-Westover	19	24
61 Rosslyn-Court House Metro Shuttle	19	24
62 Court House Metro-Lorcom Lane-Ballston	19	24
74 Arlington Village-Arlington View-Pentagon City	19	24
75 Shirlington-Wakefield H.S.-Carlin Springs Rd.-Ballston-Va. Square	30	38
77 Shirlington-Lyon Park-Court House	25	31
84 Douglas Park-Nauck-Pentagon City	25	31
87 Pentagon Metro-Army Navy Drive-Shirlington	30	38

b) Vehicle Headway and Service Span

Arlington County's MTP Transit Element divides transit service into two groups. The Primary Transit Network (PTN) is intended to provide a higher quantity and quality of service to enable ridesr along main transit lines to ride without a timetable. The expressed intent is to provide service on PTN routes every 15 minutes over an 18-hour service span, every day of the year. All Metrorail routes as well as several bus corridors are intended components of the PTN, although some do not yet achieve the desired service levels. ART has one PTN route – the ART 41. Other ART routes are part of the Secondary Transit Network (STN), which allows the provision of transit service in areas with less density of residents, workers, or visitors. The minimum standard for STN routes is service every half-hour during peak periods.

Arlington County calculates headway by determining the average length of time between buses on each route during peak and off-peak times. In the event a route regularly exceeds vehicle load factor standards, the County will evaluate whether frequency on that route should be adjusted within the confines of the expected funding levels.

ART Route Service Frequency and Span Exhibit 3

	Service Frequency								
	Weekday			Saturday			Sunday		
Route	**Peak**	**Midday**	**Night**	**Morning**	**Afternoon**	**Night**	**Morning**	**Afternoon**	**Night**
41 Pike-Courthouse	15	15	30	20	15	30	23	15	30
Service Span	5:30 AM - 12:53 AM			6:10 AM - 1:32 AM			7:00 AM - 10:07 PM		
42 Ballston-Pentagon	17	36		65	65				
Service Span	6:00 AM - 8:10 PM			6:30 AM - 7:26 PM					
43 Crystal City-Court House	20								
Service Span	5:55-9:32 AM; 3:20-7:17 PM								
45 Pike-Rosslyn	30	30							
Service Span	5:50 AM - 7:49 PM								
51 Ballston-Virginia Hospital Center	30	30	30	30	30	30	30	30	30
Service Span	6:05 AM - 12:30 AM			6:05 AM - 12:13 AM			6:45 AM - 10:34 PM		
52 Ballston-East Falls Church	30	60	30						
Service Span	5:51 Am - 9:29 PM								
53 Ballston Metro-EFC-Westover	30	70	30/60						
Service Span	5:57 AM - 9:12 PM								
61 Rosslyn-Court House	25								
Service Span	6:15-9:41 AM; 3:03-7:06 PM								
62 Court House Metro-Ballston	30								
Service Span	6:22 AM - 7:36 PM								
74 Arlington Village-Pentagon City	30								
Service Span	5:53-9:11 AM; 3:35-7:55 PM								
75 Shirlington-Va. Square	30	45							
Service Span	5:30 AM - 11:03 PM								
77 Shirlington-Court House	30	30	30	30	30	30			
Service Span	6:00 AM - 10:54 PM			7:00 AM -11:54 PM					
84 Douglas Park-Pentagon City	20								
Service Span	6:51-9:37 AM; 3:30-7:55 PM								
87 Pentagon Metro-Shirlington	10/20 +	30	30	30	30	30			
Service Span	5:50 AM -10:22 PM			7:00 AM - 9:25 PM					

Service Span is measured from beginning of first trip to end of last trip+ ten on northern half of the ART 87.

c) On Time Performance

A bus is determined to be late if it departs it's scheduled "time point" more than five minutes later than the published time. Buses are considered early if they depart from a published time point at any time prior to the scheduled departure. It is the County's goal to be on-time at least 95 on every trip. Bus transportation staff monitors on-time performance regularly using ART's bus tracking/computer-aided dispatch software. Staff reports on route performance, including on-time performance, on a quarterly basis with a summary for the fiscal year.

Systemwide Average Passengers Per Revenue Hour FY13	**22.67**
Systemwide Average Percent Cost Recovery FY13	**29.54%**
Systemwide Total Ridership FY13	**2,644,933**
Systemwide Total On-Time Performance FY13	**97%**

On-Time Performance in Fiscal Year 2013 by Route Exhibit 3 ART Route Performance Statistics - Fiscal Year 2013

	Passengers	Average # of Passengers			Passengers Per	% Cost	% On-Time
	Total	*Weekday*	*Saturday*	*Sunday*	**Revenue Hour**	**Recovery**	***Performance***
ART 41	952,560	2,870	2,345	1,874	40.51	46.82%	94.15%
			Standard (PTN)		**35**	**35.00%**	
ART 42	314,999	1,227	259	n/a	23.80	39.44%	93.07%
			Standard (STN)		**12**	**20.00%**	
ART 45	206,013	844	n/a	n/a	22.00	37.11%	97.36%
			Standard (STN)		**12**	**20.00%**	
ART 51	201,936	685	368	215	31.48	27.28%	99.37%
			Standard (STN)		**12**	**20.00%**	
ART 52	114,881	471	n/a	n/a	18.74	20.62%	98.15%
			Standard (STN)		**12**	**20.00%**	
ART 53	65,391	268	61	n/a	10.93	10.26%	99.07%
			Standard (STN)		**12**	**20.00%**	
ART 61	52,128	214	n/a	n/a	16.15	14.40%	99.37%
			Standard (STN)		**12**	**20.00%**	
ART 62	36,895	151	n/a	n/a	11.40	11.50%	98.50%
			Standard (STN)		**12**	**20.00%**	
ART 74	28,333	118	n/a	n/a	15.84	14.05%	97.30%
			Standard (STN)		**12**	**20.00%**	
ART 75	152,351	624	n/a	n/a	13.78	18.35%	98.04%
			Standard (STN)		**12**	**20.00%**	
ART 77	205,026	749	372	n/a	20.68	25.13%	95.78%
			Standard (STN)		**12**	**20.00%**	
ART 84	46,975	193	n/a	n/a	14.18	14.41%	99.03%
			Standard (STN)		**12**	**20.00%**	
ART 87	266,835	1,012	334	n/a	20.80	26.94%	97.83%
			Standard (STN)		**12**	**20.00%**	

d) Service Availability

The County's goal is to ensure that 90 percent of the County residents live within walking distance, one-quarter mile, of transit. The County service is particularly strong in communities with significant minority, low-income and LEP populations. All census tracts are either bisected by a transit route or have one on a boundary.

ii. Policies

The County's system-wide policies differ from service standards in that they are not necessarily based on meeting a quantitative threshold, but rather qualitative evaluation results. The following represents policies for Vehicle Assignment and Transit Amenities.

a) Vehicle Assignment

All buses have the same level of amenities available to riders. Every bus is low-floor with a ramp for use by people with disabilities. Buses are not assigned to specific communities based on vehicle age. Rather, buses are assigned to routes by seating capacity to meet ridership demand or by size if the street configurations on specific routes cannot accommodate full-width buses. Most of the routes have multiple communities and diverse populations. The County observes strict standards with respect to adherence to preventive maintenance schedules. The oldest buses in the ART fleet entered service in August, 2007.

b) Distribution of Transit Passenger Amenities

Currently there are about 1130 bus stops in Arlington County. Bus shelters are installed at about 250 bus stops and 67 stops are equipped with free-standing benches. Other passenger amenities include litter receptacles, printed route signage and schedule information and Real Time Arrival devices ("Bus Finders"). Placement of passenger amenities is currently dictated by:

- Ensure that all ART vehicles are low-floor, accessible buses.
- Improve 10 bus stops each year to meet ADA requirements for path of travel.
- Complete one identifiable accessible walkway connecting transit with an urban center or neighborhood annually.
- Install or upgrade annually 10 bus shelters at stops where ridership and other factors warrant improvements.
- Upgrade at least two pedestrian crossings near transit stops each year.
- Average daily boardings
- Proximity to major trip generators
- Passenger transfer activity
- Planned neighborhood improvements
- Availability of public Right-of-Way
- Transit corridor marketing efforts
- Proximity of other nearby stops equipped with transit amenities

- Customer and community requests

All of the Arlington Transit bus stops are equipped with the basic, standard customer information elements: printed route signage (inside pole-mounted panels) and bus schedules. Bus stops with average daily ridership exceeding 40 boardings per day are priority candidates for new shelters or shelter replacement. Free-standing benches, litter receptacles and Real Time Arrival display units are currently installed based on a combination of the above factors. Arlington County is in the process of developing more definitive criteria for the installation of these amenities.

Arlington County is also developing an ADA Transition Plan for the entire bus stop network. Implementation of the plan will include an evaluation of the distribution of candidate stops for improvement projects to ensure the maintenance of equity among communities in the County.

iii. Fare Changes

ART has the same fare changes for all routes, so each user is affected the same. Those who qualify for a reduced fare, proportionately see a lower increase. The reduced fare is half the regular fare. Additionally, bus riders using ART, Metrobus and other carriers can buy a Seven Day Regional Bus Pass that entitles them to unlimited rides during that period. This is available at half-price to seniors and people with disabilities.

Monitoring Transit Service

a) Conduct periodic satisfaction surveys of transit customers. Strive to achieve at least a "Satisfactory" rating at least 95% of the time and an "Excellent" or "Very Good" rating at least 50% of the time.

    - 25% of respondents to the 2013 on-board ART survey were African American/Black and 22% were Hispanic. Their relative proportions of the County populations are 9% and 15%, respectively. 55% of the survey respondents came from annual household incomes of $35,000 or less, vs. 21% of the general population. The survey is in L:\Dept\TRANSPORTATION\TRANSIT\Arlington Transit\ART Rider Survey

    - Income: According to the 2013 on-board ART survey, primary use of ART for commuting is most common among low-income workers. The proportion of ART riders in every household income group is higher than the general population of Arlington at $75,000/annually or below, with the difference most marked (21% vs 6%) at $15,000 or below. Ridership on the ART 41, 45 and 51 tend to be from households of lower incomes ($50,000 or below).

    - Ethnicity: Those riding ART for non-work purposes (shopping, school, church, medical, recreational) are more likely to be from lower-income households and be Hispanic or from African-American/Black households. Those dependent upon ART for transportation tend to be from lower-income households and be Hispanic.

Hispanic riders are most likely to use ART as the primary mode of transport (62%) vs. 48% for Black and 41% for White.

- Satisfaction: 91% of ‘Choice’ riders and 90% of Transit-Dependent riders are Very Satisfied or Satisfied with ART.

b) Measure customer satisfaction on a basis of number of reported complaints per1,000 passenger boardings and annually seek to reduce the rate. Responds to all customer complaints within three workdays.

Attachments For Service Standards And Policies

Appendix A	Excerpts from 2013 Ridership Survey Art Ridership Profile
Appendix B	ART Base Map
Appendix C	ART Service to Low Income Census Tracts
Appendix D	ART Service to Minority Populations Census Tracts
Appendix E	Verification of Board Adopted Standards and Policies 2007
Appendix F	Verification of Board Adopted Standards and Policies 2009

Appendix A: ART Rider & Census Profile

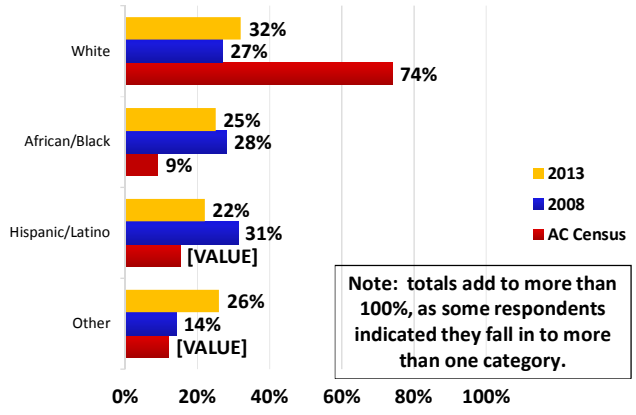
Respondent Ethnic Background Comparison 2008, 2013 and AC Census

One-third of ART riders are white, while one-quarter are Black/African American and two in ten are of Hispanic/Latino heritage.

Arlington County profile is based on 2011 American Community Service Data
n = 202,999

"Other" ethnicities include Asian, Native American and mixed race.

n = 1,916
2013
n = 1,368
2008



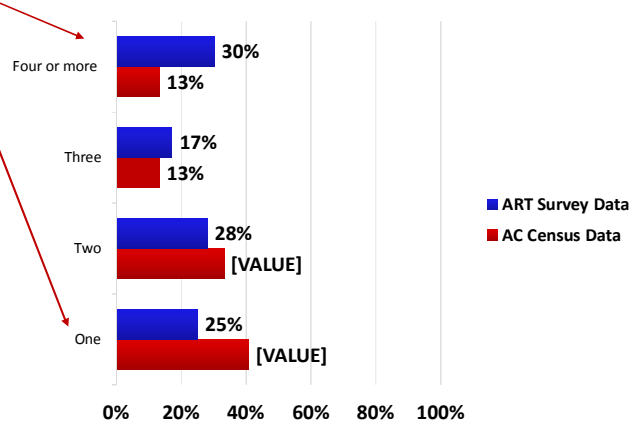
Q27. Which of the following best describes your ethnic background?

As shown, ART riders tend to be from larger households than representative in the metro area.

Arlington County profile is based on 2011 American Community Service Data
n = 92,436

n = 1,513

Comparison of Household Size
ART Riders to Arlington County Residents



Q28. Including yourself, how many live in your household (# Adults 18+/# Children under 18)?

Southeastern Institute of Research

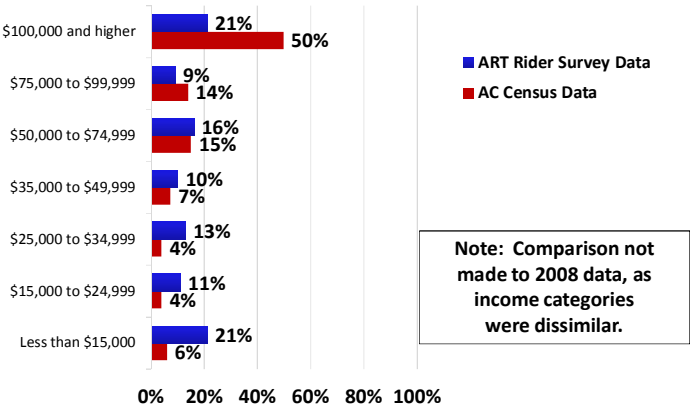
Results from the 2008 survey:

70% < $60K
22% $60K -$120K
8% $120K+

Arlington County profile is based on 2011 American Community Service Data n = 92,436

n = 1,550

Comparison of Household Income
ART Riders to Arlington County Residents



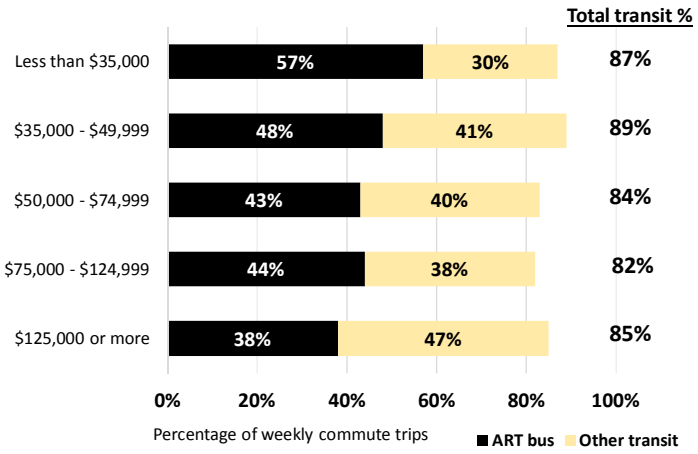
Note: Comparison not made to 2008 data, as income categories were dissimilar.

Q29. Which category best describes your household's total annual income?

Southeastern Institute of Research

ART Rider Travel Patterns and Recent Changes

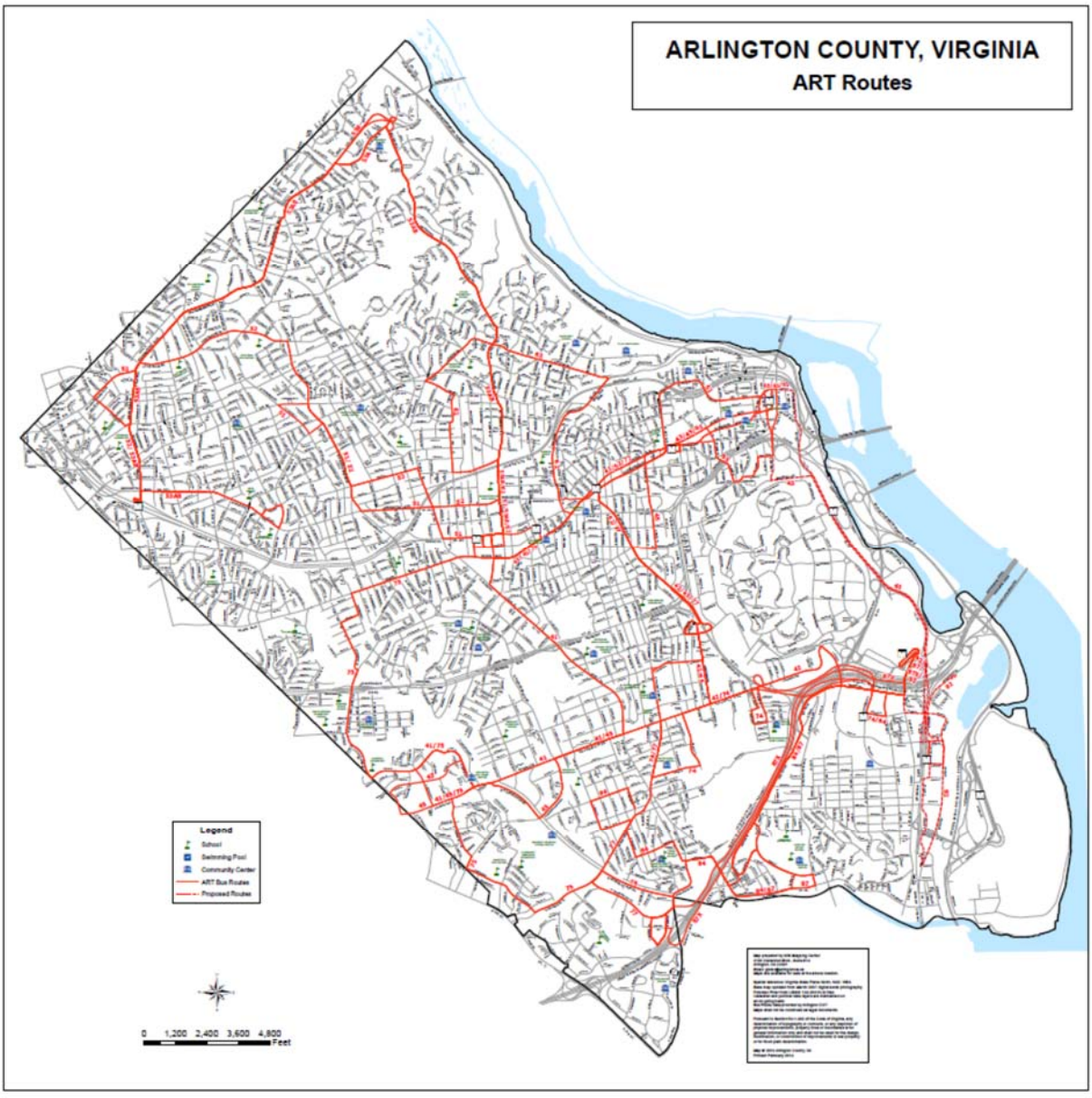
Primary Use of ART for Commuting is Highest Among Lower Income Riders



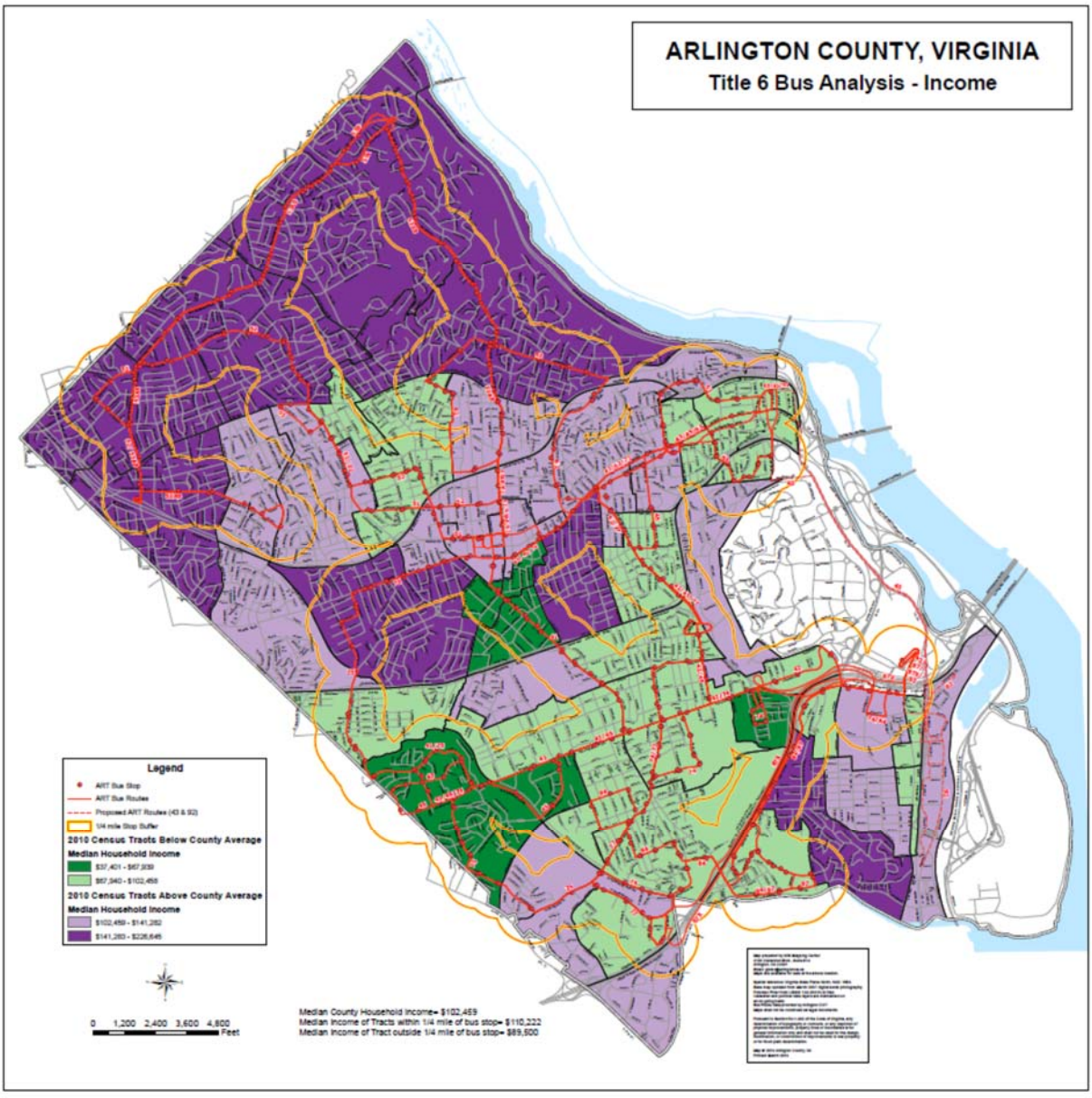
< $35,000
n = 203
$35,000 - $49,999
n = 56
$50,000 - $74,999
n = 92
$75,000 - $124,999
n = 108
$125,00 or more
n = 86

Q19. In a typical week, what type of transportation do you use each day, for the longest distance of your trip to go TO work or school?

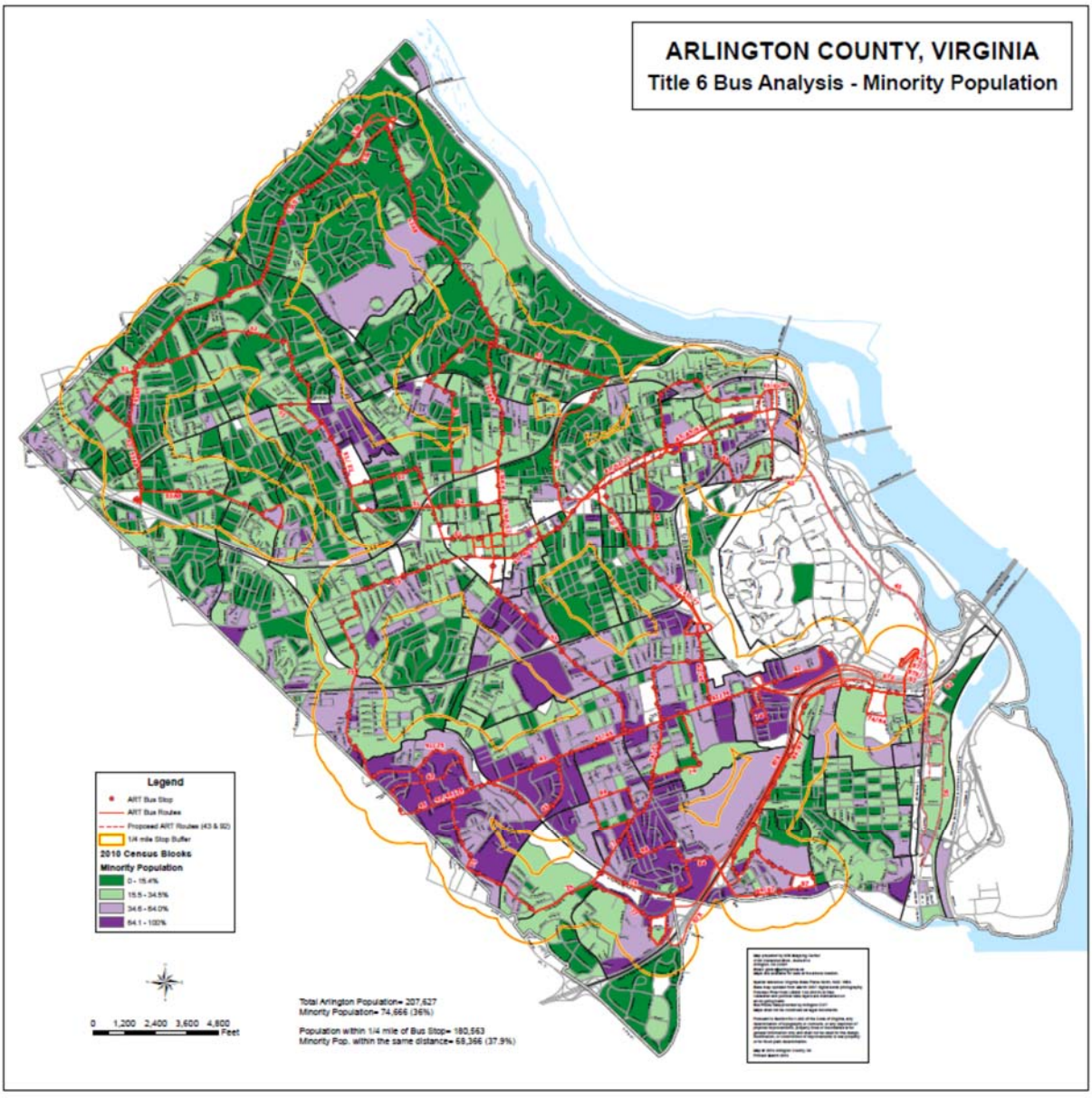
Appendix B


ARLINGTON COUNTY, VIRGINIA
ART Routes
Legend
School
Swimming Pool
Community Center
ART Bus Routes
Proposed Routes
0 1,200 2,400 3,600 4,800
Feet

Appendix C


ARLINGTON COUNTY, VIRGINIA
Title 6 Bus Analysis - Income
Legend
ART Bus Stop
ART Bus Routes
Proposed ART Routes (43 & 92)
1/4 mile Stop Buffer
2010 Census Tracts Below County Average
Median Household Income
$37,401 - $67,939
$67,940 - $102,458
2010 Census Tracts Above County Average
Median Household Income
$102,459 - $141,282
$141,283 - $226,646
0 1,200 2,400 3,600 4,800 Feet
Median County Household Income= $102,459
Median Income of Tracts within 1/4 mile of bus stop= $110,222
Median Income of Tract outside 1/4 mile of bus stop= $89,500

Appendix D


ARLINGTON COUNTY, VIRGINIA
Title 6 Bus Analysis - Minority Population
Legend
ART Bus Stop
ART Bus Routes
Proposed ART Routes (43 & 92)
1/4 mile Stop Buffer
2010 Census Blocks
Minority Population
0 - 15.4%
15.5 - 34.5%
34.6 - 64.0%
64.1 - 100%
0 1,200 2,400 3,600 4,800
Feet
Total Arlington Population= 207,627
Minority Population= 74,666 (36%)
Population within 1/4 mile of Bus Stop= 180,563
Minority Pop. within the same distance= 68,366 (37.9%)

Appendix E

ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE COUNTY BOARD
2100 CLARENDON BOULEVARD, SUITE 300
ARLINGTON, VIRGINIA 22201-5406
(703) 228-3130 • FAX (703) 228-7430
E-MAIL: countyboard@arlingtonva.us

HOPE HALLECK
CLERK TO THE
COUNTY BOARD

MEMBERS
JAY FISETTE
CHAIR
MARY HYNES
VICE CHAIR

LIBBY GARVEY
J. WALTER TEJADA
JOHN E. VIHSTADT

CERTIFICATION

A Regular Meeting of the County Board of Arlington County, Virginia, held in Room 307 of #1 Courthouse Plaza thereof on Tuesday, November 13, 2007, at 6:30 p.m.

PRESENT: PAUL FERGUSON, Chairman
J. WALTER TEJADA, Vice Chairman
BARBARA A. FAVOLA, Member
JAY FISETTE, Member
CHRISTOPHER ZIMMERMAN, Member

ALSO PRESENT: RON CARLEE, County Manager
STEPHEN A. MacISAAC, County Attorney
ANTOINETTE COPELAND, Clerk

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34. AMENDMENT TO THE COUNTY COMPREHENSIVE PLAN TO ADD THERETO A MASTER TRANSPORTATION PLAN (MTP) GOALS AND POLICIES SUMMARY, DATED OCTOBER 2007, AND TRANSPORTATION PLAN MAP, DATED JULY 2007 TO THE EXISTING MASTER TRANSPORTATION PLAN.

On motion by CHRISTOPHER ZIMMERMAN, Member, seconded by JAY FISETTE, Member and carried by a vote of 5 to 0, the voting recorded as follows: PAUL FERGUSON, Chairman - Aye, J. WALTER TEJADA, Vice Chairman - Aye, BARBARA A. FAVOLA, Member - Aye, JAY FISETTE, Member - Aye, CHRISTOPHER ZIMMERMAN, Member - Aye, the Board took the following actions:

1. Adopted an amendment to the County Comprehensive Plan by adding thereto a document entitled the Master Transportation Plan (MTP) Goals and Policies, dated November 2007 to the Existing MTP, to be the governing document in the event of any conflict or inconsistency with the Existing MTP. (See Table A attached to November 7, 2007 Board Report for MTP documents terminology.)

2. Deferred action on the Transportation Plan Map, dated July, 2007 (Attachment 2 labeled as Option A).

Appendix F

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OFFICE OF THE COUNTY BOARD
2100 CLARENDON BOULEVARD, SUITE 300
ARLINGTON, VIRGINIA 22201-5406
(703) 228-3130 • FAX (703) 228-7430
E-MAIL: countyboard@arlingtonva.us

HOPE HALLECK
CLERK TO THE
COUNTY BOARD

MEMBERS
JAY FISETTE
CHAIR
MARY HYNES
VICE CHAIR

LIBBY GARVEY
J. WALTER TEJADA
JOHN E. VIHSTADT

CERTIFICATION

A Regular Meeting of the County Board of Arlington County, Virginia, held in Room 307 of 2100 Clarendon Boulevard thereof on Saturday, June 13, 2009 at 8:30 a.m.

PRESENT:	BARBARA A. FAVOLA, Chairman JAY FISETTE, Vice Chairman MARY HUGHES HYNES, Member J. WALTER TEJADA, Member CHRISTOPHER ZIMMERMAN, Member
ALSO PRESENT:	RON CARLEE, County Manager STEPHEN A. MacISAAC, County Attorney AUBRYN BEDNAR, Acting Clerk and other staff

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47. ADOPT AN AMENDMENT TO THE COUNTY COMPREHENSIVE PLAN TO ADD A TRANSIT ELEMENT ENTITLED "MASTER TRANSPORTATION PLAN TRANSIT ELEMENT."

On motion by CHRISTOPHER ZIMMERMAN, Member, seconded by JAY FISETTE, Vice Chairman and carried by a vote of 5 to 0, the voting recorded as follows: BARBARA A. FAVOLA, Chairman - Aye, JAY FISETTE, Vice Chairman - Aye, MARY HUGHES HYNES, Member - Aye, J. WALTER TEJADA, Member - Aye, CHRISTOPHER ZIMMERMAN, Member - Aye, after a duly advertised public hearing, at which the public spoke, the Board amended the County Comprehensive Plan to add a Transit Element entitled "Master Transportation Plan Transit Element", dated March 2009, to be included in the Amended MTP, as set forth in the document entitled "Addendum 6-13-09-C – Master Transportation Plan Transit Element" attached for the public to these minutes, with amendments and direction provided by the Board at the June 13, 2009 County Board Meeting included in the attached addendum, and deleted the Master Transit Plan adopted in 1976 and the Paratransit Element adopted in 1989.

Addendum 6-13-09-C – Master Transportation Plan Transit Element

Board Report #47

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Appendix D: DRPT OLGA Fleet Inventory

Current Vehicle Inventory for NVTC - Arlington County

Vehicle Inventory

NOTE: Inventory not marked DRPT Funded will not display in the Current Inventory List.

Add New Vehicle
Current Vehicles

Description	VIN	Year	Action
# 5040 ARBOC Mobility Spirit of Freedom	1GB6G5BG6D1146422	2013	Edit Dispose Hide
# 5041 ARBOC Mobility Spirit of Freedom	1GB6G5BG9D1146270	2013	Edit Dispose Hide
# 5042 ARBOC Mobility Spirit of Freedom	1GB6G5BG4D1153238	2013	Edit Dispose Hide
# 5043 ARBOC Mobility Spirit of Freedom	1GB6G5BG5D1153555	2013	Edit Dispose Hide
# 5047 Designline CNG-Electric Hybrid VA-77-0001	1D9352T3XAC665047	2011	Edit Dispose Hide
# 5048 Designline CNG-Electric Hybrid VA-770001	1D9352T31AC665048	2011	Edit Dispose Hide
# 5050 ARBOC Mobilty Spirit of Freedom	1GB6G5BG8D1154375	2013	Edit Dispose Hide
# 5051 ARBOC Mobility Spirit of Freedom	1GB6G5BG4D1154759	2013	Edit Dispose Hide
# 5052 ARBOC Mobility Spirit of Freedom	1GB6G5BG3D1154526	2013	Edit Dispose Hide
# 5053 ARBOC Mobility Spirit of Freedom	1GB6G5BGXD1154619	2013	Edit Dispose Hide
# 5054 NABI 40LFW-56 328000	1N9040565EA140337	2014	Edit Dispose Hide
# 5055 NABI 40LFW-56 328000	1N9040567EA140338	2014	Edit Dispose Hide
# 5056 NABI 40LFW-56 328000	1N9040569EA140339	2014	Edit Dispose Hide
# 5057 NABI 40LFW-56 328000	1N9040565EA140340	2014	Edit Dispose Hide
# 5058 NABI 40LFW-56 328000	1N9040567EA140341	2014	Edit Dispose Hide
# 5059 NABI 40LFW-56 328000	1N9040569EA140342	2014	Edit Dispose Hide
# 5060 NABI 31LFW	1N90310331AA40109	2010	Edit Dispose Hide
# 5061 NABI 40LFW-56 328000	1N9040560EA140343	2014	Edit Dispose Hide
# 5062 NABI 31LFW	1N903103X1AA40110	2010	Edit Dispose Hide
# 5063 NABI 31LFW	1N90310311AA40111	2010	Edit Dispose Hide
# 5064 NABI 31LFW	1N90310331AA40112	2010	Edit Dispose Hide
# 5066 NABI 31LFW	1N90310351AA40113	2010	Edit Dispose Hide
# 5067 NABI 40LFW-56 328000	1N9040562EA140344	2014	Edit Dispose Hide
# 5068 NABI 31 LFW	1N90310371AA40114	2010	Edit Dispose Hide
# 5069 NABI 31 LFW	1N90310391AA40115	2010	Edit Dispose Hide
# 5070 NABI 31 LFW	1N90310301AA40116	2010	Edit Dispose Hide
# 5071 NABI 31 LFW	1N90310321AA40117	2010	Edit Dispose Hide
# 5072 NABI 31 LFW	1N90310341AA40118	2010	Edit Dispose Hide
# 5073 NABI 31 LFW	1N90310361AA40119	2010	Edit Dispose Hide
# 5076 NABI 31 LFW	1N90310321AA40120	2010	Edit Dispose Hide
# 5077 NABI 31LKFW-OX - A/R FT 07	1N9031333BA140320	2011	Edit Dispose Hide
# 5078 NABI 31LFW-OX 293000 A/R FT07	1N9031335BA140321	2011	Edit Dispose Hide
# 5079 NABI 31LFW-OX A/R FT 07	1N9031337BA140322	2011	Edit Dispose Hide
# 5083 ARBOC LO Floor	1GB6G5BG2B1183948	2011	Edit Dispose Hide
# 5084 ARBOC LO Floor	1GB6G5BG0B1183852	2011	Edit Dispose Hide
# 5085 ARBOC LO Floor	1GB6G5BG8B1184330	2011	Edit Dispose Hide
# 5086 ARBOC LO Floor	1GB6G5BG8B1183078	2011	Edit Dispose Hide
# 5087 ARBOC LO Floor	1GB6G5BG0B1183401	2011	Edit Dispose Hide
# 5088 ARBOC LO Floor	1GB6G5BG1B1184072	2011	Edit Dispose Hide
# 5092 NABI 40LFW-56-02 337000	1N9040563FA140094	2015	Edit Dispose Hide
# 5093 NABI 40LFW-56-02 337000	1N9040565FA140095	2015	Edit Dispose Hide
# 5094 NABI 40LFW-56-02 337000	1N9040567FA140096	2015	Edit Dispose Hide

# 5095 NABI 40LFW-56-02 337000	1N9040569FA140097	2015	Edit Dispose Hid
# 5096 NABI 40LFW-56-02 337000	1N9040560FA140098	2015	Edit Dispose Hid
# 5097 40LFW-56-02 337000	1N9040562FA140099	2015	Edit Dispose Hid
# 5098 40LFW-56-02 337000	1N9040565FA140100	2015	Edit Dispose Hid
# 5099 40LFW-56-02 337000	1N9040567FA140101	2015	Edit Dispose Hid
# 5252 - NABI 35 LFW.14.01 246000	1N90351418A140635	2008	Edit Dispose Hid
# 5253 - NABI 35 LFW.14-01 246000	1N90351438A140636	2008	Edit Dispose Hid
# 5254 - NABI 35 LFW-14.01 246000	1N90351458A140637	2008	Edit Dispose Hid
# 5255 - NABI 35 LFW-14.01 246000	1N90351478A140638	2008	Edit Dispose Hid
# 5256 - NABI 35 LFW 14.01 246000	1N90351498A140639	2008	Edit Dispose Hid
# 5257 - NABI 35 LFW 14.01 246000	1N90351458A140640	2008	Edit Dispose Hid
# 5258 - NABI 35LFW 14.01 246000	1N90351478A140641	2008	Edit Dispose Hid
# 5271 - NABI 35 LFW.0901.162000	1N90350937A140079	2007	Edit Dispose Hid
# 5272 - NABI 35 LFW.0901.162000	1N903509X7A140080	2007	Edit Dispose Hid
# 5273 - NABI 35 LFW.0901.162000	1N90350917A140081	2007	Edit Dispose Hid
# 5274 - NABI 35 LFW.0901.162000	1N90350937A140082	2007	Edit Dispose Hid
# 5275 - NABI 35 LFW.0901.162000	1N90350957A140083	2007	Edit Dispose Hid
# 5277 - NABI 35 LFW.0901.162000	1N90350977A140084	2007	Edit Dispose Hid
# 5278 - NABI 35 LFW.0901.162000	1N90350997A140085	2007	Edit Dispose Hid
# 5279 - NABI 35 LFW.0901.162000	1N90350907A140086	2007	Edit Dispose Hid
# 5282 - NABI 35 LFW 14.01 246000	1N90351498A140642	2008	Edit Dispose Hid
# 5284 - NABI 35 LFW 14.01 246000	1N90351408A140643	2008	Edit Dispose Hid
# 5286 - NABI 35 LFW 14.01 246000	1N90351428A140644	2008	Edit Dispose Hid
# 5288 - NABI 35 LFW 14.01 246000	1N90351448A140645	2008	Edit Dispose Hid
# 5292 - NABI 35 LFW 14.01 246000	1N90351468A140646	2008	Edit Dispose Hid

Printable View: **Current Inventory** | **Disposed Inventory**

View Detailed List | **Update Mileage**

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Current Vehicle and Asset Inventory (detailed) for NVTC - Arlington County

Vehicle and Asset Inventory Detailed List

CURRENT ITEMS

Description:	# 5040 ARBOC Mobility Spirit of Freedom	**Purchased New:**	Yes
VIN:	1GB6G5BG6D1146422	**Expected Useful Life:**	7
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	19	**Total Mileage:**	41,840
		Primary Route Type:	Urban
Model Year:	2013	**Average Hours operated per week:**	75
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	165
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	10/28/2013	**Accumulated Depreciation:**	$73,319
Wheelchair Accessible	Yes	**Depreciated Value:**	$119,144
Purchase Price:	$192,463		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5041 ARBOC Mobility Spirit of Freedom	**Purchased New:**	Yes
VIN:	1GB6G5BG9D1146270	**Expected Useful Life:**	7
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	19	**Total Mileage:**	37,387
		Primary Route Type:	Urban
Model Year:	2013	**Average Hours operated per week:**	50
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	165
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	10/28/2013	**Accumulated Depreciation:**	$73,319
Wheelchair Accessible	Yes	**Depreciated Value:**	$119,144
Purchase Price:	$192,463		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5042 ARBOC Mobility Spirit of Freedom	**Purchased New:**	Yes
VIN:	1GB6G5BG4D1153238	**Expected Useful Life:**	7
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	19	**Total Mileage:**	29,810
		Primary Route Type:	Urban
Model Year:	2013	**Average Hours operated per week:**	50
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	165
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	10/28/2013	**Accumulated Depreciation:**	$73,319
Wheelchair Accessible	Yes	**Depreciated Value:**	$119,144
Purchase Price:	$192,463		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5043 ARBOC Mobility Spirit of Freedom	**Purchased New:**	Yes
VIN:	1GB6G5BG5D1153555	**Expected Useful Life:**	7
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	19	**Total Mileage:**	30,245
		Primary Route Type:	Urban
Model Year:	2013	**Average Hours operated per week:**	50
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	165
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	10/28/2013	**Accumulated Depreciation:**	$73,319
Wheelchair Accessible	Yes	**Depreciated Value:**	$119,144
Purchase Price:	$192,463		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5047 Designline CNG-Electric Hybrid VA-77-0001	**Purchased New:**	Yes
VIN:	1D9352T3XAC665047	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	26	**Total Mileage:**	15,656
		Primary Route Type:	Urban
Model Year:	2011	**Average Hours operated per week:**	77
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	1000
Engine Type:		**Location of Item:**	Arlington County
Purchase Date:	05/08/2012	**Accumulated Depreciation:**	$205,868
Wheelchair Accessible	Yes	**Depreciated Value:**	$399,132
Purchase Price:	$605,000		
Federal Funding Source:	Tigger		
Federal Funding Percentage:	80%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:	Note this is a CNG-Electric Hybrid it is not listed on the Engine Types Expected to be put into service Mid September 2012 Parked 2013 NLIS		

Edit this item Remove this item

Description:	# 5048 Designline CNG-Electric Hybrid VA-770001	**Purchased New:**	Yes
VIN:	1D9352T31AC665048	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	26	**Total Mileage:**	9,454
		Primary Route Type:	Urban
Model Year:	2011	**Average Hours operated per week:**	77
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	1000
Engine Type:		**Location of Item:**	Arlington County
Purchase Date:	05/08/2012	**Accumulated Depreciation:**	$205,868
Wheelchair Accessible	Yes	**Depreciated Value:**	$399,132
Purchase Price:	$605,000		
Federal Funding Source:	Tigger		
Federal Funding Percentage:	80%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:	Expected to be put in service mid September 2012 Vehicles are parked at Maintenance shop lot 2013 NLIS		

Edit this item Remove this item

Description:	# 5050 ARBOC Mobilty Spirit of Freedom	**Purchased New:**	Yes
VIN:	1GB6G5BG8D1154375	**Expected Useful Life:**	7
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	17	**Total Mileage:**	27,953
		Primary Route Type:	Urban
Model Year:	2013	**Average Hours operated per week:**	50
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	750
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/01/2014	**Accumulated Depreciation:**	$59,974
Wheelchair Accessible	Yes	**Depreciated Value:**	$133,789
Purchase Price:	$193,763		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5051 ARBOC Mobility Spirit of Freedom	**Purchased New:**	Yes
VIN:	1GB6G5BG4D1154759	**Expected Useful Life:**	7
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	17	**Total Mileage:**	30,832
		Primary Route Type:	Urban
Model Year:	2013	**Average Hours operated per week:**	50
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	750
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/01/2014	**Accumulated Depreciation:**	$59,974
Wheelchair Accessible	Yes	**Depreciated Value:**	$133,789
Purchase Price:	$193,763		
Federal Funding Source:	0		

Federal Funding Percentage:	00%
Vehicle Condition:	New
Title Holder:	Arlington County
Comments:	

Edit this item Remove this item

Description:	# 5052 ARBOC Mobility Spirit of Freedom	**Purchased New:**	Yes
VIN:	1GB6G5BG3D1154526	**Expected Useful Life:**	7
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	17	**Total Mileage:**	31,454
		Primary Route Type:	Urban
Model Year:	2013	**Average Hours operated per week:**	50
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	750
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/01/2014	**Accumulated Depreciation:**	$59,974
Wheelchair Accessible	Yes	**Depreciated Value:**	$133,789
Purchase Price:	$193,763		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5053 ARBOC Mobility Spirit of Freedom	**Purchased New:**	Yes
VIN:	1GB6G5BGXD1154619	**Expected Useful Life:**	7
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	19	**Total Mileage:**	30,550
		Primary Route Type:	Urban
Model Year:	2013	**Average Hours operated per week:**	50
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	750
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/01/2014	**Accumulated Depreciation:**	$59,974
Wheelchair Accessible	Yes	**Depreciated Value:**	$133,789
Purchase Price:	$193,763		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5054 NABI 40LFW-56 328000	**Purchased New:**	Yes
VIN:	1N9040565EA140337	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	22,127
		Primary Route Type:	Urban
Model Year:	2014	**Average Hours operated per week:**	80
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	10/08/2014	**Accumulated Depreciation:**	$66,228
Wheelchair Accessible	Yes	**Depreciated Value:**	$410,617

Purchase Price:	$476,845
Federal Funding Source:	0
Federal Funding Percentage:	00%
Vehicle Condition:	New
Title Holder:	Arlington County
Comments:	

Edit this item Remove this item

Description:	# 5055 NABI 40LFW-56 328000	**Purchased New:**	Yes
VIN:	1N9040567EA140338	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	23,310
		Primary Route Type:	Urban
Model Year:	2014	**Average Hours operated per week:**	80
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	10/08/2014	**Accumulated Depreciation:**	$66,228
Wheelchair Accessible	Yes	**Depreciated Value:**	$410,617
Purchase Price:	$476,845		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5056 NABI 40LFW-56 328000	**Purchased New:**	Yes
VIN:	1N9040569EA140339	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	22,805
		Primary Route Type:	Urban
Model Year:	2014	**Average Hours operated per week:**	80
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	10/08/2014	**Accumulated Depreciation:**	$66,228
Wheelchair Accessible	Yes	**Depreciated Value:**	$410,617
Purchase Price:	$476,845		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5057 NABI 40LFW-56 328000	**Purchased New:**	Yes
VIN:	1N9040565EA140340	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	21,469
		Primary Route Type:	Urban
Model Year:	2014	**Average Hours operated per week:**	80
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	10/08/2014	**Accumulated Depreciation:**	$66,228

Wheelchair Accessible	Yes	**Depreciated Value:**	$410,617
Purchase Price:	$476,845		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5058 NABI 40LFW-56 328000	**Purchased New:**	Yes
VIN:	1N9040567EA140341	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	22,156
		Primary Route Type:	Urban
Model Year:	2014	**Average Hours operated per week:**	80
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	10/08/2014	**Accumulated Depreciation:**	$66,228
Wheelchair Accessible	Yes	**Depreciated Value:**	$410,617
Purchase Price:	$476,845		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5059 NABI 40LFW-56 328000	**Purchased New:**	Yes
VIN:	1N9040569EA140342	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	22,461
		Primary Route Type:	Urban
Model Year:	2014	**Average Hours operated per week:**	80
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	10/08/2014	**Accumulated Depreciation:**	$66,228
Wheelchair Accessible	Yes	**Depreciated Value:**	$410,617
Purchase Price:	$476,845		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5060 NABI 31LFW	**Purchased New:**	Yes
VIN:	1N90310331AA40109	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	174,776
		Primary Route Type:	Urban
Model Year:	2010	**Average Hours operated per week:**	30
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	350
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County

Purchase Date:	08/19/2010	**Accumulated Depreciation:**	$206,050
Wheelchair Accessible	Yes	**Depreciated Value:**	$217,825
Purchase Price:	$423,875		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	County of Arlington		
Comments:	license # 161072L		

Edit this item Remove this item

Description:	# 5061 NABI 40LFW-56 328000	**Purchased New:**	Yes
VIN:	1N9040560EA140343	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	20,185
		Primary Route Type:	Urban
Model Year:	2014	**Average Hours operated per week:**	80
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	10/08/2014	**Accumulated Depreciation:**	$66,228
Wheelchair Accessible	Yes	**Depreciated Value:**	$410,617
Purchase Price:	$476,845		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5062 NABI 31LFW	**Purchased New:**	Yes
VIN:	1N903103X1AA40110	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	164,859
		Primary Route Type:	Urban
Model Year:	2010	**Average Hours operated per week:**	30
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	350
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/24/2010	**Accumulated Depreciation:**	$206,050
Wheelchair Accessible	Yes	**Depreciated Value:**	$217,825
Purchase Price:	$423,875		
Federal Funding Source:	n/a		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	County of Arlington		
Comments:			

Edit this item Remove this item

Description:	# 5063 NABI 31LFW	**Purchased New:**	Yes
VIN:	1N90310311AA40111	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	182,472
		Primary Route Type:	Urban
Model Year:	2010	**Average Hours operated per week:**	30
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	350
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington

			County
Purchase Date:	08/17/2010	**Accumulated Depreciation:**	$206,050
Wheelchair Accessible	Yes	**Depreciated Value:**	$217,825
Purchase Price:	$423,875		
Federal Funding Source:	n/a		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	County of Arlington		
Comments:			

Edit this item Remove this item

Description:	# 5064 NABI 31LFW	**Purchased New:**	Yes
VIN:	1N90310331AA40112	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	145,995
		Primary Route Type:	Urban
Model Year:	2010	**Average Hours operated per week:**	30
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	350
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/17/2010	**Accumulated Depreciation:**	$206,050
Wheelchair Accessible	Yes	**Depreciated Value:**	$217,825
Purchase Price:	$423,875		
Federal Funding Source:	n/a		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	County of Arlington		
Comments:			

Edit this item Remove this item

Description:	# 5066 NABI 31LFW	**Purchased New:**	Yes
VIN:	1N90310351AA40113	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	171,186
		Primary Route Type:	Urban
Model Year:	2010	**Average Hours operated per week:**	30
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	350
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/18/2010	**Accumulated Depreciation:**	$206,050
Wheelchair Accessible	Yes	**Depreciated Value:**	$217,825
Purchase Price:	$423,875		
Federal Funding Source:	n/a		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	County of Arlington		
Comments:			

Edit this item Remove this item

Description:	# 5067 NABI 40LFW-56 328000	**Purchased New:**	Yes
VIN:	1N9040562EA140344	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	22,457
		Primary Route Type:	Urban
Model Year:	2014	**Average Hours operated per week:**	80
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	500

Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	10/08/2014	**Accumulated Depreciation:**	$66,228
Wheelchair Accessible	Yes	**Depreciated Value:**	$410,617
Purchase Price:	$476,845		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5068 NABI 31 LFW	**Purchased New:**	Yes
VIN:	1N90310371AA40114	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	164,219
		Primary Route Type:	Urban
Model Year:	2010	**Average Hours operated per week:**	30
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	350
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/24/2010	**Accumulated Depreciation:**	$206,050
Wheelchair Accessible	Yes	**Depreciated Value:**	$217,825
Purchase Price:	$423,875		
Federal Funding Source:	n/a		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	County of Arlington		
Comments:			

Edit this item Remove this item

Description:	# 5069 NABI 31 LFW	**Purchased New:**	Yes
VIN:	1N90310391AA40115	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	166,886
		Primary Route Type:	Urban
Model Year:	2010	**Average Hours operated per week:**	30
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	350
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/24/2010	**Accumulated Depreciation:**	$206,050
Wheelchair Accessible	Yes	**Depreciated Value:**	$217,825
Purchase Price:	$423,875		
Federal Funding Source:	n/a		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	County of Arlington		
Comments:			

Edit this item Remove this item

Description:	# 5070 NABI 31 LFW	**Purchased New:**	Yes
VIN:	1N90310301AA40116	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	176,025
		Primary Route Type:	Urban
Model Year:	2010	**Average Hours operated per week:**	30

FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	350
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/24/2010	**Accumulated Depreciation:**	$206,050
Wheelchair Accessible	Yes	**Depreciated Value:**	$217,825
Purchase Price:	$423,875		
Federal Funding Source:	n/a		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	County of Arlington		
Comments:			

Edit this item Remove this item

Description:	# 5071 NABI 31 LFW	**Purchased New:**	Yes
VIN:	1N90310321AA40117	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	169,298
		Primary Route Type:	Urban
Model Year:	2010	**Average Hours operated per week:**	30
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	350
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/24/2010	**Accumulated Depreciation:**	$206,050
Wheelchair Accessible	Yes	**Depreciated Value:**	$217,825
Purchase Price:	$423,875		
Federal Funding Source:	n/a		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	County of Arlington		
Comments:			

Edit this item Remove this item

Description:	# 5072 NABI 31 LFW	**Purchased New:**	Yes
VIN:	1N90310341AA40118	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	165,350
		Primary Route Type:	Urban
Model Year:	2010	**Average Hours operated per week:**	30
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	350
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/24/2010	**Accumulated Depreciation:**	$206,050
Wheelchair Accessible	Yes	**Depreciated Value:**	$217,825
Purchase Price:	$423,875		
Federal Funding Source:	n/a		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	County of Arlington		
Comments:			

Edit this item Remove this item

Description:	# 5073 NABI 31 LFW	**Purchased New:**	Yes
VIN:	1N90310361AA40119	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	159,257
		Primary Route Type:	Urban

Model Year:	2010	**Average Hours operated per week:**	30
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	350
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/24/2010	**Accumulated Depreciation:**	$206,050
Wheelchair Accessible	Yes	**Depreciated Value:**	$217,825
Purchase Price:	$423,875		
Federal Funding Source:	n/a		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	County of Arlington		
Comments:			

Edit this item Remove this item

Description:	# 5076 NABI 31 LFW	**Purchased New:**	Yes
VIN:	1N90310321AA40120	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	167,850
		Primary Route Type:	Urban
Model Year:	2010	**Average Hours operated per week:**	30
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	350
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/24/2010	**Accumulated Depreciation:**	$206,050
Wheelchair Accessible	Yes	**Depreciated Value:**	$217,825
Purchase Price:	$423,875		
Federal Funding Source:	n/a		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	County of Arlington		
Comments:			

Edit this item Remove this item

Description:	# 5077 NABI 31LKFW-OX - A/R FT 07	**Purchased New:**	Yes
VIN:	1N9031333BA140320	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	137,275
		Primary Route Type:	Urban
Model Year:	2011	**Average Hours operated per week:**	75
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	09/09/2011	**Accumulated Depreciation:**	$172,817
Wheelchair Accessible	Yes	**Depreciated Value:**	$263,774
Purchase Price:	$436,591		
Federal Funding Source:	A/R FT 07		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5078 NABI 31LFW-OX 293000 A/R FT07	**Purchased New:**	Yes
VIN:	1N9031335BA140321	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0

Number of Passengers:	25	**Total Mileage:**	140,221
		Primary Route Type:	Urban
Model Year:	2011	**Average Hours operated per week:**	75
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	09/09/2011	**Accumulated Depreciation:**	$172,817
Wheelchair Accessible	Yes	**Depreciated Value:**	$263,774
Purchase Price:	$436,591		
Federal Funding Source:	A/R FT 07		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5079 NABI 31LFW-OX A/R FT 07	**Purchased New:**	Yes
VIN:	1N9031337BA140322	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	25	**Total Mileage:**	127,020
		Primary Route Type:	Urban
Model Year:	2011	**Average Hours operated per week:**	75
FTA Code:	11.12.03 - Bus 30 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	09/09/2011	**Accumulated Depreciation:**	$172,817
Wheelchair Accessible	Yes	**Depreciated Value:**	$263,774
Purchase Price:	$436,591		
Federal Funding Source:	A/R FT 07		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5083 ARBOC LO Floor	**Purchased New:**	Yes
VIN:	1GB6G5BG2B1183948	**Expected Useful Life:**	7
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	19	**Total Mileage:**	59,929
		Primary Route Type:	Urban
Model Year:	2011	**Average Hours operated per week:**	60
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/16/2012	**Accumulated Depreciation:**	$121,990
Wheelchair Accessible	Yes	**Depreciated Value:**	$82,954
Purchase Price:	$204,944		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5084 ARBOC LO Floor	**Purchased New:**	Yes
VIN:	1GB6G5BG0B1183852	**Expected Useful Life:**	7

Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	19	**Total Mileage:**	53,449
		Primary Route Type:	Urban
Model Year:	2011	**Average Hours operated per week:**	60
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/16/2012	**Accumulated Depreciation:**	$121,990
Wheelchair Accessible	Yes	**Depreciated Value:**	$82,954
Purchase Price:	$204,944		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlngton County		
Comments:			

Edit this item Remove this item

Description:	# 5085 ARBOC LO Floor	**Purchased New:**	Yes
VIN:	1GB6G5BG8B1184330	**Expected Useful Life:**	7
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	19	**Total Mileage:**	37,991
		Primary Route Type:	Urban
Model Year:	2011	**Average Hours operated per week:**	60
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/16/2012	**Accumulated Depreciation:**	$121,990
Wheelchair Accessible	Yes	**Depreciated Value:**	$82,954
Purchase Price:	$204,944		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5086 ARBOC LO Floor	**Purchased New:**	Yes
VIN:	1GB6G5BG8B1183078	**Expected Useful Life:**	7
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	19	**Total Mileage:**	55,220
		Primary Route Type:	Urban
Model Year:	2011	**Average Hours operated per week:**	60
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/16/2012	**Accumulated Depreciation:**	$121,990
Wheelchair Accessible	Yes	**Depreciated Value:**	$82,954
Purchase Price:	$204,944		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5087 ARBOC LO Floor	**Purchased New:**	Yes

VIN:	1GB6G5BG0B1183401	**Expected Useful Life:**	7
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	19	**Total Mileage:**	46,649
		Primary Route Type:	Urban
Model Year:	2011	**Average Hours operated per week:**	60
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/16/2012	**Accumulated Depreciation:**	$121,990
Wheelchair Accessible	Yes	**Depreciated Value:**	$82,954
Purchase Price:	$204,944		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlngton County		
Comments:			

Edit this item Remove this item

Description:	# 5088 ARBOC LO Floor	**Purchased New:**	Yes
VIN:	1GB6G5BG1B1184072	**Expected Useful Life:**	7
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	19	**Total Mileage:**	62,006
		Primary Route Type:	Urban
Model Year:	2011	**Average Hours operated per week:**	60
FTA Code:	11.12.04 - Bus < 30 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/16/2012	**Accumulated Depreciation:**	$121,990
Wheelchair Accessible	Yes	**Depreciated Value:**	$82,954
Purchase Price:	$204,944		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington County		
Comments:			

Edit this item Remove this item

Description:	# 5092 NABI 40LFW-56-02 337000	**Purchased New:**	Yes
VIN:	1N9040563FA140094	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	855
		Primary Route Type:	Urban
Model Year:	2015	**Average Hours operated per week:**	75
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	800
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	07/17/2015	**Accumulated Depreciation:**	$37,234
Wheelchair Accessible	Yes	**Depreciated Value:**	$450,189
Purchase Price:	$487,423		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington		
Comments:	In service 7/21/2015		

Edit this item Remove this item

Description:	# 5093 NABI 40LFW-56-02 337000	**Purchased New:**	Yes
VIN:	1N9040565FA140095	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	832
		Primary Route Type:	Urban
Model Year:	2015	**Average Hours operated per week:**	75
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	800
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	07/17/2015	**Accumulated Depreciation:**	$37,234
Wheelchair Accessible	Yes	**Depreciated Value:**	$450,189
Purchase Price:	$487,423		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington		
Comments:	In service 7/21/2015		

Edit this item Remove this item

Description:	# 5094 NABI 40LFW-56-02 337000	**Purchased New:**	Yes
VIN:	1N9040567FA140096	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	911
		Primary Route Type:	Urban
Model Year:	2015	**Average Hours operated per week:**	75
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	800
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	07/17/2015	**Accumulated Depreciation:**	$37,234
Wheelchair Accessible	Yes	**Depreciated Value:**	$450,189
Purchase Price:	$487,423		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington		
Comments:	In service 7/21/2015		

Edit this item Remove this item

Description:	# 5095 NABI 40LFW-56-02 337000	**Purchased New:**	Yes
VIN:	1N9040569FA140097	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	847
		Primary Route Type:	Urban
Model Year:	2015	**Average Hours operated per week:**	75
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	800
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	07/17/2015	**Accumulated Depreciation:**	$37,234
Wheelchair Accessible	Yes	**Depreciated Value:**	$450,189
Purchase Price:	$487,423		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington		
Comments:	In service 7/21/2015		

Edit this item Remove this item

Description:	# 5096 NABI 40LFW-56-02 337000	**Purchased New:**	Yes
VIN:	1N9040560FA140098	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	811
		Primary Route Type:	Urban
Model Year:	2015	**Average Hours operated per week:**	75
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	800
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	07/17/2015	**Accumulated Depreciation:**	$37,234
Wheelchair Accessible	Yes	**Depreciated Value:**	$450,189
Purchase Price:	$487,423		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington		
Comments:	In service 7/21/2015		

Edit this item Remove this item

Description:	# 5097 40LFW-56-02 337000	**Purchased New:**	Yes
VIN:	1N9040562FA140099	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	884
		Primary Route Type:	Urban
Model Year:	2015	**Average Hours operated per week:**	75
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	800
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	07/17/2015	**Accumulated Depreciation:**	$37,234
Wheelchair Accessible	Yes	**Depreciated Value:**	$450,189
Purchase Price:	$487,423		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington		
Comments:	In service 7/21/2015		

Edit this item Remove this item

Description:	# 5098 40LFW-56-02 337000	**Purchased New:**	Yes
VIN:	1N9040565FA140100	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	829
		Primary Route Type:	Urban
Model Year:	2015	**Average Hours operated per week:**	75
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	800
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	07/17/2015	**Accumulated Depreciation:**	$37,234
Wheelchair Accessible	Yes	**Depreciated Value:**	$450,189
Purchase Price:	$487,423		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington		
Comments:	In service 7/21/2015		

Edit this item Remove this item

Description:	# 5099 40LFW-56-02 337000	**Purchased New:**	Yes
VIN:	1N9040567FA140101	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	38	**Total Mileage:**	851
		Primary Route Type:	Urban
Model Year:	2015	**Average Hours operated per week:**	75
FTA Code:	11.12.01 - Bus STD 40 FT	**Average Miles Traveled per week:**	800
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	07/17/2015	**Accumulated Depreciation:**	$37,234
Wheelchair Accessible	Yes	**Depreciated Value:**	$450,189
Purchase Price:	$487,423		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	New		
Title Holder:	Arlington		
Comments:	In service 7/21/2015		

Edit this item Remove this item

Description:	# 5252 - NABI 35 LFW.14.01 246000	**Purchased New:**	Yes
VIN:	1N90351418A140635	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	251,035
		Primary Route Type:	Urban
Model Year:	2008	**Average Hours operated per week:**	30
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	400
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	06/04/2009	**Accumulated Depreciation:**	$218,334
Wheelchair Accessible	Yes	**Depreciated Value:**	$155,953
Purchase Price:	$374,287		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	New bus put into service 6-8-2009		

Edit this item Remove this item

Description:	# 5253 - NABI 35 LFW.14-01 246000	**Purchased New:**	Yes
VIN:	1N90351438A140636	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	242,844
		Primary Route Type:	Urban
Model Year:	2008	**Average Hours operated per week:**	30
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	400
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	06/04/2009	**Accumulated Depreciation:**	$218,334
Wheelchair Accessible	Yes	**Depreciated Value:**	$155,953
Purchase Price:	$374,287		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		

Title Holder:	Arlington County
Comments:	Placed in service 6-08-09

Edit this item Remove this item

Description:	# 5254 - NABI 35 LFW-14.01 246000	**Purchased New:**	Yes
VIN:	1N90351458A140637	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	213,651
		Primary Route Type:	Urban
Model Year:	2008	**Average Hours operated per week:**	30
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	400
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	06/04/2009	**Accumulated Depreciation:**	$218,334
Wheelchair Accessible	Yes	**Depreciated Value:**	$155,953
Purchase Price:	$374,287		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	In service 6-08-09		

Edit this item Remove this item

Description:	# 5255 - NABI 35 LFW-14.01 246000	**Purchased New:**	Yes
VIN:	1N90351478A140638	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	207,202
		Primary Route Type:	Urban
Model Year:	2008	**Average Hours operated per week:**	31
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	400
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	06/04/2009	**Accumulated Depreciation:**	$218,334
Wheelchair Accessible	Yes	**Depreciated Value:**	$155,953
Purchase Price:	$374,287		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	In service 6-8-09 -		

Edit this item Remove this item

Description:	# 5256 - NABI 35 LFW 14.01 246000	**Purchased New:**	Yes
VIN:	1N90351498A140639	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	224,293
		Primary Route Type:	Urban
Model Year:	2008	**Average Hours operated per week:**	31
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	400
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	06/04/2009	**Accumulated Depreciation:**	$218,334
Wheelchair Accessible	Yes	**Depreciated Value:**	$155,953
Purchase Price:	$374,287		

Federal Funding Source:	0
Federal Funding Percentage:	00%
Vehicle Condition:	Good
Title Holder:	Arlington County
Comments:	In service 6-08-09 mileage

Edit this item Remove this item

Description:	# 5257 - NABI 35 LFW 14.01 246000	**Purchased New:**	Yes
VIN:	1N90351458A140640	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	209,786
		Primary Route Type:	Urban
Model Year:	2008	**Average Hours operated per week:**	31
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	400
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	06/04/2009	**Accumulated Depreciation:**	$218,334
Wheelchair Accessible	Yes	**Depreciated Value:**	$155,953
Purchase Price:	$374,287		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	In Service 6-08-09-		

Edit this item Remove this item

Description:	# 5258 - NABI 35LFW 14.01 246000	**Purchased New:**	Yes
VIN:	1N90351478A140641	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	231,721
		Primary Route Type:	Urban
Model Year:	2008	**Average Hours operated per week:**	31
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	400
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	06/08/2009	**Accumulated Depreciation:**	$218,334
Wheelchair Accessible	Yes	**Depreciated Value:**	$155,953
Purchase Price:	$374,287		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	In service 6-08-09- mileage Mileage of 6-30-2010		

Edit this item Remove this item

Description:	# 5271 - NABI 35 LFW.0901.162000	**Purchased New:**	Yes
VIN:	1N90350937A140079	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	210,607
		Primary Route Type:	Urban
Model Year:	2007	**Average Hours operated per week:**	70
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	800
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County

Purchase Date:	08/21/2007	**Accumulated Depreciation:**	$260,278
Wheelchair Accessible	Yes	**Depreciated Value:**	$93,307
Purchase Price:	$353,585		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	Arlington Transit (ART) - mileage through 6-30-2010		

Edit this item Remove this item

Description:	# 5272 - NABI 35 LFW.0901.162000	**Purchased New:**	Yes
VIN:	1N903509X7A140080	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	189,678
		Primary Route Type:	Urban
Model Year:	2007	**Average Hours operated per week:**	70
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	900
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/21/2007	**Accumulated Depreciation:**	$260,278
Wheelchair Accessible	Yes	**Depreciated Value:**	$93,307
Purchase Price:	$353,585		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	Arlington Transit (ART) Mileage through 6-30-2010 beginning mileage on new odometer 7-1-2010 14685		

Edit this item Remove this item

Description:	# 5273 - NABI 35 LFW.0901.162000	**Purchased New:**	Yes
VIN:	1N90350917A140081	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	180,805
		Primary Route Type:	Urban
Model Year:	2007	**Average Hours operated per week:**	70
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	800
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/21/2007	**Accumulated Depreciation:**	$260,278
Wheelchair Accessible	Yes	**Depreciated Value:**	$93,307
Purchase Price:	$353,585		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	Arlington Transit (ART) Mileage through 6-30-2010 new odometer with starting mileage of 19917 7-1-2010		

Edit this item Remove this item

Description:	# 5274 - NABI 35 LFW.0901.162000	**Purchased New:**	Yes
VIN:	1N90350937A140082	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	216,347

		Primary Route Type:	Urban
Model Year:	2007	**Average Hours operated per week:**	70
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	800
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/21/2007	**Accumulated Depreciation:**	$260,278
Wheelchair Accessible	Yes	**Depreciated Value:**	$93,307
Purchase Price:	$353,585		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	Arlington Transit (ART) Mileage through 6-30-2010 new odometer starting mileage 22773 7-1-2010		

Edit this item Remove this item

Description:	# 5275 - NABI 35 LFW.0901.162000	**Purchased New:**	Yes
VIN:	1N90350957A140083	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	180,519
		Primary Route Type:	Urban
Model Year:	2007	**Average Hours operated per week:**	50
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	600
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/21/2007	**Accumulated Depreciation:**	$260,278
Wheelchair Accessible	Yes	**Depreciated Value:**	$93,307
Purchase Price:	$353,585		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	Arlington Transit (ART) Mileage through 6-30-2010 New odometer 0 beginning 7-1-2010		

Edit this item Remove this item

Description:	# 5277 - NABI 35 LFW.0901.162000	**Purchased New:**	Yes
VIN:	1N90350977A140084	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	217,605
		Primary Route Type:	Urban
Model Year:	2007	**Average Hours operated per week:**	50
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	600
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/21/2007	**Accumulated Depreciation:**	$260,278
Wheelchair Accessible	Yes	**Depreciated Value:**	$93,307
Purchase Price:	$353,585		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	Arlington Transit (ART) Mileage through 6-30-2010		

Edit this item Remove this item

Description:	# 5278 - NABI 35	**Purchased New:**	Yes

LFW.0901.162000

VIN:	1N90350997A140085	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	211,324
		Primary Route Type:	Urban
Model Year:	2007	**Average Hours operated per week:**	70
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	800
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/21/2007	**Accumulated Depreciation:**	$260,278
Wheelchair Accessible	Yes	**Depreciated Value:**	$93,307
Purchase Price:	$353,585		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	Arlington Transit (ART) mileage as of 6-30-2010		

Edit this item Remove this item

Description:	# 5279 - NABI 35 LFW.0901.162000	**Purchased New:**	Yes
VIN:	1N90350907A140086	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	235,924
		Primary Route Type:	Urban
Model Year:	2007	**Average Hours operated per week:**	70
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	800
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	08/21/2007	**Accumulated Depreciation:**	$260,278
Wheelchair Accessible	Yes	**Depreciated Value:**	$93,307
Purchase Price:	$353,585		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	Arlington Transit (ART) Mileage as of 6-30-2010		

Edit this item Remove this item

Description:	# 5282 - NABI 35 LFW 14.01 246000	**Purchased New:**	Yes
VIN:	1N90351498A140642	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	232,711
		Primary Route Type:	Urban
Model Year:	2008	**Average Hours operated per week:**	31
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	400
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	06/04/2009	**Accumulated Depreciation:**	$218,334
Wheelchair Accessible	Yes	**Depreciated Value:**	$155,953
Purchase Price:	$374,287		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	In service 6-8-09 - mileage as of 6-30-2010 - new odometer starting mileage 0 7-1-2010		

Edit this item Remove this

item

Description:	# 5284 - NABI 35 LFW 14.01 246000	**Purchased New:**	Yes
VIN:	1N90351408A140643	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	232,381
		Primary Route Type:	Urban
Model Year:	2008	**Average Hours operated per week:**	50
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/30/2009	**Accumulated Depreciation:**	$223,533
Wheelchair Accessible	Yes	**Depreciated Value:**	$150,754
Purchase Price:	$374,287		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	In service 6-09 - Mileage as of 6-30-2010		

Edit this item Remove this item

Description:	# 5286 - NABI 35 LFW 14.01 246000	**Purchased New:**	Yes
VIN:	1N90351428A140644	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	233,200
		Primary Route Type:	Urban
Model Year:	2008	**Average Hours operated per week:**	40
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/30/2009	**Accumulated Depreciation:**	$223,533
Wheelchair Accessible	Yes	**Depreciated Value:**	$150,754
Purchase Price:	$374,287		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	In full service 6-09 - Mileage as of 6-30-2010 Nopte new Odometer 7-1-2010 starting 0 mileage		

Edit this item Remove this item

Description:	# 5288 - NABI 35 LFW 14.01 246000	**Purchased New:**	Yes
VIN:	1N90351448A140645	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	174,089
		Primary Route Type:	Urban
Model Year:	2008	**Average Hours operated per week:**	50
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	500
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/30/2009	**Accumulated Depreciation:**	$223,533
Wheelchair Accessible	Yes	**Depreciated Value:**	$150,754
Purchase Price:	$374,287		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		

Comments:	In full service 6-09 - Mileage through 6-30-2010

Edit this item Remove this item

Description:	# 5292 - NABI 35 LFW 14.01 246000	**Purchased New:**	Yes
VIN:	1N90351468A140646	**Expected Useful Life:**	12
Vehicle Type:	Passenger Vehicle	**Salvage Value:**	$0
Number of Passengers:	30	**Total Mileage:**	216,135
		Primary Route Type:	Urban
Model Year:	2008	**Average Hours operated per week:**	50
FTA Code:	11.12.02 - Bus STD 35 FT	**Average Miles Traveled per week:**	600
Engine Type:	Compressed Natural Gas	**Location of Item:**	Arlington County
Purchase Date:	04/30/2009	**Accumulated Depreciation:**	$223,533
Wheelchair Accessible	Yes	**Depreciated Value:**	$150,754
Purchase Price:	$374,287		
Federal Funding Source:	0		
Federal Funding Percentage:	00%		
Vehicle Condition:	Good		
Title Holder:	Arlington County		
Comments:	In full service 6-09 - Mileage as of 6-30-2010		

Edit this item Remove this item

View Summary List

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Appendix E: Audited Operating and Capital Expenses and Revenues (FY13-15)

Currency: USD
Fund=101 (General Fund), Cost Center=41102 (DES Paratransit Planning)

ACGA_GL_NATURAL_ACCOUNT	PTD Exp ADJ1-15	FYTD Exp. ADJ1-15	FYTD O/S Encumb ADJ1-15	FYTD Total ADJ1-15	FYTD Budget FY REVISED	FYTD Unoblig ADJ1-15	FYTD Budget %
CONTRACTUAL SERVICES							
431004 Special Telephone Charges	0.00	0.00	0.00	0.00	245.00	245.00	0.00
431100 Telephone & Communications	0.00	11,455.86	5,000.00	16,455.86	11,929.00	-4,526.86	137.95
431200 Postage	0.00	0.00	0.00	0.00	200.00	200.00	0.00
433500 Printing - Outside Shop	0.00	0.00	0.00	0.00	350.00	350.00	0.00
434000 Unclassified Services	0.00	1,191.39	10,308.61	11,500.00	1,040.00	-10,460.00	1,105.77
436183 Rental Buildings	0.00	54,732.45	10,267.55	65,000.00	51,410.00	-13,590.00	126.43
REPAIR MAINTENANCE							
437200 Repair Equipment	0.00	0.00	0.00	0.00	550.00	550.00	0.00
Sub Total Repairs Maintenance	0.00	0.00	0.00	0.00	550.00	550.00	0.00
OUTSIDE SERVICES							
437405 Contracted Services	0.00	2,547,396.11	1,247,105.38	3,794,501.49	2,770,984.00	-1,023,517.49	136.94
Subtotal Outside Services	0.00	2,547,396.11	1,247,105.38	3,794,501.49	2,770,984.00	-1,023,517.49	136.94
438200 Consultants	0.00	60.00	79,388.92	79,448.92	0.00	-79,448.92	n/m
Sub Total Contractual Services	0.00	2,614,835.81	1,352,070.46	3,966,906.27	2,836,708.00	-1,130,198.27	139.84
INTERNAL SERVICES							
444400 Print Shop Charges	0.00	7,856.70	0.00	7,856.70	5,865.00	-1,991.70	133.96
Sub Total Internal Services	0.00	7,856.70	0.00	7,856.70	5,865.00	-1,991.70	133.96
MATERIALS AND SUPPLIES							
464200 Operating Supplies	0.00	0.00	1,926.20	1,926.20	0.00	-1,926.20	n/m
Sub Total Materials And Supplies	0.00	0.00	1,926.20	1,926.20	0.00	-1,926.20	n/m
CAPITAL OUTLAY							
483010 Operating Equipment	0.00	23,495.78	0.00	23,495.78	0.00	-23,495.78	n/m
Sub Total Capital Outlay	0.00	23,495.78	0.00	23,495.78	0.00	-23,495.78	n/m
TOTAL PERSONNEL EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	n/m
TOTAL NON-PERSONNEL EXPENSES	0.00	2,646,188.29	1,353,996.66	4,000,184.95	2,842,573.00	-1,157,611.95	140.72

Currency: USD
Fund=101 (General Fund), Cost Center=41102 (DES Paratransit Planning)

ACGA_GL_NATURAL_ACCOUNT	PTD Exp ADJ1-15	FYTD Exp. ADJ1-15	FYTD O/S Encumb ADJ1-15	FYTD Total ADJ1-15	FYTD Budget FY REVISED	FYTD Unoblig ADJ1-15	FYTD Budget %
TOTAL COST CENTER	0.00	2,646,188.29	1,353,996.66	4,000,184.95	2,842,573.00	-1,157,611.95	140.72

F I L E S E P A R A T O R

Currency: USD
Fund=101 (General Fund), Cost Center=41103 (DES Transit Operations)

ACGA_GL_NATURAL_ACCOUNT	PTD Exp ADJ1-15	FYTD Exp. ADJ1-15	FYTD O/S Encumb ADJ1-15	FYTD Total ADJ1-15	FYTD Budget FY REVISED	FYTD Unoblig ADJ1-15	FYTD Budget %
PERSONNEL SERVICES							
410210 Base Pay - Permanent	0.00	296,873.79	0.00	296,873.79	307,966.00	11,092.21	96.40
410220 Base Pay - Temporary	-7,470.00	0.00	0.00	0.00	0.00	0.00	n/m
410300 Overtime Pay	0.00	1,912.05	0.00	1,912.05	0.00	-1,912.05	n/m
410500 Unused Leave Payout	0.00	4,008.42	0.00	4,008.42	0.00	-4,008.42	n/m
412195 Work By Others	0.00	0.00	0.00	0.00	38,040.00	38,040.00	0.00
412199 Credit For Turnover	0.00	0.00	0.00	0.00	-6,775.00	-6,775.00	0.00
Sub Total Personnel Services	-7,470.00	302,794.26	0.00	302,794.26	339,231.00	36,436.74	89.26
EMPLOYEE BENEFITS							
420200 Fringe Benefits - Employer Retire	-40.00	52,087.81	0.00	52,087.81	65,597.00	13,509.19	79.41
420300 Employee Benefit - Mass Transit	-240.00	5,070.52	0.00	5,070.52	5,304.00	233.48	95.60
420310 Employee Benefit - Location Pay	0.00	3,688.00	0.00	3,688.00	3,840.00	152.00	96.04
420401 Benefit Adjustments BUDGET ONLY	0.00	0.00	0.00	0.00	-8,467.00	-8,467.00	0.00
420500 Fringe Benefits - Employer FICA	-571.46	22,400.18	0.00	22,400.18	23,559.00	1,158.82	95.08
420501 FICA - BUDGET ONLY	0.00	0.00	0.00	0.00	307.00	307.00	0.00
420800 Fringe Benefits - Employer Health	0.00	2,187.98	0.00	2,187.98	36,795.00	34,607.02	5.95
420801 Cigna Health Insurance	0.00	33,399.03	0.00	33,399.03	0.00	-33,399.03	n/m
420805 Fringe Benefits - Employer Life I	-6.35	347.81	0.00	347.81	355.00	7.19	97.97
Sub Total Employee Benefit	-857.81	119,181.33	0.00	119,181.33	127,290.00	8,108.67	93.63
CONTRACTUAL SERVICES							
431004 Special Telephone Charges	0.00	3,468.63	0.00	3,468.63	4,684.00	1,215.37	74.05
431200 Postage	0.00	0.00	0.00	0.00	1,000.00	1,000.00	0.00
431300 Travel Outside Metro Area	0.00	0.00	0.00	0.00	4,000.00	4,000.00	0.00
431600 Travel	0.00	3,285.17	0.00	3,285.17	1,500.00	-1,785.17	219.01
432100 Electricity	0.00	22,063.16	23,259.53	45,322.69	25,560.00	-19,762.69	177.32
432300 Water	0.00	1,083.62	0.00	1,083.62	3,920.00	2,836.38	27.64
433500 Printing - Outside Shop	0.00	13,496.56	3.46	13,500.02	20,000.00	6,499.98	67.50
434000 Unclassified Services	0.00	7,223.74	2,924.26	10,148.00	7,250.00	-2,898.00	139.97
435500 Departmental Subscriptions/Books	0.00	18.74	0.00	18.74	0.00	-18.74	n/m
435600 Memberships	0.00	22,618.18	0.00	22,618.18	26,000.00	3,381.82	86.99
436183 Rental Buildings	24,604.00	97,439.00	0.00	97,439.00	84,271.00	-13,168.00	115.63
436300 Rental-Communication Equipment	0.00	129,654.03	76,764.17	206,418.20	168,880.00	-37,538.20	122.23
REPAIR MAINTENANCE							
437100 Repair Building	0.00	4,055.24	0.69	4,055.93	3,780.00	-275.93	107.30
437200 Repair Equipment	0.00	76,821.90	25,051.10	101,873.00	130,000.00	28,127.00	78.36
Sub Total Repairs Maintenance	0.00	80,877.14	25,051.79	105,928.93	133,780.00	27,851.07	79.18

Currency: USD
Fund=101 (General Fund), Cost Center=41103 (DES Transit Operations)

ACGA_GL_NATURAL_ACCOUNT	PTD Exp ADJ1-15	FYTD Exp. ADJ1-15	FYTD O/S Encumb ADJ1-15	FYTD Total ADJ1-15	FYTD Budget FY REVISED	FYTD Unoblig ADJ1-15	FYTD Budget %
OUTSIDE SERVICES							
437405 Contracted Services	0.00	7,688,920.60	156,803.23	7,845,723.83	7,936,592.00	90,868.17	98.86
437420 Security Systems	0.00	0.00	0.00	0.00	1,000.00	1,000.00	0.00
Subtotal Outside Services	0.00	7,688,920.60	156,803.23	7,845,723.83	7,937,592.00	91,868.17	98.84
438200 Consultants	0.00	373,529.09	232,306.35	605,835.44	365,000.00	-240,835.44	165.98
438300 Employee Training	0.00	1,150.00	0.00	1,150.00	3,000.00	1,850.00	38.33
Sub Total Contractual Services	24,604.00	8,444,827.66	517,112.79	8,961,940.45	8,786,437.00	-175,503.45	102.00
INTERNAL SERVICES							
444300 Rental County Owned Vehicles	0.00	4,517.55	0.00	4,517.55	4,518.00	0.45	99.99
444400 Print Shop Charges	6.53	73,494.85	0.00	73,494.85	29,000.00	-44,494.85	253.43
444500 Fuel Charges Intra County	67,836.10	524,778.39	554,383.49	1,079,161.88	645,839.00	-433,322.88	167.09
Sub Total Internal Services	67,842.63	602,790.79	554,383.49	1,157,174.28	679,357.00	-477,817.28	170.33
MATERIALS AND SUPPLIES							
461600 Automotive Fuel Purchases	0.00	21.00	0.00	21.00	0.00	-21.00	n/m
464000 Office Supplies	0.00	410.81	0.00	410.81	1,500.00	1,089.19	27.39
464200 Operating Supplies	0.00	1,352.27	1,865.73	3,218.00	1,500.00	-1,718.00	214.53
466000 Wearing Apparel	0.00	50.00	450.00	500.00	1,000.00	500.00	50.00
Sub Total Materials And Supplies	0.00	1,834.08	2,315.73	4,149.81	4,000.00	-149.81	103.75
CAPITAL OUTLAY							
483010 Operating Equipment	0.00	1,615.00	-0.01	1,614.99	1,500.00	-114.99	107.67
Sub Total Capital Outlay	0.00	1,615.00	-0.01	1,614.99	1,500.00	-114.99	107.67
TOTAL PERSONNEL EXPENSES	-8,327.81	421,975.59	0.00	421,975.59	466,521.00	44,545.41	90.45
TOTAL NON-PERSONNEL EXPENSES	92,446.63	9,051,067.53	1,073,812.00	10,124,879.53	9,471,294.00	-653,585.53	106.90
TOTAL COST CENTER	84,118.82	9,473,043.12	1,073,812.00	10,546,855.12	9,937,815.00	-609,040.12	106.13

Currency: USD
Fund=101 (General Fund), Cost Center=41102 (DES Paratransit Planning)

ACGA_GL_NATURAL_ACCOUNT	PTD Revenue ADJ1-15	FYTD Revenue ADJ1-15	Revenue Budget FY REVISED	Prior FYTD ADJ1-14	Prior FY YE Total DEC-14
COMMONWEALTH OF VIRGINIA					
363201 State Aid NVTC	946,150.00	946,150.00	946,150.00	946,150.00	946,150.00
SUB-TOTAL	946,150.00	946,150.00	946,150.00	946,150.00	946,150.00
TOTAL COST CENTER	946,150.00	946,150.00	946,150.00	946,150.00	946,150.00

F I L E S E P A R A T O R

Currency: USD
Fund=101 (General Fund), Cost Center=41103 (DES Transit Operations)

ACGA_GL_NATURAL_ACCOUNT	PTD Revenue ADJ1-15	FYTD Revenue ADJ1-15	Revenue Budget FY REVISED	Prior FYTD ADJ1-14	Prior FY YE Total DEC-14
OUTSIDE CHARGES FOR SERVICES					
345000 Art Bus Fares	0.00	2,817,556.05	2,956,485.00	2,459,830.62	2,817,556.05
346000 Project Receipts	0.00	0.00	0.00	47.00	0.00
346085 Art Business Contribution	127,355.89	400,085.50	282,984.00	267,078.94	400,085.50
346086 Art 67 Business Contribution	0.00	37,500.00	0.00	0.00	37,500.00
SUB -TOTAL	127,355.89	3,255,141.55	3,239,469.00	2,726,956.56	3,255,141.55
COMMONWEALTH OF VIRGINIA					
363201 State Aid NVTC	2,704,941.00	2,716,090.00	2,697,367.00	1,998,266.00	2,716,090.00
SUB-TOTAL	2,704,941.00	2,716,090.00	2,697,367.00	1,998,266.00	2,716,090.00
TOTAL COST CENTER	2,832,296.89	5,971,231.55	5,936,836.00	4,725,222.56	5,971,231.55

Currency: USD
Fund=101 (General Fund), Cost Center=41102 (DES Paratransit Planning)

ACGA_GL_NATURAL_ACCOUNT	PTD Exp ADJ1-14	FYTD Exp. ADJ1-14	FYTD O/S Encumb ADJ1-14	FYTD Total ADJ1-14	FYTD Budget FY REVISED	FYTD Unoblig ADJ1-14	FYTD Budget %
CONTRACTUAL SERVICES							
431004 Special Telephone Charges	0.00	0.00	0.00	0.00	10,080.00	10,080.00	0.00
431100 Telephone & Communications	0.00	11,450.65	0.00	11,450.65	9,679.00	-1,771.65	118.30
433500 Printing - Outside Shop	0.00	0.00	0.00	0.00	2,000.00	2,000.00	0.00
434000 Unclassified Services	0.00	1,104.40	0.00	1,104.40	100.00	-1,004.40	1,104.40
436183 Rental Buildings	0.00	61,249.91	0.00	61,249.91	57,456.00	-3,793.91	106.60
REPAIR MAINTENANCE							
437200 Repair Equipment	0.00	0.00	0.00	0.00	2,000.00	2,000.00	0.00
Sub Total Repairs Maintenance	0.00	0.00	0.00	0.00	2,000.00	2,000.00	0.00
OUTSIDE SERVICES							
437405 Contracted Services	-18,335.50	2,604,164.81	0.00	2,604,164.81	2,557,572.00	-46,592.81	101.82
Subtotal Outside Services	-18,335.50	2,604,164.81	0.00	2,604,164.81	2,557,572.00	-46,592.81	101.82
438300 Employee Training	0.00	0.00	0.00	0.00	500.00	500.00	0.00
Sub Total Contractual Services	-18,335.50	2,677,969.77	0.00	2,677,969.77	2,639,387.00	-38,582.77	101.46
INTERNAL SERVICES							
444400 Print Shop Charges	0.00	7,370.36	0.00	7,370.36	0.00	-7,370.36	n/m
Sub Total Internal Services	0.00	7,370.36	0.00	7,370.36	0.00	-7,370.36	n/m
MATERIALS AND SUPPLIES							
466000 Wearing Apparel	0.00	0.00	0.00	0.00	1,000.00	1,000.00	0.00
Sub Total Materials And Supplies	0.00	0.00	0.00	0.00	1,000.00	1,000.00	0.00
TOTAL PERSONNEL EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	n/m
TOTAL NON-PERSONNEL EXPENSES	-18,335.50	2,685,340.13	0.00	2,685,340.13	2,640,387.00	-44,953.13	101.70
TOTAL COST CENTER	-18,335.50	2,685,340.13	0.00	2,685,340.13	2,640,387.00	-44,953.13	101.70

F I L E S E P A R A T O R

Currency: USD
Fund=101 (General Fund), Cost Center=41103 (DES Transit Operations)

ACGA_GL_NATURAL_ACCOUNT	PTD Exp ADJ1-14	FYTD Exp. ADJ1-14	FYTD O/S Encumb ADJ1-14	FYTD Total ADJ1-14	FYTD Budget FY REVISED	FYTD Unoblig ADJ1-14	FYTD Budget %
PERSONNEL SERVICES							
410210 Base Pay - Permanent	0.00	293,914.98	0.00	293,914.98	308,835.00	14,920.02	95.17
410300 Overtime Pay	0.00	1,979.01	0.00	1,979.01	0.00	-1,979.01	n/m
412195 Work By Others	0.00	0.00	0.00	0.00	38,040.00	38,040.00	0.00
412199 Credit For Turnover	0.00	0.00	0.00	0.00	-5,518.00	-5,518.00	0.00
Sub Total Personnel Services	0.00	295,893.99	0.00	295,893.99	341,357.00	45,463.01	86.68
EMPLOYEE BENEFITS							
420200 Fringe Benefits - Employer Retire	0.00	50,239.78	0.00	50,239.78	64,239.00	13,999.22	78.21
420300 Employee Benefit - Mass Transit	0.00	5,240.61	0.00	5,240.61	3,744.00	-1,496.61	139.97
420310 Employee Benefit - Location Pay	0.00	3,856.00	0.00	3,856.00	3,840.00	-16.00	100.42
420500 Fringe Benefits - Employer FICA	0.00	21,795.03	0.00	21,795.03	23,626.00	1,830.97	92.25
420501 FICA - BUDGET ONLY	0.00	0.00	0.00	0.00	230.00	230.00	0.00
420800 Fringe Benefits - Employer Health	0.00	2,159.88	0.00	2,159.88	37,892.00	35,732.12	5.70
420801 Cigna Health Insurance	0.00	31,440.29	0.00	31,440.29	0.00	-31,440.29	n/m
420805 Fringe Benefits - Employer Life I	0.00	343.14	0.00	343.14	356.00	12.86	96.39
Sub Total Employee Benefit	0.00	115,074.73	0.00	115,074.73	133,927.00	18,852.27	85.92
CONTRACTUAL SERVICES							
431004 Special Telephone Charges	0.00	3,314.43	0.00	3,314.43	4,684.00	1,369.57	70.76
431100 Telephone & Communications	0.00	4.16	0.00	4.16	0.00	-4.16	n/m
431200 Postage	0.00	0.00	0.00	0.00	5,000.00	5,000.00	0.00
431600 Travel	0.00	1,442.87	0.00	1,442.87	0.00	-1,442.87	n/m
432100 Electricity	0.00	23,615.71	0.00	23,615.71	37,560.00	13,944.29	62.87
432300 Water	0.00	1,451.73	0.00	1,451.73	3,920.00	2,468.27	37.03
433500 Printing - Outside Shop	0.00	6,455.33	0.00	6,455.33	55,700.00	49,244.67	11.59
434000 Unclassified Services	0.00	6,386.66	0.00	6,386.66	7,250.00	863.34	88.09
435600 Memberships	0.00	22,603.03	0.00	22,603.03	16,000.00	-6,603.03	141.27
436183 Rental Buildings	10,660.00	84,931.00	0.00	84,931.00	74,271.00	-10,660.00	114.35
436300 Rental-Communication Equipment	287.71	176,741.98	0.00	176,741.98	168,880.00	-7,861.98	104.66
436500 Rental Privately Owned Vehicles	0.00	88.67	0.00	88.67	0.00	-88.67	n/m
REPAIR MAINTENANCE							
437100 Repair Building	0.00	3,826.39	0.00	3,826.39	3,780.00	-46.39	101.23
437200 Repair Equipment	0.00	112,410.37	0.00	112,410.37	157,457.00	45,046.63	71.39
Sub Total Repairs Maintenance	0.00	116,236.76	0.00	116,236.76	161,237.00	45,000.24	72.09
OUTSIDE SERVICES							
437405 Contracted Services	0.00	6,757,753.53	0.00	6,757,753.53	6,978,800.00	221,046.47	96.83
437420 Security Systems	0.00	716.00	0.00	716.00	0.00	-716.00	n/m
Subtotal Outside Services	0.00	6,758,469.53	0.00	6,758,469.53	6,978,800.00	220,330.47	96.84

Currency: USD
Fund=101 (General Fund), Cost Center=41103 (DES Transit Operations)

ACGA_GL_NATURAL_ACCOUNT	PTD Exp ADJ1-14	FYTD Exp. ADJ1-14	FYTD O/S Encumb ADJ1-14	FYTD Total ADJ1-14	FYTD Budget FY REVISED	FYTD Unoblig ADJ1-14	FYTD Budget %
438200 Consultants	0.00	301,736.05	0.00	301,736.05	0.00	-301,736.05	n/m
438300 Employee Training	0.00	310.00	0.00	310.00	0.00	-310.00	n/m
Sub Total Contractual Services	10,947.71	7,503,787.91	0.00	7,503,787.91	7,513,302.00	9,514.09	99.87
INTERNAL SERVICES							
444300 Rental County Owned Vehicles	0.00	4,656.00	0.00	4,656.00	4,656.00	0.00	100.00
444400 Print Shop Charges	0.00	47,841.12	0.00	47,841.12	27,400.00	-20,441.12	174.60
444500 Fuel Charges Intra County	41,315.96	572,247.15	0.00	572,247.15	845,839.00	273,591.85	67.65
Sub Total Internal Services	41,315.96	624,744.27	0.00	624,744.27	877,895.00	253,150.73	71.16
INTRA-COUNTY CHARGES							
447539 Inter Dept Charges MHSP	0.00	1,650.00	0.00	1,650.00	0.00	-1,650.00	n/m
Sub Total Intra-County Charges	0.00	1,650.00	0.00	1,650.00	0.00	-1,650.00	n/m
MATERIALS AND SUPPLIES							
464000 Office Supplies	0.00	145.76	0.00	145.76	4,500.00	4,354.24	3.24
464200 Operating Supplies	0.00	2,208.95	0.00	2,208.95	2,500.00	291.05	88.36
464219 Safety Supplies	0.00	677.98	0.00	677.98	0.00	-677.98	n/m
466000 Wearing Apparel	0.00	250.00	0.00	250.00	2,000.00	1,750.00	12.50
Sub Total Materials And Supplies	0.00	3,282.69	0.00	3,282.69	9,000.00	5,717.31	36.47
CAPITAL OUTLAY							
483010 Operating Equipment	0.00	638.93	0.00	638.93	0.00	-638.93	n/m
Sub Total Capital Outlay	0.00	638.93	0.00	638.93	0.00	-638.93	n/m
TOTAL PERSONNEL EXPENSES	0.00	410,968.72	0.00	410,968.72	475,284.00	64,315.28	86.47
TOTAL NON-PERSONNEL EXPENSES	52,263.67	8,134,103.80	0.00	8,134,103.80	8,400,197.00	266,093.20	96.83
TOTAL COST CENTER	52,263.67	8,545,072.52	0.00	8,545,072.52	8,875,481.00	330,408.48	96.28

Currency: USD
Fund=101 (General Fund), Cost Center=41102 (DES Paratransit Planning)

ACGA_GL_NATURAL_ACCOUNT	PTD Revenue ADJ1-14	FYTD Revenue ADJ1-14	Revenue Budget FY REVISED	Prior FYTD ADJ1-13	Prior FY YE Total DEC-13
COMMONWEALTH OF VIRGINIA					
363201 State Aid NVTC	0.00	946,150.00	946,150.00	946,150.00	946,150.00
SUB-TOTAL	0.00	946,150.00	946,150.00	946,150.00	946,150.00
TOTAL COST CENTER	0.00	946,150.00	946,150.00	946,150.00	946,150.00

F I L E S E P A R A T O R

Currency: USD
Fund=101 (General Fund), Cost Center=41103 (DES Transit Operations)

ACGA_GL_NATURAL_ACCOUNT	PTD Revenue ADJ1-14	FYTD Revenue ADJ1-14	Revenue Budget FY REVISED	Prior FYTD ADJ1-13	Prior FY YE Total DEC-13
OUTSIDE CHARGES FOR SERVICES					
345000 Art Bus Fares	0.00	2,459,830.62	2,350,000.00	2,396,119.08	2,459,830.62
346000 Project Receipts	0.00	47.00	0.00	0.00	47.00
346085 Art Business Contribution	0.00	267,078.94	282,984.00	275,347.56	267,078.94
346086 Art 67 Business Contribution	0.00	0.00	0.00	37,500.00	0.00
SUB -TOTAL	0.00	2,726,956.56	2,632,984.00	2,708,966.64	2,726,956.56
COMMONWEALTH OF VIRGINIA					
363201 State Aid NVTC	0.00	1,998,266.00	1,978,506.00	1,892,302.00	1,998,266.00
SUB-TOTAL	0.00	1,998,266.00	1,978,506.00	1,892,302.00	1,998,266.00
TOTAL COST CENTER	0.00	4,725,222.56	4,611,490.00	4,601,268.64	4,725,222.56

Currency: USD
Fund=101 (General Fund), Cost Center=41102 (DES Paratransit Planning)

ACGA_GL_NATURAL_ACCOUNT	PTD Exp ADJ1-13	FYTD Exp. ADJ1-13	FYTD O/S Encumb ADJ1-13	FYTD Total ADJ1-13	FYTD Budget FY REVISED	FYTD Unoblig ADJ1-13	FYTD Budget %
CONTRACTUAL SERVICES							
431004 Special Telephone Charges	0.00	0.00	0.00	0.00	10,080.00	10,080.00	0.00
431100 Telephone & Communications	0.00	11,474.52	0.00	11,474.52	9,679.00	-1,795.52	118.55
433500 Printing - Outside Shop	0.00	0.00	0.00	0.00	2,000.00	2,000.00	0.00
434000 Unclassified Services	0.00	689.70	0.00	689.70	100.00	-589.70	689.70
436183 Rental Buildings	0.00	58,914.69	0.00	58,914.69	57,456.00	-1,458.69	102.54
REPAIR MAINTENANCE							
437200 Repair Equipment	0.00	0.00	0.00	0.00	2,000.00	2,000.00	0.00
Sub Total Repairs Maintenance	0.00	0.00	0.00	0.00	2,000.00	2,000.00	0.00
OUTSIDE SERVICES							
437405 Contracted Services	0.00	2,524,047.67	0.00	2,524,047.67	2,536,863.00	12,815.33	99.49
Subtotal Outside Services	0.00	2,524,047.67	0.00	2,524,047.67	2,536,863.00	12,815.33	99.49
438300 Employee Training	0.00	0.00	0.00	0.00	500.00	500.00	0.00
Sub Total Contractual Services	0.00	2,595,126.58	0.00	2,595,126.58	2,618,678.00	23,551.42	99.10
INTERNAL SERVICES							
444400 Print Shop Charges	0.00	4,333.69	0.00	4,333.69	0.00	-4,333.69	n/m
Sub Total Internal Services	0.00	4,333.69	0.00	4,333.69	0.00	-4,333.69	n/m
MATERIALS AND SUPPLIES							
464200 Operating Supplies	0.00	109.90	0.00	109.90	0.00	-109.90	n/m
466000 Wearing Apparel	0.00	0.00	0.00	0.00	1,000.00	1,000.00	0.00
Sub Total Materials And Supplies	0.00	109.90	0.00	109.90	1,000.00	890.10	10.99
TOTAL PERSONNEL EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	n/m
TOTAL NON-PERSONNEL EXPENSES	0.00	2,599,570.17	0.00	2,599,570.17	2,619,678.00	20,107.83	99.23
TOTAL COST CENTER	0.00	2,599,570.17	0.00	2,599,570.17	2,619,678.00	20,107.83	99.23

F I L E S E P A R A T O R

Currency: USD
Fund=101 (General Fund), Cost Center=41103 (DES Transit Operations)

ACGA_GL_NATURAL_ACCOUNT	PTD Exp ADJ1-13	FYTD Exp. ADJ1-13	FYTD O/S Encumb ADJ1-13	FYTD Total ADJ1-13	FYTD Budget FY REVISED	FYTD Unoblig ADJ1-13	FYTD Budget %
PERSONNEL SERVICES							
410210 Base Pay - Permanent	0.00	273,021.66	0.00	273,021.66	288,098.00	15,076.34	94.77
410300 Overtime Pay	0.00	1,338.75	0.00	1,338.75	0.00	-1,338.75	n/m
410401 Salary Adjustments - BUDGET ONLY	0.00	0.00	0.00	0.00	764.00	764.00	0.00
410500 Unused Leave Payout	0.00	13,182.18	0.00	13,182.18	0.00	-13,182.18	n/m
412195 Work By Others	0.00	0.00	0.00	0.00	38,040.00	38,040.00	0.00
412199 Credit For Turnover	0.00	0.00	0.00	0.00	-6,281.00	-6,281.00	0.00
Sub Total Personnel Services	0.00	287,542.59	0.00	287,542.59	320,621.00	33,078.41	89.68
EMPLOYEE BENEFITS							
420200 Fringe Benefits - Employer Retire	0.00	55,486.63	0.00	55,486.63	54,163.00	-1,323.63	102.44
420300 Employee Benefit - Mass Transit	0.00	4,632.75	0.00	4,632.75	3,744.00	-888.75	123.74
420310 Employee Benefit - Location Pay	0.00	3,520.00	0.00	3,520.00	3,840.00	320.00	91.67
420315 Walk/Bike To Work	0.00	82.54	0.00	82.54	661.00	578.46	12.49
420500 Fringe Benefits - Employer FICA	0.00	21,289.72	0.00	21,289.72	22,039.00	749.28	96.60
420501 FICA - BUDGET ONLY	0.00	0.00	0.00	0.00	562.00	562.00	0.00
420800 Fringe Benefits - Employer Health	0.00	1,719.56	0.00	1,719.56	35,755.00	34,035.44	4.81
420801 Cigna Health Insurance	0.00	26,954.28	0.00	26,954.28	0.00	-26,954.28	n/m
420802 Kaiser Permanente Health	0.00	2,492.71	0.00	2,492.71	0.00	-2,492.71	n/m
420805 Fringe Benefits - Employer Life I	0.00	317.68	0.00	317.68	335.00	17.32	94.83
Sub Total Employee Benefit	0.00	116,495.87	0.00	116,495.87	121,099.00	4,603.13	96.20
CONTRACTUAL SERVICES							
431004 Special Telephone Charges	0.00	5,510.01	0.00	5,510.01	4,684.00	-826.01	117.63
431200 Postage	0.00	0.00	0.00	0.00	5,000.00	5,000.00	0.00
431600 Travel	0.00	1,374.21	0.00	1,374.21	0.00	-1,374.21	n/m
432100 Electricity	0.00	22,981.47	0.00	22,981.47	37,560.00	14,578.53	61.19
432300 Water	0.00	4,817.02	0.00	4,817.02	3,920.00	-897.02	122.88
433500 Printing - Outside Shop	0.00	14,895.25	0.00	14,895.25	55,700.00	40,804.75	26.74
434000 Unclassified Services	0.00	32,581.91	0.00	32,581.91	7,250.00	-25,331.91	449.41
435600 Memberships	0.00	0.00	0.00	0.00	16,000.00	16,000.00	0.00
436183 Rental Buildings	0.00	83,644.00	0.00	83,644.00	72,835.00	-10,809.00	114.84
436300 Rental-Communication Equipment	0.00	163,465.06	0.00	163,465.06	168,880.00	5,414.94	96.79
436500 Rental Privately Owned Vehicles	0.00	46.43	0.00	46.43	0.00	-46.43	n/m
REPAIR MAINTENANCE							
437100 Repair Building	0.00	1,182.62	0.00	1,182.62	3,780.00	2,597.38	31.29
437200 Repair Equipment	0.00	66,068.53	0.00	66,068.53	149,959.00	83,890.47	44.06
Sub Total Repairs Maintenance	0.00	67,251.15	0.00	67,251.15	153,739.00	86,487.85	43.74
OUTSIDE SERVICES							
437405 Contracted Services	0.00	6,751,167.44	0.00	6,751,167.44	6,616,932.00	-134,235.44	102.03

Currency: USD
Fund=101 (General Fund), Cost Center=41103 (DES Transit Operations)

ACGA_GL_NATURAL_ACCOUNT	PTD Exp ADJ1-13	FYTD Exp. ADJ1-13	FYTD O/S Encumb ADJ1-13	FYTD Total ADJ1-13	FYTD Budget FY REVISED	FYTD Unoblig ADJ1-13	FYTD Budget %
Subtotal Outside Services	0.00	6,751,167.44	0.00	6,751,167.44	6,616,932.00	-134,235.44	102.03
438200 Consultants	0.00	216,563.39	0.00	216,563.39	0.00	-216,563.39	n/m
Sub Total Contractual Services	0.00	7,364,297.34	0.00	7,364,297.34	7,142,500.00	-221,797.34	103.11
INTERNAL SERVICES							
444300 Rental County Owned Vehicles	0.00	5,771.00	0.00	5,771.00	5,771.00	0.00	100.00
444400 Print Shop Charges	0.00	28,668.79	0.00	28,668.79	2,400.00	-26,268.79	1,194.53
444500 Fuel Charges Intra County	0.00	567,033.43	0.00	567,033.43	927,283.00	360,249.57	61.15
Sub Total Internal Services	0.00	601,473.22	0.00	601,473.22	935,454.00	333,980.78	64.30
INTRA-COUNTY CHARGES							
447539 Inter Dept Charges MHSP	0.00	2,306.60	0.00	2,306.60	0.00	-2,306.60	n/m
Sub Total Intra-County Charges	0.00	2,306.60	0.00	2,306.60	0.00	-2,306.60	n/m
MATERIALS AND SUPPLIES							
464000 Office Supplies	0.00	0.00	0.00	0.00	4,500.00	4,500.00	0.00
464200 Operating Supplies	0.00	1,524.30	0.00	1,524.30	2,500.00	975.70	60.97
466000 Wearing Apparel	0.00	0.00	0.00	0.00	2,000.00	2,000.00	0.00
Sub Total Materials And Supplies	0.00	1,524.30	0.00	1,524.30	9,000.00	7,475.70	16.94
CAPITAL OUTLAY							
483010 Operating Equipment	0.00	44.30	0.00	44.30	0.00	-44.30	n/m
Sub Total Capital Outlay	0.00	44.30	0.00	44.30	0.00	-44.30	n/m
TOTAL PERSONNEL EXPENSES	0.00	404,038.46	0.00	404,038.46	441,720.00	37,681.54	91.47
TOTAL NON-PERSONNEL EXPENSES	0.00	7,969,645.76	0.00	7,969,645.76	8,086,954.00	117,308.24	98.55
TOTAL COST CENTER	0.00	8,373,684.22	0.00	8,373,684.22	8,528,674.00	154,989.78	98.18

Currency: USD
Fund=101 (General Fund), Cost Center=41102 (DES Paratransit Planning)

ACGA_GL_NATURAL_ACCOUNT	PTD Revenue ADJ1-13	FYTD Revenue ADJ1-13	Revenue Budget FY REVISED	Prior FYTD ADJ1-12	Prior FY YE Total DEC-12
COMMONWEALTH OF VIRGINIA					
363201 State Aid NVTC	0.00	946,150.00	946,150.00	946,150.00	946,150.00
SUB-TOTAL	0.00	946,150.00	946,150.00	946,150.00	946,150.00
TOTAL COST CENTER	0.00	946,150.00	946,150.00	946,150.00	946,150.00

F I L E S E P A R A T O R

Currency: USD
Fund=101 (General Fund), Cost Center=41103 (DES Transit Operations)

ACGA_GL_NATURAL_ACCOUNT	PTD Revenue ADJ1-13	FYTD Revenue ADJ1-13	Revenue Budget FY REVISED	Prior FYTD ADJ1-12	Prior FY YE Total DEC-12
OUTSIDE CHARGES FOR SERVICES					
345000 Art Bus Fares	0.00	2,396,119.08	2,017,950.00	2,079,573.81	2,396,119.08
346085 Art Business Contribution	0.00	275,347.56	302,984.00	261,464.30	275,347.56
346086 Art 67 Business Contribution	0.00	37,500.00	0.00	37,500.00	37,500.00
SUB -TOTAL	0.00	2,708,966.64	2,320,934.00	2,378,538.11	2,708,966.64
COMMONWEALTH OF VIRGINIA					
363201 State Aid NVTC	0.00	1,892,302.00	1,892,302.00	1,892,302.00	1,892,302.00
SUB-TOTAL	0.00	1,892,302.00	1,892,302.00	1,892,302.00	1,892,302.00
TOTAL COST CENTER	0.00	4,601,268.64	4,213,236.00	4,270,840.11	4,601,268.64