

Bus Stop Consolidation and Accessibility Improvements

Applicant:

Arlington County

Proposed Opening Date:

October 1, 2018

Description:

This project aims to improve the performance of existing bus routes by consolidating underutilized/closely spaced bus stops and by facilitating the design and construction of approximately 30 bus stop improvements along Lee Highway and Washington Boulevard. Improvements will include bus stop pads and pedestrian facilities (sidewalks, curb ramps and crosswalks) that are compliant with the Americans with Disabilities Act (ADA), as well as new, enhanced passenger amenities (shelters, benches, lighting, customer information, etc.).

The component application will support the capital costs to consolidate bus stops and improve approximately 30 Metrobus stops in Arlington County.

Multimodal Transportation Improvement Type:



Enhanced Bus Service

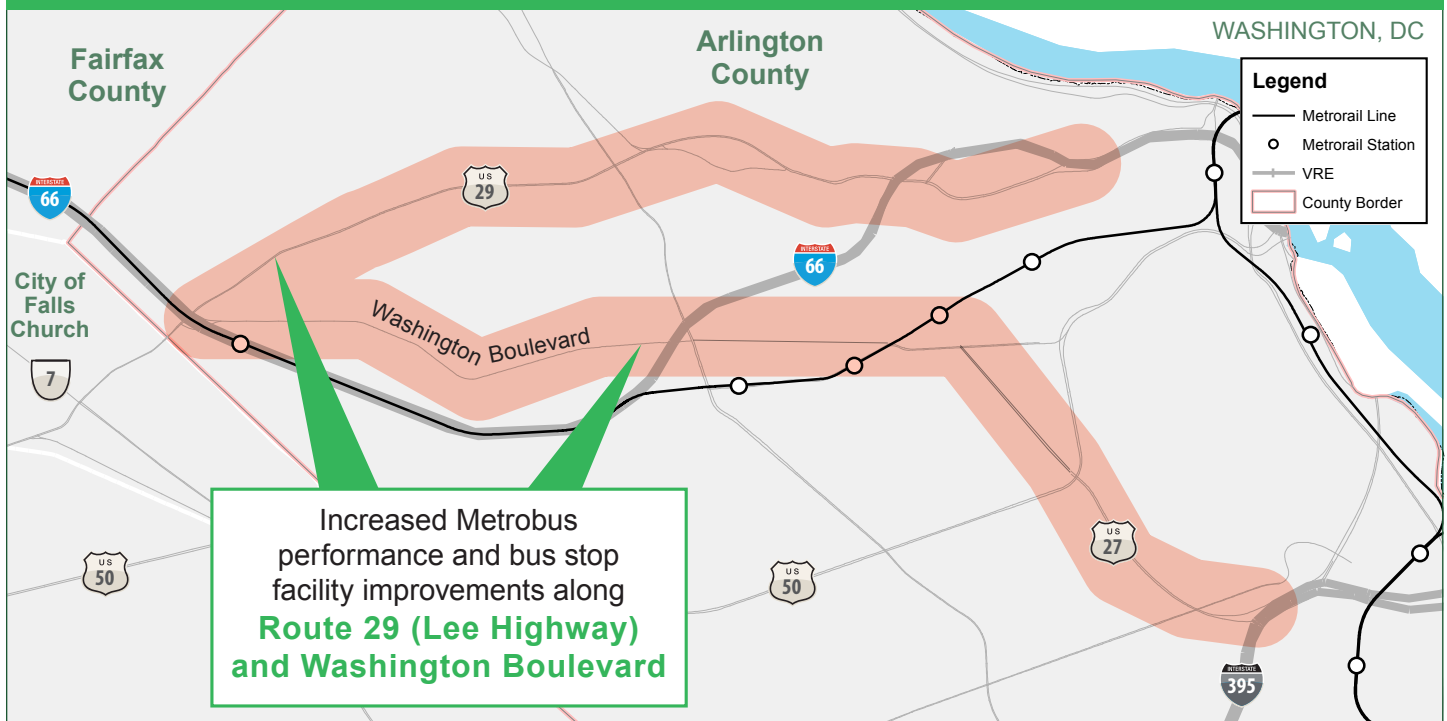
Benefit to Tollpayers:

This project benefits toll-paying users of I-66 inside the Beltway by providing more streamlined bus service along Lee Highway; reducing both the amount of time a bus sits at the stop and the number of bus stops; and increasing bus speed through the corridor. Having more accessible bus stops will encourage more people to ride the bus, thus removing cars from Lee Highway and parallel commuting routes, including I-66.

Documented in:

Arlington County Transit Development Plan
Arlington County Capital Improvement Plan

Component Location



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|--|-------------------------------|
| Person Throughput (up to 45 points) Project supports an increase in peak period, peak direction vehicular throughput in the corridor that is significant (greater than 1 percent of the baseline). | 15 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 10 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 15 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances “first/last mile” travel between home/employment locations and transit or carpool/vanpool facilities. | 15 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 10 |
| Total Component Benefit Score | 65 |

Cost Evaluation:

| | |
|--|-------------------|
| Total Project Cost | \$ 462,000 |
| Funding Request | \$ 462,000 |
| Percent of Project Costs Requested | 100% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 141 |

The Transform 66 Multimodal Project is done in conjunction with:

