

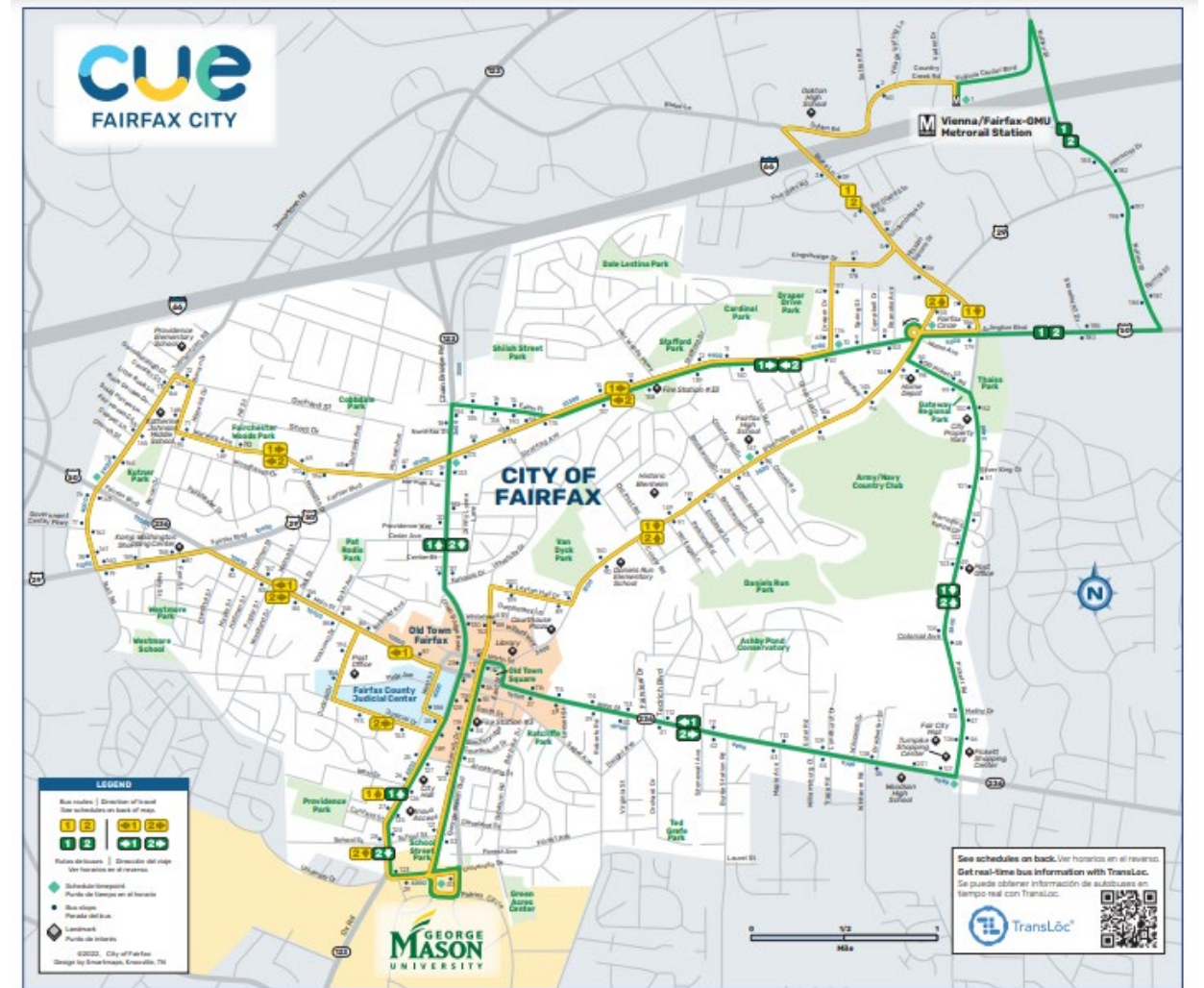
# CUE Transit Development Plan (TDP)

TPB Regional Public Transportation Subcommittee – January 27, 2026



# CUE Background

- Established in 1980
- Four loop routes
- Operates 7 days/week
  - 5am – 11pm M-F (every 33-65 min)
  - 8am – 8pm Sat (every 60-65 min)
  - 10am - 6pm Sun (every 60-65 min)
- Fleet of 12 buses (up to 8 in service)
- Owned and directly operated by the City of Fairfax



# An Opportunity to Plan CUE's Future

The last Transit Development Plan (TDP) was completed in 2017.

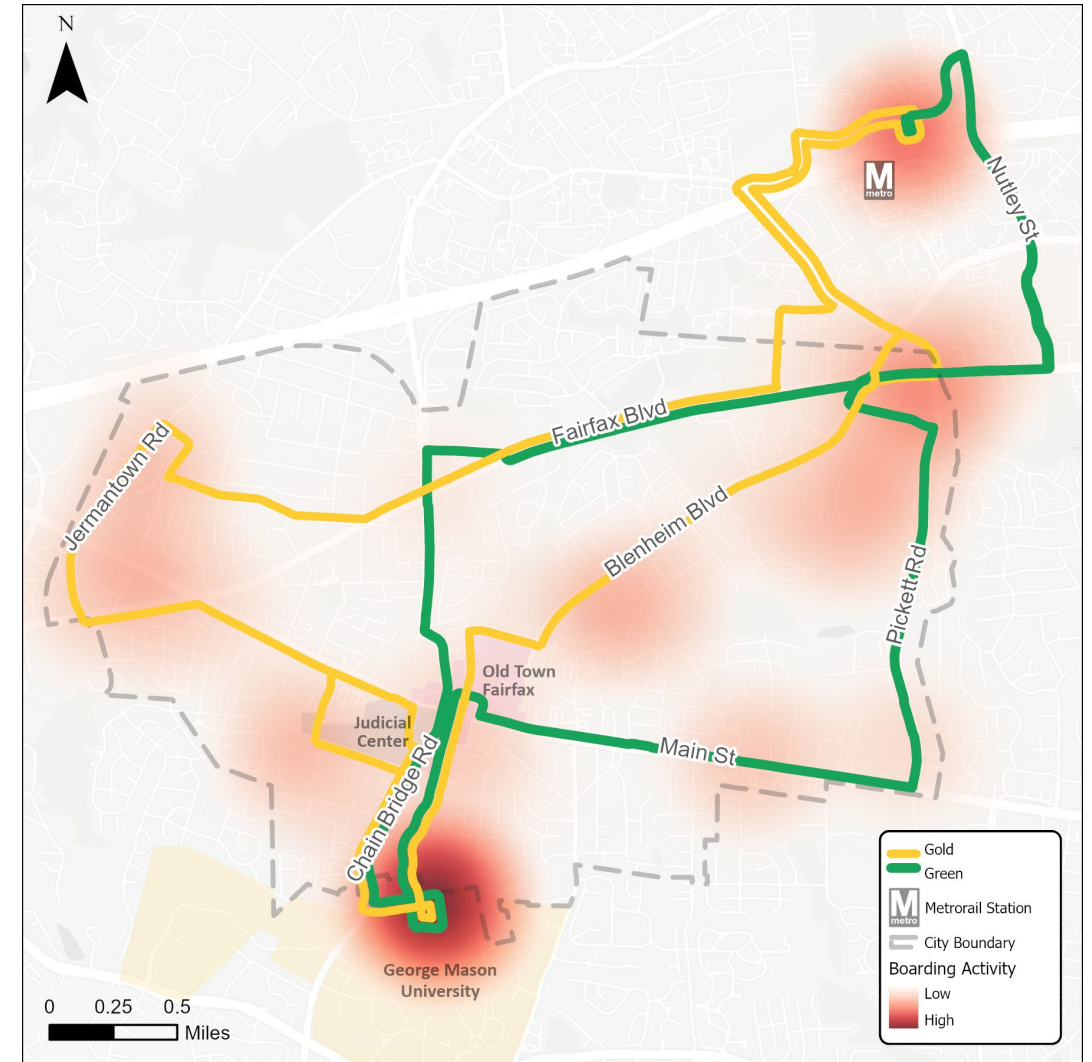
This TDP aims to:

- Evaluate and update CUE's goals, objectives, and services
- Analyze recent changes in demographics, travel patterns, and growth
- Coordinate with recent changes to regional transit systems
- Meet Virginia DRPT requirements



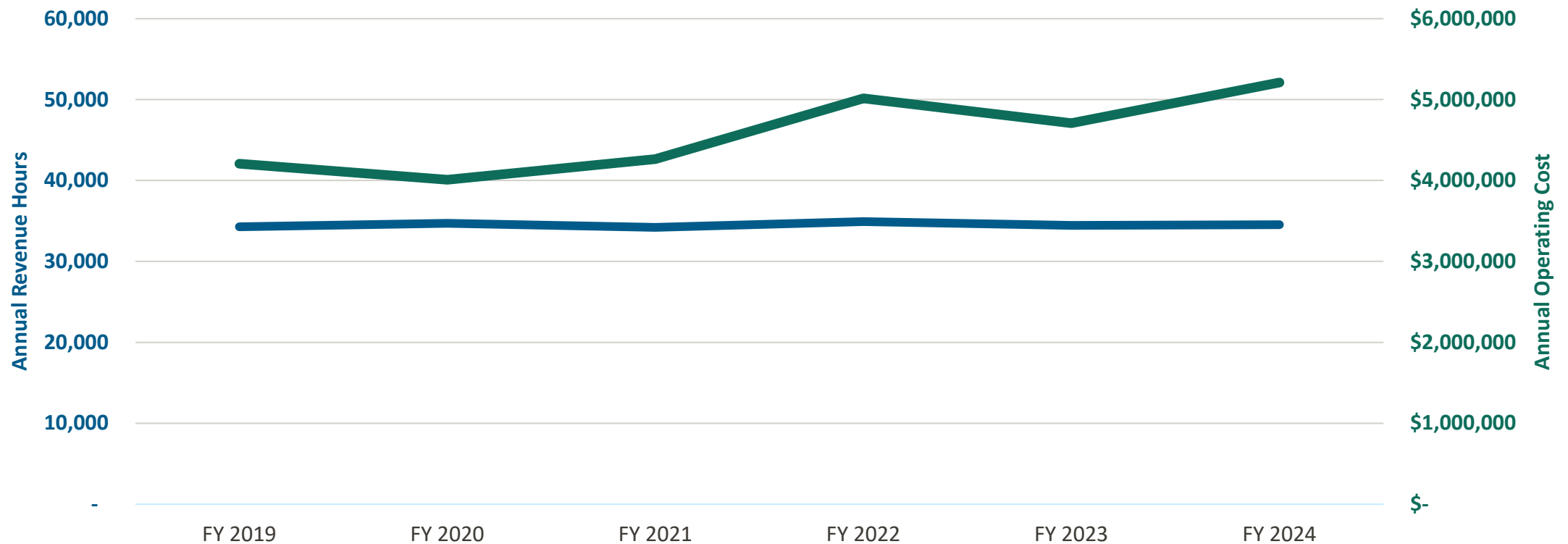
# CUE Ridership Hot Spots

- George Mason University
- Vienna Station
- High-Density and Mixed-Use Areas
  - Fairfax Circle
  - Old Town/Judicial Center
  - Pickett & Main
  - Kamp Washington
  - Jermantown



# Resources

Revenue hours have remained flat while **operating costs** have increased.





# Key Challenges



Irregular headways (33-34' peak and 61-65' off peak)



Limited weekend span and frequency



On-time performance drops on weekday afternoons



Transit demand limited to select segments and nodes

# Key Priorities & Opportunities



Upgrade frequencies and relax speeds to ensure schedule reliability



Simplify routes while prioritizing one-seat rides

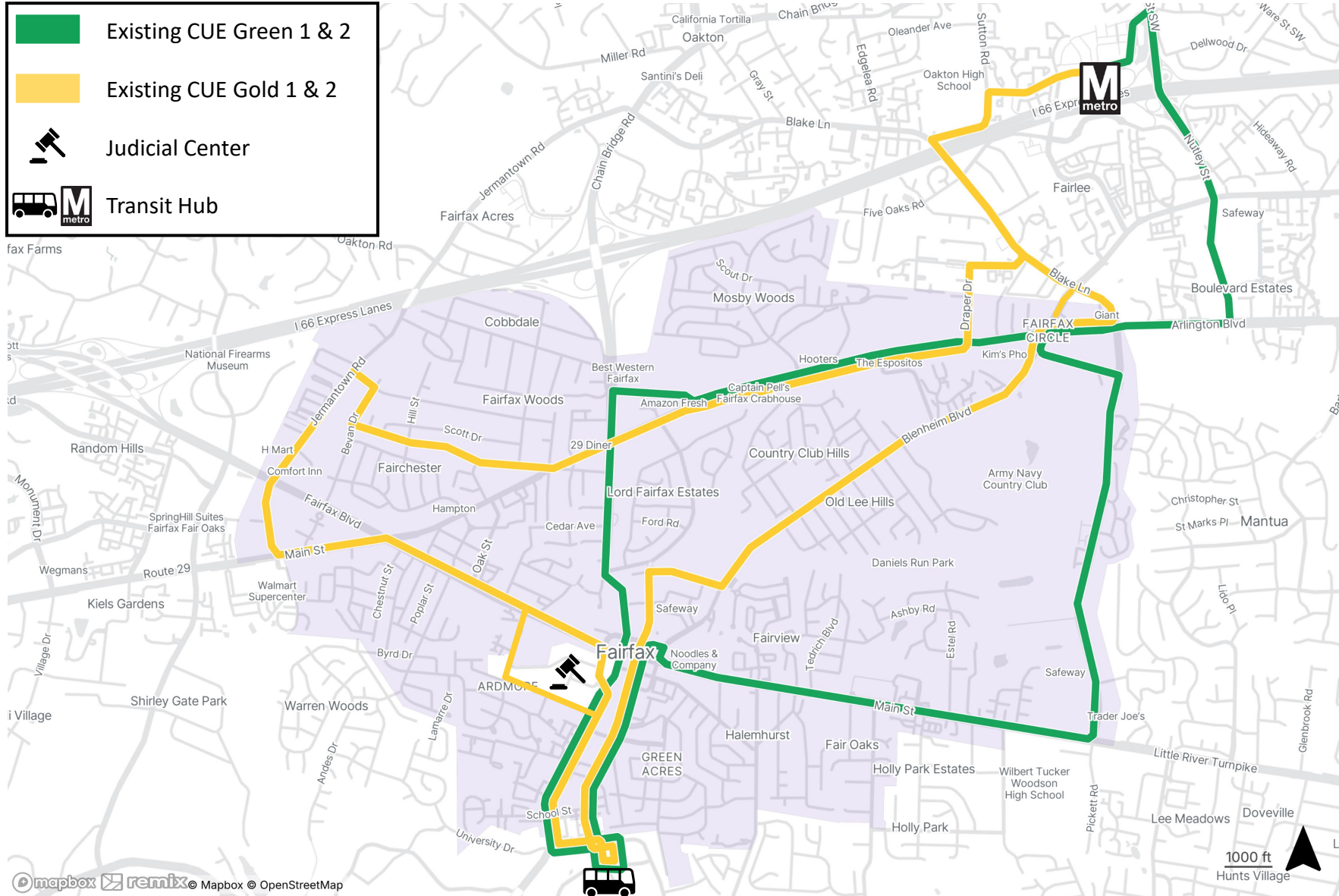


Remain cost neutral while limiting loss of service



Complement Metrobus, GMU Shuttle, and Fairfax Connector

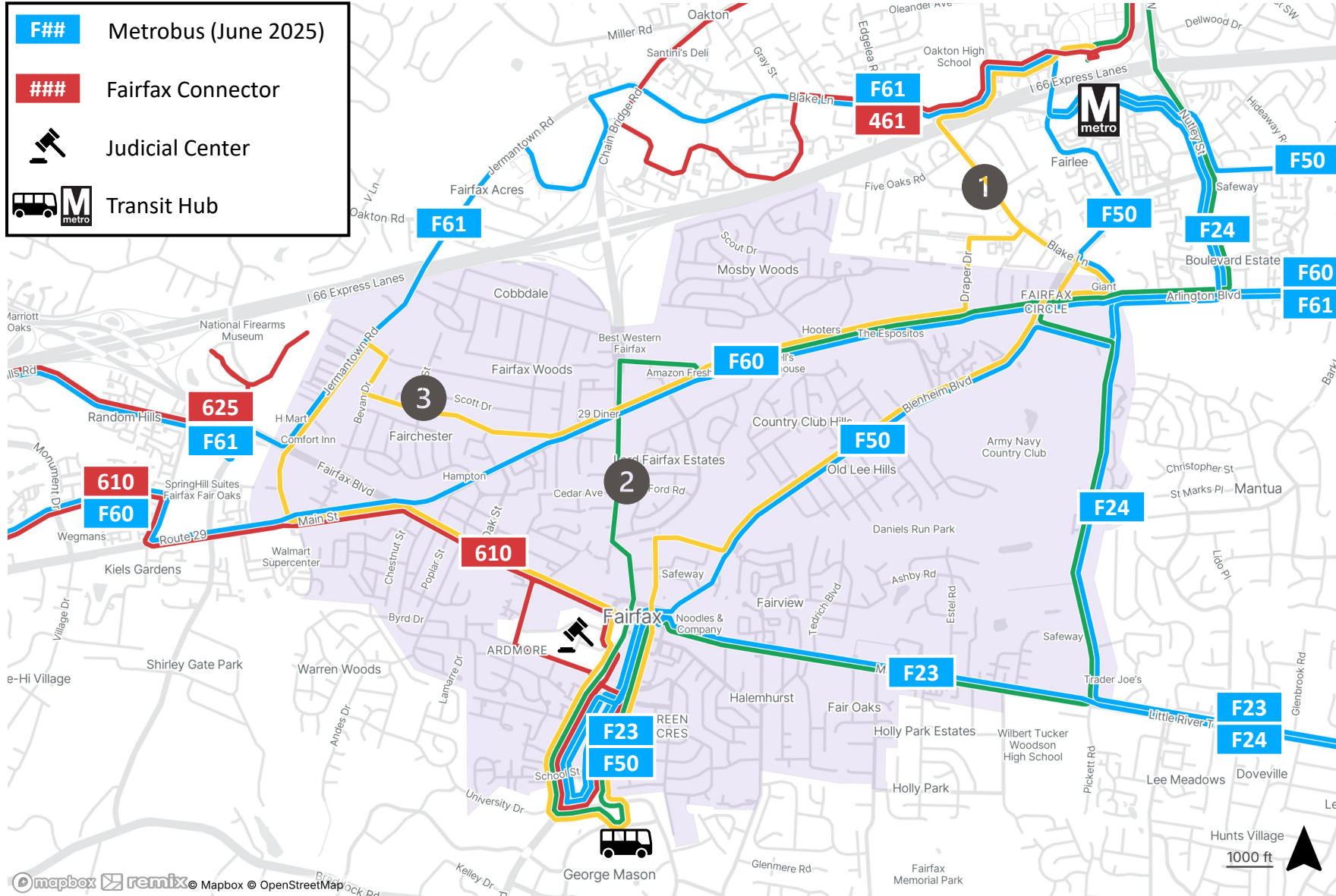
# Existing CUE Service



- Coverage across most of the city
- All trips serve GMU and Vienna Metro
- Indirect loop routes result in long travel time for many riders
- Service is not frequent



# Metrobus + Fairfax Connector + Existing CUE



CUE, Metrobus, and/or Connector overlap on most major corridors

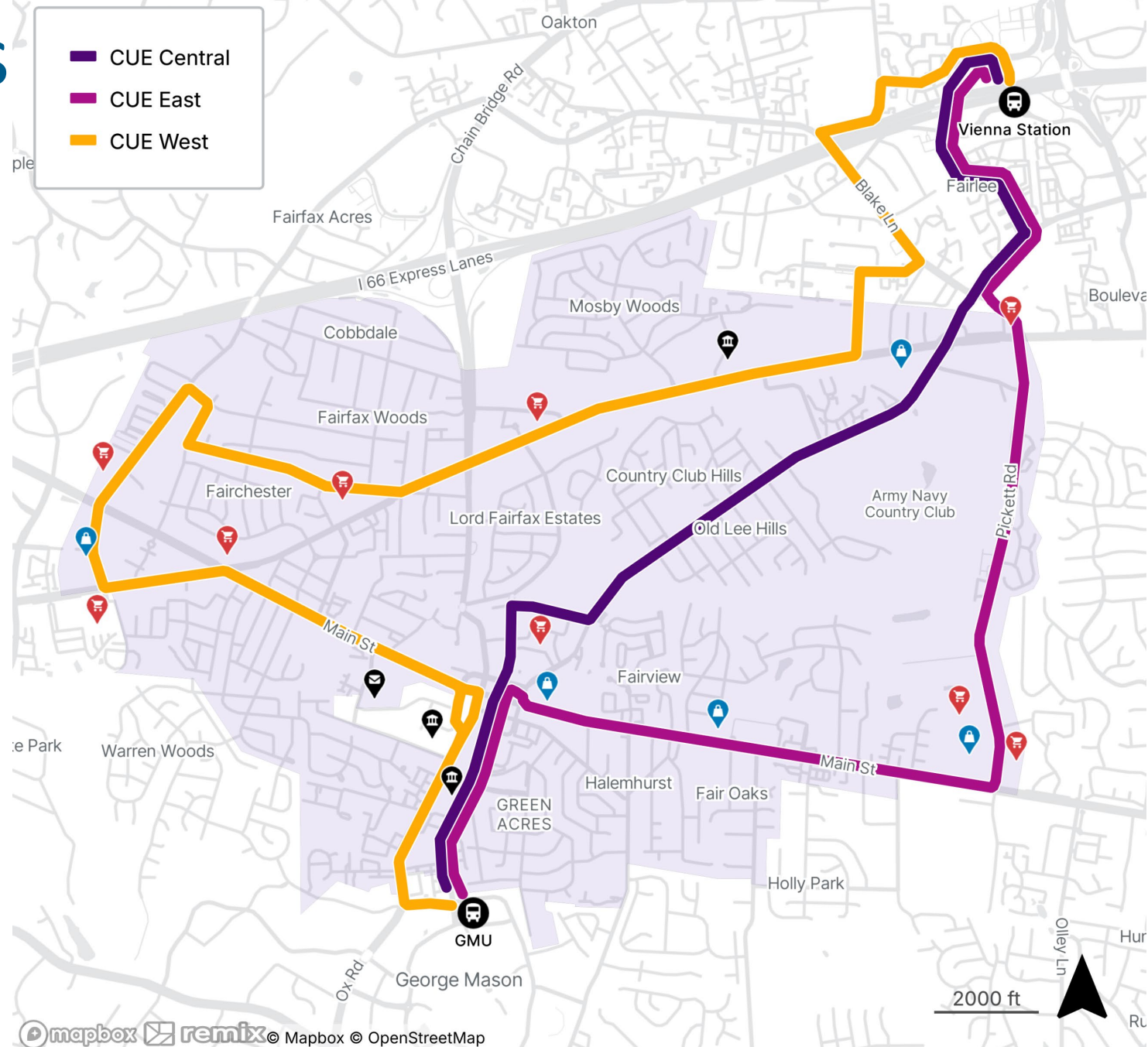
- F50 (new route) only on weekdays

Areas served by CUE only

- 1 Blake Lane between I-66 and Fairfax Blvd
- 2 Chain Bridge Road between Fairfax Blvd and Main Street
- 3 Warwick Ave

# Proposed CUE Routes

- 3 bi-directional streamlined routes
- One-seat rides between Vienna Metro and GMU for all routes
- Improved weekday frequencies
  - 20 mins from 2-7pm for CUE West
  - 30 mins before 7pm for other routes
- Fewer bus stops to maximize speed, accessibility, and operational safety
- Maintains coverage in most areas



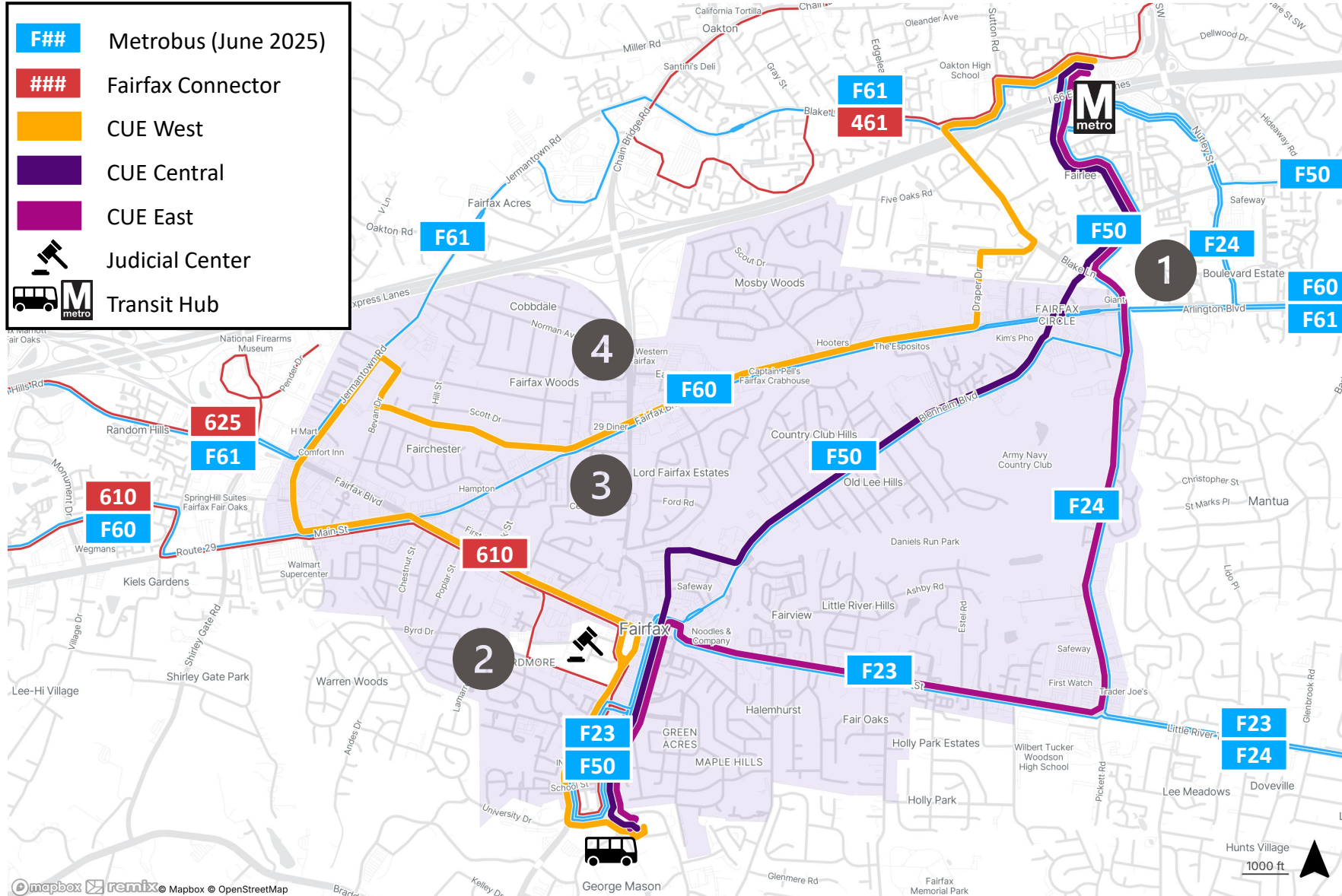
# Expanding Access to Frequent Service

Metrics (CUE service only)	Existing	Proposed
Residents within ¼ mi. of any bus stop	37,200	33,300
Residents within ¼ mi. of frequent service	0	20,400
Jobs within ¼ mi. of any bus stop	26,300	23,200
Jobs within ¼ mi. of frequent service	0	16,300
Minority Population within ¼ mi. of any bus stop	20,460	18,315
Minority Population within ¼ mi. of frequent service	0	11,420
Low-Income Population within ¼ mi. of any bus stop	5,580	5,330
Low-Income Population within ¼ mi. of frequent service	0	3,060

Frequent service = 20 minutes or better; population and jobs not limited to City of Fairfax



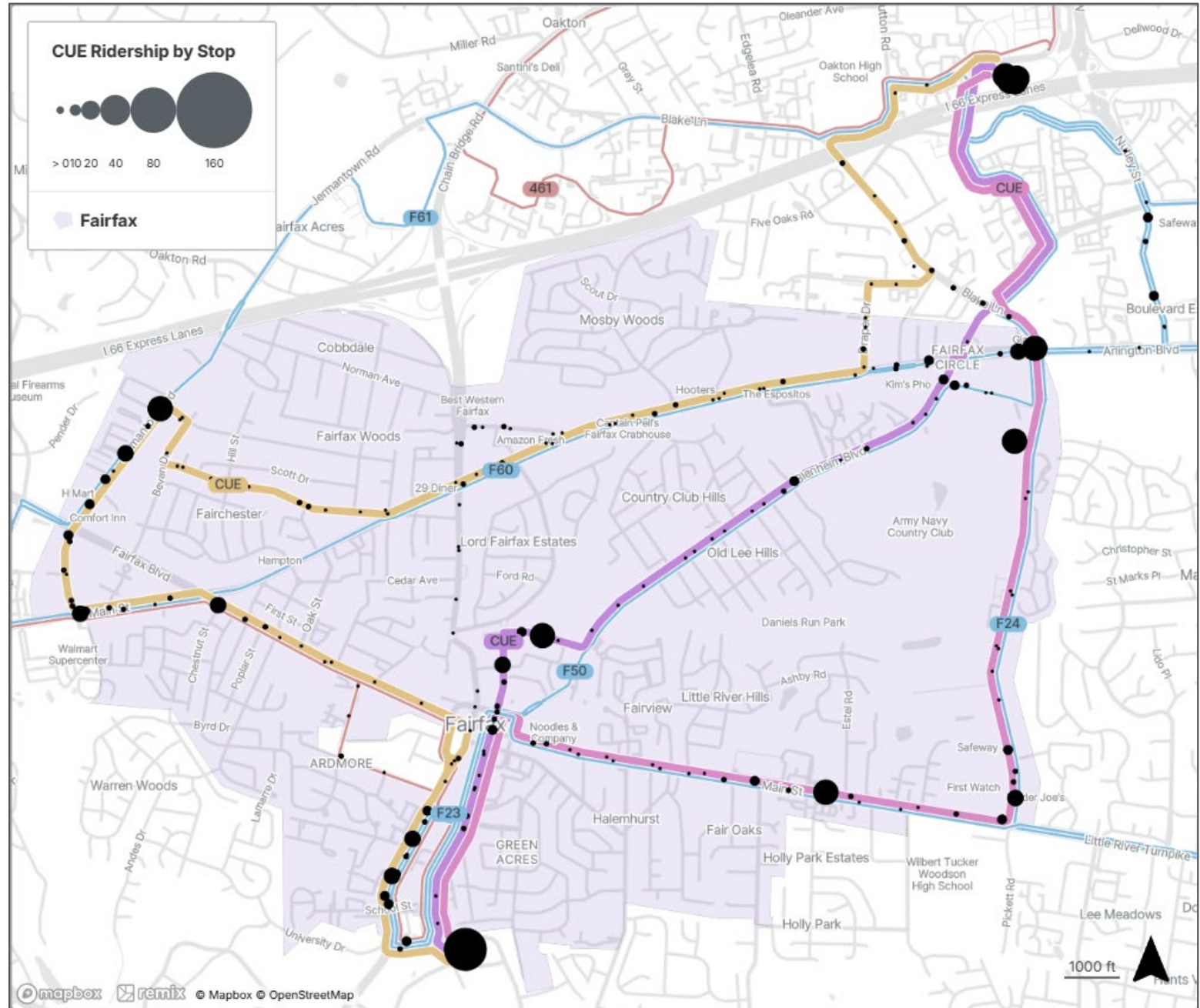
# Anticipated Tradeoffs



- Nutley St & 50 served by Metrobus ①
- Judicial Dr served by Fairfax Connector ②
- No service on 123 (north of Old Town) / no direct route between Northfax and Old Town ③
- No service on Eaton Pl (within 1/4 mi of service) ④
- Transfers required between some activity centers

## Comparison to Existing Ridership

- More frequent service to key ridership hotspots such as GMU, Old Town, and Vienna Metro
- Approx. 96% of existing CUE boardings are within a ¼ mile of new CUE stops or existing regional bus routes
- Most areas of service loss covered by Metrobus or Fairfax Connector





# Next Steps

- Evaluating minor upgrades to existing routes for better baseline comparison
- Additional testing of proposed headways

