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Document Cover

Saturday, September 17, 2022

From: Ad Hoc North Pitt Street Planning Group
To: Stockholders of Alexandria Transit Company DASH
Subject: A Request for the Stockholders of the Alexandria
Transit Company (DASH)

Pursuant to Article IX, Section 1 of the Alexandria Transit
Company By-Laws (As Amended and Approved by the
Stockholders on February 11, 2020, February 8, 2022),

To modify the Line 34 realignment adopted in the ATC FY
2023 – FY 2028 Transportation Development Plan (TDP).

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References

A	Alexandria Choices Report, October 2018
B	Alexandria Concepts Report, February 11, 2019 with Appendix A
C	Draft Recommended Network Report, October 2019
D	Alexandria Mobility Plan, October 2021
E	Alexandria Transit Vision – Final Report. February 2021
F	ATC DASH FY2022-FY2027 Transportation Development Plan (TDP FY22)
G	ATC DASH FY2023-FY2028 Transportation Development Plan (TDP FY23)
H	DASH Route Adjustment Criteria & Budget/Route Timeline Review, January 2021
I	DASH Line 34 Route Proposal Frequently Asked Questions (FAQ's)
J	DASH MEMORANDUM, "Line 34 Realignment Analysis
K	Traffic And Parking Board Public Hearing, Docket for July 25, 2022, Issue 7: Consideration of removal of five (5) parking spaces along North Pitt Street and Pendleton Street to accommodate DASH Line 34 realignment.
L	"Principles of Bus Service Planning," Allan Howes Associates, Scotland, UK
M	Levy, Alon. Pedestrian Observations, "Stop Spacing and Route Spacing" April 21, 2019. https://pedestrianobservations.com/2019/04/21/stop-spacing-and-route-spacing/

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Saturday, September 17, 2022

Summary of Request to Alexandria Transist Corporation DASH Stockholders

This is the third correspondence to ATC DASH concerning the proposal in the FY2023–FY2028 Transportation Development Plan to realign DASH Line 34 from North Fairfax Street to North Pitt Street with the crossover on Cameron Street. The DASH Board of Directors decided on June 8, 2022 to modify the original proposal—to a crossover at Pendleton Street.

Pursuant to Article IX of the ATC DASH by-laws, we request that the Stockholders further modify the Board’s decision by either moving the crossover to Madison and Montgomery Streets, or retain the current crossover at 2d Street until July 1, 2023, allowing DASH time to find a more suitable and acceptable solution to an important and complex challenge.

DASH’s original objectives were to (1) “provide better coverage in Old Town,” (2) “provided more convenient transit access to the residential complexes and new developments along North Pitt Street.” (Source: Board Meeting Packet (BMP), March 10, 2021). A year later, March 9, 2022, the BMP noted only “. . . to provide better access to buys service communities and new developments along North Pitt Street.” At this point, residents along North Pitt Street began to become aware of the proposal and to raise concerns. In response, DASH buttressed the purported advantages of the realignment. The following are cited in the May 12, 2022 BMP: (1) more bus riders and fewer cars in Old Town, (2) mitigation of traffic/parking Impact from new developments, (3) better route spacing and walking distances, (4) to paraphrase, to cure a low ridership concern for Line 34 on North Fairfax (due to presence of Lines 30 & 31), implying that more riders would materialize on North Pitt, and (5) again, to paraphrase, assurances that the bus stop requirements on North Pitt Street would be “relatively minor impact.”

The North Pitt Street neighborhood has been horrified by the original proposal AND by the Pendleton Crossover decision. Since the June 8 decision we have had time to learn more about Alexandria transit affairs in general, and much of the key 2018 -2021 planning efforts that resulted in the Alexandria Choices Report, the Concepts Report, the Transit Vision Plan, the Mobility Plan, and a little treasure, the Complete Streets Design Guidelines (CSDG).

We are uncomfortable with criticizing the plan and the planning process. But, dismayed by the Board’s decision on June 8, and after reviewing the documentation available to the public, we see no evidence of a planning process that matches the superlative work put into the afore mentioned top-level planning documents. What we see in the Board Meeting Packets starting in December 9, 2020, is a one best course of action unsupported with meaningful current market research. And then, in the following months, serially doubled down on.

We hold that North Pitt Street, through the 700 block, is a “neighborhood-residential” street as classified in the CSDG. It is not a “neighborhood-connector” street. It should not have a bus line on it UNLESS all other “suitable” options prove to be “unfeasible.” We support our request with a neighborhood-initiated Survey, a Parking Study, a Field Study of DASH Ridership, and a Petition signed by 210 neighbors, representing 127 of the 200 homes on North Pitt Street and Pendleton and with addresses on side streets within three doors of North Pitt Street.

We have provided two better options. We support the Madison – Montgomery Crossover and we support the “Variant.” Just as we do not support a crossover at Pendleton, we do not support a crossover at Wythe, either. This is a tough issue. Frankly, we recommend holding off on a decision on this proposal until the FY2024- FY2029 TDP. We recommend that DASH go back to the drawing boards—identify at least three options that are feasible (not perfect), suitable (in term of real goals) and acceptable to all constituencies. And we can do it again next May. But be assured, the residents of North Pitt Street are “hard over” on the use of the 200-700 blocks for a bus line.

Ad Hoc North Pitt Street Planning Group

Alexandria, VA

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Saturday, September 17, 2022

To: Stockholders of the Alexandria Transit Company (DASH)

From: Residents on North Pitt Street and Pendleton Street who are affected by the Proposal to Shift the DASH 34 Bus from North Fairfax Street to North Pitt Street with the Crossover on Pendleton Street

Ten references and eight appendices are listed on the Table of Contents page of this request. Recommend you scan both lists before reading our Request

1. Pursuant to Article IX, Section 1 of the Alexandria Transit Company By-Laws (As Amended and Approved by the Stockholders on February 11, 2020, February 8, 2022),

We request that the DASH stockholders modify the Line 34 realignment adopted in the ATC FY 2023 – FY 2028 Transportation Development Plan (TDP). The plan currently identifies Pendleton Street as the cross over between North Fairfax Street and North Pitt Street. For reasons described below, we oppose the choice of Pendleton Street. In the short-term, we recommend two more favorable options in the following order: (1) retain the current crossover at 2d Street, or (2) crossover at Montgomery and Madison.

We have two issues stemming from the original proposal to realign DASH Line 34 from North Fairfax Street to North Pitt Street, crossing over at Cameron Street. Our concern has always been the entire six blocks of single-family dwellings from the 400 Block of Cameron through the 600 Block of North Pitt.¹ Although partially resolved by the Board's decision on June 8 to move the crossover to Pendleton, the 600 Block would still be on the realigned route. For this reason, the original proposal is still an issue. Option 2 is an issue because it retains our 600 Block and adds the 300 and 400 Blocks of Pendleton Street. As a result, in a short 3 block segment, Line 34 would pass close to the front doors of 51 single family dwellings and ground floor apartments. The residents of these homes represent almost zero new rider potential.

Finally, late in the research for and drafting of this letter, we have come to believe that one of the unwritten reasons for the original Pitt Street proposal and Option 2 is to bring grocery shoppers closer to Harris Teeter and Trader Joe's. We are completely copasetic with the underlying objectives: that the commercial activities in the "Hub" must thrive, that the DASH system support

¹ Our concern has also included the 700 Block of North Pitt Street. The Petition we submitted in early June was worded to include operation the buses on the **700 Block**. This is the statement on the Petition: :

"Letter to Oppose, Support, or Abstain (from commenting on) the DASH proposal to re-route Line 34 from North Fairfax Street to North Pitt Street . . . with the route running along the 300-400 Block of Cameron Street and 200-**700 Block** of North Pitt Street."

these activities, and that residents of the multistory buildings have as an option convenient use of public transportation. We assert that between Metrobus Lines 10AB, 11C, and DASH lines 30, 31, and 34 the City is providing convenient bus transportation to and from the commercial activities and residences in the high-rise “hub.”² We protest vehemently that any route be on the 200-700 blocks of North Pitt Street.³

Further, although corrected by the Pendleton Crossover option, the original Cameron Street Crossover would have had an unintended equity impact on the residents of Tancil & Hopkins Courts, the Annie B. Rose House, and the Ladrey Senior Highrise Apartments. This oversight appears to us to have occurred from an incomplete planning process. We comment on planning in detail in paragraph 7.

2. Preface

Six themes will recur in the letter: (1) planning a bus route on a residential street that previously had no bus line on it, (2) application of the principles implied in the Alexandria “Complete Streets Design Guidelines”, (3) planning a route without current market research on demographics and rider behaviors directly related to the route, (4) no model for planning in a multivariable situation (e.g., residents, riders, alternate routes, best practices for bus route planning, attention to equity); (5) the role of Metrobus in supporting the transit needs of the Northeast Quadrant, and, yes, (6) planning acceptable routes to grocery stores. That said, . . .

Probably a one-time event

A request like the one we are advancing here is unlikely to be repeated. We are optimistic that the next time the City transportation community identifies a route change need that involves a street that does not already have a bus line on it, that the planners will actively contact the affected residents by USPS mail, or a hand delivered envelope dropped in their mail slots. And that the mail will arrive at least a year before the date the DASH Board of Directors meet to decide the proposal.

Figure 1. A One Time Event

This is the third letter our neighborhood has submitted to the Alexandria Transit Company (DASH) on the proposed realignment of DASH Line 34 from North Fairfax Street to North Pitt Street with the crossover to be on Cameron Street. To review:

2.1. **The first letter** was submitted prior to the May 4 meeting of the DASH Board of Directors. It was our Counter Proposal to the realignment. Our proposal was that the crossover should be Madison & Montgomery Streets. Of note, our letter contained a parking study of the North Pitt Street area and a separate survey of residents of single-family homes on the proposed seven block route segment from the corners of North Fairfax & Cameron Streets to North Pitt and Wythe Streets. Two major market analysis facts which the DASH staff should already have known is that (1) very few residents in the 200-600 Blocks of North Pitt Street used DASH, and (2) very few expected to use DASH even if it passed by on North Pitt Street. Thus,

- no increase in riders from the neighborhood,
- no decrease in traffic because residents—who were assumed by the DASH planners to now be riding the buses, not driving their cars—would still be in their cars, not riding the Line 34 buses,
- and in fact, traffic on North Pitt Street would be increased by 70 buses a day.

² For purposes of this paper we describe the “Hub” as the area east of North Washington Street, abutting and north of Pendleton Street, west of the Potomac River, and abutting and south of 1st Street.

³ The number of bus rider grocery shoppers per day is in dispute. We have a non-scientific field study that permits the inference that the number will be fewer than 10 per day. See discussion in paragraph 10 starting on page 29. That means that 70 buses a day would pass our 51 homes for the expressed convenience of a very small number of grocery shoppers who could as easily accessed the grocery stores via the present Line 30, 31, and 34 network . . . and a two-block-walk. This should not be a concierge bus service.

At the May 4 meeting, after a serious discussion among the board members, the T&ES Deputy Director for Transportation requested the DASH staff to conduct a review and comparison of three options and present it at the June 8 meeting. The options were: (1) the proposed realignment onto North Pitt Street, (2) the neighborhood counter proposal to use Madison & Montgomery Street, and (3) the current route which crosses over from North Fairfax St. to North Pitt St. at 2d Street.

2.2. **The second letter** was submitted prior to the June 8 meeting. It was an Addendum to our Counter Proposal. At the time of the June 8 meeting, we had not anticipated that the DASH staff would include an "Option2," a crossover at Pendleton Street. If we had, we would have addressed it in our Addendum letter, and we would have addressed it largely as we have in this letter, specifically, in paragraphs 2.3, next page.

2.2.1. Of note, our 2d letter contained a small "field Study" of the ridership on the 70 weekday trips of the Line 34 buses between Braddock Road Station and the Nannie J. Lee Center. While the field study observations are not "data," as such, they are more like single day Audubon bird-count observations; the observations permit inferences to be drawn on ridership behaviors, and perhaps approaches to future DASH market analysis. More on the field study in paragraphs 6.3 – 6.3.9 on pages 14-17.

2.2.2. We also included in the second letter the results of a petition circulated to each of the homes to which we had previously circulated the survey. The petition asked simply if the residents opposed, supported, or abstained (from participating in the petition). More on the Petition in paragraph 6.4 on pages 18-19.

2.2.3. Worth noting, in addition to the Madison/Montgomery Crossover which we had proposed in our first letter, we included a two-lobed option we called the "Variant." It is consistent with industry metrics for route spacing, It delivered grocery shoppers to the front doors of three Major Grocery Stores on the east side of Washington Street and a short walk to the fourth.⁴ It got the Line 34 buses off neighborhood residential streets in the Northeast Quadrant (except for the 1000-1200 blocks of North Pitt Street which already has Line 34, unfortunately). It eliminated one bus line on North Fairfax Street. It connected virtually all residents in their "mini-catchments" to a Metro station with a one seat ride. Unfortunately, the Variant was too late; it missed the bus. In fact, we learned later that the southern branch was the AT7 and the northern branch was a rough approximation of the AT2. The Variant is nothing new. We provide an overview of the Variant in Appendix 1.

2.2.4. Referring again to "Option 2," the Pendleton Crossover, we were puzzled at the time (June 8, and days following) that the DASH staff had omitted an option to crossover at Wythe Street. If an analyst is going to have one additional option to the three discussed at the May 4 meeting, a Wythe Street crossover seemed to be a very obvious choice. We are "okay" with the fact of the Wythe Street omission. We oppose the Wythe Street crossover as much as we oppose the Pendleton Street crossover.

⁴ South to north: Balducci's, Safeway, Trader Joe's, Harris Teeter.

2.2.5. The only two crossovers we support are (1) the Madison-Montgomery Crossover and (2) the crossover at 2d Street.

2.3. **This third letter** was researched and drafted after the June 8 meeting. Note that our petition opposed operating Line 34 on the 200 through 700 blocks of North Pitt Street. We expressly used the 700 block hoping to avoid the use of Pendleton Street AND Wythe Street as crossovers. We

acknowledge that Option 2

revised the crossover street from Cameron to Pendleton, thus not passing in front of the front doors of 112 single-family dwellings on the 400 block of Cameron and the 200-500 blocks of North Pitt. The issue now is that the crossover street passes in front of the front doors of 51 single family dwellings and apartments on the 300-400 blocks of Pendleton St. and the 600 Block of North Pitt St. See Figure 2.

2.3.1. We oppose a crossover at Wythe Street because the buses would be stopping, starting, and turning at the corner of North Pitt & Wythe. Each stop is accompanied by noises from compressed air brakes, pneumatic lowering and raising of the front of the bus, safety alert sounds, and finally, acceleration of the bus forward and through the turn. 7 single family homes and 3 ground floor apartments (with unique front doors opening onto North Pitt) are within hearing of the inescapable bus noises.

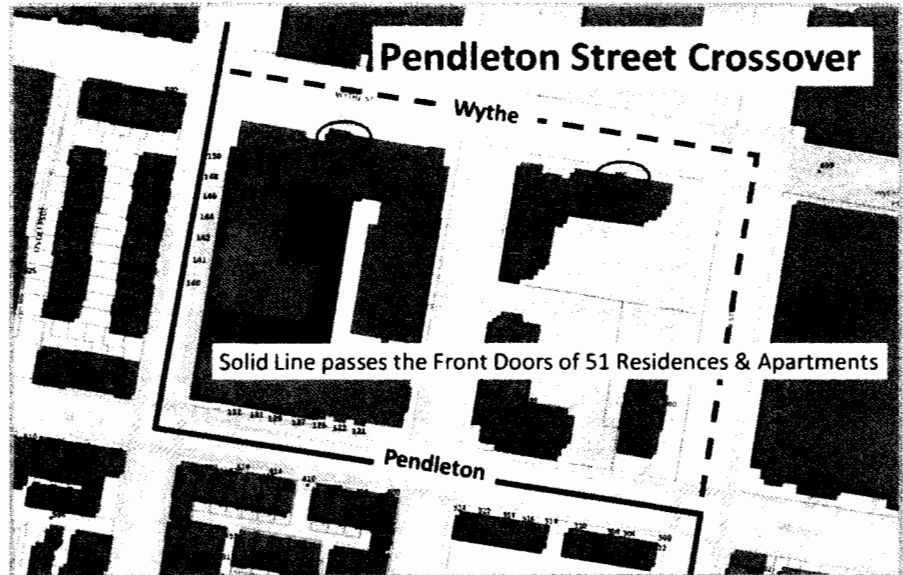


Figure 2 – 51 Front Doors Affected by Crossover at Pendleton

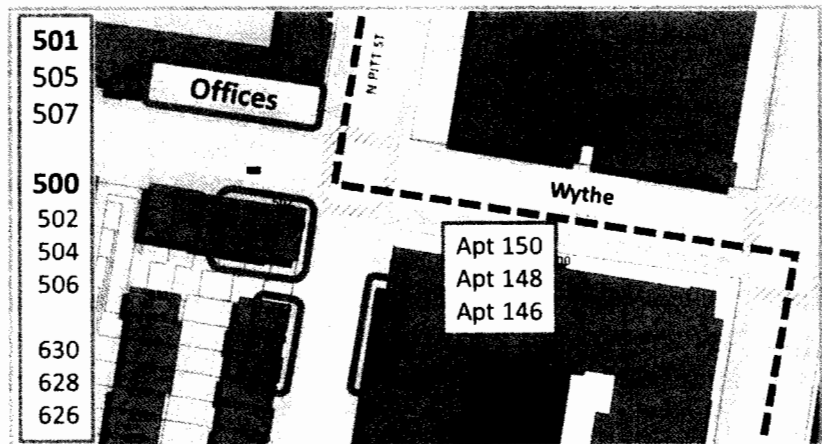


Figure 3. Crossover on Wythe Affects 2 Front Doors Directly and 11 Others Closely

2.4. **Collectively, the Neighborhood Had Almost ZERO “Situational Awareness” of ATC DASH’s Operations and Planning at the Beginning of April 2020.** At the beginning of the Public Comment period for the ATC FY 2023 – FY 2028 Transportation Development Plan, March 9, we were almost completely ignorant about the complex nature of the Alexandria transit planning process, and the looming decision on the proposed realignment of DASH Line 34.

2.4.1. We note that DASH has a roust public engagement template. The flaw in the template is it did not envision that residents on streets that do not already have a bus line, and where the majority of residents did not use DASH, even though they all live close to Lines 30, 31, or 34 bus stops, are very, very slow to get DASH news at affects them directly. We do not see the circulars at bus stops, we do not see the information on the buses, and we do not see the DASH related information at the Metro stations.

2.4.2. Thus as the Public Comment period was moving forward, we slowly—by word of mouth; down seven block span—became aware of the proposal to realign DASH line 34 onto our street and into our neighborhood. Everyone—with the possible exception of a long-time member of the DASH Board of Directors, who is a neighbor—was horrified. Gradually we reached critical mass and realized we had to work together as a seven-block-long committee of neighbors. Our first meeting as a group was on April 20 to prepare for the DASH Board of Directors meeting on May 3, 2022. We produced the “Counter Proposal.” It helped to influence the Board’s decision to reset their decision on the realignment proposal to June 8. And then we worked together to produce the “Addendum” for the June 8 meeting. In retrospect, it almost certainly arrived in the hands of the Board members too late for them to give serious consideration.

2.5. With Respect to Awareness, We Hope We Are Catching up. We hope we are finally understanding the organization of the “Alexandria Transportation Community,” that is, the City’s elected and volunteer officials; the City Manager organization; the roles and relationships within the Alexandria Transit Company DASH; the strategic planning process; the ATC DASH process for developing annual budgets, and the process for planning year-to-year incremental changes needed to maintain efficient, effective transit operations.

2.5.1. The following section on the “Alexandria Transit Planning Process” has three purposes. The first is to apprise you that we have acquired a minimum understanding of the process to believe we are not wasting your time. The second is to provide a summary of the process for our neighbors who have not already seen drafts of this letter. The third is to frame our criticism of the decision reached by the Board of Directors on June 8.

3. The Alexandria Transit Planning Process . . . as we understand it.

3.1. The Alexandria Overall Transportation Planning Process. DASH was initiated for planning purposes in 1981. First operations occurred in 1984. The new System grew organically and with verve. In 2016, looking to the future, City leadership initiated a comprehensive review of DASH’s current operations, the City’s evolving and projected transit needs, and the optimum, feasible routes, schedule and fare changes necessary to meet the goals and needs that were identified in the review. The review generated at least four exemplary nested documents: the Alexandria Choices Report (2018), the Alexandria Concepts Report (with its exceptional Appendix 1), the Transit Vision Plan (2020), and the Alexandria Mobility Plan (2021). One other very useful supporting document, the Complete Streets Design Guidelines was published in 2020. This family of documents, designed for at least a 10 year time horizon, sets essentially the “strategic” architecture over the “Transportation System’s” annual and monthly operations. The process for making incremental changes to the overall plan that are needed from one fiscal year to the next is addressed through the annual “Transportation Development Plan (TDP).”

3.2. The Alexandria Transit Company (DASH) Planning Process. This paragraph focuses only on planning route changes. To paraphrase, “No five-year transportation plan survives first contact with annual changes in neighborhood populations and ridership dynamics.” For this reason, ATC DASH’s planning system provides the framework to effect necessary changes in routes, schedules, and fares. The DASH staff’s perception of changes in ridership along current routes sets up the reason to propose a change or to add a new route.

3.2.1. Based only on our review of the progression of the proposed realignment of DASH Line 34, we have one insight into how a recommended Service change works its way through the budget and transportation planning process within the City government. The process extends over 3 fiscal years—from the first inkling that a change is needed to the implementation of a decision designed to meet the need.

3.2.2. First, a recommended Service change is developed within the DASH staff, probably with input from the City Transportation Branch, and others. The proposed change is introduced at the December meeting of the DASH Board of Directors (e.g., introduced in FY20 (December 9, 2020); proposed for implementation in FY23).

3.2.3. Second, the proposed change—a graphic and a route description—is included in the February draft of the Transportation Planning Document (TDP) for the Fiscal Year beginning on 30 June of that year (e.g., CY21, for FY 22). It is clearly annotated as being proposed to be implemented the following fiscal year, FY23. At this point, February 2021, it is still a proposal. It will remain a proposal until the May meeting of the DASH Board of Directors the following year (CY22) when the Board will decide to approve, disapprove, or recommend the proposal for further study. If approved at the May meeting, it is implemented on July 30, that same year. We note that all these meetings are open to the public.

3.2.4. Third, important to note, DASH mounts a robust—but with one critical flaw—public outreach effort in March and April (CY22) to get final public input to the proposal prior to the May Board meeting.⁵ Again, this proposal has been in the Board Meeting Packets for over a year. So, for regular DASH riders, the proposed change is no surprise. For non-DASH riders, awareness of the proposed change arrives very late in the Public Comment period. The non-riders have a very challenging time attempting to respond to the proposal from other than a visceral reaction to the impending change.

3.3. Resident Participation in the DASH Planning Process.

3.3.1. Long Range Future Planning, e.g., Choices Study and Transit Vision Plan. DASH actively solicited resident participation in Alexandria Choices Report and Concepts Report and the Alexandria Transit Vision (ATV) Plan. The effort that went into the Choices and the Concepts documents is very impressive. The ATV documents several sessions, and it is clear from the photos that the sessions were meaningful exercises for the residents who attended. We were not able to discern the degree to which residents were invited to participate in some way in the actual route selection and

⁵ The flaw is that DASH does not actively notify the residents along proposed new routes—especially routes that have not had a bus line on them in living memory—that DASH is contemplating starting or realigning a bus route to their street. By notify, we mean a letter in a mailbox—hand delivered if the residents have mail slots; sent by mail if they have only a central mailbox kiosk.

planning, but we assume they were. The survey effort undertaken during the Choices study is especially impressive and interesting.

3.3.2. On-going, TDP-focused Annual Planning to Adapt to Emerging Needs (essentially, planning for changes in Services, Fares, Schedules). We have only one insight into this type of planning and that is the proposal to realign DASH Line 34 to North Pitt Street. We now know we could have attended the monthly public meetings of the Board of Directors going back years. We certainly would have attended the December 9, 2020 meeting if we had known the graphic titled “The New DASH Network (FY 22)” was going to be introduced. But, unlike the extensive involvement by the public in the development of the Choices Report, the Concepts Report, and the Alexandria Transit Visions Plan, the system does not appear to be set up for the public, as such, to be involved in actual near-term planning that resulted in the December 9, 2020, planning product, that is, a line drawn on a graphic. The public is largely limited to providing written input during the Public Comment period, to attendance at the monthly meetings, and to being able to speak for three minutes at the meetings on plans that are already well underway. More on planning in paragraph 7 on page 19.

3.3.3. DASH Planning Products. We have had access to three sets of near term, adaptive planning products: (1) the FY2023-2028 TDP materials on Line 34 (graphics and text), (2) the DASH FAQs on the original realignment, and more recently, (2) the June 3 DASH Memorandum, Subject: “Line 34 Realignment Analysis.” We comment on these products in paragraphs 8.2 to 8.9. pages 24-38

3.3.3.1. No indication in DASH Board Meeting Documentation that Market Research was Used or was Current. Among our principal criticisms is that DASH either ignored current market research or did not have it. The experience of a core group of our neighbors is that the best plans result after a careful consideration of relevant, recent market research.

3.3.3.2. Market Research Relevant to the Realignment Planning and Decision. For that reason, the next series of paragraphs focus on market research relevant to the realignment planning and decision. A discussion of planning is provided in paragraph 7, on page 19, and continuing in Appendix 2.

4. Conceptual Framework for Our Opposition to the Original Realignment and to the Pendleton Street Crossover.

4.1. Suitable, Acceptable, Feasible (SAF). The “Suitability, Feasibility, Acceptability” framework is widely in large organizations of every description. They are especially helpful in situations where multiple options are constructed to promote reaching the optimum, balanced decision. They are even more helpful when teamed with a well-designed list of criteria for a good decision, similar to the DASH “Route Adjustment Criteria & Budget/Route Timeline Review (Ref H). More on “SAF” below.

4.2. Alexandria Streets Topology. Having a framework for characterizing the streets in a community is helpful in local transportation planning and decision-making. The “fact” that the North Pitt Street residents oppose the realignment raises the question of “When, if ever, is a proposed bus route not appropriate for a bus line?” As excellent as the afore-mentioned transit reports and plans are, they are silent on the question of “when the doctor should do no harm.” We believe the City’s excellent planning documents provide a framework for considering routes that are appropriate for buses, and routes that are not. The Alexandria Streets Topology is described in the “Complete Street Design Guidelines” publication.

4.2.1 The Guidelines identify eight typological classes of streets.

- | | | |
|----------------------------|-------------------------------------|-------------------------|
| 1 - Commercial Connector | 2 - Main Street | 3 - Mixed Use Boulevard |
| 4 - Neighborhood Connector | 5 - Neighborhood Residential | |
| 6 - Parkway | 7 - Industrial | 8 - Shared Street |

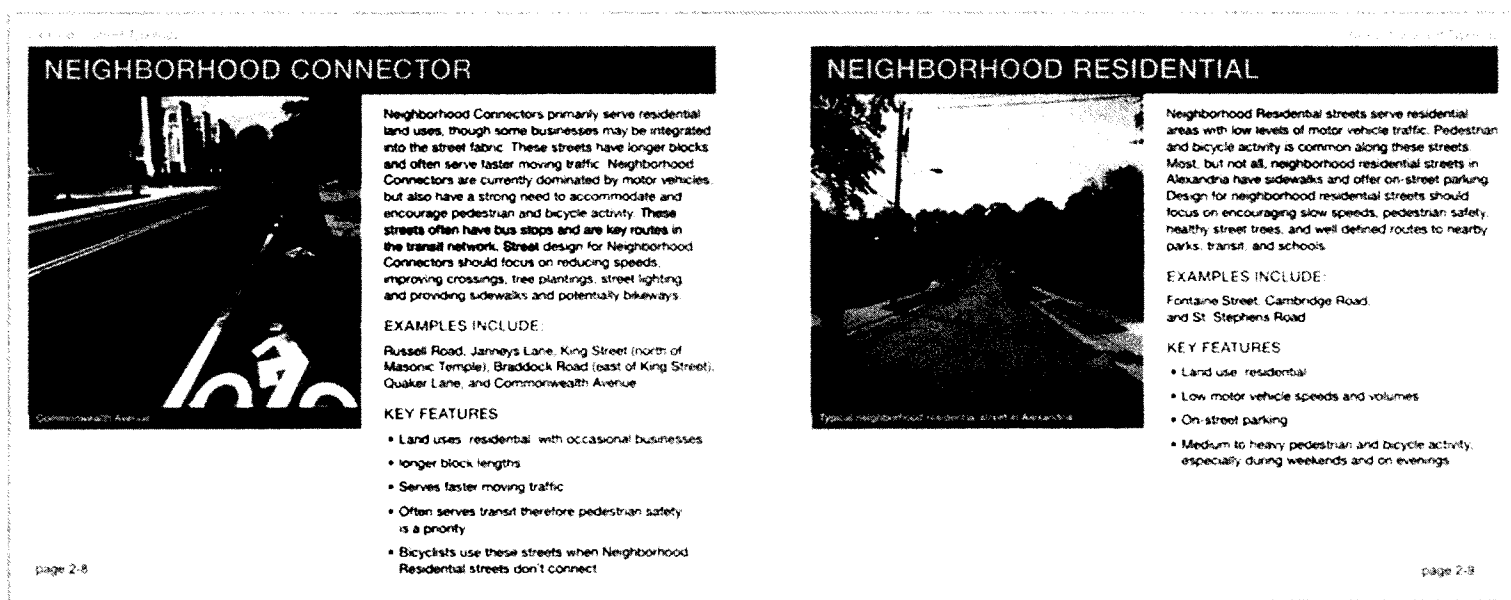


Figure 4. Pages from the Alexandria “Complete Street Design Guidelines”

The 200-500 blocks of North Pitt Street are lined by single family dwellings with the front doors facing the street. The 600 block has single family dwellings on the west side. The Florance Alexan, an apartment building on the east side, is unique in that the eight ground floor apartments on the west side

have front doors which face North Pitt Street. Functionally, with respect walking out the front door of one's home, these eight apartments are like the single-family homes across the street.

The conceptual framework is this: realigning an existing bus line from a neighborhood connector street—which North Fairfax Street clearly is—onto a neighborhood residential street—which North Pitt Street clearly is—changes North Pitt Street to a neighborhood connector street. THE ONLY TIME that should be acceptable is (1) if a compelling, clearly articulated need exists to do so, and (2) when no other routes exist that are feasible, suitable, and acceptable to meet that need.

4.2.2. It is not unfair to say that the North Pitt Street residents sense the Alexandria Transportation Community is concerned with streets, *per se*, only up to the top of the curb. The nature of the street scape above the curb does not seem to be a concern to anyone other than the residents. So, any bus route can go on any street. It does not matter what is above.

4.3. A Route to the “Hub,” even if “Unsuitable,” which it is, must be “Acceptable,” which it is not.

4.3.1. **Suitability.** To oversimplify, suitability is the requirement to achieve the objectives of the City transportation decision makers in a particular situation. In this case, if an option can get transit services into and out of the “Hub” AND through a route segment that is appropriate for a bus route, then it is a suitable option. The option may be ugly with respect to other criteria, but it will get the job done. North Pitt Street is unsuitable due to route spacing and street typology

4.3.2. **Acceptability** is different. It has five constituencies:

4.3.2.1. The City Council and City Manager, and City staff.

4.3.2.2 The proponent, DASH

4.3.2.3. In this case, the residents along the proposed route, the 200-600 block North Pitt Street and 300-400 block Pendleton residents.

4.3.2.4. Within a destination cluster, e.g., the “Hub,” the residents, businesses, and employees affected by the transit service.

4.3.2.5 All other riders who come to the “Hub” for shopping, dining, or personal services, or all three.

4.3.3. The question is, with respect to the last three constituencies—if their interests are different—how does the decision maker weigh the differences? Perhaps, weighing precedent, street typology, industry metrics, and balance of fairness (see short discussion of fairness in paragraph “12.5. A Solomonic Decision is Needed.”)

4.3.4. Acceptability in this issue is like the comedy – tragedy mask in theater. The original realignment and the June 8 mutation into “Option 2” satisfied the the planners who believe they had a good plan; it horrified the residents. Whose “acceptable” should be weighed more heavily? In the context of the “Complete Streets Design Guidelines,” it should not be the people who do not live along the street. As noted in the Neighborhood Survey, the people who live along the street resoundingly rejected the proposal . . . all the way through the 700 block of North Pitt.

4.4. **Rooted in an Esthetic and a Democratic Principle.** Our Conceptual Framework is rooted in an esthetic—keeping a neighborhood residential Street intact, unless no other options are available. It is

also rooted in the democratic principle that the majority of residents who live along the affected blocks, to include 300-400 blocks of Pendleton, do not want it AND the City does not need it. Please note, the absence of a bus line on the intended blocks harms no one. Not the residents who do not want it. Not the riders who will get to the commercial activities and the multistoried residences in Hub on a different route. No one is harmed. We vote NO.

4.5 Finally, A Word About Buses on South Royal Street, North Fairfax Street, and North Royal Street, and About DASH

4.5.1 South Royal Street. We do not know when the first bus line began to operate on South Royal Street. It may have been Metro bus, possibly a DASH bus. It was clearly a “neighborhood residential” street from Prince Street to Green Street. So, too, were the two streets to the east and the two streets to the west. Royal was optimally positioned to provide transit system “proximity” to almost every residence in the Southeast Quadrant. It was an unfortunate choice for the Royal Street residents; for the planners, we can only surmise that since all the other Southeast Quadrant streets except Union Street were residential on both sides of the street, the most suitable choice was South Royal Street. Fast forward to today, the South Pitt Street selection does not establish a precedent for operating a bus route on a neighborhood residential street. South Royal Street was selected because no other better alternatives were available, and Alexandria needed a bus line in the Southeast Quadrant.

4.5.2. North Fairfax Street. In 1984, the year DASH began bus service to the community, North Fairfax was probably the most commercial street in the Northeast Quadrant. Probably to the dismay of the families in the 100 – 300 blocks, and the families in Tancil and Hopkins Courts, whose units were and are close to the street, North Fairfax Street became the main artery for DASH service in the Northeast Quadrant. From a route planning perspective, North Fairfax was an excellent choice because it is less than 1/4 mile from Washington street and thus all residences in between are considered to be with in “proximity” of a walkable bus stop. We do not know if Metro Buses operated on North Fairfax before 1984. With the exception of the historic homes on the 100-300 blocks and the ARHA homes in Tancil and Hopkins Courts, we believe all other single-family homes and high-rise family units were constructed/converted in 1984 or later. People who bought those homes after 1984 know, or should have known they would share their street with DASH.

4.5.3. North Royal Street. Like North Pitt, North Royal Street is also a neighborhood residential street. With the exception of small businesses on the corner with Cameron Street, the 200, 300, 400, and 500 blocks comprise a neighborhood residential street scape. Interestingly, for a short time North Royal hosted the AT3 bus. That flawed decision was reversed in December 2021 with the implementation of the “New DASH Network.” We are glad that North Royal Street was relieved of the burden of hosting a completely unnecessary route segment.

4.5.4. We like Our DASH Buses. A number of us ride them. A few of us daily. A few more of us monthly. Many of us annually. We genuinely like DASH. The drivers are uniformly helpful. The buses are always clean. The bus livery looks great. It’s fun to see the blue and gold DASH buses on the streets of Alexandria. They radiate vitality. We know buses are vital to the well-being of the families they support daily and the economic vitality they contribute to the City. We share the Stockholders’ concerns about ridership. The City and the citizens need DASH, irrespective of low ridership on some routes. We will talk about ridership in the following pages the context of route selection, not whether or not to have a route. We have to have a route that links the North Old Town “Hub” to the “Potomac Yard Hub.”

5. DASH's Missing Market Analysis.

See ledger-size image of Figure 5 in "Ledger-size Supplements"

Introduction. We assert that the DASH planning process for the Line 34 Realignment did not include a market analysis step that produced a recent analysis that bears directly on the route change.

5.1. Riders on North Pitt Street. At minimum DASH should have included information on the ridership potential of the residents along the proposed Cameron Street-North Pitt Street route. This would have revealed the very low potential for ridership along the North Pitt Street route and we believe along the two "neighborhood residential" streets on either side of Pitt—Saint Asaph and Royal. This corridor is a virtual DASH desert.

5.2. Projected Occupancy of New Multi-story Buildings. At a minimum DASH should have provided information on the projected occupancy the new and the planned multi-use high-rise buildings abutting the North Pitt Street and the North Fairfax Street routes. This might have generated an overlay showing the clusters of such buildings across the Northeast Quadrant. The larger the cluster, the greater need for service and the greater possibility of future ridership.

5.3. Equity Commitments. At a minimum, DASH should have reviewed the location of neighborhoods which—to use the terms in the Alexandria Choices "Markets & Needs" graphics—have a high level of "poverty density/zero vehicle households/density of minority families" (pages 28-30). This would have reminded the planners of DASH's commitment to equity. Note: this was a problem in the original proposal. "Option 2" described in the June 3 DASH Memorandum subject "Line 34 Realignment Analysis" resulted in the problem going away.

5.4. Composite Overlay. A composite overlay—similar to the three examples on pages 2-13 and 2-14 of the Complete Streets Design Guidelines—would have provided a clear picture of where increased ridership might be in the near future (North Fairfax Street), where it definitely is not at present (North Pitt Street), and the Tancil-Hopkins-Rose-Ladrey neighborhoods where the commitment to equity still stands. Figure 2 on page 5 is a notional example how the composite overlay might look.

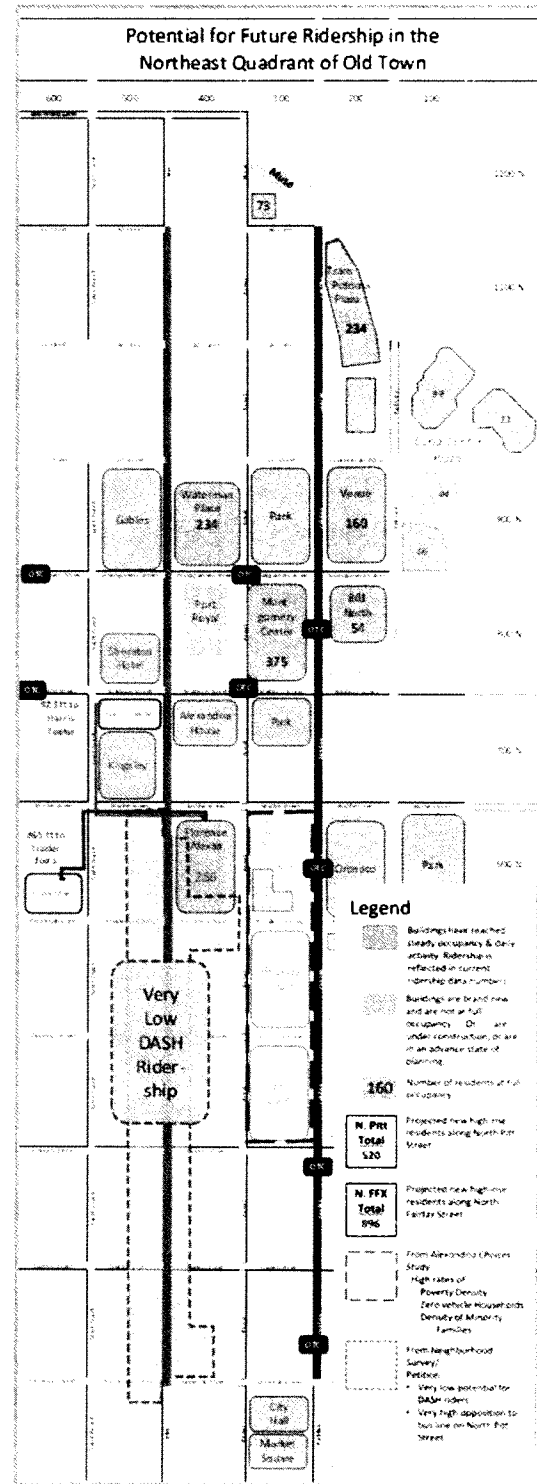


Figure 5. Potential for Future Ridership in Northeast Quadrant of Old Town Along North Pitt Street and North Fairfax Street

The Committee undertook three market-related initiatives: (1) a detailed parking study, (2) a survey of the residents on the North Pitt Street route (to assess current use of DASH, and future use of DASH if the route were on North Pitt Street, and (3) a field study of riders on a typical day on all 70 scheduled trips on Line 34—to determine where each rider got on and where each rider got off. The following paragraphs describe each initiative.

We did not do a new parking study for this letter. The idea of a new parking study focused on the two-block rectangle encompassed by Madison Street, North Royal Street, Pendleton Street, and North Pitt Street was appealing but it was overtaken by the decision by the Traffic and Parking Board on July 25. We comment on that Board meeting in paragraph 8.9 on page 38. We are including the parking study prepared for the May 3 meeting of the DASH Board of Directors because it is highly instructive as a technique that yields unambiguous data and will be very useful if our recommendation in paragraph 13 is accepted and followed.

6.2. Highlights of the Neighborhood Survey

6.2.1. Distribution of Survey/Responses. Surveys were sent by mail or put in mail slots at 164

RAW DATA - Tabulation Sheet for Survey of North Pitt Street Neighbors Concerning the Proposal to Relocate the DASH 34 Bus to North Pitt Street																														
1	2a	2b	2c	2d	3a	3b	3c	3d	4a	4b	4c	4d	5	6	7	8	9	10	11	12	13	14	15	16						
How many seconds in red display	Side DASH regularly	Weeks	Months	Years	Side Curb display only	Weeks	Months	Years	Requires in the Past	Weeks	Months	Years	What is the reason you don't use it?	How many years ago did you last use it?	Do you park any vehicle on the street?	For how many?	Where do you catch the bus?	Is responsible distance to walk to bus stop?	Is 34 curb side display viewable to passing traffic?	Support or Oppose	Did you send or call in a response?	How do you support one of these alternatives?	Climate	Population	Worth	Mason & Montgomery	Address	Phone		
1	No				Yes				6	No			500 BP	12	No	0	King	4	No	No Ans	Oppose	Yes							340	
1	No	Don't use			No								200	3	Yes	2	Ma	5	Yes	Oppose	Yes	Yes			Wylie			No	Don't use	none
2	No				No								500 BP	11	Yes	1	Ma	2	No	Yes	Oppose	No	Yes			Wylie			none	none
1a	No				No								500 BP	5	No	0	Ma	5	Yes	Yes	Oppose	No	Yes			Mad & Mont	No		none	none
1	No				No								400 BP	17	Yes	1	Wendell	Ma	No	Don't use	Oppose	Yes	Yes		Don't use			Don't use	Don't use	
1	No				No								200 BP	14	Yes	1	Don't use	Don't use	No	Yes	Oppose	No	Yes			Mad & Mont	Don't use	Don't use	Don't use	Don't use
1	No				No								500	13	Yes	1	Ma	2.3 blocks	No	Yes	Oppose	No	Yes			Mad & Mont	2-3 if safe	48488		
2	No				No				Never				500 BP	5	Yes	1	Ma	3	No	Yes	Oppose	Yes	Yes			Mad & Mont				
2	No				No								500 BP	11	Yes	1	Ma	10 min	Ma	Yes	Oppose	No	Yes			Mad & Mont				150
2	No				No								500 BP	21	No	0	Ma	1/4	No	No	Oppose	No	Yes							
2	No				Yes	Don't use			6	No			500 BP	19	No	0	Don't use	Ma	No	Yes	Oppose	Yes	Yes			Mad & Mont	Love the King Street	Don't use		
2	No				No								500 BP	12	Yes	1	Wendell	5	No	No	Oppose	No								
3	No				No								200 BP	12	Yes	1	Don't use	5	No	No	Oppose	No	Yes			Wylie				
1	No				No								500 BP	3	No	0	Ma	1	No	Yes	Oppose	No	Yes			Wylie				4600242
2	No				No								200 BP	20	Yes	2	Ma	1/4	No	No	Oppose	No	Yes			Wylie				
2	No				No								100 BP	10	Yes	1	Don't use	None	No	No	Oppose	No	Yes							
2	No				Yes				2	No			500 BP	6	Yes	1	Don't use	Ma	No	No	Oppose	No	Yes			Wylie				
1	No				No				Yes	5		2012	500 BP	1	Yes	1	Don't use	Ma	No	No	Oppose	No	Yes			Wylie	Mad & Mont			47501

least 64 responses were from residences with two adults. Thus, 148 responses from residents. A copy of the Survey letter& instructions, the Survey instrument, and the cumulative responses is at Appendix 5.

12

DASH bus one or more times a month. Six others use it one or more times a year. In effect twelve households report having used DASH over the past year.

6.2.3. Walking Distance. Virtually all of the surveyed 84 household respondents replied that a 2 to 3 block walk to a bus stop would be reasonable. That's the distance from North Pitt Street to North Fairfax Street or North Pitt Street to Washington Street.

6.2.4. No Plans to Use DASH Bus on North Pitt Street. Virtually all respondents indicate that if DASH 34 does transit North Pitt Street, they will still have no need to use it. They will continue to walk south to King Street or north to the Madison & Montgomery Street businesses and shops. They will almost certainly drive to Potomac Yard.

6.2.5. Conclusions Related to the Neighborhood Survey

- Related to original proposal briefed at the May 4 Board Meeting. Residents in this seven-block stretch of single-family homes would derive no benefit from a DASH route on Cameron and North Pitt Street.
- Related to "Option 2 – Cameron Crossover" briefed at the June 8 Meeting. Residents in this three-block stretch of single-family homes would derive no benefit from a DASH route on Pendleton and North Pitt Street.
- Thus the written opinion by the Dash staff—see the FY23-28 TDP & the Line 34 DASH FAQs—that the route through the extended neighborhood would reduce traffic is not correct.

"o More Bus Riders and Fewer Cars in Old Town North. With this change more people will be able to use buses to complete trips in Old Town instead of driving their cars. DASH estimates that this change will allow an additional 50-100 additional daily passengers to be able to travel through Old Town North on buses instead of cars."

Our survey strongly suggests the ridership coming from the North Pitt Street catchment would be far smaller. See Footnote 5.⁶

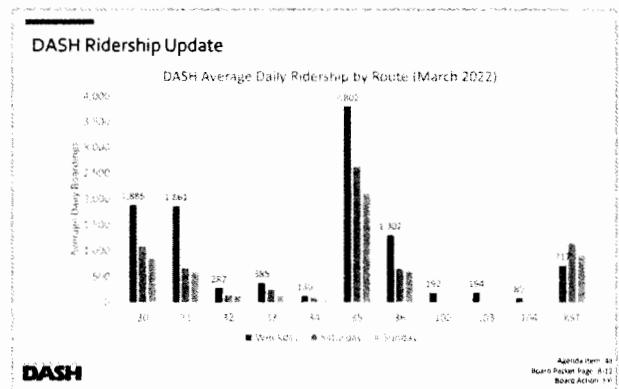
⁶ This is down in the details, BUT. We sent our Survey to 157 residences in the 300-400 block of Cameron and the 200-600 block of North Pitt. In addition, we included the first three houses on both sides of the street at the intersections of North Pitt and Queen, Princess, Oronoco, and Pendleton Streets. We received 84 replies representing 146 adults living at the residences. Exactly **2** individuals use DASH essentially daily. Look at Column 2 (a, b, c, & d) in the Survey Data sheet included in Appendix 3. If we double that number to account for the surveys we did not get back (73) we are up to **4** daily riders. And then double the second number to account for residents on Washington Street and Saint Asaph Street and all the other residents of Queen, Princess, Oronoco, and Pendleton (who were not included in our initial 157 surveys) who live between Washington St. and the west side of Royal Street, we get **8** residents in North Pitt Street catchment who might use DASH daily. Note: Royal Street to the river is in the North Fairfax Street catchment. Then If we double that to account for all the other residents who use DASH a couple times a month, or year (Survey Data sheet columns 3 & 4), we are up to an equivalent of **16** daily riders. And if we double that to account for the outbound and return trips (each trip would be one bus ride equivalent), we are up to **32**. We think **32** is a hugely inflated number. Even that inflated number representing car trips not taken would be less than half of the **70** BIG, noisy buses. That's not a reduction in traffic. That's just more traffic in the form of **70** BIG, noisy buses. More on numbers when we review the Ridership Field Study.

6.3. Overview of the Composite Ridership Field Study.

6.3.1. Why the Field Study. We undertook the ridership study because DASH’s most detailed public data showed an average daily ridership in March, 2022 of 130 riders. Understandably, the top-level information in the chart cannot include details on daily trips. None-the-less, when we started this effort in May, we were intensely interested in the details of the Route 34 ridership. We felt the need to develop insights into the ridership on a trip-by-trip level. We also undertook the field study because we do not agree with a number of the planning assumptions on future ridership **contained in the references (d)⁷ and (e).**

6.3.2. Focus of Study. As we know, not all 130 riders are on the bus the entire route, so we have been curious how many riders get on at each bus stop, how many get off, and when. On average, how many would actually use the Cameron-North Pitt section on a given day, that is, get on, or get off, or travel through?

6.3.3. Limitations of the Study. We acknowledge that the numbers in the field study are observations from one day only. They are not data in a statistical sense. But in the context of the proposed route, the numbers begin to satisfy some of the curiosity we have about the number of riders that might be passing through our neighborhood, specifically, and generally, about the ridership throughout the whole DASH 34 route. The numbers on one composite day provide only a hint of what patterns might emerge. In our one composite day, DASH Line 34 had 156 riders: 83 northbound; 73 southbound. 26 more than the March average day. The tabulation sheets for the study are at Appendix 5.



6.3.5. A Surrogate the for 300-400 Pendleton Street & 600 North Pitt Street segment of the DASH Proposed Route. We used the bus stops at Pendleton Street and Wythe Streets as the surrogate for riders getting on, getting off and riding through the 300-440 Blocks of Pendleton and 600 block of North Pitt Street.¹¹ Our imperfect assumption is that any riders from the south who ride through the North Fairfax section would probably ride through the 300 - 400 Pendleton & 600 North Pitt section if the DASH proposal were implemented. In the data tabulation sheet, the “surrogate” section is bounded by a bright royal blue box.

Tabulation Sheet for Individual Riders on DASH Route 34 the Nannie J. Lee Center and Brecknock Road Station

Dates of the Composite "One Day" Data Collection for All 70 Scheduled DASH 34 Trips: May 16, 17, 18, 23, 25, 26, & 27

See summary discussion of data in Paragraph 6 of the "Update to the the Counter Proposal"

Northbound Bus Stops			North Old Town Hub																					
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
												30, 31, 34	30, 31, 34	30, 31, 34	30, 31, 34	30, 31, 34	30, 31, 34	30, 31, 34						
Date of Field Data Collection in	Trips Schedule Number	Start Time	Rider On	Jefferson & Levee Center	Fayette & Franklin	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	Franklin & Franklin & South	
May	26	5:00	8																					
17	27	5:30	1																					
17	28	5:00	0																					
23	55		67																					
25	53	18:30	58																					
25			69																					
25			70																					
26			71																					
23	64	19:00	72																					
23			73																					
25	55	19:31	74																					
25			75																					
23	66	20:00	76																					
23			77																					
25	67	20:30	78																					
25			79																					
25			80																					
26	68	21:00	81																					
26			82																					
26			83																					
25	58	21:30	8																					
26	70	22:00	0																					
	Total On			3	2	5	2	2	2	6	2	7	8	1	2	1	2	0	0	1	0	3	2	
	Total Off			0	0	0	0																	

Southbound. In the composite day, 2 riders got off in the surrogate neighborhood. 3 riders got on. And 18 others passed through the surrogate neighborhood on DASH 34 northbound. A total of 23 riders got on, got off, or passed through. That's 0.66 riders per bus (35 southbound trips; 2 per hour; 17 hours a day).

Northbound. 4 riders got off in the surrogate neighborhood. 3 riders got on. And 41 others passed through on DASH 34 northbound. A total of 48 riders got on, got off, or passed through. That's 1.37 riders per bus (35 northbound trips; 2 per hour, 17 hours a day). 1.37 is less than the average 1.85 riders per trip we added to the "DASH Ridership Update" graphic on page 14.

¹¹ Using the bus stops on the current Line 34 as a surrogate for bus stops that would result from adoption of the proposal is problematical. The bus stops on the northbound and southbound routes are on different corners and do not align well. Nonetheless, they are similar enough to support a technique to estimate the potential flow of riders to, through, and from the 300-400 Pendleton – 600 North Pitt segment.

Combined. The total riders for south and north bound trips through the neighborhood was 71 (23 + 48). That's 1 rider per each bus . . . 70 buses a day . . . 4 buses per hour . . . averaging 1 rider each . . . passing by 51 family front doors . . . all day long . . . over this three block segment of the bus route.

Important to note, the potential for an increase in the number of residents of the Southeast and Southwest Quadrants riding through the 300-400 Pendleton Street and 600 North Pitt Street segment is very small. The Southeast and Southwest Quadrants are wall-to-wall single-family dwellings and small businesses. The population of the area is not going to grow appreciably and therefore neither is the ridership.

See Appendix 5 for the tabulation sheets of the 35 northbound and 35 southbound trips. The sheets identify each bus stop, each rider, and which stop the rider got on and got off the bus. It is detailed and tedious, but it is accurate for one composite day. Just one.¹²

6.3.6. Number of Riders per Trip. The tabulation sheets capture the total number of riders on each trip between Nannie J. Lee Center and Braddock Road Station. The range, mean, median, and mode for the number of passengers per trip in the 70 trips is shown in this matrix. The buses had at least 28 seats.

Number of Riders per Trip	11	8	7	6	5	4	3	2	1	0	Total
<u>Number of Trips w/ this Number</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>7</u>	<u>7</u>	<u>23</u>	<u>12</u>	<u>13</u>	70
<u>Total Riders</u>	11	8	7	6	20	28	21	46	12	0	159
Mean = 2.17	Median = 2									Mode = 2	

Figure 9. Summary of Field Study Observations

The composite day's fullest trip had 11 riders. 53 of the 70 trips had 2 or less riders between Braddock Road Station and Lee Center. This permits the rhetorical question: Can smaller buses be used on some routes?

6.3.7. North Old Town High Density "Hub." In this paragraph, the focus is on current ridership whose destination or origin is a bus stop in the north Old Town high density Hub (between Pendleton Street and Montgomery Street). The current data for the high-density Hub is of interest because the area contains 12 well-established large apartments, condominiums, offices, and businesses that have been in operation for the past 8 years (the Kingsley is the most recent, 2014).¹³ A premise of the DASH proposal is that ridership will increase as the current new construction and major conversions are completed. And that the Line 34 bus is needed on North Pitt Street to support the growth in demand for public transportation into and out of the Hub.

¹² "Just one". Observations from many more days would be necessary to support a claim that a sufficient number of riders per week actually get on a bus with at least one substantially filled bag of groceries . . . to be sufficient to argue that grocery shopping should be a significant variable in justifying a route change. In our view, this is a necessary piece of data that DASH needs to produce in order to support their currently aspirational justification for the route. DASH will need an experienced statistician to determine the number of observations (That is, 1 observation day = total number of riders with grocery bags boarding the 70 buses that pass Harris Teeters each weekday until the correct number of full days of observations is produced.

¹³ The 12 established buildings are the Saul Center (Trader Joe's, Talbots), Armed Forces Benefit Association, Sheraton, Kingsley, Port Royal Condominium, Alexandria House, Montgomery Center, Ladrey Senior High Rise, Annie B. Rose House, Sport & Fitness building, United Way Worldwide, Oronoco, and Hopkins Court.

6.3.7.1. . . . Perhaps, but if this were as obvious as the DASH FAQs present, we would reasonably expect that current data would reflect respectable ridership numbers for Line 34 in and out of the Hub. We would expect this especially during the generally accepted hours for the morning and afternoon commutes: 6:30 AM – 9:30 AM, and 4:00 PM – 7:00 PM, respectively. Three hours in the morning; three hours in the afternoon. The Line 34 bus stops in the Hub are between and abutting Montgomery Street and Pendleton Street. The ridership should come from buildings in the 500, 600, 700, 800, and 900 blocks.

6.3.8. Referring to the tabulation sheets, red rectangles align the Hub bus stops with the DASH 34 buses transiting the Hub during the hours of the morning and afternoon commutes. Individual riders getting on and getting off a DASH 34 bus are as follows:

- In the morning commute day, 1 rider got off the northbound buses, and 0 riders got off the southbound buses.
- In the evening commute, 2 riders got on the northbound buses and 0 riders got on the southbound buses.

3 riders over 6 commuting hours.

- Obviously, this does not capture the employees who work non-conventional work hours. Nor does it capture mid-day clients and shoppers coming to the Hub, or early and late evening diners.
- In the context of DASH's projections for the future when all the construction and conversions are completed the 3 riders above are presumably employees, customers, and residents in the 12 well-established large buildings. The 3 riders seem to be a remarkably small number . . . on this one composite day.
- It is reasonable to presume that a number of the employees, customers, and residents—probably a large number—who travel to or from the Hub take DASH Old Town Circulator (OTC), buses directly to the King Street or Braddock Road METRO stations. The OTC is a wonderful thing!

6.3.9. Impact of the Old Town Circulator on DASH Line 34. The Old Town Circulator moves up and down North Fairfax Street like a whale shark through a school of sardines. Both lines are high speed routes to Braddock Station and to King Street Station. Clearly, Lines 30 and 31 are preferred by people living along North Fairfax Street, and North Royal, North Pitt and North St. Asaph. That said, Line 34's ridership across this segment appears to be higher than what we project for approximately the same segment along North Pitt Street. The North Pitt Ridership, extrapolated from our Survey was 32; the surrogate segment ridership in the Field Study was 59. And as we have pointed out in our Neighborhood Survey, the surveyed North Pitt Street residents have virtually zero interest in riding Line 34 through the proposed route. The proposed Line 34 route will not go to where our residents want to go or where they do not already walk. And, why ride a bus to a METRO station north of Slaters Lane when we can take a more direct route to Braddock Station on Lines 30 and 31, and in half the time?

6.4. Overview of the Neighborhood Petition.

6.4.1. A quick timeline on the Survey and the Petition: our Survey was completed before the May 3 meeting of the Board of Directors. Our Petition was completed just before the June 8 meeting.

The survey was not intended to be a petition, as such. We really did attempt to get a picture the frequency with which our neighbors used DASH. In order to encourage as many responses as possible we did not ask for names or addresses, only for the block they lived on. We asked 14 questions. After 11 questions on historical and future use of DASH, walking distance, preferred bus stops, etc., Question 12 asked if they opposed or supported the route. We did not intend Q.12 as a declarative petition type question. Simply their thoughts at the time, and not asked in the context of a formal petition. For the record the Tabulation sheets show that all 84 respondents opposed the realignment. After the May 3 meeting, we slowly developed consensus to submit a petition in order to clearly register our collective opposition to the realignment.

6.4.2. Alas, the petition really was too late for the June 8 meeting. We were just too slow in initiating it and getting it in the hands of the members of the Board of Directors. Fortunately—and a credit to the DASH staff—was their conscientious collecting of Public Comments and the summary of the comments they provided to the Board. It is clear in hindsight that the DASH staff and the Board were sensitive to the sentiment reflected in the Public Comments.

6.4.3. The petition is not too late, however, to provide meaningful input to the Stockholders relative to our request to modify the Line 34 realignment adopted in the ATC FY 2023 – FY 2028 Transportation Development Plan (TDP). Our letter to our neighbors requesting their participation in the petition is in Appendix 6. It is comprised of a Word file with a petition letter with detachable “petition” slip, and an Excel file with two tabs. See Tab 2, “Petition Slips in Order of Receipt;” and Tab 3, “List of Addresses | Map of Homes.

6.4.3.1. To summarize, we sent exactly 200 petition letters with attached slips and return envelopes. At present, we have received responses from 127 residences; 210 individuals are clearly on the survey sheet, all opposed the realignment through the 700 block of North Pitt Street; 0 abstained; and 0 supported.

6.4.4. From the beginning our petition has been to oppose Line 34 on the 200 through 700 blocks. Our homes end at 630 North Pitt AND 500 Wythe. Both homes are at the intersection of North Pitt & Wythe. 5 other single-family homes and 3 apartments with front doors are immediately next to the North Pitt-Wythe corner. See Figure 3 on page 4. All are within noise range of large vehicles of all types on North Pitt Street. Our recommendation in our Counter Proposal submitted for the May 3 meeting, that the crossover be at Madison/Montgomery was partly to protect the residents at the North Pitt-Wythe corner. We stand by that recommendation.

6.4.4.1. Comments on the Madison/Montgomery Crossover. We note the conclusions of the “DASH Memorandum of June 3, Subject: Line 34 Realignment Analysis.” We do not agree with them. Our specific disagreements are in paragraph 8.7 on page 33. We absolutely believe the Madison/Montgomery crossover is viable. We acknowledge the redundancy of routes 30, 31, and 34 operating over 8 long blocks on North Fairfax and 2 short blocks on Madison/Montgomery. We point out that DASH currently has buses operating redundantly on 7 route segments. 5 of the 7 are longer than the route segments shared by 30, 31, and hopefully 34. The seven routes are:

No.	Route	Principal Street(s)	Bus Lines	Distance
1	King Street Metro - Shop at FoxChase	Duke Street	28A, 30, 29KN	14,241
2	INOVA Hospital – Mark Center	Seminary Road	8W, 28A, 36A, 36B	6,224
3	Russell Road – Gunston Road	W Glebe Rd & Martha Custis Dr	103, 36A, 36B, 23AB	6,217
4	City Hall – King Street Metro	King Street	KST, 30, 31	5,435
5	Van Dorn Metro – Edsall Street	Van Dorn Street	7A, 30, 32, 35	4,618
6	City Hall – Madison Street	North Fairfax Street	30, 31, 34	4,006
7	Alexandria City HS – Menokin Drive	King Street	31, 36A, 36B	3,723

Figure 10. Bus Route Segments in Alexandria with 3 of More Lines Operating on Them

6.4.5. Redundant Routes. Given the information in Figure 10, redundant routes are obviously not an issue city-wide. Operating Line 34 on North Fairfax Street is obviously feasible. Finding a way to operate Line 34 on the two short blocks of Madison Street and Montgomery Street should be feasible, as well, and it is very important keeping the 300-400 blocks of Pendleton Street and the 600 block of North Pitt Street as neighborhood residential streets. We also include 8 more homes at the intersection of Pendleton & North Pitt. The houses are on the 500 block of North Pitt and the 500 block of Pendleton. They are within bus noise range of the bus stops and the turn at the intersection.

7. The Planning Process | Two Very Different Mental Models of a Planning Process

7.1. This is the First Time We are Criticizing the Planning Process, as well as the Plan. In fairness to the DASH staff, our neighborhood “Ad Hoc Planning Committee” has not spoken with any member of the DASH staff in a structured way about the planning model they use for changes in routes, frequency of trip, or fares, and especially for the proposed realignment Line 34 to North Pitt Street. Several of us spoke briefly and individually with the Director of Planning & Marketing after the Board Meetings on May 3 and June 8. The discussions were focused on the dynamics of the meeting and not on the planning process which produced the plan we had just heard discussed by the Board of Directors. We have included the DASH staff on our 1st and 2d letters, which essentially criticized the plan. This is the first time we are addressing and criticizing the planning process. For that reason, there is an element of unfairness in that we have not asked the Director of Planning & Marketing to discuss with us the process used at DASH, and specifically, the analysis that generated the December 9, 2020 graphic.

7.2. A Perspective on “Planning.”

7.2.1. Several of our members have years of planning experience in other public service occupations. Many of those organizations have written standing operating procedures (SOPs) for their planning process and have standards for the documentation that is produced at each step in the process. The December 9, 2020, graphic shows only a line. Not very much more than a penciled-in line. And no other supporting documentation. Where did this come from? We found later that it was not included in the key architecture document—the Transit Vision Plan (ATV), which is dated February 2021. But we did find it in the Alexandria Mobility Plan (AMP) in the Transit section, on page 6. The AMP is dated October 2021. We wonder what sort of staff work went into the “concept development” because, as we all know, now, the 300-400 blocks of Cameron Street and 200-500 blocks of North Pitt Street had never had a bus route on them. More on this below.

7.2.2 In our neighborhood discussions since the June 8, 2022 meeting, we have all agreed that—with the exception of a decision matrix in the June 3 “Realignment Analysis”—none of the Board Meeting Packets from December 9, 2020 through June 8, 2022 contained any documentation consistent with conventional planning practices.

7.2.4. What we did not see were the clear earmarks of a conventionally developed plan: (1) a clear restatement of the objectives assigned by senior leadership, (2) use of current market analysis of the area affected by the change, especially the population on a route segment that had not had a bus line on it in living memory, (3) the generation of options within the entire catchment area that were suitable, feasible, and acceptable to meet the objectives, (4) an assessment matrix showing the comparison of the options, and (5) a staff recommendation to the Board of Directors, and the Stockholders, supported by the documentation.¹⁴

7.2.3. From a charitable perspective, arrival of the line on DASH planning charts, with no other supporting information (from our perspective) may indicate that ATC DASH does not have a written set of procedures to guide the future planning process once the Transit Vision Plan passes “control” to the annual Budget and Transit Development Planning (TDP) process. It would not be surprising to us if they did not. Compared to the organizations for which many of us have worked, ATC DASH is a new and relatively small organization (est. 1981)—not nearly old enough organizationally to have developed effective planning techniques internally.

7.2.4. From a less charitable perspective, we have four rhetorical questions on DASH planning.

¹⁴ Frequently, planning SOPs require the staff to make a set of assumptions upon which the effective implementation of the plan will depend. In the logic process the assumptions come before the market analysis upon which the plan is based. In the Line 34 realignment, one unstated assumption was that the majority of residents along the new route would welcome its arrival. Another would have been that a projection of the number of riders anticipated from each new multistory building. Conceivably, that projection could have been gleaned from survey data of the current multistory buildings. Plans are also expected to be consistent with widely accepted and applied concepts, best practices, and generally accepted metrics (route spacing, for instance).

The answer: an informal, unstructured planning process.

7.3. The Original Realignment option was inconsistent with Best Practices for Transit Route Spacing.

For areas within a city where the streets are laid out in a grid network, the concept of “route spacing” is key to efficient route planning. Hand in glove with route spacing is a metric called “proximity.”¹⁵ A resident living 1/4 mile walking distance, or less, from a bus stop is said to live within “proximity” to the public transportation.¹⁶ The art in planning routes through a grid patterned area is: not too many routes, not too few, just enough. Part of the idea is that commuters are expected to walk a certain distance from their front doors to the bus stop, 1/4 mile or less.

<u>Source</u>	<u>Recommendation</u>	<u>Converted to Feet</u>
Alexandria Choices Study and Concepts Study	"1/4" mile	1,320 ft
"Principles of Bus Service Planning" ¹	"400 to 500 meters"	1,312 ft to 1,640 ft
Pedestrian Observations ² See URL in footnote	"400 meters"	1,312ft

Figure 11 –Measures of Proximity to a Bus Stop

7.3.1. In the proposed realignment, North Pitt Street is 641 feet from Washington Street and the same from North Fairfax Street. That is less than 1/8 mile ($5,280 \div 8 = 660$ ft). And yet, immediately to the west, in the Northwest Quadrant,

The three sources in Figure 11 have essentially the same recommendation for route spacing:

¹⁵ The Alexandria “Concepts” Study discusses **proximity** on pages 22-24. It discusses **coverage** on pages 11-12, and by the way, **the coverage graphic does not show a route segment on North Pitt Street.**

¹⁶ The “1/4 mile” metric is seen in at least two DASH document (1) DASH Official Company Policy for “Title VI Service Standards and Policies, page 6, and (2) Alexandria “Concepts” Study, see graphs on pages 23 & 24.

1. 1/4 mile is the distance from North Fairfax Street to the west side of Washington Street . . . just over four short blocks.
2. Everyone in the Northeast Quadrant has 1/4 mile or less PROXIMITY to a DASH bus stop on North Fairfax Street, to include all residents on Washington Street. Marina Towers residents' proximity bus stops are Slaters Lane & Massey Lane (northbound), and Madison Hall Apartments (southbound).
3. In our web searches, a definitive "transportation planning metrics" handbook has not yet popped up, but the small emerging consensus for route separation appears to be that parallel routes should be 1/4 mile apart . . . in the Northeast Quadrant, a quarter mile is either 3 long blocks or 4 short blocks".¹⁷
4. It takes a normal, middle-aged office-worker 5 minutes to walk four short blocks
5. It takes a lady, 80 years of age, whose pace is slower, and stride, shorter . . . 6 minutes 40 seconds to walk four short blocks, slightly over the average walking time of 6 minutes cited in "Principles of Bus Service Planning."
6. North Pitt Street is 641 feet from Washington Street and the same for North Fairfax Street. That is less than 1/8 mile ($5,280 \div 8 = 660$ ft).
7. If a "1/8" mile route separation is acceptable, where did that metric come from? Answer: We do not know where it came from, but "1/8" mile is not acceptable. Thus . . .
8. The original realignment on North Pitt Street—halfway between Washington and North Fairfax—is too narrow by half. Or, if you prefer, by double.

Extract from Alexandria Transit Vision, page 48

This is close route spacing, as Washington and Fairfax Streets are less than 1/4 mile apart. And Fairfax Street is only 800 feet from the waterfront. Similarly, many routes run on King Street (the trolley, AT2, AT7, and AT8) while AT5 runs on Duke Street, only 800 feet to the south. Many people are willing to walk up to 1/4 mile for frequent transit service. Thus a logical route spacing of frequent service would space routes 1/2 mile apart. Of course, local geography often limits the ability to space routes in a perfectly consistent pattern.

Figure 12. Route Spacing in the Transit Vision

7.4. What does Route Spacing look like *Conceptually* . . . and *Practically* . . . in the Northeast and Northwest Quadrants of Old Town?

¹⁷ Alexandria Transit Vision, page 48; "Principles of Bus Service Planning," pages 3-6; and "Pedestrian Observations." The latter is a blog. To get to it, search "Pedestrian Observations Bus System Route Spacing." The search goes directly to the page." The author writes full time about urban issues and public transportation. He is also mathematician. The reader will see he approaches the route spacing question from a uniquely mathematical perspective. Fascinating blog.

7.4.1. Figure 13 captures the concept clearly. The black route lines show the parallel route spacing. In the Figure 8 example, the corners of each diamond are 300 meters from the corresponding bus stop. And, intriguingly, the residences situated within the diamonds are within 300 meters walking distance of the bus stop. This is more evident in practical examples—Figure 14 and Figure 15—in which the sides of the square and the triangle are 1/4 mile walking distances.

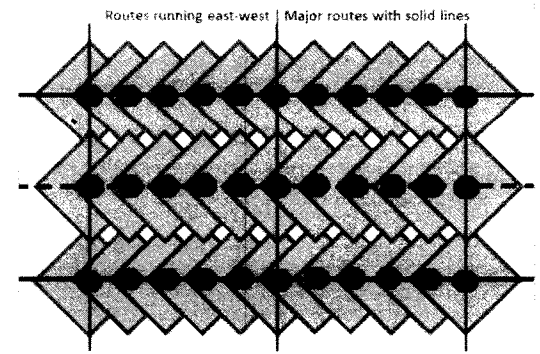


Figure 5: Bus Stop Coverage Third Scenario, Routes 500m apart, Stops 200m apart (90% coverage)

Figure 13. Extract from "Principle of Bus Service Planning" Example of Route Spacing and Stop Spacing

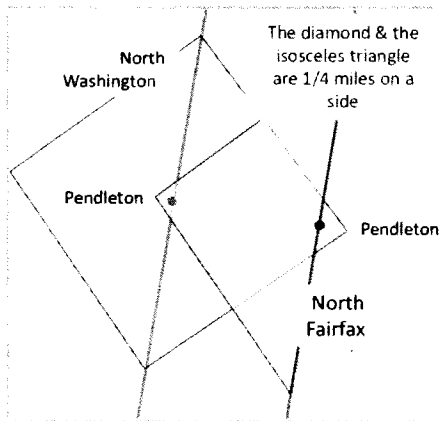


Figure 14. 1/4 Mile Proximity to Pendleton Street Bus Stops

conventional 1/4 mile "proximity" metric as the distance from the corners of the diamonds to the bus stops. Figure 14 shows a "half" diamond we used on North Fairfax Street and the full diamond on North Washington Street. You see the Pendleton bus stops lie within each diamond. The distance between Washington Street and Fairfax Street is 1,282 feet. A 1/4 mile is 1,320 feet.

When the "proximity diamonds" for all the bus stops that currently support the Northeast Quadrant are applied to the map, the array of overlapping coverage demonstrates bus coverage is more than adequate from Washington Street to the Potomac River.

7.4.2. **A Digression to Make a Point.** Important to note, we include **Metro bus Line 10AB and 11C** in our assessment for coverage in the Northeast Quadrant. Both Metro buses turn west at Pendleton and go to Braddock Road Station. The Metro buses obviously contribute to our robust transit coverage. That said, if DASH does not use Line 10AB and 11C in its assessment of coverage in our Northeast Quadrant, then it cannot use 10AB and 11C in the Northwest Quadrant. If that is the case, then, as we show in Figure 16, DASH has an obvious under coverage condition for the 400 blocks between Oronoco & Princess and Earle & North Patrick Street. Said convolutedly, if DASH includes Metrobus coverage in the Northwest Quadrant to avoid starting a DASH line on "west" Princess or Oronoco, then it has to include Metrobus coverage in our Northeast Quadrant. Thus, we do not need the "1/8" mile route-spaced concierge line operating on North Pitt Street . . . especially on the 600 and 700 blocks of North Pitt Street. .

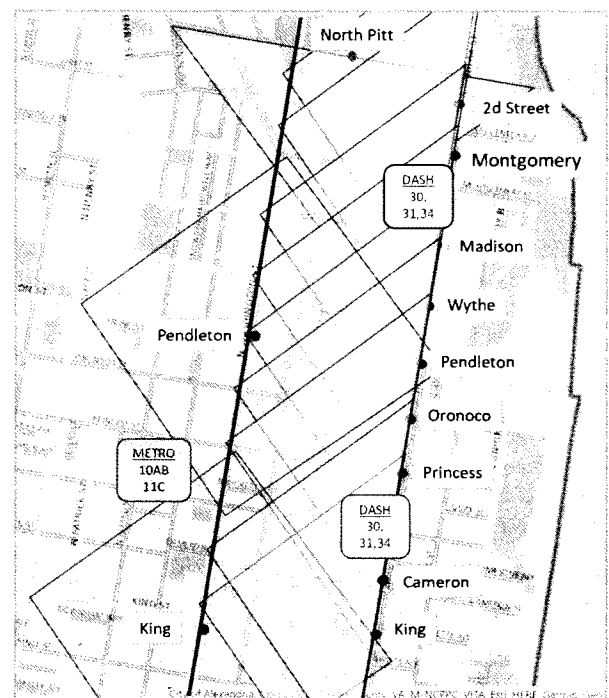


Figure 15. 100% 1/4 mile Proximity Coverage in Northeast Quadrant

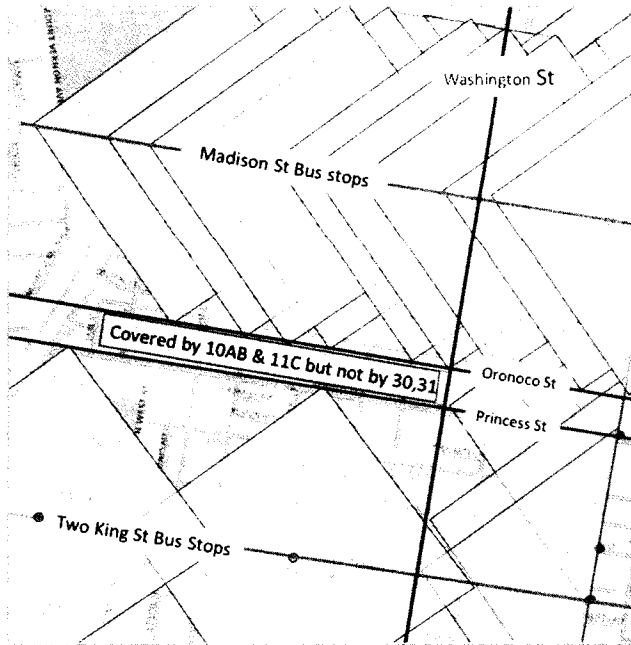


Figure 16. If You Count 10AB % 11C in coverage in Northwest Quadrant
You have to Count it in the Northeast Quadrant

2.

May 12, 2021

June 3, 2022 – Line 34 Realignment Analysis


[Not in Packet; Passed out at meeting], and . . .

Traffic And Parking Board Public Hearing, Docket for July 25, 2022, Issue 7:

Note to the Stockholder:

Paragraphs 8.2 through 8.6 focus on the portions of the Board of Directors Meeting Packets that provide a Description and Discussion of Line 34 on that date. In the interest of completeness, and at the cost of brevity, the full Description and Discussion of Line 34 follows below. We disagree with the content of a number of sentences. We have highlighted these sentences, clauses, and phrases in red type. Just below the red type we have inserted our critique. The critique is indented and has a side bar in the right margin. The original paragraph continues after the critique.

8.1 First appearance of the proposed realignment of Line 34. The following review tracks the progress of the proposed realignment from its first appearance as a “penciled-in” line on a DASH Network graphic in the December 9, 2020, Meeting Packet, to the current route description (with purported benefits) in the June 8, 2022, Meeting Packet. The route description and stated benefits in each Meeting Packet is stated in whole to ensure completeness for the reader. We highlight the benefit with which we do not agree in red text. We insert our critique in an indented paragraph(es) immediately below. We added a side bar on the right for further separation of the paragraph & the critique.



8.2. December 9, 2019, Meeting Packet.

Documentation of the proposal to realign DASH Line 34 from North Fairfax Street to North Pitt Street first appeared in the Meeting Packet for the December 9, 2020, meeting. The description of the overall planned updates to the system, as seen in the next paragraph was a brief overview. It did not discuss specific route changes. The only indication of the proposed change to Line 34 was a solid line on the graphic titled “The New DASH Network (FY2022).” The line should have been dashed, not solid, and that correction was made on most subsequent DASH Network graphics.

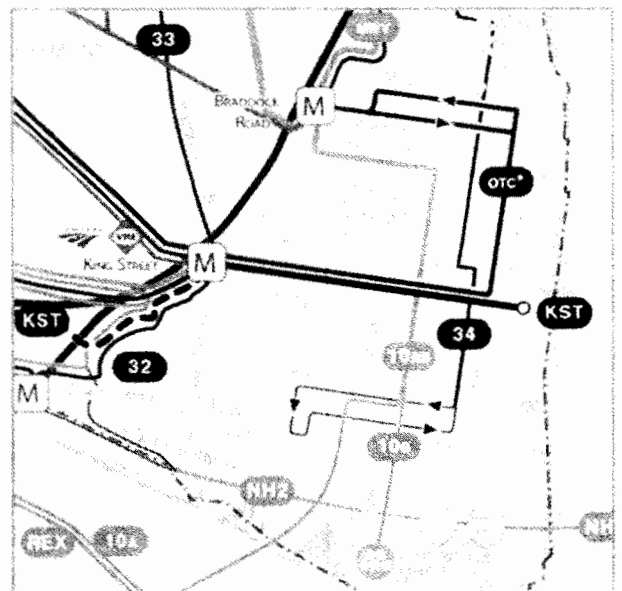


Figure 17. "The New DASH Network (FY2022)"

“Alexandria Transit Vision (ATV) Plan Review & Update

“The Alexandria Transit Vision Plan was adopted by the ATC Board of Directors in December 2019. The first phase of the city’s newly redesigned bus network, the 2022 ATV Network, is scheduled to be launched this summer at the start of FY 2022. DASH staff have been working closely with staff from the City of Alexandria, WMATA, and other partners on the implementation planning for this project. Director of Planning & Scheduling, Martin Barna, will provide a review of the ATV project, and an update on the progress of the new DASH bus network. A map of the new DASH bus network, including the actual names of the new routes, is included on the following page.

“No Board action is required for this item.”

Critique 1. The Ad Hoc Committee has *no critique* this statement, *per se*. The soon-to-be-proposed graphic for the realignment of Route 34 is drawn on the graphic. It does not mention the realignment in the text. Also, neither this entry, or any entries in the five subsequent meeting packets includes planning documentation of any type indicating the planning that went into the drawing of the line.¹⁸ Such as, what other options for ridership to and from the “Hub” were considered? It is labeled a proposal, after all, but it is a classic example of a “Hobson’s Choice.”

Comment A. The DASH “Route Adjustment Criteria & Budget/Route Timeline Review.”

The December 9, 2022’ Meeting Packet was significant for one other reason: the DASH Planning & Marketing Manager also introduced Agenda Item 6a, titled: “Route Adjustment Criteria & Budget/Route Timeline Review.” The document lists seven criteria and provides an explanatory paragraph for each. The document was a great initiative and it raised expectations that it would be used in the final decision recommendation. The seven criteria are:

1. Ridership.
2. Equitable Access.
3. Alternate Transit Options.
4. Cost Effectiveness.
5. Geographic Coverage.
6. Customer Feedback.
7. Staff Judgment.

<https://media.alexandriava.gov/docs-archives/localmotion/info/gettingaround/alexandria-complete-streets-design-guidelines.pdf>

The document was approved at the following Board Meeting on January 13, 2021. It is not clear the degree to which “Route Adjustment Criteria” influenced the preparation of the “proposed realignment.” Also, it has not been included in any of the subsequent Meeting Packets. We will comment on it again in the section of the June 3, 2022 Memorandum titled “Realignment

¹⁸ We acknowledge that DASH’s current procedures for planning documents may not require the details of the alternative routes to be included in the Board of Directors Meeting Packet. If that is the case, we totally disagree with the convention.

Analysis.” The “Route Adjustment Criteria & Budget/Route Timeline Review” document is attached as Appendix 7.

8.3. March 10, 2021, Meeting Packet. The packet shows the same “The New DASH Network” graphic as the December 9 packet and provides the following description:

“Line 34 is a new DASH route that will provide north-south bus service through Old Town, focusing on the parts of Old Town that are not well-served by the Old Town Circulator.

Critique 2. What does “well served” mean? What are the metrics for “well served?” Among the metrics in the Alexandria Choices Report, and Concepts Report are proximity, coverage, frequency, walking distance, route spacing, and stop spacing. What are Alexandria’s standards for each metric? As described in paragraph 7.3.1, the realignment to North Pitt Street, was/is inconsistent with industry standards. “Well served” for sure. The north-south lines— Washington Street, North Pitt Street, and North Fairfax Street would be 1/8 mile apart . . . primarily, one would guess, so the line could pass within one short block of Harris Teeter and one and a half short blocks of Trader Joe’s.

The OTC serves the 200-700 Blocks of North Saint Asaph Street, North Pitt Street, North Royal Street, even North Washington Street very well.¹⁹ The longest walk a person would have is from mid-block on Saint Asaph Street to a bus stop on North Fairfax Street is 1,203 ft, three city “short” blocks and crossing four streets (Saint Asaph, Pitt, Royal, Fairfax). This distance is 117 feet less than one walk around a high school running track. Well within 1/4 mile proximity to a DASH bus stop. Our 80-year-old couple walks the distance in 4 minutes, 37 seconds, plus or minus.

“For FY 2022, the route is proposed to operate from Lee Center to Braddock Road Metro via North Fairfax Street and Slaters Lane. This will replace parts of three existing DASH routes: (1) the AT-2 in Old Town North, east of Washington Street; (2) the AT-5 in Old Town North, from Slaters Lane to the Braddock Road Metro; and (3) the AT-7 in South Old Town from City Hall to Lee Center via Royal Street, Gibbons Street and Franklin Street.

“Proposed FY 2022 service levels on Line 34 will be comparable to the existing routes that are being replaced. It will run every 30 minutes all day and on Saturdays, with hourly service on Sundays. Weekend service to Lee Center and South Old Town is not currently operated, so that represents an improvement over the existing Old Town network; however, South Old Town passengers traveling to the King Street Metro will need to make a transfer to the Old Town Circulator at City Hall, or take a slightly longer one-seat trip up to the Braddock Road Metro.

“Several major changes are proposed for Line 34 in FY 2023 due to the opening of the Potomac Yard Metro. When the station opens in mid-2022, Line 34 will be re-routed from Slaters Lane to the Potomac Yard Metro via Richmond Highway to provide a direct connection from Old Town North to Potomac

¹⁹ Using the distance tool on the Alexandria GIS Parcel Viewer, only three addresses on North Washington Street are not within the 1/4 mile proximity of a DASH OTC bus stop: 411, 413, & 417. In effect, with the exception of those three addresses, all of the Northeast Quadrant of Old Town is served by the OTC.

Yard. As part of this FY 2023 realignment, DASH will also be proposing to shift Line 34 from North Fairfax Street to North Pitt Street between Cameron Street and 2nd Street to **provide better coverage** in Old Town, . . .(emphasis added)

Critique 3. Better coverage in this reference was intended to be entirely on North Pitt Street. The street has four segments 200-600 blocks, the **700-block** (is a special case), the 800-1000 blocks, and the 1100-1200 blocks. Unbeknownst to the drafter of the comment, the residents in the 200-600 segment did not/do not want the coverage. The residents (“We”) oppose bus coverage in the 700 block, as well, because of the buses would have to turn at the North Pitt - Wythe intersection. The 700 block also benefits from two bus stops on either side of the North Pitt-Madison intersection, so there is no harm to anyone from a bus not operating on the 700 block. We support the Line 34 coverage on the 800-1000 blocks. And Line 34 already operates on the 1100-1200 blocks.

“ . . .provide **more convenient transit access** (emphasis added) to the residential complexes and new developments along North Pitt Street.

Critique 4. Convenience is provided primarily when a rider arrives at a bus stop or departs from a bus stop. If the bus stop is within proximity to “the residential complexes and new developments,” then more convenient should not be delivered at the inconvenience of the residents of nearby single-family homes, particularly if the route for the more convenience passes over streets that have never had a bus line on them.

“Finally, as recommended by the Old Town North Small Area Plan, Line 34 could also be realigned in future years to serve any major redevelopment at the former “Power Plant” site.”

8.4. May 12, 2021, Meeting Packet.

“Line 34 is a new DASH route that will provide north-south bus service through Old Town, focusing on the parts of Old Town that are not well-served by the Old Town Circulator.

Comment B. This the same benefit as stated in March. **Critique 2**, which responds to the the benefit statement, is also the same.

“For FY 2022, the route is proposed to operate from Lee Center to Braddock Road Metro via North Fairfax Street and Slaters Lane. This will replace parts of three existing DASH routes: (1) the AT-2 in Old Town North, east of Washington Street; (2) the AT-5 in Old Town North, from Slaters Lane to the Braddock Road Metro; and (3) the AT-7 in South Old Town from City Hall to Lee Center via Royal Street, Gibbons Street and Franklin Street.

“Proposed FY 2022 service levels on Line 34 will be comparable to the existing routes that are being replaced. It will run every 30 minutes all day and on Saturdays, with hourly service on Sundays. Weekend service to Lee Center and South Old Town is not currently operated, so that represents an improvement over the existing Old Town network; however, South Old Town passengers traveling to the King Street Metro will need to make a transfer to the Old Town Circulator at City Hall or take a slightly longer one-seat trip up to the Braddock Road Metro.

“Several major changes are proposed for Line 34 in FY 2023 due to the opening of the Potomac Yard Metro. When the station opens in mid-2022, Line 34 will be re-routed from Slaters Lane to the Potomac Yard Metro via Richmond Highway to provide a direct connection from Old Town North to Potomac Yard. As part of this FY 2023 realignment, DASH will also be proposing to shift Line 34 from North Fairfax Street to North Pitt Street between Cameron Street and 2nd Street to **provide better coverage** in Old Town, . . . provide more convenient transit access to the residential complexes and new developments along North Pitt Street emphasis added. Finally, as recommended by the Old Town North Small Area Plan, Line 34 could also be realigned in future years to serve any major redevelopment at the former “Power Plant” site.”

Comment C. These are the same two benefits as stated in March. **Critiques 3 and 4** which respond to the benefit statements are also the same.

8.5. March 9, 2022, Meeting Packet.

“● Line 34. DASH is proposing two major realignments of Line 34 that would coincide with the opening of the Potomac Yard Metrorail Station. These realignments are shown on Figure 5-2 and 5-3.

“In Old Town, Line 34 would be relocated from North Fairfax Street to North Pitt Street between King Street and 2nd Street to provide better access to bus service for communities and new developments along North Pitt Street.

Critique 5. The clause—provide better access to bus service for communities and new developments along North Pitt Street—has a lot packed into it with which we disagree.

1 – Referring to Figure 5 on page 12, it is true North Pitt Street has 6 multistory residences units. 4 are over ten years old and their contribution to DASH ridership is already accounted for in DASH data. North Fairfax has 6 such units. 1, the Oronoco, is eight years old and its population is already accounted for in DASH data. 5 others are just opening or are in development. 520 new units are on North Pitt. 896 on North Fairfax. North Fairfax has 72% more ridership potential.

2 – ALL the new developments are in 1/4 mile proximity to Old Town Circulator access.

3 – The 2 new multistory residences on North Pitt Street are at a bus stop or 1 block away from an OTC bus stop.

4 – We project that the majority of residents in the new multistory dwellings will ignore Line 34 and take the OTC to Braddock Road Station.

5 – Embedded in this discussion is that a bus on any of the segments under discussion—200-700 blocks of north Pitt and the 300-400 block of Pendleton Street—converts what had been a “neighborhood-residential” street into a “neighborhood connector” street. Given that other acceptable options exist (2d Street, the current route; crossover at Montgomery-Madison), a crossover on a neighborhood residential street segment is unreasonable and unfair people paying real estate taxes directly.

6 – To say “to provide better access” begs the questions “for whom? . . . coming from “where?” Very few residents on the 200-700 blocks of North Pitt Street, or on the shortened Pendleton

Street and 600 block of North Pitt, would ride the Line 34 bus to the Hub. People living south of King Street do not care what route their bus takes to the Hub.

People coming from the north can get to Harris Teeter with a one-seat ride and a 3 “short” block walk OR a two-seat ride and a 1 “long” block walk. Life’s hard, and then you have to walk. South of King Street, the grocery shoppers will continue to go to Safeway, even Balducci’s. Or the people coming from the north could take a one-seat, no-walk trip to Safeway or Balducci’s, as well. Both stores are convenient, the ride is free, it’s just a little longer.

7 – Cart before Horse . . . Horse before Cart. Occasionally situations are foreseeable where it may be better to let the cart fill-up before putting the horse in front of it. It is not clear how many people are moving to these buildings expressly for the opportunity to commute to work via bus. Maybe some; certainly not all. Just as it is not clear how many people in the Alexandria House, the Port Royal Condominiums, the Kingsley, etc., are currently using DASH buses to commute to work—or using buses for any other purpose (and how frequently they use them). We suggest that ATC DASH let the new multistory buildings fill up. As they are filling, workout arrangements with the management to survey the new residents. Figure out what the market really is. Consider doing focused market research in the existing multistoried buildings, as well, to include those that have only businesses (e.g., the Saul Center). We know ATC DASH knows how to conduct effective surveys. The Covid Surveys reported in the ATC DASH Meeting Packets are superlative.

“North Fairfax Street, south of Montgomery Street, would continue to be served by the Old Town Circulator (Lines 30 & 31) every 15 minutes or better, all day, seven days per week. Line 34 service along North Fairfax Street, north of Montgomery Street, would be discontinued but the new Line 34 alignment would be no more than two blocks away.

“Additionally, Line 34 would no longer serve the Braddock Road Metro and would instead be routed north to the new Potomac Yard Metro via the dedicated bus lanes on Richmond Highway and East Glebe Road. This routing change will provide a new transit connection between City Hall and Old Town North and the new Potomac Yard Metro. The change will also allow Line 34 to utilize the dedicated bus lanes along Richmond Highway which are currently being used by the Metroway BRT service. DASH is working with City staff, and Potomac Yard property owners to determine the exact Line 34 routing and bus stop locations, which are subject to change. Parts of North Patrick Street, North Henry Street, and First Street would no longer be served by Line 34 under the planned realignment, however, First Street would continue to be served by Metroway and North Patrick Street and North Henry Street are a short walk away from the Old Town Circulator (Lines 30 & 31) to the south, and Line 34 on Slaters Lane to the north.”

8.6. May 4, 2022, Meeting Packet

“ ● Line 34. DASH is proposing two major realignments of Line 34 that would coincide with the opening of the Potomac Yard Metrorail Station. These realignments are shown on Figure 5-2and 5-3.

“On its northern end, Line 34 would no longer serve the Braddock Road Metro and would instead be routed north from Slaters Lane to the new Potomac Yard Metro via the dedicated bus lanes on Richmond Highway and East Glebe Road. This routing change will provide a new transit connection

between City Hall and Old Town North and the new Potomac Yard Metro. The change will also allow Line 34 to utilize the dedicated bus lanes along Richmond Highway which are currently being used by the Metroway BRT service. DASH is working with City staff, and Potomac Yard property owners to determine the exact Line 34 routing and bus stop locations, which are subject to change.

"In Old Town, Line 34 would be relocated from North Fairfax Street to North Pitt Street between King Street and 2nd Street to provide better access to bus service for existing communities and new developments along North Pitt Street.

Critique 6. This the same benefit as stated in March. Our critique is also the same.

" North Fairfax Street, south of Montgomery Street, would continue to be served by the Old Town Circulator (Lines 30 & 31) every 15 minutes or better, all day, seven days per week. Line 34 service along North Fairfax Street, north of Montgomery Street, would be discontinued but the new Line 34 alignment would be no more than two blocks away. Additional reasons for shifting Line 34 from North Fairfax Street to North Pitt Street include:

● **More Bus Riders and Fewer Cars in Old Town North.** With this change more people will be able to use buses (emphasis added) to complete trips in Old Town instead of driving their cars. DASH estimates that this change (emphasis added) will allow an additional 50-100 additional daily passengers will be able to travel through Old Town North on buses instead of cars. This translates to an additional 30,000 additional bus passengers per year. Ridership is expected to increase further in future years as the Old Town North develops further, and the Potomac Yard Metro emerges as a regional transit hub and commercial activity center.

Critique 7, . . . more people will be able to use buses . . . Which people? If this is referring to the residents of the 300-400 Blocks of Cameron Street and the 200-700 Blocks of North Pitt Street, our Neighborhood Survey clearly suggests otherwise. The estimate of 50 riders per day is 2X too large and is not supported by DASH provided data in the Board Meeting Packets.

We have data. In April, we sent our Survey to 157 residences in the 300-400 block of Cameron and the 200-600 block of North Pitt. With the exception of one perplexing and inadvertent omission—the home of Chairman of the DASH Board of Directors who lives three addresses from North Pitt Street—we included the first three houses on both sides of the street at the intersections of North Pitt and Queen, Princess, Oronoco, and Pendleton Streets. We received 84 replies representing 146 adults living at the residences. Exactly 2 individuals *along North Pitt Street* use DASH essentially daily. See Column 2 (a, b, c, & d) in the Survey Data sheet included in Appendix 4. If we double that number to account for the surveys we did not get back, we are up to 4 riders daily. And then double the second number to account for residents on Washington Street and Saint Asaph Street and all the other residents (not included in our actual survey) of Queen, Princess, Oronoco, and Pendleton between Washington Street and the west side of Royal Street, we get 8 residents in this catchment who might use DASH daily (note: Royal Street to the river is in the North Fairfax Street catchment). Then, if we double number that to account for all the other residents who use DASH a couple times a month, or year (Survey Data sheet columns 3 & 4), we are up to an equivalent of 16 daily riders. And if we double that to account for the outbound and return trips (each trip would be one bus ride equivalent), we are up to 32 bus trips a day. We think 32 is an inflated number; the "16" is probably closer to 10 or 12.

But even so, our streets are essentially at steady state with respect to DASH ridership. Our cars are already parked on the street, in off-street parking, or in garages; and are travelling on the streets. Unfortunately, a bigger event than the arrival of a well-intended bus line would have to occur to affect our neighborhoods' transportation behavior. Our awakening could unfold in a way similar to what has been growing on Duke Street. But that's in the near future, not in FY 2023, and we prefer that ATC DASH continue to load the cart at the high-rise residences, continue to collect and analyze data, and continue planning for a coordinated approach to a solution as we believe is happening now on Duke Street.

Critique 8. The word “change” implies the increase will come from residents and visitors to residences in the catchment, not new residents, employers, employees, customers/patients of the new multistory buildings.

The point is, we have a basis for our estimate. We have not seen the numbers which the DASH staff used as the basis for their estimate of 50-100 riders a day.

“● Mitigation of Traffic/Parking Impact from New Developments. North Pitt Street has seen an influx of new residential and commercial development that has been constructed in recent years or will be constructed in the near future. Without more useful, convenient bus service, the existing traffic and parking issues in this corridor are likely to continue **to get worse**.”

Critique 9. Faulty argument. All five north-south streets have “seen an influx . . . or will be constructed in the near future,” not just North Pitt Street.

“... are likely to continue to get worse” . . . we don't disagree with this statement in the aggregate. The situation is not worse now, and a decision now on a bus line to mitigate a complicated approaching problem is too hasty.

We understand at some basic level that in a large, densely packed city, a point is reached when there are too many people, no place to park cars, and the denizens begin to up their cars and rely on bus transportation.

It is not clear to us how a bus line as envisioned in the original realignment proposal or the revised proposal (Pendleton Street crossover) will mitigate the traffic/parking problem blossoming from all four streets. At some point, DASH has to show the public the numbers.

In the short term, the additional route will take up more parking spots, especially since the new bus stops are required to be ADA compliant.

In the near-term . . . the completion of . . .

- The construction/conversions on North Fairfax Street and North Pitt Street, and the
- “Potomac River Generating Station Redevelopment Coordinated Development District”

. . . seem to set an upper limit on the number of vehicles that will metastasize in the Northeast Quadrant when it reaches its dystopian full growth. The numbers are estimate-able. The

algorithms to plug them into are on the internet.²⁰ Presumably simulations are available for analysis.

“ ● Better Route Spacing & Walking Distances. DASH is proposing to use North Pitt Street because it is equidistant between Washington Street two blocks to the west and North Fairfax Street two blocks to the east. This provides additional bus route coverage in Old Town North, reduces walking distances to bus stops, and makes buses a relevant option for more members of the community, including those with limited mobility. Staff had also reviewed Royal Street and St. Asaph Street but determined that North Pitt Street was the best routing option based on safety, traffic impact, turning requirements, parking impact, route usefulness and operating efficiency.

Critique 10. “. . . additional bus route coverage. . . ” We do not want the additional coverage on North Pitt Street. See the summary of the results of our Neighborhood Survey in paragraphs **6.2.2 - 5 on page 12**. See the detailed tabulation of responses to our Survey on the “Survey Data Sheet for North Pitt Street DASH Bus Survey Responses, May 4, **2022**” in **Appendix 4**. Note the unanimity in the responses **in Columns 10, 11, and 12**.

Critique 11. “. . . reduces walking distances to bus stops. . . ” See paragraph 6.2.3. “Everyone in the Northeast Quadrant has 1/4 mile or less PROXIMITY to a DASH bus stop on North Fairfax Street, to include all but 3 residences on Washington Street. Those homes have Metrobus 10AB & 11C. Marina Towers residents’ proximity bus stops are Slaters Lane & Massey Lane (northbound), and Madison Hall Apartments (southbound).”

Critique 12. “. . . makes buses a relevant option for more members of the community. . . ” Buses are already relevant options, and they are close by. The cost of increased relevancy is 70 buses a day on your street or your neighbor’s street.

Comment D. “. . . including those with limited mobility.” Limited mobility is a concern. Questions come to mind. DASH Service Planning Decision-making Criteria lists “persons with disabilities” under criterion 2. Perhaps the City has an obligation to know how many persons in the proposed catchment have permanent limited mobility and where they live. Optimum options need to be explored for such persons. All of us stand a good chance of being in this situation. The optimum options may include a bus route, or not. The City already has the DOT Paratransit Program | City of Alexandria, VA (www.alexandriava.gov/Paratransit). Temporary disability would be hard to track, but there may be a way. The Paratransit Program office may have a recommendation on the temporarily limited mobility situation. The Paratransit Program was briefed in considerable detail to DASH Board of Directors by the T&ES Deputy Director for Transportation at the June 8 Board Meeting. That said, it should be noted that in the surveys conducted during 2019 “Concepts” Study, the benefit stated as “Providing transportation for people with limited physical ability” was ranked sixth. It is the shortest column in the thumbnail image on this page. This is taken slightly out of context, so we urge the reader to

²⁰ Perhaps somewhere within ATC DASH and the City Transportation Branch is a person (s) with the math skills to analyze the problem suggested in the sentence “Without more useful, convenient bus service, the existing traffic and parking issues in this corridor are likely to continue to get worse.” If not, perhaps someone could review the material at the “Pedestrian Observations” website. Again, the writer is a mathematician who specializes in urbantransit issues.

use review Appendix A, page 7 to the Concepts Report. Paste the following link in your browser:

Search on: <https://media.alexandriava.gov/docs-archives/tes/2019-02-11=appendix-a-alexandria-concepts-report-final=2=.pdf>

“ ● North Fairfax Street. Line 34 currently runs on North Fairfax Street, which features significant density and multiple senior housing facilities, however, Line 34 ridership along this segment is very low because two other DASH routes – Lines 30 and 31 –already run frequent, all-day service on that part of North Fairfax Street and are a better option for most riders. Instead of continuing to provide redundant service that is not well-utilized, DASH is proposing to shift the route to North Pitt Street where it can be used by more people and benefit the overall community with fewer cars on the road.

Critique 13. . . . ridership along this segment is very low . . .

See discussion in paragraph 6.3.9 on page 18.

Critique 14. . . . provide redundant service that is not well-utilized

Paragraph 6.4.4.1 & Figure 10 “ Bus Route Segments in Alexandria with 3 or More Lines Operating on Them” bears on this this observation. We have no data to say whether or not the redundant service on the 6 “3 Line “ route segments listed in the Figure 7 are also underutilized. The DASH staff may know. If it is an accepted, unmeasured shortcoming with the other six, it should be an accepted shortcoming here, as well.

Critique 15. . . . where it can be used by more people . . . with fewer cars on the road.

We take the point that because it is “there” . . . it can be used by more people. Our Neighborhood Survey strongly suggests that very few will use it. If they are not using Line 34, many of them would be using cars to drive to destinations that are not in proximity to public transportation or because it is simply a preference to drive. Thus we are at our current steady state with respect to car usage and we have 70 more buses.

“ ● Bus Stop Locations. DASH operations and safety team members have evaluated North Pitt Street and believe that new bus stops can be established with a relatively minor impact on parking of one parking space removal per block or less. Most preliminary bus stop locations were identified based on pre-existing parking restrictions to minimize the number of additional spaces that are needed.”

Critique 16. . . . with a relatively minor impact on parking of one parking space removal per block or less.

The pictures in the Traffic and Parking Board Public Hearing Docket for July 25, 2022 suggest the bus stops at Pendleton & North Pitt take up approximately 20% each on the 400 block of Pendleton and the 600 block of North Pitt. When a resident is looking for place to park, the loss of 20% of the space is not “a relatively minor impact.”

8.7. June 3, Line 34 Realignment Analysis (Supplement to FY 23 Transit Development Plan, 2022,

Meeting Packet. The following is a transcription of the original document which we received as a PowerPoint file.. We could not copy directly from that format. In the transcription we have left out the Executive Summary and Background paragraphs and start with the Discussion paragraph.

"DISCUSSION:

"Four different Line 34 routing options were considered as part of this analysis, including the original TDP proposal for North Pitt Street (Option 1) and the existing Line 34 routing on North Fairfax Street (Option 4). Based on guidance provided by the ATC Board of Directors and the Old Town community, staff included two alternative "Crossover" options that would enable Line 34 to serve smaller parts of North Pitt Street. One of these options, the Madison/Montgomery Street Crossover (Option 3) was identified by the North Pitt Street community. The other option, the Pendleton Crossover (Option 2) was identified by staff based on and (sic) operational analysis of the different Crossover streets and the goal of providing better bus service to the redeveloped parts of North Pitt Street between Pendleton Street and Montgomery Street. Additional Crossover options on Oronoco and Wythe Streets were also considered but ultimately not advanced to the final four options do too operational, safety, or service planning considerations.

Comment E One of these options, the Madison/Montgomery Street Crossover (Option 3) was identified by the North Pitt Street community.

The "south" North Pitt Street community (Cameron to Wythe, plus Pendleton) continues to support this option. Nothing in the DASH decision matrix describes why this option is infeasible.

Comment F. Additional Crossover options on Oronoco and Wythe Streets were also considered but ultimately not advanced to the final four options due to operational, safety, or service planning considerations.

The "south" North Pitt Street community is just as happy that Oronoco and Wythe were not included. From the Pitt Street residents' viewpoint, Oronoco would be worse than Pendleton, because it would have passed by more front doors. As noted in paragraph 2.3.1 on page 4, we oppose a Wythe Street crossover because it would require stops, turns, and acceleration—and accompanying bus noises—at a neighborhood-residential corner affecting at least 10 homes

"As shown in Table 1, the staff analysis considered the following factors: (1) total number and locations of new bus stops; (2) total number of parking space removals required; (3) net operating cost; (4) ridership improvement; (5) operational efficiency; (6) safety; (7) traffic mitigation; and (8) community support. Based on guidance from the ATC Board, more specific details on the bus stop locations and parking space removals that would be required for each route option are shown for each intersection in attachment 1.

Comment G. As shown in Table 1, the staff analysis considered the following factors.

We are looking closely at the 8 criteria in the Summary Table. We have no comment on the first three "Item/Metrics:" (# of New Bus Stops; # of Parking Spaces Removed; Net Increase to Costs). Relative to these three Items/Metrics, the Madison – Montgomery Crossover is clearly less disruptive than the Pendleton Crossover. But we do not agree with the author's assessment of the five subjective criteria.

Critique 17. Ridership Improvement.

This is probably based on the Florence Alexan. We disagree with DASH's assessment the Option 2 (Pendleton) would have greater ridership than Option 3 (Madison - Montgomery). The Florence Alexan bus stop appears to be on the south side of the building. Our understanding is that not all Florence-Alexan residents can exit the building through the south side exits. Those that cannot, will have a 543 foot walk to the stop. They could just as easily walk 511 ft to the 30, 31 Bus Stop on North Fairfax. We see no difference in ridership improvement due to the walking distance to the bus stop. If the residents of the apartment building are prone to riding the bus to work, they will do it regardless of which of the two crossovers is available. .

Critique 18. Operational Efficiency & Traffic Mitigation. What does operational Efficiency mean in this context? What does Traffic Mitigation mean in this context? DASH does not define the terms so we assume one term or the other is related to the number of buses that would be on Madison & Montgomery. The other is possibly the number of turns. Options 2, 3, and 4 have the same number of turns. So, number of turns is a wash. As we have pointed out in Figure 10, ~~page 20~~, three bus lines on a segment of road occurs in six other areas of the City. It may be tight on Madison and Montgomery, but it's workable.

To the degree that traffic would have to slowdown at the in both directions at the Madison – North Fairfax intersection and at the Montgomery – North Fairfax intersection due three lines making turns may be a concern. If that's so, DASH should explain the problem.

Critique 19. Safety. Again, no definition of the term. What are the named safety risks? Why are they evaluated as different here? How hard is it to manage those increased risks? Without an operational definition that applies to the situation, the safety argument is valueless. The reader has no idea what the writer means.

Critique 20. Community Support. The Pendleton crossover has virtually ZERO community support. The reason it has zero is that the bus logically has to turn onto North Pitt Street. Our Petition has 127 residents opposing Line 34 on North Pitt Street through the 700 block. We have not seen a single PUBLIC comment ANYWHERE supporting the Pendleton crossover. If DASH has supporting comments, the comments should be in the Public Record.

"In response to the community feedback, DASH staff carefully reviewed the two Crossover options which would allow DASH to provide bus service to the new grocery stores, shopping, retail and high-rise residential housing on North Pitt Street. These two options would receive more support from the community but remain rated lower than the original Pitt Street proposal due to the lack of direct

service, and - in the case of the Madison/Montgomery Crossover (Option 3) - the lack of **direct service** to several crucial blocks of North Pitt Street near Pendleton and Wythe Streets that have a large amount of commercial and residential density.

Critique 21 . . . would allow DASH to provide bus service to the new grocery stores, shopping, retail and high-rise residential housing on North Pitt Street

What is “direct service? We have not seen this term before. To the front door of the grocery store? That works fine on South Pitt Street and the Safeway Store, because South Pitt Street, a neighborhood-residential street like North Pitt Street, was the only logical “proximity-based” route available for the entire Southeast Quadrant. The South Pitt Street segment of Line 34 does not establish a precedent. It only confirms an eminent domain-like necessity to choose South Pitt Street because no other more suitable routes were available. So, with respect to “direct service,” would North Saint Asaph not be better? It goes by the front doors of Trader Joe’s AND Harris Teeter and several well-regarded restaurants. What is It is not a term in any of the references. Obviously, it is not to the front door. What distance, from the front door, back to the bus stop with four bags of groceries qualifies as direct service.? What are the metrics?

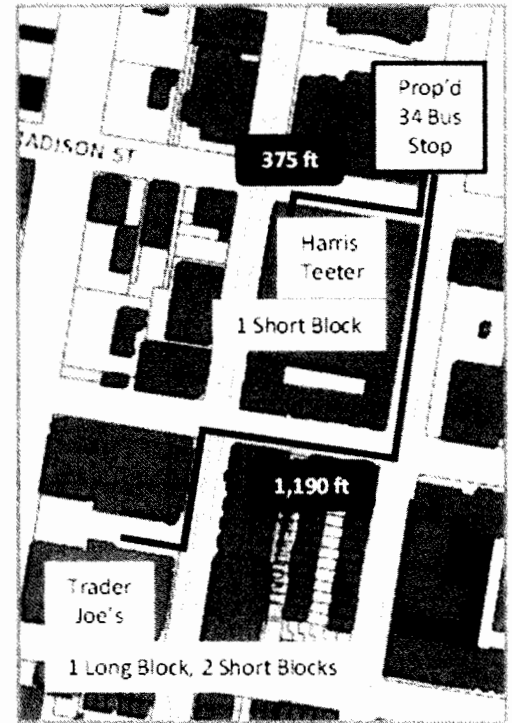


Figure 18. Grocery Shopping from
Madison / Montgomery
Crossover

We consider the walking distances in Figure 18—which are not even far enough to raise a person’s blood pressure—to be a balance between the “rights of the neighborhood” and the convenience needs of the occasional shopper. Remember, to date, DASH has not provided market research on the number of shoppers who exit a grocery store and head for a bus stop. We have, and the number is very small.

Critique 22. in the case of the Madison/Montgomery Crossover (Option 3) - the lack of **service to several crucial blocks** of North Pitt Street near Pendleton and Wythe Streets that have a large amount of commercial and residential density.

DASH has not provided a set of metrics on walking distances from “home to bus stop to destination to bus stop to home.” To say “lack of service to several crucial (“crucial” . . . really?) blocks . . . is to us, hyperbolic. A crossover on Madison-Montgomery would probably require a bus stop on the northwest corner of the North Pitt Street-Madison intersection. Or, just use the existing stop on the north side of the Alexandria House. The distance from either of these two points to three “large amounts of commercial and residential density” is:

1,191 ft to the Saul Building (Trader Joe's, Talbots, FedEx Office)
371 ft to Harris Teeter
148 ft to the Kingsley
746 ft to the Florence Alexan

To us, these look like reasonable distances to walk.

"The Madison/Montgomery Crossover (Option 3) for Line 34 is not recommended by staff because it would continue to be redundant to Lines 30 and 31, would not serve the residential/commercial developments in the 600 and 700 blocks of North Pitt Street and would not have a suitable bus stop location on North Pitt Street near the one-way Madison and Montgomery streets that would effectively serve the dense collection of urban activities in that area. Due to these considerations staff does not recommend Option 3.

Critique 23. would continue to be redundant to Lines 30 and 31

As pointed out in Figure 10, page 20, redundant routes are not new in Alexandria. The Madison-Montgomery crossover would be the second shortest redundant route among the seven redundant routes already operating.

Critique 24. would not serve the residential/commercial developments in the 600 and 700 blocks of North Pitt Street

DASH's argument here is the same argument that prompted Critique 22. Whoever is drafting the Memorandum needs to know that "Pendleton and Wythe Streets" (cited in the argument above) are the southern sides of the 600 and 700 block, respectively. It's the same spot.

Critique 25. would not have a suitable bus stop location on North Pitt Street near the one-way Madison and Montgomery streets that would effectively serve the dense collection of urban activities in that area

DASH's argument here is the same argument that prompted Critique 22 and Critique 24. Seriously. Please, encourage the DASH writer to look at a map. The writer could use a standard "Bing Maps" view of the area—it is well annotated with streets, buildings, some prominent businesses, bus stops, etc.—and then read all three arguments, again. We read three arguments and see ZERO difference among them. Saying the same thing, three different ways is not three separate arguments. It is simply one argument, but clever tautologically.

Thus, we go back to our point that the current and probable bus stops at the key intersection of North Pitt Street and Madison Street more than adequately serve the commercial and residential sites that concern DASH. The walking distance to the furthest site, Trader Joe's, is 1,191 feet, 397 yards, one long block and 2 short blocks, and a 5 minute, 10 second walk for the 80 year old resident with a shorted stride and a slower pace. She walks the equivalent distance in the same time to the 300 Block of North Pitt Street carrying two light bags of groceries, roughly 6 lbs each. Three time a week.

"The existing Line 34 alignment on North Fairfax Street (Option 4) was also included as a potential alternative. If Options 1 and 2 are not feasible due to parking space removals or other factors, staff recommends that the existing Line 34 alignment (Option 4) should be maintained."

Comment G. If Options 1 and 2 are not feasible due to parking space removals **or other factors**

"... **or other factors.**" We agree." In the case of the DASH Memorandum's concession to "or other factors," we submit that the question of DASH "direct service" support to the "Hub" is more nuanced and fraught than the DASH Board of Directors and the DASH General Manager understood on December 9, when the graphic of the proposed realignment was first quietly, and without notice, included in the official record. We do not believe it had been thoroughly analyzed before that date, or since, quite frankly. While we are confident in our position, we are not opposed to the Stockholders requiring the Board of Directors and the DASH management to continue to evaluate Line 34 and re-submit their decision in the FY2024-2029 TDP. And perhaps with more

8.8. June 8, 2022, Meeting Packet

The June 8, 2022, Meeting Packet contains the same Discussion of Line 34 as the May 3 Meeting Packet. Our comments and Critiques for June 8 remain the same as for the May meeting.

8.9. Traffic And Parking Board Public Hearing, Docket for July 25, 2022, Issue 7.

The Traffic & Parking Board meet on July 25 to consider, as 1 of 9 issues that day, the removal of five (5) parking spaces along North Pitt Street and Pendleton Street to accommodate DASH Line 34 realignment. We have three critiques. of non-parking sentences that DASH seems to have inserted in a purely technical parking analysis.

Critique 26: The space at the northwest corner of the intersection, from the inside edge of the stop line to the beginning of the very long arc of the curb cut is 31ft 4 inches, That is two parking spaces, not one.

Due to ADA requirements, the stops are large. They reduce the block face parking for the residents on the 600 Block of North Pitt and the 400 Block of Pendleton, and for visitors, by approximately 20 % on each block front. The North Pitt spot is literally the length of a house because it extends from the "stop line" to the curb cut at the alley behind the townhouses. In total, at least 4 cars that can park at this intersection will have to find new spaces in the increasingly frustrating "musical chairs" occurs, in part, because the City does not require the developers to build enough parking in their new building. And, we are told, a surprising number of young tenants share an apartment They have one garage parking place and two cars. Thus one or two of the apartment sharers' cars must be parked on the street.

The point is, residents here, in a residential neighborhood, have cars and need parking. Very few residents here use buses. That means buses will be going by and picking up very, very few riders, but parking spaces will be lost for bus stops at which very few people will get on or get off. What's the logic of that? Why should the neighborhood have to "pay" twice, first for the 17 hours a day of the inconvenience of buses they rarely, if ever, use, and second, for the loss of the parking spots?

The following is the second paragraph in the Background portion of the Parking issue.

"The purpose of the route changes to Line 34 is to provide more useful bus service for the Old Town North community, including the segment of North Pitt Street just south of Madison Street which lacks bus service, despite significant residential and commercial density.

Critique 27. The writer is referring to the 700 block of North Pitt Street. The Kingsley and the Alexandria House are on this block. Both high-rises have DASH Line 30 and 31 bus stops outside their front door.

"The new routing would provide a direct connection from this community to Potomac Yard, including the new Metrorail station and the planned Virginia Tech Innovation Campus. This proposed change is consistent with the goals and recommendations of the Alexandria Transit Vision Plan that was approved by the DASH Board of Directors in 2019 as well as the Alexandria Mobility Plan, which was adopted by Alexandria City Council in 2021.

Comment H. a direct connection from this community to Potomac Yard. Everyone salutes Line 34 connecting to Potomac Yard. We just do not want the Line 34 bus stop on North Pitt Street to be south of Madison Street. With respect to direct connections, a term which does not appear in the ATV, very soon more people will be living along North Fairfax Street than North Pitt Street and more would benefit from the direct connection remaining where it is. See occupancy projections in Figure 5 on page 12 for the new construction and conversions on North Pitt Street and North Fairfax Street: North Pitt: 520; North Fairfax: 826.

9. Surprise, Everyone!!! Groceries Stores Emerge as a Planning Criterion for New DASH Routes!!!

Sub-title: Concierge Grocery Shopping is Coming to a Bus Stop Near You

9.1. First, an Anecdote. Observations of riders with grocery bags. In the Ridership Field Study, paragraph 6, the data collector recorded 2 riders on two different trips, boarding the northbound bus at the "Safeway" stop, both carrying two medium-size, well-filled, plastic shopping bags.²¹ The older man (60s+) got off at King Street and walked north. The young man (early 20s) got off at Braddock Road Station and walked east. A third young man got on at South Royal & Duke with a lightly filled CVS bag

²¹ See Appendix 3, Tab 3. See the three lines highlighted in yellow. Look at the far right column. The data collector reported being fascinated by the grocery and drug store shoppers and watched them closely when they alighted and before the bus moved on.

and got off at East Abington Drive & Bashford Lane. The latter was not a serious grocery shopper and for that reason is not included in the following comment. Here's the arithmetic: 2 riders with groceries. 156 riders total that one composite day, and a total of 70 buses operating on Line 34. Grocery shoppers on that composite day were 1.22% of all riders. These numbers were not remarkable at the time. People rides buses for myriad reasons and the observer thought that both observations were charming, really. At that point Line 34 had simply supplanted Line AT7 on the important north-south route through the Southeast Quadrant. As we comment in paragraph 4.5.1, the decision to plan that route on South Royal Street was simple transit planning arithmetic, not manipulation to get as close as possible to a grocery store. Now, we are not so sure about the realignment of Line 34.

To go back to the simple numbers, 2 people got on the bus at Safeway with groceries. 156 riders all day on 70 buses. It may be that our observations are 3 standard deviations to the left. But until or unless DASH produces similar incontrovertible observational data to prove otherwise, we say that the number of grocery shoppers per day is insufficient to apply the emerging concept of "'direct service' for grocery shoppers" to the Line 34 Route selection.

9.2. The Possibility is that a focus on less than 2% of the Ridership is Driving a Very Unpopular Route

Solution. In the anecdote—if the crossover were Pendleton Street—the driving priority for the route would be so that 1.22% of the ridership—2 riders on 70 buses—could ride past 51 single family dwellings with front doors 14 feet from the street. 70 buses a day over a 17-hour period. Following day, repeat same, ad nauseum. The reality is that the shopping rider does not care which north-south street takes her or him to the store.

9.2.1. Even if the daily ridership increased to 200 riders and 5% of the riders stopped for groceries, that would still be only 10 riders with grocery bags . . . all day . . . on 70 buses. . . . passing by 51 homes which here-to-fore had not had a bus line on their street, ever.

9.3. To be Clear, We Totally Support the Vitality of "Hub." The "south" North Pitt Street neighbors (residing from Wythe Street to Cameron Street) completely support as many other people throughout the District of Columbia, Maryland and Northern Virginia, shopping at businesses in the North Old Town "Hub." We want the businesses and their employees to prosper. We do not want to see empty store fronts in our Northeast Quadrant.

- We entirely support and cheer for the arrival of shoppers in the "Hub" via DASH buses.
- We simply oppose the DASH buses operating on the 200 to 700 blocks of North Pitt Street, or parenthetically, Royal, or Saint Asaph.

9.4. Other Feasible Routes. With respect to delivering riders to the Hub from the south and the north, three other routes are clearly suitable, feasible and acceptable: crossover at Madison/Montgomery, crossover at 2d Street, and the Variant. We note that 2d Street is three long blocks and one short block from Harris Teeter and less suitable for a rider with two grocery bags and perhaps a handbag or backpack. Grocery shopping may necessitate a two-seat trip to and from the store.

9.5. ATC DASH Can Make It Work. The bus company simply needs to be directed to find a solution that delivers shoppers to within easy walking distance—not direct service—of the grocery stores . . . AND does not use the 200 to 700 blocks of North Pitt to do it.

The fact that a Madison-Montgomery crossover is not optimum for DASH, technically, and may be an intermittent management challenge for several DASH staff members, and possibly T&ES staff members . . . has to be weighed against the fact that the buses on 200-700 North Pitt Street would be a daily, nagging, acute dissatisfier for 51 families that are having had a non-problem solved for them by DASH . . . while 48 of the 51 residents still pay the same real estate taxes on their homes on a “neighborhood-residential street WITH A BUS,” as their neighbors on Lee, South Fairfax, Saint Asaph, Columbus, and Alfred Streets, also “neighborhood residential” streets WITHOUT A BUS.

In the greater scheme of things, this issue should not be on the City Council’s agenda. It is clearly minor compared to other more significant issues in the City. We are both uncomfortable bringing it forward to you, and furious that we feel compelled to do so.

10. Rhetorical Questions on Transparency. As a model of transparency, we have been generally impressed that the FY 2023-2028 TDP includes Appendix A “Public Comments & Letters for FY 2023 ATC Transit Development Plan.” That said, some of the members of our group are concerned that the Appendix might not contain all the comments that DASH has received relative to (1) the original realignment proposal and (2) the recommendation in the June 3 Memorandum on the Line 34 Realignment Analysis. They are concerned that the unrecorded comments lobby for a particular decision, just as our comments in the public record, lobby for a particular decision. We are concerned that one or more prominent or connected persons from each of the following interest groups may have made their recommendations known, orally or in writing, but not publicly. If this is so, and it is okay with us if they did, at least their input needs to be written and added to all the public comments currently in Appendix A to the DASH FY 2023-2028 Transit Development Plan.

10.1. Oronoco Condominium. With respect to the crossover at Pendleton Street, we point out that the Oronoco opened its doors in 2014. DASH was already operating on North Fairfax Street at that time. While the Oronoco is comprised of 60 units, only 14 are on the west side of the building. Persons purchasing one of these units are presumed to have done so with full knowledge that buses operated on North Fairfax Street. Other than the comings and goings of Metro buses from the bus barn, which was significant, we believe no DASH buses were operating on 300-400 Pendleton Street and 600 North Pitt Street when residents purchased these homes.

Note: Portner’s Landing sales began in 1998; Chatham Square in 2005.

10.2. Florence Alexan. The presence of a park bench at the northeast corner of the intersection of North Pitt Street and Pendleton Street begs a couple questions. Some have wondered what commitments representatives of the City may have made to the owners of that property such that the owners would have the foresight to emplace the bench before the concrete on the sidewalk was cured. Some have wondered why Wythe Street was not included in the “Line 34 Realignment Analysis. We are happy that Wythe Street was not because we oppose a crossover on Wythe Street, as well. But DASH did not know we opposed Wythe Street until receipt of this letter. So, it is curious that Wythe Street—which passes immediately in front of the Florence Alexan, and that Wythe Street is obviously such low-hang fruit for an easy crossover route—got a pass.

10.3 Grocery Shoppers Interest Group (?). There may be some un-public lobbying going on here. The first time we became aware that grocery shopping was even a consideration in the Line 34 deliberations

was at the Board Meeting on June 8, 2022. Late in the meeting, after the decision had been made, grocery shopping was mentioned light-heartedly, and positively by at least two members of the Board. Apparently, they had seen it in the Memorandum prepared by the DASH Director of Planning and Marketing. We did not get a copy of the memorandum until the meeting had started. While we scanned the “bottom line” of the memorandum—and saw “Pendleton Crossover—we did not read the “Discussion” in detail until later. Indeed, we did not notice the word “Grocery” in the memorandum until literally early August. With one exception—the first entry in 100 Public Comments in Appendix A to the FY 2023 TDP—grocery shopping, *per se*, does not appear in any Board Meeting Packets. To us, this late entry-justification seems remarkably un-transparent.

10.3.1. The idea that grocery shopping should influence the movement of a bus line such that a very, very small number of people would have to walk a few less blocks, a couple times a week, while 51 homes on nearby “neighborhood residential” streets should have 70 buses a day, four per hour, 17 hours a day—passing in their front doors just lends credence the comment that the City transportation community may not be looking above the level of the curb.

11. It’s possible that where you live affects your viewpoint on this issue.

The Stockholders almost certainly live in one of at least six different types of residences relative to a DASH bus line. They live . . .

1. In a single-family dwelling with front door facing a neighborhood residential street with a bus route already on it—South Pitt Street, for example, or
2. In a single-family dwelling with front door facing a neighborhood residential street without a bus route, but within 1/4 mile of a bus stop . . . implying the Stockholder or a member of the Board of Directors could easily walk to the bus stop.
3. In a single-family dwelling within a walled community which essentially “walls out” the noises of by-passing buses.
4. In a ground-level apartment just far enough away from the bus stop to muffle the bus noises.
5. In a multistory building in a unit above the ground-level noise of by-passing buses, or on a side of the building shielding the apartment windows from the noises.
6. If you live in 2 through 5, imagine how you would approach this issue if you lived on South Royal Street . . . a neighborhood residential street that had not ever had a bus route on it until . . . it did.

12. Brief Review of Our Key Points

12.1. Impressive Major Planning Documents. Most of the Concepts and Best Practices for Transportation Planning are captured in in the Alexandria Choices Study, the Concepts Study, the Transit Vision Plan, and the Alexandria Mobility Plan. The Complete Streets Design Guidelines needs to state explicitly the street types that are appropriate for buses. Neighborhood residential streets clearly are not.

12.2. Transportation Planning Metrics. The City’s planning documents are clear on the subject of route spacing. On this technical point alone, the original realignment proposal was just plain wrong. And the decision to crossover at Pendleton Street is wrong for the same reason

12.3. Distance to Walk to a Bus Stop. The industry standard is 1 / 4 mile. It would be helpful if the City would confirm that distance or change it.

12.4. Situational Awareness. We are still stunned that ATC DASH, apparently, did not know that a sizeable majority of residents living on North Pitt Street and close by on Cameron, Queen, Princess, Oronoco, Pendleton and Wythe would object to the realignment of Line 34 to any part of Cameron Street and the 200-600 blocks of North Pitt Street. The residents oppose the 700 block, as well, due to the possibility of a hypothetical turn at Wythe Street.

12.5. A Solomonic Decision is Needed. The imbalance between the “rights of a small number of riders on occasional shopping trips” to “direct service to the ‘Hub’” . . . vis-à-vis . . . the “rights of residents on 300-400 Pendleton and 600 North Pitt” to freedom from 70 episodes per day of bus noises, 17 hours per day, has not been addressed. We believe that City leadership needs to be aware of the imbalance and reach a consensus about what is best under the circumstances.

12.6. Planning Process. DASH’s planning process for route changes. We think DASH needs to conduct their own internal review to determine how they can do better in the future relative to route changes.

12.7. Equity. The original proposal took its eye off the “Equity” commitment. Line 34 currently connects neighborhoods—to use the terms in the Alexandria Choices Report—“Markets & Needs” graphics—which have a high level of “poverty density/zero vehicle households/density of minority families” . . . with family members and friends in all four quadrants of the City. Proposing to move Line 34 two blocks away from the doors at the Annie B. Rose Center and the Ladrey Senior High-rise Apartments was “an unforced error.”

13. Options and Our Recommendation

Options related to a modification of the Board of Directors decision on June 8, 2022

13.1 Option 1

13.1.1. Retain the current route until at least July 1, 2023, the beginning of TDP FY 24.

13.1.2. Reset the ATC DASH planning process for TDP level decisions with a requirement that the DASH staff produce a set of planning documents similar to those described broadly in Appendix 2 “Outline of Steps in Basic Planning When Multiple Options are Available for Assessment.” Recommend the due date for initial draft of the plan, to include Line 34 be the DASH Board of Directors meeting in January 2023.

13.1.3. Restate your planning guidance for any changes to routes in the Northeast Quadrant—or anywhere else in the City—to the DASH Board—in writing. Ensure the written guidance appears in appropriate Board Meeting Packets.

13.2 Option 2.

Modify the Board’s decision by moving the Crossover to the Madison/Montgomery Streets.

13.3. Our Recommendation: Option 1.

14. Closing

We thank you for the time you are spending on our request. We acknowledge that it is long and a little dense. We did not want to leave anything on the table. And we appreciate your thoughtful consideration.

Respectfully submitted

The Ad Hoc North Pitt Street Planning Group

Jim Murphy
326 North Pitt Street

H: 703-836-3559
M: 703-963-7157

Kara Fast
505 Pendleton Street

M: 703-346-3669

Cathleen Curtain
501 Princess Street

M: 703-930-9322

END

2
9-17-22

To: Dash Board of Directors

From: Ellen Mosher, Ad Hoc North Pitt Street Planning Group

Date: May 3, 2022

Re: Hearing May 4, 2022 – Re: Rerouting DASH Line 34 from N. Fairfax Street to N. Pitt Street

To better understand the impact on parking on the 200 – 500 N Pitt Street neighborhood, we prepared a parking study. Please see attached 2 pages. This parking study indicates the street parking current supply vs current demand on the:

8 Block faces for 200 – 500 N. Pitt Street are at 96% occupancy.

22 Block faces for 200 – 500 N. Pitt Street and side streets are at 100% occupancy.


Please note, 85% occupancy, which, under best practices, is considered to be at capacity parking.

Further staining the parking situation in this area by removing street parking spaces to add bus stops in an area where neither density nor ridership are increasing, does a disservice to this neighborhood, and the existing and future ridership on N. Fairfax Street. The N. Fairfax Street route has a good chance of retaining the existing ridership and increasing ridership with the new developments on N. Fairfax Street by retaining Line 34's route on N. Fairfax Street.

Parking Analysis Regarding Proposed DASH New Route for Line 34

Line 34 Proposed Route
200 - 500 N. Pitt St.

Block Face	Supply	SAT 4/30		Supply/ Demand %		Block Face	Supply	SAT 4/30		Supply/ Demand %
		3PM	Demand					3PM	Demand	
500 Pendelton Street - South	6		6	100%		400 Pendelton Street - South	7		8	114%
500 N. Pitt - West	11		9	82%		500 N. Pitt - East	12		11	92%
500 Oronoco Street - North	10		5	50%		400 Oronoco Street - North	8		8	100%
500 Oronoco Street - South	5		6	120%		400 Oronoco Street - South	6		8	133%
400 N. Pitt - West	12		14	117%		400 N. Pitt - East	13		10	77%
500 Princess Street - North	10		8	80%		400 Princess Street - North	7		8	114%
500 Princess Street - South	4		6	150%		400 Princess Street - South	12		15	125%
300 N. Pitt - West	13		11	85%		300 N. Pitt - East	14		14	100%
500 Queen Street - North	9		9	100%		400 Queen Street - North	12		11	92%
500 Queen Street - South	8		10	125%		400 Queen Street - South	9		10	111%
200 N. Pitt - West	12		12	100%		200 N. Pitt - East	11		13	118%
SUMMARY							Total Supply	Total Demand	Supply/ Demand %	
Totals:							211	212	100%	

Legend:  = 85% and greater occupancy

Parking Analysis Regarding Proposed DASH New Route for Line 34

STREET	BLOCK	SIDE	LENGTH [A]	DIVIDED BY FEET PER SPACE PER CITY CODE Sec. 5- 8-161(a)(8)	# OF LEGAL SPACES FOR AREA
N. Pitt	200	East	175	20	8
N. Pitt	200	East	75	20	3
N. Pitt	200	West	132	20	6
N. Pitt	200	West	62	20	3
N. Pitt	200	West	70	20	3
N. Pitt	300	East	155	20	7
N. Pitt	300	East	140	20	7
N. Pitt	300	West	104	20	5
N. Pitt	300	West	40	20	2
N. Pitt	300	West	130	20	6
N. Pitt	400	East	136	20	6
N. Pitt	400	East	145	20	7
N. Pitt	400	West	216	20	10
N. Pitt	401	West	48	20	2
N. Pitt	500	East	129	20	6
N. Pitt	500	East	134	20	6
N. Pitt	500	West	Lined spaces		3
N. Pitt	500	West	129	20	6
N. Pitt	500	West	50	20	2
Oronoco	400	North	114	20	5
Oronoco	400	North	75	20	3
Oronoco	400	South	76	20	3
Oronoco	400	South	73	20	3
Oronoco	500	North	87	20	4
Oronoco	500	North	Lined spaces		6
Oronoco	500	South	48	20	2
Oronoco	500	South	20	20	1
Oronoco	500	South	57	20	2
Pendleton	400	South	114	20	5
Pendleton	400	South	57	20	2
Pendleton	500	South		20	6
Princess	400	North	96	20	4
Princess	400	North	77	20	3
Princess	400	South	245	20	12
Princess	500	North	217	20	10
Princess	500	South	84	20	4
Queen	400	North	240	20	12
Queen	400	South	35	20	2
Queen	400	South	40	20	2
Queen	400	South	125	20	6
Queen	500	North	169	20	8
Queen	500	North	36	20	1
Queen	500	South	97	20	4
Queen	500	South	45	20	2
Queen	500	South	57	20	2
Total Legal On-Street Parking Spaces					212

[A] Length was determined by measuring each block face from corner to corner, then applying city codes Sec. 10-41-41 no vehicle shall park "within 20 feet from intersection of curb lines" and Sec. 10-4-42 no parking "within 15 feet of a fire hydrant", any other city codes and posted parking signs on each block face.

Parking Analysis Regarding Proposed DASH New Route for Line 34						
For Proposed DASH New Route for Line 34	Street	Block	Side	On-Street Parking Inventory/ Supply [A]	Demand - total parked 3PM Sat 4/30	Supply v. Demand
22 Block Face Summary Totals:				212	212	100%
Proposed New Route	N. Pitt	200	East	11	13	118%
	N. Pitt	200	West	12	12	100%
	N. Pitt	300	East	14	14	100%
	N. Pitt	300	West	13	11	85%
	N. Pitt	400	East	13	10	77%
	N. Pitt	400	West	12	14	117%
	N. Pitt	500	East	12	11	92%
	N. Pitt	500	West	11	9	82%
Adjacent Side streets	Oronoco	400	North	8	8	100%
	Oronoco	400	South	6	8	133%
	Oronoco	500	North	10	5	50%
	Oronoco	500	South	5	6	120%
	Pendleton	400	South	7	8	114%
	Pendleton	500	South	6	6	100%
	Princess	400	North	7	8	114%
	Princess	400	South	12	15	125%
	Princess	500	North	10	8	80%
	Princess	500	South	4	6	150%
	Queen	400	North	12	11	92%
	Queen	400	South	10	10	100%
	Queen	500	North	9	9	100%
	Queen	500	South	8	10	125%

= 85% and greater occupancy

326 North Pitt Street
Alexandria, Virginia 22314-2509

Wednesday, April 27, 2022

Dear Neighbor whose residence is in the . . .

300 or 400 Block of Cameron Street,
200 to 600 Block of North Pitt Street,
Pitt Mews,
or within three doors of North Pitt Street on Queen, Princess, Oronoco, Pendleton, or
Wythe Streets . . . 178 residences in total.

On behalf of my 300 Block neighbors, I'm writing to request your assistance in addressing a proposal by the Alexandria Transit Company (DASH) (ATC) to change the route of the DASH bus 34 from North Fairfax Street to Cameron and North Pitt Street. We are requesting that you consider the enclosed "Neighborhood Survey." We hope very much that you will complete it. Please return it to me by midnight Monday, May 2, 2022.

As we used to say, "Sorry for the short fuse." It has not been because of procrastination.

Many of you may be aware of the proposal. It has been in the planning phase for over two years. And apparently people who use DASH regularly or pass-through local METRO stations may have seen efforts by ATC to inform the public. But, if you are not in "DASH World," like virtually everyone on the 300 block of North Pitt Street, you might have missed ATC's earlier outreach efforts.

Most of us became aware of the proposal and the advanced stage of the planning and decision timetable only within the past 10 days. It has been a steep catch-up curve.

ATC is conducting its last open-to-the-public planning meeting on Wednesday, 4 May 2020 at 5:30 pm. A decision on the proposal will be made, essentially *in camera*, in the following fortnight, or so. ATC's objective, stated on page 42 of its FY2022 – FY2027 ATC Transit Development Plan (FINAL), is:

As part of this FY 2023 realignment, DASH will also be proposing to shift Line 34 from North Fairfax Street to North Pitt Street between Cameron Street and 2nd Street (1) to provide better coverage in Old Town, (2) provide more convenient transit access to the residential complexes and new developments along North Pitt Street.

Most of us completely agree with the second objective, but the first objective, not so much. We hope to be able to address both objectives on the basis of data and analysis, which—with respect to the Route 34 proposal—we find the Transit Development Plan unacceptably mute.

The survey instrument is reasonably straight forward. All input is anonymous. I will tabulate the data in an Excel sheet and provide you a copy if you provide me with your email address. I will have no identifying information on the sheet, except for a column for “I.D codes.” If you want to easily find your line in the sheet, please include an “I.D. code.”

Please lean into this request for information. With respect to the prospect of a DASH bus stopping outside your door 70 times a day, or a bus stop taking your favorite parking place, or an early-riser bus choggy-ing audibly by your open window at 5:30 am, we need to “Hang together . . . or hang separately.” Get those cards and letters in, folks!!!.

RETURNING THE INSTRUMENT

1. Ideally, you will drop it in our mail slot.
2. Cell phone photo: it would be easier for me if you attached it to an email than to a text.
3. Cell phone photo attached to a text . . . harder for me, but I’m trainable.

Okay, here we go . . .

Jim Murphy
H: 703-836-3559
M: 703-963-7157

Neighborhood Survey

Purpose: To understand residents' usage of DASH bus and their concerns, support, or opposition to the relocation of the DASH Bus Line to North Pitt Street.

Audience: Residents who live in the 300 and 400 block of Cameron Street, the 200 through 600 blocks of North Pitt Street and within three doors of North Pitt Street on Queen, Princess, Oronoco, Pendleton, and Wythe Streets.

Administration of the Survey: This is an anonymous survey. Responses will be tabulated, and a report and analysis of the results will be sent to all who provide an email address. Tabulated results will also be sent to the City of Alexandria.

Timeline: Please return to me by close of business on 2 May (essentially two days before the next online meeting of those responsible for DASH routing). Return earlier if possible.

Survey

1. How many adults are included in your responses and live at your residence? _____. If a spouse or partner wishes to complete a separate survey, please keep them together. Use the same I.D. code. See para 15.
2. Do you currently ride the DASH bus **regularly**? Yes ____ No ____

If so, approximately how many times a Week ____ Month ____ Year ____
3. Do you ride the Dash bus **occasionally**? Yes ____ No ____

If so, approximately how many times a Week ____ Month ____ Year ____
4. If you are not currently riding the DASH bus, have you ridden it **regularly in the past**? ____

If so, approximately how many times a Week ____ Month ____ Year ____
5. In what block is your home (e.g., 300 North Pitt, 500 Queen) _____
6. How many years have you lived on North Pitt Street or in a home at a cross street _____
7. Do you normally park any of your family vehicles on the street? _____. If so, how many? _____
8. Where do you catch the DASH Bus? _____
(For example, North Fairfax and Pendleton, or a prominent building such as "SunTrust Bank")
9. How many blocks would be a reasonable distance for you to walk to a Bus Stop? _____ blocks.
10. Would relocating DASH Line 34 to North Pitt Street increase the frequency with which you might use the "34" bus? In effect, a "yes" permits the inference that now you would not walk two blocks to North Fairfax to pick-up the "34" bus, but if it were on North Pitt Street, you would take it. For information, in FY23, the "34" bus is

going to Potomac Yard via Route 1, not via Braddock Road Station. So, if you get on a convenient "34" bus, you are going to Potomac Yard. Yes ____; No ____.

11. Hypothetically, if you lived in a condominium or apartment building whose front door opened on North Pitt Street, would you be willing to walk to a bus stop on North Fairfax Street? Yes ____ No ____.
12. Do you support or oppose the re-routing of the DASH Line 34 from North Fairfax Street to North Pitt Street?
Support: ____ Oppose: ____
13. Did you send in an email to "dashbus@alexandriava.gov" on or before Friday, 22 April 2022 or did you call the DASH customer service line and provide a telephonic input?
Yes ____ No ____
14. Would you support a compromise which would have the AT34/N6 bus:
 - 14.1. Continue to operate on North Fairfax Street from King Street to (pick one)
Oronoco ____, Pendleton ____, Wythe ____, or Madison and Montgomery ____?
 - 14.2. Then operate on the selected street between North Fairfax and North Pitt
 - 14.3. Then operate on North Pitt Street to Bashford Lane.
Yes ____ No ____
15. Additional Remarks. Please email the text of these remarks to me at JWMurphy17@aol.com. I will include them in the tabulated data (anonymously).
16. Your Respondent's I.D. (a confidential code) if you wish you identify your input on the tabulated data.

- 17 Here is the link to the proposed Transit Plan: <https://www.dashbus.com/sites/default/files/news/2022-03/FY23%20ATC%20Transit%20Development%20Plan%20-%20DRAFT.pdf>

Important background information:

- 1 Buses will run Monday through Friday from 5:00 am until 10:00 pm every 30 minutes, resulting in 35 daily bus trips each way, or 70 bus trips per weekday.
2. Buses will run on Saturday and Sunday from 7:00 am until 10:30 pm every 30 minutes, resulting in 32 daily bus trips each way, or 64 bus trips per weekend day. Combined, that would be 478 bus trips per week passing by your single-family dwelling.
3. The busses will generate considerable noise and exhaust as they accelerate from a bus stop or from a traffic stop sign. We have not seen a diagram of the projected bus stops. If you live near a bus stop or a corner, you will hear up to 70 buses a day accelerating from your home.

Jim Murphy
326 North Pitt Street, home for 39 years
JWMurphy17@aol.com. H: 703-836-3559 M: 703-963-7157

A North Pitt Street & Pendleton Street Petition – Revisited

Monday, August 29, 2022

Dear Neighbors . . . why this Petition Letter now?

1. Background. Our assumption is that you already know that the original proposal to realign the DASH Line 34 from North Fairfax Street to North Pitt Street (with the Crossover at Cameron) was modified by the DASH Board of Directors at their June 8 meeting to crossover at Pendleton Street. This was a reprieve for the residents of the 200-500 blocks of North Pitt. Unfortunately, the 500 block homes next to the North Pitt - Pendleton intersection will still get the noise from the busses at the turn.

NOT getting a reprieve was the entire 600 block of North Pitt Street. In addition, the DASH decision realigns the route to pass in front of the single-family homes on the 300 & 400 blocks of Pendleton Street. And therefore, past the front doors of 14 ground floor apartments in the Florence Alexan, as well. 51 front doors in all, not including the front doors of the 3 houses in the 500 block of Pendleton and Wythe next to North Pitt Street. See graphics on this page and on page3.

2. **You are receiving this letter because . . .**

- You live in the 400 block of Pendleton Street, or . . .¹
- You live in the 500 and 600 block of North Pitt Street or the 500 block of Pendleton or Wythe Street (3 addresses from the corner) and I do not have a completed Petition Form on file from the early June effort from you. You may have dropped it off to 326 North Pitt, my home; sorry, I must have misplaced it.

2. **What We Are For.**

We are completely for any route that realigns DASH Line 34 closer to the principal commercial activities in the Saul Center (Trader Joe's) and the Kingsley building (Harris Teeter)—EXCEPT for any segment of the line that runs on the 200 to 700 blocks of North Pitt Street and the 300-400 Blocks of Pendleton.

3. **What We Oppose.**

Thus, said differently, we oppose any route segment that passes by the front doors of single-family dwellings in the 200-600 blocks of North Pitt Street and the 300-400 blocks of Pendleton Street. In addition, we oppose a route segment that uses the 400 block of Wythe and turns onto North Pitt Street at the

Appendix 6 Tab 1



¹ We are contacting the residents of the 300 block of Pendleton separately.

intersection of North Pitt and Wythe. The reason is the intersection is within bus noise distance of at least seven single family dwellings that are part of the extended “North Pitt Street Neighborhood.”²

We are drafting a letter to the Stockholders of the Alexandria Transist Company DASH requesting that pursuant to Article IX of the ATC’s by-laws the Stockholders modify the decision made by their Board of Directors on June 8.

ATC is a publicly held non-profit company. It has 9 shares of stock. The shares are controlled, one each, by the Mayor and each City Council Member.

We continue to request that the east/west crossover be at Madison/Montgomery or 2d Street. We absolutely oppose the crossover at Pendleton and Wythe. We believe we have a persuasive case. The draft is still a work in progress, and I will be happy to send it to you by email by the end of the week.

4. Participating in the Petition Means . . .

Only that you Support, Oppose, or Abstain (from X participating in the petition) the realignment of DASH Line 34 as decided by the DASH Board of Directors at their June 8, 2020 meeting. It does not commit you as signatory, in whole or in part, to the Ad Hoc Committee’s letter to the DASH Stockholder. It does authorize the Ad Hoc Committee to include your name and address with the list of 106 residences and 176 names that we submitted to DASH on June 6, 2020. The entire June 6 list opposed the realignment onto the 300-400 blocks of Cameron Street and the 200-700 blocks of North Pitt.

Maximum participation in this Petition exceptionally important. The “Ad Hoc Committee” intends to provide the letter to the Stockholders not later than close of business Thursday, 8 September.

Please call or email if you have questions,

Jim Murphy
H: 703-836-3559
M: 703-963-7157
jwmurphy17@aol.com

For copies of the Neighborhood’s Counter Proposal (for the May 3 meeting) and the Addendum to the Counter Proposal (for the June 8 meeting), email me at jwmurphy17@aol.com.

A return envelope and a separate Petition Form are enclosed. Please email a photo of the completed Petition Form to my email address if that would be easier.

Please return not later than Tuesday evening, September 6, 2022

² The Alexandria “Complete Streets Design Guidelines” provides a street typology—eight different classifications of streets characterized by building types, traffic, etc. The Guidelines document is undated, but we believe it is as recent as 2018. Streets comprised of single-family dwellings on both sides of the street fall within the “neighborhood residential” type. Clearly North Pitt Street is such a street. The 400 block of Pendleton is as well because, uniquely, the ground floor apartments across from the Chatham Square have “front doors” which open onto Pendleton Street. Our position is that “neighborhood residential” streets should not have bus lines operating on them. Here’s a link: <https://media.alexandriava.gov/docs-archives/localmotion/info/gettingaround/alexandria-complete-streets-design-guidelines.pdf>

Letter to Oppose, Support, or Abstain from
the DASH proposal to re-route Line 34 from North Fairfax Street to North Pitt Street with the crossover
at Pendleton Street or Wythe Street.

I/we live at: _____ Street

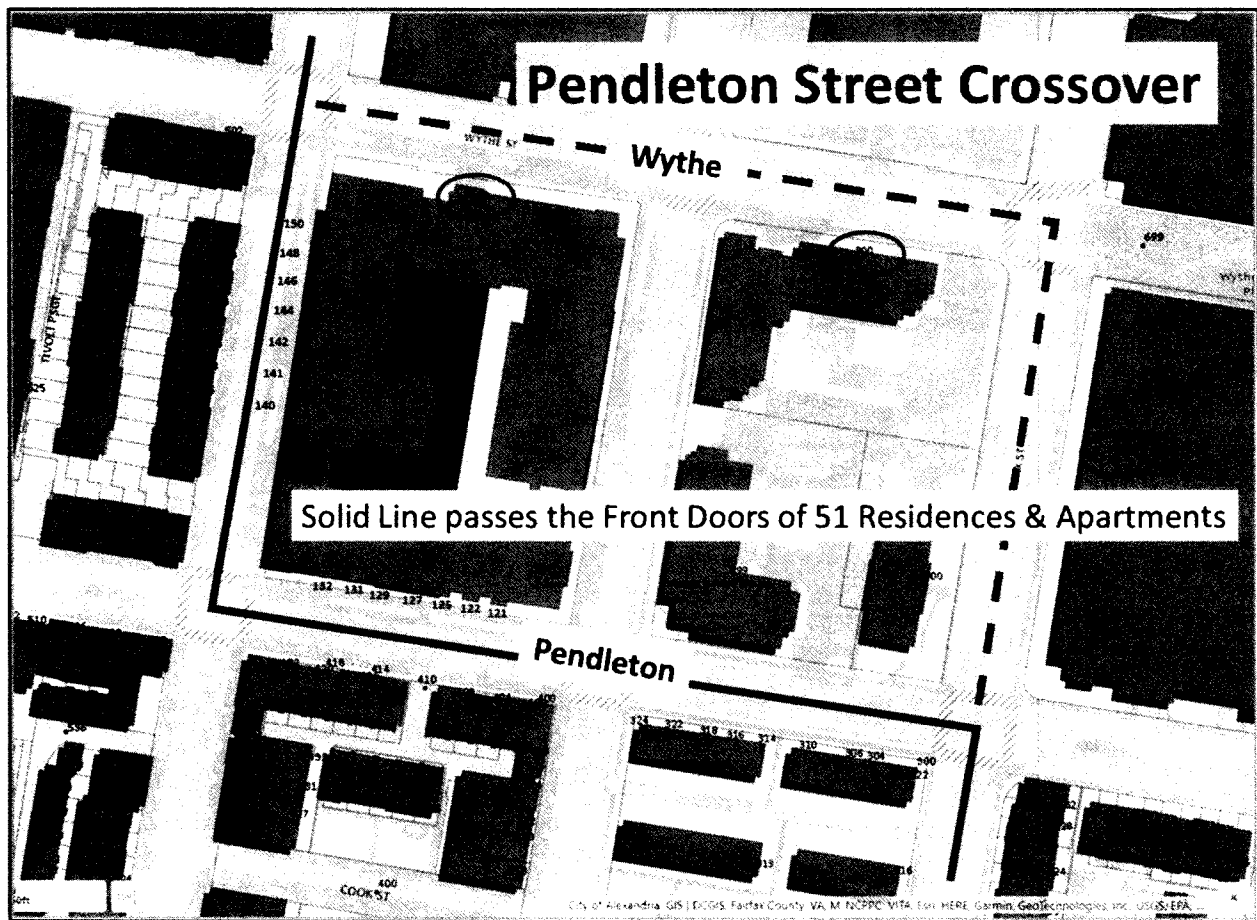
I/we ... oppose: _____, support: _____, or abstain from: _____

... the DASH proposal to relocate the DASH Line 34 from North Fairfax Street to North Pitt Street with
the crossover at Pendleton Street or Wythe Street.

Name: (optional but requested): _____

Signature: (optional but requested): _____

Number of Registered Voters living at this address: _____



Outline of Steps in Basic Planning when Multiple Options are Available for Assessment

Discussion. The following is a short review of a conventional planning model that is scalable to a wide range of service-oriented organizations to include transit companies. The model easily organizes the planning process. It provides planners a logical sequence for their efforts and an organized framework within which to brief seniors and other interested persons.

Planning is generally agreed to have six separate steps:

1. **Goals and Objectives.** The first step is to understand the goals and objectives assigned by the city leadership for transportation support to the commuting public and when appropriate to this specific population affected by the intended change

2. **Criteria for an Optimum Decision.** The second step is to dust off the existing “decision matrix,” that is, a set of “criteria for an optimum decision,” and revise it as necessary, or create a new matrix. The criteria must include the guidance provided by City elected leaders and the City Manager. They should include the concepts and best practices for route design. They should include planning-focused extracts from the Alexandria Choices study and the Alexandria Transit Vision Plan (ATV). Not all criteria are equal in importance. To enhance objectivity in reaching the final decision, planners can rank order their list of criteria in order of importance and assign a numerical weight to each criterion relative to its importance.¹

3. **Area Market Analysis.** Planners need to know the socioeconomic make-up of neighborhoods in the area of the city that is to be supported by one or more bus routes, especially if one is a new route. The analysis should produce a set of overlays like those in the Alexandria Choices Study and used in a manner similar to that shown in the Alexandria Complete Streets Design Guidelines.² It should account for current population and projected population. In addition, when contemplating a new route on a street that has never before had a bus line, the planners need to actively reach out to the affected residents to gauge their potential as future riders.³ Planners need to assess the potential for ridership

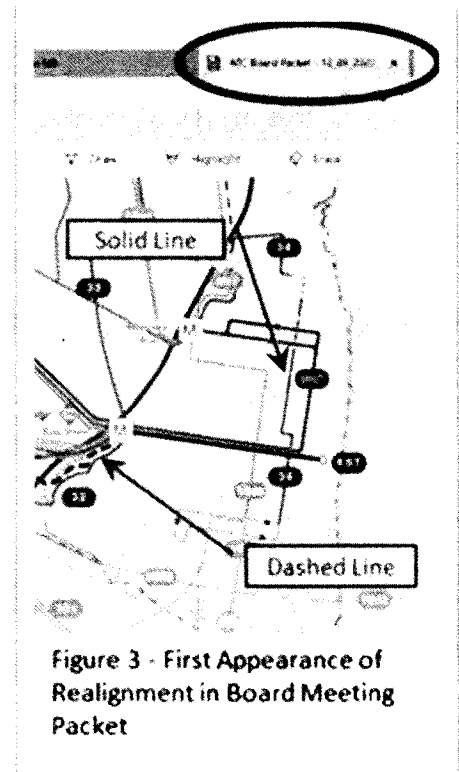


Figure 3 - First Appearance of Realignment in Board Meeting Packet

Appendix 2

¹ The weighted criteria and the final score only help. Combinations of numbers could have two or more options with the same score. An ambiguous result will still have to be decided.

² See socioeconomic graphics on pages 28-32 of the Choices Study and pages 2-13 and 2-14 of the Guidelines.

³ A survey of residences the type shown in enclosure () to this letter. Businesses, to include businesses on upper floors in multistory buildings, should be included. Every address should receive the survey.

Outline of Steps in Basic Planning when Multiple Options are Available for Assessment

along each street that might be considered for a route. This reduces the possibility of drilling a route through a catchment area with very few potential riders or planning a route on a street that is inappropriate for a bus line, e.g., a neighborhood residential street.^{4, 5}

4. **Develop Options.** The fourth step is to develop at least three options for the route that appear to meet (1) the objectives specified by the City leadership, (2) the economic and commercial interest of the citizens of the City, (3) the needs of residents of the area and the non-residents who travel to the area (employees, customers, clients, business owners, visitors to residences, visitors to points of interest). Where possible the options should be mindful of the needs of residents of adjacent areas who pass through to other areas. Neighborhoods that are described in the Alexandria Choices Study on pages 26-28 as high in “Poverty Density/Zero Vehicle Households/Density of Minority Families” have a clear need for convenient bus transportation.

5. **Construct and Score the “Options Matrix.”** The fifth step is to construct the “Decision Matrix.” The planner lists the criteria down the left side of the matrix and the options across the top of the matrix. Scoring is next and is relatively easy.

6. **Present the Planning Product to Decision-maker(s).** Step Six is to present the planning product:

1. Review of Leadership Guidance,
2. Review of Criteria for an Optimum Decision,
3. Area Market Analysis, with Overlays
4. Options, with Overlays
5. Comparison of Options Using “Criteria for an Optimum Decision
6. Staff Recommendation

#

⁴ In the case of the proposed realignment, this would have surfaced the fact that the 400 block of Cameron and the 200-600 blocks of North Pitt have very few DASH riders at present and would not have any more even if the bus operated on the proposed route.

⁵ We assert that “neighborhood residential” streets that do not already have a bus line on them are inappropriate for future bus routes.