



Alexandria Transit Vision Plan

City Council Update
February 11, 2020



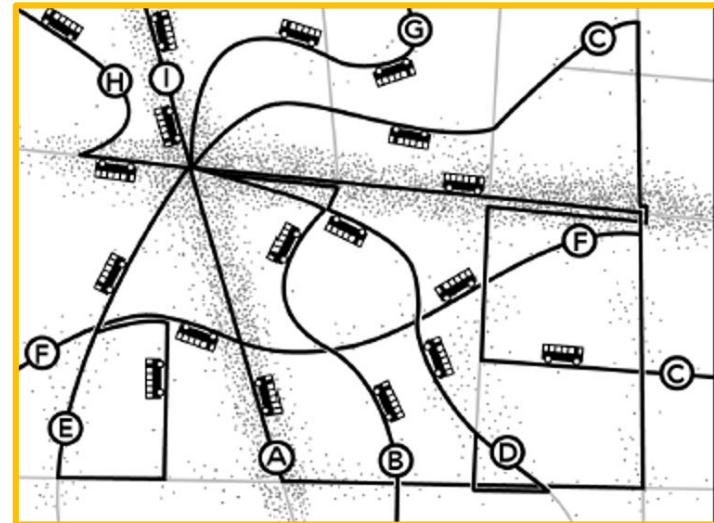
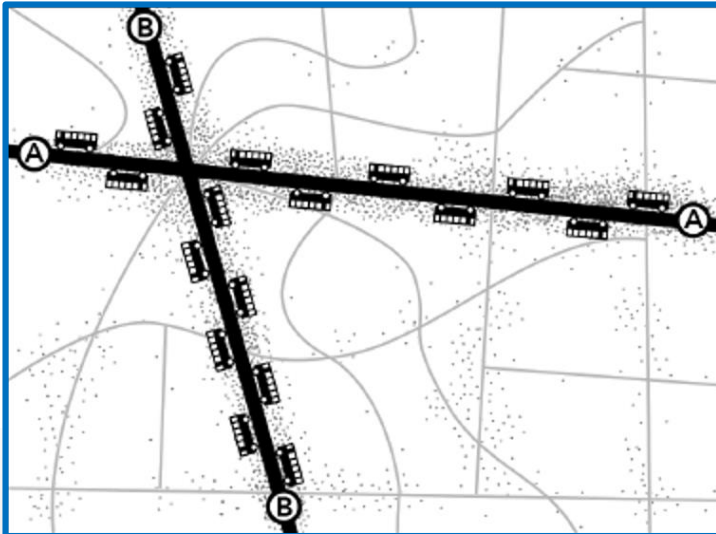
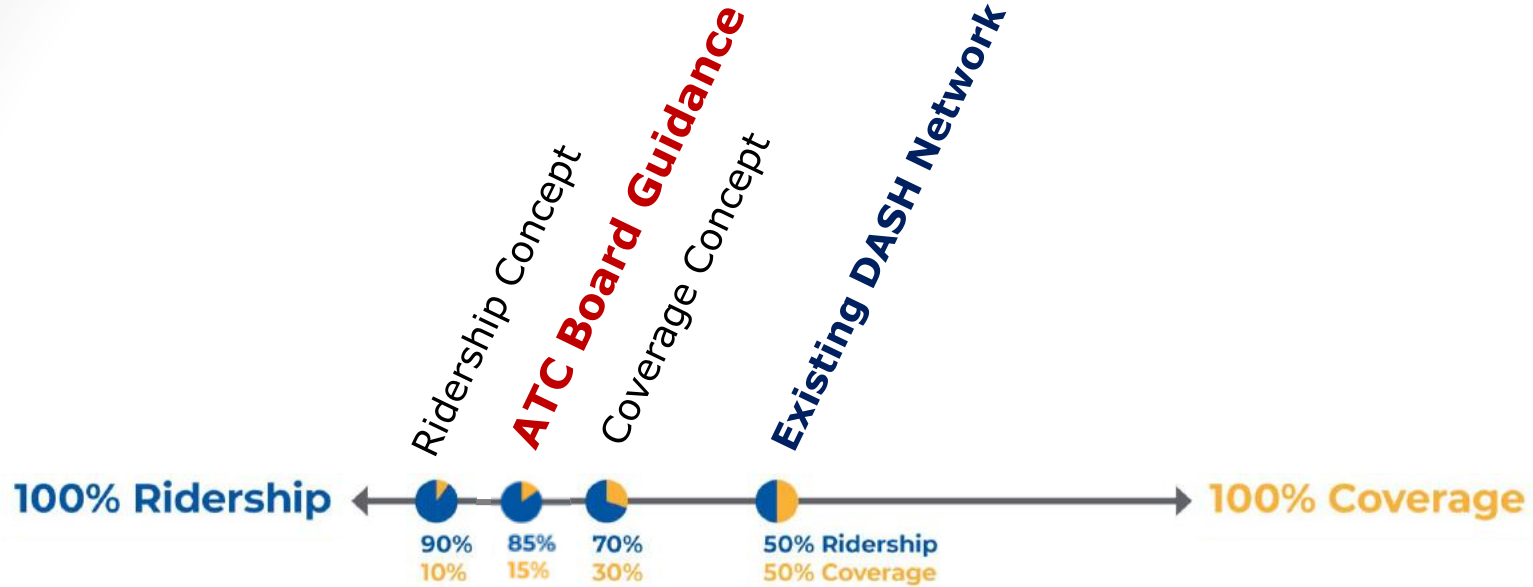
What is the Alexandria Transit Vision (ATV) Plan?

- ❑ A joint effort by **DASH** and the **City** to redesign Alexandria's bus network based on data analyses and community priorities
- ❑ Primary goal: A more useful bus network that encourages more people to use transit at more times of the day

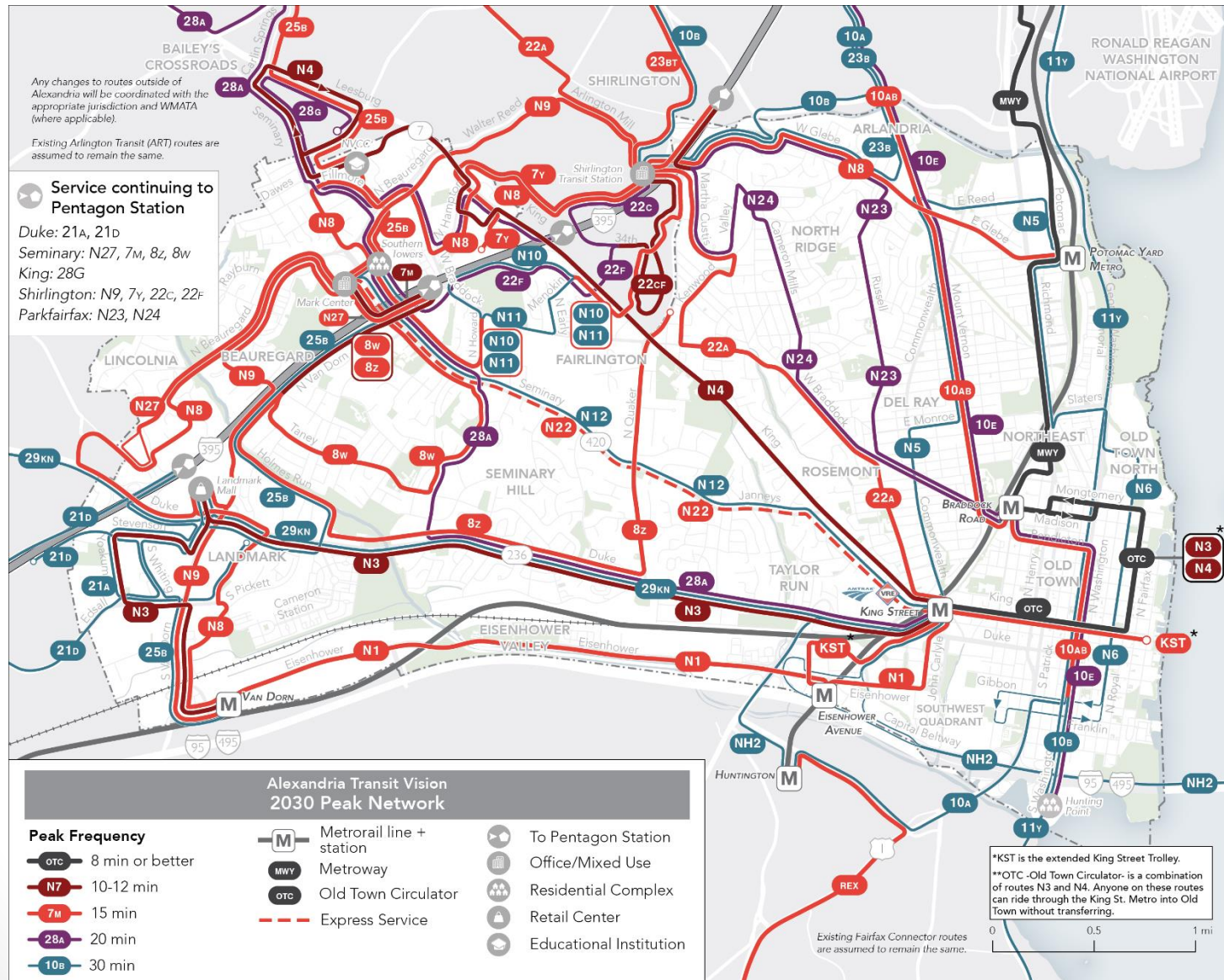
Why do we need a new Transit Vision?

- **Alexandria is changing...** this is the first complete system update in 35 years
- Bus ridership has **consistently decreased** over last five years
- **Buses are a centerpiece** of Alexandria's transportation network, ***not an afterthought.***

Ridership vs. Coverage Balance



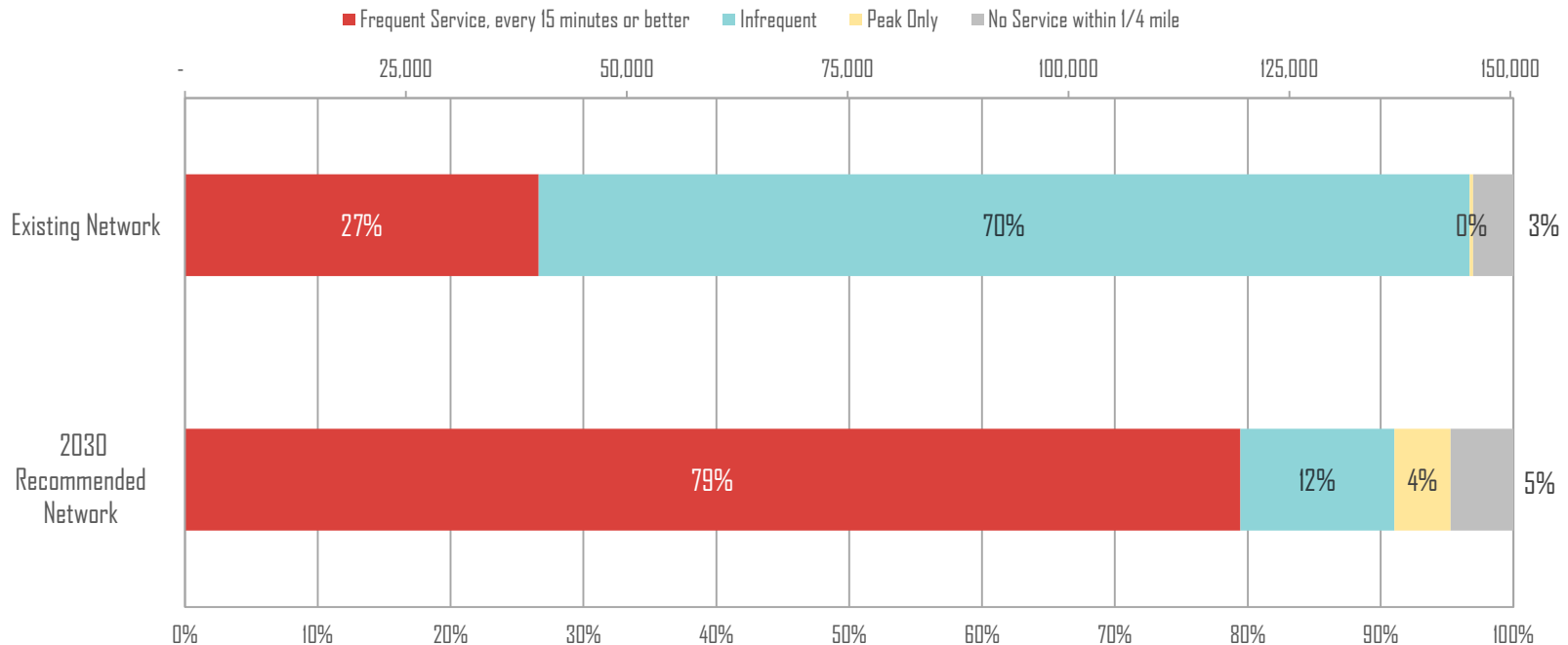
2030 ATV Network (PEAK)



ATV Plan will improve access to frequent, all-day transit service...



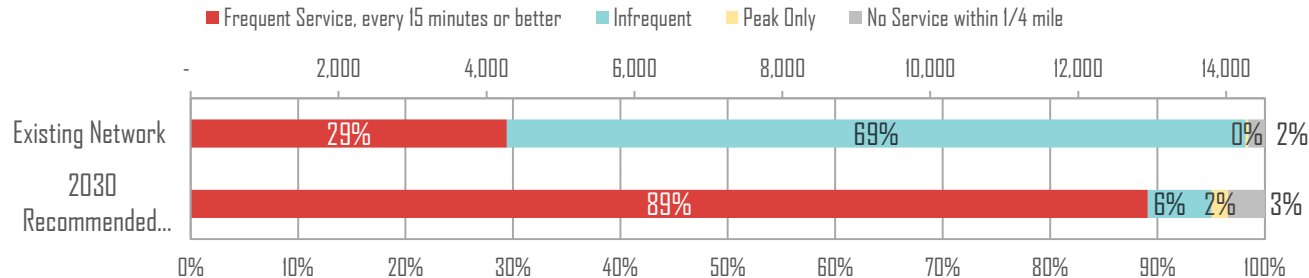
Residents near Transit on Weekdays within 1/4 mile of a bus stop in Alexandria, Virginia



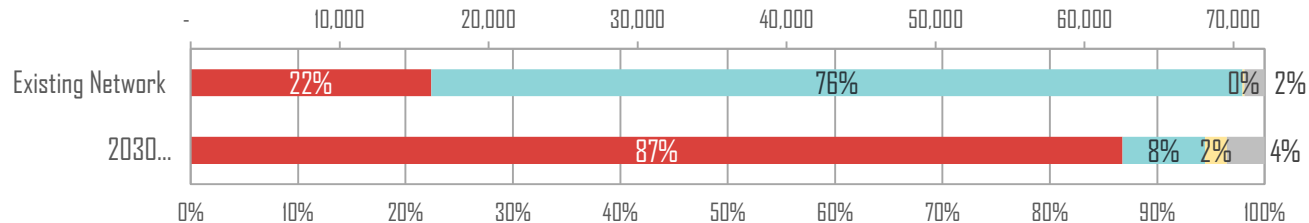
...especially for low income residents, residents of color and senior residents



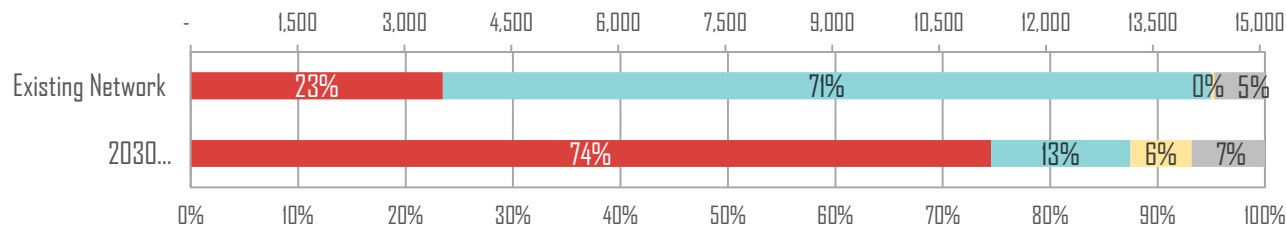
Residents in Poverty near Transit on Weekdays within 1/4 mile of a bus stop in Alexandria, Virginia



Residents of Color near Transit on Weekdays within 1/4 mile of a bus stop in Alexandria, Virginia



Seniors near Transit on Weekdays within 1/4 mile of a bus stop in Alexandria, Virginia



Highlights

- **99% of existing boardings will be within 1/8 mile of future stop locations.**
- Routes spread across the city with buses arriving every **15 minutes or better, all-day**, 7 days per week
- **Increases in off-peak & weekend** service
- More frequent service = easier transfers
- **AT-2 (Seminary Road)** - Weekday local service retained, but DASH will monitor ridership to ensure continuation is warranted. Weekend service will be discontinued.
- **AT-3 & AT-4 (Parkfairfax/North Ridge)** – AT-3 and AT-4 will be maintained on existing alignments from Braddock Road Metro to Pentagon via Parkfairfax and North Ridge during rush hours.
- **King Street Trolley** – Proposes Old Town-Carlyle Loop, introduce AM service, consider future fare policy changes

How much will it cost?

- If implemented in FY 2022: Up to \$2.5 million increase in annual DASH subsidy
 - City and DASH to work with WMATA to explore possible efficiencies by FY 2022
- Long-term (2030): Total transit subsidy increase of \$8-10 million annually needed
 - External funding sources will be actively pursued wherever possible (i.e. I-395 Funds for AT1 Plus)
 - Implementation subject to funding availability and overall prioritization of City needs
- **By making more choices, increases could be offset and/or phased**

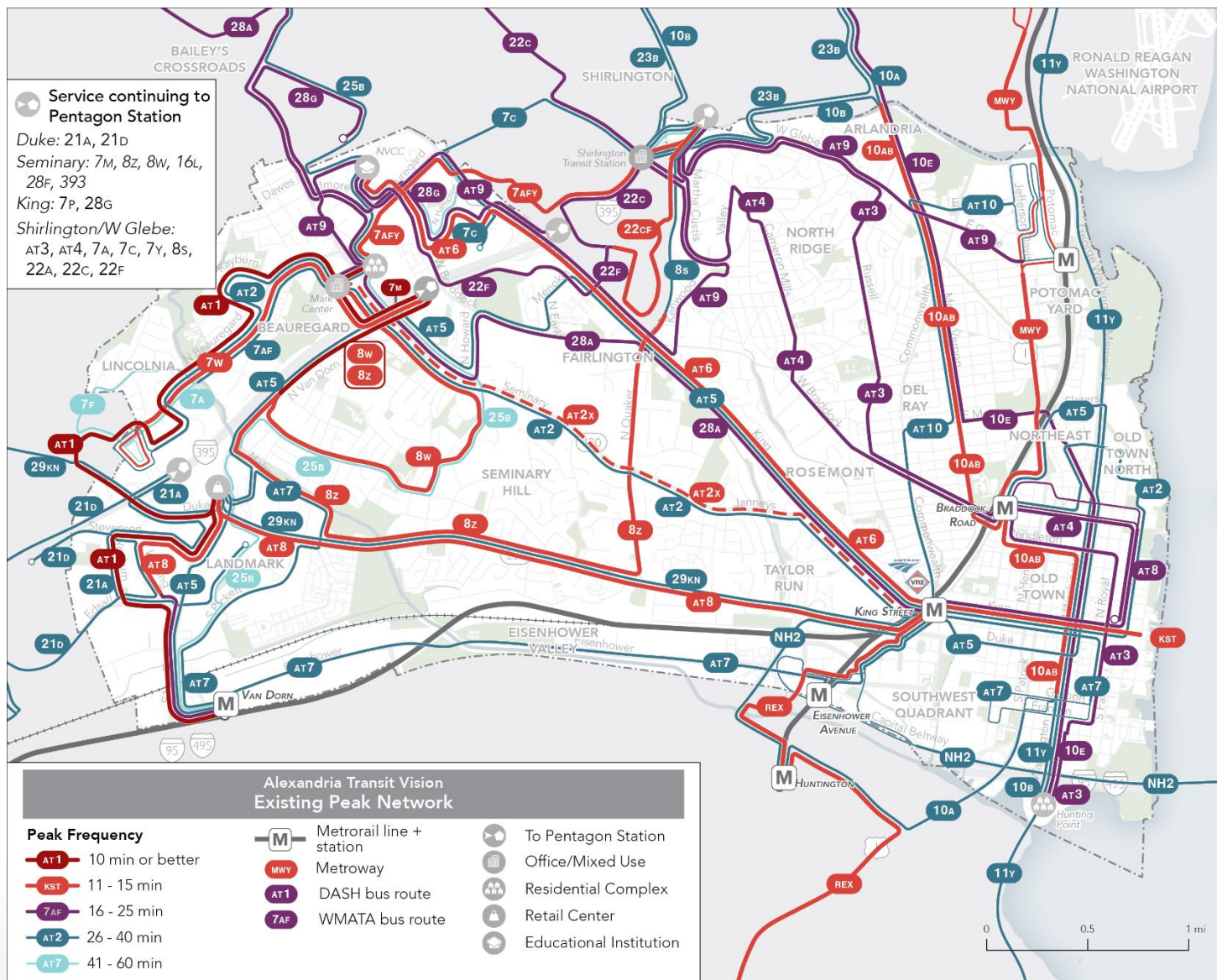
Next Steps

- Final 2022 ATV Network to be considered in subsidy request for **FY22** City Budget process.
- Final 2030 ATV Network will be considered through annual DASH Transit Development Plan (TDP) and City Budget requests from FY23 to FY30, based on funding availability.
- Continued coordination with WMATA and adjacent jurisdictions (e.g. Arlington County).
- Continued coordination with City staff on capital improvements (bus prioritization, bus stops, shelters, pedestrian improvements, etc) which will be necessary to support ATV success

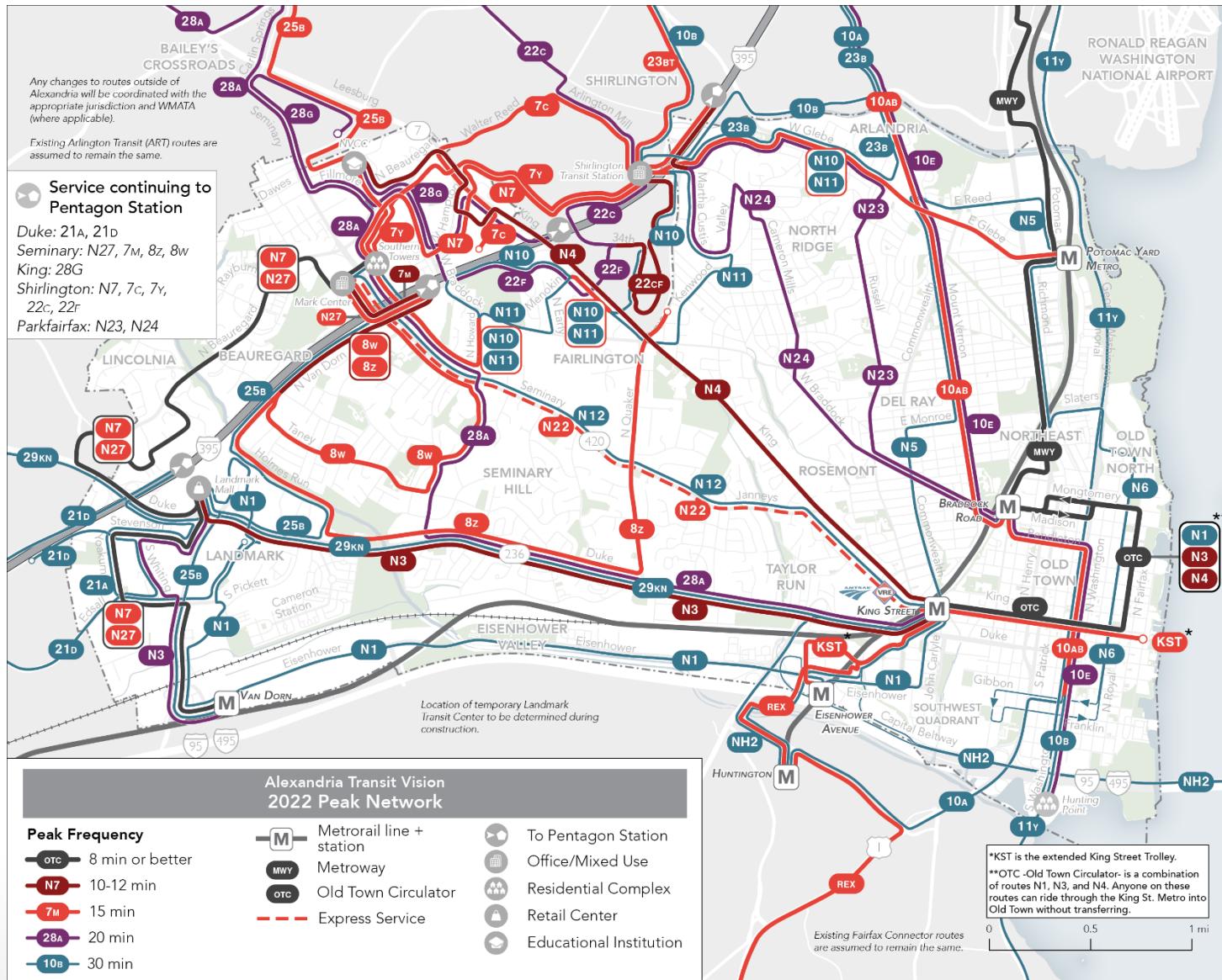
Thank you!
Questions?

Resource Slides

Existing Bus Network (PEAK)



2022 ATV Network (PEAK)



ATV Project Timeline

- Spring 2018 Kickoff
- Three (3) Rounds of Public Outreach:
 1. Basic Transit Choices & Tradeoffs (Fall 2018)
 2. "Ridership" & "Coverage" Concepts (Spring 2019)
 3. Final Draft 2022/2030 ATV Networks (Fall 2019)
- ATC Board Adoption (December 2019)
- FY22 City Budget Consideration
- Network Launch - Fall 2021