



Alexandria Transit Vision Plan

Parkfairfax Community Meeting

June 3, 2019



Key Questions & Answers

- What is the ATV? Why are we doing it?
- Are you proposing to eliminate bus service in Parkfairfax?
- Are you proposing to change bus service in Parkfairfax?
- Could there be changes to bus service in Parkfairfax over the next 2-10 years?
- What is the project timeline?
- Is there still time to provide more feedback?



Presentation Overview

- ATV Project Overview/Background
- Points of Clarification
- Network Concepts (Parkfairfax Maps)
- Summary of Feedback
- Next Steps, Discussion, Questions



What is the Alexandria Transit Vision Plan?

- City/DASH-led project to redesign Alexandria's bus network
- Identify existing & future bus transit needs through data analysis
- Identify community transit priorities based on “Key Choices” discussion
- Design vision for 2030 bus network
 - Unbiased & Data-Driven
 - Incorporates community values & priorities
 - Includes short-term implementation plan for next two years.



Why are we doing the ATV in the first place?

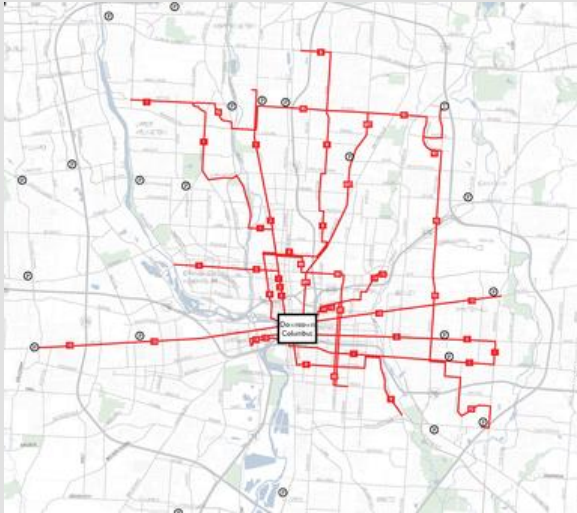
- Bus ridership is declining.
- Travel behaviors are changing.
- Alexandria is growing.
- New technologies are emerging.
- Need for a DASH bus network that is more aligned with current/future travel demand.



Other Successful Network Redesigns

Columbus, OH

Significant increase in ridership since 2017 implementation



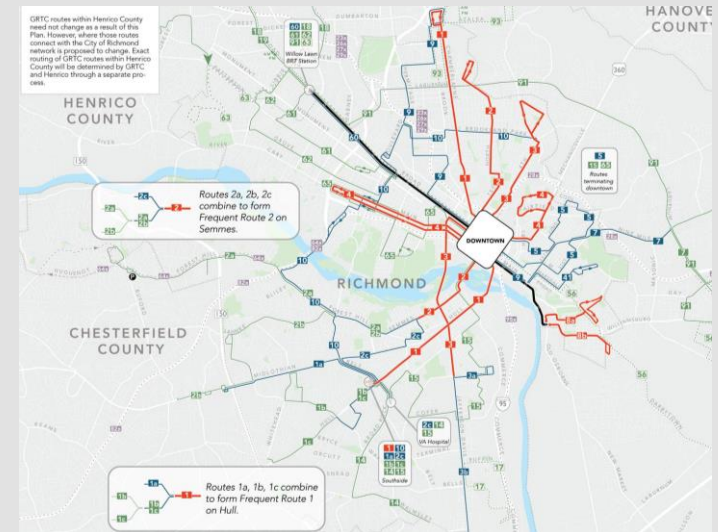
Houston, TX

Ridership steady despite economic downturn



Richmond, VA

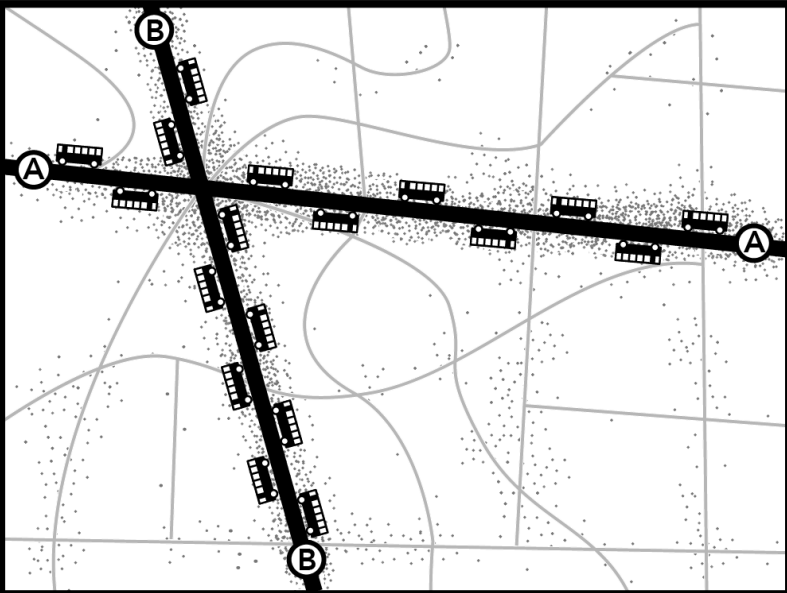
Increase in ridership in first 6 months since implementation



Key Choice - Ridership or Coverage?

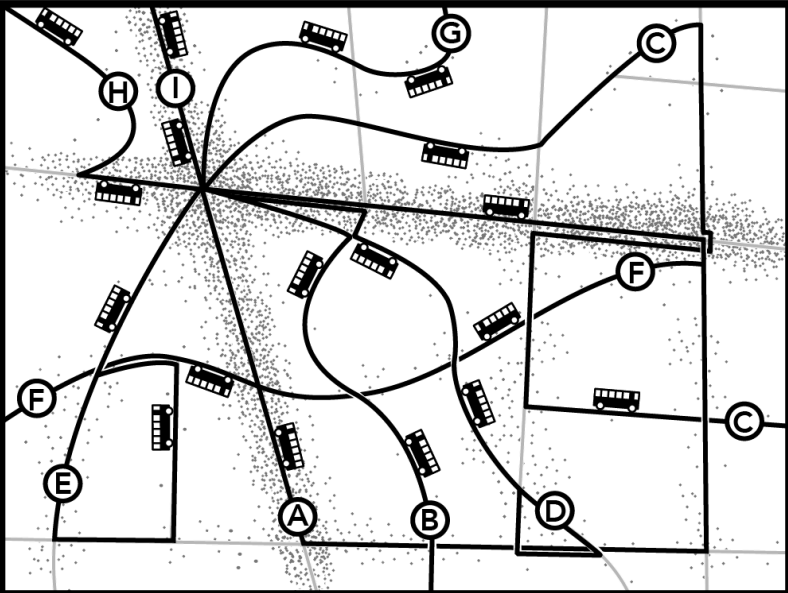
More ridership

"Think like a business"



More coverage

"Access for all"



50% / 50%



Transit Concepts for Alexandria



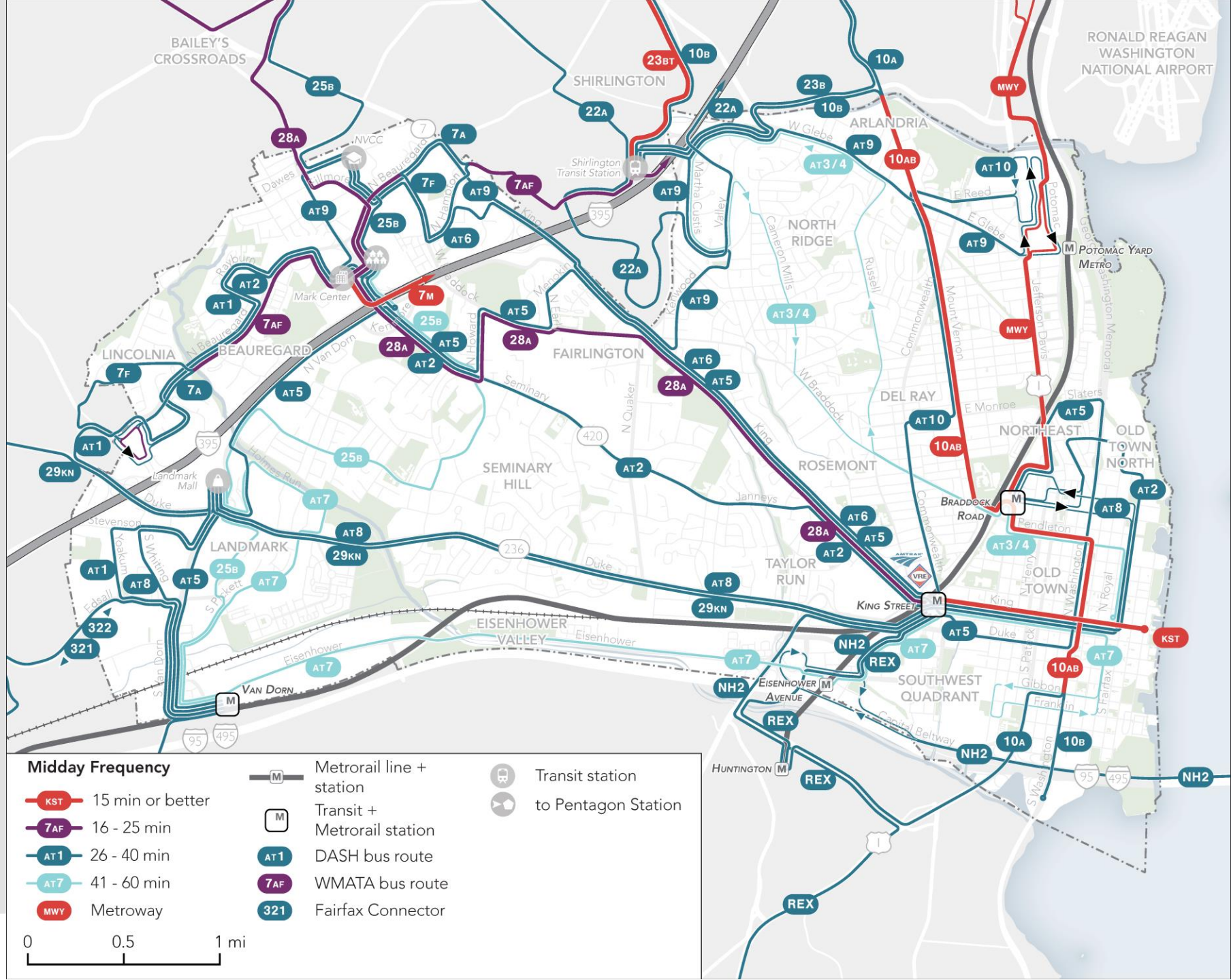
POINTS OF CLARIFICATION

- These are not proposals!
- They are illustrations of a policy choice.
- They are starting points for defining the final draft network.
- View these at high altitude. Not all micro details are meaningful yet (i.e. exact routings, bus stop locations, etc).
- Actual network proposals will be presented in Fall 2019.



Existing Network

All-day Routes
Midday Frequency



Midday Frequency		M	TR
— KST	15 min or better	Metrorail line + station	Transit station
— 7AF	16 - 25 min	Transit + Metrorail station	to Pentagon Station
— AT1	26 - 40 min	AT1	DASH bus route
— AT7	41 - 60 min	7AF	WMATA bus route
— MWY	Metroway	321	Fairfax Connector

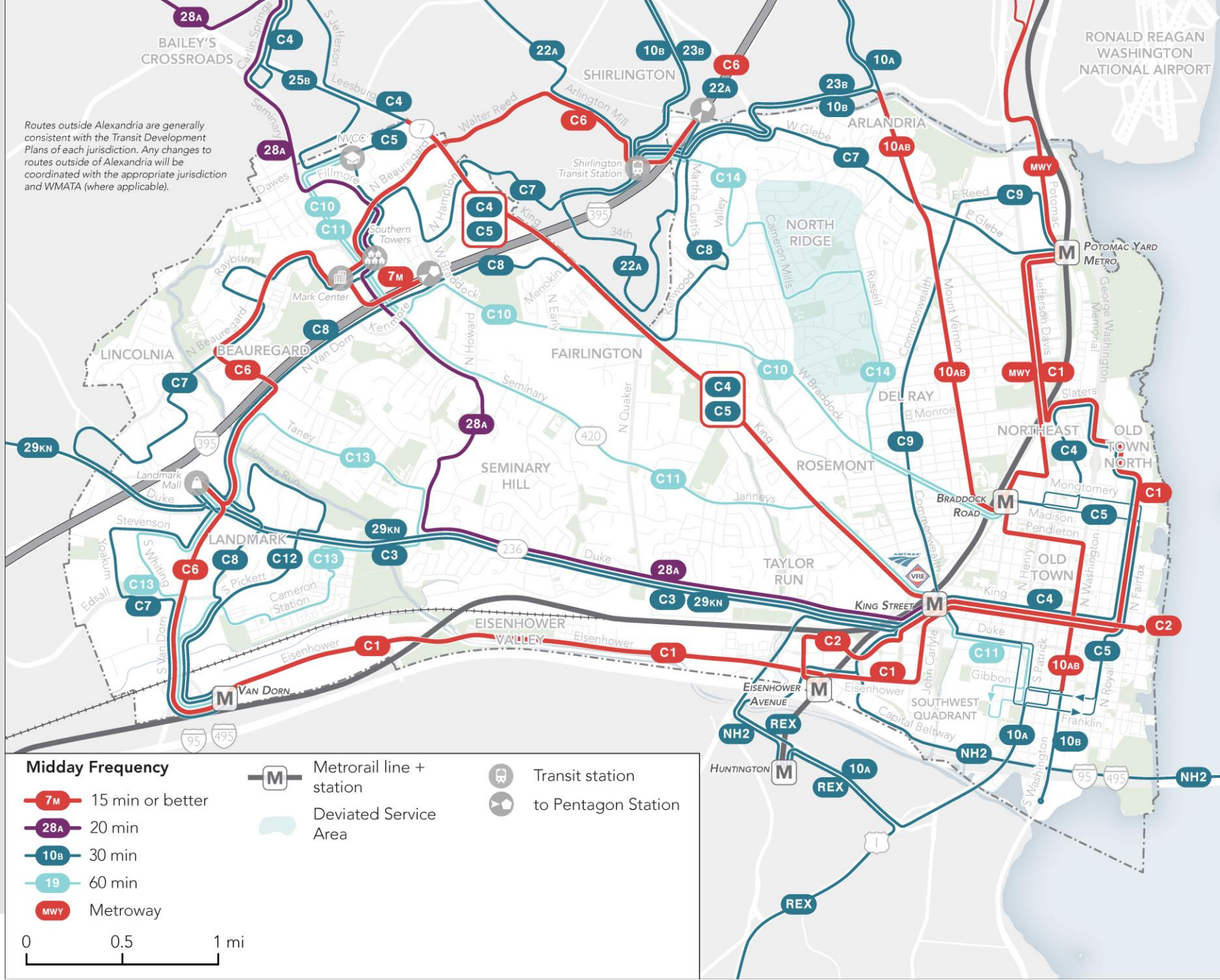
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Coverage Concept

All-day Routes Midday Frequency

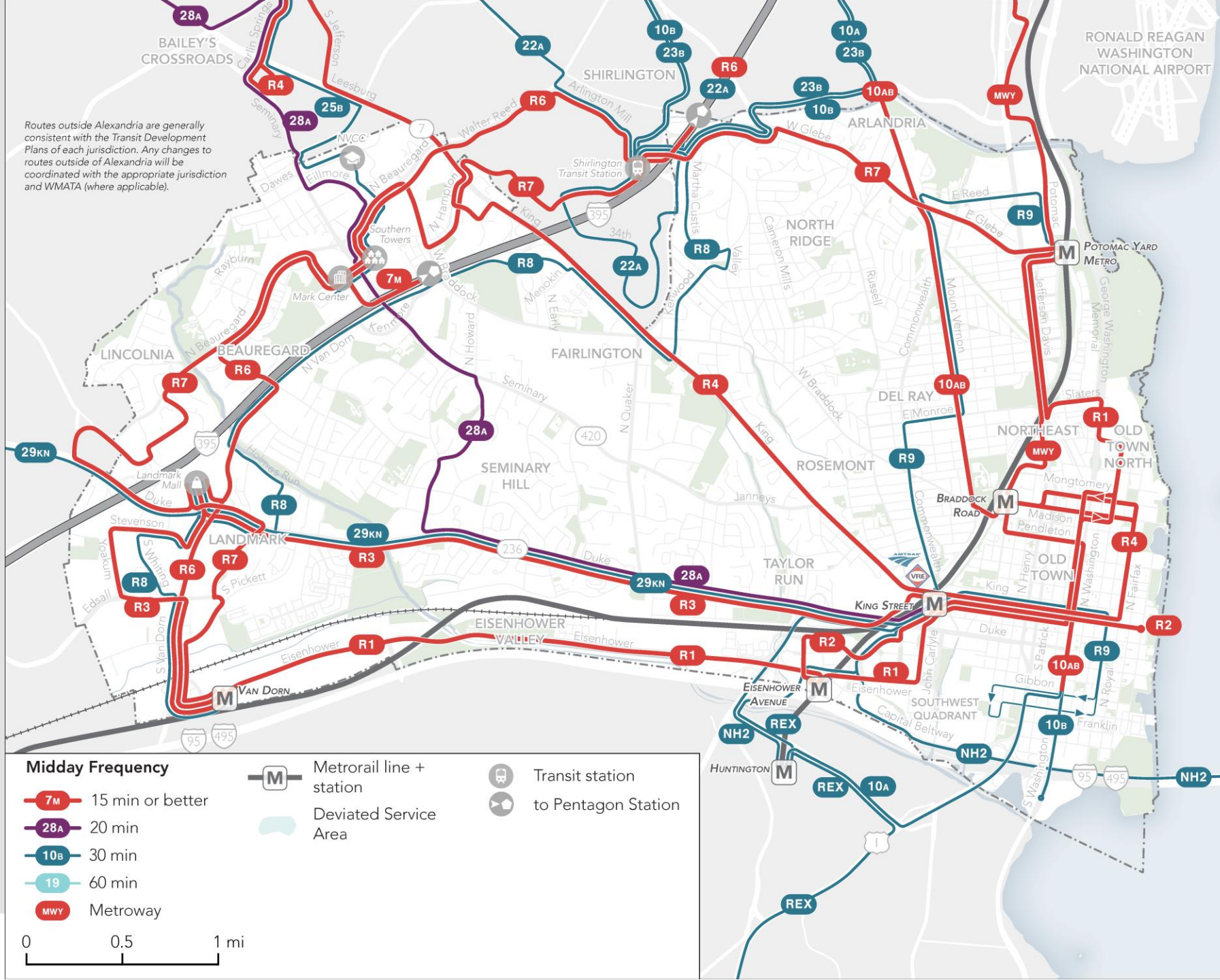
PEAK ROUTES ARE NOT SHOWN ON THIS MAP BUT ARE STILL INCLUDED IN BOTH CONCEPTS. PEAK ROUTES ARE SHOWN ON A SEPARATE PEAK OVERLAY MAP.



Ridership Concept

All-day Routes
Midday Frequency

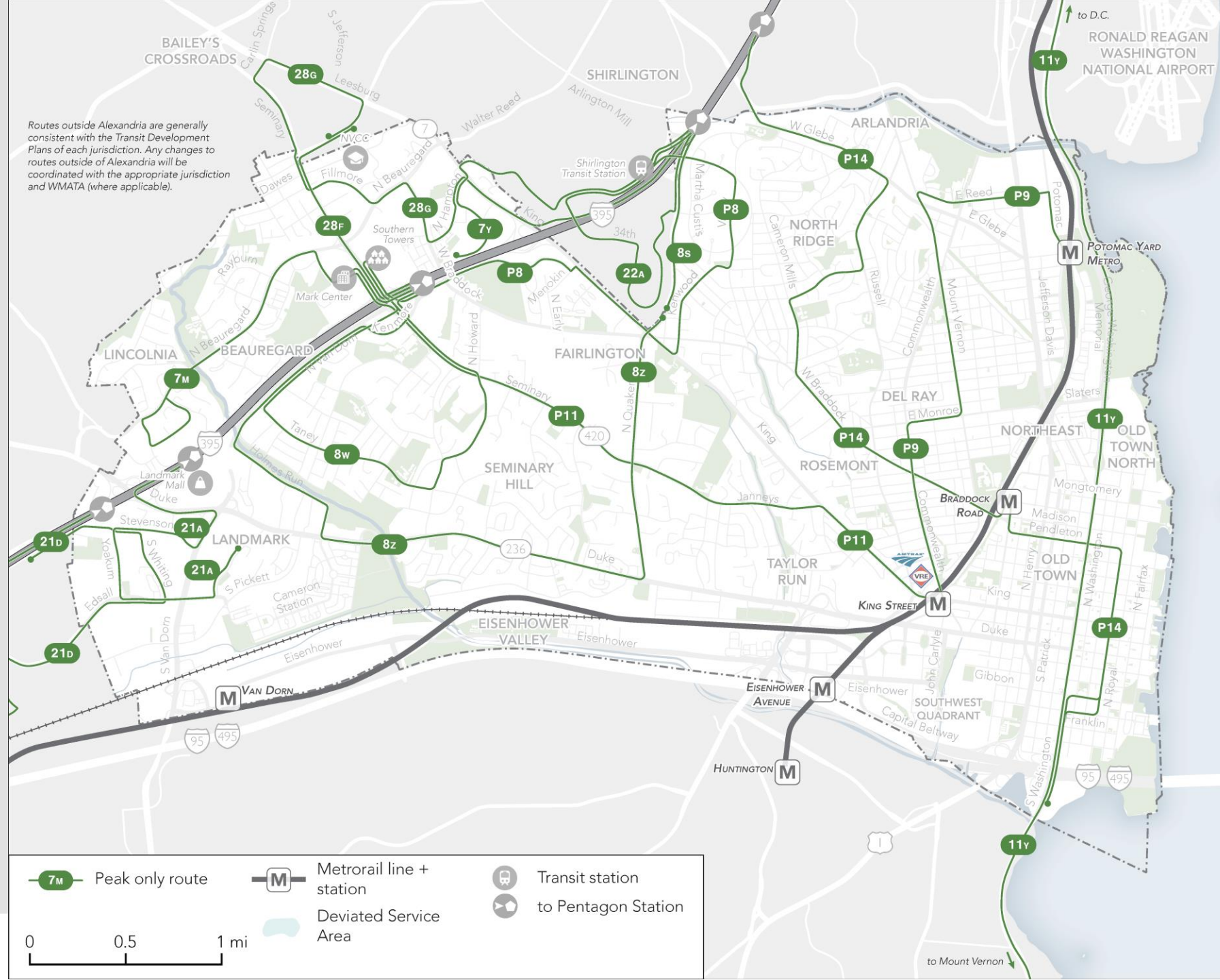
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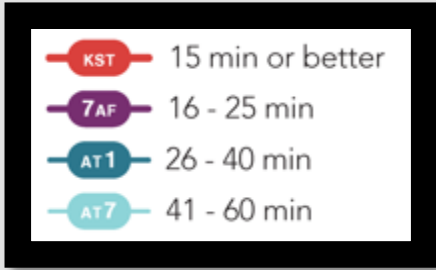
Additional Peak Services

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).



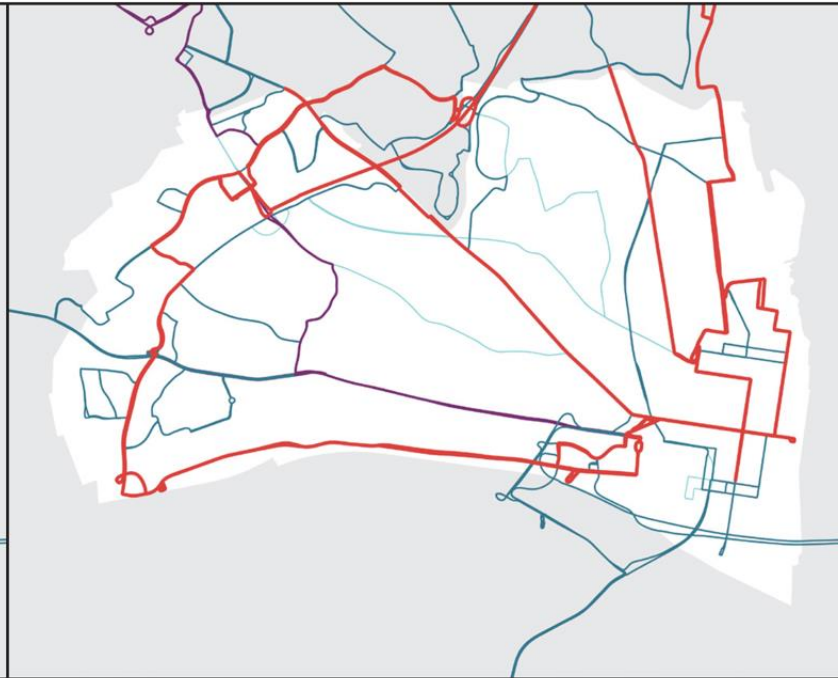
Sunday Service



Existing



Coverage



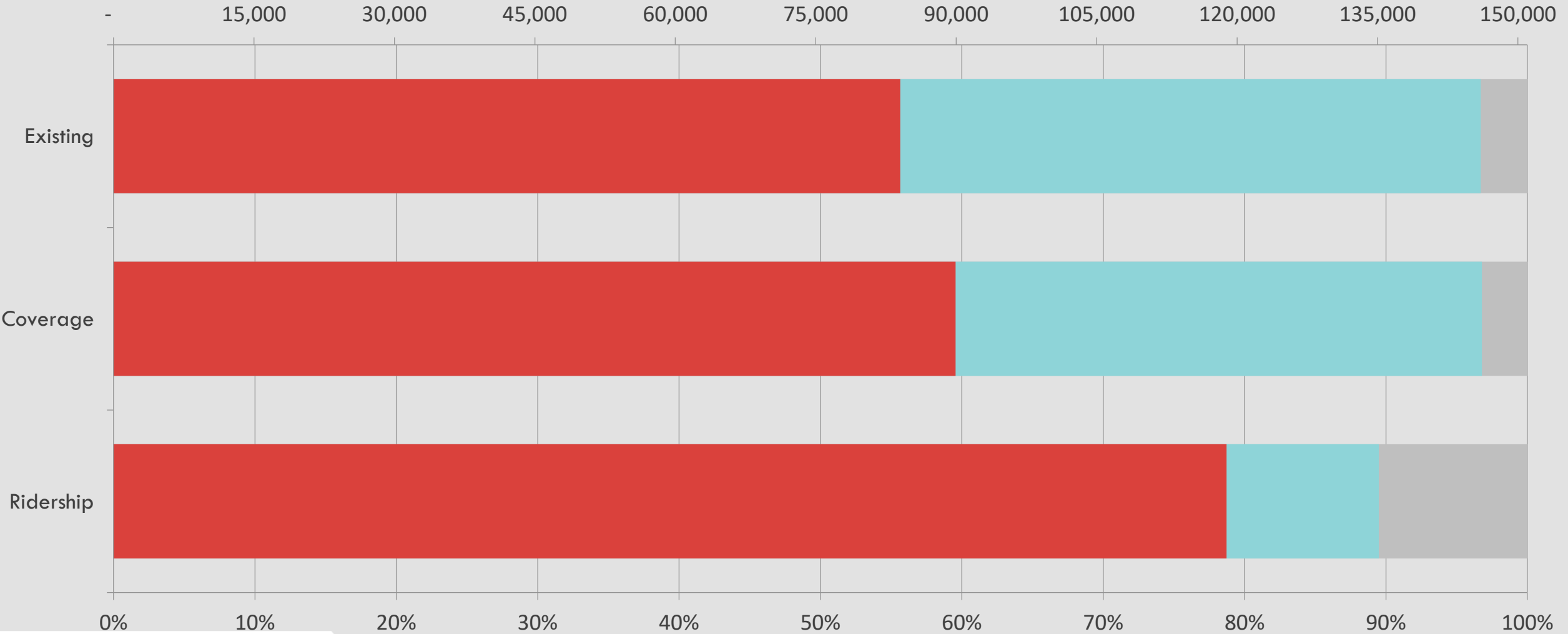
Ridership



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

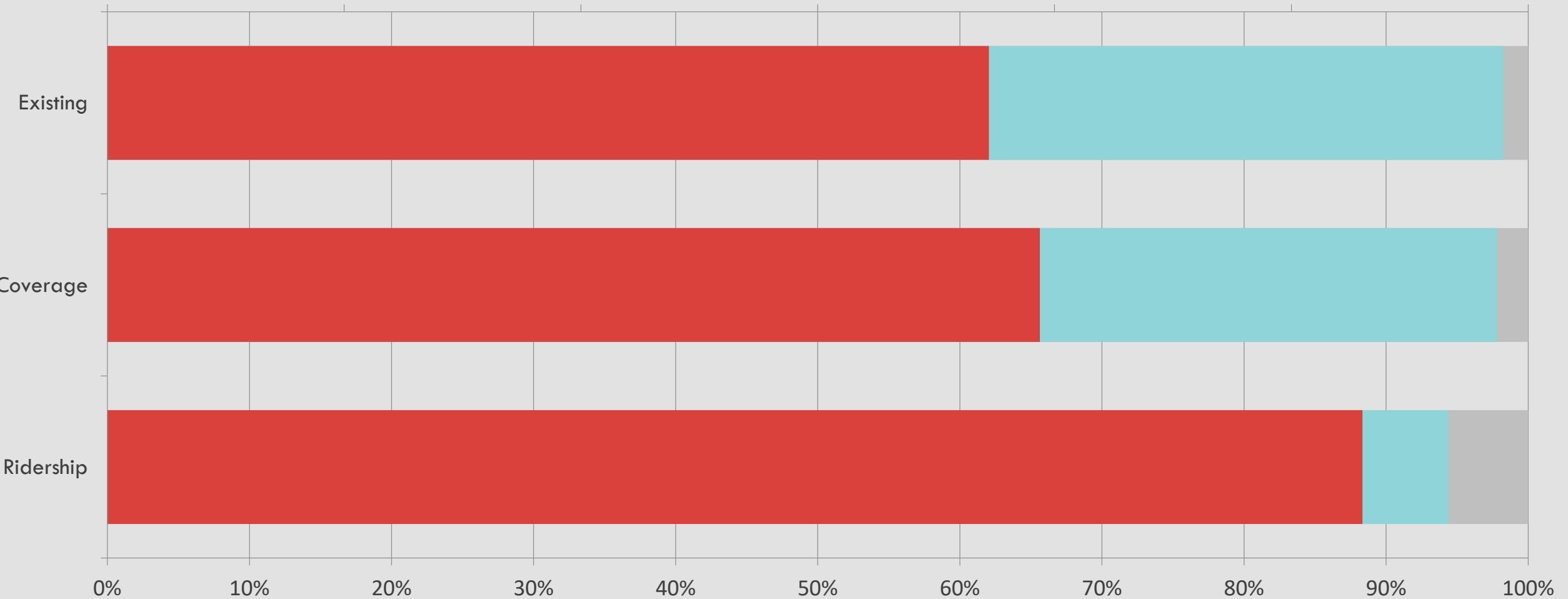


Residents in poverty near Transit on Weekdays at Noon

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

2,500 5,000 7,500 10,000 12,500 15,000



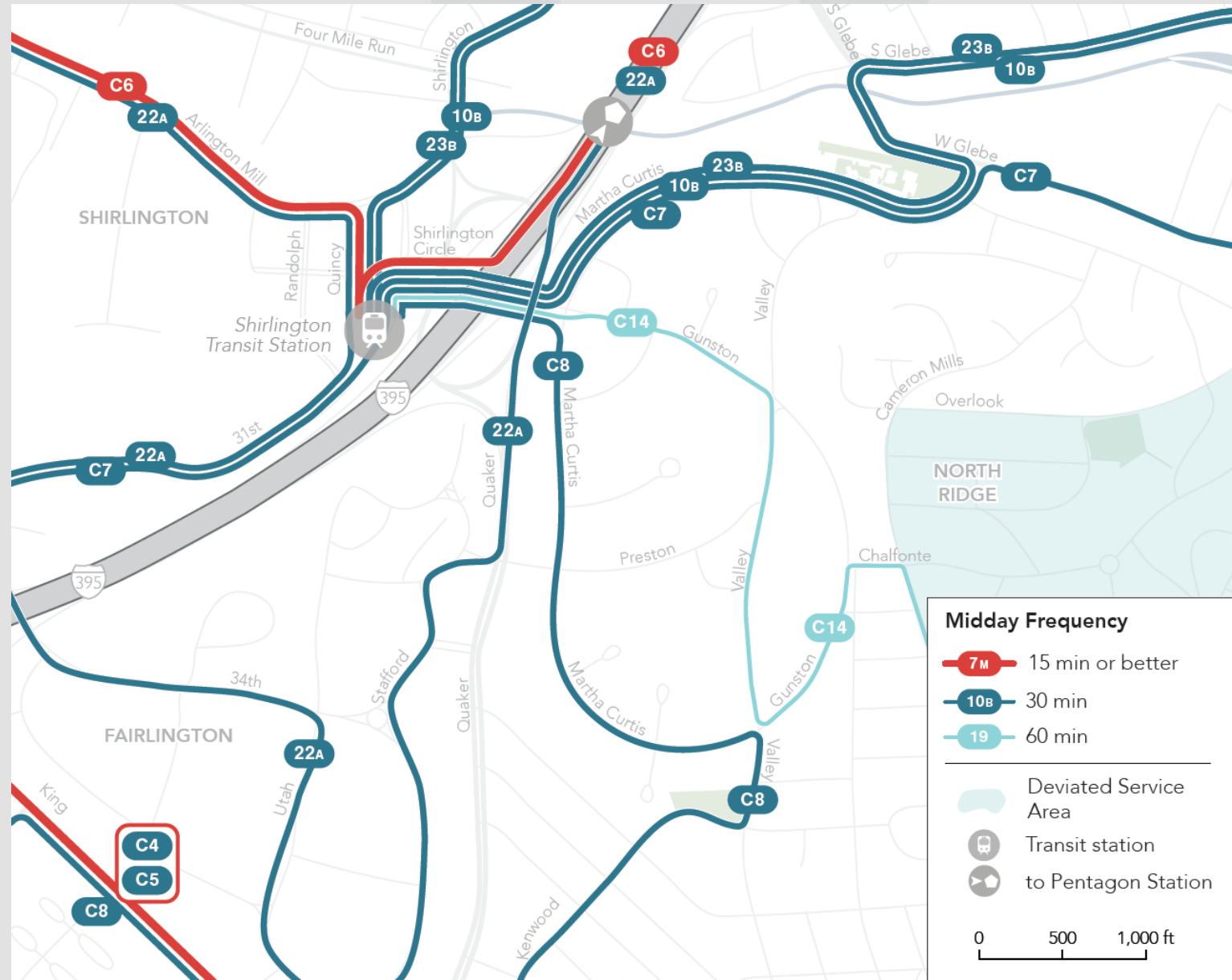
Concept Maps for Parkfairfax



Coverage Concept

All-day Routes Midday Frequency

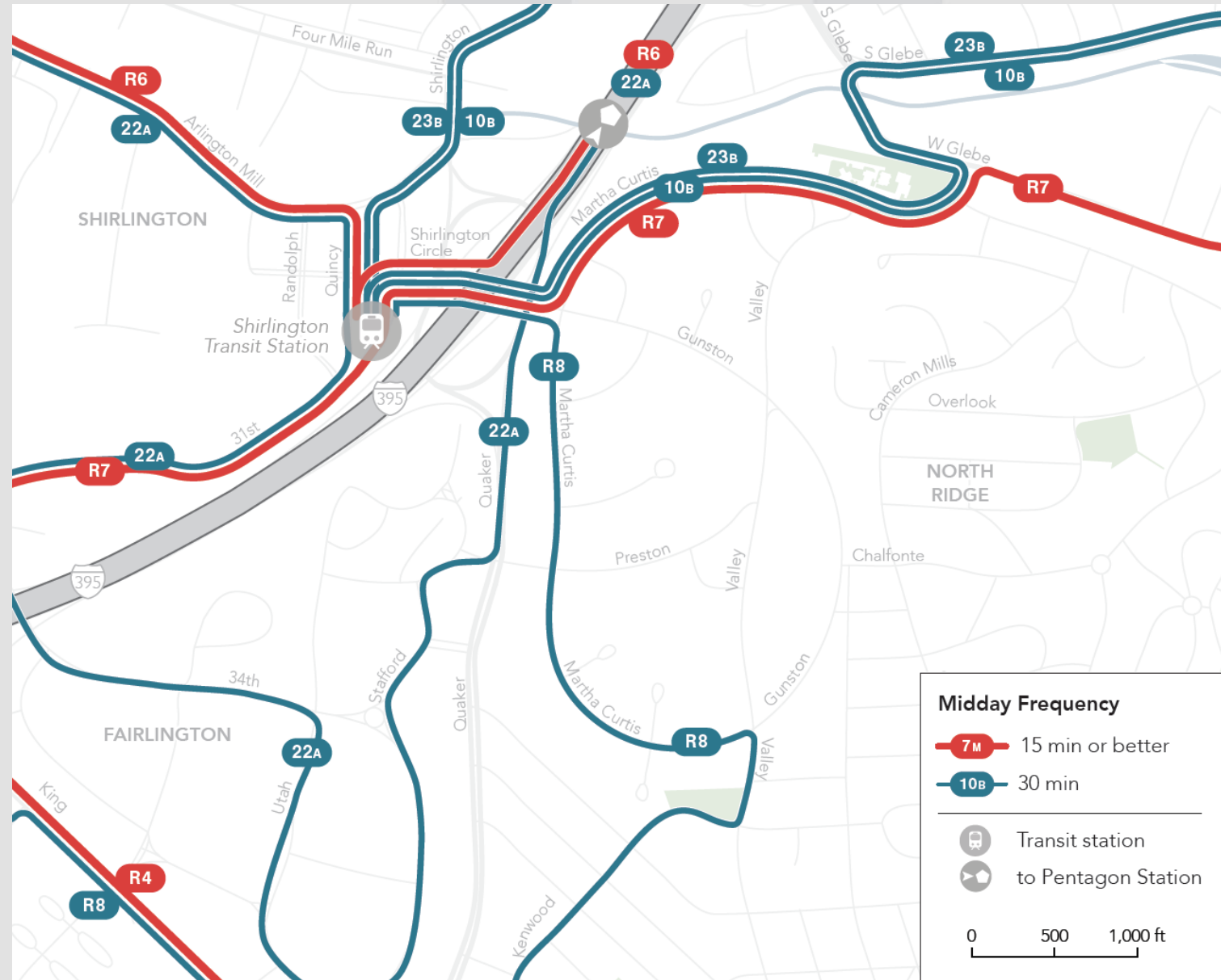
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Ridership Concept

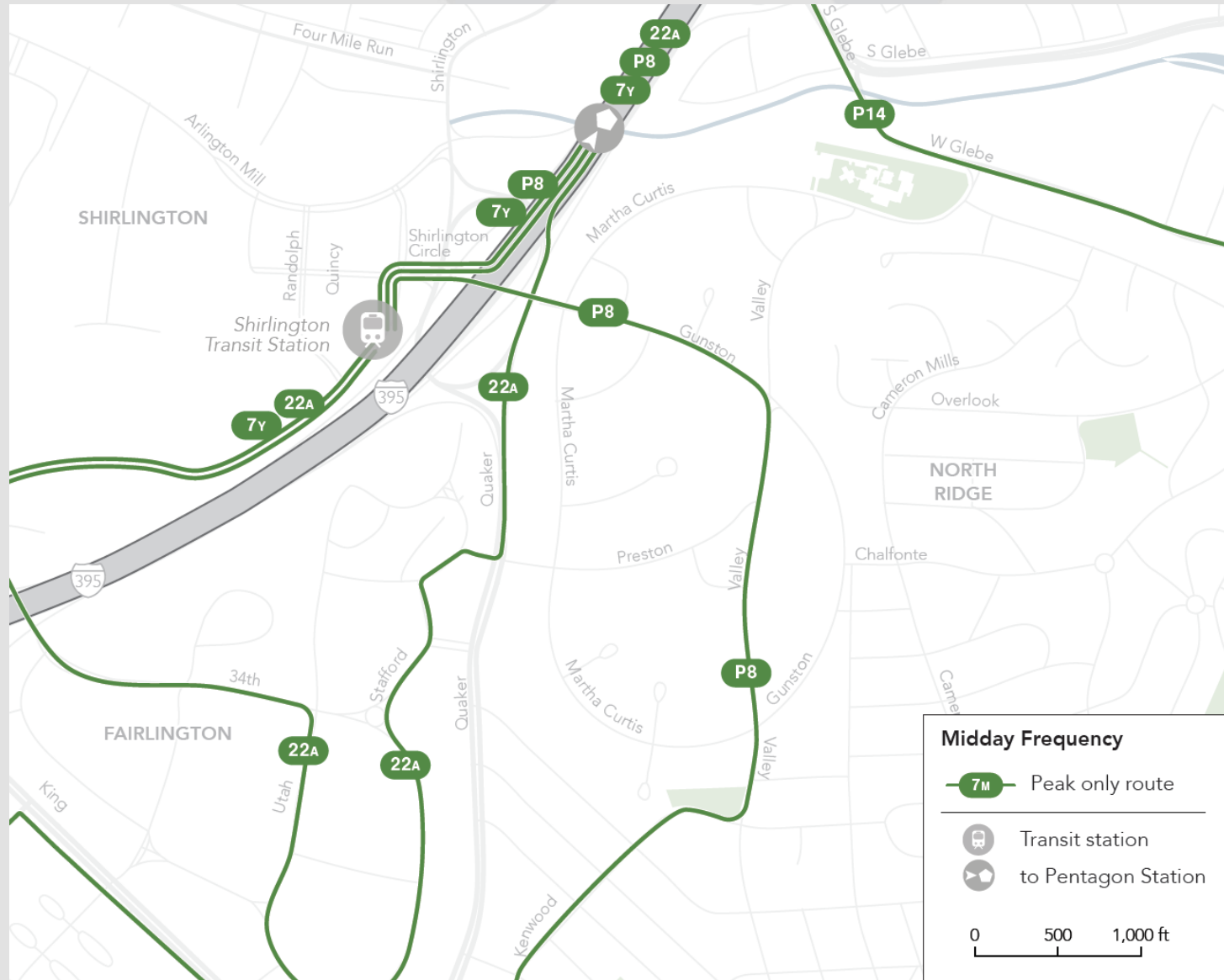
All-day Routes
Midday Frequency

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Additional Peak Services

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



Public Outreach & Feedback



Outreach Summary (February – April 2019)

- Stakeholder workshop
 - Held February 26th
 - 26 community participants
- 14 pop-up events
 - Van Dorn Metro
 - Braddock Metro
 - Landmark Plaza
 - City Hall (twice)
 - King Street Metro (twice)
 - Southern Towers
 - NVCC - Alexandria
 - Arlandria
 - Eisenhower Metro
 - Potomac Yard
- 3 community meetings
 - March 5 – Hammond Middle School
 - March 6 – Armstrong Recreation Center
 - March 7 – Nannie J. Lee Center
- 2 public hearings
- MetroQuest online survey (English and Spanish versions)
- Website, email, social media, etc
- Nextdoor Outreach
- Leadership briefings
 - February 13th – Joint meeting with Alexandria Transportation Commission and DASH Board
 - February 26th – City Council briefing
- 10 community group briefings
- DASH bus driver open house



ATV Outreach Round 2 by the Numbers

- 37 meeting attendees / 135 views
- 14 pop-up events / 500+ flyers
- 1,200 distinct survey responses
- 150+ email comments
- 3,000+ unique webpage views
- 21,000+ DASH online engagements (54% Twitter / 46% Facebook)
- 8 email blasts to City & DASH lists

Alexandria Transit Vision

Progress

3 Midday Network Comparison

Today's DASH Network | Ridership (Midday) | Coverage (Midday)

Ridership (Midday)
This map shows 2030 midday service in a ridership-focused concept. It includes six frequent, all-day routes that offer service from Old Town as well as two frequent routes to the west/northwest. Frequent routes are shown in red, and run every 15 minutes or better. [More about this](#)

Please rate this scenario:
★ ★ ★ ★ ★

No priorities selected, at random:

- Shorter Walks ←
- Buses Come More Often →
- Fewer Transfers ←
- Consistent Routes All Day →
- More Weekday Service →

Worse than today ← Better than today



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.



Word Cloud Comment Summary



What have we heard from Parkfairfax?

- 150+ e-mails/calls received from Parkfairfax residents
- Common Themes
 - No changes to AT3/AT4 weekday peak service (!!!)
 - No stopping at Shirlington Transit Center
 - No modifications to the Metrobus 22A line (midday service).
 - Concerns about longer walks in hilly terrain.
 - Reports, graphs and maps are difficult to understand.
- Common Misconceptions
 - Peak vs. Midday, Proposals vs. Concepts, “No direct connection”



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

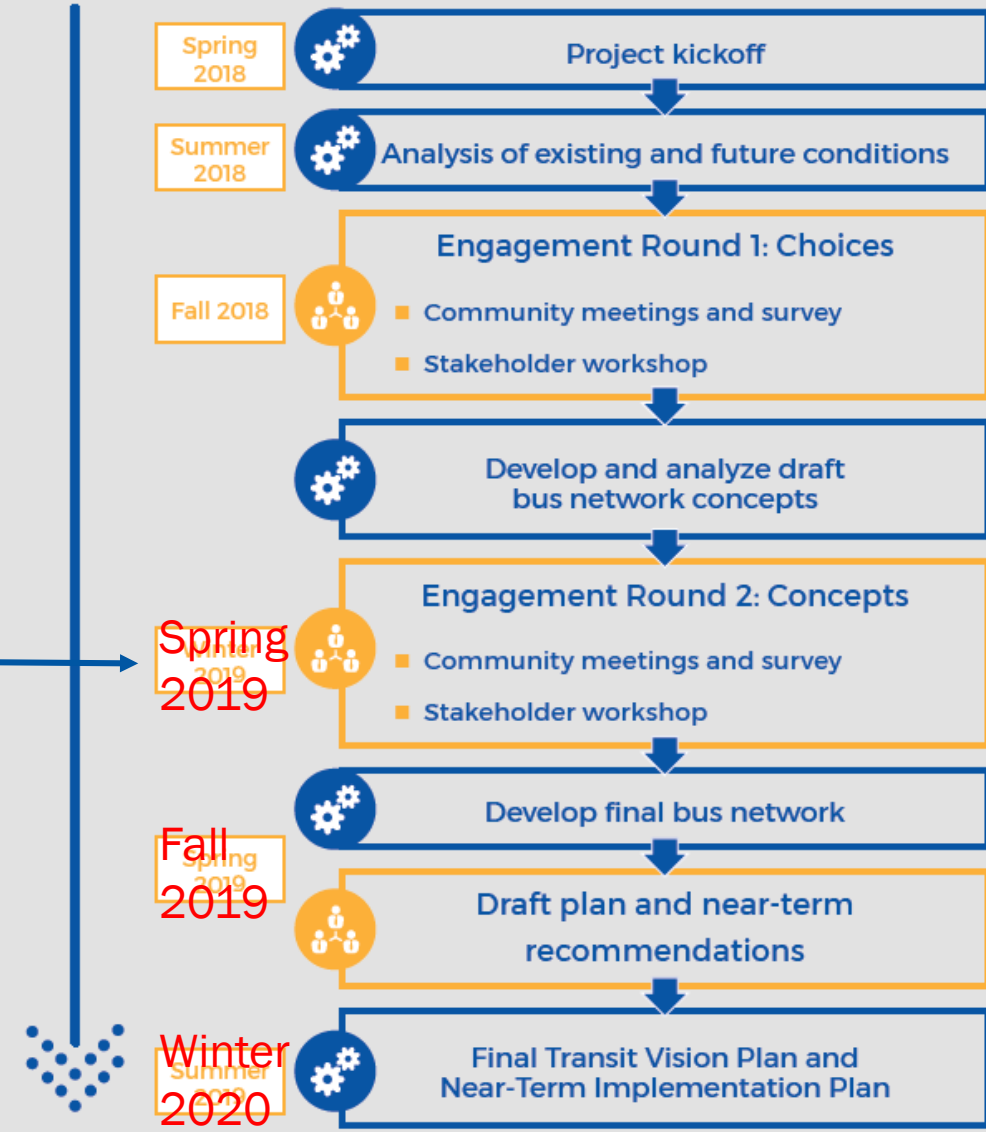
- Analyzed existing & future conditions
- Completed Choices Report and Round 1 Engagement
- Developed bus network concepts
- Completed draft of Concepts Report

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



Alexandria Transit Vision Plan

- ATV Project Website – www.dashbus.com/transitvision
- Have follow up questions? Contact: transitvision@alexandriava.gov

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