Alexandria Transit Vision Plan

Eisenhower Partnership Board Meeting

May 29, 2019

Item 6

What is the Alexandria Transit Vision Plan?

- Joint Effort by City and DASH to create a modern bus network
- Identify existing & future bus transit needs through data analysis
- Identify community transit priorities based on "Key Choices" discussion
- Design future bus network
  - Unbiased & Data-Driven (start with blank slate)
  - Incorporates community values for transit
  - Collaborative (Includes WMATA, transit partners, city staff, etc)
  - Address emerging transportation technologies (Uber/Lyft, Microtransit, etc)
  - Includes short-term implementation plan for next two years.

# Why are we doing the ATV in the first place?

- Sustained transit ridership decline over last five years
- Evolving travel behaviors (when/where people travel, how they travel, expectations in terms of convenience)
- Rapid growth in population and jobs
- New development centers, shifting land use/density patterns
- Emergence of new technologies
- Need for a modern DASH bus network.

Other Successful Network Redesigns

Columbus, OH

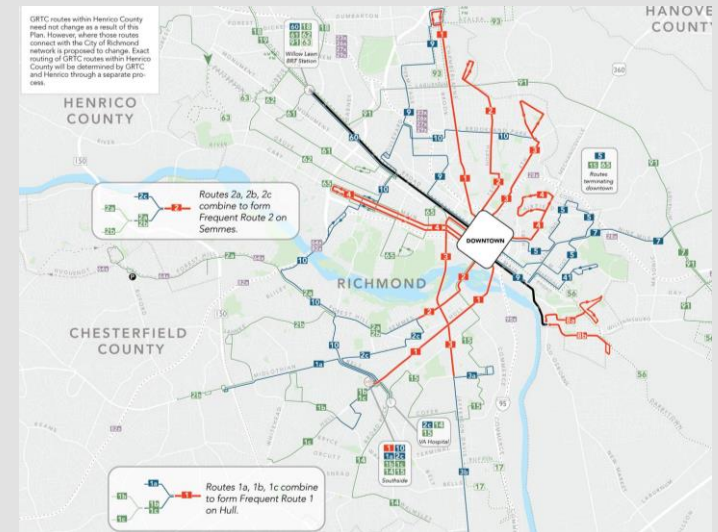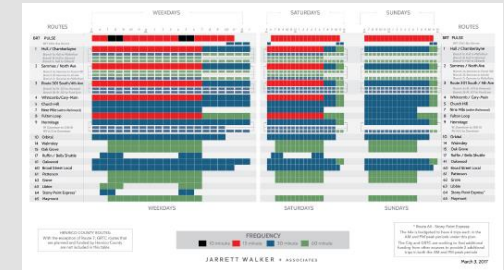Significant increase in ridership since 2017 implementation
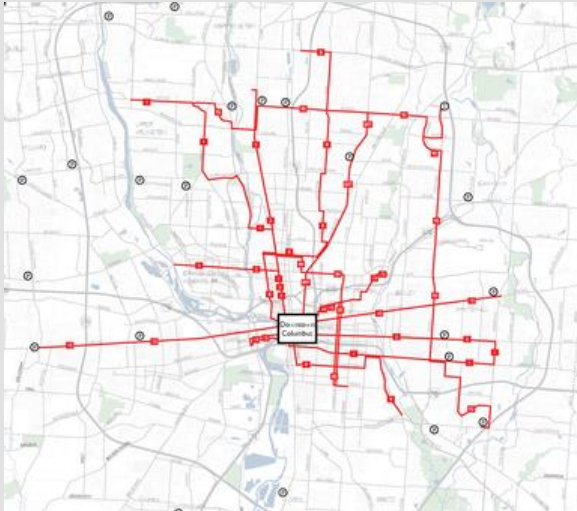
Houston, TX

Ridership steady despite economic downturn
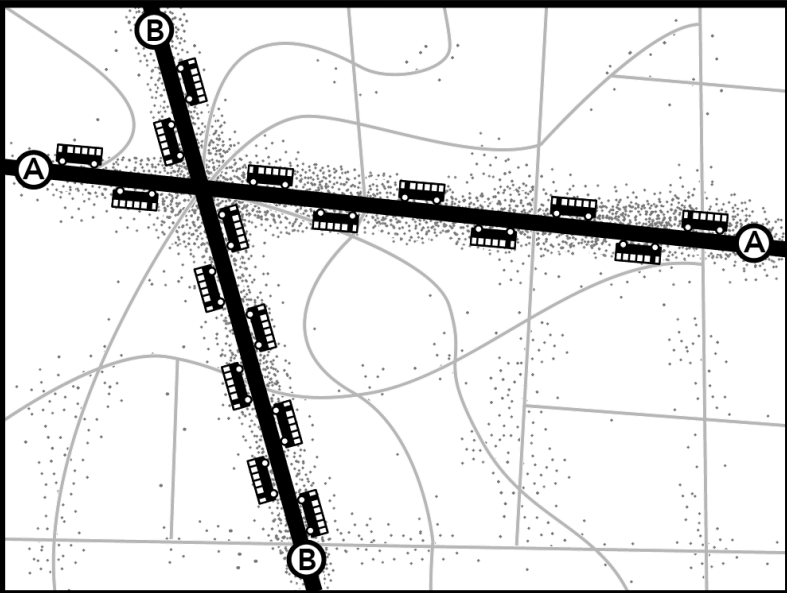

Richmond, VA

Increase in ridership in first 6 months since implementation
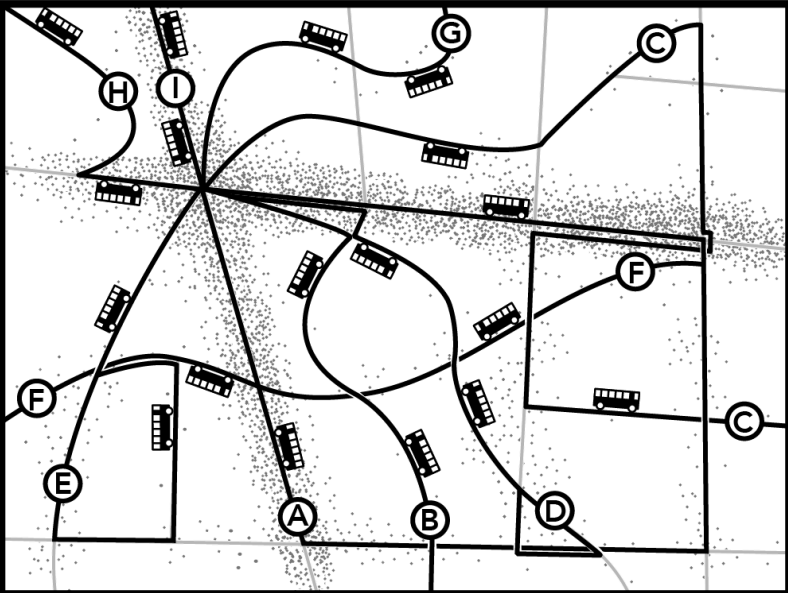
Key Choice - Ridershop or Coverage?

More ridership
"Think like a business"

More coverage
"Access for all"

50% / 50%

Transit Concepts for Alexandria

Cautions

- These are not proposals!
- They are illustrations of a policy choice.
- They are <u>starting points</u> for defining the final network.
- View these at high altitude. Not all micro details are meaningful yet (i.e. exact routings, bus stop locations, etc).
- Public reaction to these concepts will help you decide where you want to be on the ridership-coverage spectrum.
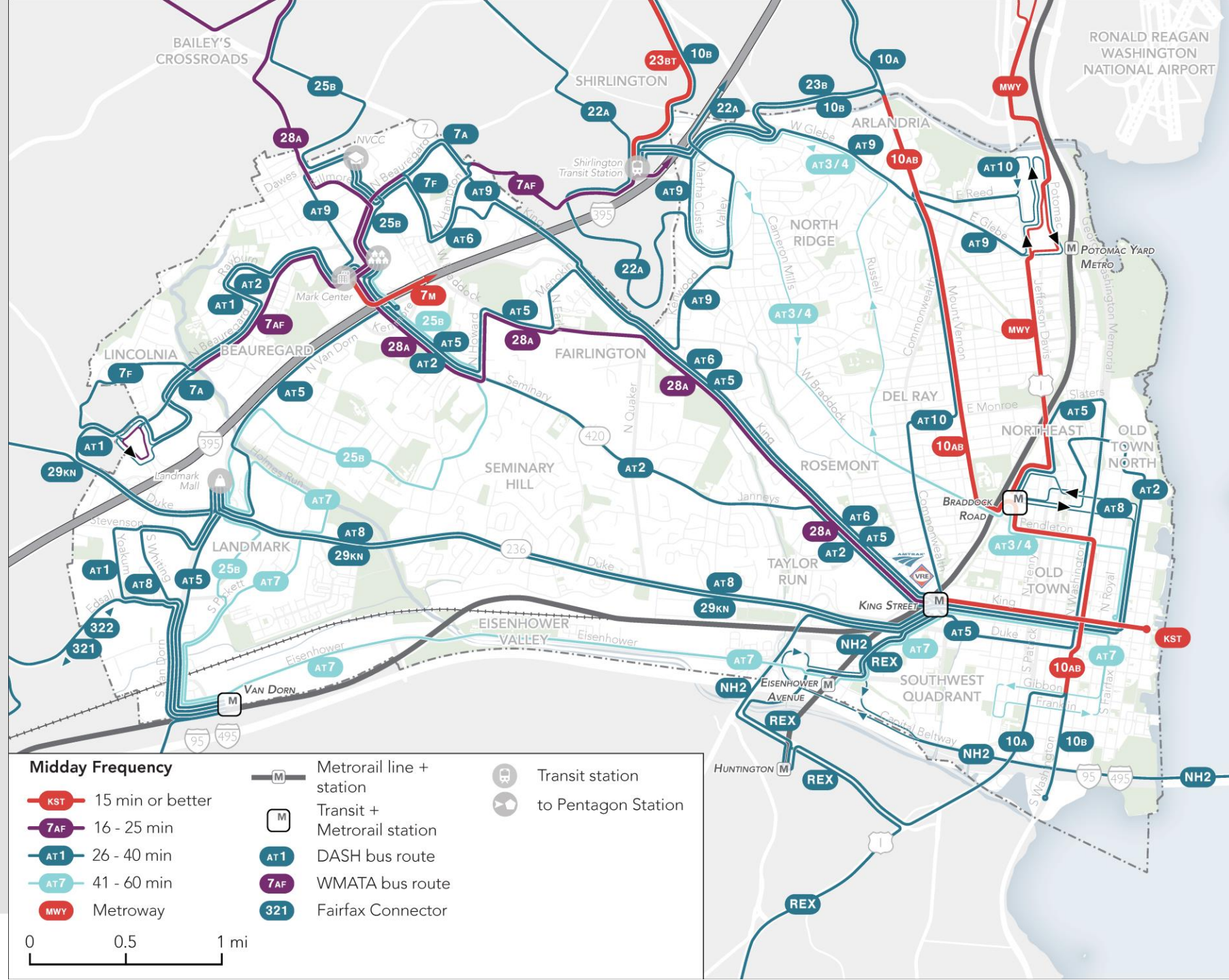- Actual network proposals will be presented in Fall 2019.

Key Assumptions

- 2030 networks, with 20% more bus service. Assumes some additional funding for the increased service.

- Bus-to-rail/Rail-to-bus transfer penalty is eliminated

- Potomac Yard Metrorail station is open

- Improved transit centers at Landmark Mall and Southern Towers

- King Street Trolley is better integrated into overall transit network

- West End Transitway station locations and signal priority

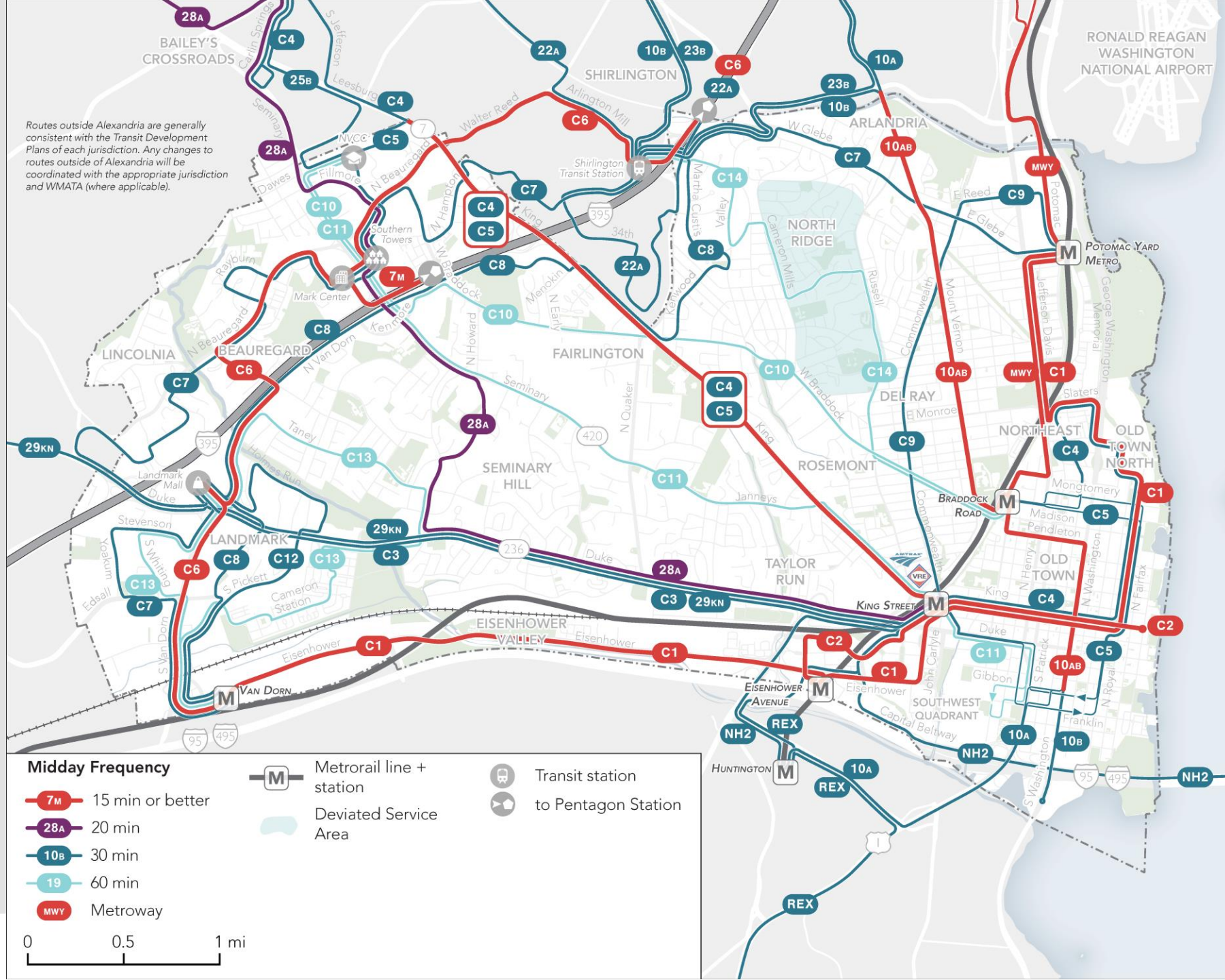- Duke Street Transitway has signal priority

Existing Network

All-day Routes Midday Frequency

Midday Frequency

Route	Frequency
KST	15 min or better
7AF	16 - 25 min
AT1	26 - 40 min
AT7	41 - 60 min
MWY	Metroway

- Metrorail line + station
- Transit + Metrorail station
- AT1 — DASH bus route
- 7AF — WMATA bus route
- 321 — Fairfax Connector
- Transit station
- to Pentagon Station

0   0.5   1 mi
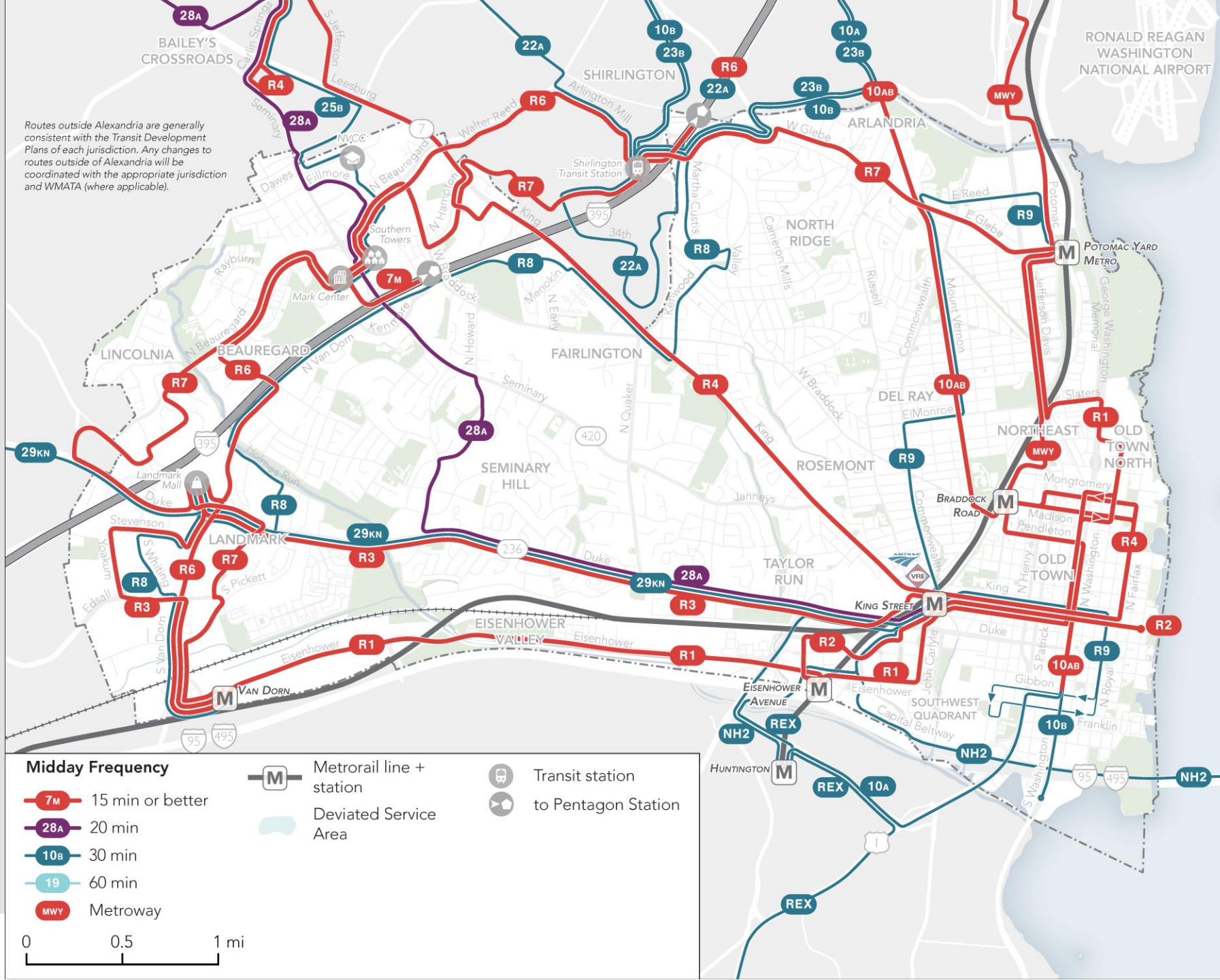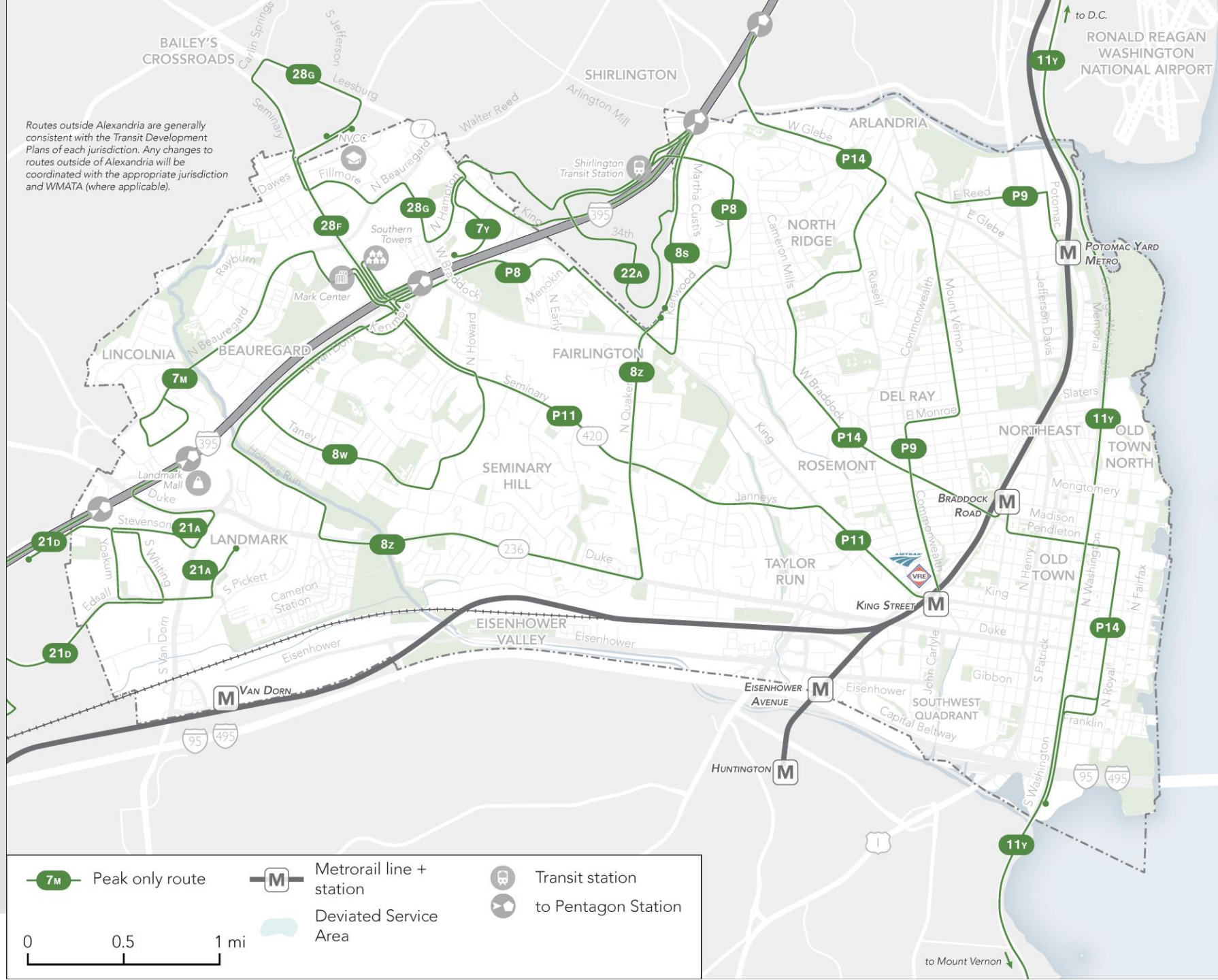
Coverage Concept

All-day Routes
Midday Frequency

PEAK ROUTES ARE NOT SHOWN ON THIS MAP BUT ARE STILL INCLUDED IN BOTH CONCEPTS. PEAK ROUTES ARE SHOWN ON A SEPARATE PEAK OVERLAY MAP.

Routes outside Alexandria are generally consistent with the Transit Development Plans of each jurisdiction. Any changes to routes outside of Alexandria will be coordinated with the appropriate jurisdiction and WMATA (where applicable).

Midday Frequency

- 7M — 15 min or better
- 28A — 20 min
- 10B — 30 min
- 19 — 60 min
- MWY — Metroway

- Ⓜ Metrorail line + station
- Transit station
- to Pentagon Station
- Deviated Service Area

0   0.5   1 mi

Ridership Concept

All-day Routes
Midday Frequency

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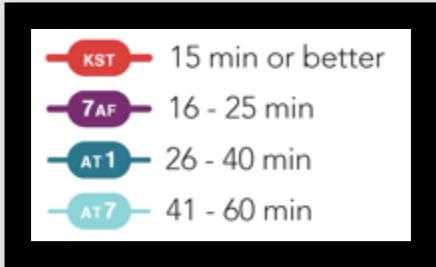
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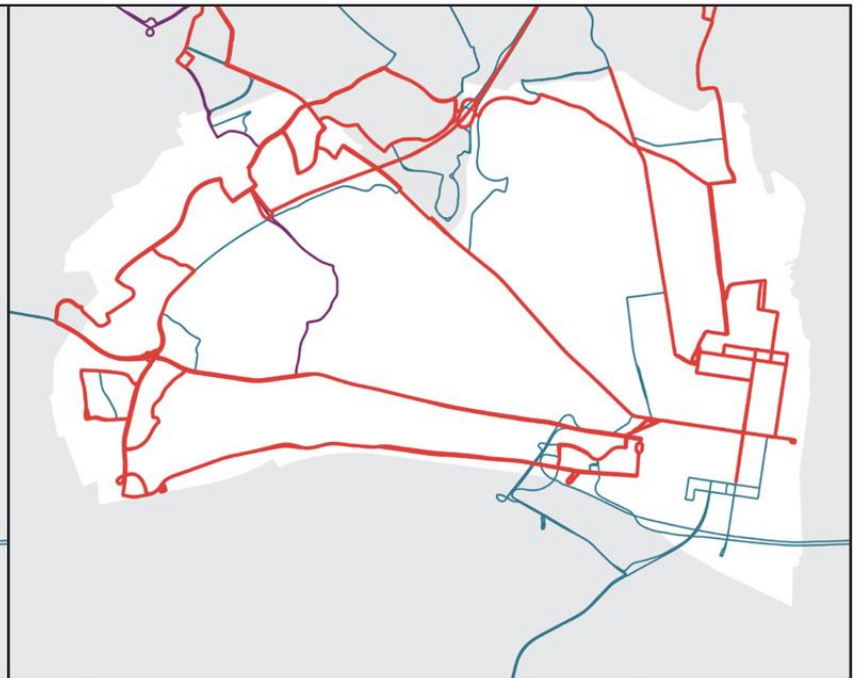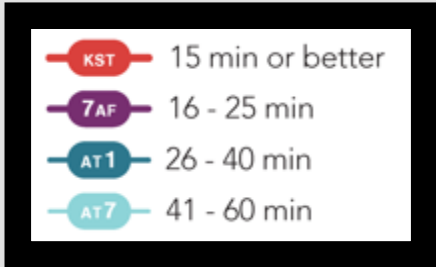
Midday Frequency

- 7M — 15 min or better
- 28A — 20 min
- 10B — 30 min
- 19 — 60 min
- MWY — Metroway

M — Metrorail line + station

Transit station

to Pentagon Station

Deviated Service Area

0   0.5   1 mi

Additional Peak Services

THESE ROUTES ONLY OPERATE DURING WEEKDAY PEAK PERIODS. ALL ROUTES SHOWN ON THIS MAP ARE INCLUDED IN BOTH NETWORK CONCEPTS.

Routes outside Alexandria are generally consistent with the Transit Development Plans of each jurisdiction. Any changes to routes outside of Alexandria will be coordinated with the appropriate jurisdiction and WMATA (where applicable).

Legend:
- 7M — Peak only route
- M — Metrorail line + station
- Deviated Service Area
- Transit station
- to Pentagon Station

0   0.5   1 mi

Saturday Service

Existing

Coverage

Ridership

Legend:
- KST — 15 min or better
- 7AF — 16 - 25 min
- AT1 — 26 - 40 min
- AT7 — 41 - 60 min

Sunday Service

Legend:
- KST — 15 min or better
- 7AF — 16 - 25 min
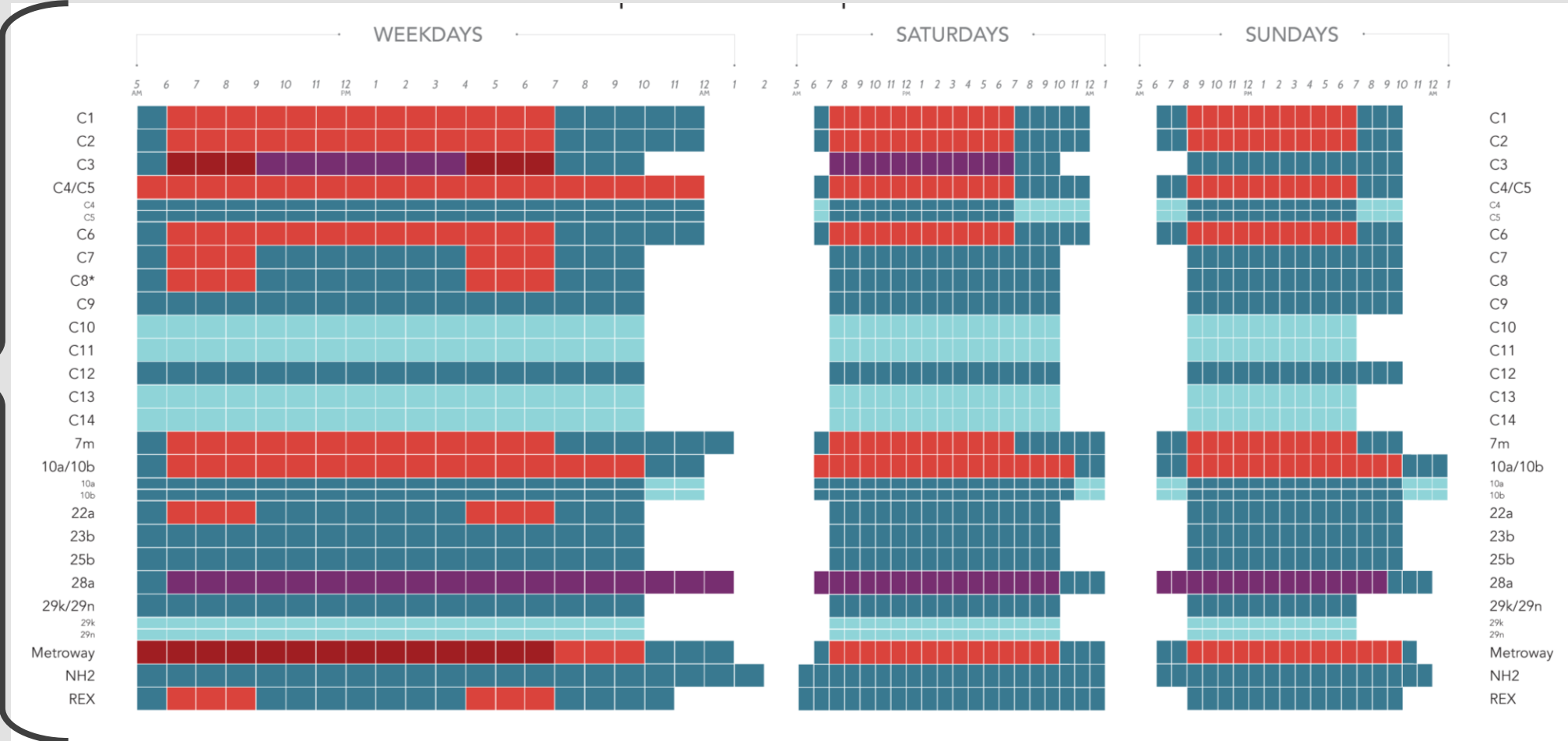- AT1 — 26 - 40 min
- AT7 — 41 - 60 min

Existing
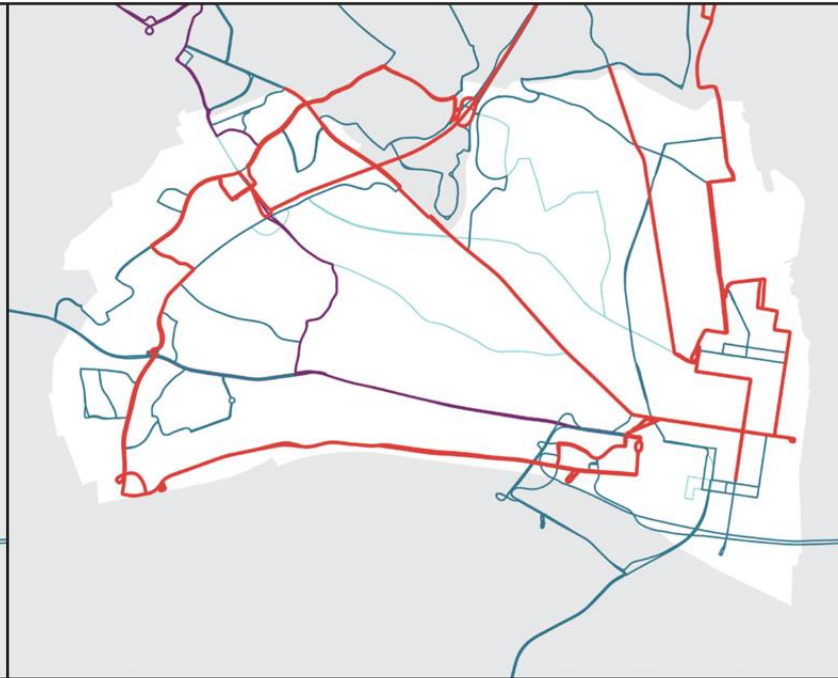
Coverage

Ridership

Coverage Concept
Span of Service

Ridership Concept Span of Service

Hours of the day

Routes
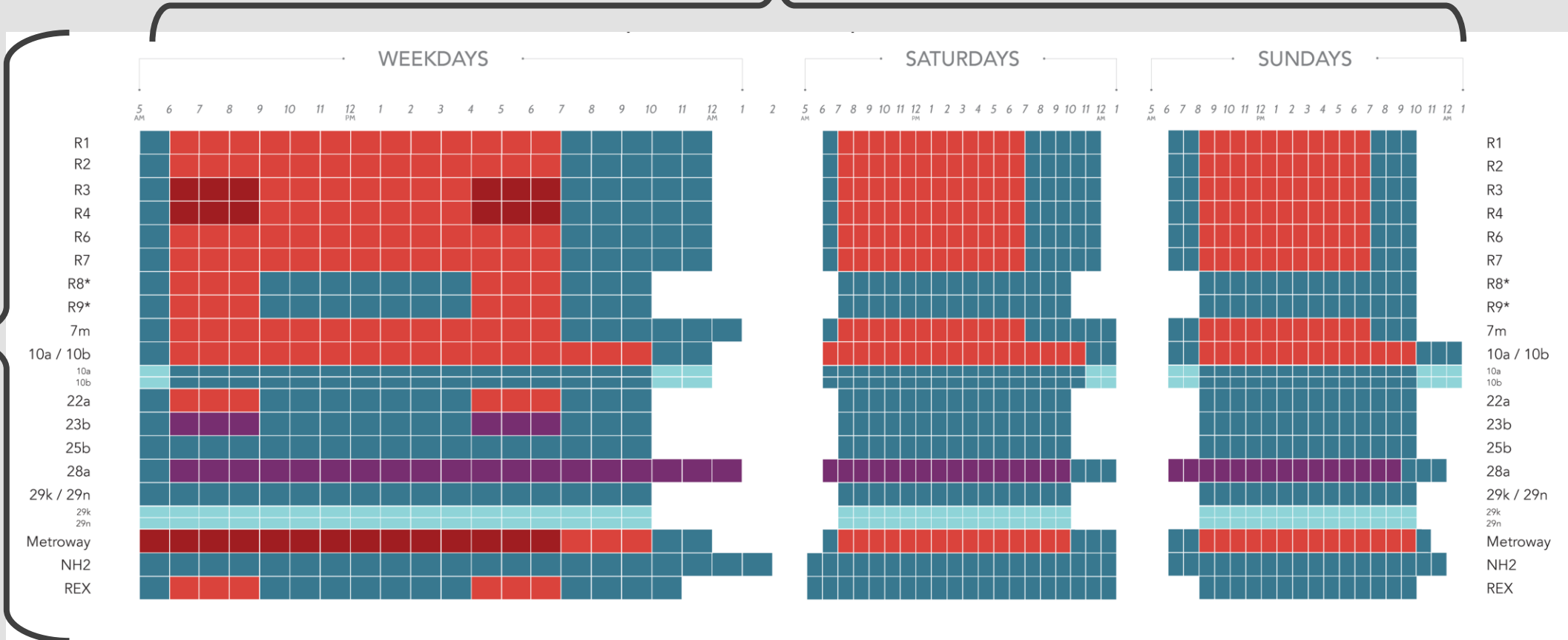
Residents near Transit on Weekdays at Noon

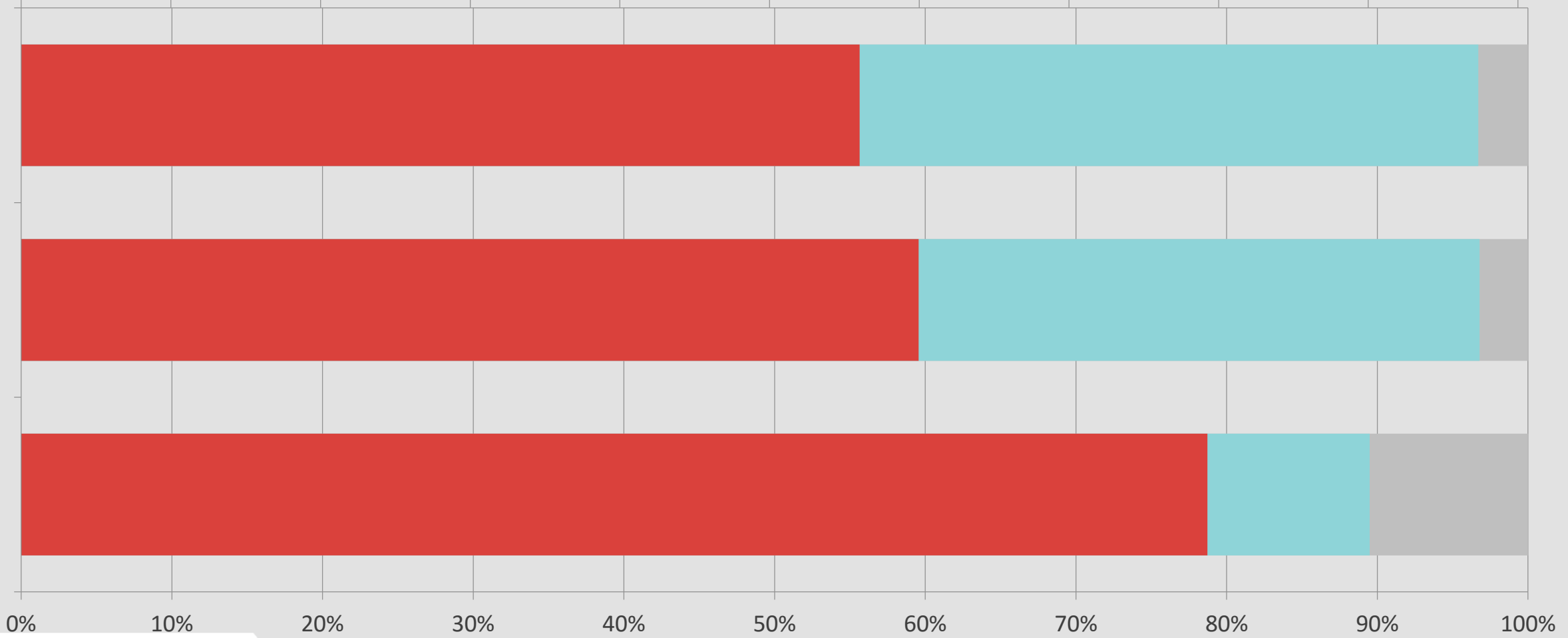## within 1/4 mile of a bus stop in Alexandria, Virginia

■ Frequent Service, every 15 minutes or better ■ Any Service ■ No service within 1/4 mile
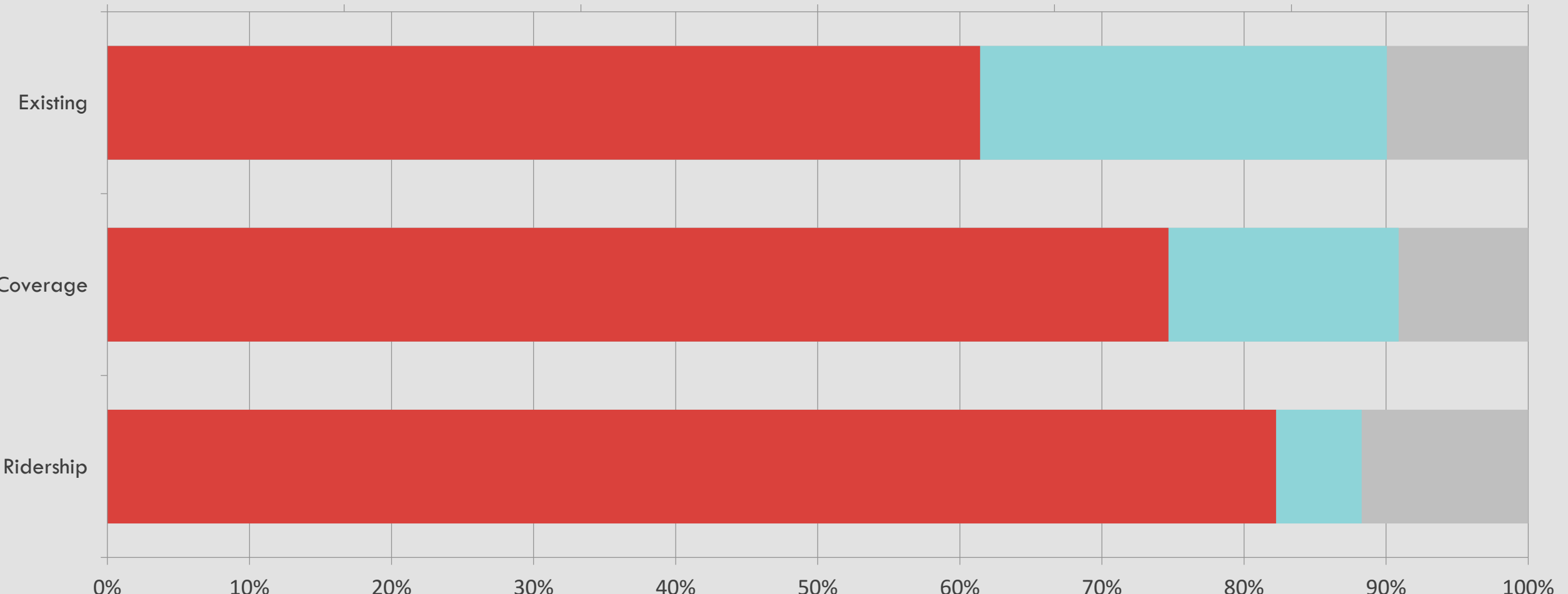
Jobs near Transit on Weekdays at Noon
within 1/4 mile of a bus stop in Alexandria, Virginia

■ Frequent Service, every 15 minutes or better ■ Any Service ■ No service within 1/4 mile

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

Legend: ■ Frequent Service, every 15 minutes or better ■ Any Service ■ No service within 1/4 mile
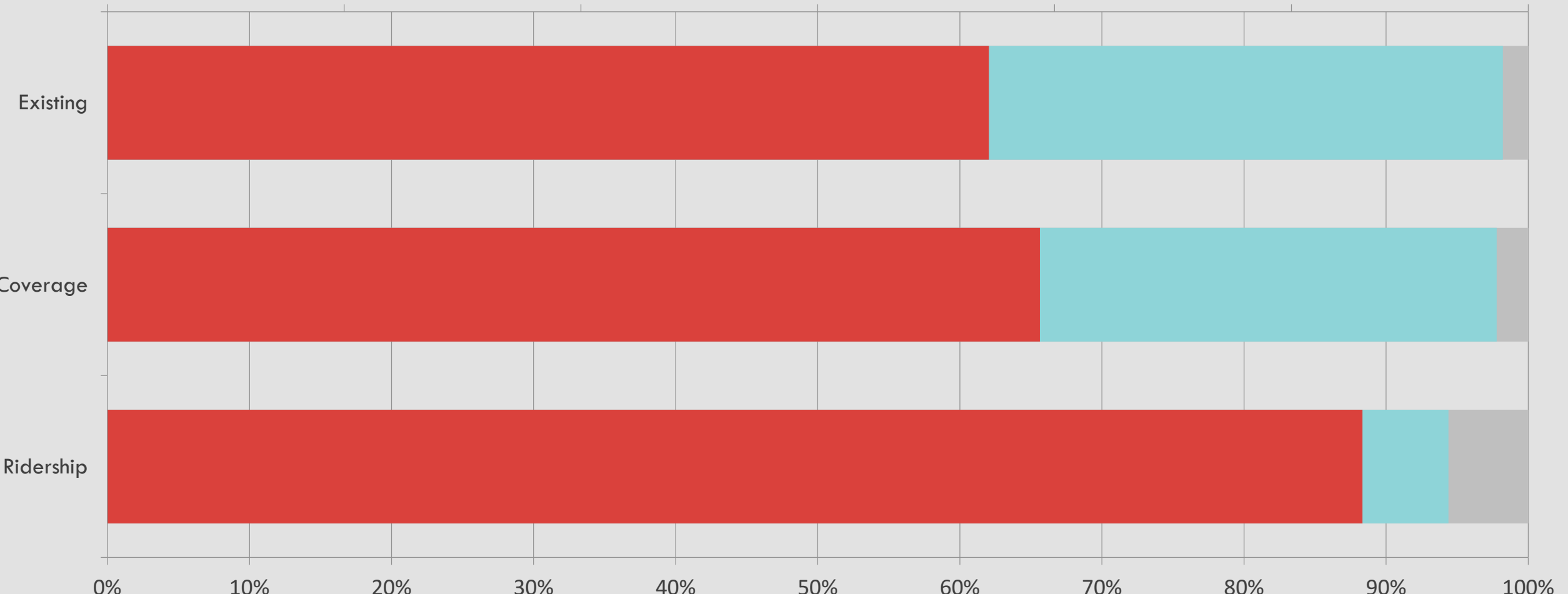
Categories: Existing, Coverage, Ridership
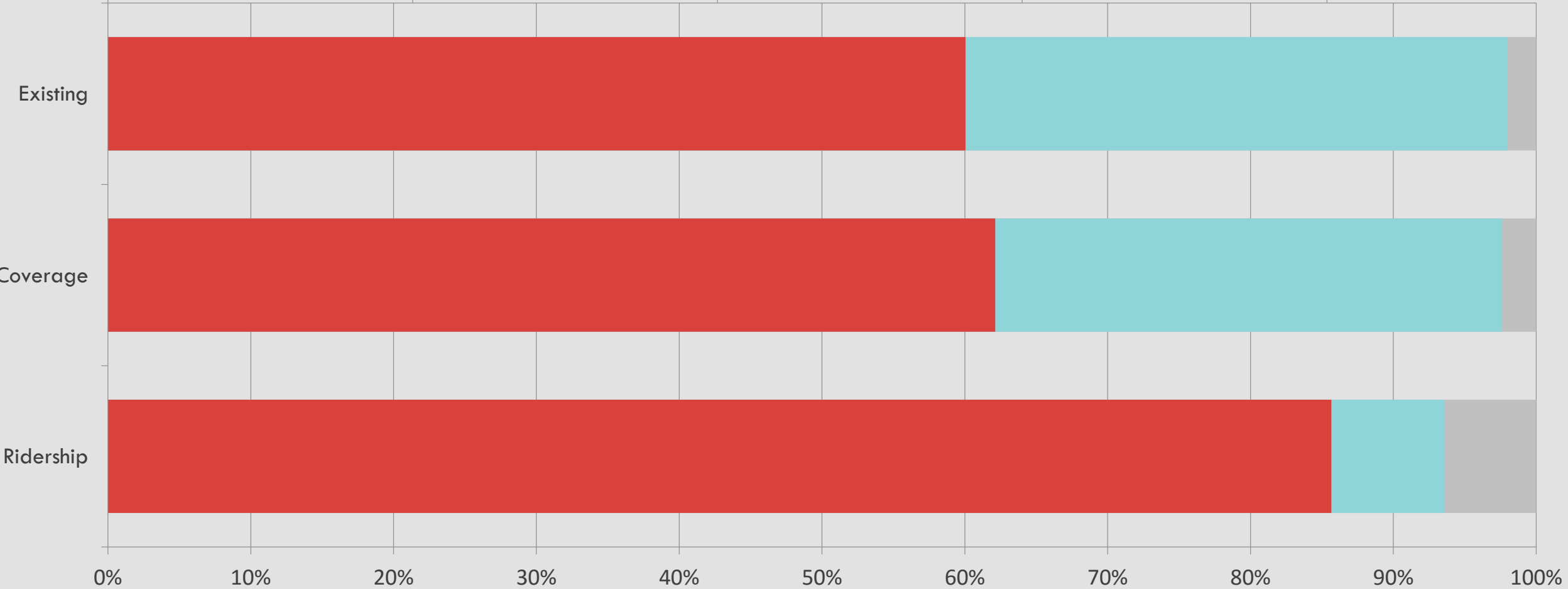
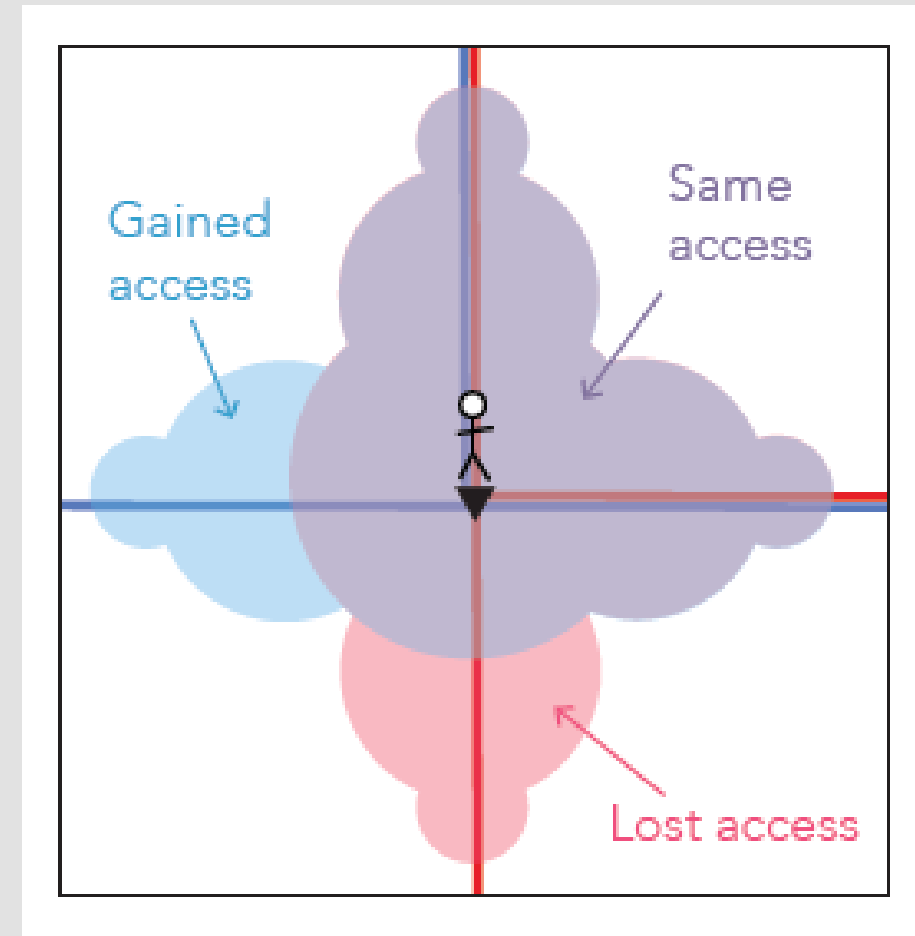**Residents in poverty near Transit on Weekdays at Noon**
within 1/4 mile of a bus stop in Alexandria, Virginia

■ Frequent Service, every 15 minutes or better   ■ Any Service   ■ No service within 1/4 mile
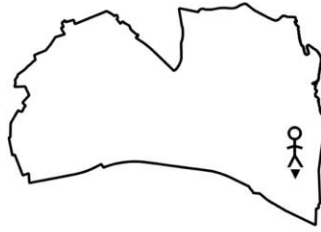
Isochrone Results

- Counts walking, waiting, in-vehicles travel time, walk and wait for transfer, walk at destination

- Assumes ½ headway for the average wait

- Not just the area – Also what is inside the area

Gained access

Same access

Lost access

Old Town: Change in Access to People and Jobs

How far can I travel in **30 minutes** from **Old Town** at **12 pm**?

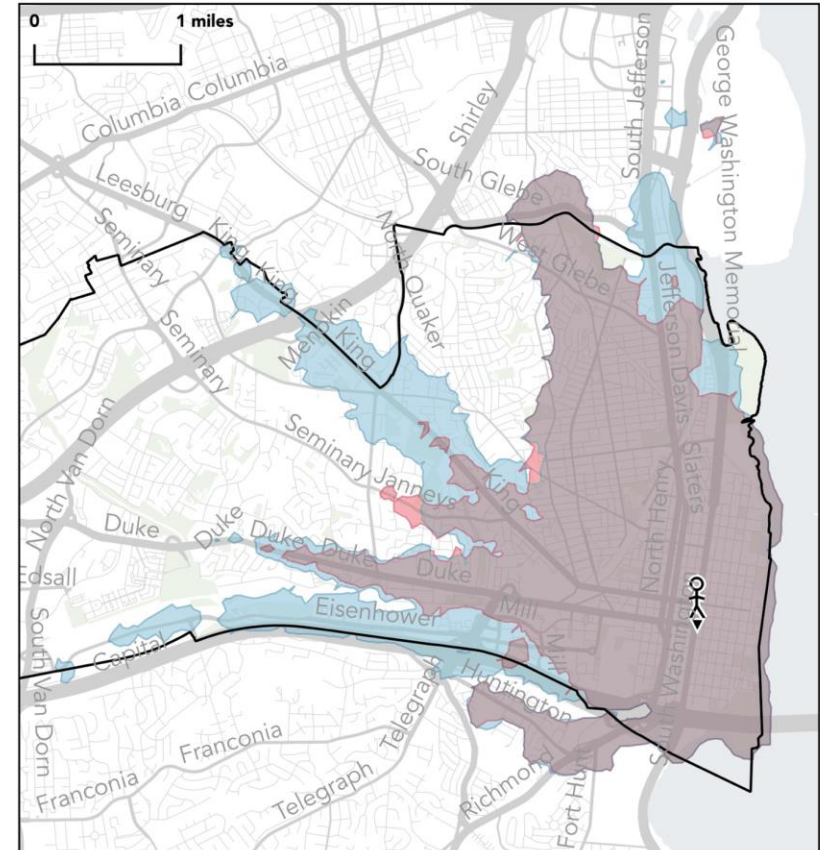New Access — Retained Access — Lost Access
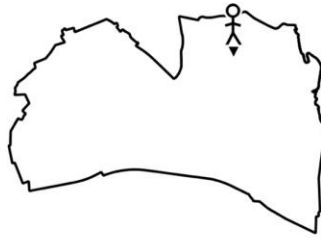
Coverage Service Concept

11% more residents and 22% more jobs accessible than existing network
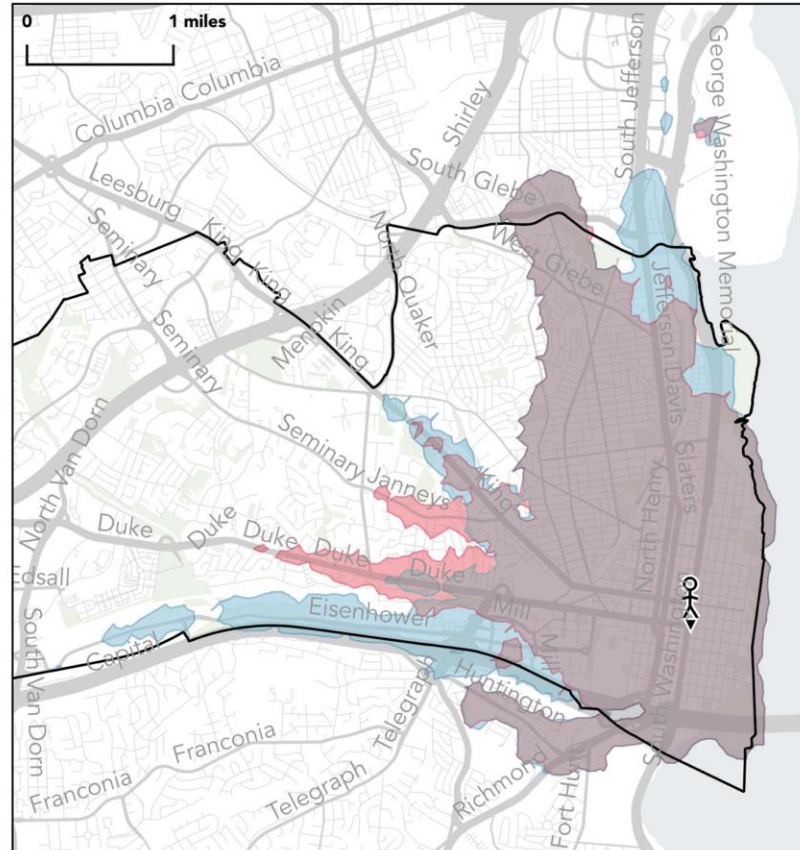
Ridership Service Concept

28% more residents and 29% more jobs accessible than existing network

W Glebe & Old Dominion: Change in Access to People and Jobs

How far can I travel in **30 minutes** from **W Glebe & Old Dominion** at **12 pm**?

New Access — Retained Access — Lost Access

Coverage Service Concept
6% more residents and 16% more jobs accessible than existing network
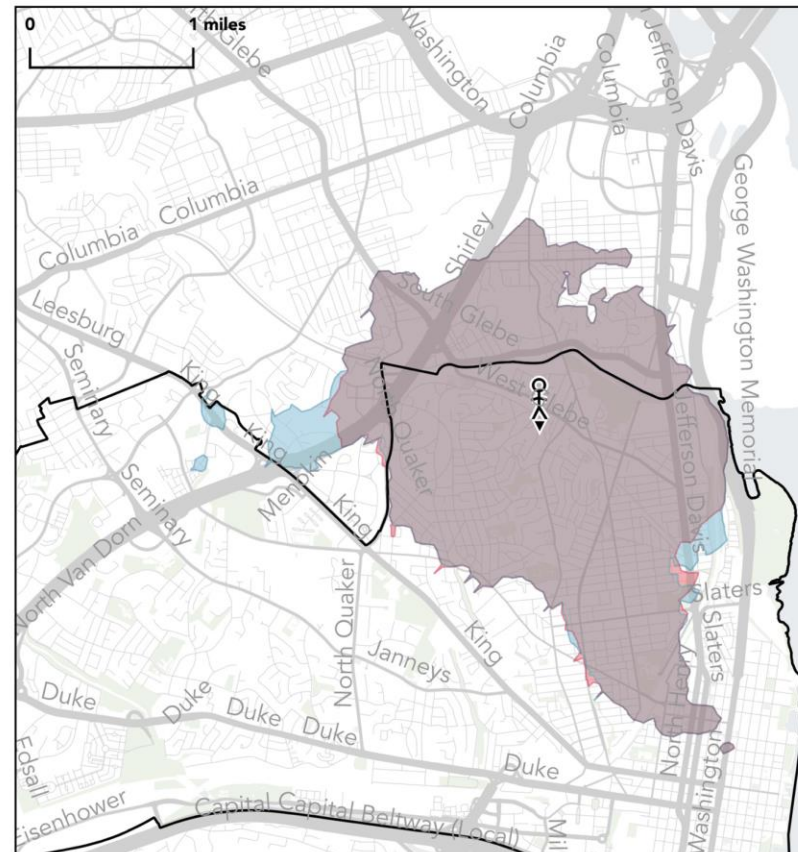
Ridership Service Concept
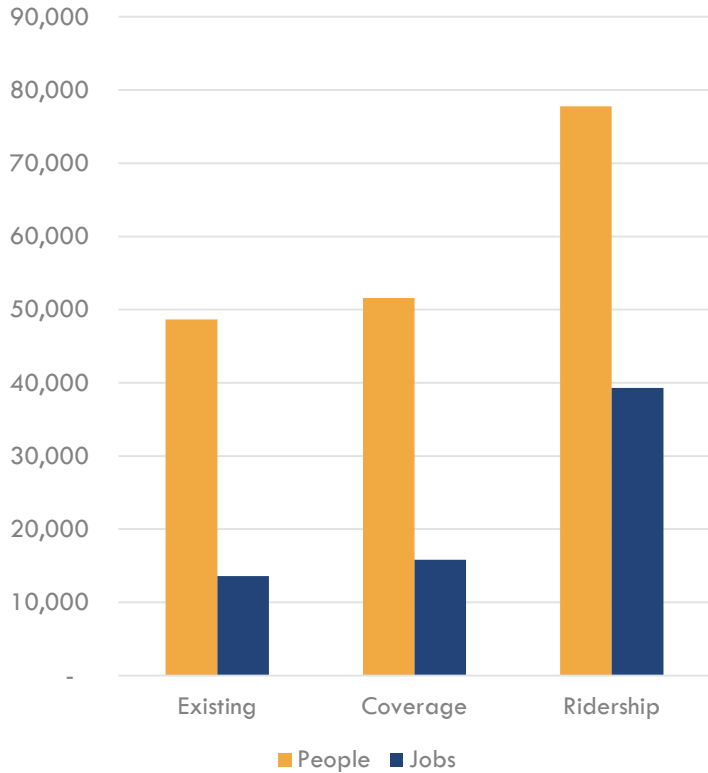60% more residents and 189% more jobs accessible than existing network
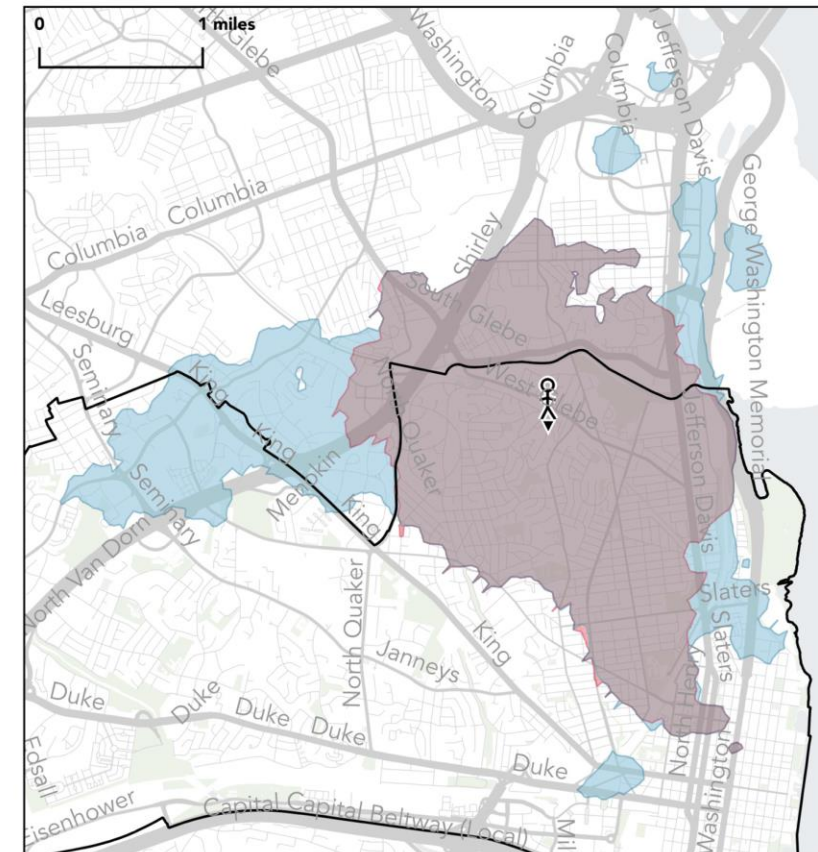
What input is needed in this round?

- We have been asking the public and key stakeholders:
  - Which of these Network Concepts serves best reflects your priorities for the community?
  - Where on the Ridership vs. Coverage spectrum do you want Alexandria to be in 2030?
  - Is the additional investment worth it? How much more, if any, do you want to invest in transit?

- **The feedback we receive will determine how we go about designing the final draft network, and short-term changes.**

What have we heard so far?

- General public is split with slight lean towards "Ridership"
- Stakeholder group has distinct preference towards "Ridership"
- Concern about impact of concepts on seniors and persons with limited mobility.
- Some confusion (Peak overlap map, Concepts vs. Proposals)
- Major concerns from Parkfairfax – and North Ridge, to a lesser extent – regarding potential changes to weekday peak service.

How have we responded?

- Additional Outreach + Feedback Opportunities
  - Slowing down project schedule for critical decision point.
  - Additional public hearings (April 17 + May 8)
  - Additional meetings with community organizations + civic associations
- Additional Information Provided
  - Project FAQ distributed via email and posted on project website
  - Additional Coverage Analyses for Existing Riders + Senior Residents
  - Additional Exploration of Shared Mobility options
- Formalization of Decision-Making Process Moving Forward
  - Transportation Commission provides recommendations to ATC Board
  - ATC Board makes service decisions & provides recommendations on budget decisions to City Council for input into annual budget process.
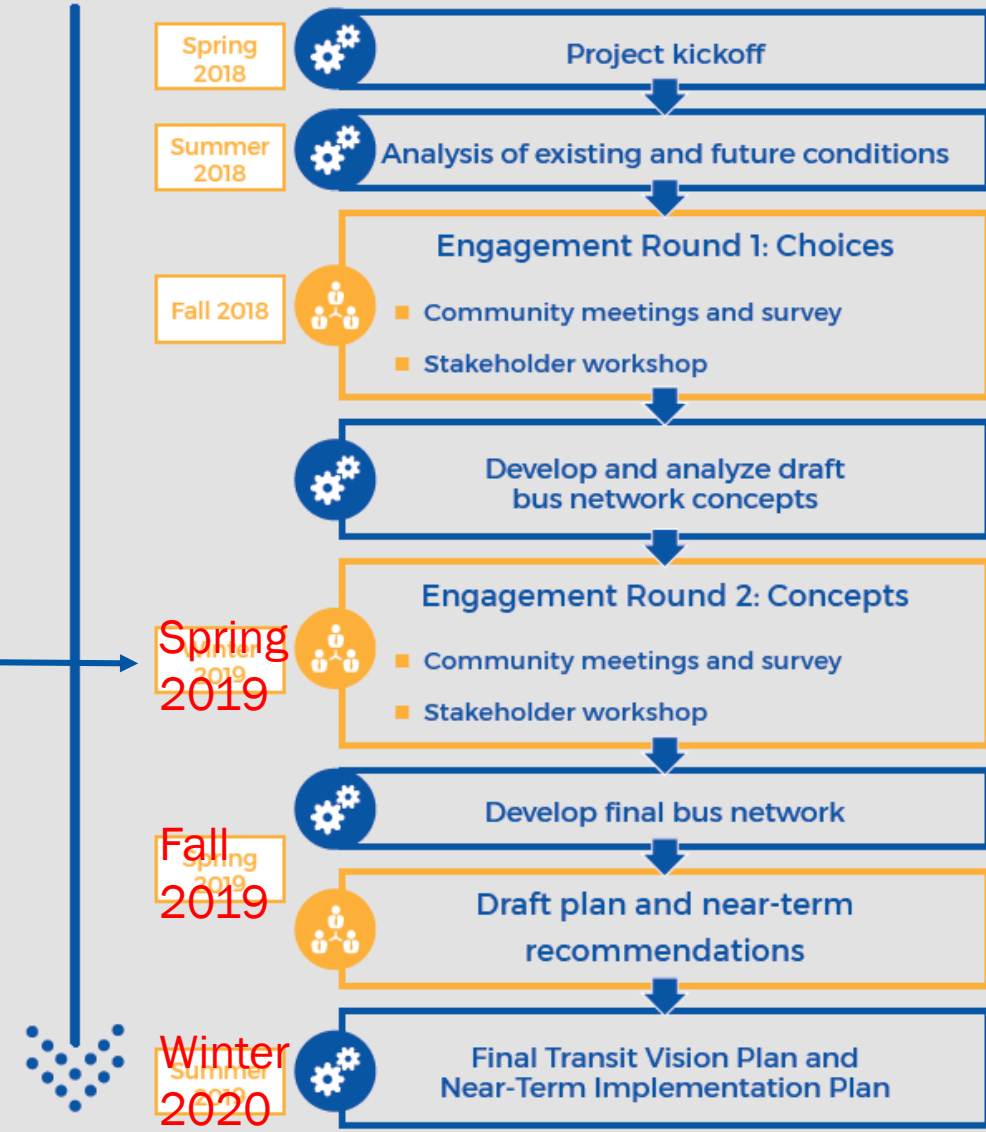
Next Steps

Process Update

- Analyzed existing & future conditions
- Completed Choices Report and Round 1 Engagement
- Developed bus network concepts
- Completed draft of Concepts Report

Throughout the plan there will be:

- Updates to the project website
- Civic engagement opportunities
- Coordination meetings with other jurisdictions and transit providers
- Briefings to City leadership

We are here

🔵 Technical Work
🟠 Engagement

Spring 2018 — Project kickoff

Summer 2018 — Analysis of existing and future conditions

Fall 2018 — Engagement Round 1: Choices
- Community meetings and survey
- Stakeholder workshop

Develop and analyze draft bus network concepts

Spring 2019 — Engagement Round 2: Concepts
- Community meetings and survey
- Stakeholder workshop

Develop final bus network

Fall 2019 — Draft plan and near-term recommendations

Winter 2020 — Final Transit Vision Plan and Near-Term Implementation Plan

Alexandria Transit Vision Plan

- ATV Project Website – www.dashbus.com/transitvision

- Have follow up questions? Contact: transitvision@alexandriava.gov

    Steve Sindiong (City of Alexandria)
    Steve.Sindiong@alexandriava.gov

    Martin Barna (DASH)
    Martin.barna@alexandriava.gov,