Engaging the Community
- a smart growth story -
- Arlington – 26 sq. miles in area
- 200,000 residents
- Continuing growth – 48,000 additional residents and 75,000 additional workers projected by 2030
Located in the core of the rapidly growing Washington region
- 5 million residents, 3 million jobs
- 1,200 sq. miles of urbanized area
Growth

Households
Residents
Jobs
Transit (2000 census)

- Getting to work – transit use
  - National avg: 4.7 %
  - Fairfax County: 7.3 %
  - Arlington: 23.3%

And, those who walk to work are double the national avg, 5 times Fairfax
Transit usage

Figure 1. Workers Commuting by Public Transportation (2000)

- Arlington Metro Corridors: 39%
- Boston: 32%
- Chicago: 26%
- Los Angeles: 10%
- New York: 60%
- San Francisco: 31%

Source: U.S. Census Bureau
Development Concepts

- Concentrate high and mid-density redevelopment around transit stations (highly targeted) and taper down to existing neighborhoods.
- Encourage a mix of uses and services in station areas.
- Create high quality pedestrian environments and enhanced open space.
- Preserve and reinvest in established residential neighborhoods.
Development Characteristics

- 41 million sq. ft. of office space, 36 million sq. ft. in Metro station areas with
- 4 million sq. ft. of supporting retail & services
- 99,190 housing units (over 38,000 in Metro station areas)
- Over 4,300 housing units and 1.7 million sq. ft of commercial space under
  construction
Transportation Facilities & Services

- 1,094 lane-miles of streets and 19 lane-miles of HOV facilities
- Over 4,000 on-street metered parking spaces
- 12 miles of Metrorail lines and 11 stations
- VRE commuter rail
- Extensive regional (Metrobus) and local bus (ART) service
- And expanding car-share program with over 75 cars in transit station areas
- 34 miles of multi-use trails, 21 miles of on-street lanes and 34 miles of marked bike routes
- Sidewalks along one or both sides of most streets
Transportation System Users

- Residents
  - Over 202,900 in 2007
  - 124,000 workers with 70% working outside the County

- Employees commuting to Arlington-based jobs
  - Over 160,000 workers commute into Arlington daily

- Visitors
  - 4 million plus visitors to Arlington National Cemetery
  - Over 10,000 hotel rooms used as a base for visitors from outside the region
  - Many daily visitors from adjacent jurisdictions

- Through travelers & commuters
Multimodal Strategies to Influence Travel Behavior

- Concentrate mixed use development around transit stations
- Create environments rich in travel choices
- Provide comprehensive travel information and encouragement
- Expand development-specific TDM requirements
- Increase focus on parking management (supply and pricing)
Creating Environments Rich In Travel Choices

- Site Plan Development
- County-Funded Infrastructure Investments
- Expanded Transit Service
- Support for Emerging Travel Options
Providing Comprehensive Travel Information and Encouragement

- Sales – Arlington Transportation Partners
- Retail Commuter Information and Support – three commuter stores, one mobile store
- Marketing
- Operations & Logistics
- Special Initiatives – BikeArlington, WalkArlington, Carsharing
- Transportation research
Development-Specific Transportation Demand Management

- Participation in County-wide Commuter Services programs
- Transit subsidies
- On-site improvements including sidewalk/streetscape and bicycle facilities
- On-site travel information
- Parking management
- Transportation performance surveys

EPA – Potomac Yard (completed 2006)
  ATP participant
  Employee transit subsidies
  Dedicated transitway and station
  Sidewalk and bicycle improvements
  Market-rate parking charges
  On-site transportation coordinator
Parking Management

- Management of the on-street supply
  - Residential permit parking
  - On-street metered parking
- Influence off-street private parking
  - Parking information
  - Shared/public parking
  - Pricing
  - Amount provided
Major Program Initiatives to Support Shift in Travel Patterns

- Expansion of multimodal transportation facilities and services
  - Over 20 new county-funded sidewalk and intersection projects completed each year since 2004
  - Over 21 miles of bike lanes installed since 2000
  - Eight new ART local bus routes created to connect places in Arlington since 2000
  - Established and then expanded on-street carsharing program (2004)
  - Upgraded/expanded conditions for site plan development

- Creation/expansion of the Commuter Services Program

- Creation/expansion of TDM requirements (1991 policy, expansion in 2004 - )

- Expanded parking management (2004 - )
  - Overhaul residential permit parking program (2005)
  - Expanded on-street meter program (2004 - )
Transportation System Performance 1996 - 2006

- Changes in development and population served
- Current transportation system use
- Surveys of transportation system user activity
- Development-related transportation performance
- Traffic trends
- Transit trends
Development & Demographic Trends 1996 - 2006

- 8,300 new housing units
- 1,160 hotel rooms
- 4.14 million sf. of office
- 1.15 million sf. of retail services
- 15,000 additional residents
- 5,800 households
- 3,000 workers
Transportation System Use

- > 4 million vehicle-miles of travel per day
- 217,000 Metrorail boardings/alightings (June 06)
- > 50,000 bus trips
- > 3,000 commuter rail boardings/alightings
- > 4,000 car-share members
- > 170,000 transit-related walking trips
- Increasing bike commute trips
- Increasing non-transit walking and biking activity
## Commuting Trends by Mode of Travel

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive Alone</td>
<td>55%</td>
<td>74%</td>
<td>58%</td>
<td>47%</td>
</tr>
<tr>
<td>Carpool/ Vanpool</td>
<td>5%</td>
<td>6%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Train (subway/ commuter rail)</td>
<td>18%</td>
<td>13%</td>
<td>26%</td>
<td>27%</td>
</tr>
<tr>
<td>Bus</td>
<td>5%</td>
<td>6%</td>
<td>7%</td>
<td>12%</td>
</tr>
<tr>
<td>Walk</td>
<td>6%</td>
<td>1%</td>
<td>3%</td>
<td>6%</td>
</tr>
<tr>
<td>Bike</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>3%</td>
</tr>
</tbody>
</table>
### Transportation Performance - Metro Corridor Developments

Daily trips by development type and mode of travel

<table>
<thead>
<tr>
<th>Use</th>
<th>Metrorail</th>
<th>Metrobus &amp; Other Transit</th>
<th>Auto</th>
<th>Walk/Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>41%</td>
<td>4%</td>
<td>43%</td>
<td>13%</td>
</tr>
<tr>
<td>Office</td>
<td>25%</td>
<td>9%</td>
<td>62%</td>
<td>6%</td>
</tr>
<tr>
<td>Hotel</td>
<td>27%</td>
<td>4%</td>
<td>38%</td>
<td>31%</td>
</tr>
<tr>
<td>Retail</td>
<td>29%</td>
<td>8%</td>
<td>36%</td>
<td>27%</td>
</tr>
<tr>
<td>Entertainment</td>
<td>26%</td>
<td>6%</td>
<td>57%</td>
<td>11%</td>
</tr>
</tbody>
</table>

*WMATA 2005 Development-Related Ridership Survey
(18 sites in Arlington’s Ballston, Courthouse and Crystal City station areas surveyed)*
Traffic Trends – Regional & Local Facilities

- Substantial growth in traffic volumes on regional limited access highways, with most of the growth between 1980 and 1990.

- Modest growth in traffic on arterial and local streets which has flattened out in the last 10 years (averaging less than ½% per year on many streets).
### Traffic Trends on Arterial Streets

<table>
<thead>
<tr>
<th>Street Segment</th>
<th>Street Type</th>
<th>1996</th>
<th>2001</th>
<th>2006</th>
<th>% Change 1996-2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lee Hwy - Rosslyn</td>
<td>EW 6-lane arterial</td>
<td>37,770</td>
<td>33,632</td>
<td>32,428</td>
<td>-14.1%</td>
</tr>
<tr>
<td>Wash. Blvd – VA Sq.</td>
<td>EW 4-lane arterial</td>
<td>20,469</td>
<td>19,478</td>
<td>18,069</td>
<td>-11.8%</td>
</tr>
<tr>
<td>Clarendon Blvd.</td>
<td>EW 2-lane 1-way arterial</td>
<td>13,980</td>
<td>14,199</td>
<td>14,539</td>
<td>4%</td>
</tr>
<tr>
<td>Wilson Blvd. - Clarendon</td>
<td>EW 2-lane 1-way arterial</td>
<td>16,368</td>
<td>16,265</td>
<td>13,797</td>
<td>-15.8%</td>
</tr>
<tr>
<td>Arlington Blvd.</td>
<td>EW 6-lane arterial</td>
<td>55,865</td>
<td>63,272</td>
<td>60,223</td>
<td>7.8%</td>
</tr>
<tr>
<td>Glebe Road - Ballston</td>
<td>NS 6-lane arterial</td>
<td>35,230</td>
<td>39,409</td>
<td>35,900</td>
<td>1.2%</td>
</tr>
<tr>
<td>G. Mason Drive – west of Ballston</td>
<td>NS 4-lane arterial</td>
<td>20,002</td>
<td>22,578</td>
<td>23,386</td>
<td>16.9%</td>
</tr>
</tbody>
</table>
## Transit Ridership Trends – Arlington-Related Trips

<table>
<thead>
<tr>
<th></th>
<th>FY1996 Actual</th>
<th>FY 2001 Actual</th>
<th>FY 2006 Estimate</th>
<th>% Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metrorail – Arlington Stations</strong></td>
<td>45,335,000</td>
<td>56,278,412</td>
<td>64,864,200</td>
<td>43.0%</td>
</tr>
<tr>
<td><strong>Metrobus – Arlington Routes</strong></td>
<td>12,049,000</td>
<td>11,614,599</td>
<td>13,221,100</td>
<td>2.9%</td>
</tr>
<tr>
<td><strong>VRE – Crystal City Station</strong></td>
<td>567,000</td>
<td>586,069</td>
<td>992,600</td>
<td>75.1%</td>
</tr>
<tr>
<td><strong>Arlington Transit (ART)</strong></td>
<td>105,000</td>
<td>147,813</td>
<td>926,600</td>
<td>882.5%</td>
</tr>
<tr>
<td><strong>Total Annual Ridership</strong></td>
<td>58,076,000</td>
<td>68,626,893</td>
<td>80,004,474</td>
<td>37.5%</td>
</tr>
</tbody>
</table>
Transit – Metrorail Ridership and Access

**Metrorail Weekday Boardings/Alightings**

- **1980**: 70,000
- **1990**: 150,000
- **2000**: 200,000
- **2006**: 250,000

**5 R-B Corridor Stations – 45,733 Weekday Boardings**

- **Walk**: 12.9%
- **Metrobus**: 3.6%
- **Other Bus/Vanpool**: 7.5%
- **Other**: 1.0%
- **Auto (incl. Drop-off)**: 1.0%
- **No Response**: 2.0%
- **Unknown**: 73.0%

**4 Suburban Stations – 34,451 Weekday Boardings**

- **Walk**: 57.6%
- **Metrobus**: 14.6%
- **Other Bus/Vanpool**: 9.3%
- **Auto (incl. drop-off)**: 4.8%
- **Other**: 1.7%
- **No Response/Unknown**: 12.0%

**Pentagon City**

- **AM Peak**: 7,000
- **AM Off Peak**: 5,000
- **PM Peak**: 6,000
- **PM Off Peak**: 3,000

**Legend**

- Boardings
- Alightings

**Source:** Arlington, Virginia
Lessons Learned – Effectiveness of Multimodal Strategies

- Arlington’s multimodal strategies have yielded substantial transportation, environmental and economic benefits - allowing continued growth with less reliance on auto trips, and more use of transit and other travel options

- It isn’t just one policy but many that contribute to enhanced performance such as:
  - Building mixed use environments with highest densities around transit stops
  - Expanding viable and attractive transportation options
  - Making user information readily available and providing ongoing education and encouragement
  - Sustaining and strengthening transportation demand management (TDM)
  - Actively managing parking

- It’s not a short term commitment - to achieve the full benefits, it requires sustaining and enhancing programs and policies over time
How we get there – “The Arlington Way”
Much public input
Much public participation
Designing in public
Designing in public
Why it works
“What’s in it for us?”

- Tax base
- Neighborhood preservation
- Amenities (quality of life, “livability”)
Community benefits

- Streetscape
- Utility undergrounding
- Open space
- Affordable housing
- Public Art
- Others
Dealing with anxieties

Mitigation

- Traffic calming
- Zoned parking
- Buffers