

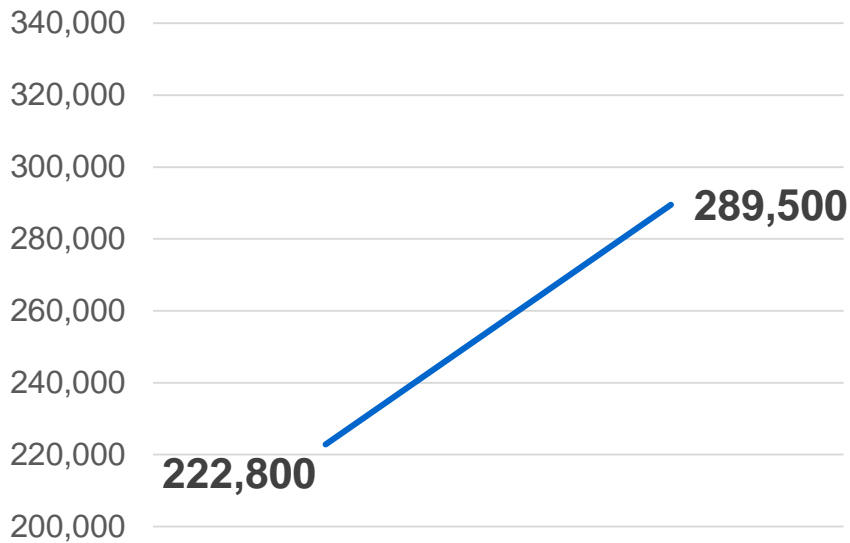
# **FY 2017-2026 Transportation Capital Improvement Plan Update**

**Arlington Committee for Transportation Choices**

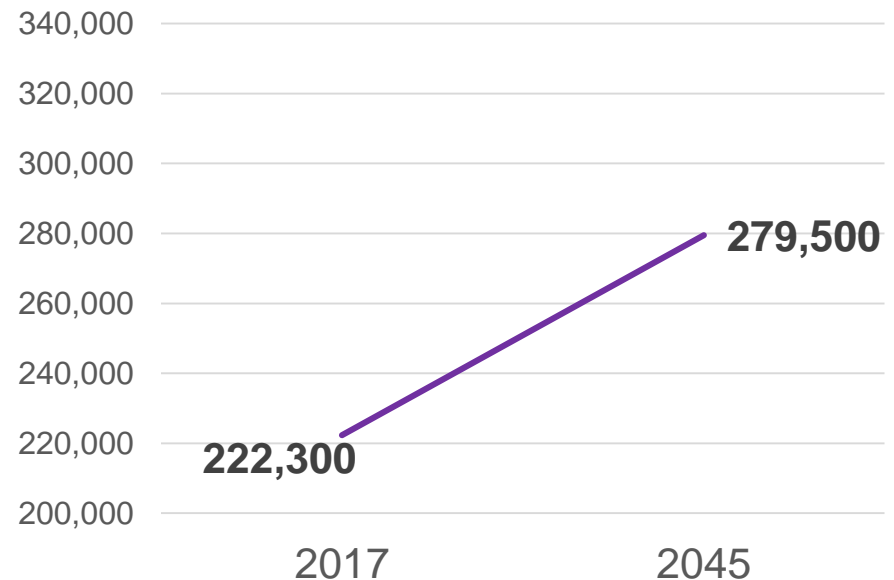
November 1, 2017

## *Arlington continues to grow with a shift towards multi-family residential infill*

### Population



### Employment



Source: Arlington County Planning Division, Round 8.4

## *Success in concentrating growth around three transit corridors*

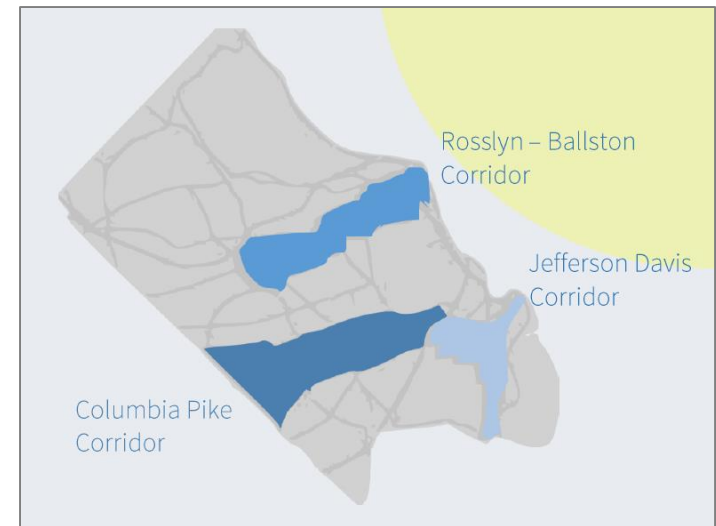


### **37 million sq. ft. of office space**

- 36 million sq. ft. in Metrorail station areas with over 6 million sq. ft. of supporting retail and services.
- Rosslyn-Ballston and Route 1 corridors support the County's commercial tax base.

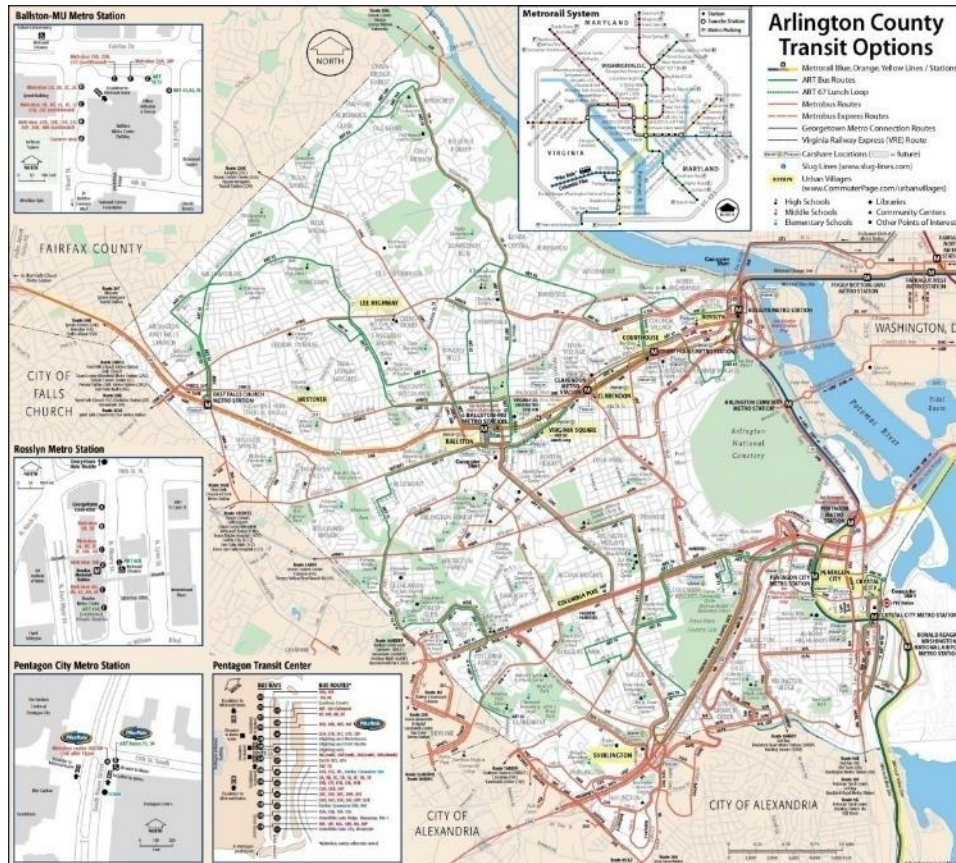
### **114,000 housing units**

- Over 47,080 in Metrorail station areas and 17,600 units along Columbia Pike corridor.
- 56% of all housing in established transit corridors.



# Providing Travel Options

*County is investing to enhance the quality of all travel options*



- 1,094 lane-miles of **streets** and 19 miles of **HOV lanes**
- Over 5,500 on-street metered **parking spaces**
- 12 miles of **Metro rail** and 11 stations
- **VRE commuter rail**
- Extensive regional (23 Metrobus routes) and local **bus service** (16 ART routes)
- **Carshare** program with nearly 90 cars, plus point-to-point carsharing in conjunction with DC (500 vehicles)
- Growing **Bikeshare** program with 88 stations – and 20 more funded
- 50 miles of **multi-use trails** and 36 miles of on-street **bike lanes and sharrows**
- Extensive and growing network of **sidewalks**

*Investments in transportation infrastructure and services help the community meet its sustainability goals*

**R-B CORRIDOR TODAY**

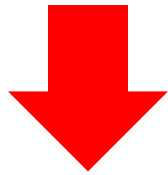


**R-B CORRIDOR 1970**



# Traffic Volumes Declining

*Smart growth has allowed Arlington to add population while decreasing traffic volumes*



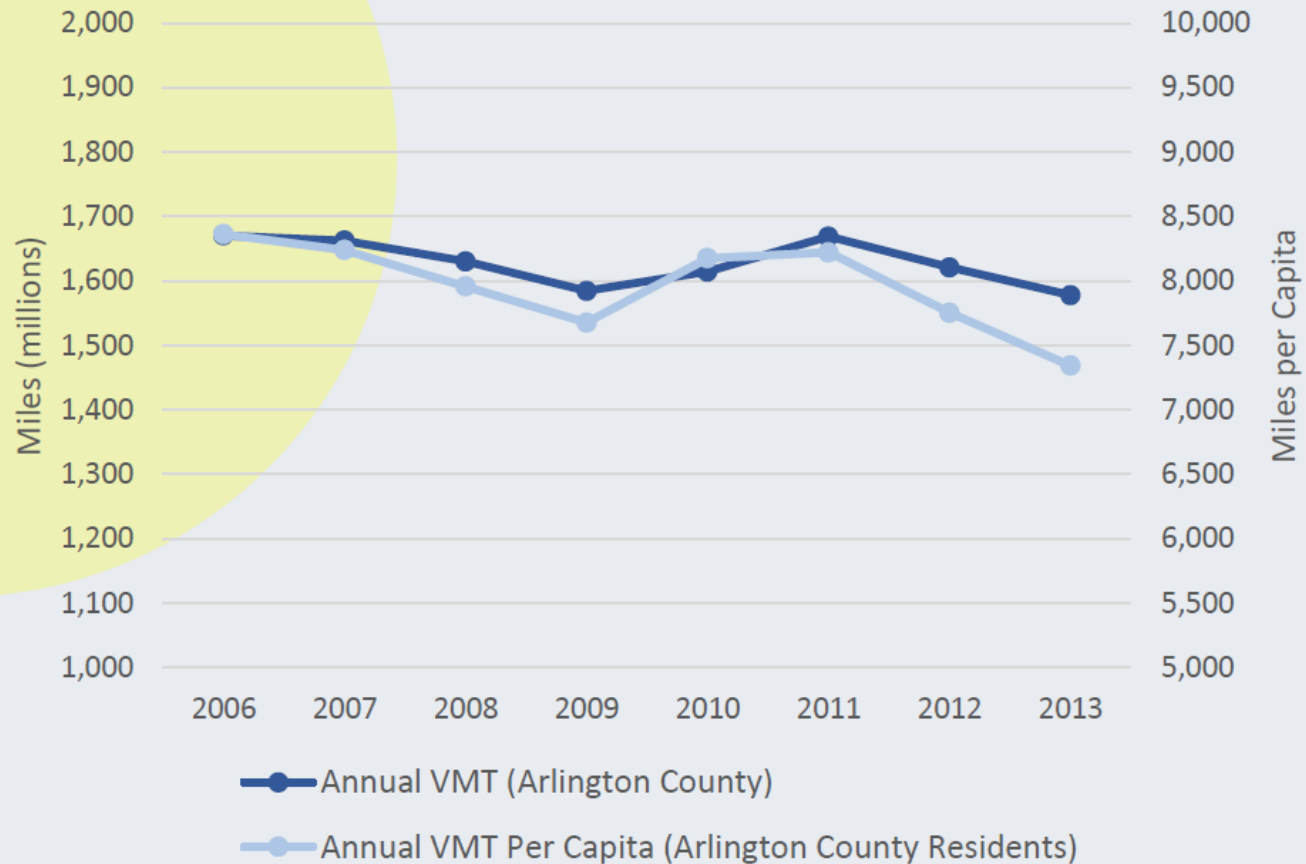
Traffic on main arterials is down over 15-20 year period.

Street Segment	Street Type	1996	2011/2012	% Change 1996-2012	2014/2015	% Change 2012-2015
Lee Hwy - Rosslyn	EW 6-lane arterial	37,770	31,951	-15.40%	25,400	-20.50%
Wash. Blvd. - VA Square	EW 4-lane arterial	20,469	17,500	-14.50%	16,885	-3.50%
Clarendon Blvd.	EW 2-lane 1-way arterial	13,980	13,292	-5.00%	12,000	-9.70%
Wilson Blvd. - Clarendon	EW 2-lane 1-way arterial	16,368	12,603	-23.00%	11,000	-12.70%
Arlington Blvd.	EW 6-lane arterial	55,865	65,259	16.80%	66,445	1.80%
Glebe Road - Ballston	NS 6-lane arterial	35,230	31,000	-12.00%	28,000	-9.70%
Glebe Road - South of Col. Pike	NS 4-lane arterial	29,000	27,000	-6.00%	24,000	-11.10%
George Mason Drive*	NS 4-lane arterial	20,002	20,518	2.30%	20,405	-0.60%
Route 1 north of Glebe Rd.	NS 6-lane arterial	52,000	44,000	-15.40%	48,500	10.20%

\*2016 volumes were included due to unavailability of 2015 counts

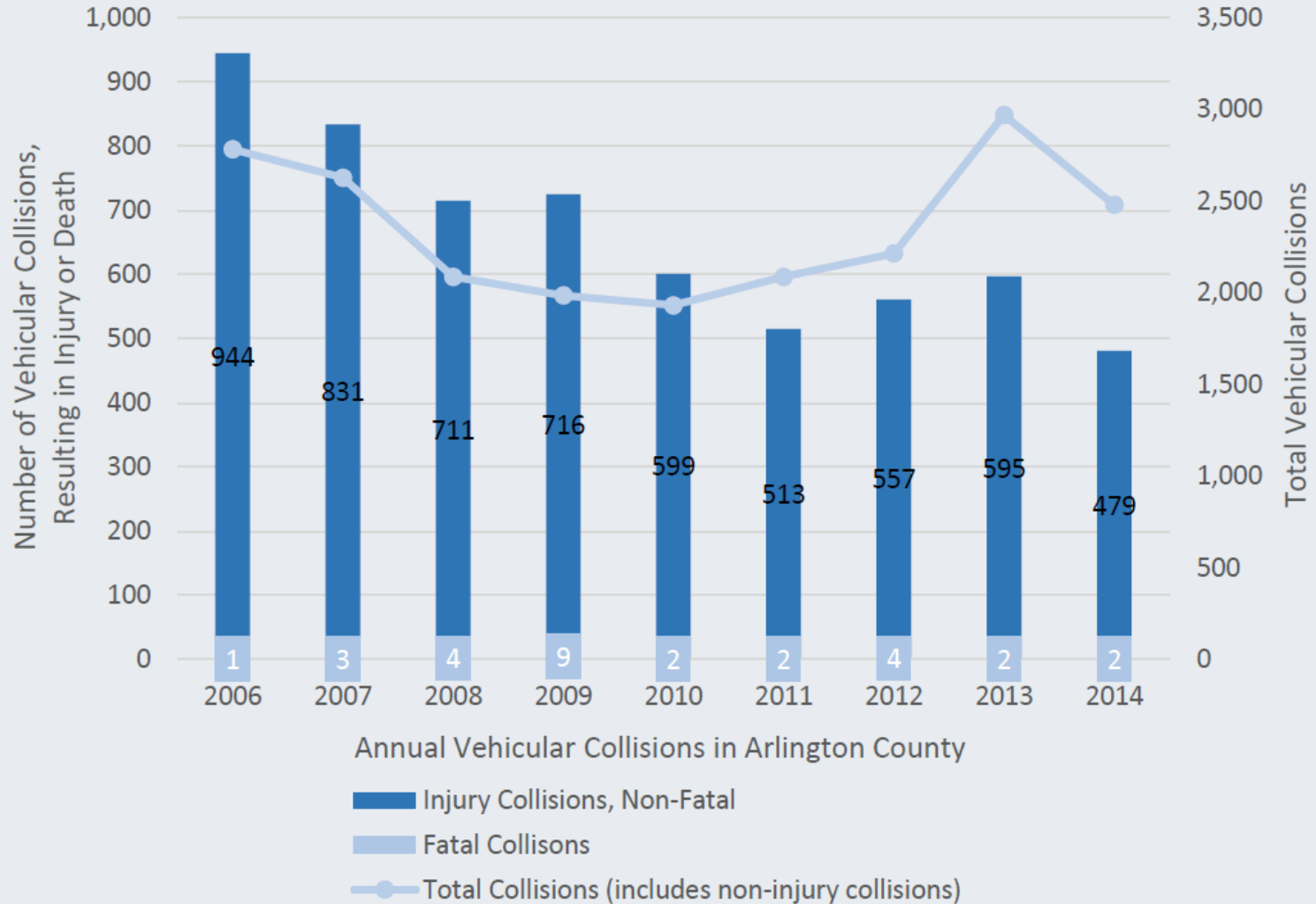
# Vehicle Miles Declining

**Arlington's population has grown by over 10% since 2006, yet vehicle miles traveled have declined by nearly 6% in the same period.**



# Safety is Improving

The number of collisions resulting in an injury has declined by 52% since 2006.



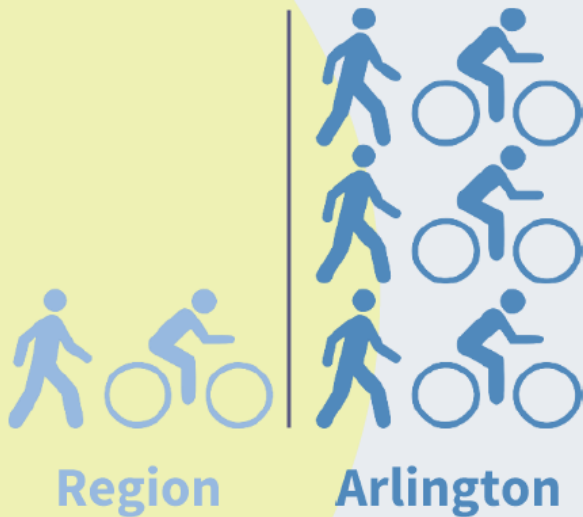




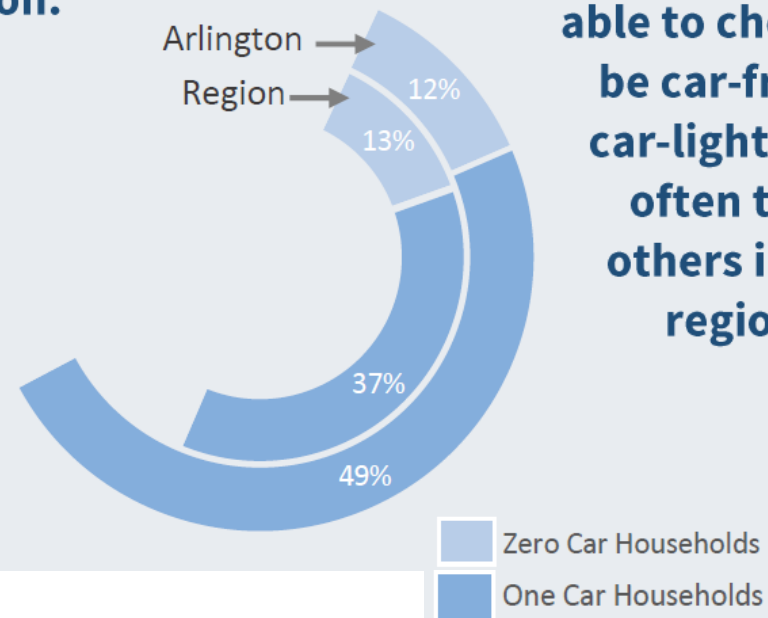
**41,100 Daily Trips Avoided**

**Through the implementation of TDM programs and by providing alternatives to SOV travel, the County avoided 41,100 daily vehicle trips and 756,000 vehicle miles in FY2014.**

# Residents Bike and Walk More



On an average day, Arlington households make three times as many bike and walk trips than a typical household in the region.



Arlington residents are able to choose to be car-free or car-light more often than others in the region.

# Transit Ridership Increasing

*Arlington’s focus on developing high-quality transit is moving more people without more traffic.*



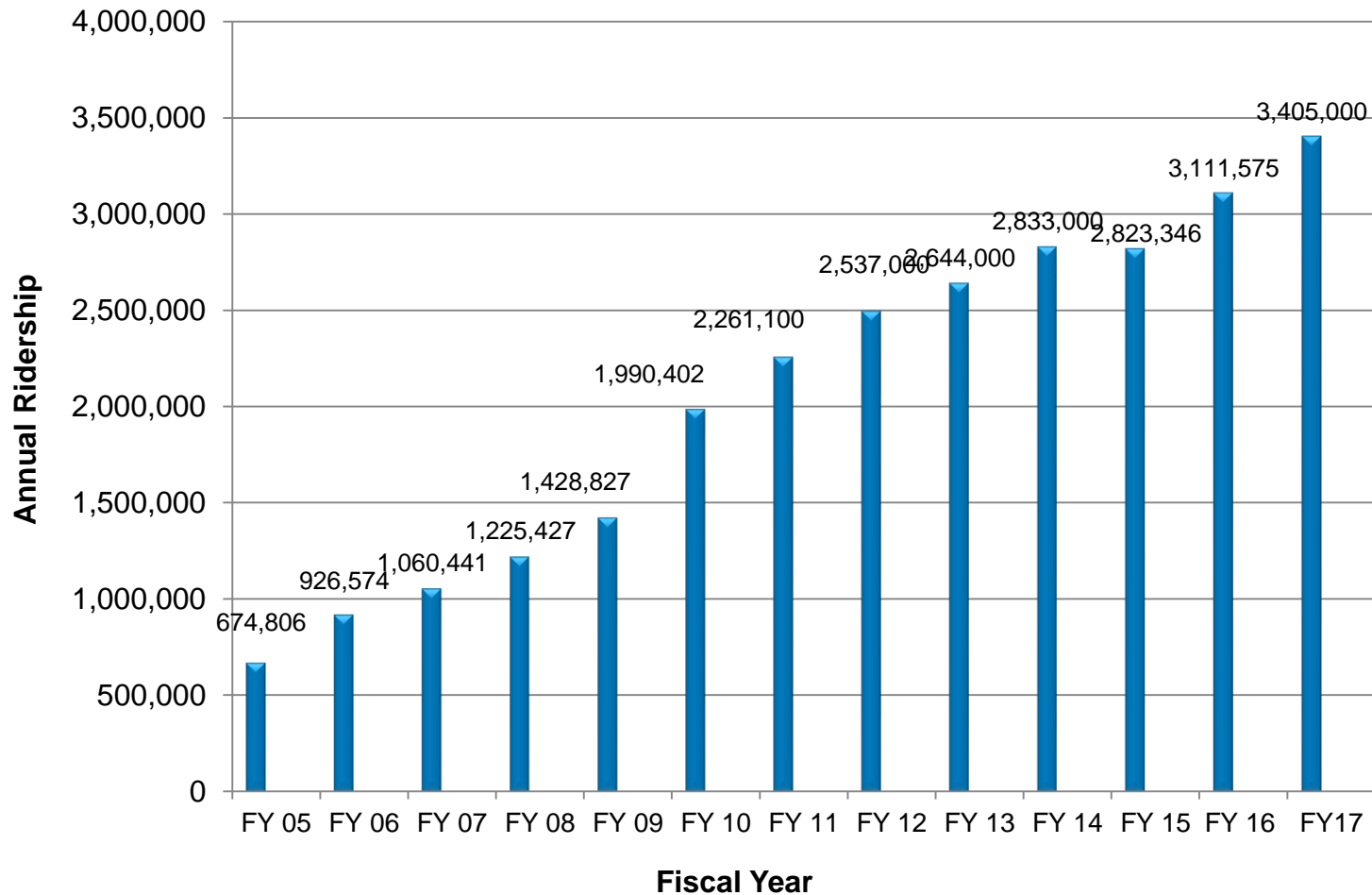
Transit ridership grew significantly over 19-year period but Metro and VRE ridership have declined in recent years.

	FY1996 Actual	FY2015 Actual	% Growth
Metrorail Arlington Stations	45,335,000	56,191,208	23.9%
Metrobus Arlington Routes	12,049,000	14,247,548	18.5%
VRE – Crystal City	567,000	829,137	46.2%
Arlington Transit (ART)	105,000	2,821,980	2,587%
<b>Total Annual Ridership</b>	<b>58,056,000</b>	<b>78,122,856</b>	<b>27.7%</b>

*40% of Virginia’s total annual transit ridership is from Arlington-related trips.*

# Local Bus Ridership Growing

***ART ridership continues to increase, counter to the significant declines in transit ridership region-wide***



County Board-adopted policy guides our transportation CIP investments.

## **MTP General Policies:**

- A. Integrate transportation with land use
- B. Support the design and operation of Complete Streets
- C. Manage travel demand and transportation systems



# Accessibility – Expanding Options



# Recent Accomplishments

# Recent Accomplishments



Capital Bikeshare expansion



Columbia Pike Street Improvements and Utility Undergrounding - South Wakefield to Four Mile Run



New Commuter Store at Rosslyn Metro Station



Freedmans Village Bridge



# Recent Accomplishments



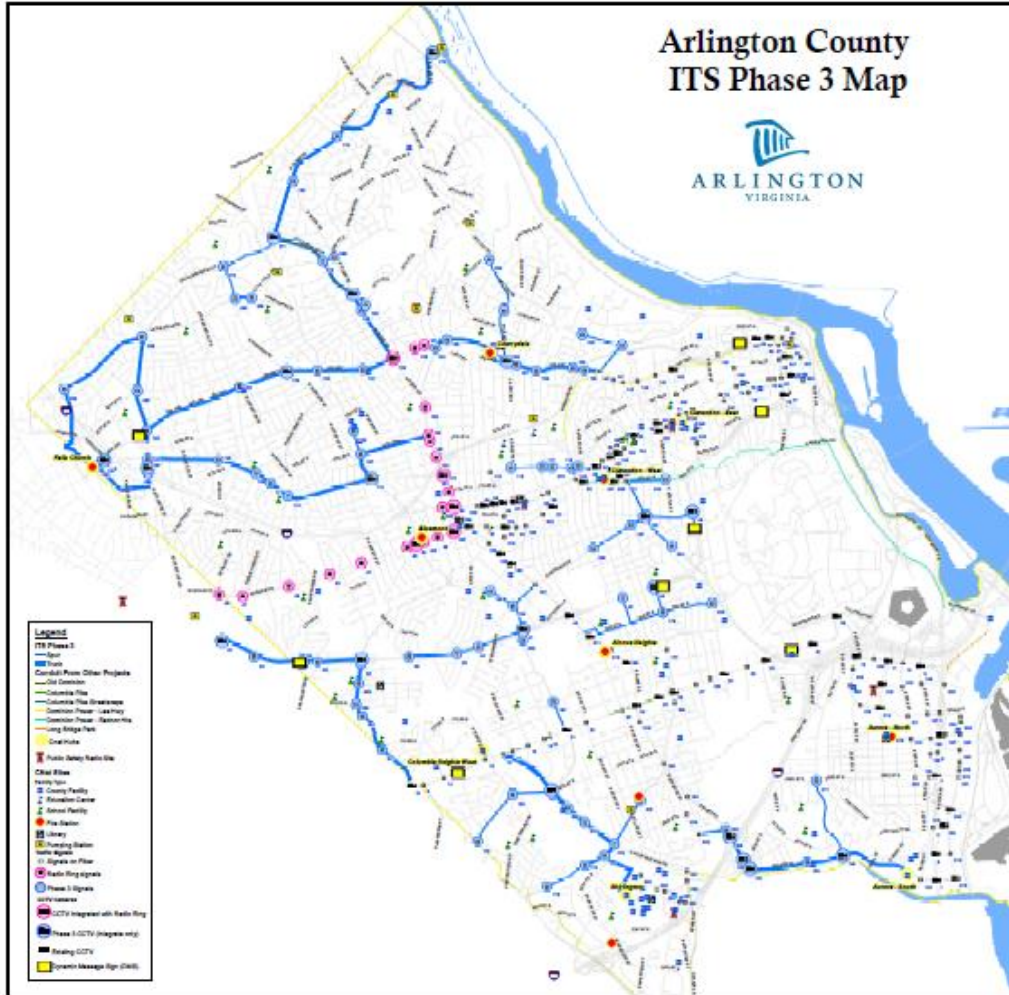
Crystal City Potomac Yard Transitway



Wilson Boulevard restriping (between Frederick and Manchester Streets)



Bus stop improvements



## Building out the County's ITS Fiber Network

### Benefits:

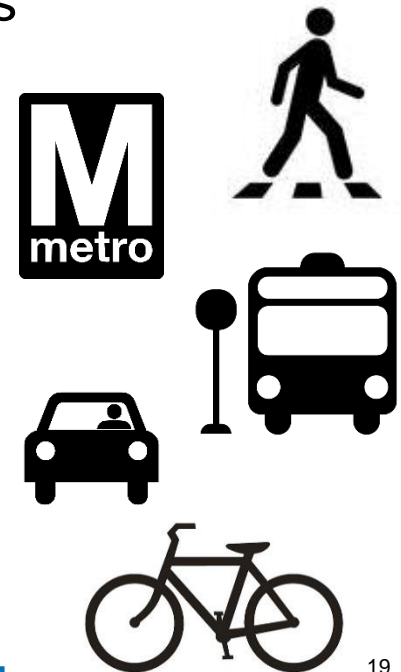
- Provides increased capacity and reliability by replacing obsolete copper communications
- Will connect more than 290 traffic signals to central system, and will serve public safety sites such as fire stations
- Final phase of County's Transportation System Management Communications Upgrades

# Overview of Transportation CIP

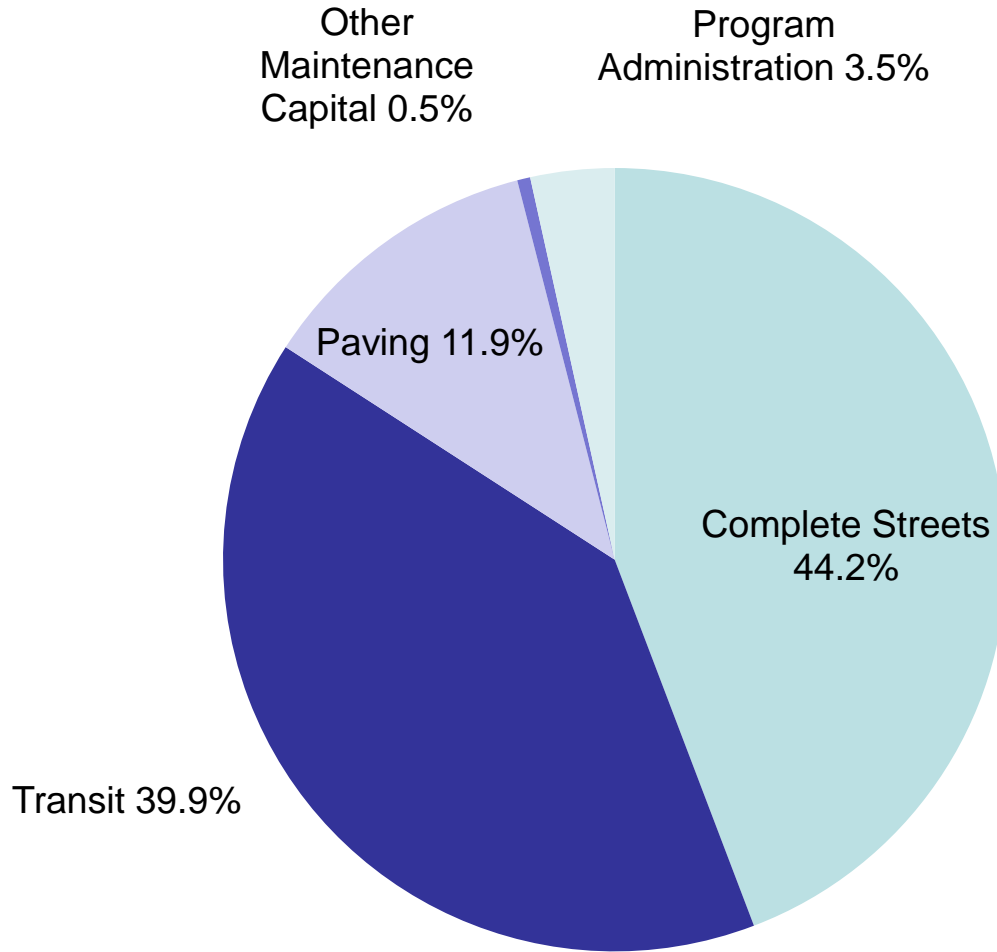
Continues Arlington's commitment to developing, maintaining and managing a transportation system that **expands travel choice** and provides **equal access for all users**

During next 10 years, Arlington plans to invest over **\$1 billion** in transportation improvements to enhance the quality of life and economic well-being of residents, workers and visitors

- **Complete street projects** to enhance multimodal accessibility in our neighborhoods
- **Metrorail station projects** to improve accessibility, safety for riders
- A new **Premium Transit Network** for Columbia Pike, Pentagon City, Crystal City, Potomac Yard
- Maintenance and reconstruction of **County bridges and roads**
- Improvements to **street lights and signals**
- Enhancements to the **pedestrian and bicycle network** and **parking**

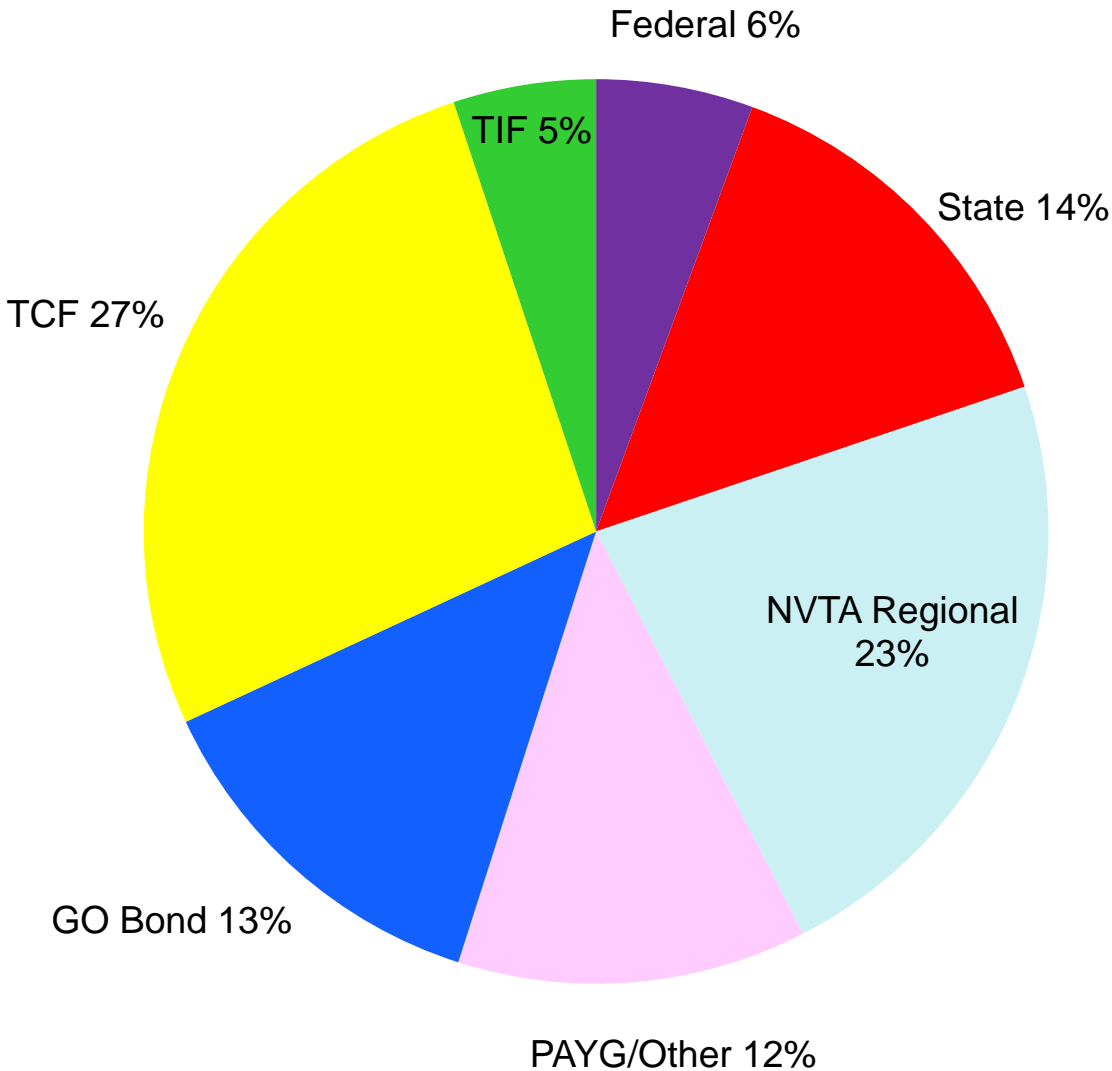


# Transportation Program Summary



Program	\$M
Complete Streets	568
Transit	512
Paving	152
Other Maintenance Capital	7
Program Administration	44
<b>Total</b>	<b>1,284</b>

# Transportation Funding Summary



Source	\$M*
Federal	72
State	182
NVTA Regional	290
PAYG/Other	160
GO Bond	169
TCF	344
TIF	65
<b>Total</b>	<b>1,284</b>

*\* Figures for the various sources include new funds as well as previously approved funds*

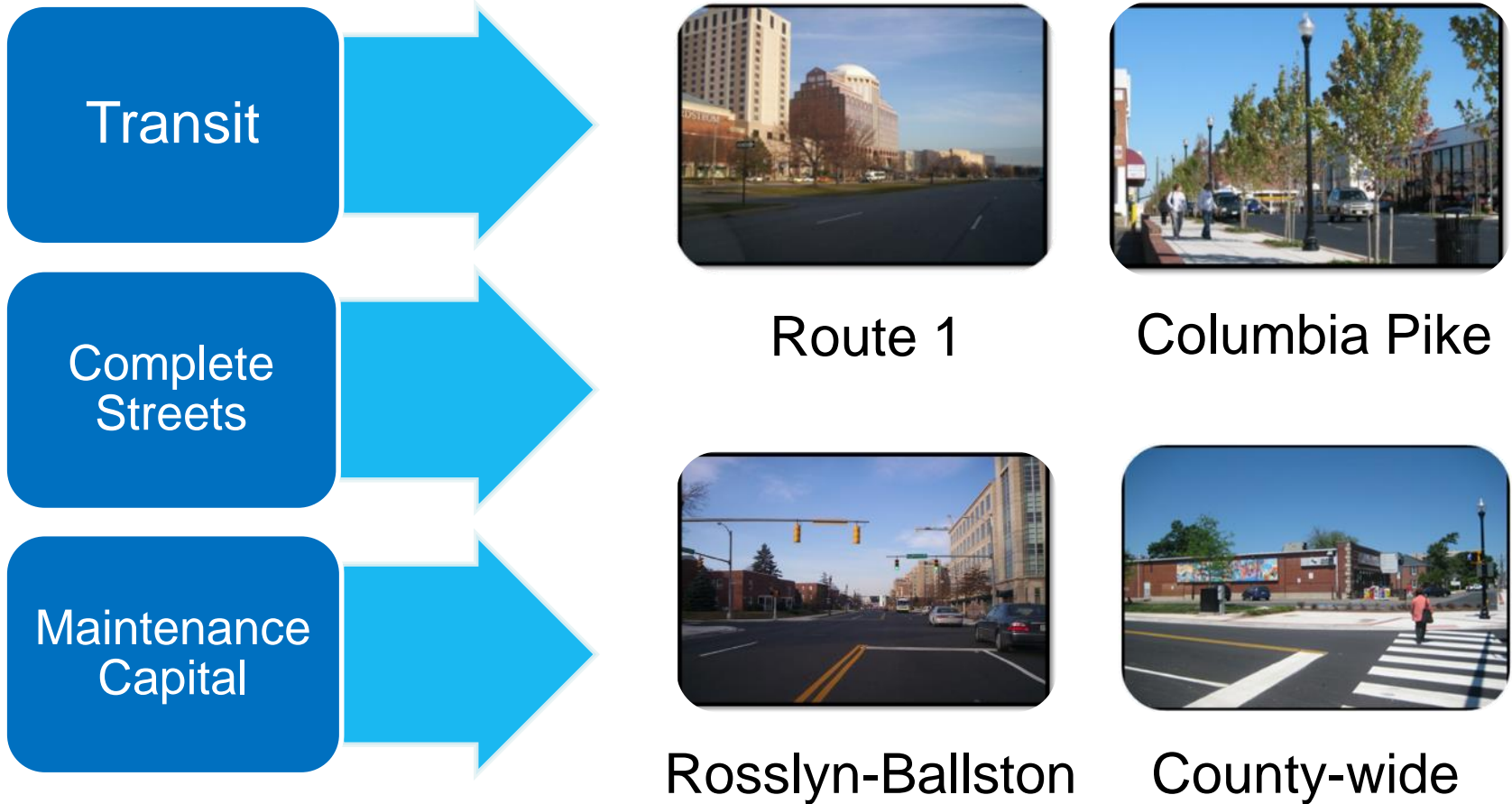
# External/Dedicated Funding Sources

Funding Source	Restrictions on Use of Funding <i>(per state code or other binding documentation)</i>
Federal Formula	Multiple programs, small annual allocations, focused on improvements related to safety, air quality, and multimodal transportation (0-20% match)
State Transit Formula	Transit service expansion and capital improvements (match varies)
State House Bill 2	Roadway improvements, transit capacity expansion, TDM (no match)
State Revenue Sharing	Roadway improvements (50% match)
Northern Virginia Transportation Authority (NVTA) Regional	Roadway and transit improvements included in the NVTA Regional Plan that provide greatest congestion reduction relative to cost (no match)
Toll Revenues – I-66, I-395*	Multimodal improvements on parallel corridors that increase person throughput and benefit the toll-paying users of the toll road (no match)
Transportation Capital Fund (TCF) – Commercial and Industrial (C&I) Tax	New or enhanced road / transit improvements that add capacity, service, or access and capital or operating costs related to the new projects, and benefit the business community
TCF – NVTA Local	Additional roadway construction, capital improvements that reduce congestion, or public transportation purposes
Tax Increment Financing (TIF)	Capital and public infrastructure improvements in the TIF area: Crystal City, Pentagon City, Potomac Yard

\* This source is anticipated and does not yet exist

# Investment Areas

## *Implementing the MTP and Supporting Land Use Plans*



# Investments – Route 1 Corridor



CCPY Transitway Extension to Pentagon City



Source: Crystal City  
Sheraton



## Projects:

### Complete streets:

- 18<sup>th</sup> St. S. – S. Fern St. to S. Eads St.
- S. Hayes St. – Pentagon City Multimodal – Army Navy Dr. to 15<sup>th</sup> St. N.
- 27<sup>th</sup> St. S. – US1 to Crystal Drive
- Crystal Drive – US 1 to 27<sup>th</sup> Street
- Clark/Bell Streets – 12<sup>th</sup> to 18<sup>th</sup> Streets
- Clark/Bell Streets – Vicinity of 15<sup>th</sup> Street
- 18<sup>th</sup> Street – US 1 to Crystal Drive
- S. Eads Street – 15<sup>th</sup> to 23<sup>rd</sup> Streets
- 12<sup>th</sup> Street S. – S. Eads to S. Clark Streets
- Airport Viaduct Removal
- Viaduct Trail Access to National Airport
- 12<sup>th</sup> St. S. – S. Fern St. to S Eads St.
- 23<sup>rd</sup> St. S. – US1 to Crystal Drive

### Transit:

- CCPY Transitway Extension to Pentagon City
- Crystal City Metro Station East Entrance

### Benefits:

- Improve pedestrian, bicycle, vehicle and transit access and safety.
- Improve Metrorail station access and safety.



# Investments – Columbia Pike

## Projects:

### Complete Streets:

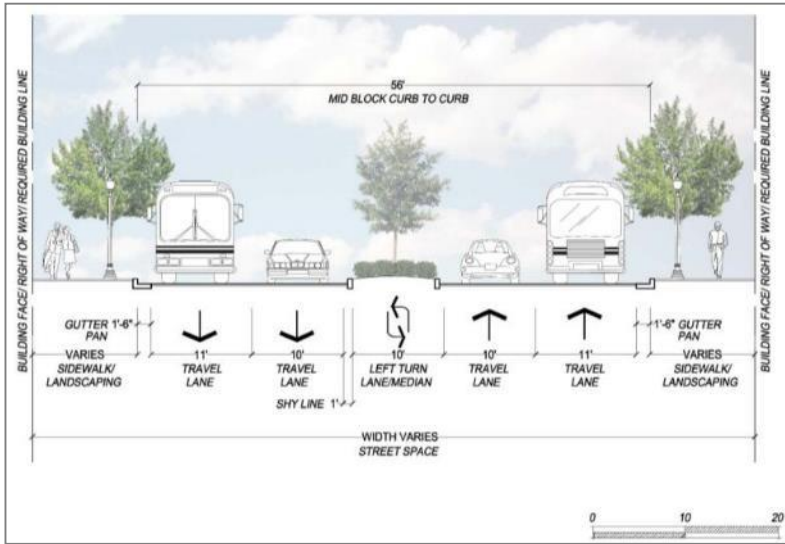
- Columbia Pike:
  - S. Frederick St. to Jefferson St
  - Oakland St. to S Wakefield St.
  - S. Garfield St. to Quinn St.
  - Orme St. to Joyce St.
  - Courthouse Road to S. Quinn St.
- Bike Boulevards – Bicycle facility improvements
- 12<sup>th</sup> St. S. – Glebe Rd. to Monroe St.
- 11<sup>th</sup> St. S. – Glebe Rd. to Monroe St.

### Transit:

- Transit Stations

### Benefits:

- Improve pedestrian, bicycle, vehicle and transit access and safety



Columbia Pike Complete Street cross-section

Columbia Pike Multimodal Street Improvements





Proposed Court House Station Second Elevator



Proposed Ballston - MU Station West Entrance

## Projects:

### Complete Streets:

- Rosslyn-Ballston Corridor Accessibility
- Rosslyn Esplanade – N. Lynn St. & Custis Trail
- 13<sup>th</sup> St. N. Phase III – Hudson St. to Ivy St.
- Hudson St. & Wilson Blvd.
- Washington Blvd. – Wilson Blvd. to Kirkwood Rd.
- 10<sup>th</sup> St. N. at Fairfax Dr.
- Clarendon Circle Pedestrian Improvements
- Wilson Blvd. – N. Lincoln Street to 10<sup>th</sup> Street N.

### Transit:

- Court House Metro Station Second Elevator
- Ballston Metro Station Multimodal Improvements
- Ballston-MU – Metro Station West Entrance

## Benefits:

- Improve pedestrian, bicycle, vehicle and transit access and safety
- Improve Metrorail station access and safety

## Projects/Programs:

### Transit:

- ART Facilities and Fleet Expansion
- Bus Stop/Shelter and Accessibility Improvements

### Complete Streets:

- Transportation Systems & Traffic Signals Investments to Support Multimodal Operations
- Arterial Streets/Intersections Outside Major Business Corridors
- Walk Arlington/Bike Arlington/Safe Routes to School
- Neighborhood Complete Streets

### Other:

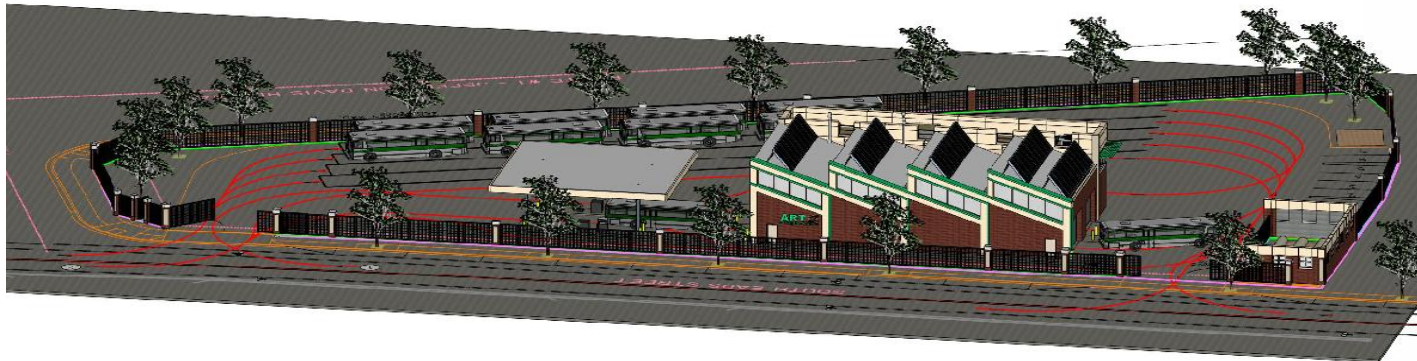
- Capital Bikeshare System Expansion
- Commuter Stores



Capital Bikeshare

**Benefits:** Improve pedestrian, bicycle, vehicle and transit access and safety.

ART Light Duty Maintenance Facility



# CIP Update Process

- The County 10—year CIP is updated every 2 years
- The update process starts with staff technical work in the Fall of 2017
- The County Manager presents a proposed CIP to the County Board in late Spring 2018, followed by commission/community briefings
- County Board hearings and CIP adoption scheduled for Summer 2018
- The Transportation CIP is informed by County Board adopted plans and policies (ex: sector plans)
- It is also shaped by the available funding sources and associated requirements