

Peak Period Service Expansion to Metrobus Route 2A, Washington Blvd-Dunn Loring

Applicant:

Arlington County

Proposed Opening Date:

August 31, 2016

Description:

This project aims to reduce the amount of time between buses (from 15 to 10 minutes) on the Metrobus 2A route, which operates in the I-66-adjacent corridors of US 29 and Washington Boulevard. This Metrobus line connects three jurisdictions: Fairfax County, the City of Falls Church, and Arlington County.

The component application will support operational assistance to provide two years of enhanced peak-period service.

Multimodal Transportation Improvement Type:



Enhanced
Bus Service

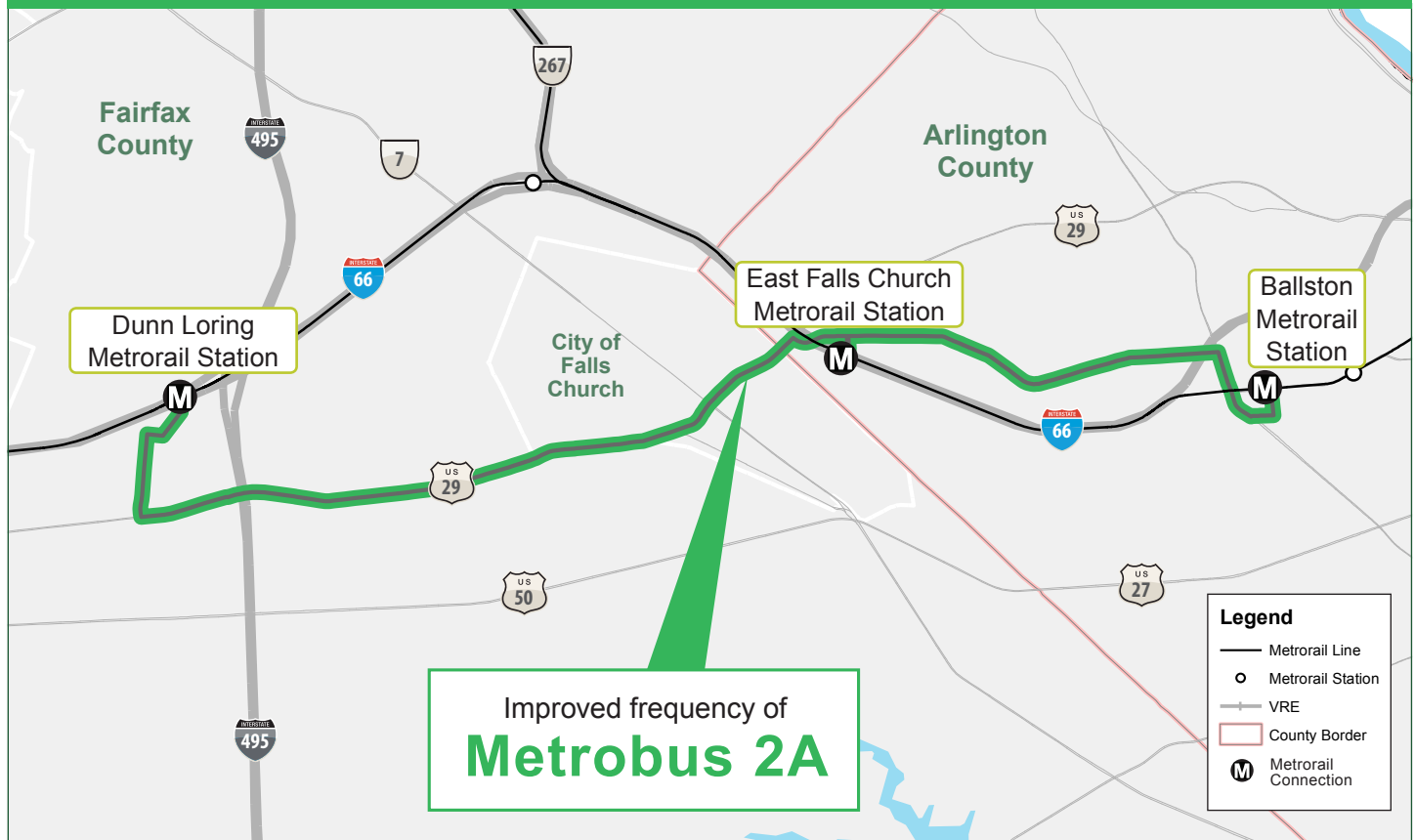
Benefit to Tollpayers:

This service benefits toll-paying users of I-66 inside the Beltway by providing additional peak-period transit service on the parallel corridors of US 29 in Fairfax County, en route to the project corridor, and Washington Street in the City of Falls Church and Washington Boulevard in Arlington County in the project corridor. Increasing transit service will encourage more commuters to take the bus, thus removing cars from these roads and parallel commuting routes, including I-66.

Documented in:

Arlington County Transit Development Plan

Component Location



Benefit Evaluation:

Evaluation Criteria	Weighted Benefit Score
Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The component will move a higher ratio of people to vehicles compared to existing conditions.	30
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.	5
Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice.	10
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	70

Cost Evaluation:

Total Project Cost	\$ 1,000,000
Funding Request	\$ 1,000,000
Percent of Project Costs Requested	100%
Cost Effectiveness Score (Total Component Benefit Score/Funding Request)	70

The Transform 66 Multimodal Project is done in conjunction with:

