

MEMORANDUM TO: Irving G. McNayr

DATE: March 5, 1975

FROM: David F. Erion *DFE*

SUBJECT: Analysis of Time Savings on Arlington Boulevard Bus Lanes.

The Arlington Boulevard priority bus lanes began operation on November 18, 1974. The lanes extend a distance of 4.3 miles from Patrick Henry Drive in Fairfax County to Pershing Drive at the Fort Myer gate in Arlington County. The operating hours are 6:30 A.M. - 9:00 A.M. for inbound buses and 4:00 P.M. - 6:30 P.M. for outbound buses.

Tabulated below are travel time and ridership statistics for the A.M. peak period before and after opening of the bus lanes. The travel time statistics represent a two-day average (November 5 and 6, 1974) before opening and a one day count (March 3, 1975) after opening the lanes. The ridership statistics represent a two-day average before (October, 1974) and after (January, 1975) opening the lanes.

Time Period	No. of Bus Trips	Average Bus Travel Time Comparison for the section of Arlington Blvd. between Patrick Henry & Pershing Drs.		% Change
		Before Bus Lanes were opened.	After Bus Lanes were opened	
6:30-7:00 AM	5	12.0 minutes	11.0 minutes	(8%)
7:00-7:30 AM	6	12.7 "	10.2 "	(20%)
7:30-8:00 AM	7	15.7 "	12.4 "	(21%)
8:00-9:00 AM	6	15.3 "	12.6 "	(18%)
Total Peak Period 6:30 - 9:00 AM	24	14.0 minutes	11.6 minutes	(17%)
Average Speed	24	18.4 mph	22.2 mph	21%

Route	Destination	No. of Bus Trips	Peak Load Point Ridership Comparison for Arlington Blvd. Bus Routes		% Change
			Before Bus Lanes were opened.	After Bus Lanes were opened	
20K & S	11th & E,NW	9	400	423	6%
20, 24	SW Mall	13	552	632	13%
25	Pentagon	2	47	47	0
Total Peak Period 6:30-9:00 AM		24	999	1,102	10%
Average Riders/Trip		24	41.6	45.9	10%

Based on the above statistics, the average bus travel time has decreased by almost 2½ minutes during the morning peak period since the bus lanes have been in operation. While travel time checks have not been made during the P.M. peak period, travel time savings are probably in the same range as for the A.M. period.

In addition to the 24 bus trips referred to in the above tables, 13 other bus trips operate over a portion of the bus lanes in the A.M. peak period. However, only those buses which travel the entire 4.3 mile length of the bus lanes have been used in the travel time and ridership comparisons.

While the travel time savings and ridership increases for Arlington Boulevard are not as dramatic as on Shirley Highway, they do indicate positive trends toward improving transit in this corridor.

1. Baltimore Line (1960)	consulted
2. Washington-Washington	MD DOT
3. Potomac Line (1960)	under study
4. Capital Line (1960)	Prince William Co.
5. Potomac Line (1960)	under study
6. Capital Line (1960)	Prince William Co.
<u>Other Lines</u>	
1. New Lincoln People Mover	proposed by D.C.
2. Fort Lincoln-Woods Island Ave. Metro	station
<u>Other Projects</u>	
A. Maryland	
1. Georgia Avenue	Engineering underway
D.C. line-Viers Mill Road	by MD DOT
2. New Hampshire Avenue	Engineering underway
D.C. line-Wetzerott Road	by MD DOT
3. Connecticut Avenue	Recommended by
D.C. line-Jones Bridge Road	FACETS study
	not completed
4. Wisconsin Avenue	Recommended by
D.C. line-NIB	FACETS study
	not completed