

Alexandria Transit Vision Plan

TPB Regional Public Transport. Subcommittee

October 22, 2019



What is the Alexandria Transit Vision Plan?

- Joint Effort by City of Alexandria and DASH to create a modern bus network
- Identify existing & future bus transit needs through intensive data analysis
- Identify community transit priorities and values based on “Key Choices” discussion
- Design future bus network
 - Unbiased (start with blank slate, no preconceived notions)
 - Data-driven
 - Incorporates community values for transit
 - Collaborative (Includes WMATA, regional partners, multiple city depts, etc)
 - Includes short-term implementation plan for next two years.
 - **Make transit more useful! Design an overall network that encourages more people to go more places at more times of day using transit!**



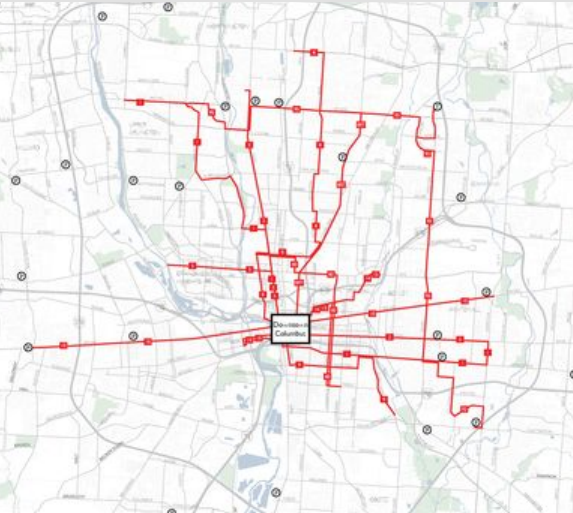
Why are we doing the ATV in the first place?

- 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

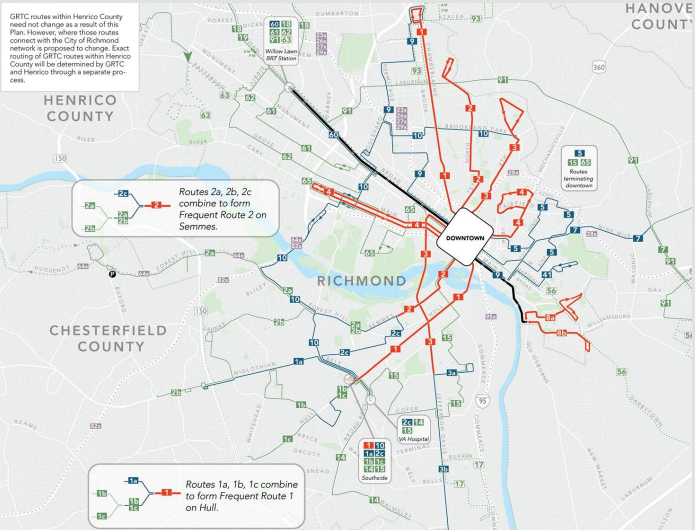
Columbus, OH
 Significant increase in ridership since 2017 implementation



Houston, TX
 Ridership steady despite economic downturn



Richmond, VA
 17% increase in ridership in first year of new bus network.



Process Update

- Analyzed existing and 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

 Stakeholder Meeting



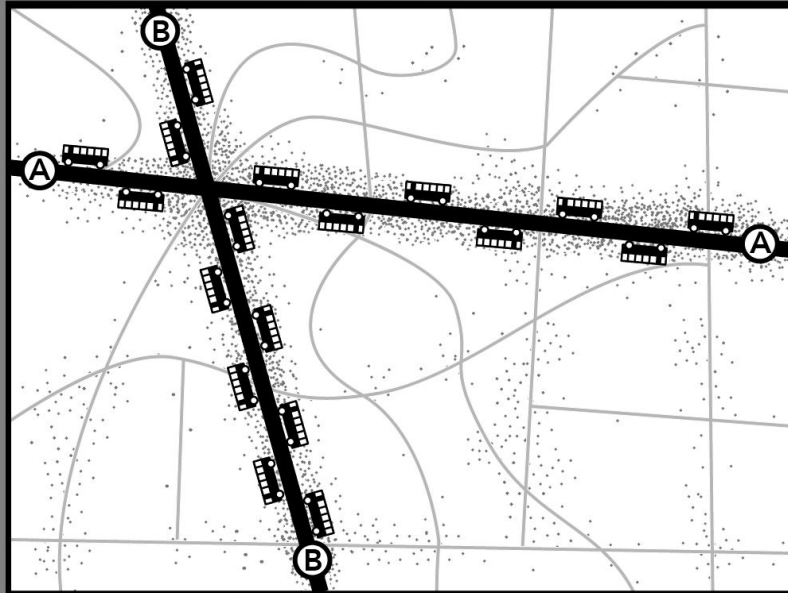
Ridership or Coverage?



Key Choice - Ridership or Coverage?

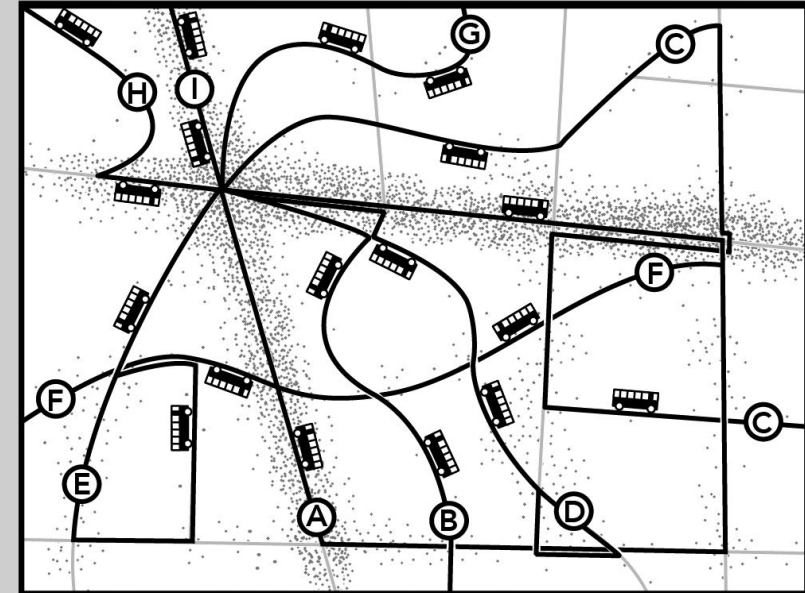
More ridership

"Think like a business"



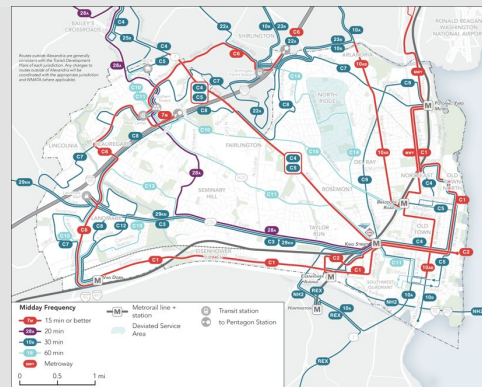
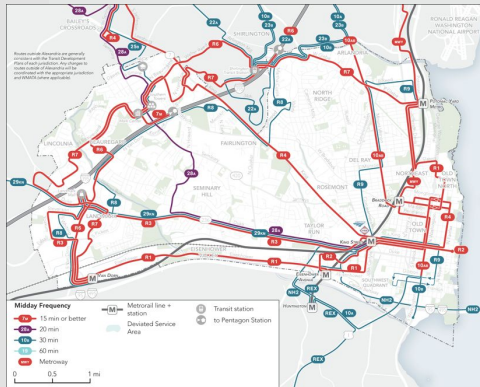
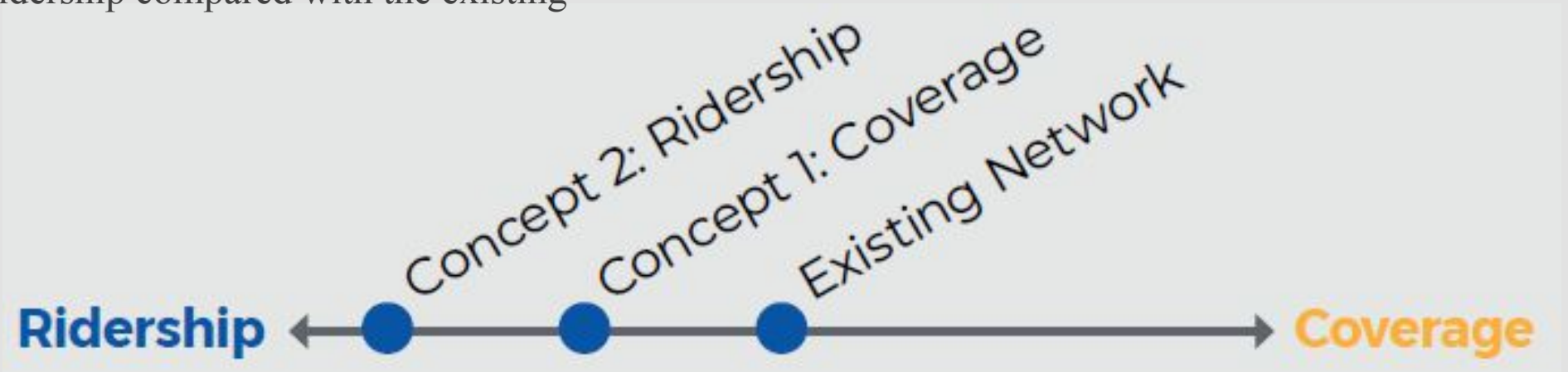
More coverage

"Access for all"



Input on Concepts (coverage vs. frequency)

Based on Round 1 public input, both concepts shift the network towards ridership compared with the existing network.



Stakeholder Group Input

- 73% prefer the ridership concept and 14% prefer coverage
- 50% *strongly* prefer the ridership concept
- Top 3 priorities for stakeholders during meeting polling were:
 - More frequency on weekday midday and evenings
 - More frequency on weekday peak times
 - More frequency on weekends
- 81% support additional service, even if it meant paying for it in taxes or fees



Source: Stakeholder Meeting Poll – 22 Respondents

General Public Feedback

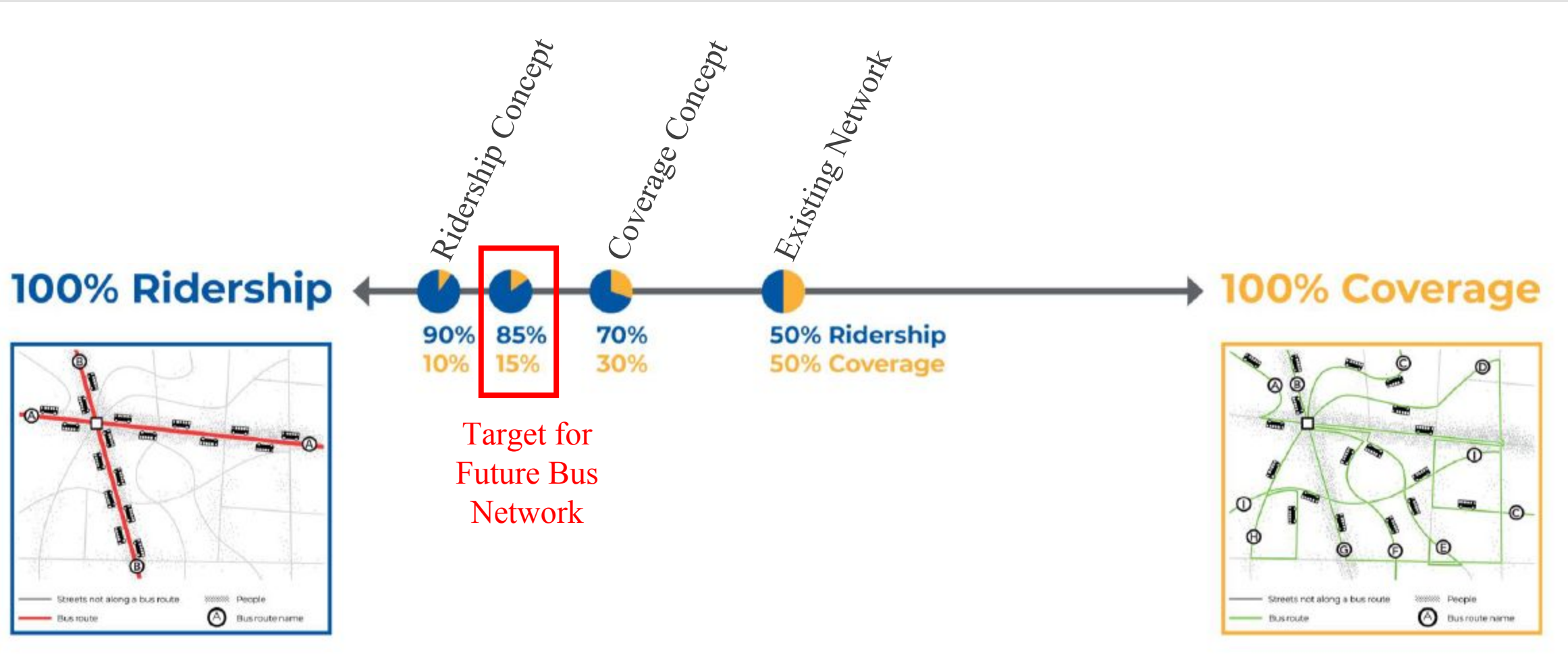
- General public split with slight lean toward ridership concept
- Community group support for ridership concept
- Concern about impacts of concepts on seniors and persons with limited mobility
- Major concerns from Parkfairfax and North Ridge regarding potential changes to weekday peak service to Pentagon
- Some confusion (peak overlay map, Concepts Vs. Proposals)



Policy Direction



ATC Board Guidance



ATC Board

2030 Recommended Network

- 85% ridership / 15% coverage
- A 20% increase in transit investment for both DASH and WMATA
- Assumes continued funding from the I-395 Commuter's Choice program
- Use coverage-oriented service to maintain transit access for areas with significant numbers of seniors and individuals with limited mobility, to the extent possible.
- Maintaining productive existing peak services wherever possible

The 2022 Network as a 1st step to implementation of the 2030 Network

- 8% increase in transit investment for DASH
- Also provide 0% Growth scenario



Personal/Communal Benefits of Increased Transit Usage

- **Improves personal freedom and access to opportunities (Get where you want to go, when you want to go in a reasonable amount of time)**
- Reduced automobile usage (less traffic, less car ownership)
- Increased environmental sustainability.
- Strengthens local/regional economy due to better job/education access
- Increased passenger revenue = more efficient use of taxpayer subsidy
- Receive more state funding, which now is tied to ridership performance.
- Establishes transit-friendly corridors in which the city can focus capital improvements for bus service and higher-density, mixed land uses.



DRAFT 2030 Recommended Network for Alexandria

Assumes 20% increase in service for DASH and WMATA



Existing Peak Network

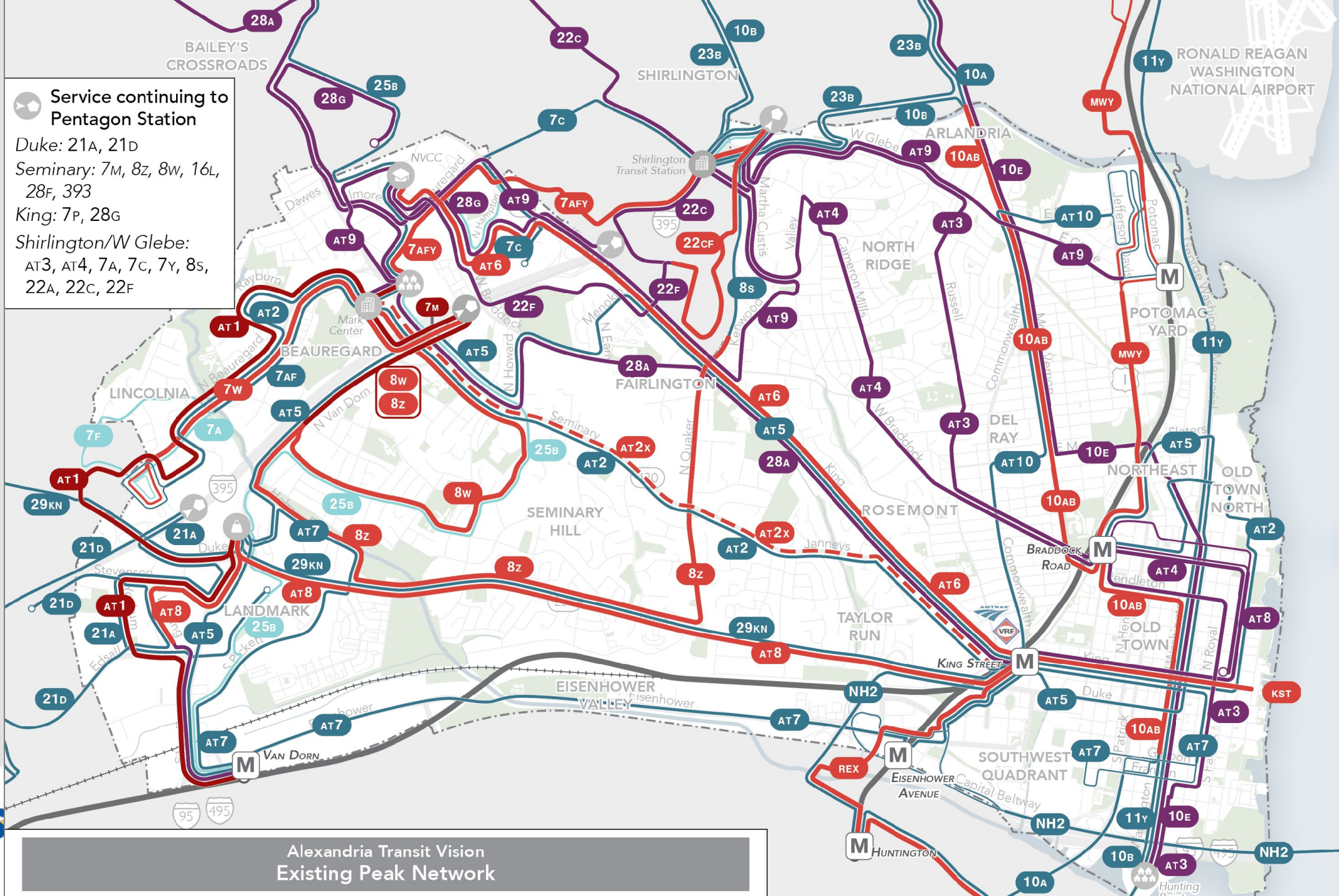
Peak Frequency

- AT1** 10 min or better
- KST** 11 - 15 min
- 7AF** 16 - 25 min
- AT2** 26 - 40 min
- AT7** 41 - 60 min

Service continuing to Pentagon Station

Duke: 21A, 21D
 Seminary: 7M, 8z, 8w, 16L, 28F, 393
 King: 7P, 28G

Shirlington/W Glebe:
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Alexandria Transit Vision Existing Peak Network

2030 DRAFT Peak Network




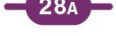

Any changes to routes outside of Alexandria will be coordinated with the appropriate jurisdiction and WMATA (where applicable).

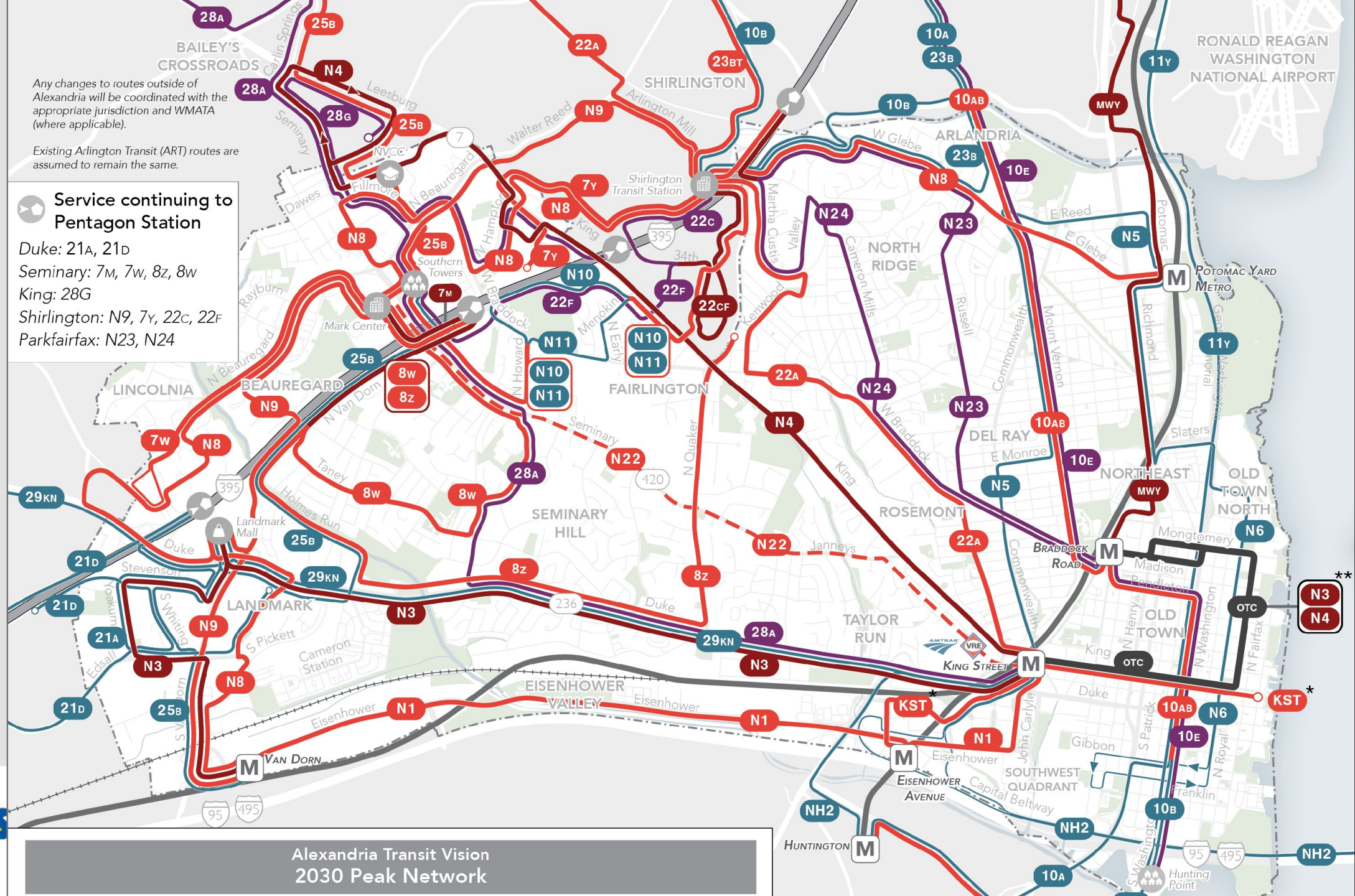
Existing Arlington Transit (ART) routes are assumed to remain the same.

Service continuing to Pentagon Station

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 Parkfairfax: N23, N24

Peak Frequency

-  OTC 5 min or better
-  N7 10 min
-  7M 15 min
-  28A 20 min
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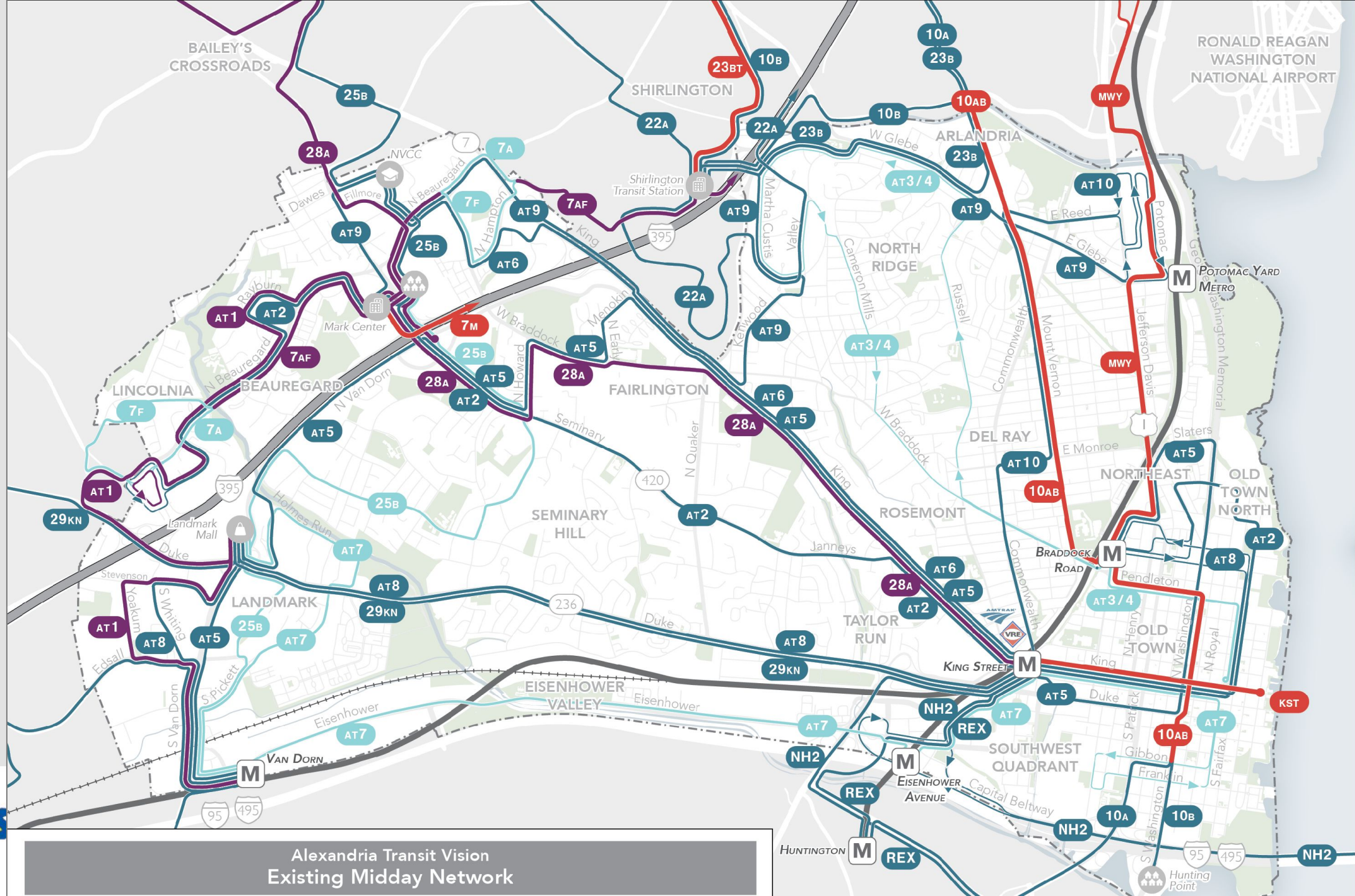


Alexandria Transit Vision 2030 Peak Network

Existing Midday Network

Midday Frequency

- **KST** 15 min or better
- **7AF** 16 - 25 min
- **AT2** 26 - 40 min
- **AT7** 41 - 60 min



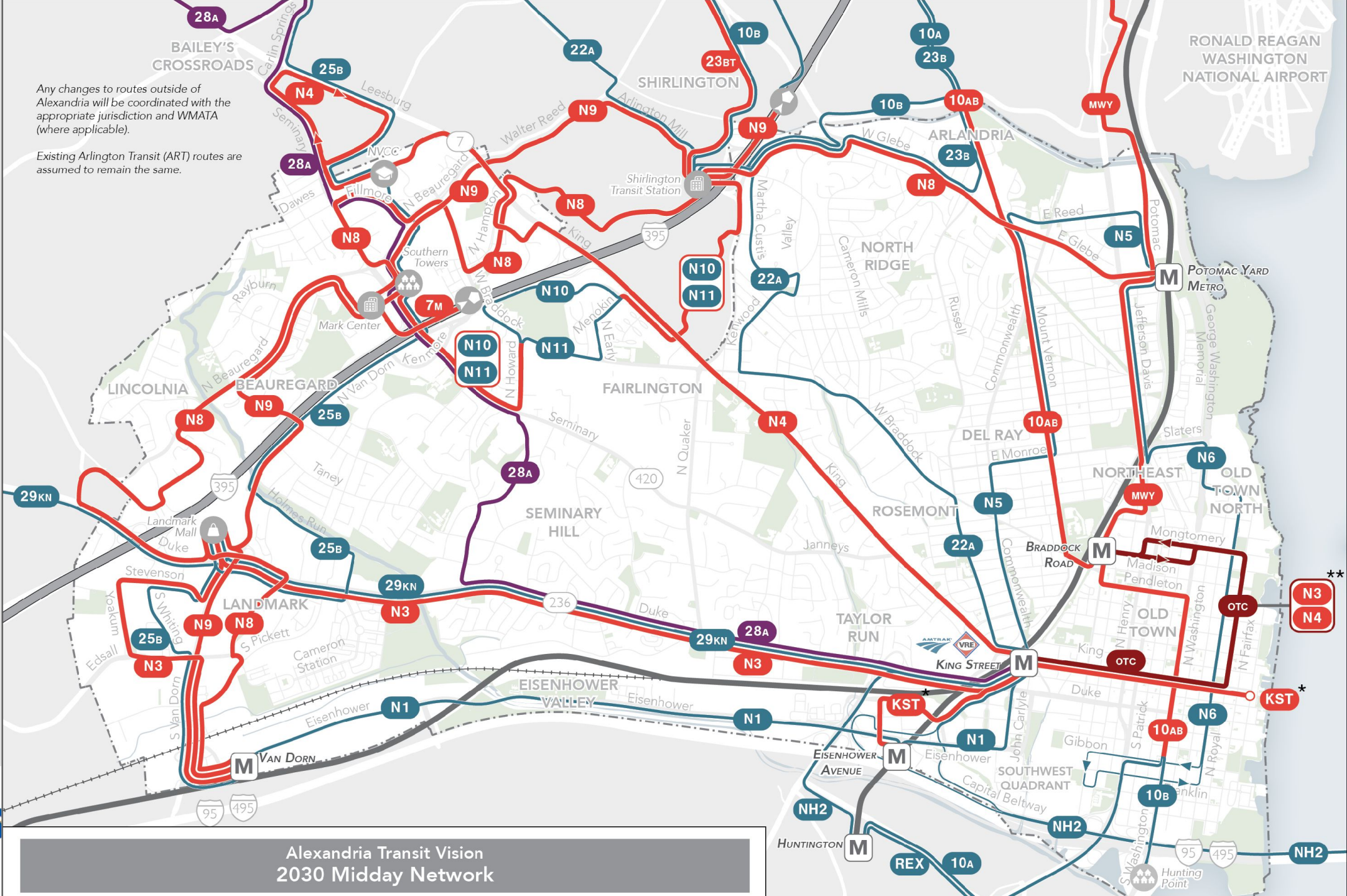
Alexandria Transit Vision
Existing Midday Network

2030 DRAFT Network Midday

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Midday Frequency

- OTC** 5 min or better
- N7** 10 min
- 7M** 15 min
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Alexandria Transit Vision 2030 Midday Network

How many residents and jobs are near transit?

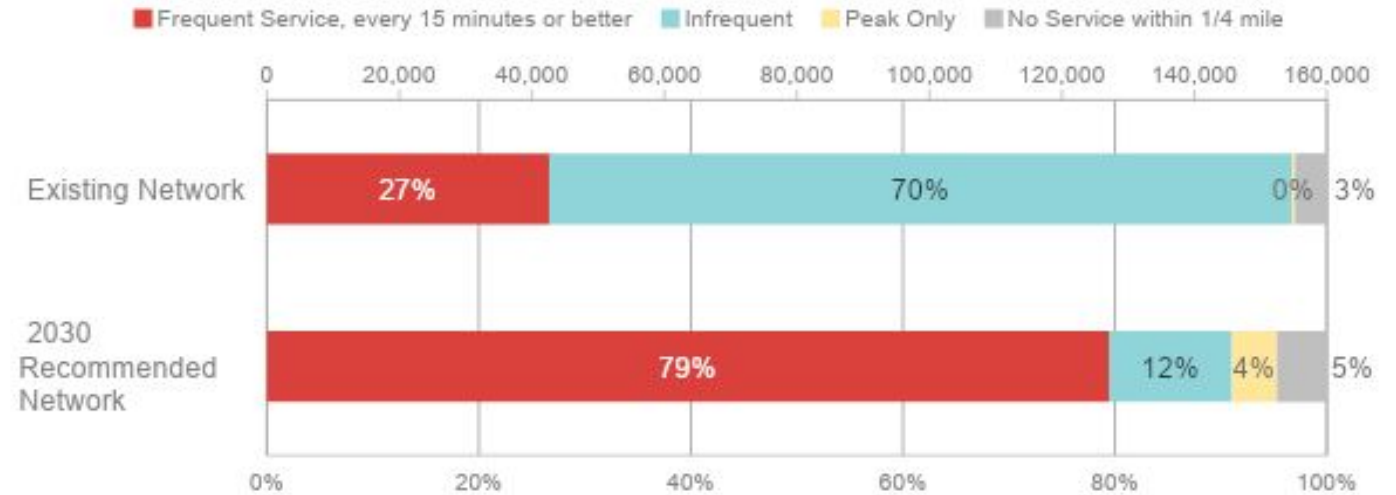
2030 Network increases

- Residents Near Frequent service from 27% to 79%
- Jobs near Frequent Service from 40% to 75%

Small increase in residents more than 1/4 mile from service (3% to 5%)

- Increase in residents with access to peak-only service (<1% to 4%)

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



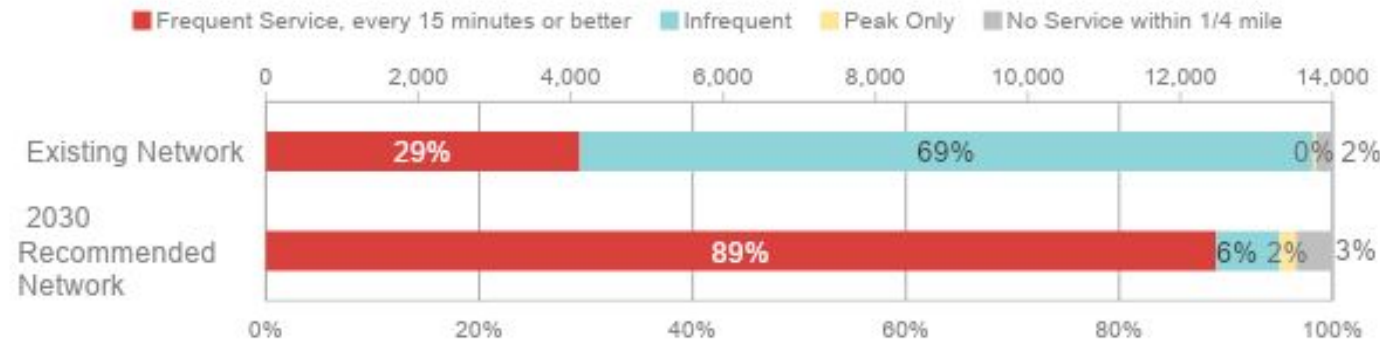
Jobs near Transit on Weekdays within 1/4 mile of a bus stop in Alexandria, Virginia



What about communities of concern?

- Increase in proximity to frequent service for residents of color and residents in poverty is greater than for all residents.
- For seniors, the increase in frequent service is about the same as for all residents.
- About 1-2% increase in residents more than 1/4 mile from service

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

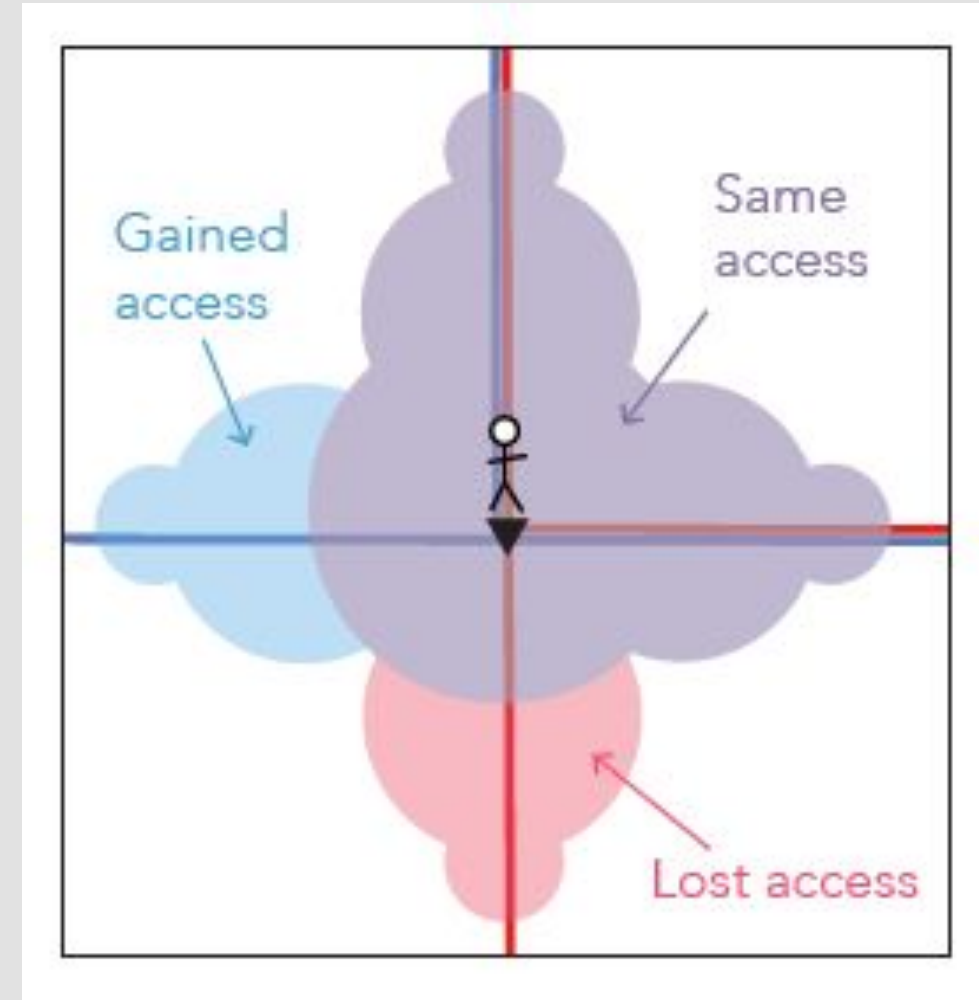


Seniors near Transit on Weekdays within 1/4 mile of a bus stop in Alexandria, Virginia



How far can you get? How free are you?

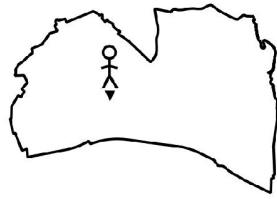
- Counts walking, waiting, in-vehicles travel time, walk and wait for transfer, walk at destination
- Assumes $\frac{1}{2}$ headway for the average wait
- Not just the area – also what is inside the area



2030 vs Existing Alexandria Hospital

Change in what's reachable within 30 minutes:

- 25% more jobs
- 19% more residents

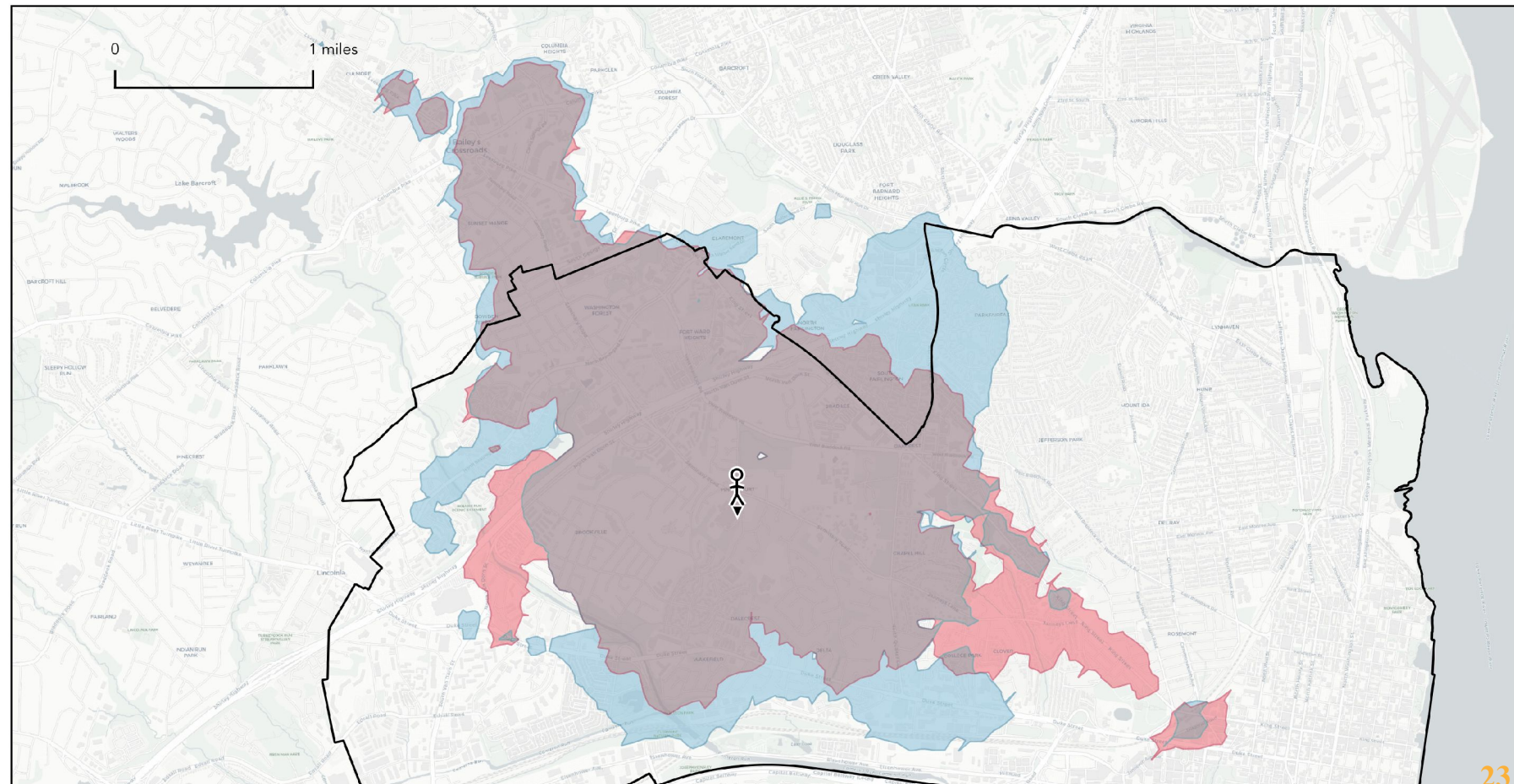


How far can I travel in 30 minutes from Inova Alexandria Hospital at 12 pm?



Draft Recommended 2030 Network

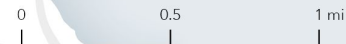
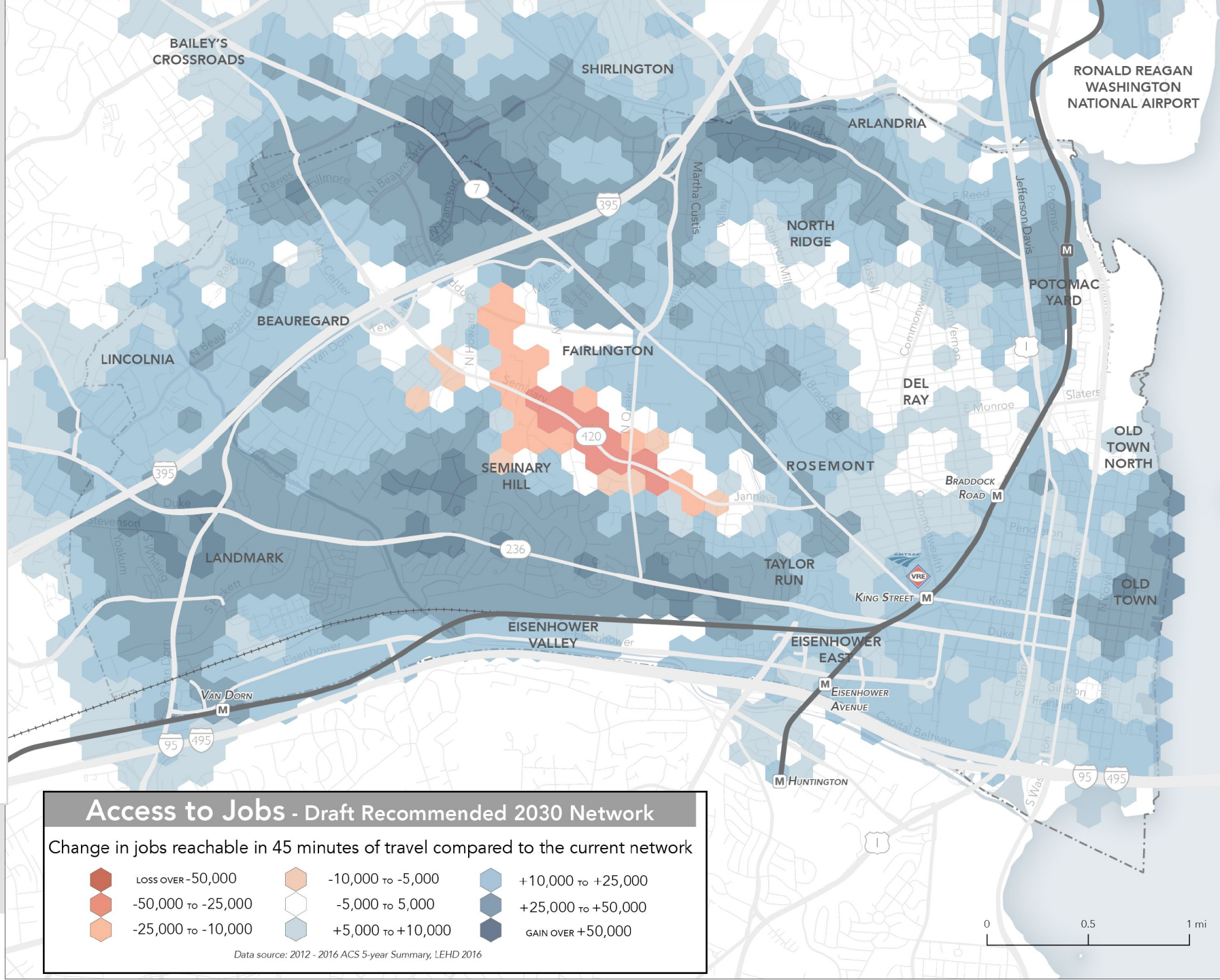
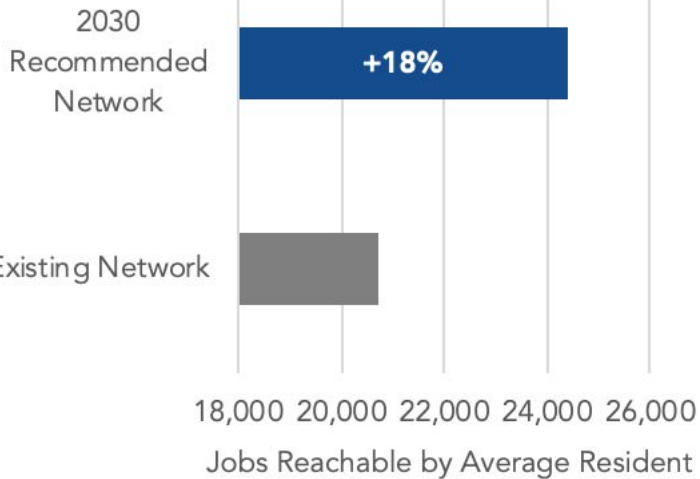
19% more residents and 25% more jobs accessible than existing network



2030 Job Access

Change in jobs reachable in 45 minutes at midday compared to the Existing Network

Jobs Reachable in 45 Minutes




DRAFT 2022 Recommended Network for Alexandria

Assumes 8% increase in DASH Service

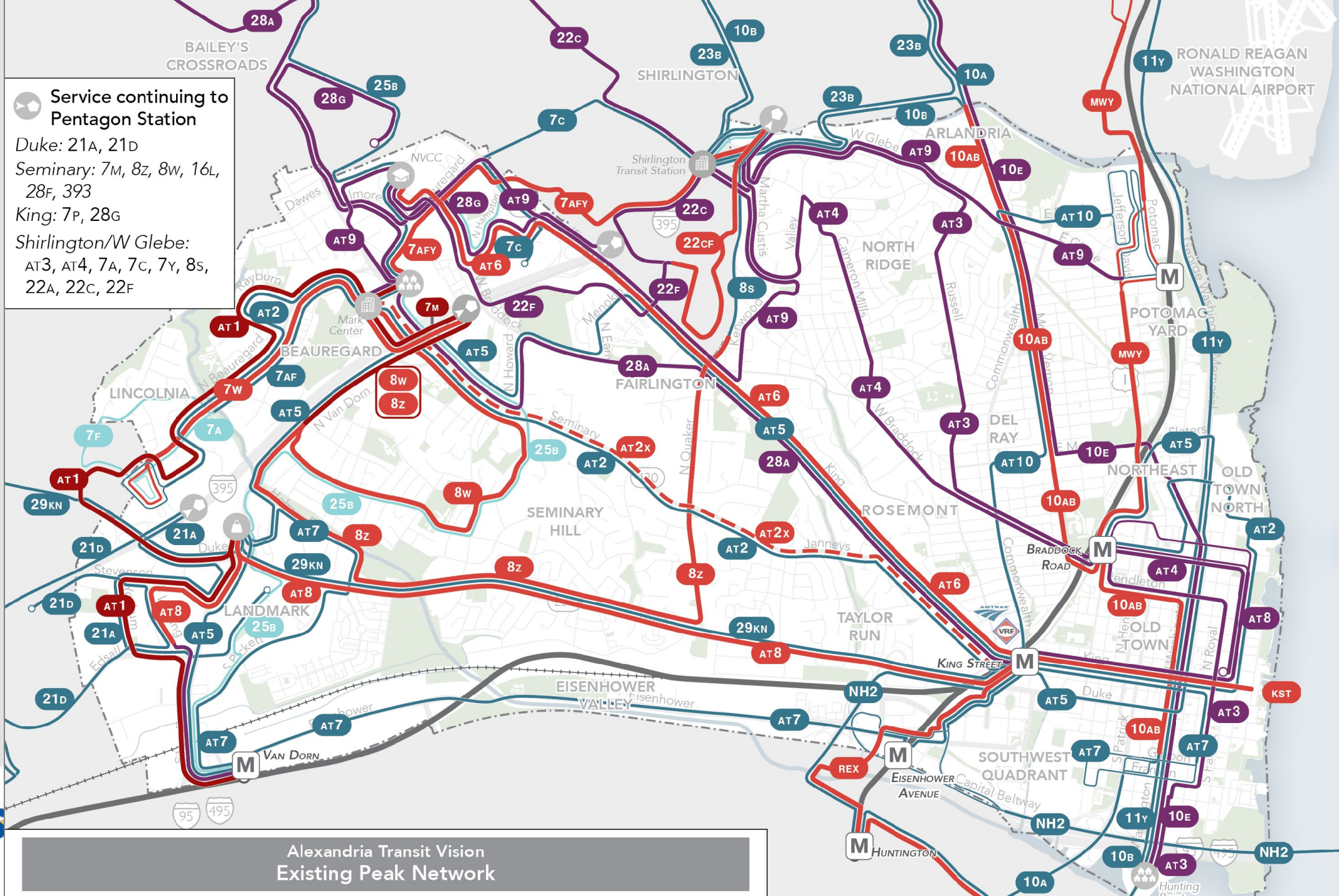


Existing Peak Network

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Alexandria Transit Vision Existing Peak Network

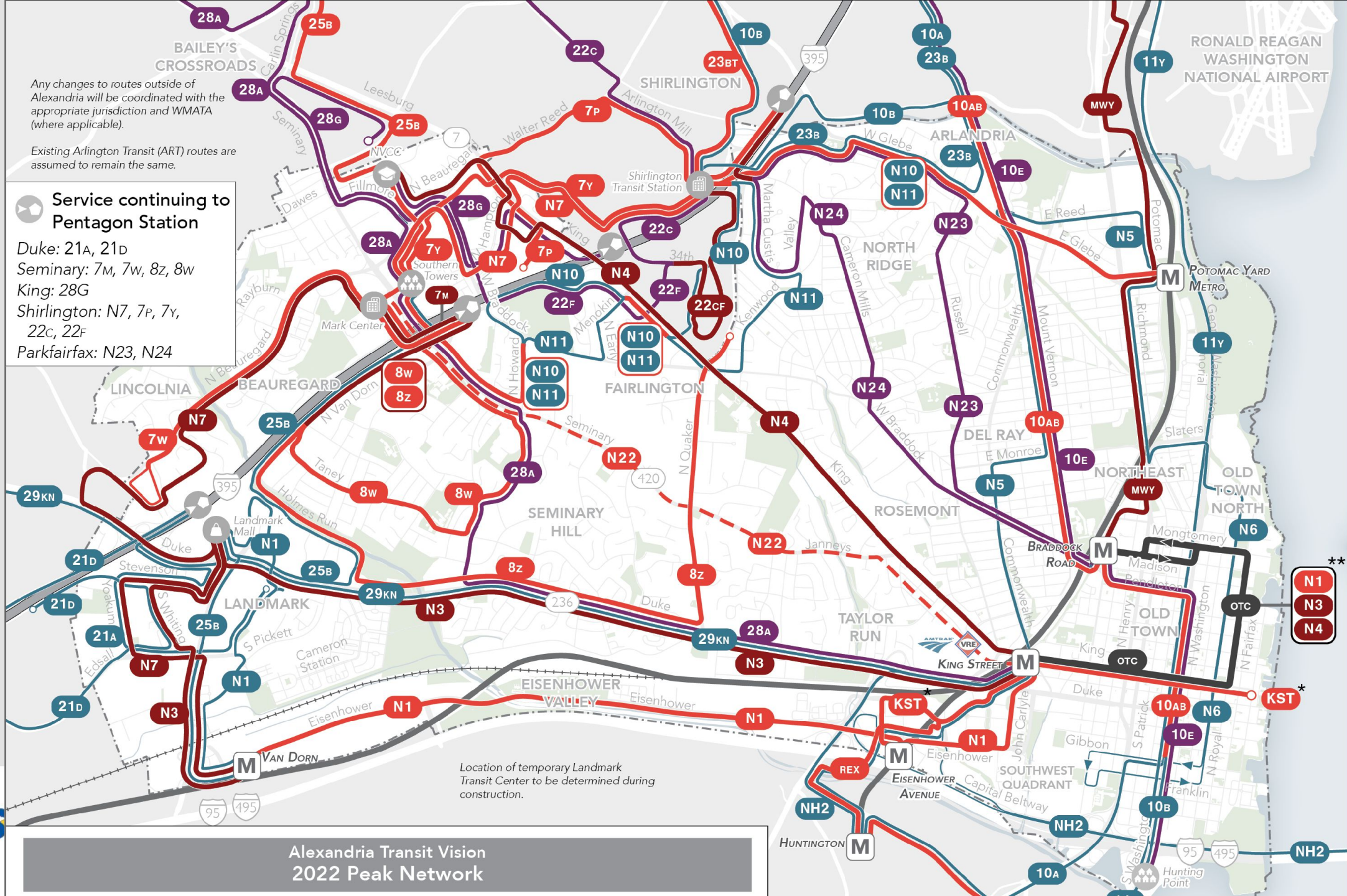
2022 DRAFT Peak Network

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 - Parkfairfax: N23, N24

- Peak Frequency**
- 5 min or better
 - 10 min
 - 15 min
 - 20 min
 - 30 min



Location of temporary Landmark Transit Center to be determined during construction.

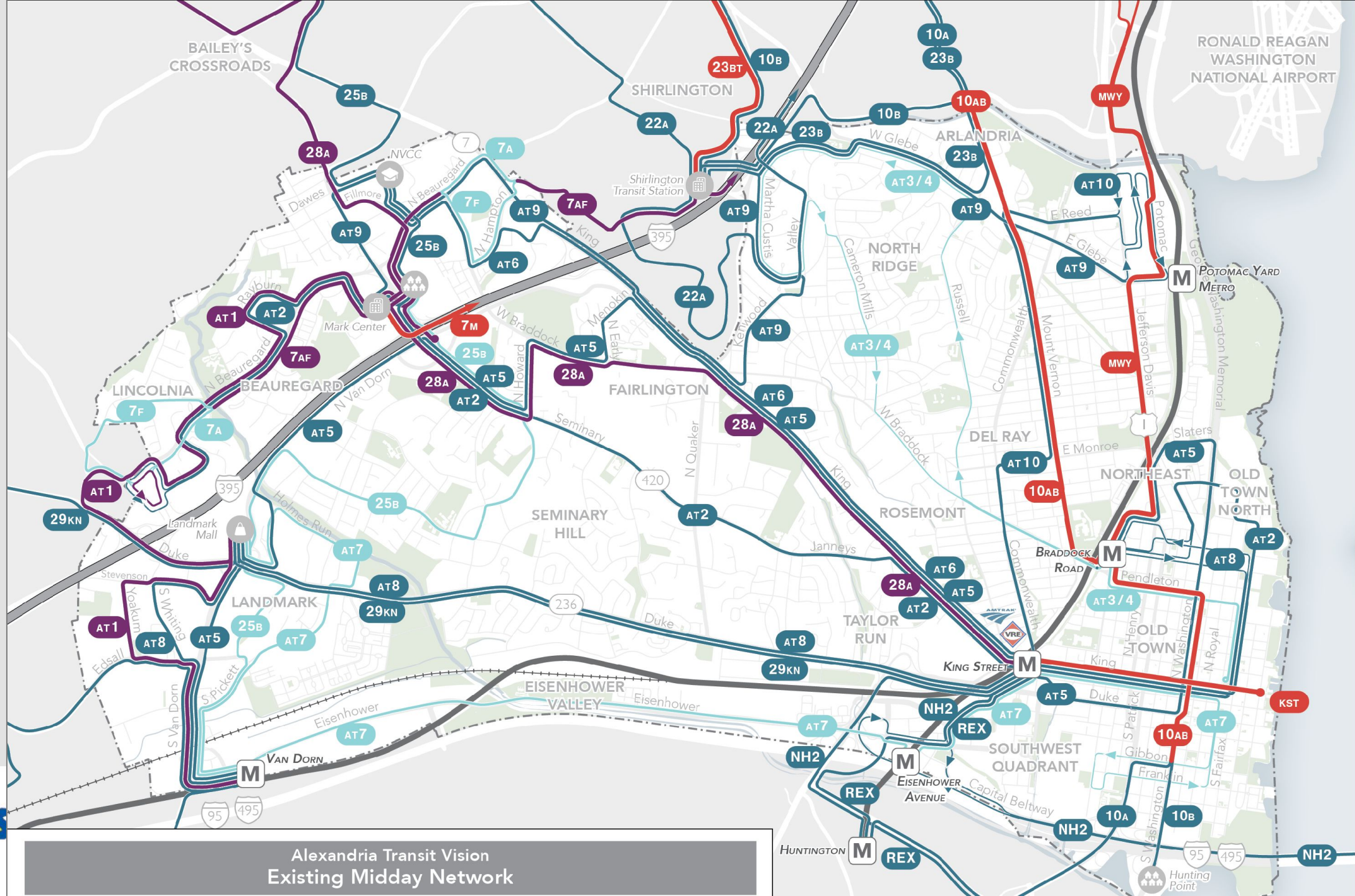


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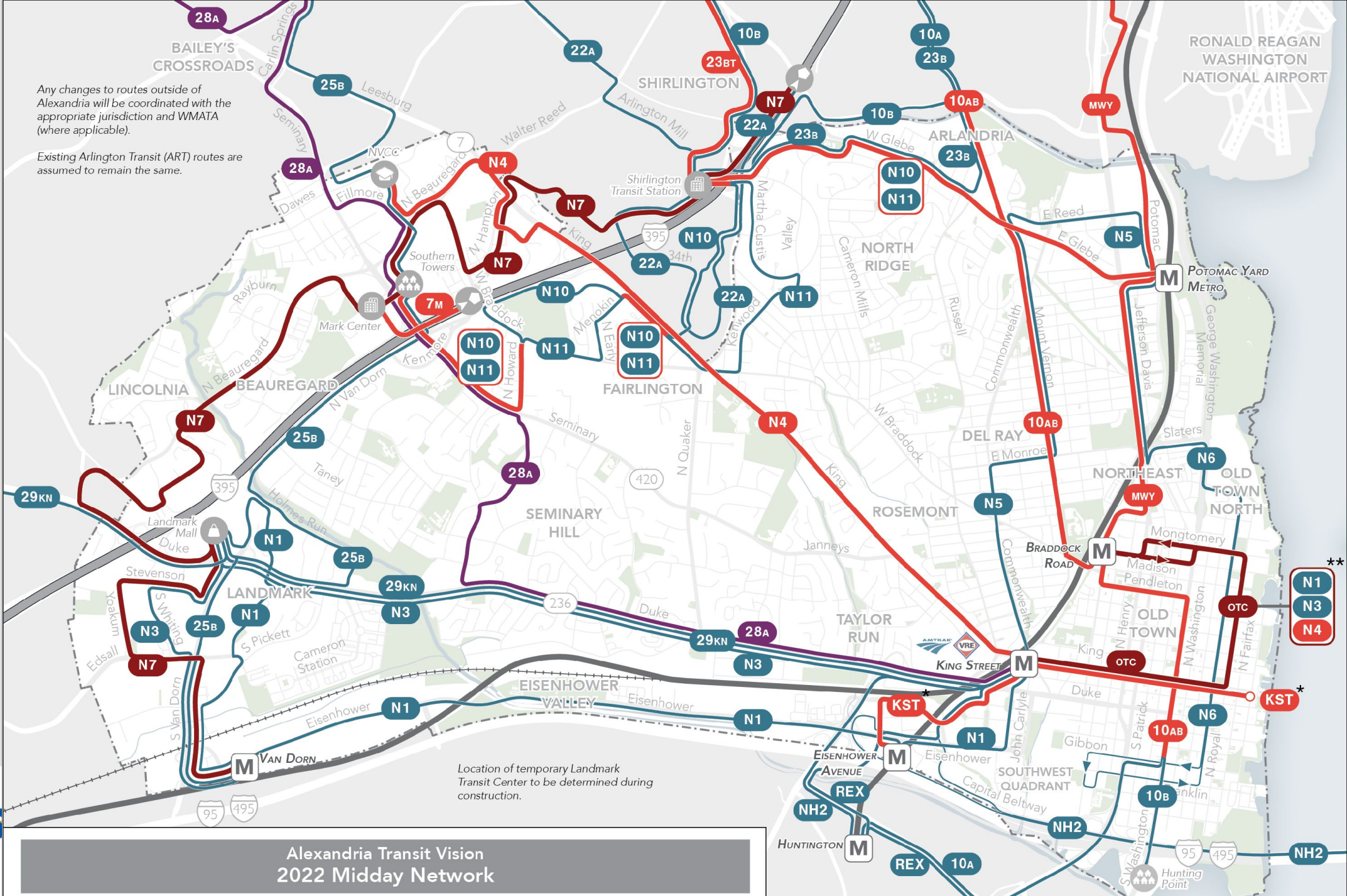
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Location of temporary Landmark Transit Center to be determined during construction.

Alexandria Transit Vision 2022 Midday Network



RONALD REAGAN WASHINGTON NATIONAL AIRPORT

N1
N3
N4

KST*

REX

NH2

NH2

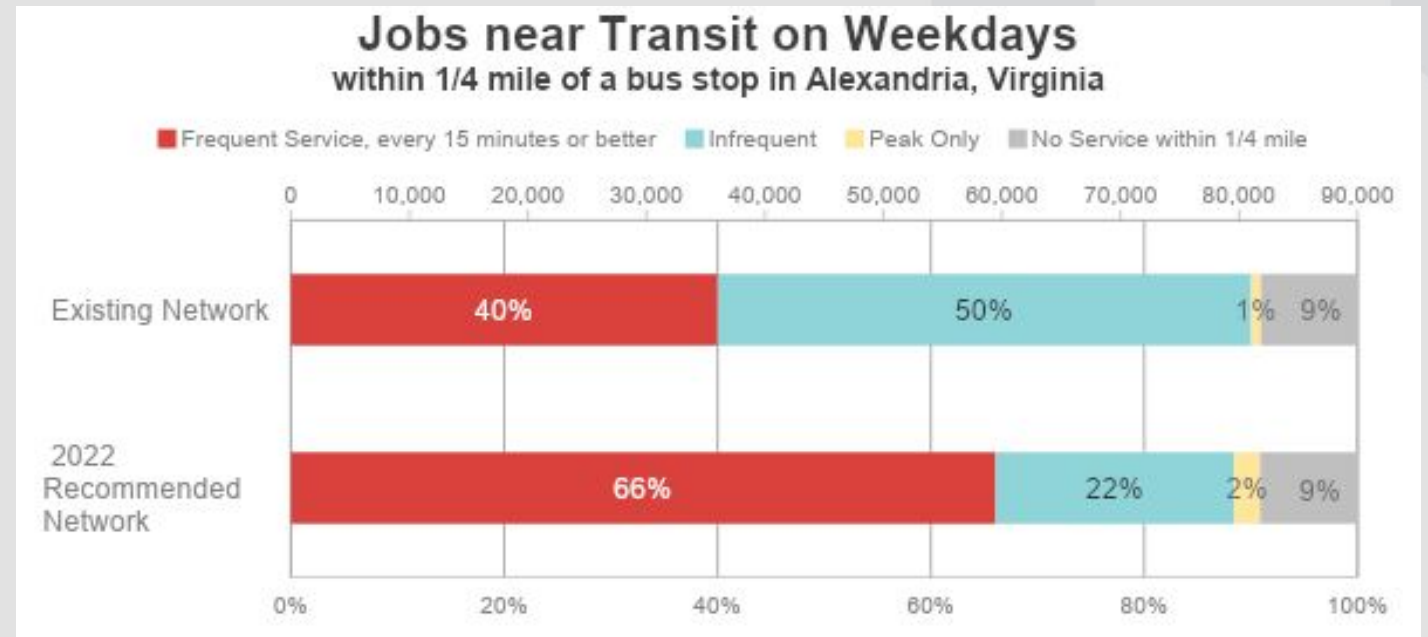
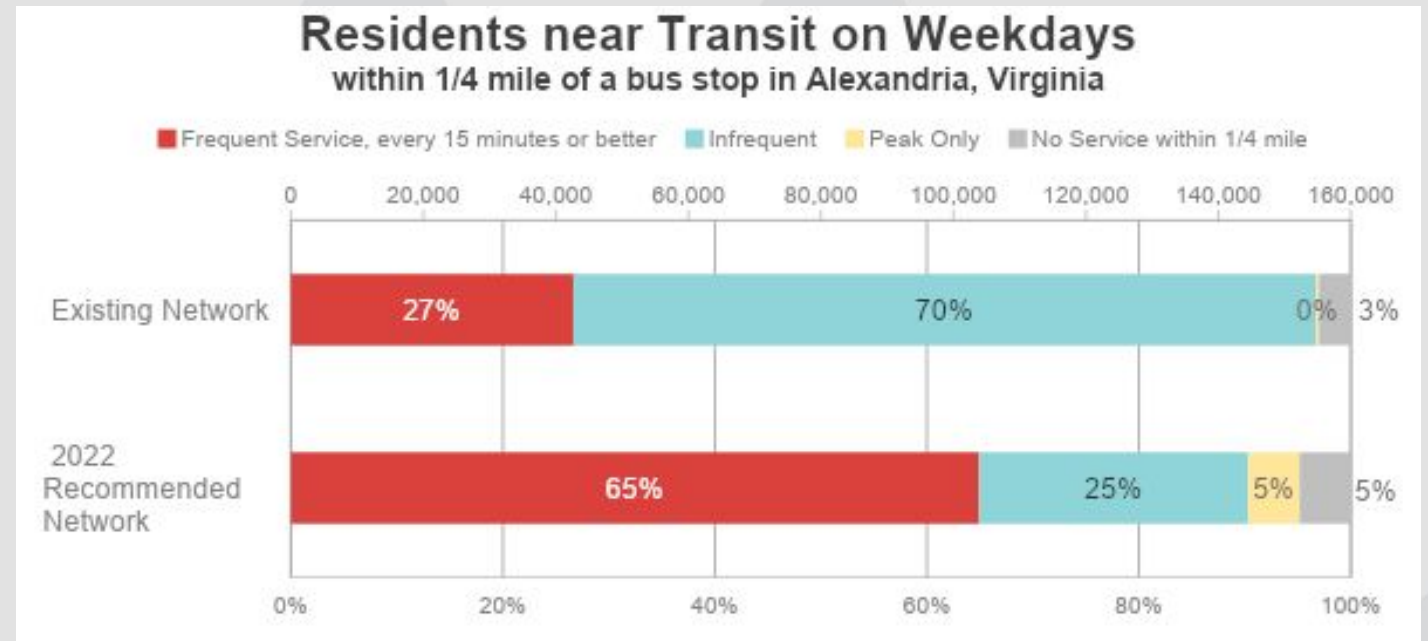
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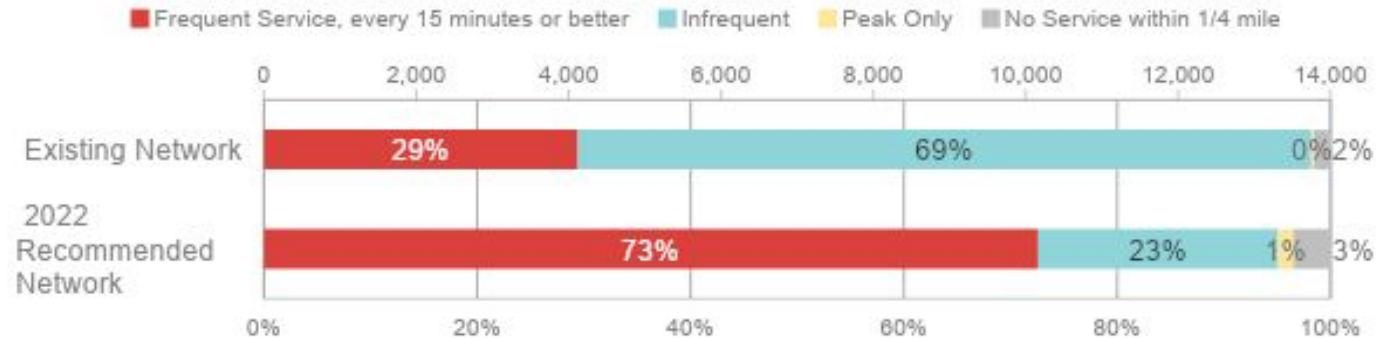
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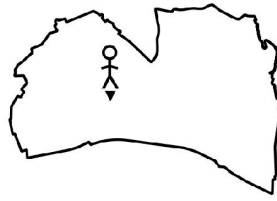
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2022 vs Existing Alexandria Hospital

Change in what's reachable within 30 minutes:

- 21% more jobs
- 20% more residents

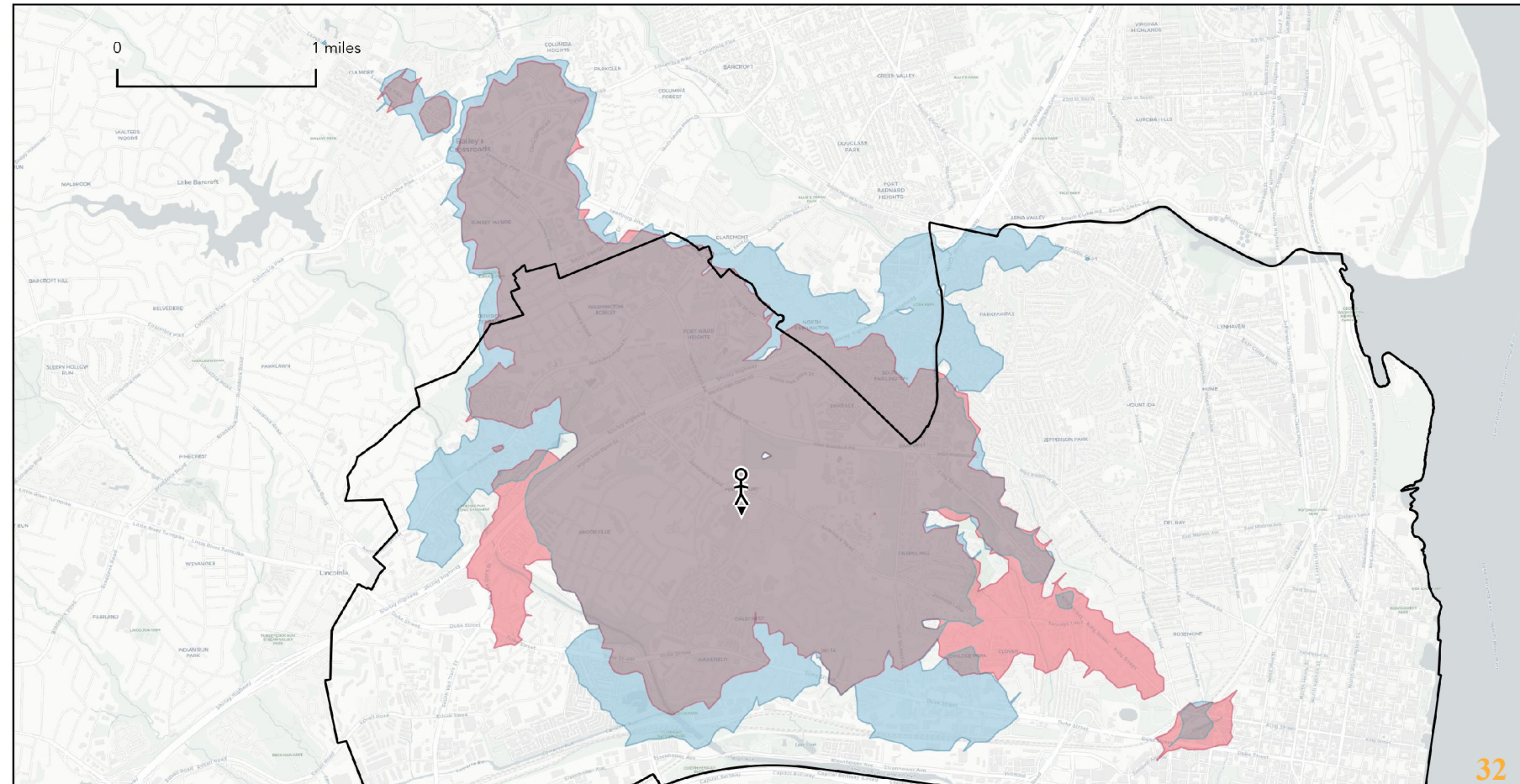


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Draft Recommended 2022 Network

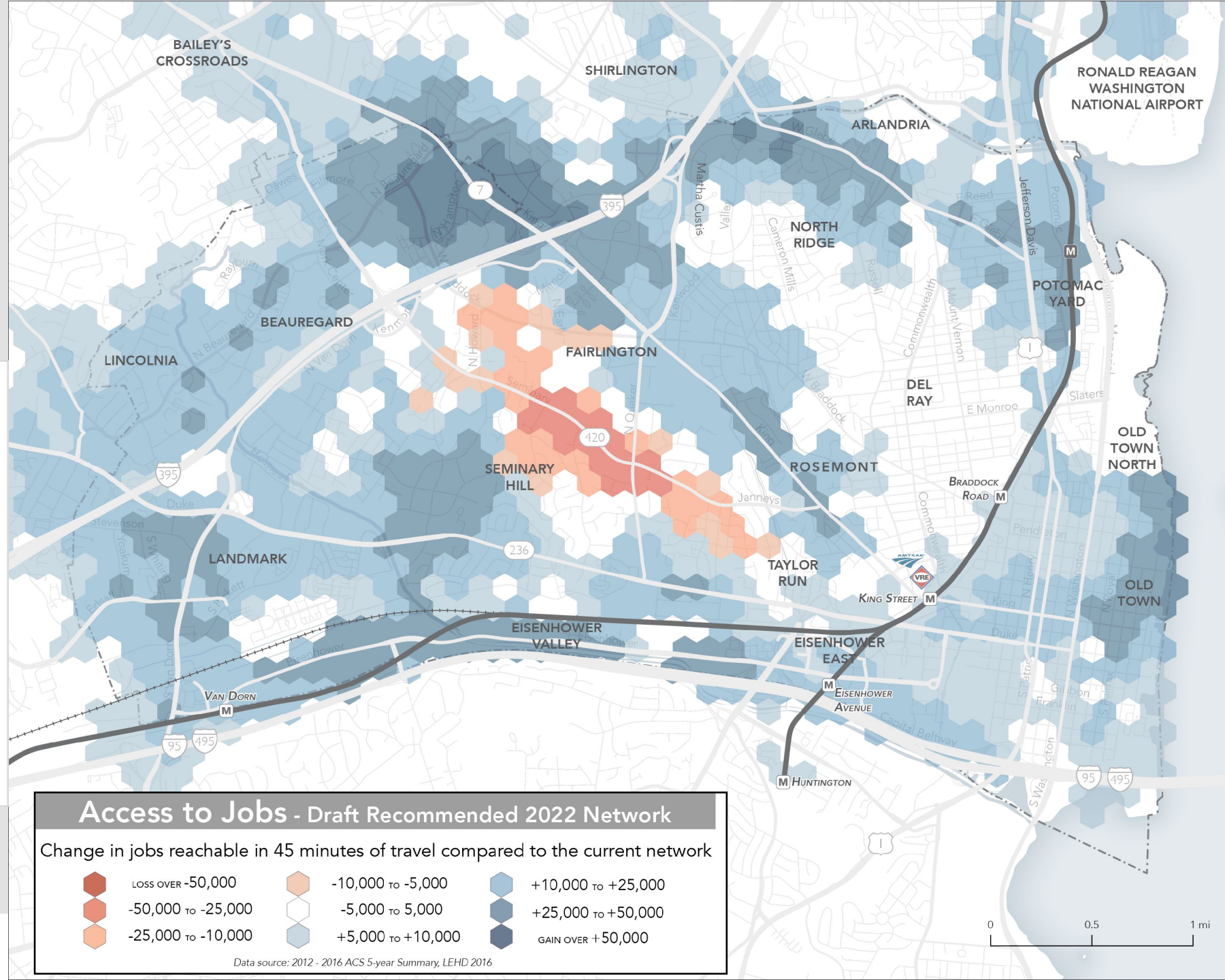
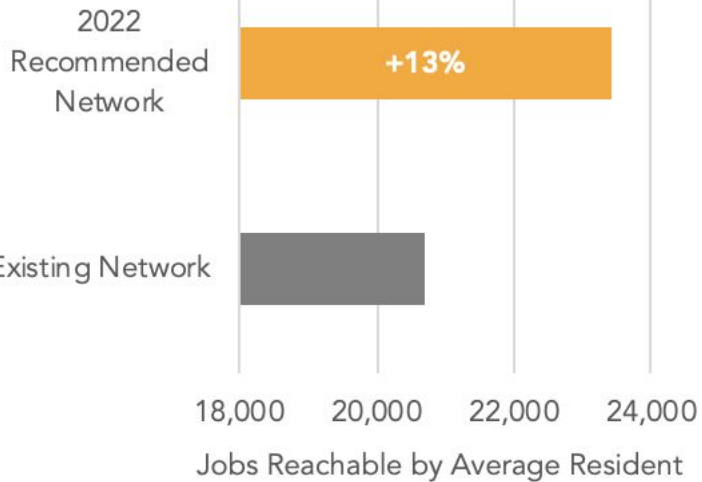
20% more residents and 21% more jobs accessible than existing network



2022 Job Access

Change in jobs reachable in 45 minutes at midday compared to the Existing Network

Jobs Reachable in 45 Minutes



Data source: 2012 - 2016 ACS 5-year Summary, LEHD 2016

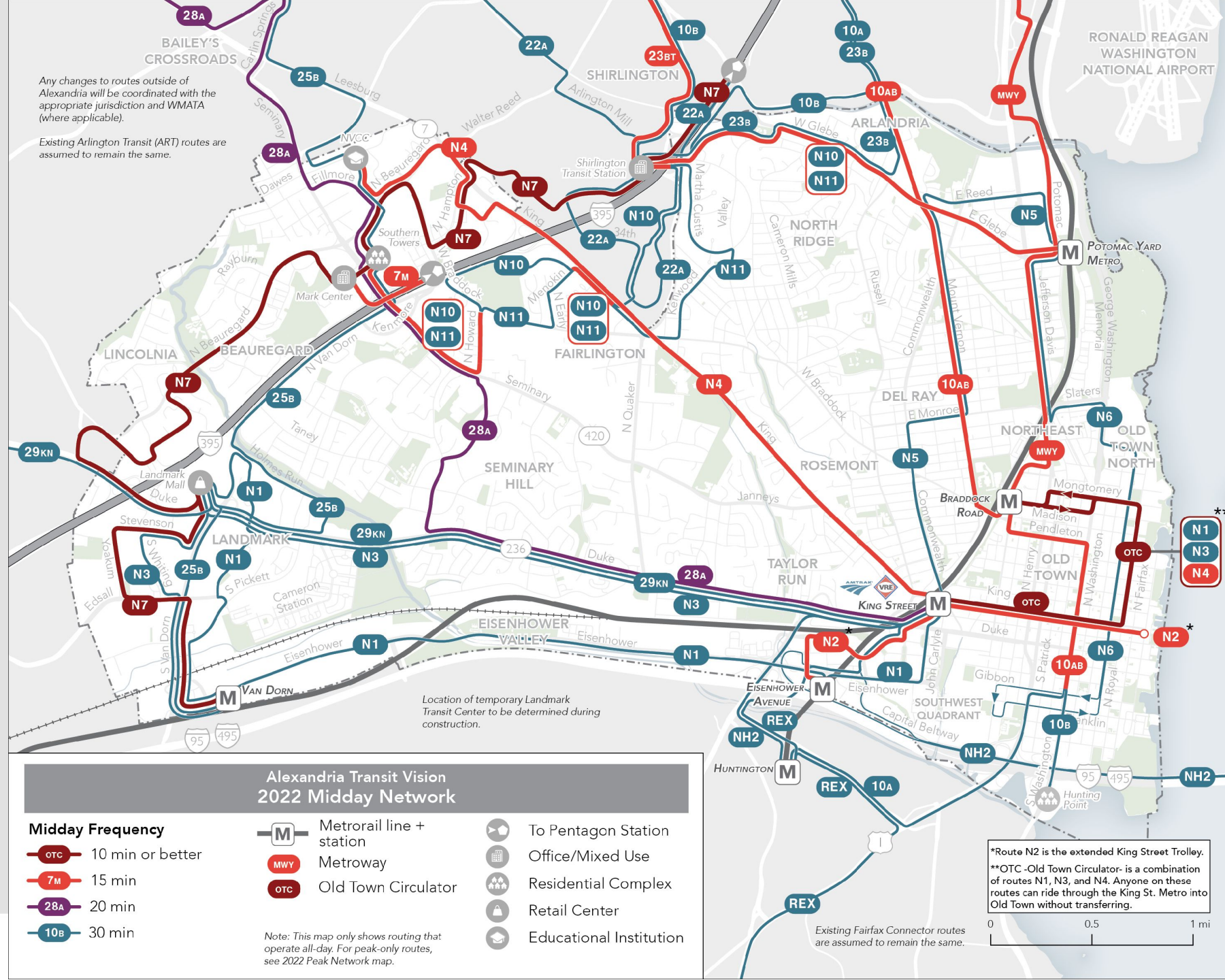
DRAFT 2022 Zero Growth Network for Alexandria

Assumes 0% Growth in DASH Service, keeping 395 Commuter Choice



2022 Draft Zero Growth Network

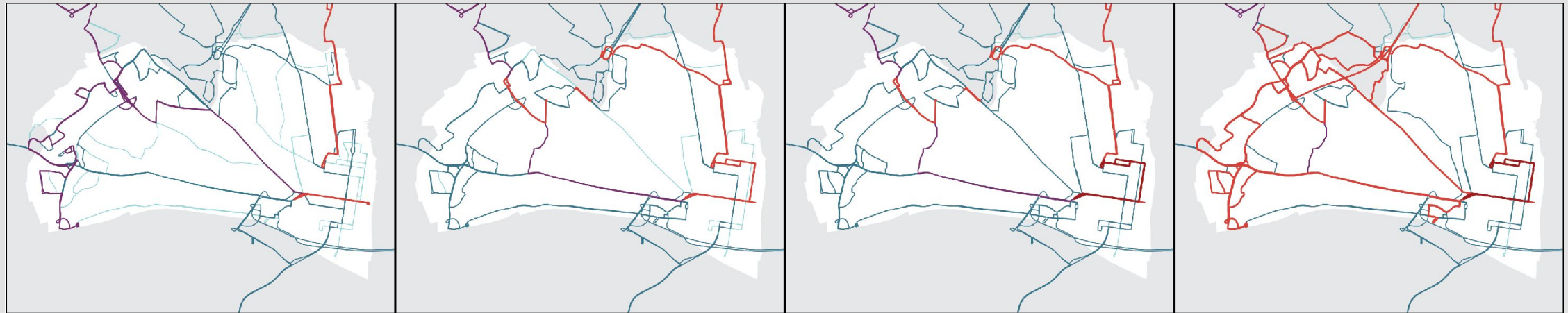
- Zero Growth Network has the same midday and peak service as 2022 Recommended Network.
- But has less evening and weekend service.



Off-peak Service Summary



Weekday Evening Service (9pm)



Existing Network

2022 0% Growth

2022 8% Growth

2030 Recommended

How many residents are near ...

■ Frequent Service, every 15 minutes or better ■ Any Service



How many jobs are near ...

■ Frequent Service, every 15 minutes or better ■ Any Service



Saturday Service



Existing Network

2022 0% Growth

2022 8% Growth

2030 Recommended

How many residents are near ...

■ Frequent Service, every 15 minutes or better ■ Any Service



How many jobs are near ...

■ Frequent Service, every 15 minutes or better ■ Any Service



Sunday Service



Existing Network

2022 0% Growth

2022 8% Growth

2030 Recommended

How many residents are near ...

■ Frequent Service, every 15 minutes or better ■ Any Service



How many jobs are near ...

■ Frequent Service, every 15 minutes or better ■ Any Service



How Can You Respond?



Outreach Overview – Round 3 (Fall 2019)

- Community leaders workshop: October 10th
- Community meetings
- Online survey
- Supplemental outreach
 - 20 pop-up events
 - Community group meetings (10 scheduled, 10+ pending)
 - DASH bus driver work session
- Alexandria & DASH leadership briefings
 - Board Meeting: Wednesday, October 23rd 7 p.m.: draft plan
 - **Public Hearing: Wednesday, November 13th 5:30 p.m.**
 - Board Meeting: Wednesday, December 11th 7 p.m.: final Board recommendations



Key Questions for Round 3

1. *Are the 2022 and 2030 networks better for you?*
2. *Are the 2022 and 2030 networks better for the City of Alexandria as a whole?*
3. *Is additional investment in transit service worthwhile?*
4. *What additional feedback do you have on the Draft Recommended Networks?*





Next Steps

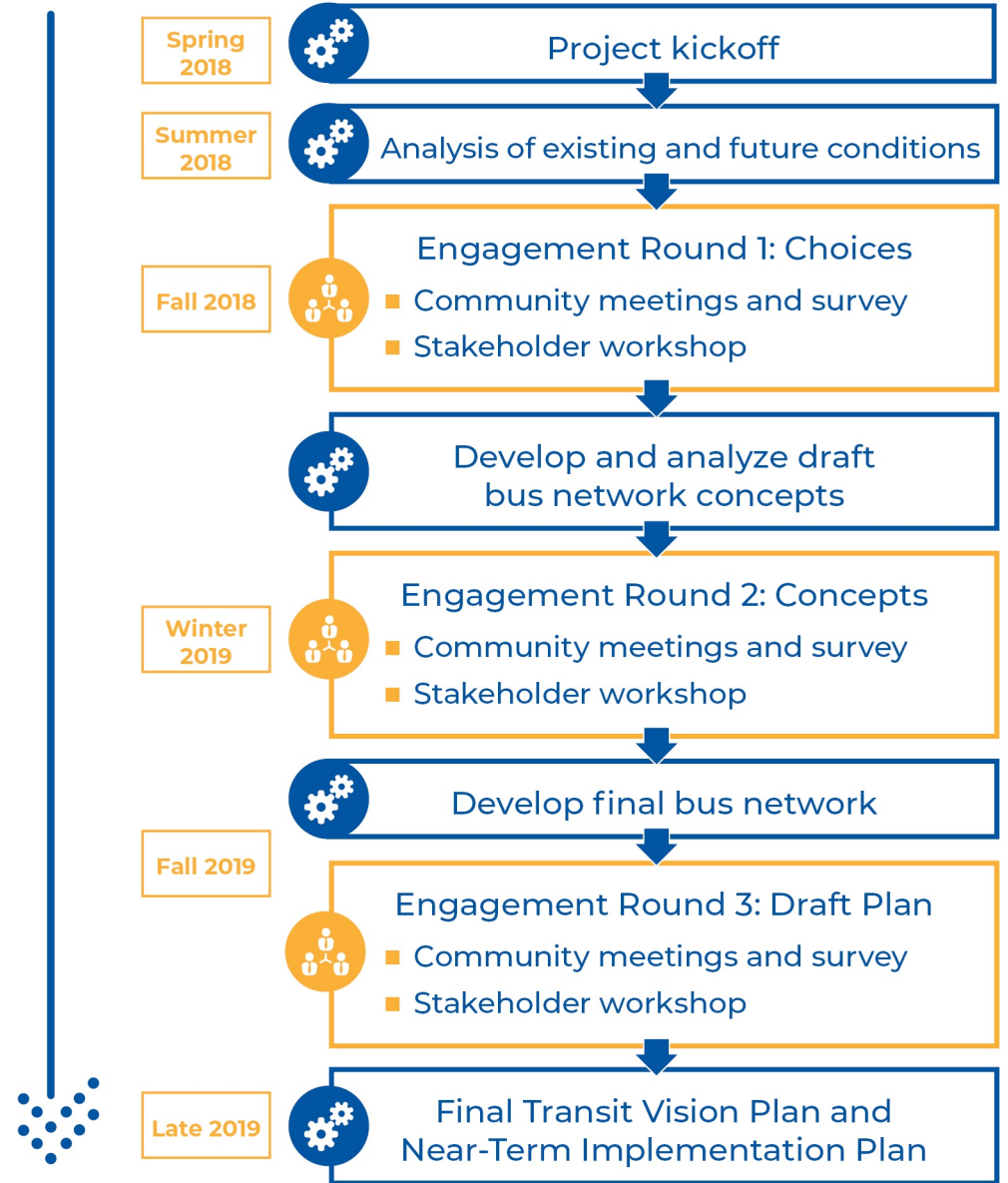
- Process input from public engagement
- Revised plan to be finalized in December
- Initial changes could be seen as early as Summer 2020.
- Full 2022 network implemented by Early 2022.

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



Stay Involved!

- Have follow up questions? Contact:
 - Project Website: www.dashbus.com/transitvision
 - Project Email: transitvision@alexandriava.gov
- Engagement Round 3 Meetings:
 - Tuesday October 15, 6:30-8:30pm, Armstrong Rec Center, 25 West Reed Avenue
 - Thursday, October 24, 6:30-8:30pm, Ellen Coolidge Burke Library, 4701 Seminary Road
 - Wednesday, November 13, 5:30pm, City Hall Council Chambers (Public Hearing for ATC Board)
- Online survey, maps, reports and neighborhood-specific information available at www.dashbus.com/transitvision.

