

Line 36A/B

(a.k.a. "Line N10/N11" in 2022 ATV Plan)

Route Description: Mark Center to Potomac Yard via Shirlington
Route(s) Replaced: AT-5, AT-6, AT-9
Corridor(s) Served: Beauregard Street, King Street, West/East Glebe
Major Destination(s): Mark Center, Southern Towers, Alexandria Hospital, Bradlee Shopping Center, Shirlington Transit Center, Arlandria, Potomac Yard

Residents within ¼ Mile: **41,128 residents**
Low Income Residents: 4,072 (9.9 percent)
Minority Residents: 20,687 (50.3 percent)
Senior Residents: 3,578 (8.7 percent)
Jobs within ¼ Mile: **11,751 jobs**

Proposed Service Levels*:

	Frequency (Trunk/Branch)	Span (Approx.)
Weekday		6am – 11pm
<i>AM/PM Peak</i>	15 min./30 min.	
<i>Midday</i>	15 min./30 min.	
<i>Evening</i>	15 min./30 min.	
Saturday	15 min./30 min.	7am – 10:30pm
Sunday	15 min./30 min.	7am – 10:30pm

*Above frequencies and span are assumed to include FY22 I-395 Commuter Choice funding, which will not be determined until June 2021.

Line 36 A/B is proposed as a pair of routes that would run from Mark Center to Potomac Yard via Bradlee Shopping Center, Shirlington, and Arlandria. The main Line 36A/B route alignment is similar to the existing AT-9 route from Bradlee Shopping Center to Potomac Yard, but it takes a different routing to Mark Center. In two locations, the trunk routing is proposed to split into two branches – “Line 36A” and “Line 36B” – to provide new all-day service to North Van Dorn Street and Valley Road in Parkfairfax.

The proposed FY 2022 service levels on this route would allow it operate as a frequent, all-day route with trips running every 15 minutes all day, seven days per week along the trunk route. In the split route segments, the service would only run once every 30 minutes due to the alternating trips.

The improvements on Line 36 are contingent upon the receipt of FY 2022 I-395 Commuter Choice funding, which will be finalized in June. If DASH does not receive this funding, the proposal would be modified and the route would only run every 30 minutes, all day, seven days per week. The 36A/B split between Braddock Road and King Street would be maintained with hourly service on each branch, but the Parkfairfax split would be eliminated so that all Line 36 trips would follow the Line 36A alignment to Shirlington. Preliminary indications suggest that DASH is well-positioned to receive the funding for the service enhancements, but the process will not be finalized until late Spring.

Line 36A/B will be maintained for several years beyond FY 2022, but when the West End Transitway is introduced, it could be modified as part of the route restructuring in West Alexandria. This is unlikely to occur prior to FY 2027.

Figure 5-9 - Line 36A/B (Mark Center to Potomac Yard via Shirlington)

