



Alexandria Transit Company Board of Directors Meeting



June 8, 2022 @ 5:30pm
Meeting Held at DASH Facility: 3000 Business Center Drive, Alexandria, VA 22314 and
Held Electronically - Livestream on ZOOM and Facebook Live

| ITEM | DESCRIPTION | PAGE # | PRESENTER |
|------|--|--------|--|
| #1 | Call to Order, Welcome, and Public Comment | N/A | Mr. Kaplan |
| #2 | Consideration of Approval Meeting Minutes a) ATC Board of Directors Meeting – May 4, 2022 | 2-5 | All |
| #3 | Board Member Announcements, Reports & Business Items a) Chair's Report b) T&ES Report c) Paratransit Service Presentation d) Others | 6-8 | Mr. Kaplan Ms. Orr All |
| #4 | General Manager's Reports a) Virginia Transit Association (VTA) 2022 Special Marketing & Community Outreach Award for New DASH Network & Unsung Hero Awards b) DASHing Words in Motion Poetry c) Ridership Update | 9-11 | Mr. Baker Ms. Code Mr. Baker |
| #5 | Financial Reports a) FY 2023 Budget Adoption (Action Item) b) Financial Report c) Balance Sheet d) Summary Income Statement e) Budget vs. Actual | 12-17 | Mr. Ryder |
| #6 | Planning Reports a) FY 2023 TDP Report and Responses a) FY 2023 TDP Adoption (Action Item) | 18-19 | Mr. Barna |
| #7 | Executive Session Consideration of Convening an Executive Session for the Purpose of Discussing Legal and Personnel Matters, pursuant to Section 2.2-3711 (A1) of the Code of Virginia | 20 | All |
| #8 | Next Meeting Date & Adjournment The next regular meeting of the Alexandria Transit Company Board of Directors is scheduled for Wednesday, September 14, 2022 | 21 | All |

ATC Board Agenda Detail

Item #: 2
Item Title: Meeting Minutes
Contact: Beth Reveles, Secretary to the Board
Board Action: Consideration of Approval



Alexandria Transit Company (ATC) BOARD OF DIRECTORS MEETING MINUTES May 4, 2022

A meeting of the Board of Directors of the Alexandria Transit Company was held at 5:30 pm on Wednesday, May 4, 2022, at the DASH Facility at 3000 Business Center Dr., Alexandria, VA 22314 and was also available electronically. A recording of the meeting was made and is available upon request.

Board members present in person: Matt Harris, Steve Klejst, Ajashu Thomas, Linda Bailey, Brandi Collins, Kendel Taylor (departed meeting at 6:45 pm to attend City Council Budget Meeting)

Board members present electronically: Hillary Orr (participated from her residence in Alexandria, VA as her children were diagnosed with COVID-19), David Kaplan (participated from his residence as he was diagnosed with COVID-19)

Staff members present: Josh Baker, Raymond Mui, Martin Barna, Whitney Code, Kaitlyn Beisel, Beth Reveles, Edward Ryder, Stephanie Salzone, Corey Black, Brian Robey, Joseph Quansah, Alberto Alvarado, Alex Tilahun, John Lanocha, James Owens, Swinda Carcamo, Natalie Harris

Other attendees: Bob Gronenberg, JeanAnn Mayhan, Grant Slayden, Stanley Stemp, Bonnie Miller, Fabrice Corbato, Thomas Miller, Edward Psioda, Paul Ostrowski, Stephen Bannister, Melody Fennel, Maria Kessel, Kristine Slayden, Joseph McHale, Anne Julian, Lori McHale, Jason Kunik, Richard Sheres, Samuel Nixon Jr., Pam Slotter, Kathy Sweet, Leonard Taylor, Braxton Wenk, Nancy Ault, Joan Shannon, Cheyenne Martin, Kathleen Melloul, P. Klingenmaier, Yvonne Callahan, Tracey Silk, Deborah Derrick, Ann Ryder, Cathleen Curtin, Ellen Mosher, Merrick Malone, Mr. and Mrs. Chester Nagle, Erik Chiang, Margaret Chiang, Andrea Dobranski, Matthew Oline, Peter Holzer, Carol Holzer, Jean Kelleher, John Kringen, Sally Buikema, Chris Moore, Joel Newman, Robert Rowe, Jim Murphy, Brooke Terry, Ron Chaffey, Jodie Peterson

Board Meeting Agenda Item #1

#1 – Call to Order, Welcome and Public Comment

Vice Chair Klejst welcomed everyone and called the meeting to order and asked for the Calling of the Role.

Mr. Klejst announced that many individuals had signed up for public comment, and they would be allowed to speak in the order for which they had registered. The following individuals offered in-person public comments: Cathleen Curtin, Ellen Mosher, Jim Murphy, Robert Rowe, Joel Newman, Sally Buikema, Merrick Malone, Erik Chiang, Brooke Terry, Chris Moore, Ron Chaffey, Jodie Peterson. The following individuals who participated electronically offered public comments: Grant Slayden, Paul Ostrowski, Tom Miller, Joseph McHale, Stanley Stemp. All of the speakers expressed opposition to the proposed realignment of Line 34 from N. Fairfax Street to N. Pitt Street.

As there were no further speakers, Vice Chair Klejst closed public comment.

Agenda Item #2 – Consideration of Approval of Meeting Minutes

#2a – ATC Board of Directors Meeting – April 13, 2022

Vice Chair Klejst called for a motion to approve the April minutes and asked if there were any corrections, revisions, or amendments. A motion was made by Matt Harris and seconded by Hillary Orr to approve the minutes. There was no further discussion, and the motion carried.

Brandi Collins abstained from the vote as she was not present for the April meeting

Agenda Item #3 – Board Member Announcements, Reports & Business Items

#3a – Chair's Report & Board Nominations

Mr. Klejst stated the next order of business would be the consideration of adding additional members to the ATC Board of Directors. He explained that the Board would vote for either one, two, or three new members. The majority of the Board voted for adding two new members. The Board secretary distributed a ballot to each of the Board members for them to vote for two candidates.

The Board members voted as follows:

- David Kaplan: Murat Omay and Jesse O'Connell
- Hillary Orr: Murat Omay and Jesse O'Connell
- Kendel Taylor: Murat Omay and Jesse O'Connell
- Ajashu Thomas: Murat Omay and Abdel-Rahman Elnoubi
- Brandi Collins: Murat Omay and Abdel-Rahman Elnoubi
- Linda Bailey: Murat Omay and Jesse O'Connell
- Steve Klejst: Murat Omay and Jesse O'Connell
- Matt Harris: Murat Omay and Abdel-Rahman Elnoubi

Based on the results of the vote, Murat Omay and Jesse O'Connell will be the nominees to be presented to City Council to be considered for appointment to the ATC Board of Directors during the ATC Stockholders meeting scheduled for May 24.

#3b – T&ES Report

Transportation Division Director Hillary Orr provided a review of her written report which was shared with the Board in advance of the meeting.

#3c – Others

Vice Chair Klejst asked if there were any other announcements from the Board. Hearing none, he moved on to the Planning reports.

Agenda Item #4 – Planning Reports

#4a – Ridership Update

Director of Planning & Marketing Martin Barna reviewed this portion of his report which was shared with the Board in advance of the meeting.

#4b – FY 2023 TDP Discussion & Consideration of Approval

Mr. Barna reviewed this portion of his report which was shared with the Board in advance of the meeting. The Board is requested to consider for approval the final FY 2023 Alexandria Transit Company Transit Development Plan.

A motion was made by Hillary Orr and seconded by Matt Harris to defer the approval of the TDP to the June Board

meeting when Staff will offer alternatives to the realignment of Line 34. There was no further discussion, and the motion carried unanimously.

Agenda Item #5 – General Manager’s Reports

#5a – City Budget Process Updates

General Manager Josh Baker reviewed the update which was shared with the Board in advance of the meeting.

#5b – Low/No Emission & Buses and Bus Facilities Grant Resolution

General Manager Josh Baker reviewed the resolution which was shared with the Board in advance of the meeting.

Vice Chair Klejst called for a motion to approve the resolution. A motion was made by Kendel Taylor and seconded by Matt Harris. There was no further discussion, and the motion carried unanimously.

Agenda Item #6 – Financial Reports

#6a – Financial Report

Director of Finance & Administration Edward Ryder provided a review of his report which was shared with the Board in advance of the meeting.

#6b – Balance Sheet

Mr. Ryder reviewed this portion of the report which was shared with the Board in advance of the meeting.

#6c – Summary Income Statement

Mr. Ryder reviewed this portion of the report which was shared with the Board in advance of the meeting.

#6d – Budget vs. Actual

Mr. Ryder reviewed this portion of the report which was shared with the Board in advance of the meeting.

Agenda Item #7– Executive Session

Consideration of Convening an Executive Session for the Purpose of Discussing Legal and Personnel Matters, pursuant to Section 2.2-3711 (A1) of the Code of Virginia.

A motion was offered by Matt Harris and seconded by Brandi Collins to enter Executive Session pursuant to Section 2.2-3711 (A1) of the Code of Virginia. A vote was called, and the motion was approved unanimously.

At the conclusion of the Executive Session, a motion was offered by Matt Harris and seconded by Linda Bailey to reconvene the public meeting. A vote was called, and the motion was approved unanimously.

A motion was offered by Matt Harris and seconded by Ajashu Thomas to certify that what was discussed during the Executive Session was pursuant to Section 2.2-3711 (A1) of the Code of Virginia. A vote was called, and the motion was approved unanimously.

Agenda Item #8–Next Meeting Date & Adjournment

A final motion to adjourn the meeting was made by Linda Bailey and seconded by Matt Harris. A vote was called, and the motion was approved unanimously.

The next regular meeting of the Alexandria Transit Company Board of Directors is scheduled for June 8, 2022, at 5:30 pm via Zoom/Facebook Live.

Minutes respectfully submitted by:
Beth Reveles
Secretary to the Board
Alexandria Transit Company

ATC Board Agenda Detail

Item #: 3b
Item Title: T&ES Report
Contact: Hillary Orr, Deputy Director, Transportation
Board Action: FYI



WMATA 2022/2023 Metrorail Shutdown Update

On May 24, WMATA and City staff presented City Council with initial overview of the mitigation measures planned for the 2022-2023 Metrorail closures during the Potomac Yard Station Cutover and the Yellow Line Bridge and Tunnel Rehabilitation. WMATA has indicated the full mitigation plan will be available in early June. The City is focusing on providing mitigations that can be implemented quickly and are complimentary to existing programs. Reimbursement for City mitigations will be available through the Virginia Department of Rail and Public Transportation (DRPT).

Duke Street in Motion

On June 1st, the Duke Street Transitway Advisory Group held their second meeting. They adopted the Vision and Guiding principles for the planning process. The group is studying the approved 2012 plan and assessing it against the new vision and guiding principles. A third meeting will be held in late June/early July to continue this review. Concept plans will be developed over the summer for community input in the fall.

I-495 Southside Express Lanes Study

VDOT, in cooperation with the Federal Highway Administration (FHWA) and other federal, state and local agencies in Virginia and Maryland, is conducting an environmental study to potentially extend the [express lanes system](#) on the southern section of I-95/I-495 (Capital Beltway), by 11 miles from the Springfield interchange (I-95/I-395/I-495) in Fairfax County, Virginia, through Alexandria, and across the Woodrow Wilson Memorial Bridge, to the MD 210 interchange in Prince George's County, Maryland. This location was identified in the Commonwealth Transportation Board's adopted [I-95 Corridor Improvement Plan](#) as an area for additional study.

The 495 Southside Express Lanes study is included in VDOT's current [Six-Year Improvement Program \(SYIP\)](#), as well as in the [National Capital Region's Visualize 2045 Constrained Long Range Plan \(CLRP\)](#) as of June 2021. The study will evaluate a one-lane express lanes alternative, a two-lane express lanes alternative, a no build alternative, and be informed by agency and public input.

The Woodrow Wilson Memorial Bridge, the southernmost connector of Virginia and Maryland on I-495, fully opened to traffic in May 2008. The design of the bridge included additional space for future transportation needs and was designed to accommodate future transit across the bridge.

This study is being coordinated with surrounding stakeholders including localities and the Maryland Department of Transportation's State Highway Administration. The study also will be informed by a Transit and Transportation Demand Management Study to be initiated by the Virginia Department of Rail and Public Transportation (DRPT) and coordinated with the Maryland Transit Administration. Updates and more information are available on the [project website](#).

WMATA Zero-Emission Bus Transition Plan

Metro has provided an outline of how the agency will transition to a zero-emission bus fleet. The full report is available on Metro's [Zero-Emission Bus Program webpage](#).

The Transition Plan, which is being developed this year, provides a phased approach and associated costs for investment in fleet, facilities, internal workforce, and operations to support a zero-emission bus service. Metro expects to purchase 12 electric buses and associated charging equipment this year as part of the Battery-Electric Bus Test and Evaluation Program. The buses will begin arriving late this year and go into service in 2023 out of the Shepherd Parkway Bus Division. A \$4.2 million Federal Transit Administration grant will support the purchase of electric buses for testing and evaluation.

Metro will stop purchasing diesel buses next year and will instead purchase a mix of lower- or zero-emission buses during a transition period so that all new buses entering service by 2030 will be electric or other zero-emission technology.

Beyond purchasing buses, this transition will require purchasing and installing charging equipment, training and workforce development, among other investments. The Northern and Bladensburg bus garages are undergoing redevelopment and will be designed to support electric buses – Northern will reopen in 2026 with the infrastructure and equipment needed to support 150 electric buses. At the same time, Metro is engaging with regional utilities to plan and invest in the grid infrastructure to provide the needed power to these facilities.

Based on preliminary estimates, completing the transition will require approximately \$1-2 billion in capital investment over more than 20 years. The results of which will improve regional air quality, reduce greenhouse gas emissions, and provide customers with a quieter, more comfortable bus ride.

Mt. Vernon Avenue North Project

The City is exploring potential safety and intersection improvements along the northern portion of Mt. Vernon Avenue. Staff presented several potential intersection improvements and accepted public comment on those alternatives through an online questionnaire available from May 11 to June 5 on design ideas to improve safety at four intersections between W Glebe Road and Four Mile Run. An in-person public meeting on the potential improvements was held May 19. More information is available on the [project website](#).

2021 AlexMoves Travel Survey Results

The City conducted a survey on city-wide multimodal transportation trends and preferences. The 2021 survey is the third iteration of this type of travel survey since 2016.

The results of the survey are presented in a [report](#) and [presentation](#) available on the City's [Long Range Transportation Planning website](#). Some key takeaways from the survey include:

- Working from home is much more common since the COVID-19 pandemic. The portion of commute trips that were "work from home" increased from 6% in 2016 to 40% in 2021.
- Commute trips by Metrorail have decreased. Only 6% of work trips were on Metrorail in 2021, compared to 14% in 2016.
- The percent of commute trips by Capital Bikeshare increased from 0% to 3% from 2016 to 2021.
- More children are walking to school. About 40% of respondents with school-aged children indicated that their child walked to school, compared to about 24% in 2016.
- Most respondents indicated they use GPS apps like Google Map or Waze at least a few times a week, with only 16% indicating they never use such apps.

ATC Board Agenda Detail

Item #: 3c
Item Title: Paratransit Service Presentation
Contact: Hillary Orr, Deputy Director, Transportation
Board Action: FYI



In 2021, the City adopted the Alexandria Mobility Plan to guide transportation policies, decision making and strategies. The Transit Chapter had a Policy to "Make Transit Easier to Use". To implement that policy, the plan recommended a strategy of modernizing the paratransit program for the city's aging population. Staff will go over the City's DOT Paratransit program background and provide the Board an update on recent and future changes to the program to address this strategy.

ATC Board Agenda Detail

Item #: 4a

Item Title: VTA 2022 Special Marketing & Community Outreach Award for New DASH Network & Unsung Hero Awards

Contact: Josh Baker, General Manager

Board Action: FYI, Discussion



The Virginia Transit Association Conference and Expo took place on June 1-2 in Roanoke, Virginia. DASH bus operator **Jovan Jones received the Unsung Hero Award** and **DASH won the Special Marketing & Community Outreach Award for our New DASH Network outreach.**



Jovan Jones receives his Unsung Hero Award

Whitney Code and DASH Staff receive the Special Marketing & Community Outreach award for the New DASH Network



ATC Board Agenda Detail

Item #: 4b
Item Title: DASHing Words in Motion Poets
Contact: Josh Baker, General Manager
Board Action: FYI

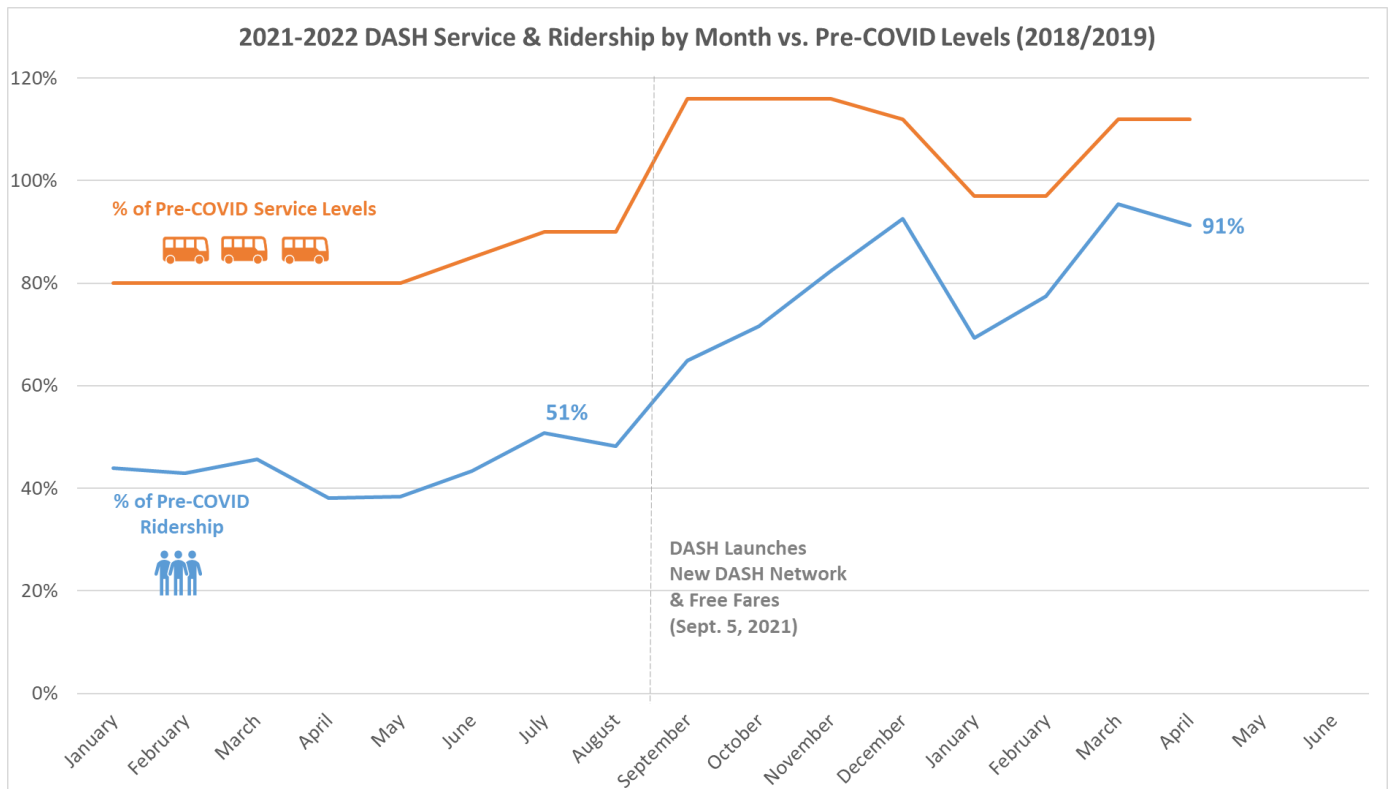
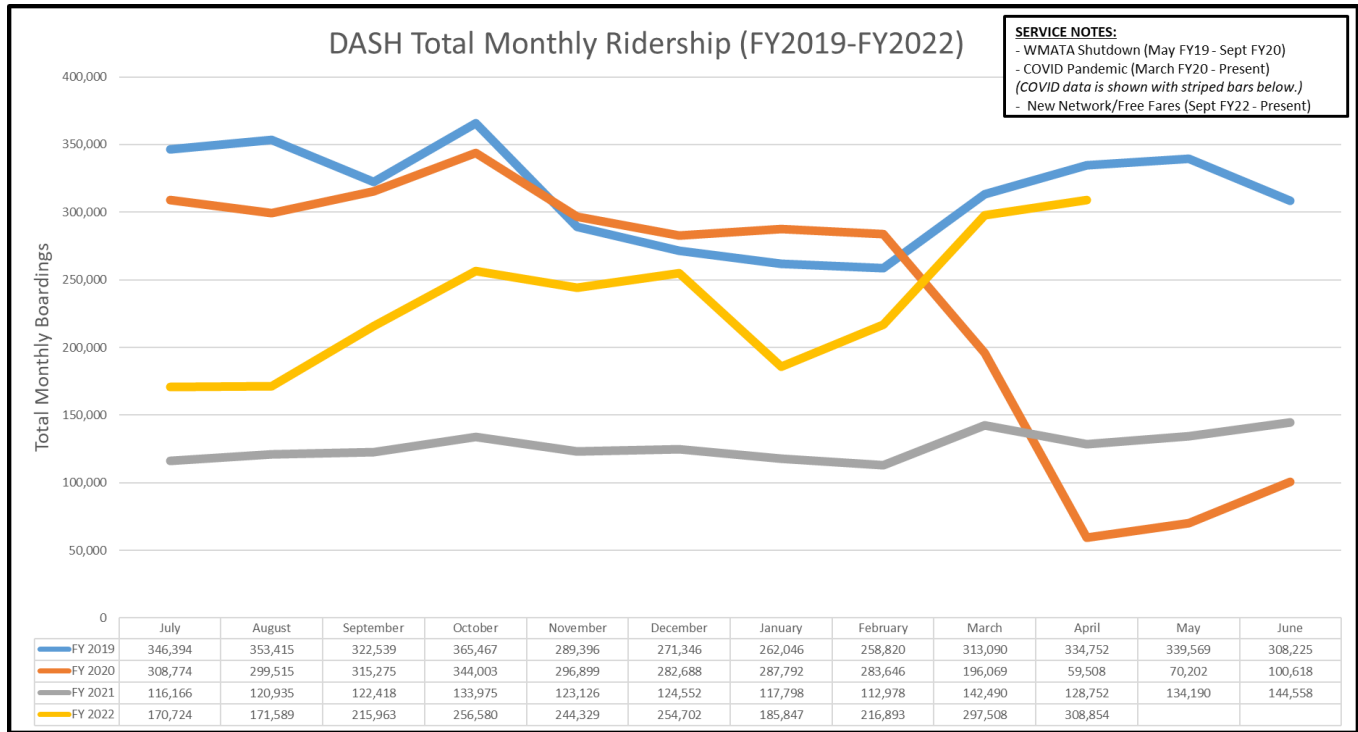


DASHing Words in Motion is a collaborative annual project between Alexandria Transit Company and the Alexandria Office of Arts. Winners of this year's competition are: KaNikki Jakarta, Zeina Azzam, KC Carlyle, Peter C Heimberg, Bernard J Martino, Devin Reese, Bennett Resnik, and Emma Lally.

The winning poems submissions are featured inside the DASH bus fleet for a year.

ATC Board Agenda Detail

Item #: 4c
Item Title: Ridership Update
Contact: Josh Baker, General Manager
Board Action: FYI



ATC Board Agenda Detail

Item #: 5a
Item Title: FY 2023 Budget Adoption
Contact: Edward Ryder, Director of Finance & Administration
Board Action: Consideration of Approval

**Alexandria Transit Company (DASH)****FY 2023 GENERAL MANAGER'S FINAL BUDGET****FY 2023 Final Budget Summary**

The FY 2023 General Manager's Final Proposed Operating Budget has been adjusted to include the City Council's decision to fund the service improvements along Line 30 as well as the staff supplemental and associated reductions included in the City Manager's proposed budget.

Key impacts and assumptions of the Final Budget:

1. **FY 2023 is the final year of the Collective Bargaining Agreement (CBA)** and this budget includes the largest annual raises in accordance with the terms of the agreement. Non-represented personnel that also follow pay scales have corresponding increases.
2. **Fuel Costs** in the FY 2023 budget were calculated using the projected price of \$2.40 per gallon for diesel fuel. At the time of original submission, this was considered a conservative estimate as the average cost for the year at that point in time was \$2.25 per gallon. Since the time the budget process began there have been significant changes in the cost of fuel, which is now nearly \$5.00 per gallon. This budget does not alter the original amount as there is no ability to address the change since the City's Budget process has concluded. This will need to be addressed in the next Fiscal year in accordance with the requirements of the City.
3. **Advertising Revenue** increases in FY 2023 to \$336,400. DASH staff are actively working with our advertising vendor to identify additional measures we can take to ensure we are attractive to potential advertisers and are successful in reaching the budgeted revenue.

Summary Tables

The following table summarizes revenue and expenditure changes from the FY2022 Original Approved Budget to the FY 2023 Final Proposed Budget:

| EXPENDITURES | FY 2023 Budget | | FY 2021 Budget | | Change | % Change |
|---|----------------------|-------|----------------------|-------|---------------------|--------------|
| Personnel | \$ 22,486,590 | 79.2% | \$ 18,952,200 | 79.2% | \$ 3,534,390 | 18.6% |
| Non-Personnel | \$ 5,706,992 | 20.1% | \$ 4,770,306 | 19.9% | \$ 936,686 | 19.6% |
| Capital Outlay | \$ 190,000 | 0.7% | \$ 218,522 | 0.9% | \$ (28,522) | -13.1% |
| TOTAL | \$ 28,383,582 | | \$ 23,941,028 | | \$ 4,442,554 | 18.6% |
| REVENUES | FY 2023 Budget | | FY 2021 Budget | | Change | % Change |
| City Contribution - DASH Operating | \$ 24,079,459 | 84.8% | 17,756,497 | 75.6% | \$ 6,322,962 | 35.6% |
| City Contribution - King Street Trolley | \$ 1,085,000 | 3.8% | 1,109,672 | 4.7% | \$ (24,672) | -2.2% |
| Virginia TRIP Program | \$ 2,829,644 | 10.0% | - | 0.0% | \$ 2,829,644 | n/a |
| CARES / CRRSSA Transit Funds | \$ - | | 2,892,277 | 12.3% | \$ (2,892,277) | -100.0% |
| Passenger Revenue | \$ - | | 562,000 | 2.4% | \$ (562,000) | -100.0% |
| 102X Mark Center Express | \$ - | | 858,524 | 3.7% | \$ (858,524) | -100.0% |
| Charters | \$ - | | 60,000 | 0.3% | \$ (60,000) | -100.0% |
| Advertising | \$ 336,400 | 1.2% | 180,000 | 0.8% | \$ 156,400 | 86.9% |
| Miscellaneous Revenue | \$ 60,000 | 0.2% | 55,000 | 0.2% | \$ 5,000 | 9.1% |
| TOTAL | \$ 28,390,503 | | \$ 23,473,970 | | \$ 4,916,533 | 20.9% |

Alexandria Transit Company

Fiscal Year 2023 General Manager's Final Proposed Budget

| | FY23 Proposed Budget | FY22 Budget | FY22 vs. FY23 Budget | FY22 Projected Actual | FY22 vs. FY23 PROJ |
|---|----------------------|----------------------|----------------------|-----------------------|--------------------|
| Revenue | | | | | |
| REVENUE | | | | | |
| City Contribution - DASH Operating | 24,079,459 | 17,756,497 | 36% | 17,756,497 | 36% |
| City Contribution - King Street Trolley | 1,085,000 | 1,109,672 | -2% | 1,109,072 | -2% |
| Virginia TRIP Program | 2,829,644 | - | n/a | 2,623,930 | 8% |
| CARES / CRRSSA Transit Funds | - | 2,892,277 | -100% | 2,624,013 | -100% |
| Passenger Revenue | - | 562,000 | -100% | 485,211 | -100% |
| 102X Mark Center Express | - | 858,524 | -100% | 362,754 | -100% |
| Charters | - | 60,000 | -100% | 35,320 | -100% |
| Advertising | 336,400 | 180,000 | 87% | 100,000 | 236% |
| Miscellaneous Revenue | 60,000 | 55,000 | 9% | 40,075 | 50% |
| TOTAL REVENUE | \$ 28,390,503 | \$ 23,473,970 | 21% | \$ 25,136,872 | 13% |

| EXPENSES | | | | | |
|--------------------------------------|----------------------|---------------------|----------------------|-----------------------|--------------------|
| | FY23 Proposed Budget | FY22 Budget | FY22 vs. FY23 Budget | FY22 Projected Actual | FY22 vs. FY23 PROJ |
| Administration | | | | | |
| Wages | 2,397,900 | 1,753,700 | 37% | 1,803,916 | 33% |
| Fringe Benefits | 333,290 | 222,900 | 50% | 227,217 | 47% |
| Payroll Taxes | 183,600 | 134,300 | 37% | 131,574 | 40% |
| Retirement Costs | 192,100 | 127,200 | 51% | 128,477 | 50% |
| Insurance | 941,800 | 855,000 | 10% | 873,956 | 8% |
| Professional Services | 1,028,600 | 856,490 | 20% | 917,875 | 12% |
| Utilities | 325,000 | 243,500 | 33% | 324,958 | 0% |
| Telecommunications | 116,000 | 107,520 | 8% | 109,572 | 6% |
| Printing & Advertising | 70,600 | 70,500 | 0% | 87,242 | -19% |
| Training, Travel, Events | 50,000 | 57,000 | -12% | 38,139 | 31% |
| Office Equipment & Supplies | 105,100 | 64,467 | 63% | 80,319 | 31% |
| Employee Recognition | 14,000 | 20,000 | -30% | 5,276 | 165% |
| Dues and Subscriptions | 18,800 | 17,900 | 5% | 18,266 | 3% |
| Grant Local Match (DRPT Grants) | 15,000 | 70,500 | -79% | 70,500 | -79% |
| Total Administration Expenses | \$ 5,791,790 | \$ 4,600,977 | 26% | \$ 4,817,286 | 20% |

| | FY23 Proposed Budget | FY22 Budget | FY22 vs. FY23 Budget | FY22 Projected Actual | FY22 vs. FY23 PROJ |
|-----------------------------------|----------------------|---------------------|----------------------|-----------------------|--------------------|
| Maintenance | | | | | |
| Wages | 2,557,400 | 2,261,600 | 13% | 2,451,974 | 4% |
| Fringe Benefits | 387,600 | 317,900 | 22% | 286,284 | 35% |
| Payroll Taxes | 193,200 | 170,900 | 13% | 177,299 | 9% |
| Retirement Costs | 202,100 | 178,700 | 13% | 180,732 | 12% |
| Fuel and Lubricants | 1,481,692 | 1,122,000 | 32% | 1,982,111 | -25% |
| Repair Parts & Supplies | 795,400 | 689,525 | 15% | 802,158 | -1% |
| | | | | | |
| Maintenance Services | 275,000 | 170,769 | 61% | 179,461 | 53% |
| Facilities Maintenance | 330,000 | 291,885 | 13% | 328,037 | 1% |
| Training and Travel | 20,000 | 13,000 | 54% | 2,037 | 882% |
| Total Maintenance Expenses | \$ 6,242,392 | \$ 5,216,279 | 20% | \$ 6,390,093 | -2% |

| | FY23 Proposed Budget | FY22 Budget | FY22 vs. FY23 Budget | FY22 Projected Actual | FY22 vs. FY23 PROJ |
|----------------------------------|----------------------|----------------------|----------------------|-----------------------|--------------------|
| Operations | | | | | |
| Wages | 12,042,700 | 10,358,900 | 16% | 11,276,127 | 7% |
| Fringe Benefits | 2,145,100 | 1,897,100 | 13% | 1,914,071 | 12% |
| Payroll Taxes | 905,100 | 758,000 | 19% | 819,142 | 10% |
| Retirement Costs | 946,500 | 771,000 | 23% | 860,489 | 10% |
| Operating Materials and Supplies | 40,000 | 38,000 | 5% | 24,299 | 65% |
| Operator Training | 35,000 | 35,000 | 0% | 25,638 | 37% |
| Training and Travel | 45,000 | 47,250 | -5% | 20,675 | 118% |
| Total Operations Expenses | \$ 16,159,400 | \$ 13,905,250 | 16% | \$ 14,940,442 | 8% |

| | | | | | |
|-----------------------|-------------------|-------------------|-------------|------------------|------------------|
| Capital Outlay | \$ 190,000 | \$ 218,522 | -13% | \$ 60,614 | (157,908) |
|-----------------------|-------------------|-------------------|-------------|------------------|------------------|

| | | | | | |
|--------------|----------------------|----------------------|--------------|----------------------|-------------|
| TOTAL | \$ 28,383,582 | \$ 23,941,028 | 18.6% | \$ 26,208,434 | 8.3% |
|--------------|----------------------|----------------------|--------------|----------------------|-------------|

ATC Board Agenda Detail

Item #: 5b
Item Title: Financial Report
Contact: Edward Ryder, Director of Finance & Administration
Board Action: FYI, Discussion



Financial Results for the Ten Months Ended April 30, 2022 & FY 2022 Year-End Projection

April 2022 Results

In March, ATC experienced a monthly year-to-date deficit of (\$3,616,208) and has a projected year-end deficit of (\$1,285,932).

Our projected year-end deficit has decreased slightly from the March report due to larger than forecast I-395 Commuter Choice reimbursements. Reimbursements are based on various monthly factors, including the cost of fuel within a given month. Increased fuel costs have led to an increased multiplier for calculating reimbursement amounts.

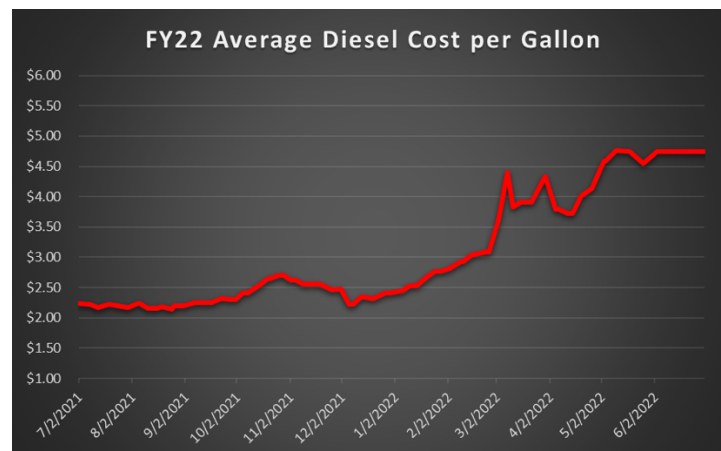
Expense Items of Note

As with prior periods, the two largest contributing factors to our year-end deficit are **fuel costs** and **operations overtime**.

- **Fuel Costs:**

- Fuel Costs have continued their upward trajectory, approaching our conservative projected cost of **\$5.00 per gallon** vs our FY2021 budget cost of **\$1.90 per gallon**. As of 06/03/2022, our most recent fuel cost was **\$4.75 per gallon**.

This leads to a projected year end budget overrun of (\$860,111) for fuel costs.



FY2022 Year-End Deficit

The final Supplemental Appropriation Ordinance has been submitted to the City of Alexandria to cover our projected year end deficit. Meetings with the Office of Budget Management have presented several options to fund the deficit. This includes DASH retaining \$400,000 of subsidy funds that had been planned to be returned to the City when TRIP funds were awarded. Ultimately, we are conservatively requesting \$1.1 million (based on a \$1.5 million projected deficit and adding back in \$400 thousand in subsidy funds). While we are currently projecting a deficit of just under \$1.3 million, this conservative approach should shield us from any further swings in fuel costs or other unexpected external factors.

ATC Board Agenda Detail

Item #: 5c
Item Title: Balance Sheet
Contact: Edward Ryder, Director of Finance & Administration
Board Action: FYI, Discussion



ALEXANDRIA TRANSIT COMPANY
Balance Sheet as of April 30, 2022

ASSETS

| | |
|----------------------------------|-----------------------------|
| Cash - City of Alexandria Pooled | \$ (5,736,540) |
| Cash - Payroll Account | 485,245 |
| Due from Other Governments | 183,907 |
| Receivables | 359,621 |
| Prepaid Expenditures | 187,575 |
| Parts and Supplies Inventory | 849,047 |
| Capital Assets | 59,780,931 |
| Less: Accumulated Depreciation | (26,242,025) |
| TOTAL ASSETS | <u>\$ 29,867,761</u> |

LIABILITIES

| | |
|------------------------------|--------------------------|
| Accounts Payable | \$ (1,468,145) |
| Payroll Liabilities | 401,215 |
| Accrued Vacation | 1,240,225 |
| Deferred Revenue (CARES Act) | 131,739 |
| Total Liabilities | <u>\$ 305,034</u> |

NET POSITION

| | |
|----------------------------------|-----------------------------|
| Net Investment in Capital Assets | \$ 33,538,906 |
| Unrestricted | (3,976,179) |
| Total Net Position | <u>\$ 29,562,727</u> |

| | |
|---|-----------------------------|
| TOTAL LIABILITIES AND NET POSITION | <u>\$ 29,867,761</u> |
|---|-----------------------------|

This statement is unaudited and prepared for the sole use of management and the Board of Directors of ATC.

ATC Board Agenda Detail

Item #: 5d
Item Title: Summary Income Statement
Contact: Edward Ryder, Director of Finance & Administration
Board Action: FYI, Discussion



ALEXANDRIA TRANSIT COMPANY
Summary Income Statement for the Month Ended April 30, 2022

| | Actual | Budget | Variance | FY2022 Projected | FY2022 Annual Budget |
|---|--------------------|-------------------|--------------------|--------------------|----------------------|
| REVENUES: | | | | | |
| City Contribution - King Street Trolley | 749,730 | 924,730 | (175,000) | 1,109,072 | 1,109,672 |
| Passenger Revenue | 491,378 | 468,330 | 23,048 | 485,211 | 562,000 |
| 102X Mark Center Charter | 353,552 | 715,440 | (361,888) | 362,754 | 858,524 |
| Other Charter Revenue | 44,522 | 50,000 | (5,478) | 35,320 | 60,000 |
| Advertising Revenue | 13,844 | 150,000 | (136,156) | 100,000 | 180,000 |
| Miscellaneous Revenue | 28,355 | 45,830 | (17,475) | 40,075 | 55,000 |
| Total Operating Revenue | 1,681,381 | 2,354,330 | (672,949) | 2,132,432 | 2,825,196 |
| Virginia TRIP Program | | | | 2,623,930 | - |
| CARES/CRRSSA Transit Funds | 2,276,890 | 2,410,230 | (133,340) | 2,624,013 | 2,892,277 |
| City Contribution - Regular Subsidy | 15,130,407 | 14,797,080 | 333,327 | 17,756,497 | 17,756,497 |
| Total Revenue | 19,088,678 | 19,561,640 | (472,962) | 25,136,872 | 23,473,970 |
| EXPENDITURES: | | | | | |
| Operations | 13,673,993 | 11,587,620 | (2,086,373) | 14,991,729 | 13,905,250 |
| Maintenance | 5,045,007 | 4,378,690 | (666,317) | 6,505,470 | 5,254,380 |
| Administration | 3,957,364 | 3,834,170 | (123,194) | 4,864,991 | 4,600,977 |
| Capital Outlay | 28,522 | 182,110 | 153,588 | 60,614 | 218,522 |
| Total Expenditures | 22,704,886 | 19,982,590 | (2,722,296) | 26,422,805 | 23,979,129 |
| Net Surplus (Deficit) | (3,616,208) | (420,950) | (3,195,258) | (1,285,932) | (505,159) |

This statement is unaudited and prepared for the sole use of management and the Board of Directors of ATC.

ATC Board Agenda Detail

Item #: 5e

Item Title: Budget vs. Actual

Contact: Edward Ryder, Director of Finance & Administration

Board Action: FYI, Discussion



Alexandria Transit Company (DASH) Budget vs. Actual Report for the Month Ended April 30, 2022

| Description | CM Actual | CM Budget | Variance | YTD Actual | YTD Budget | Variance | FY2022 Projected | FY2022 Annual Budget | Projected Year End Variance |
|--|--------------------|------------------|--------------------|--------------------|-------------------|--------------------|--------------------|----------------------|-----------------------------|
| REVENUE | | | | | | | | | |
| City Contribution - King Street Trolley | 74,973 | 92,473 | (17,500) | 749,730 | 924,730 | (175,000) | 1,109,072 | 1,109,672 | (600) |
| Passenger Revenue | 1,434 | 46,833 | (45,399) | 491,378 | 468,330 | 23,048 | 485,211 | 562,000 | (76,789) |
| 102X Mark Center Charter | - | 71,544 | (71,544) | 353,552 | 715,440 | (361,888) | 362,754 | 858,524 | (495,770) |
| Other Charter Revenue | 2,025 | 5,000 | (2,975) | 44,522 | 50,000 | (5,478) | 35,320 | 60,000 | (24,680) |
| Advertising Revenue | - | 15,000 | (15,000) | 13,844 | 150,000 | (136,156) | 100,000 | 180,000 | (80,000) |
| Miscellaneous Revenue | - | 4,583 | (4,583) | 28,355 | 45,830 | (17,475) | 40,075 | 55,000 | (14,925) |
| TOTAL OPERATING REVENUE | 78,432 | 235,433 | (157,001) | 1,681,381 | 2,354,330 | (672,949) | 2,132,432 | 2,825,196 | (692,764) |
| Virginia TRIP Program | | | | | | | | | |
| CARES/CRRSSA Transit Funds | 241,023 | 241,023 | - | 2,276,890 | 2,410,230 | (133,340) | 2,623,930 | 2,892,277 | (268,264) |
| City Contribution - Regular Subsidy | 1,513,040 | 1,479,708 | 33,332 | 15,130,407 | 14,797,080 | 333,327 | 17,756,497 | 17,756,497 | - |
| TOTAL REVENUE | 1,832,495 | 1,956,164 | (123,669) | 19,088,678 | 19,561,640 | (472,962) | 25,136,872 | 23,473,970 | 1,662,902 |
| OPERATING EXPENDITURES | | | | | | | | | |
| OPERATIONS | | | | | | | | | |
| Wages - O | 1,658,257 | 863,231 | (795,026) | 10,360,910 | 8,632,310 | (1,728,600) | 11,276,127 | 10,358,900 | (917,227) |
| Fringe Benefits - O | 169,449 | 158,092 | (11,357) | 1,646,100 | 1,580,920 | (65,180) | 1,905,748 | 1,897,100 | (8,648) |
| Payroll Taxes - O | 124,965 | 63,167 | (61,798) | 781,828 | 631,670 | (150,158) | 819,142 | 758,000 | (61,142) |
| Retirement Contributions - O | 130,394 | 64,250 | (66,144) | 820,427 | 642,500 | (177,927) | 860,489 | 771,000 | (89,489) |
| Total Operations Personnel | 2,083,065 | 1,148,740 | (934,325) | 13,609,265 | 11,487,400 | (2,121,865) | 14,861,506 | 13,785,000 | (1,076,506) |
| Operating Materials and Supplies | 3,935 | 3,167 | (768) | 22,471 | 31,670 | 9,199 | 48,421 | 38,000 | (10,421) |
| Operator Training | 1,870 | 2,916 | 1,046 | 21,194 | 29,160 | 7,966 | 35,000 | 35,000 | - |
| Training and Travel - O | 2,580 | 3,939 | 1,359 | 21,063 | 39,390 | 18,327 | 46,802 | 47,250 | 448 |
| TOTAL OPERATIONS EXPENDITURES | 2,091,450 | 1,158,762 | (932,688) | 13,673,993 | 11,587,620 | (2,086,373) | 14,991,729 | 13,905,250 | (1,086,479) |
| MAINTENANCE | | | | | | | | | |
| Wages - M | 265,061 | 188,468 | (76,593) | 1,902,974 | 1,884,680 | (18,294) | 2,451,974 | 2,261,600 | (190,374) |
| Fringe Benefits - M | 20,827 | 26,492 | 5,665 | 227,080 | 264,920 | 37,840 | 285,131 | 317,900 | 32,769 |
| Payroll Taxes - M | 20,020 | 14,242 | (5,778) | 143,681 | 142,420 | (1,261) | 177,299 | 170,900 | (6,399) |
| Retirement Contributions - M | 20,171 | 14,892 | (5,279) | 143,204 | 148,920 | 5,716 | 180,732 | 178,700 | (2,032) |
| Total Maintenance Personnel | 326,079 | 244,094 | (81,985) | 2,416,939 | 2,440,940 | 24,001 | 3,095,136 | 2,929,100 | (166,036) |
| Fuel & Lubricants | 214,875 | 93,500 | (121,375) | 1,422,909 | 935,000 | (487,909) | 1,982,111 | 1,122,000 | (860,111) |
| Repair Parts & Supplies | 102,319 | 57,461 | (44,858) | 681,078 | 574,610 | (106,468) | 805,180 | 689,525 | (115,655) |
| Maintenance Services | 31,030 | 14,706 | (16,324) | 191,252 | 147,060 | (44,192) | 230,237 | 176,469 | (53,768) |
| Building Maintenance | 58,500 | 27,024 | (31,476) | 331,131 | 270,240 | (60,891) | 380,306 | 324,286 | (56,020) |
| Training and Travel - M | - | 1,084 | 1,084 | 1,698 | 10,840 | 9,142 | 12,500 | 13,000 | 500 |
| TOTAL MAINTENANCE EXPENDITURES | 732,803 | 437,869 | (294,934) | 5,045,007 | 4,378,690 | (666,317) | 6,505,470 | 5,254,380 | (1,251,090) |
| ADMINISTRATION | | | | | | | | | |
| Wages - A | 207,013 | 146,141 | (60,872) | 1,438,818 | 1,461,410 | 22,592 | 1,813,410 | 1,753,700 | (59,710) |
| Fringe Benefits - A | 19,471 | 18,575 | (896) | 185,697 | 185,750 | 53 | 226,442 | 222,900 | (3,542) |
| Payroll Taxes - A | 15,606 | 11,192 | (4,414) | 105,812 | 111,920 | 6,108 | 131,574 | 134,300 | 2,726 |
| Retirement Contributions - A | 12,992 | 10,600 | (2,392) | 102,745 | 106,000 | 3,255 | 128,477 | 127,200 | (1,277) |
| Total Administrative Personnel | 255,082 | 186,508 | (68,574) | 1,833,072 | 1,865,080 | 32,008 | 2,299,902 | 2,238,100 | (61,802) |
| Insurance | 70,665 | 71,250 | 585 | 644,071 | 712,500 | 68,429 | 778,071 | 855,000 | 76,929 |
| Professional Services | 55,942 | 71,373 | 15,431 | 894,694 | 713,730 | (180,964) | 1,009,426 | 856,490 | (152,936) |
| Utilities | 27,114 | 20,292 | (6,822) | 271,358 | 202,920 | (68,438) | 324,958 | 243,500 | (81,458) |
| Telecommunications | 9,328 | 8,960 | (368) | 91,310 | 89,600 | (1,710) | 108,910 | 107,520 | (1,390) |
| Printing & Advertising | 1,565 | 5,875 | 4,310 | 87,242 | 58,750 | (28,492) | 93,570 | 70,500 | (23,070) |
| Training, Travel, Events | 2,108 | 4,750 | 2,642 | 27,160 | 47,500 | 20,340 | 38,139 | 57,000 | 18,861 |
| Office Equipment and Supplies | 4,506 | 5,375 | 869 | 79,759 | 53,750 | (26,009) | 85,162 | 64,467 | (20,695) |
| Employee Recognition | 39 | 1,667 | 1,628 | 12,382 | 16,670 | 4,288 | 27,985 | 20,000 | (7,985) |
| Dues and Subscriptions | 3,736 | 1,492 | (2,244) | 16,316 | 14,920 | (1,396) | 21,668 | 17,900 | (3,768) |
| Grant Local Match | - | 5,875 | 5,875 | - | 58,750 | 58,750 | 77,200 | 70,500 | (6,700) |
| TOTAL ADMINISTRATIVE EXPENDITURES | 430,085 | 383,417 | (46,668) | 3,957,364 | 3,834,170 | (123,194) | 4,864,991 | 4,600,977 | (264,014) |
| CAPITAL OUTLAYS (non-CIP) | | | | | | | | | |
| Computer and Office Equipment | - | - | - | - | - | - | - | - | - |
| Maintenance Equipment | - | 14,044 | 14,044 | 28,522 | 140,440 | 111,918 | 60,614 | 168,522 | 107,908 |
| Other Equipment Investments | - | 4,167 | 4,167 | - | 41,670 | 41,670 | - | 50,000 | 50,000 |
| TOTAL CAPITAL OUTLAYS (non-CIP) | - | 18,211 | 18,211 | 28,522 | 182,110 | 153,588 | 60,614 | 218,522 | 157,908 |
| TOTAL OPERATING EXPENDITURES | 3,254,338 | 1,998,259 | (1,256,079) | 22,704,886 | 19,982,590 | (2,722,296) | 26,422,805 | 23,979,129 | (2,443,676) |
| NET SURPLUS (DEFICIT) | (1,421,843) | (42,095) | (1,379,748) | (3,616,208) | (420,950) | (3,195,258) | (1,285,932) | (505,159) | (780,773) |

ATC Board Agenda Detail

Item #: 6a
Item Title: FY 2023 TDP Report and Responses
Contact: Martin Barns, Director of Planning & Marketing
Board Action: FYI, Discussion



Please see **Attachment I** which contains a memorandum and report regarding a Line 34 realignment analysis.

ATC Board Agenda Detail

Item #: 6b

Item Title: FY 2023 TDP Adoption

Contact: Martin Barns, Director of Planning & Marketing

Board Action: Consideration of Approval



Please see **Attachment II** for the final Transit Development Plan.

ATC Board Agenda Detail

Item #: 7
Item Title: Executive Session
Board Action: Discussion/Approval



Consideration of Convening an Executive Session for the Purpose of Discussing Legal and Personnel Matters, pursuant to Section 2.2-3711 (A1) of the Code of Virginia

ATC Board Agenda Detail

Item #: 8
Item Title: Next Meeting Date & Adjournment
Board Action: Discussion/Approval



The next regular meeting is scheduled for Wednesday, September 14, 2022, at 5:30pm

Consider Adjournment

Alexandria Transit Company

Board of Directors Docket Attachments



Attachment:

- I. Line 34 Realignment Analysis—Memorandum and Report
- II. FY 2023-FY 2028 Alexandria Transit Company (DASH) Transit Development Plan



Attachment I

Line 34 Realignment Analysis—Memorandum and Report



MEMORANDUM

DATE: June 3, 2022

TO: ATC Board of Directors

FROM: Martin Barna, Director of Planning & Marketing
Tristan Cunningham, Service Planning Manager

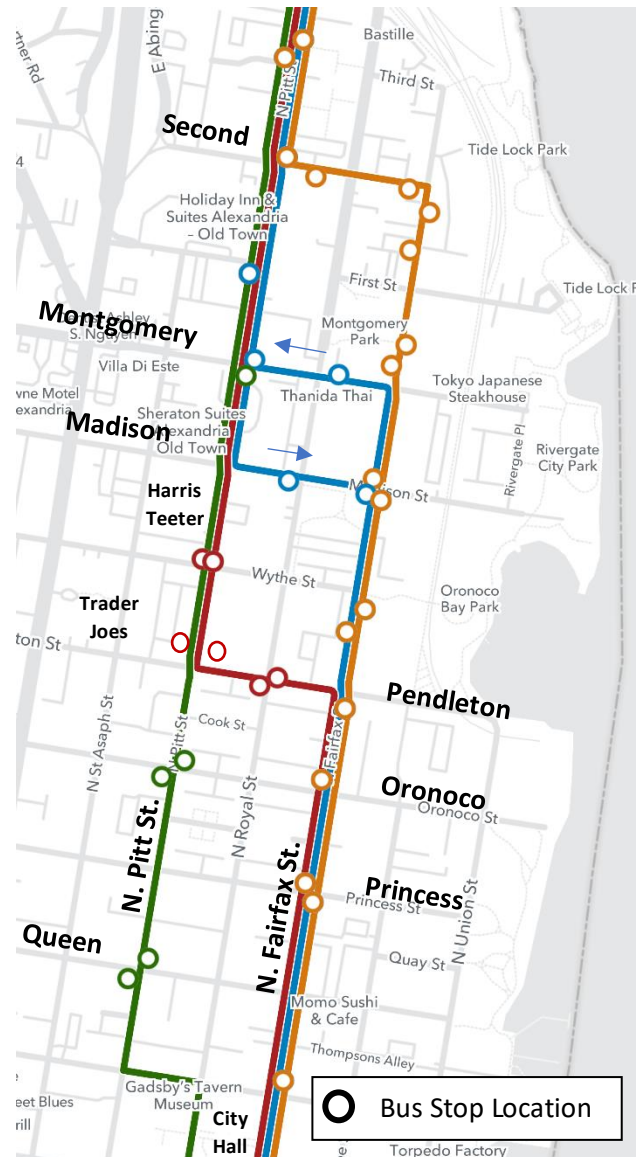
SUBJECT: **Line 34 Realignment Analysis**
(Supplement to FY23 ATC Transit Development Plan)

EXECUTIVE SUMMARY:

This memorandum provides a summary of an evaluation of different routing alternatives for Line 34 in Old Town, which were identified based on community feedback received during the FY 2023 ATC Transit Development Plan (TDP) public outreach process. The focus of this analysis was ridership impact, operational efficiency, safety, future bus stop locations, and parking impact. As shown in the map at right, four routing alternatives – including the original TDP proposal and the existing Line 34 alignment – were considered as part of this evaluation:

1. **North Pitt Street (Original TDP Proposal)**
2. **Pendleton Crossover**
3. **Madison/Montgomery Crossover**
4. **North Fairfax Street (Existing Line 34 Routing)**

Based on the findings of this assessment, staff recommend **Option 2, the “Pendleton Crossover”, in lieu of the formerly proposed North Pitt Street routing (Option 1)**. DASH recognizes the significant amount of negative community feedback that has been generated by the original proposal. As a result of this, DASH conducted further analysis and identified the Pendleton Crossover (Option 2) as the best routing that would mitigate some of the community concerns while still allowing Line 34 to serve the denser, commercial parts of North Pitt Street between Pendleton and Montgomery Street without operating buses along North Pitt Street between King Street and Pendleton Street. It should be noted that both Options 1 and 2 would require the removal of parking spaces for safe bus operations, so if removal of parking spaces is considered infeasible, staff recommends that the existing Line 34 alignment (Option 4) should be maintained.





BACKGROUND:

The Draft FY 2023 ATC Transit Development Plan was presented to the ATC Board of Directors in March 2022 with two major route change proposals for Line 34 that are proposed to coincide with the opening of the Potomac Yard Metro station in late 2022. The first change would move the northern terminus of the route from Braddock Road Metro to the new Potomac Yard Metro to provide a better north-south connection between Old Town, Old Town North and Potomac Yard. The second proposed change called for a realignment of Line 34 from North Fairfax Street to North Pitt Street between King Street and Second Street. This change was designed to provide better transit access for existing communities and new developments along the North Pitt Street corridor. A full summary of the proposed changes and the full FY 2023 TDP document are available at www.dashbus.com/tdp.

During the TDP public outreach process, the routing change from Braddock Road Metro to Potomac Yard Metro received mostly positive feedback, however, more than 80 public comments were received in opposition to the proposed realignment of Line 34 from North Fairfax Street to North Pitt Street. The majority of this feedback was from residents who live along North Pitt Street and are concerned about the impact that buses would have on existing parking, traffic and noise issues. In response to this feedback, staff prepared a lengthy list of frequently asked questions (FAQ's) about Line 34 which were posted on the FY 2023 TDP website (www.dashbus.com/tdp) and distributed to the community. Based on this feedback and some additional discussion at the ATC Board of Directors meeting in May 2022, the Board asked staff to perform a more detailed analysis of the bus stop locations and parking impacts that would be generated by the potential Line 34 alignments.

DISCUSSION:

Four different Line 34 routing options were considered as part of this analysis, including the original TDP proposal for North Pitt Street (Option 1) and the existing Line 34 routing on North Fairfax Street (Option 4). Based on guidance provided by the ATC Board of Directors and the Old Town community, staff included two alternative "crossover" options that would enable Line 34 to serve smaller parts of North Pitt Street. One of these options, the Madison/Montgomery Street Crossover (Option 3) was identified by the North Pitt Street community. The other option, the Pendleton Crossover (Option 2), was identified by staff based on an operational analysis of the different crossover streets and the goal of providing better bus service to the redeveloped parts of North Pitt Street between Pendleton Street and Montgomery Street. Additional crossover options on Oronoco and Wythe Streets were also considered but ultimately not advanced to the final four options due to operational, safety, or service planning considerations.

As shown in Table 1, the staff analysis considered the following factors: (1) total number & locations of new bus stops; (2) total number of parking space removals required; (3) net operating cost; (4) ridership improvement; (5) operational efficiency; (6) safety; (7) traffic mitigation; and (8) community support. Based on guidance from the ATC Board, more specific details on the bus stop locations and parking space removals that would be required for each route option are shown for each intersection in Attachment I.

In response to the community feedback, DASH staff carefully reviewed the two crossover options which would allow DASH to provide bus service to the new grocery stores, shopping, retail and high-rise residential housing on North Pitt Street. These two options would receive more support from the community but remain rated lower than the original Pitt Street proposal due to the lack of direct service, and – in the case of the Madison/Montgomery Crossover (Option 3) – the lack of service to several crucial blocks of North Pitt Street near Pendleton and Wythe Streets that have a large amount of commercial and residential density.



The Madison/Montgomery Crossover (Option 3) for Line 34 is not recommended by staff because it would continue to be redundant to Lines 30 and 31, would not serve the residential/commercial developments in the 600 and 700 blocks of North Pitt Street, and would not have a suitable bus stop locations on Pitt Street near the one-way Madison and Montgomery Streets that would effectively serve the dense collection of urban activities in that area. Due to these considerations, staff does not recommend Option 3.

The existing Line 34 alignment on North Fairfax Street (Option 4) was also included as a potential alternative. If Options 1 and 2 are not feasible due to parking space removals or other factors, staff recommends that the existing Line 34 alignment (Option 4) should be maintained.

STAFF RECOMMENDATION

Based on these analyses, staff recommends that the DASH Board of Directors adopt the Final FY 2023 – FY 2028 ATC Transit Development Plan (TDP) with an amended Line 34 realignment that would follow the Pendleton Crossover (Option 2) routing. This recommendation represents a compromise that will provide many of the operational efficiency, safety, and ridership benefits that were included with the original Pitt Street proposal without impacting the section of North Pitt Street between King Street and Pendleton Street. The residents living along this southern half of North Pitt Street accounted for 47 of the 57 negative TDP comments about Line 34 in which a home address or cross street. With the Pendleton Crossover (Option 2) routing alternative, these 47 commenters (82% of the negative comments) would avoid having buses running on the section of North Pitt Street adjacent to their homes.

Table 1 - Line 34 Route Analysis Summary Table

| Item/Metric | Line 34 Route Options in Old Town North (King Street - Second Street) | | | |
|--------------------------------|---|---|---|---|
| | <u>OPTION 1</u> | <u>OPTION 2</u> | <u>OPTION 3</u> | <u>OPTION 4 (EXISTING ROUTE)</u> |
| | N. Pitt Street | Crossover at Pendleton | Crossover at Madison | N. Fairfax Street |
| Description | Line 34 would travel via North Pitt Street from Cameron Street to Second Street | Line 34 would use North Fairfax Street before cutting over to North Pitt Street at Pendleton Street | Line 34 would use North Fairfax Street before cutting over to North Pitt Street at Madison and Montgomery Streets | Line 34 would remain on its current routing on North Fairfax Street |
| # of New Bus Stops | 8 | 8 | 2 | 0 |
| # of Parking Spaces Removed | 7 | 6 | 0 | 0 |
| Net Increase to Operating Cost | \$0 | \$0 | \$0 | \$0 |
| Ridership Improvement | ★★★★★ | ★★★★☆ | ★★★☆☆ | ★★☆☆☆ |
| Operational Efficiency | ★★★★☆ | ★★★★☆ | ★★★☆☆ | ★★★★☆ |
| Safety | ★★★★☆ | ★★★★☆ | ★★★☆☆ | ★★★★☆ |
| Traffic Mitigation | ★★★★☆ | ★★★★☆ | ★★★☆☆ | ★★☆☆☆ |
| Community Support | ★★★☆☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| Staff Recommendation | ORIGINAL TDP PROPOSAL | PREFERRED ALTERNATIVE | NOT RECOMMENDED | ALTERNATIVE |

ATTACHMENT I

**BUS STOP LOCATIONS & PARKING SPACE REMOVALS
FOR LINE 34 ROUTING OPTIONS**

Line 34 Route Options

1. North Pitt Street (Original Proposal)
2. Pendleton Crossover
3. Madison/Montgomery Crossover
4. North Fairfax Street (Existing Line 34 Routing)

| | OPTION 1 | OPTION 2 | OPTION 3 | OPTION 4 (EXISTING) |
|-----------------------------|----------------|---------------------|-------------------|---------------------|
| | N. Pitt Street | Pendleton Crossover | Madison Crossover | N. Fairfax Street |
| # of New Bus Stops | 8 | 8 | 2 | 0 |
| # of Parking Spaces Removed | 7 | 6 | 0 | 0 |



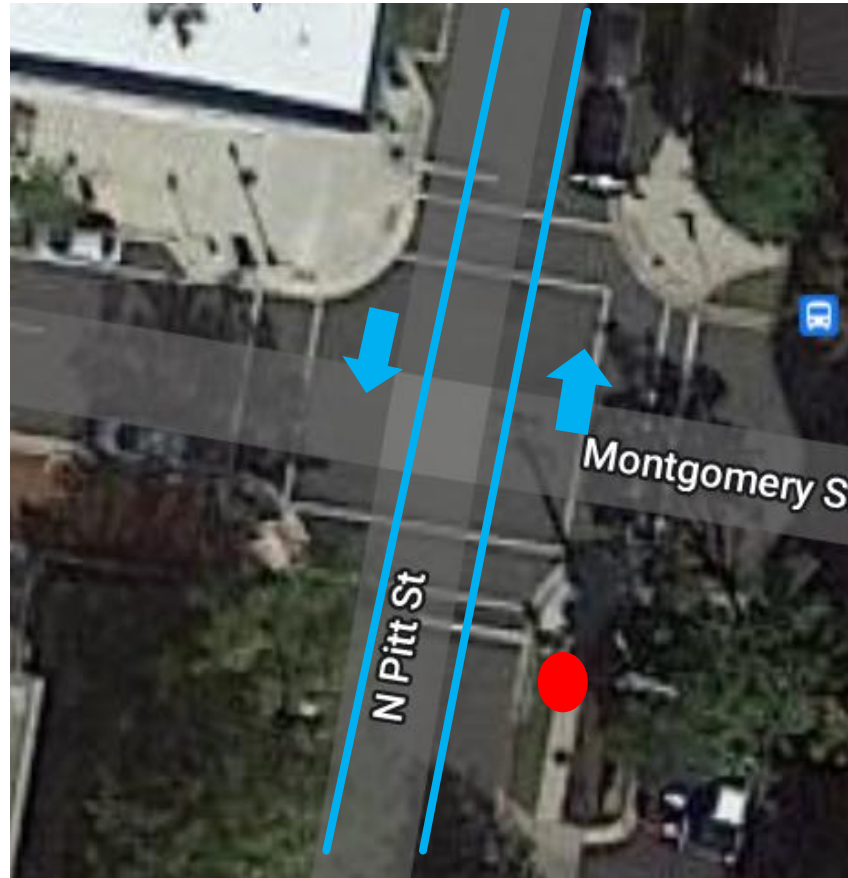
Options 1 & 2 - SB Pitt & First St. (1 stop, 0 spaces removed)

- ▶ SB Pitt & First St.
 - ▶ Far Side Stop
 - ▶ **0 parking spaces required**
 - ▶ No improvements needed.
 - ▶ Stop could eventually be moved one block south to Montgomery Street near Capital bikeshare station so that it is more convenient to Montgomery.
 - ▶ Stop provides connections to Lines 30 & 31 (OTC)



Option 1 & 2 (Pitt) - Pitt & Montgomery (1 stop, 0 spaces removed)

- ▶ NB Pitt & Montgomery
 - ▶ Near Side Stop
 - ▶ **0 parking spaces required**
 - ▶ Curb repair and additional concrete needed for passenger pad.
 - ▶ Stop would eventually be moved to far side, per development plans for property on NE corner of intersection.
 - ▶ Stop provides convenient connections to Lines 30 & 31 (OTC)



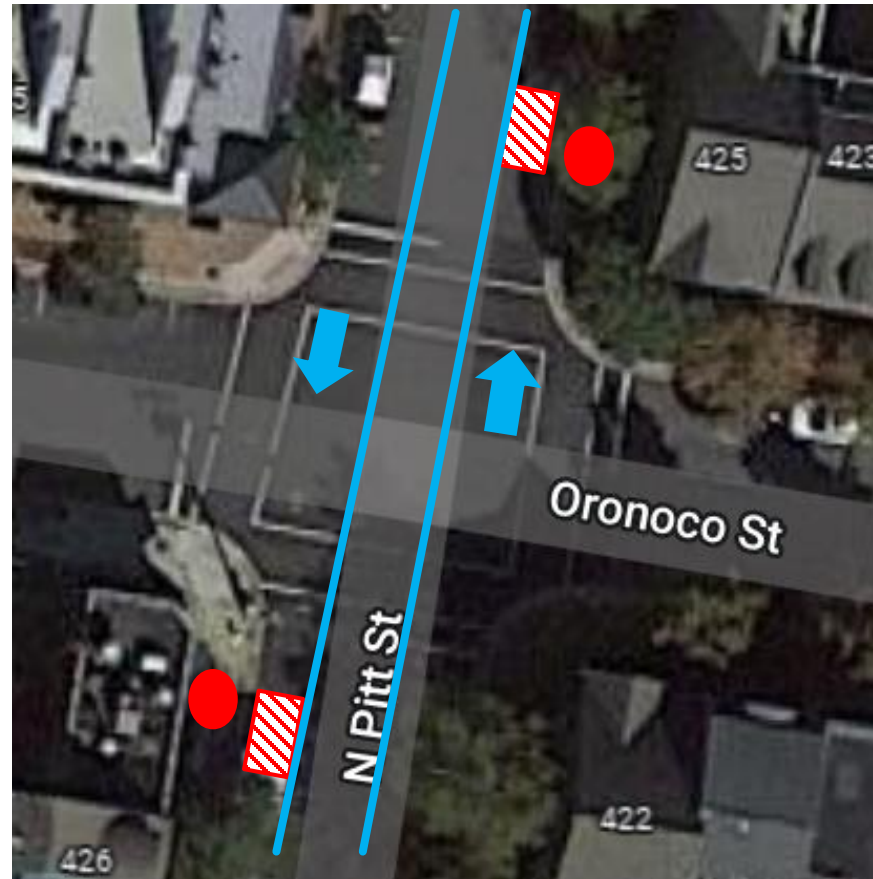
Option 1 & 2 - Pitt & Wythe (2 stops, 2 spaces removed)

- ▶ NB Pitt & Wythe
 - ▶ Far Side Stop
 - ▶ **0 parking spaces required**
 - ▶ Additional concrete for larger pad.
- ▶ SB Pitt & Wythe
 - ▶ Near Side Stop
 - ▶ **2 parking spaces required**
 - ▶ No improvements needed.



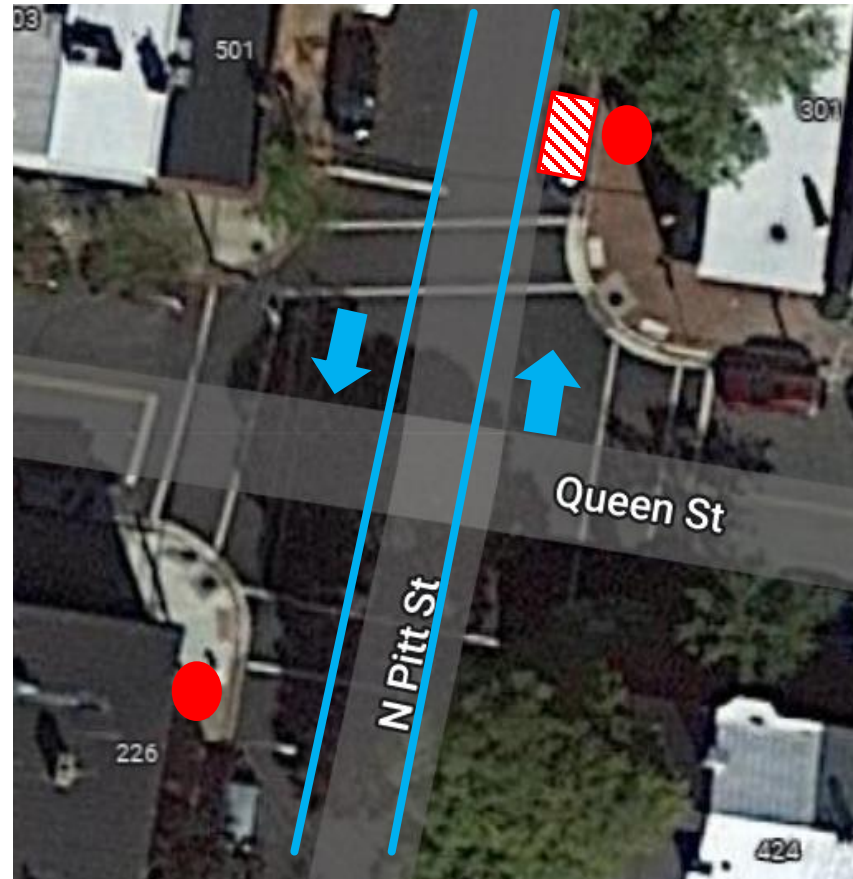
Option 1 (Pitt) Pitt & Oronoco (2 stops, 2 spaces removed)

- ▶ NB Pitt & Oronoco
 - ▶ Far Side Stop
 - ▶ 1 parking space required
 - ▶ No improvements needed.
- ▶ SB Pitt & Oronoco
 - ▶ Far Side Stop
 - ▶ 1 parking space required
 - ▶ No improvements needed.



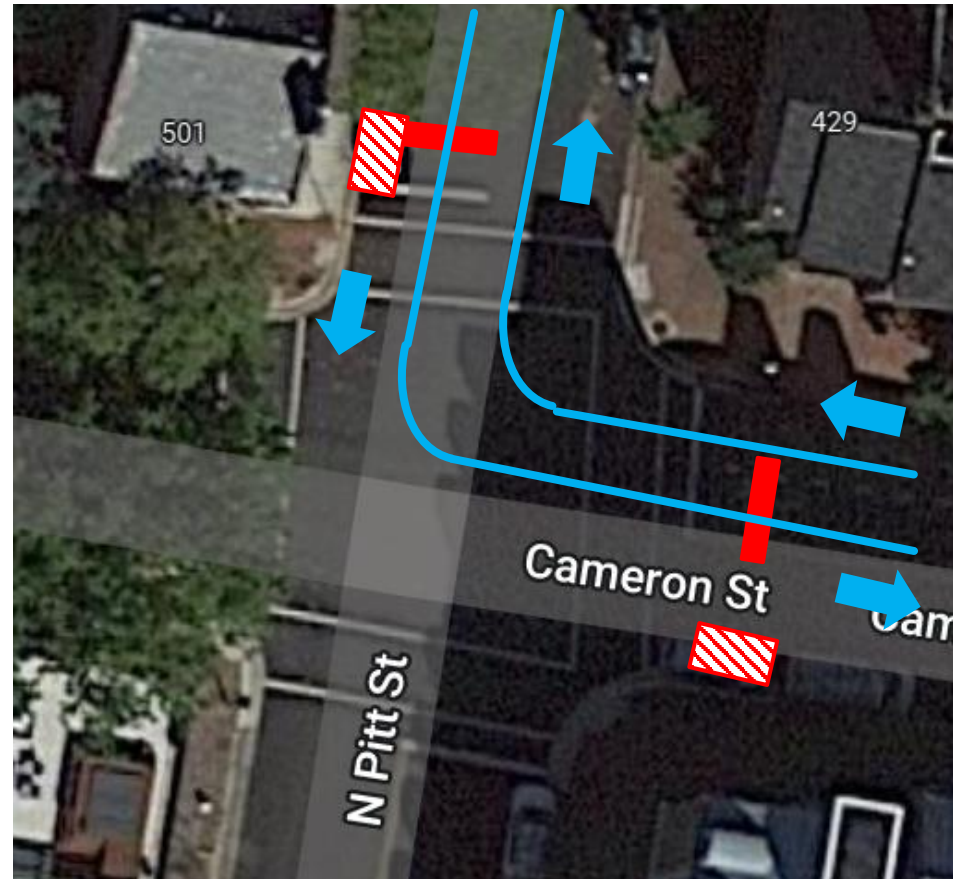
Option 1 (Pitt) - Pitt & Queen (2 stops, 1 space removed)

- ▶ NB Pitt & Queen
 - ▶ Far Side Stop Location
 - ▶ **1 parking space removed.**
 - ▶ No improvements needed.
- ▶ SB Pitt & Queen
 - ▶ Far Side Stop Location
 - ▶ **0 parking spaces removed** due to existing restriction at fire hydrant.
 - ▶ No improvements needed.



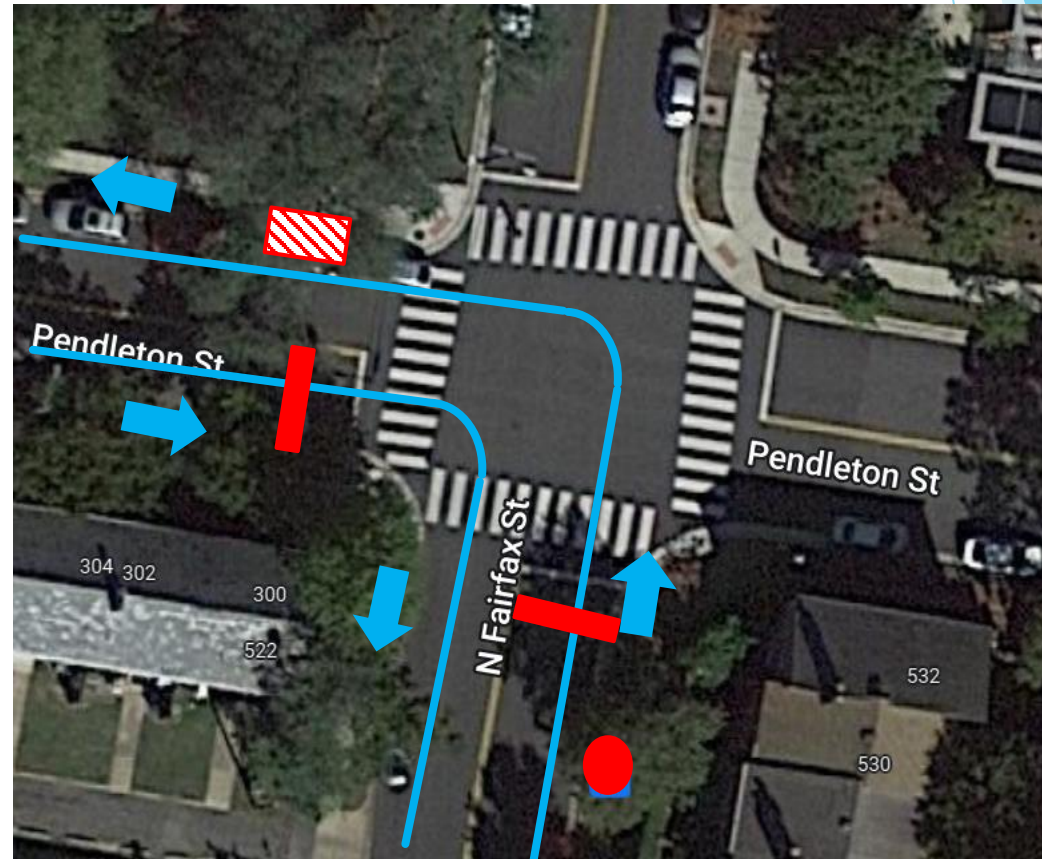
Option 1 (Pitt) - Pitt & Cameron (0 stops, 2 spaces removed)

- ▶ SB Pitt & Cameron
 - ▶ No bus stop at this location, but buses will be making turns.
 - ▶ **1 parking space needs to be removed (SB Pitt - Near Side)**
 - ▶ SB Pitt Stop Bar Relocation
- ▶ EB Cameron & Pitt
 - ▶ No bus stop at this location.
 - ▶ **1 parking space needs to be removed (EB Cameron - Far Side)**
 - ▶ WB Cameron Stop Bar Relocation



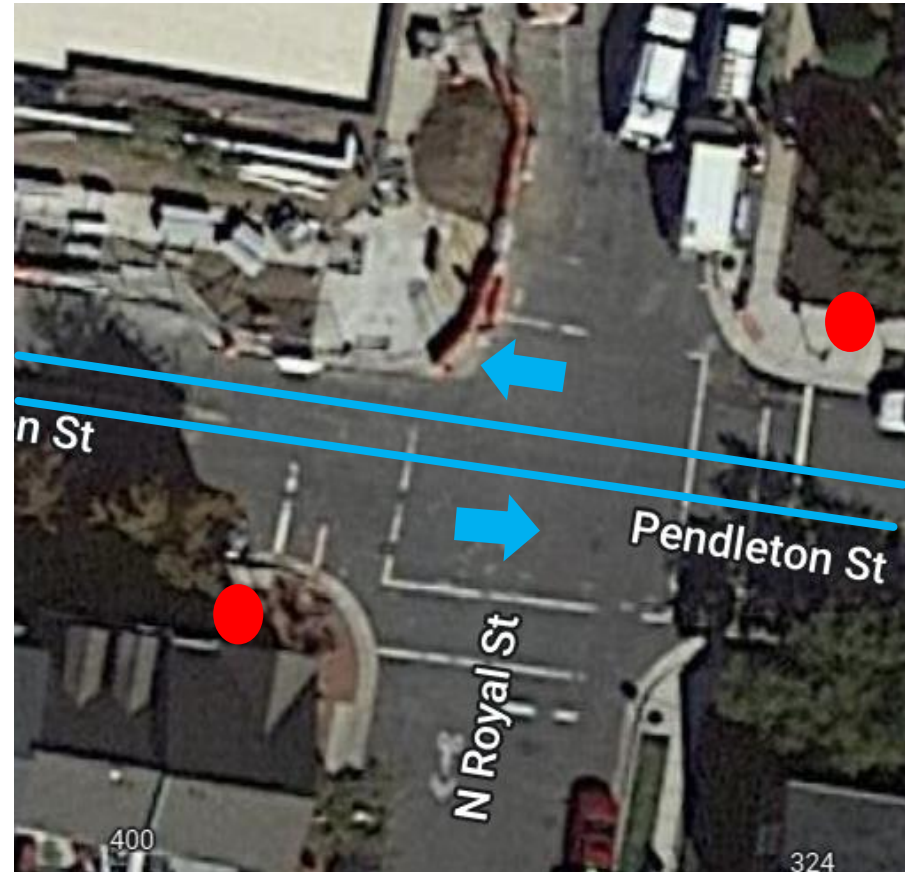
Option 2 (Pendleton) - Fairfax & Pendleton (1 existing stop, 1 space removed)

- ▶ EB/WB Pendleton & Fairfax
 - ▶ 1 parking space removed.
 - ▶ Stop bar moved back 5-10 feet.
- ▶ NB Fairfax & Pendleton
 - ▶ Near Side Stop Location
 - ▶ 0 parking spaces removed due to existing restriction at fire hydrant.
 - ▶ No improvements needed.



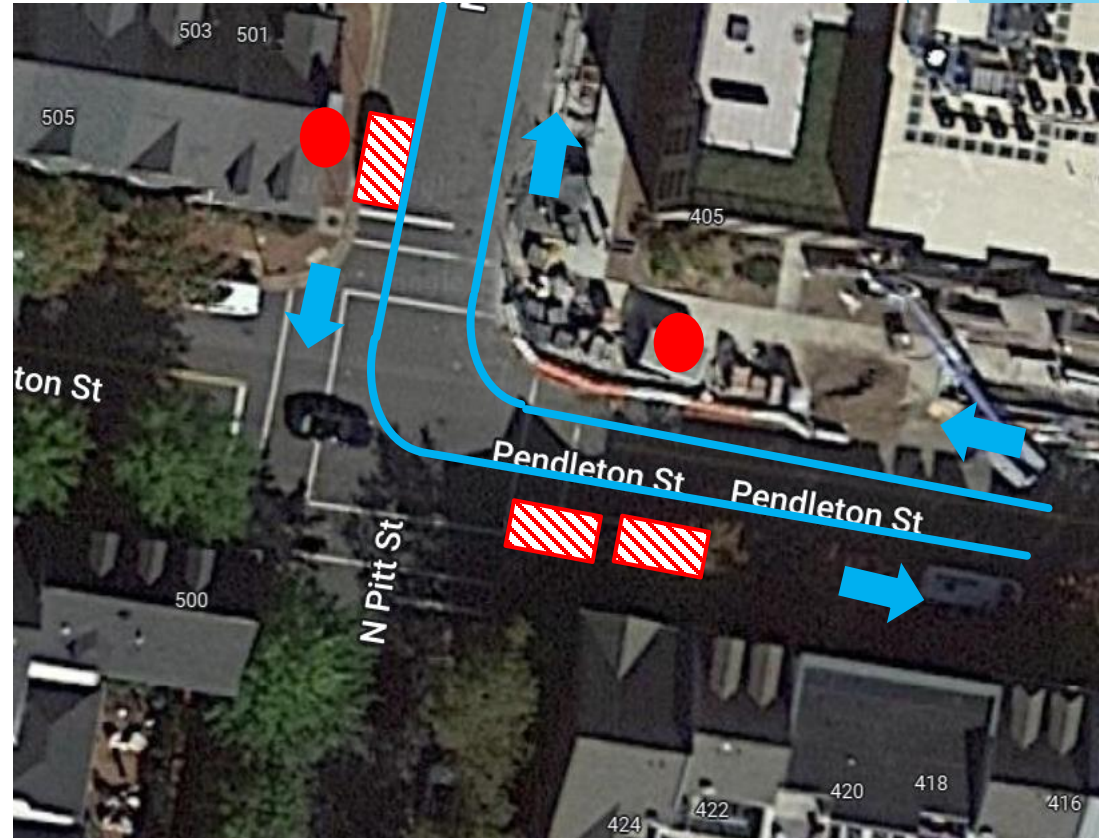
Option 2 (Pendleton) - Pendleton & Royal (2 stops, 0 spaces removed)

- ▶ EB Pendleton & Royal
 - ▶ Near Side Stop Location (Old stop)
 - ▶ **0 parking spaces removed.**
 - ▶ No improvements needed.
- ▶ WB Pendleton & Royal
 - ▶ Near Side Stop Location (Old stop)
 - ▶ **0 parking spaces removed.**
 - ▶ No improvements needed.



Option 2 (Pendleton) - Pitt & Pendleton

- ▶ WB Pendleton & Pitt
 - ▶ Near Side Stop (Bulb Out)
 - ▶ **2 parking spaces removed (EB side).**
 - ▶ Stop Bar moved back 5-10 feet.
- ▶ SB Pitt & Pendleton
 - ▶ Near Side Stop Location
 - ▶ **1 parking space removed (SB side).**
 - ▶ Stop bar moved back 5-10 feet.





Attachment II

FY 2023-FY 2028 Alexandria Transit Company
(DASH) Transit Development Plan



FY 2023 – FY 2028 ALEXANDRIA TRANSIT COMPANY (DASH) TRANSIT DEVELOPMENT PLAN (TDP)

PRESENTED TO THE ATC BOARD OF DIRECTORS ON MAY 4, 2022

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1.0 / Executive Summary

This document represents the FY 2023 – FY 2028 Transit Development Plan (TDP) for the Alexandria Transit Company (ATC). The Alexandria Transit Company is responsible for the management, operation, and maintenance of the DASH bus system in Alexandria, Virginia.

The Transit Development Plan (TDP) provides a comprehensive vision of future service development, fare adjustments, and capital investments based on recommendations from the General Manager, ATC Board of Directors and DASH staff. More specifically, it evaluates current DASH system performance, outlines projected service levels for FY 2023 based on the draft budget, and provides fiscally-unconstrained guidance on future service changes and capital improvements for the remaining five years of the six-year plan cycle (FY 2024 – FY 2028). The TDP is updated each year by DASH staff and is subject to annual review, amendment, and adoption by the ATC Board of Directors. The document also serves as a resource for the City staff as they consider future ATC requests for financial assistance.

The FY 2023 Transit Development Plan addresses the period beginning July 1, 2022 and ending June 30, 2028. The document has been prepared in accordance with board-adopted procedures and is divided into four main sections – System Overview (Section 3), System Performance (Section 4), Service & Fare Change Recommendations (Section 5), and Capital Budget (Section 6).

The key findings and recommendations of these four sections are summarized below:

1.1 / System Performance

- In FY 2021, DASH was budgeted to operate roughly 311,000 platform hours and 2.9 million platform miles of regular DASH service, including I-395 Commuter Choice service. Ultimately, DASH only operated approximately 227,000 platform hours, which was 28 percent lower than planned due to service reductions related to the COVID pandemic.
- DASH recorded just over 1.52 million boardings in FY 2021. This represents a 47 percent decrease from FY 2020, and a 60 percent decrease from pre-pandemic ridership levels in FY 2019.
- DASH On-Time Performance was approximately 88 percent in FY 2021, which represents no change from FY 2020, but is still above the industry OTP standard of 85 percent. Valid customer complaints related to schedule adherence also decreased by 50 percent in FY 2021.

1.2 / FY 2023 Service & Fare Change Recommendations

- The DASH service plan for FY 2023 can be summarized as follows:
 - **FY 2023 Service Levels (Baseline).** Assuming preliminary budget subsidy levels provided by City's Office of Management and Budget and no "Unfunded ATV Improvements", DASH projects that it will operate 311,000 platform hours and roughly 2.9 million annual platform miles in FY 2023, which is roughly equivalent to the annualized amount of service budgeted for FY 2022. These totals include the service enhancements on Line 35 and Line 36A/B that have been funded by the I-395 Commuter Choice Program.
 - **FY 2023 Service Levels (Unfunded ATV Improvements).** DASH has also developed an alternate, unfunded scenario that includes five service improvements from the 2022 Alexandria Transit Vision (ATV) Plan that have not yet been implemented. These additional improvements would increase the annual service totals to roughly 335,000 platform hours and 3.1 million platform miles, which represents an increase of roughly eight (8) percent. These improvements would require \$2.6 million in additional annual operating costs for FY 2023, which must be identified by City Council through the "Add/Delete" budget process and included in the city's final FY 2023 budget.

This unfunded scenario includes improvements on Lines 30, 31, 32, 33 and 34 with an emphasis on connectivity between West Alexandria and Old Town and improving weekend service levels so that all routes run every 30 minutes or better on Saturdays and Sundays. Staff have identified the Line 30 improvements as the top priority for FY 2023 due to their importance to overall network function. A full description of the FY 2023 "Unfunded ATV Improvements" scenario is included in Section 5.1.

- **Potomac Yard Metrorail Station.** The new infill Metrorail station at Potomac Yard is scheduled to open by the end of 2022. This station will provide an important regional rail connection for residents of Del Ray, Arlandria, Fairlington, Shirlington, Potomac Yard and Old Town North. As part of this opening, DASH will be implementing the following route changes:
 - **Line 33.** DASH is proposing to realign Line 33 to serve the new Potomac Yard Metrorail station when it opens in late 2022. Line 33 will serve the new bus stops on Potomac Avenue adjacent to the new Metrorail station to provide a convenient Metrorail connection for residents of Del Ray and Arlandria.
 - **Line 34.** DASH is proposing two major realignments of Line 34 that would coincide with the opening of the Potomac Yard Metrorail Station in late 2022. In Old Town, Line 34 would be relocated from North Fairfax Street to North Pitt Street between Cameron Street and 2nd Street to provide better access to bus service for communities and new developments along North Pitt Street. Additionally, Line 34 would no longer serve the Braddock Road Metro and would instead be routed north to the new Potomac Yard Metro via the dedicated bus lanes on Richmond Highway and East Glebe Road.

- **Line 36A/B.** DASH is proposing to realign Line 36A/B to serve the new Potomac Yard Metrorail station when it opens in late 2022. Line 36A/B will serve the new bus stops on Potomac Avenue adjacent to the new Metrorail station to provide a frequent, all day bus connection to Metrorail for residents of Del Ray and Arlandria, seven days per week.
 - **I-395/95 Commuter Choice Program.** In FY 2022, DASH and the City of Alexandria were awarded funding for two major service enhancements on Lines 35 and 36A/B through the NVTC I-395 Commuter Choice grant program. The enhanced service on these two routes was launched with the New DASH Network in September 2021 and will continue to operate with grant funding through FY 2023.
- The following DASH fare-related actions are planned for FY 2023:
 - **Free Fares.** DASH will continue as a 100% fare-free operation, as was first introduced in September 2021 with the New DASH Network. The fare-free program will continue through FY 2025 as funded by the Transit Ridership Incentive Program (TRIP) from the Virginia Department of Rail and Public Transportation (DRPT) with local support from the City of Alexandria.

1.3 / FY 2024 – FY 2028 Service & Fare Change Recommendations

- **FY 2024 Service Improvements.** In FY 2024, DASH will propose to implement any remaining improvements from the 2022 Alexandria Transit Vision (ATV) Plan that are not implemented in FY 2023, including any “Unfunded ATV Improvements” that remain unfunded. In addition to these improvements, DASH will propose additional improvements on Line 30, Line 32, Line 103 and Line 104, as outlined in Section 5.3.
- **FY 2025 Service Improvements.** In FY 2025, DASH will propose to implement additional improvements on Line 32, along with the extension of the King Street Trolley from the King Street Metro to Eisenhower Avenue Metro.
- **2030 Alexandria Transit Vision Plan.** DASH will continue to move forward with the implementation of the 2030 Alexandria Transit Vision Plan in FY 2026 and beyond. More information on the 2030 Alexandria Transit Vision Plan can be found in Section 5.3 or on the ATV website (www.dashbus.com/transitvision).
- **West End Transitway.** DASH will continue to work with the City of Alexandria on the planning for the West End Transitway, which will replace Line 35 service in the West End. More information on the West End Transitway can be found in Section 5.3.
- **Duke Street Bus Rapid Transit (BRT).** DASH will continue to work with the City of Alexandria on the planning for the Duke Street Transitway, which is planned between Landmark Mall and the King Street Metro. More information on the Duke Street BRT can be found in Section 5.3.
- **Fare Changes.** No additional fare changes for FY 2024 or beyond are being proposed at this time.

1.4 / ATC Capital Program Summary

- **DASH Fleet.** As of the start of FY 2023, the current DASH bus fleet will include 101 active buses, and six (6) contingency spare buses.
- **Electric Buses.** In FY 2022, DASH purchased and took delivery of eight new 100% electric buses, including four articulated 60-foot New Flyer buses (901-904) and four 40-foot Proterra buses (807-810) to bring the fleetwide total up to 14 electric buses. The eight new buses were purchased with grant funding from the Northern Virginia Transportation Authority (NVTA). In FY 2023, DASH is seeking to purchase up to 18 additional 100% electric buses, including eight replacement buses, five replacement trolleys, and six expansion buses. The six expansion buses would be purchased with funding from the Virginia Department of Transportation (VDOT) SmartScale grant program. DASH and the City are also seeking additional funding for electric buses through several federal grant programs that are sponsored by the Federal Transit Administration (FTA).
- **Fleet Replacement.** The City of Alexandria's FY 2023 – FY 2032 Capital Improvement Plan (CIP) includes substantial funding for DASH replacement buses that will allow DASH to maintain its State of Good Repair (SGR) and continue its transition to electric buses. Based on City budget guidance, the proposed CIP includes funding for eight clean diesel replacement buses in FY 2023, which may be upgraded to 100% electric buses if DASH and the City are able to secure additional FTA funding through the FY 2023 Low/No Emission Vehicle grant program. The total requested funding in the FY 2023 – FY 2032 CIP for replacement bus purchases – including the transition to a zero-emission fleet – is \$105 million.
- **Zero-Emission Fleet Planning.** DASH is continuing to work with a consultant team from WSP, Inc. on its Zero-Emission Bus Implementation Plan. Phase II of the plan is expected to be completed later this year and will guide DASH in its effort to transition the entire bus fleet to 100% electric propulsion by 2037.
- **DASH Facility Expansion Project.** In early 2022, DASH launched the design phase for its major facility expansion project, funded by the state's Smart Scale program. The project will allow DASH to expand its facility onto the existing city impound lot that is located immediately west of the existing DASH garage. The expansion will include capacity for up to 45 additional buses and electric charging equipment and infrastructure in support of a future zero-emission bus fleet. It also includes six expansion buses to be purchased by FY 2024. Construction of the facility expansion project is expected to be completed by 2024.
- **Other Capital Improvement Projects.** Additional FY 2023 – FY 2032 CIP funds are allocated future fleet expansions, hybrid battery and powertrain replacements, on-route electric bus charging stations, and other DASH technology needs.

Finally, DASH has also submitted two applications for the FY 2023 Virginia Department of Rail and Public Transportation (DRPT) grant cycle. These applications would provide funding for DASH promotional activities through the Transit Recovery Marketing grant program, and the continuation of the DASH Public Transit Intern program for FY 2023.

2.0 / TDP Background

The Transit Development Plan is prepared each year to document and present the General Manager's recommendations relating to service, fares and the capital budget for the upcoming fiscal year. The plan also serves as a planning and budgetary road map for the following five years. To this end, the TDP provides an evaluation of the existing DASH bus service and a corresponding outline for future service development and capital investment. The plan aligns with the budgetary assumptions for the upcoming fiscal year (FY 2023) and will be used as a starting point for budget discussions in future fiscal years (FY 2024 – FY 2028).

2.1 / Purpose & Format

The Transit Development Plan (TDP) is designed to provide a comprehensive vision of future service development, fare adjustments, and capital investments based on recommendations from the General Manager, ATC Board of Directors and DASH staff. More specifically, it evaluates current DASH system performance, outlines projected service levels based on the FY 2023 draft budget, and provides fiscally-unconstrained guidance on future service changes and capital improvements for the remaining five years of the six-year plan cycle (FY 2024 – FY 2028). The TDP is updated each year by DASH staff and is subject to annual review, amendment, and adoption by the ATC Board of Directors. The document also serves as a resource for the city staff as they consider future ATC requests for financial assistance

2.2 / Process & Timeline

The TDP approval process is designed to run in parallel with the City of Alexandria's annual budget timeline. As shown in Table 2-1, the basic TDP assumptions are developed by DASH management in the late fall and early winter. A draft of the TDP is typically submitted to the Board of Directors and released for public review in March. This release marks the beginning of the public comment period that culminates with a formal public hearing at the April meeting of the ATC Board. The public comment period includes multiple virtual community meetings, online engagement and the opportunity for comments to be submitted via phone, email, or during the Public Hearing at the Board of Directors meeting in April.

DASH staff reviews all input and modifies the document as needed to incorporate feedback and align with the final city budget. The final ATC Transit Development Plan is then reviewed and adopted by the ATC Board of Directors in May so that the plan may be implemented for the subsequent fiscal year on July 1st.

Table 2 – 1 / Annual ATC Transit Development Plan (TDP) Timeline

| | ATC Staff | ATC Board | City Staff/OMB/Council |
|----------|---|---|--|
| October | Staff submits current budget to OMB | Draft FY23 budget presented to ATC Board for input | City Manager releases priorities and instructions |
| November | Staff submit suppl. requests and reductions to OMB | BOARD ACTION to approve or amend proposed budget | Suppl. requests and reductions due to OMB. |
| December | N/A | N/A | Focus Area Teams meet |
| January | Staff meet with OMB and City Manager | N/A | City Manager finalizes budget |
| February | Staff receives subsidy level from OMB, revises budget | N/A | Manager releases proposed budget/CIP to City Council |
| March | Proposed TDP & Budget completed; outreach begins | Proposed TDP & Budget presented to Board for input | City Council Budget Work Sessions |
| April | Staff present budget to Council, conduct public outreach | Board holds Public Hearing for Proposed FY23 TDP & Budget | City Council Budget Work Sessions |
| May | Staff develops final TDP/Budget based on input | BOARD ACTION to adopt revised FY23 TDP and Budget | City Council adopts FY23 Budget and Capital Imp. Program (CIP) |
| June | Prepare for implementation of any July service/fare changes | N/A | N/A |

2.3 / Alexandria Transit Vision Plan

The Alexandria Transit Vision (ATV) Plan is an ambitious bus network redesign study conducted by DASH and the City of Alexandria to take a community-driven approach to re-designing the city's transit network from scratch. The ultimate goal of the ATV – as determined through community outreach – is to create a more useful bus network that encourages more people to go more places at more times using transit. Similar transit network redesigns have been successfully implemented in Houston, Seattle, San Jose, and Richmond.



After three rounds of public engagement and nearly two years of discussion, the final 2022 and 2030 Alexandria Transit Vision Plan networks were adopted by the DASH Board of Directors in December 2019. The networks were designed based on the policy guidance that DASH should dedicate 85 percent of its annual revenue hours to ridership maximization, and 15 percent to coverage-oriented service. The resulting 2022 and 2030 ATV recommendations create a network of frequent, all-day bus routes across the City of Alexandria that provides significant improvements in mobility options for most Alexandria residents and encourage additional transit usage, which benefits the entire city. Major improvements to off-peak service during middays, evenings and weekends would also be included.

The first implementation phase of the Alexandria Transit Vision Plan – known as the “New DASH Network” – was launched in September 2021. Due to budget constraints and other major DASH funding

needs, the City was not able to fund the full 2022 ATV Plan recommendations in FY 2022, and they are not currently proposed for FY 2023.

DASH was able to implement a reduced version of its 2022 ATV Plan in September 2021 with the fare-free New DASH Network, and will seek additional funding opportunities in FY 2023 and beyond in the hopes of implementing the full 2022 Alexandria Transit Vision Plan. Additional service change proposals for FY 2024 and beyond would allow DASH to implement the full 2022 and 2030 ATV network plans and are included in Section 5-3.



3.0 / System Summary

DASH currently operates traditional fixed-route bus service on eleven regular bus routes, and the King Street Trolley. The primary DASH service area covers approximately 15 square miles and generally aligns with the jurisdictional boundaries of the City of Alexandria. A map of the DASH bus system is included as Figure 3-1. An inset map depicting bus service in Old Town Alexandria is shown as Figure 3-2.

3.1 / Service Area

The majority of DASH service operates within the City of Alexandria, however, three routes – Lines 35, 103 and 104 – also provide service along Interstate 395 between Alexandria and the Pentagon. As shown in Figures 3-1 and 3-2, the DASH bus system design follows a modified hub-and-spoke network design model with Old Town as the “hub”, and the major east-west arterials (King Street, Seminary Road, Duke Street, and Eisenhower Avenue) serving as the “spokes”. Several “crosstown routes” like Line 36 A/B also provide connections between outlying areas and major trip generators on the West End and northern Alexandria. DASH provides local bus service within the City, but also connects passengers to the Metrorail system, which has four stations within the City of Alexandria, and a fifth station scheduled to open at Potomac Yard in late 2022.

3.2 / Routes

The DASH bus system consists of 10 regular bus routes and the King Street Trolley. The basic characteristics of each route are summarized in Table 3-1. All eleven routes operate on weekdays and nine routes run on Saturdays and Sundays. On most routes, weekday service runs from at least 6:00 AM to 11:00 PM, and weekend service runs from at least 7:00 AM to 10:00 PM. Weekday peak service for most routes runs every 15-30 minutes. Weekday off-peak service typically runs every 30-60 minutes during mid-days and evenings. Of the eight routes that run on Saturdays and Sundays, four run every 15 minutes or better. On Saturdays, only one of the eight routes runs only every 60 minutes, but on Sundays, three of the eight routes only run once every hour. Due to the COVID-19 pandemic, several DASH routes – the AT-3, AT-4 and AT-6 – operated with reduced service during the first eight months of 2021 until the New DASH Network launched in September.

DASH also operates the iconic King Street Trolley, a free tourist-oriented service running between the King Street Metro and City Hall. The trolleys typically run every 15 minutes from 11:00 AM to 11:00 PM, 365 days per year. King Street Trolley service was suspended in March 2020 due to the pandemic, but resumed regular operations in July 2021.

Additional information on the destinations, service levels and operating characteristics for specific DASH routes is provided in Table 3-1.

Figure 3 – 1 / DASH System Map



Figure 3-2 / Old Town Alexandria Inset Map



Table 3-1 / DASH Service Characteristics by Route

| Route | Description | Span/Frequency | | | | | | | |
|--------------|--|-------------------|-------|----------|-------|-------------------|-------|-------------------|-------|
| | | Weekday | | | | Saturday | | Sunday | |
| | | Span | Peak | Off-Peak | Night | Span | Freq. | Span | Freq. |
| 30 | Van Dorn Metro to Braddock Road Metro via Landmark Mall, Van Dorn, King & Old Town | 5:00am - 12:00am | 10-20 | 30 | 30 | 5:45am - 12:40am | 30 | 5:45am - 11:30pm | 30 |
| 31 | NVCC to Braddock Road Metro via Bradlee Shopping Center, King Street Metro & Old Town | 5:00am - 12:30am | 10 | 15-30 | 30-60 | 5:45am - 12:30am | 15-30 | 5:45am - 12:30am | 15-30 |
| 32 | Landmark Mall to King Street Metro via Pickett Street, Van Dorn Metro & Eisenhower Metro | 5:00am - 10:00pm | 30 | 60 | 60 | 7:00am - 10:00pm | 60 | 7:00am - 10:00pm | 60 |
| 33 | King Street Metro to Potomac Yard via Commonwealth, Monroe, Mt. Vernon, & Reed | 6:00am - 10:00pm | 30 | 30 | 60 | 7:00am - 10:00pm | 30 | 7:30am - 9:30pm | 60 |
| 34 | Lee Center to Braddock Street Metro via S Royal & N Fairfax | 5:00am - 10:00pm | 30 | 30 | 30 | 7:00am - 10:30pm | 30 | 7:00am - 10:30pm | 60 |
| 35 | Van Dorn Metro to Pentagon Metro via Landmark Mall, Mark Center, and I-395 | 4:45am - 12:30am | 10 | 10 | 15-30 | 5:45am - 3:00am | 15 | 5:45am - 2am | 15 |
| 36A/B | Mark Center Station to Potomac Yard via Southern Towers, Bradlee Shopping Center, & Glebe | 6:00am - 11:00pm | 15 | 15 | 15 | 7:00am - 10:45pm | 15 | 7:00am - 10:45pm | 15 |
| 102 | Mark Center Station to King Street Metro via Seminary & King | 5:00am - 8:00pm | 30 | 60 | - | - | - | - | - |
| 103 | Braddock Road Metro to Pentagon Metro via Russel, Glebe, & Parkfairfax | 6:00am - 8:00pm | 30 | - | - | - | - | - | - |
| 104 | Braddock Road Metro to Pentagon Metro via Cameron Mills Drive and Parkfairfax | 6:15am - 8:15pm | 30 | - | - | - | - | - | - |
| KST | King Street Trolley | 11:00am - 11:00pm | 15 | 15 | 15 | 11:00am - 11:00pm | 15 | 11:00am - 11:00pm | 15 |

3.3 / Other Transit Providers

The DASH bus network in Alexandria provides a local complement to the regional transit network. Regional operators that provide service to/from Alexandria include:

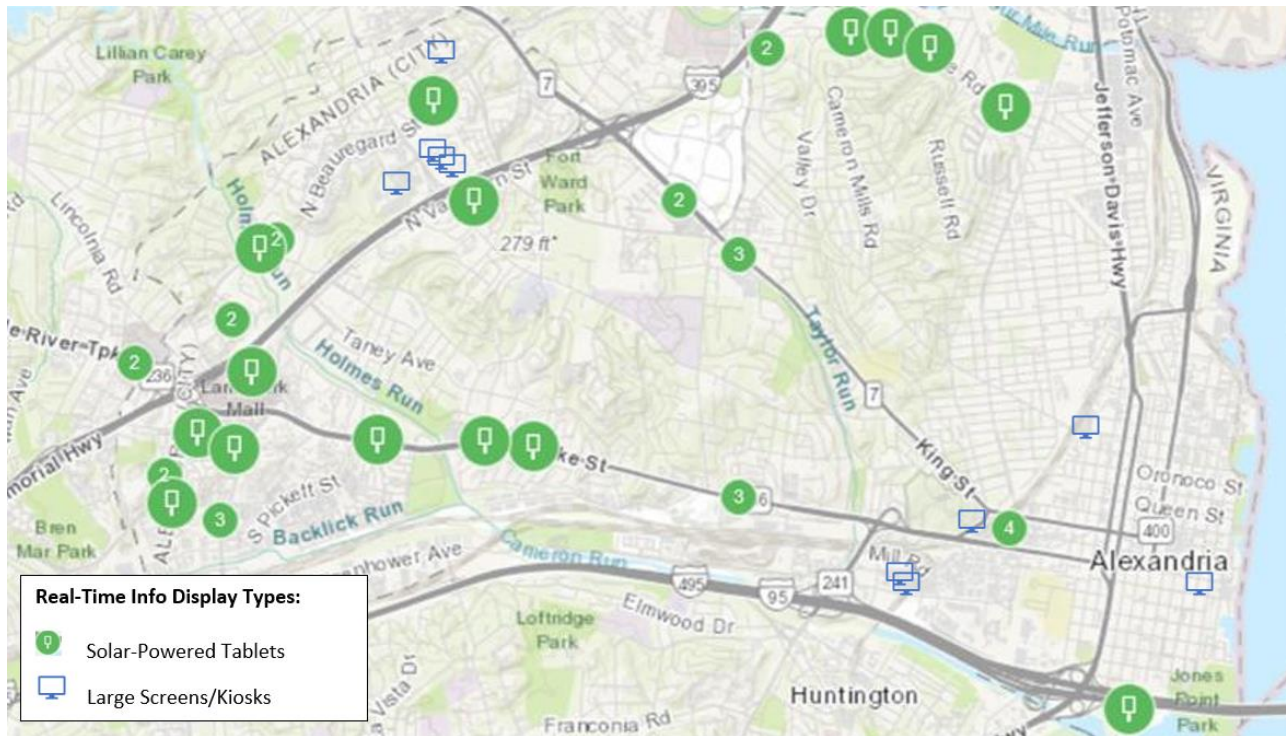
- **Metrorail (WMATA).** Metrorail operates heavy rail service to 91 stations throughout the Washington, DC region, and typically carries over 180 million passengers per year. The City of Alexandria is served by the Blue and Yellow lines at four different Metrorail Stations – Braddock Road, King Street, Eisenhower Avenue, and Van Dorn. These four stations typically draw about 40 million passenger boardings per year. DASH also provides service to the Pentagon Metro Station in Arlington County. The new Potomac Yard Metrorail Station – an in-fill station in northern Alexandria on Potomac Avenue – is slated to open in late 2022.
- **Metrobus (WMATA).** In addition to Metrorail, WMATA also operates a regional bus network that typically carries over 130 million passengers per year. Metrobus runs 24 routes that provide service within the City of Alexandria. This includes the “Metroway” rapid bus service between Pentagon City and Braddock Road Metro, and the Richmond Highway Express (REX), which provides frequent, limited-stop service from Mount Vernon to Old Town via Route 1. Annual Metrobus ridership in Alexandria is typically around 17 million boardings per year. Several Metrobus routes, including the 7A, 25B and 28A, as part of the New DASH Network launch in September 2021.
- **Amtrak/Virginia Railway Express.** Intercity and commuter rail services such as Amtrak and VRE stop at Alexandria Union Station, before crossing the Potomac River into Washington, DC. VRE typically carries up to 5 million passengers per year.
- **Private Shuttles.** Several dozen private shuttles operate within the City of Alexandria to provide connections to Metrorail Stations. Examples include the Carlyle/PTO Shuttle, and the Van Dorn Exchange shuttle, which connects the Van Dorn Exchange apartment complex with the Van Dorn Metro.
- **Accessible Service.** Accessible paratransit options are provided through the City of Alexandria’s DOT program and the WMATA MetroAccess service.

3.4 / Passenger Facilities

DASH buses provide service to five Metrorail Stations (Braddock Road, King Street, Eisenhower Avenue, Van Dorn Avenue and Pentagon), five non-Metrorail transit centers (Landmark Mall, Mark Center, Southern Towers, NVCC-Alexandria and Potomac Yard), and over 500 local bus stops. Roughly 22 percent of these stops are shared by Metrobus or another provider. City staff estimate that roughly 70 DASH bus stops have shelters, while another 200 have amenities such as benches and/or trash cans. The distribution of stop amenities is based primarily upon daily ridership, with shelters, benches and trash cans generally installed at any stop with over 40 daily boardings.

In 2018, DASH began installing real-time bus arrival information kiosks and tablets at various high-ridership locations throughout the city. Major kiosks have been installed at City Hall, Southern Towers, NVCC-Alexandria, King Street Metro, and NSF and other key stop locations. By the end of FY 2022, DASH

Figure 3-3 / Real-Time Information Display Locations (2022)



All DASH bus stops that have been installed or updated since 2006 are compliant with ADA design standards for individuals using wheelchair or other mobility devices. DASH also coordinates closely with city staff during the site plan review process to ensure any proposed developments include adequate considerations for existing and future bus stops.

3.5 / Bus Fleet

The DASH bus fleet is currently comprised of 101 buses for use in daily revenue service. The FY 2022 peak service requirement for weekdays is 75 vehicles, so the spare ratio is roughly 34 percent. DASH also has six emergency contingency spare buses, which are not included in the spare ratio calculation. A summary of the active and contingency bus fleets are shown in Table 3-2.

In FY 2022, DASH took delivery of eight additional 100% electric buses with funding from NVTA and installed charging equipment with funding from NVTA. This brought the total DASH electric bus fleet to 14 vehicles which make up 13 percent of the total fleet. More information about the DASH electric bus program in Section 6-5.

In order to maintain State of Good Repair, DASH is required to replace each bus once it reaches the end of its 12-year useful life cycle. A more detailed discussion of bus fleet replacement, expansion plans and the “DASH Capital Budget Program” is included in Section 6 of this document.

Table 3-2 / FY 2023 DASH Bus Fleet Summary

DASH REVENUE BUS FLEET - ACTIVE

| Vehicle ID's | Year | Make | Type | Length | # of Vehicles |
|---------------------------|------|------------------|--------------|--------|---------------|
| 200-206 | 2011 | Gillig | Hybrid | 35' | 7 |
| 300-302 | 2011 | Gillig | Hybrid | 40' | 3 |
| 400-404 | 2011 | Gillig (Trolley) | Hybrid | 29' | 5 |
| 207-211 | 2012 | Gillig | Hybrid | 35' | 5 |
| 303-307 | 2012 | Gillig | Hybrid | 40' | 5 |
| 212-216 | 2014 | Gillig | Hybrid | 35' | 5 |
| 308-309 | 2014 | Gillig | Hybrid | 40' | 2 |
| 217-229 | 2015 | Gillig | Hybrid | 35' | 13 |
| 405 | 2015 | Gillig (Trolley) | Hybrid | 35' | 1 |
| 230-233 | 2017 | Gillig | Hybrid | 35' | 4 |
| 310-311 | 2017 | Gillig | Hybrid | 40' | 2 |
| 501-514 | 2018 | Gillig | Clean Diesel | 35' | 14 |
| 515-527 | 2019 | New Flyer | Clean Diesel | 35' | 13 |
| 528-530 | 2020 | New Flyer | Clean Diesel | 35' | 3 |
| 701-705 | 2020 | New Flyer | Clean Diesel | 40' | 5 |
| 801-803 | 2020 | New Flyer | Electric | 40' | 3 |
| 804-806 | 2021 | Proterra | Electric | 40' | 3 |
| 807-810 | 2021 | Proterra | Electric | 40' | 4 |
| 901-904 | 2021 | New Flyer | Electric | 60' | 4 |
| TOTAL ACTIVE FLEET | | | | | 101 |

CONTINGENCY BUS FLEET

| Vehicle ID's | Year | Make | Type | Length | # of Vehicles |
|--|------|--------|--------|--------|---------------|
| | | | | | |
| 101-102 | 2007 | Gillig | Diesel | 35' | 2 |
| 103-105, 326 | 2002 | MCI | Diesel | 40' | 4 |
| TOTAL CONTINGENCY FLEET | | | | | 6 |
| TOTAL FLEET SIZE (ACTIVE + CONTINGENCY) | | | | | 107 |

3.6 / Fares

In September 2021, DASH transitioned to 100% fare-free operations on all DASH buses. This change was funded by an increase in the DASH subsidy from the City of Alexandria, and a grant award from the Transit Ridership Incentive Program (TRIP) through the Virginia Department of Rail and Public Transportation (DRPT). DASH continues to maintain fareboxes on all vehicles in its active revenue fleet for ridership data collection purposes but is planning to remove fareboxes by early 2023 once automated passenger counters (APC's) have been installed on the entire fleet.

3.7 / Funding

DASH service is operated by the Alexandria Transit Company (ATC), which is an independent public service corporation that is owned by the City of Alexandria. The City provides extensive input and guidance via the Transportation Planning Division of the city's Department of Transportation & Environmental Services. City staff play an integral role in supporting the DASH annual budget request and managing a wide variety of state and regional grant programs.

The majority of annual DASH operating funds comes from an operating subsidy that is allocated each year from the City of Alexandria's General Fund. The City also provides funding for operations through the Transportation Improvement Program (TIP) and for capital investments through the biennial Capital Improvement Program (CIP) process.

Additional external sources of DASH funding include the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Smart Scale program, the Northern Virginia Transportation Authority (NVTA), and the Northern Virginia Transportation Commission (NVTC) I-395 Commuter Choice Program. DASH and the City of Alexandria are also in the process of establishing compliance with Federal Transit Administration (FTA) regulations which would provide opportunities for additional federal funding programs.

DASH also relies upon subsidies to operate specific services such as the free King Street Trolley for the City of Alexandria. Additional revenue is also generated by bus charters for both public and private events.

Passenger fare revenues typically cover between 20 and 25 percent of the annual DASH operating costs and are used to reduce the DASH operating subsidy from the city. Due to the suspension of fare collection in March 2020, fare revenues covered less than five percent of DASH operating costs for FY 2021.

4.0 / System Performance

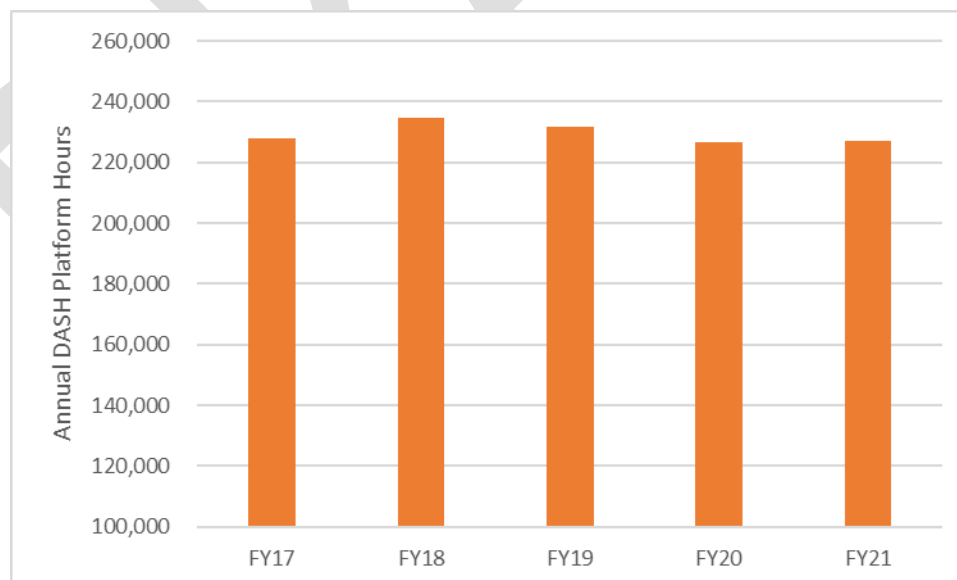
The following section uses FY 2021 system performance data to review DASH service with several key metrics. The overall performance of a bus system is typically measured in terms of service provided (revenue hours), service consumed (ridership), cost efficiency (boardings per revenue hour), and service reliability (on-time performance, missed trips, road calls and customer feedback). Additional metrics such as access and mobility that were highlighted during the ATV Plan are also important in determining how well the transit network is meeting the needs of the community.

The FY 2021 performance data outlined in this section was deeply skewed by the COVID-19 pandemic, which began in March 2020 and has led to sustained ridership losses. DASH service levels were also significantly reduced for most of FY 2021 due to the pandemic and related shutdowns.

4.1 / Service Levels

In FY 2021, DASH operated just over 227,000 platform hours of bus service, which was significantly lower than expected due to reduced service levels resulting from the COVID pandemic. Platform hours reflect the total time that DASH buses are running, including revenue service when they are carrying passengers, layover periods, and deadheads between trips or to/from the DASH Facility. This service total represents a 0.1 percent decrease as compared to FY 2020 service levels. Without these reductions, DASH had anticipated that the service levels would have been significantly higher due to service increases implemented through the I-395 Commuter Choice program. A graph showing the historic trend in DASH annual platform hours for the last five years is shown in Figure 4-1.

Figure 4-1 / DASH Annual Platform Hours (FY 2017 - FY 2021)

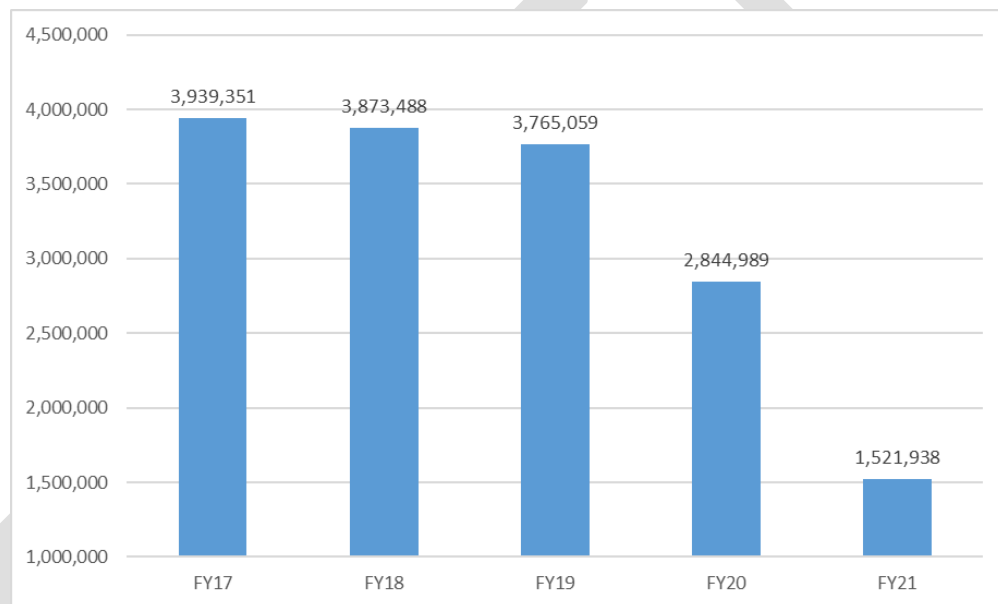


4.2 / System Ridership

As shown in Figure 4-2, annual ridership has decreased over the last five years, with more significant drops in the last two years with the onset of the COVID pandemic. In FY 2021, DASH recorded just over 1.5 million passenger boardings, which was down roughly 47 percent from FY 2020, and down 60 percent from FY 2019. The ridership decrease in FY 2020 and FY 2021 can be largely attributed to the extraordinary ridership decreases resulting from the COVID-19 pandemic.

In terms of average daily boardings in FY 2021, DASH drew an average of 5,000 boardings on weekdays, nearly 2,850 boardings on Saturdays, and approximately 1,850 boardings on Sundays. This translates to an approximately 47 percent decrease in weekday boardings from FY 2020. Average Saturday and Sunday boardings were also down by 45 percent and 48 percent, respectively.

Figure 4 -2 / DASH Annual Ridership (FY 2017 - FY 2021)



4.3 / Ridership by Route

At the route level, Figure 4-3 shows that most DASH routes have declined in weekday ridership over the last three years with larger drop-offs in FY 2020 and FY 2021. For FY 2021, the largest yearly decreases were observed on the AT-2, AT-5, and AT-8. The King Street Trolley did not operate at all in FY 2021 so it did not register any ridership.

Among the routes benefitting from I-395 Commuter Choice service improvements, the AT-1+ fell by only 10 percent in FY 2021, which was the smallest decrease of any DASH route. Similarly, the AT-9 and AT-10 only decreased by 25 and 24 percent, respectively.

Figure 4-4 / Average WEEKDAY Ridership by Route (FY 2019 – FY 2021)

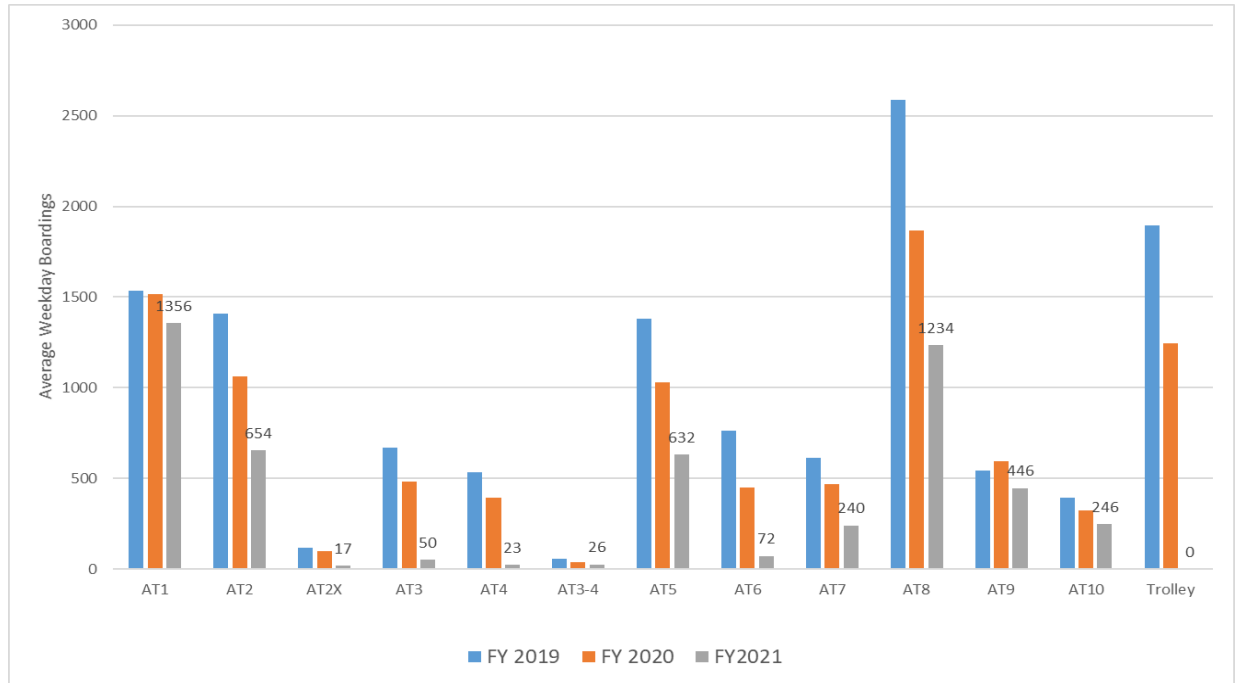


Figure 4-5 / Average SATURDAY Ridership by Route (FY19-FY21)

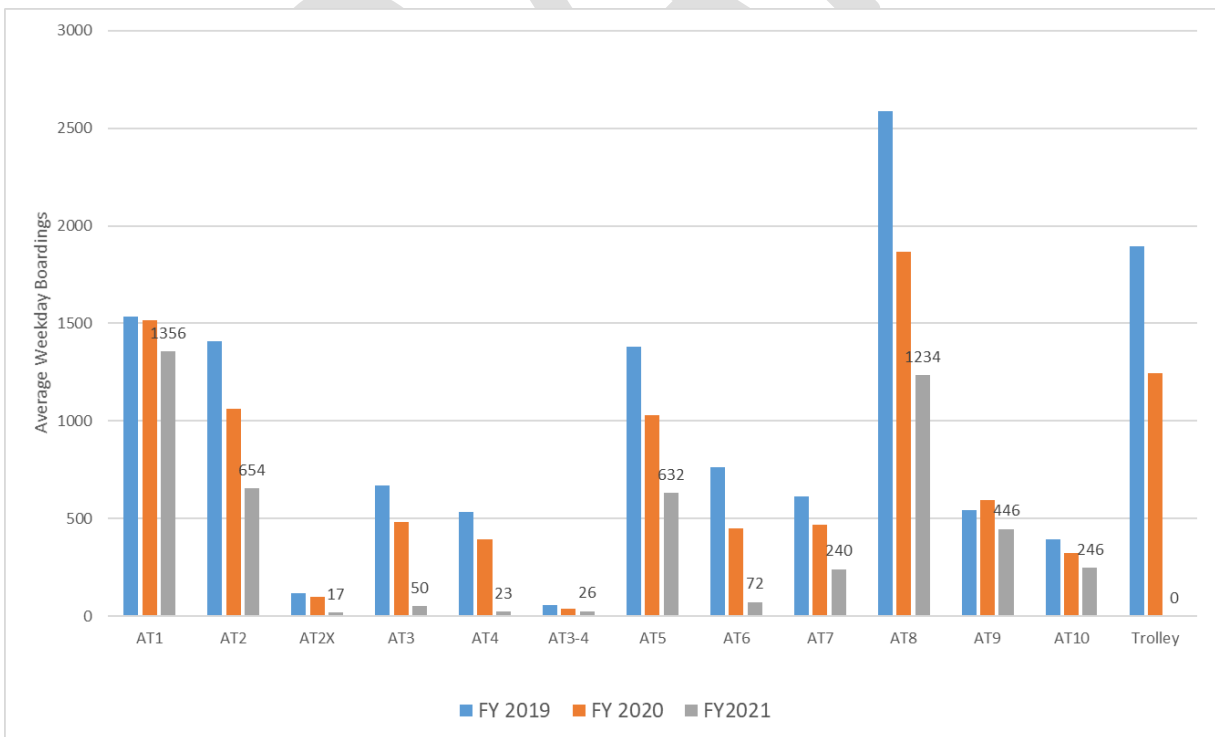
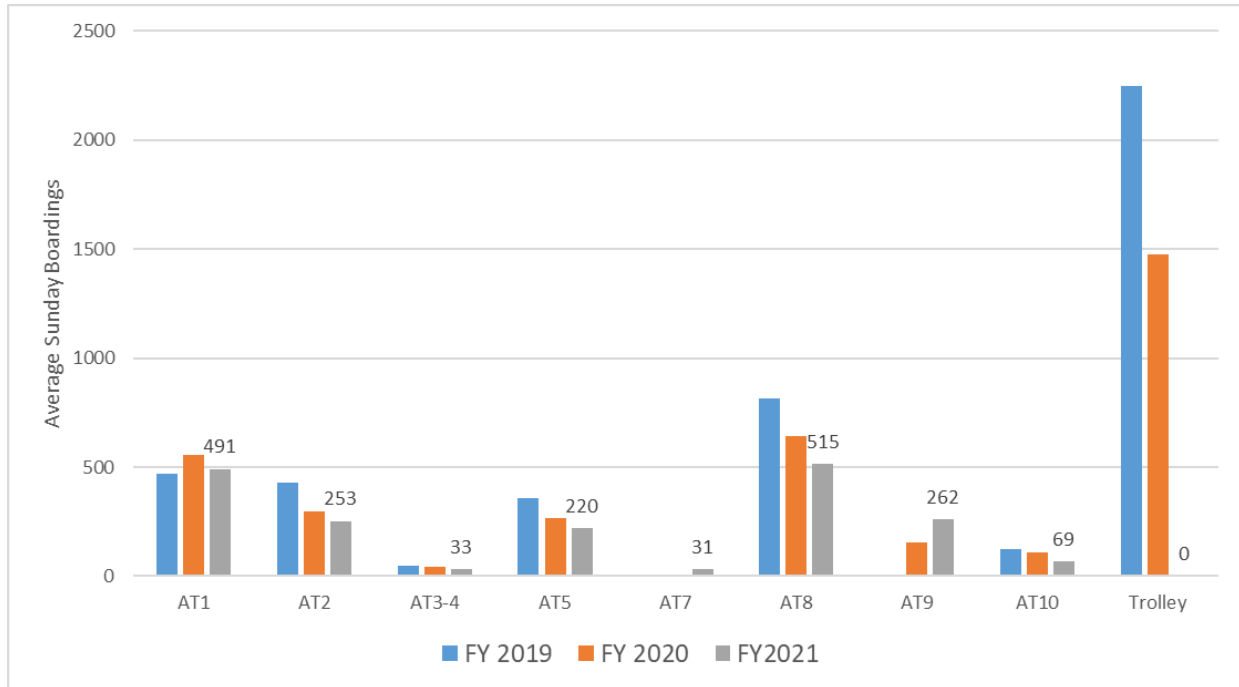


Figure 4-6 / Average SUNDAY Ridership by Route (FY19-FY21)



Weekend ridership has also decreased on most DASH routes since FY 2019, with several exceptions. As shown on Figure 4-5, average Saturday boardings on most DASH routes fell by 10 – 45 percent in FY 2021, however, the AT-1 and AT-9 saw increases of 1 percent and 15 percent, respectively. The biggest decreases for Saturday ridership were recorded on the AT-3/4 and AT-10, as well as the King Street Trolley, which did not run in FY 2021.

As shown on Figure 4-6, Sunday ridership on all regular DASH routes except the AT-9 decreased from FY 2020 to FY 2021. Most routes fell by 10 to 35 percent, however, the AT-9 increased by nearly 70 percent as FY 2020 was the first year that the route had operated on Sundays. The most significant decreases were observed on the AT-3/4 and AT-10, which dropped by 27 percent and 37 percent, respectively.

Seminary Road & Janneys Lane Ridership

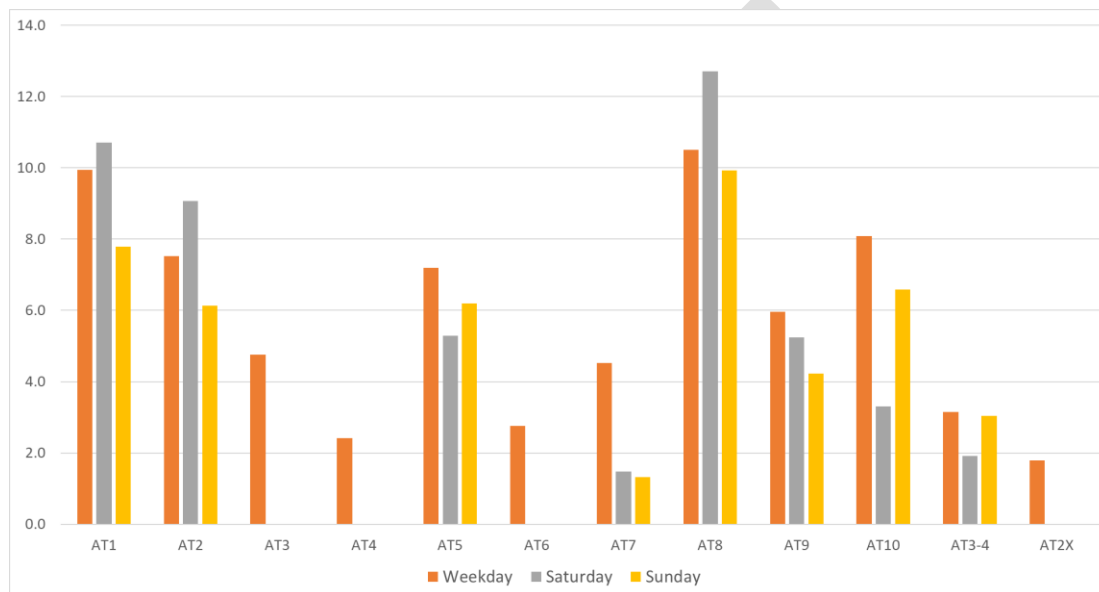
One of the key decisions made by the ATC Board of Directors as part of their decision to adopt the Alexandria Transit Vision Plan in 2019 was to maintain local bus service on Seminary Road and Janneys Lane between Howard Street and King Street. As a condition to this decision, the Board recommended that the average weekday ridership on this corridor should be monitored on an annual basis with a target increase of 20 percent over the following five years to ensure that the service was being sufficiently utilized to warrant its continued operation.

The AT-2 recorded approximately 100 weekday boardings along the segment in FY 2019, so the ridership target of 120 average weekday boardings along the segment will be monitored in each of the next four Transit Development Plan documents. Based on extrapolations of automated passenger counter (APC) data, DASH estimates that an average of less than 20 boardings per weekday were recorded on this segment in FY 2021 due to the pandemic.

4.4 / Cost Efficiency

In order to determine the cost efficiency of the system, ridership numbers must be compared to revenue hours to determine how efficiently the system and its routes are operating. This metric is typically expressed in boardings per revenue hour. In FY 2021, the DASH bus system drew approximately 7.1 boardings per revenue hour. This was a decrease of over 68 percent from the 22.3 boardings per revenue hours that were recorded in FY 2019.

Figure 4-7 / Average Boardings per Revenue Hour by Route and Day (FY 2021)



Route-by-route boardings per revenue hour for weekdays, Saturdays and Sundays in FY 2021 are shown in Figure 4-7. Routes with the highest weekday productivity include the AT-1 and AT-8. The least productive weekday routes are the AT2X, AT3-4 and AT-6 which each drew less than four boardings per revenue hour. On weekends, the AT-1, AT-2 and AT-8 maintain an average productivity at or above 7 boardings per revenue hour. The AT-3/4 and AT-7 were the least productive routes on weekends with less than four boardings per revenue hour on both Saturdays and Sundays.

4.5 / Service Reliability

Service reliability can be measured by on-time performance, missed trip percentage, average miles per road call and customer feedback. It is important to note that service reliability is invariably tied to service frequency since the consequences of a missed trip are far less significant if the next bus is only 10 or 15 minutes away instead of 60 minutes away.

The most common indicator for service reliability is on-time performance (OTP), which measures the percentage of trips that are arriving at each timepoint within five minutes of their scheduled arrival time. In FY 2021, approximately 88 percent of all DASH weekday trips arrived on time. This roughly the same as the weekday on-time percentage for FY 2020, and it is three percent above the industry OTP standard of 85 percent. On weekends, DASH trips arrived on time 85 percent of the time on Saturdays and 88% of the time on Sundays.

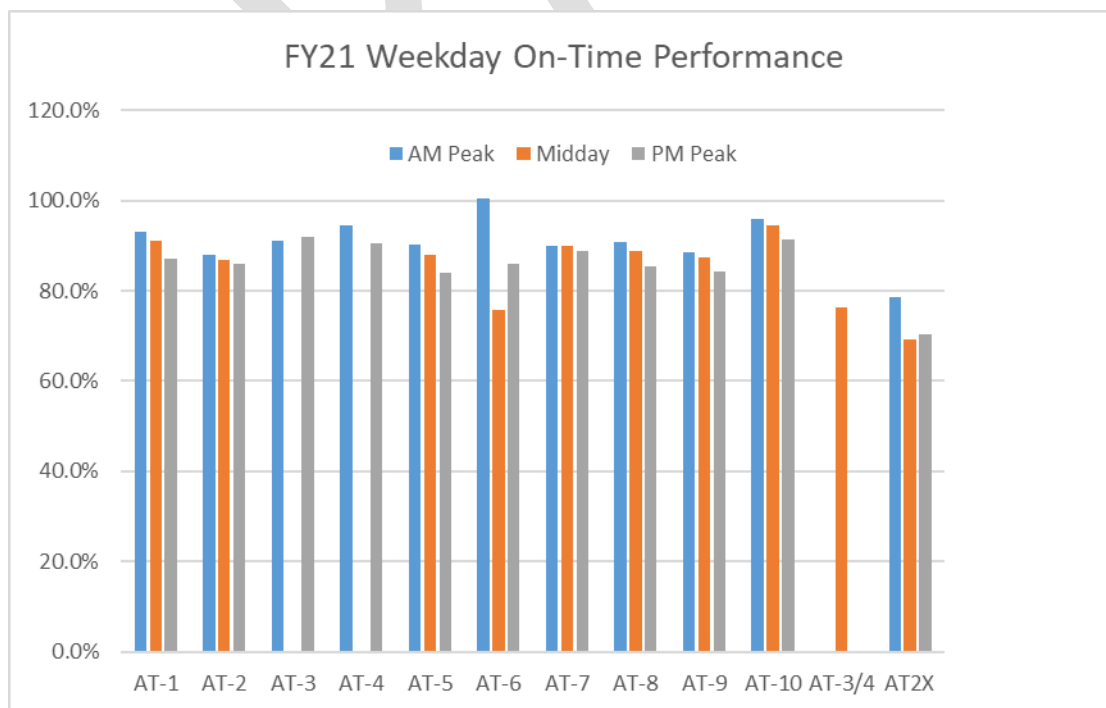
A chart showing FY 2021 weekday on-time performance by route is included as Figure 4-9. Most DASH routes are shown to operate at or above the industry standard of 85 percent for most weekday time periods. The most reliable routes in the system on weekdays are the AT-10 (94%), AT-4 (92%) AT-1 (90%). The least reliable weekday routes are the AT-3/4 (76%), and AT-2X (74%), which are both no longer in operation as of 2022. On-Time performance appears to have improved across the board in FY 2020 and FY 2021 due to reduced traffic congestion during the COVID pandemic.

The most challenging time of day for on-time performance is the weekday afternoon peak period from 3:00 PM to 6:00 PM. In previous years, overall on-time performance during the weekday PM peak periods has been less than 80 percent, however, in FY 2021, DASH service was on-time 87 percent of the time during the afternoon peak and only one route (AT-2X) was below 83 percent. This improved reliability during the afternoon rush hour is likely due to reduced traffic congestion during the COVID pandemic.

Service reliability is also often impacted by the performance of the DASH maintenance department, which is responsible for ensuring that buses are maintained in good operating shape to minimize the chances for breakdowns and missed trips. In FY 2021, DASH averaged over 18,000 miles between road calls, which was a 34 percent improvement from the previous year, and is well above the industry average of 11,500 miles per road call.

In terms of missed trips, DASH recorded just 0.007 percent missed trips in FY 2021, which was an 83 percent decrease from the previous year. This significant improvement is likely due to the reduced service levels and fewer disruptions due to traffic. Missed trips typically occur due to manpower shortages, equipment failures, or traffic congestion.

Figure 4-10 / Weekday On-Time Performance by Route and Time Period (FY 2020)



Another, more indirect measure of service reliability is customer feedback. The DASH Customer Service Department is responsible for documenting and categorizing all calls and e-mails that are received from passengers. In FY 2021, DASH received 17 valid complaints relating to “Schedule Adherence” for a bus not running as scheduled. This represented a 50 percent decrease from the 34 similar complaints that were registered in FY 2020.

4.7 / Access & Mobility

As discussed extensively in the Alexandria Transit Vision Plan, two of the most important performance measures for a bus system are transit access and mobility. These metrics can measure how well a transit system serves the community, and the extent to which transit provides access to opportunities (e.g. jobs, housing, schools, shopping centers, day cares, civic centers, etc).

In order for transit to be effective, it must be accessible to large numbers of residents, jobs and activity centers. It must also be useful and convenient. Figures 4-11 and 4-12 provide a summary of access to the current DASH bus network for all residents, non-white residents, residents living in households below the poverty threshold, and jobs in Alexandria. Access is measured by the percentage of each group that are within a quarter-mile walking distance of transit service at 12pm on a weekday, or the baseline off-peak service.

As shown in the figures below, both networks provide access to basic transit for the vast majority of each of the groups identified below, however, the access to frequent all-day transit among these groups was relatively low with the old DASH Network. Figure 4-12 shows the major increases in access to frequent, all-day transit service that are now provided with the New DASH Network.

Figure 4-11 – Public Transit Access in Alexandria

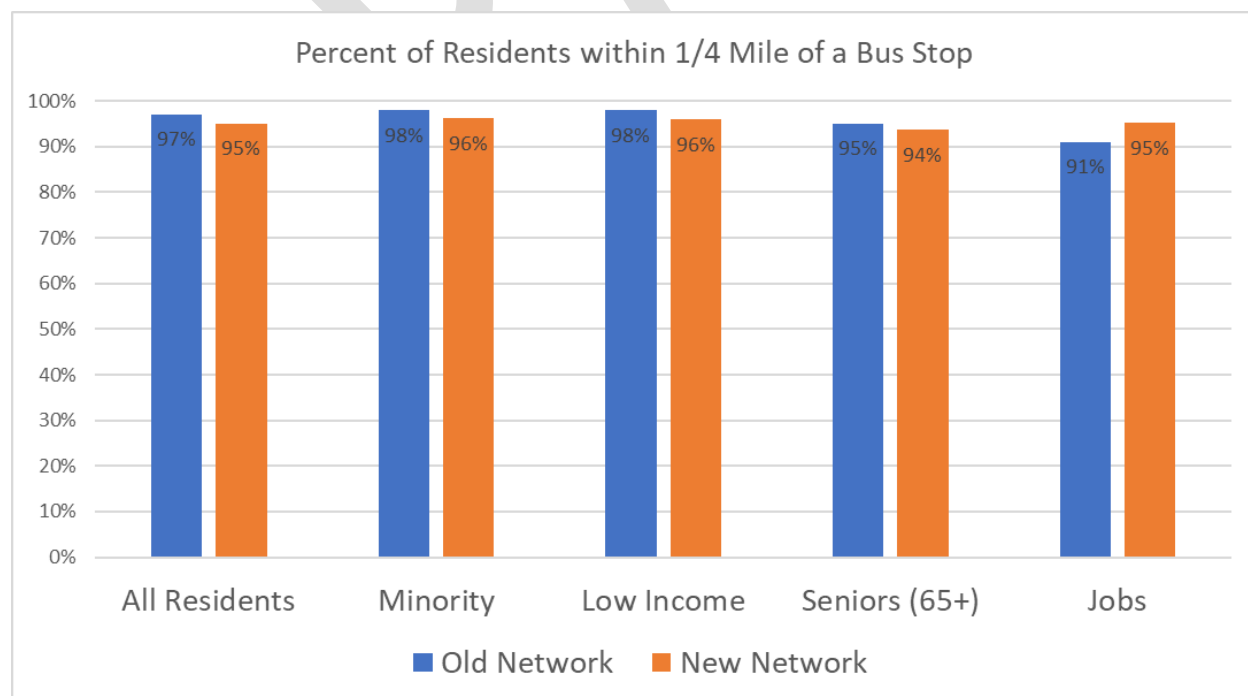
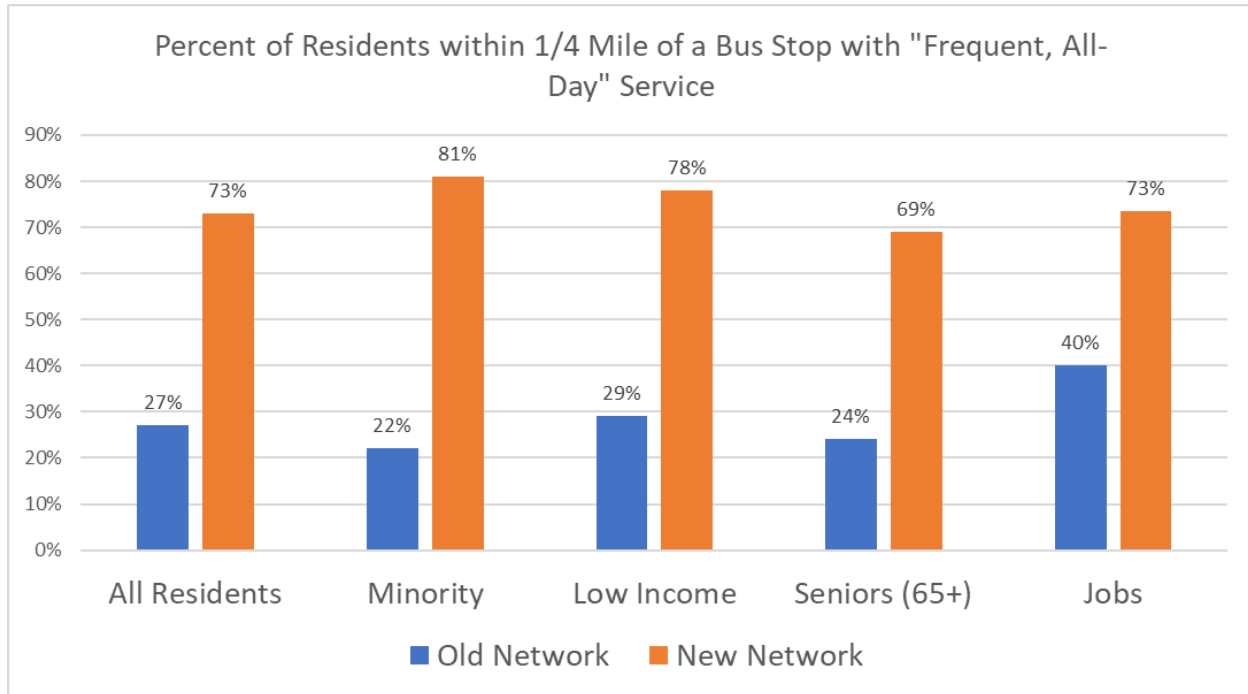


Figure 4-12 – Access to FREQUENT, ALL-DAY Transit Service in Alexandria



The second metric, mobility, can be derived from the isochrone maps that are included as Figures 4-13, through 4-18. Each map assumes that a transit user – represented as a stick figure – is at a selected location at a certain day and time. The colored isochrone shapes represent the approximate area that can be reached from that specified location on the specified day and time using transit or walking based trip times of 15 minutes (dark blue), 30 minutes (medium blue), 45 minutes (light blue), and 60 minutes (red). The trip time calculation accounts for both travel time, and average waiting time based on route frequencies. The larger the isochrone shape, the more access to locations with different types of “opportunities” described above.

As an example, Figure 4-13 shows the mobility of a transit user in Old Town at the intersection of King Street and Washington Street on weekdays during the PM peak period (5:00 PM), while Figure 4-14 shows the mobility from that same location at 12:00 PM on a Sunday. Since the service levels and frequencies are increased during the peak period, passengers at this location can travel further within the 30-minute window during the peak period, and the size of the isochrone shapes in the peak map are larger. In other words, a passenger starting in Old Town could travel to Crystal City within 45 minutes during peak periods, but it would take 60 minutes on a Sunday. The graphs also can be used in reverse to show the areas from which one can get to the location (i.e. Old Town) within 15, 30, 45 and 60 minutes using transit.

While the size of the isochrone shapes illustrate how far a passenger can travel within 30 minutes using transit, the number of opportunities (population, jobs, etc) within the shapes are even more important. This measure more accurately reflects the actual access to opportunities that transit is providing to the community.

Travel Time

How far Jane can go via transit at 17:00 on a weekday.

Walking distance is based on how far Jane can go using the pedestrian network. Uses average wait times based on the frequency of routes.

| TRAVEL TIME | POPULATION |
|-------------|------------|
| 15 min | 11,440 |
| 30 min | 48,409 |
| 45 min | 167,629 |
| 60 min | 300,107 |

The map displays four concentric travel time zones around Alexandria, Virginia, starting from the city center (marked with a black dot). The zones are color-coded: dark blue for 15 minutes, medium blue for 30 minutes, light blue for 45 minutes, and pink/red for 60 minutes. Major transportation corridors like the Capital Beltway (I-495), Washington Metro lines (Orange, Silver, Blue, Yellow), and various highways (e.g., I-66, I-266) are shown. Surrounding areas like Arlington Heights, Barcroft, Douglass Park, and Franconia are also labeled. A legend in the top left corner explains the travel time zones and provides population statistics for each zone. A scale bar indicates distances up to 3,000 feet, and a north arrow is located in the bottom right corner.

Travel Time

How far Jane can go via transit at 12:00 on a Sunday.

Walking distance is based on how far Jane can go using the pedestrian network. Uses average wait times based on the frequency of routes.

| TRAVEL TIME | POPULATION |
|-------------|------------|
| 15 min | 10,869 |
| 30 min | 38,948 |
| 45 min | 130,361 |
| 60 min | 257,903 |

Figure 4-15 / Transit Mobility to/from Southern Towers (Weekday, 5:00 PM)

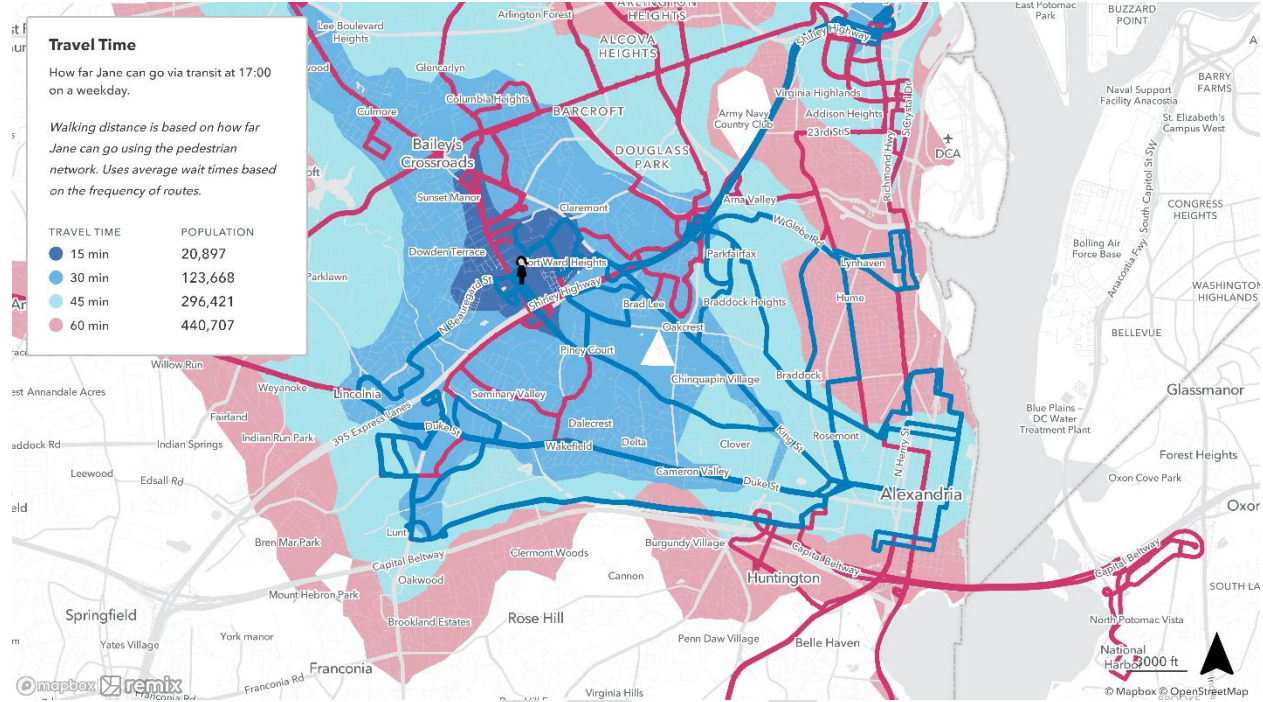


Figure 4-16 / Transit Mobility to/from Southern Towers (Sunday, 12:00 PM)

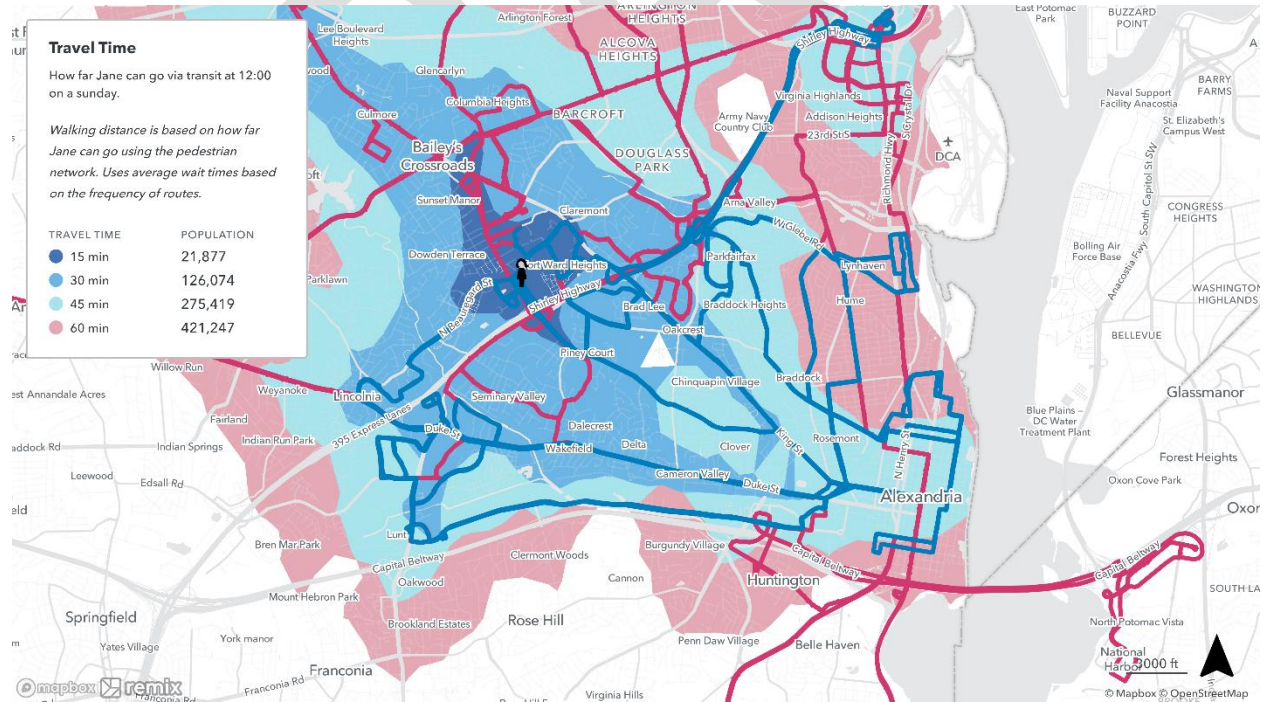


Figure 4-17 / Transit Mobility to/from Arlandria (Weekday, 5:00 PM)

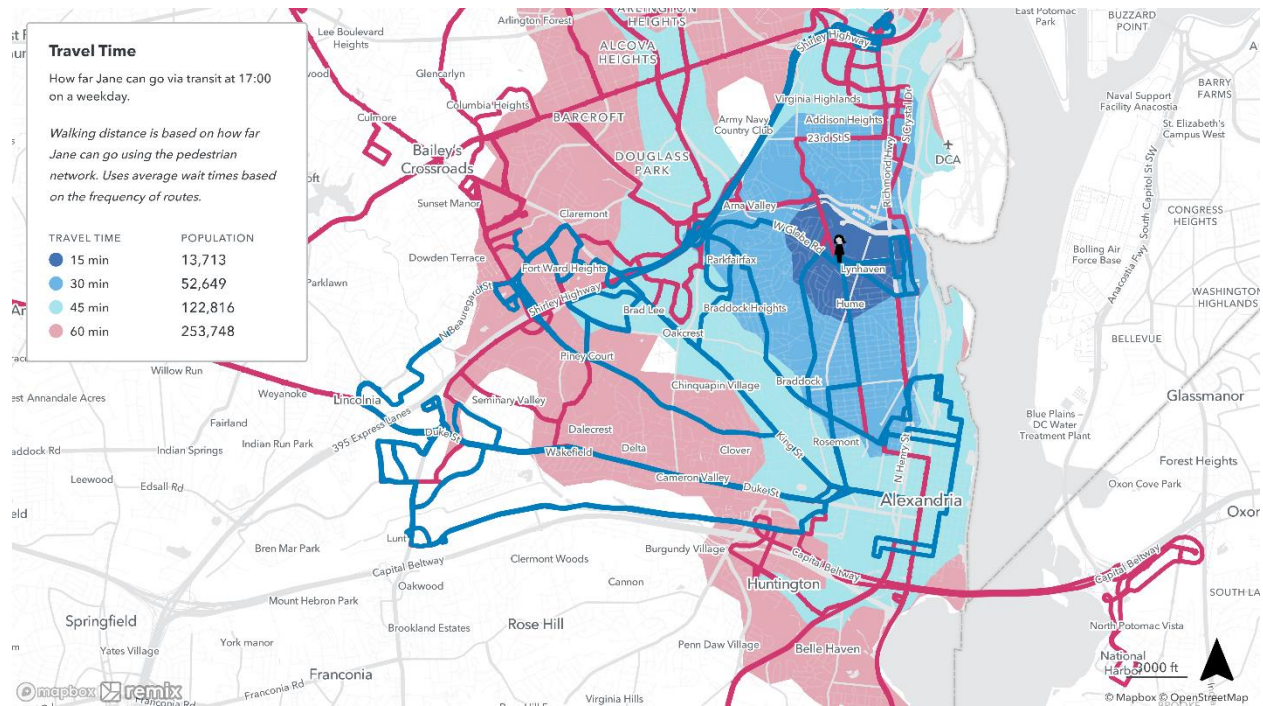
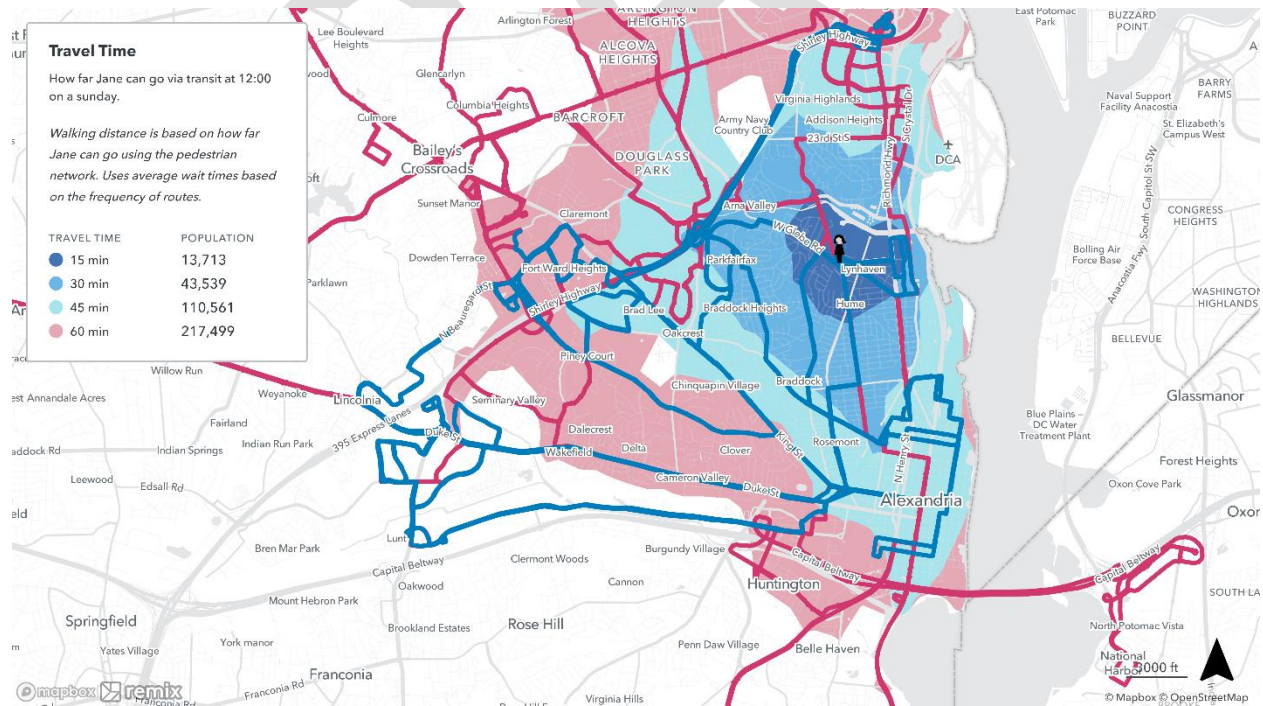


Figure 4-18 / Transit Mobility to/from Arlandria (Sunday, 12:00 PM)



4.9 / System Performance Summary

In FY 2020, DASH experienced a major decrease from projected overall service levels and ridership due to the COVID pandemic. That trend continued in FY 2021 with the ongoing fallout from the COVID pandemic and the shutdowns that resulted from subsequent variants. Peak ridership demand decreased by the largest amount, but service levels and ridership on all routes decreased significantly. As a result, the ridership productivity and cost efficiency of DASH service also declined noticeably.

In terms of another key metric, service reliability, DASH continued to improve across the board. Overall on-time performance remaining above industry standards and on-time performance during weekday afternoon peak hours was 5-10 percent better than it has been in recent years. Customer complaints about schedule adherence decreased dramatically in FY 2020. Lastly, missed trip percentages and distances between road calls also improved significantly in FY 2021, showing continued improvements in service reliability.

Finally, transit access and mobility remained largely unchanged in FY 2021 but has improved dramatically in FY 2022 with the introduction of the New DASH Network which provides more useful, frequent bus service to 60,000 additional residents across the City of Alexandria.

5.0 / Service & Fare Recommendations

The following section provides a series of recommendations for future service improvements and fare adjustments. These recommendations are primarily based on the Alexandria Transit Vision Plan, staff analyses, and guidance from the General Manager and ATC Board of Directors. The recommendations are organized chronologically, beginning with FY 2023.

Service and fare recommendations for the rest of the six-year plan cycle (FY 2024 – FY 2028) are also included later in the section.

5.1 / Service Recommendations (FY 2023)

DASH launched the New DASH Network and transitioned to fare-free operations in September 2021. This transition represented the first phase of the 2022 Alexandria Transit Vision Plan but did not include all of the service improvements that were identified by the 2022 ATV Plan due to budget constraints.

For its FY 2023 service recommendations, this document outlines two scenarios: (1) a “Baseline” scenario which includes no increases or reductions to DASH service and is based on the preliminary FY 2023 budget; and (2) an “Unfunded ATV Improvements” scenario which includes the remaining service improvements that were recommended by the 2022 ATV Plan but have not yet been implemented.

Both scenarios include route changes for Lines 33, 34 and 36A/B, which are being implemented with the opening of the new Potomac Yard Metrorail Station. These changes are outlined in the Baseline Service Scenario and will be implemented to coincide with the station opening in late 2022. Additionally, both scenarios also assume bus stop consolidations and improvements which are also summarized below.

FY 2023 “Baseline” Service Scenario

The FY 2023 Baseline Service Scenario assumes no changes from the FY 2022 baseline service levels that were implemented as part of the New DASH Network. Under this scenario, DASH projects to operate approximately 311,000 platform hours and 2.9 million platform miles in FY 2023. These service totals include the Line 35 and 36A/B service enhancements from the I-395 Commuter Choice program that were implemented with the launch of the New DASH Network.

Potomac Yard Metrorail Station

The new infill Metrorail station at Potomac Yard is scheduled to open by the end of 2022. This station will provide an important rail connection for residents of Del Ray, Arlandria, Fairlington, Shirlington, Potomac Yard and Old Town North. As part of this opening, DASH will be implementing the following route changes:

- **Line 33.** As shown in Figure 5-1, DASH is proposing to realign Line 33 to serve the new Potomac Yard Metrorail station via Richmond Highway, East Glebe Road and Potomac Avenue when the station opens in late 2022. Line 33 will serve the new bus stops on Potomac Avenue adjacent to the new Metrorail station to provide a convenient Metrorail connection for residents of Del Ray and Arlandria. DASH is working with City staff, and Potomac Yard property owners to determine the exact Line 33 routing and bus stop locations, which are subject to change.

- **Line 34.** DASH is proposing two major realignments of Line 34 that would coincide with the opening of the Potomac Yard Metrorail Station. These realignments are shown on Figure 5-2 and 5-3.

On its northern end, Line 34 would no longer serve the Braddock Road Metro and would instead be routed north from Slaters Lane to the new Potomac Yard Metro via the dedicated bus lanes on Richmond Highway and East Glebe Road. This routing change will provide a new transit connection between City Hall and Old Town North and the new Potomac Yard Metro. The change will also allow Line 34 to utilize the dedicated bus lanes along Richmond Highway which are currently being used by the Metroway BRT service. DASH is working with City staff, and Potomac Yard property owners to determine the exact Line 34 routing and bus stop locations, which are subject to change.

In Old Town, Line 34 would be relocated from North Fairfax Street to North Pitt Street between King Street and 2nd Street to provide better access to bus service for existing communities and new developments along North Pitt Street. North Fairfax Street, south of Montgomery Street, would continue to be served by the Old Town Circulator (Lines 30 & 31) every 15 minutes or better, all day, seven days per week. Line 34 service along North Fairfax Street, north of Montgomery Street, would be discontinued but the new Line 34 alignment would be no more than two blocks away. Additional reasons for shifting Line 34 from North Fairfax Street to North Pitt Street include:

- **More Bus Riders and Fewer Cars in Old Town North.** With this change more people will be able to use buses to complete trips in Old Town instead of driving their cars. DASH estimates that this change will allow an additional 50-100 additional daily passengers will be able to travel through Old Town North on buses instead of cars. This translates to an additional 30,000 additional bus passengers per year. Ridership is expected to increase further in future years as the Old Town North develops further, and the Potomac Yard Metro emerges as a regional transit hub and commercial activity center.
- **Mitigation of Traffic/Parking Impact from New Developments.** North Pitt Street has seen an influx of new residential and commercial development that has been constructed in recent years or will be constructed in the near future. Without more useful, convenient bus service, the existing traffic and parking issues in this corridor are likely to continue to get worse.
- **Better Route Spacing & Walking Distances.** DASH is proposing to use North Pitt Street because it is equidistant between Washington Street two blocks to the west and North Fairfax Street two blocks to the east. This provides additional bus route coverage in Old Town North, reduces walking distances to bus stops, and makes buses a relevant option for more members of the community, including those with limited mobility. Staff had also reviewed Royal Street and St. Asaph Street but determined that North Pitt Street was the best routing option based on safety, traffic impact, turning requirements, parking impact, route usefulness and operating efficiency.

- **North Fairfax Street.** Line 34 currently runs on North Fairfax Street, which features significant density and multiple senior housing facilities, however, Line 34 ridership along this segment is very low because two other DASH routes – Lines 30 and 31 – already run frequent, all-day service on that part of North Fairfax Street and are a better option for most riders. Instead of continuing to provide redundant service that is not well-utilized, DASH is proposing to shift the route to North Pitt Street where it can be used by more people and benefit the overall community with fewer cars on the road.
- **Bus Stop Locations.** DASH operations and safety team members have evaluated North Pitt Street and believe that new bus stops can be established with a relatively minor impact on parking of one parking space removal per block or less. Most preliminary bus stop locations were identified based on pre-existing parking restrictions to minimize the number of additional spaces that are needed.
- **Line 36A/B.** DASH is proposing to realign Line 36A/B to serve the new Potomac Yard Metrorail station, as shown in Figure 5-1. Line 36A/B will serve the new bus stops on Potomac Avenue adjacent to the new Metrorail station to provide a frequent, all day bus connection to Metrorail for residents of Del Ray and Arlandria, seven days per week. DASH is working with City staff, and Potomac Yard property owners to determine the exact Line 36A/B routing and bus stop locations, which are subject to change.

FY 2023 Bus Stop Consolidations & Improvements

DASH is planning to work with City staff to consolidate bus stops in numerous locations through the service area and to implement stop improvements on the remaining stops. In many locations in Old Town and throughout the City, DASH bus stops are currently spaced extremely close together – often within one block or less – which can increase overall travel times and make the service less useful to the average rider. DASH will review ridership data collected since the launch of the New DASH Network to identify potential stops for potential consolidation. If a bus stop is identified for potential consolidation or removal, any affected passengers will be notified at least two weeks in advance and will be provided an opportunity to provide feedback.

In conjunction with the bus stop consolidation project, DASH will work with the City of Alexandria to identify bus stop improvements at consolidated stops, high ridership stops, stops with poor pedestrian accessibility, and stops that lack amenities. Potential improvements include shelter/bench installations, parking space removals, and passenger pad or “bulb out” construction. Bus “bulb outs” or curb extensions can be particularly useful in congested urban areas like Old Town because they provide safe, accessible bus stops with minimal impact on parking spaces.

Figure 5-1 / Proposed Line 33, 34 & 36A/B Realignments to Potomac Yard Metro

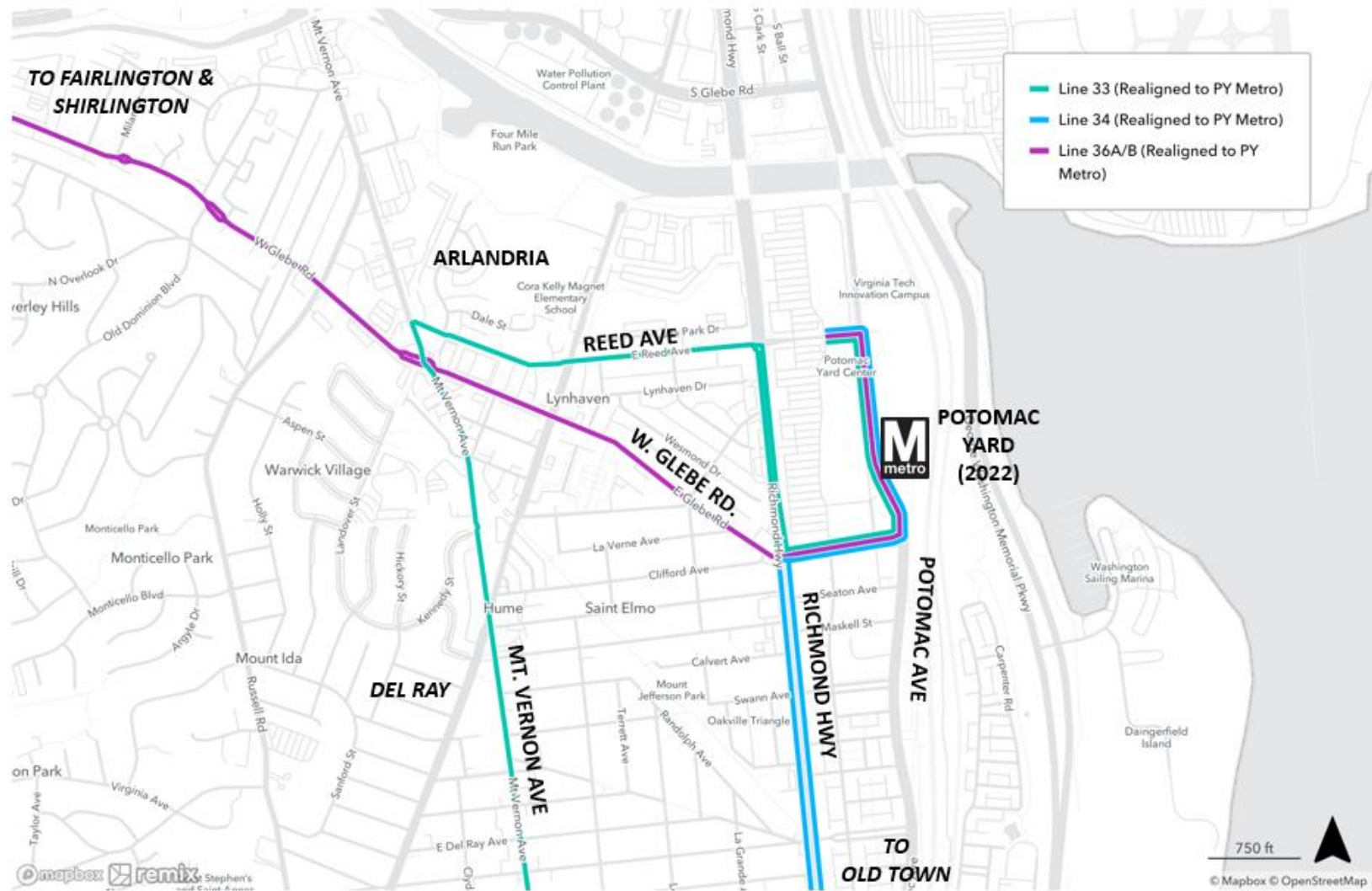
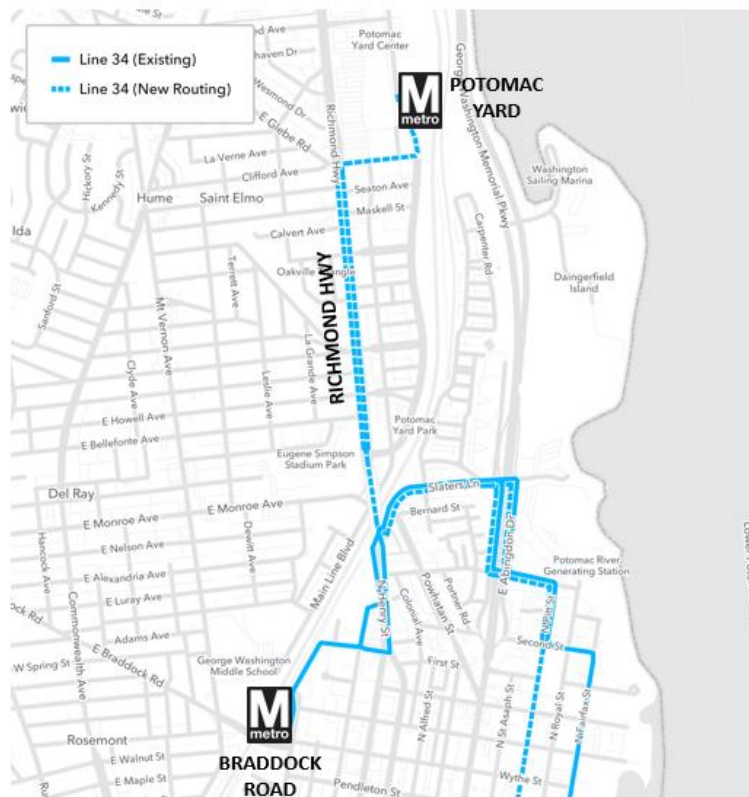


Figure 5-2 / Proposed Line 34 Realignment in Old Town



Figure 5-3 / Proposed Line 34 Realignment to Potomac Yard Metro



FY 2023 “Unfunded ATV Improvements” Scenario

The FY 2023 ATV Improvements Scenario includes a series of service increases that were recommended as part of the 2022 Alexandria Transit Vision Plan but could not be implemented in FY 2022 due to funding constraints. These unfunded improvements would represent 24,000 additional annual platform hours and would require an additional \$2.59 million in annual operating funding that is not currently included in the preliminary FY 2023 DASH budget. Under the FY 2023 Unfunded ATV Improvements scenario, DASH would operate approximately 335,000 platform hours and 3.1 million platform miles in FY 2023. These service totals include the Line 35 and 36A/B service enhancements from the I-395 Commuter Choice program that were implemented previously. These totals represent an eight (8) percent increase from the baseline FY 2023 scenario.

The FY 2023 ATV Improvements Scenario includes all of the proposed service changes relating to the Potomac Yard Metrorail Station, and the bus stop consolidations and improvements that were outlined in the previous section.

FY 2023 Unfunded ATV Improvements

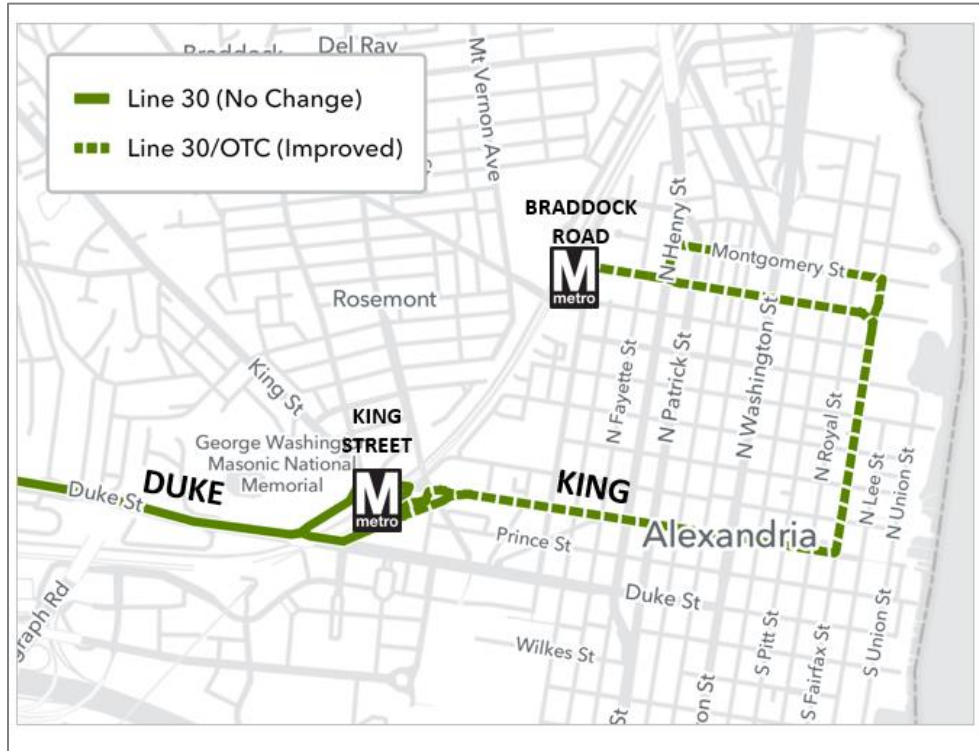
The following unfunded service improvements are included in the 2022 Alexandria Transit Vision Plan that was adopted by the ATC Board of Directors in 2019, but have not yet been implemented. DASH is proposing to implement the following service improvements in FY 2023 if additional funding is identified and made available. These improvements are shown in order of priority in Table 5-1 and as maps in Figures 5-4 through 5-8.

1. **Improve service frequency on Line 30 during peak periods and weekends.** With additional FY 2023 funding, the top priority for DASH would be to improve service levels on Line 30, which provides service from Van Dorn Metro to Braddock Road Metro via Landmark Mall, Duke Street and Old Town. This route provides a key east-west connection between the West End and Old Town but was not improved as part of the New DASH Network service changes.

As shown in Figure 5-4, the service improvements on Line 30 would extend all weekday peak trips from King Street Metro to Braddock Road Metro via City Hall; and extend all weekend trips from Landmark Mall to Van Dorn Metro along South Van Dorn Street. These changes would simplify the service with fewer “short” trips that create additional transfers for passengers traveling from between the Duke Street corridor and Old Town. As a result of these improvements, Line 30 would operate with 10-minute service during peak periods from Landmark Mall to Braddock Road Metro, and 30-minute service on weekends along the full length of the route from Van Dorn Metro to Braddock Road Metro.

These service increases would be a significant improvement over the current Line 30, which only runs every 10 minutes during weekday peaks from Landmark Mall to King Street Metro, and only once per hour on weekends from Landmark Mall to Van Dorn Metro. Passengers traveling from Lincolnia, Beauregard Street and North Van Dorn Street to Old Town would be able to complete their trip 8-10 minutes faster and with just one transfer instead of two. This improvement would also have a major benefit for marginalized communities along Duke Street and in West Alexandria, which have higher percentages of minority and low-income households.

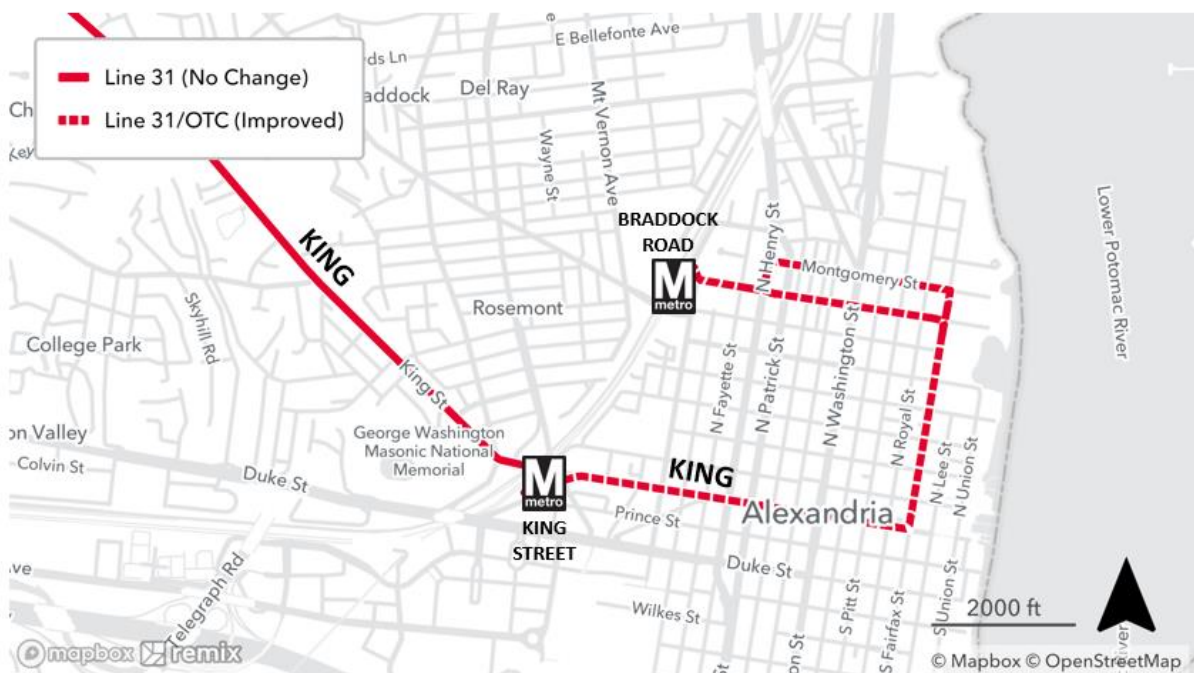
Figure 5-4 / Proposed Line 30 Improvements (UNFUNDED)



2. **Improve off-peak service frequency on Line 31.** The second-highest unfunded priority for DASH would be to improve service levels on Line 31. Line 31 runs east-west from NVCC-Alexandria to Braddock Road Metro via King Street and Old Town, as shown in Figure 5-5. This route is another critical east-west connection between West Alexandria, Central Alexandria and Old Town.

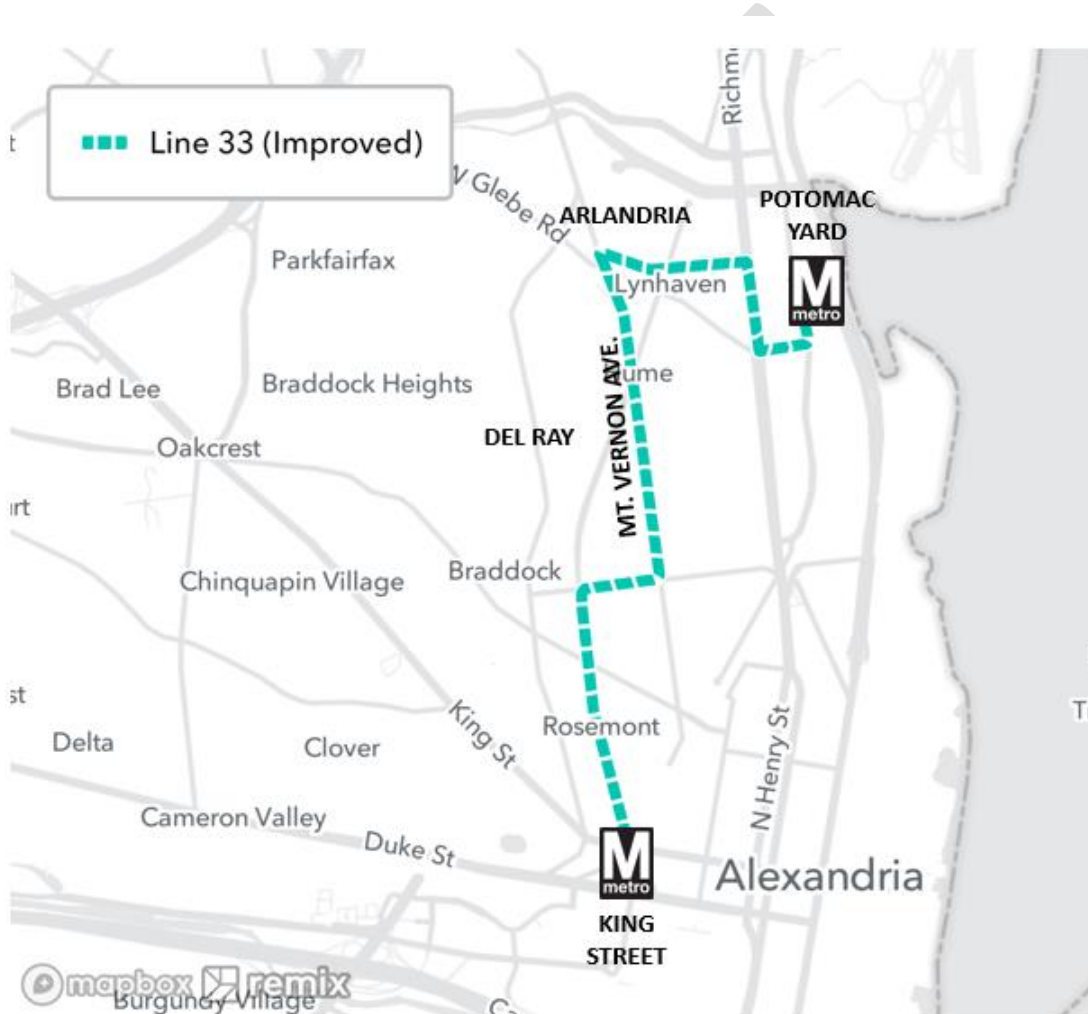
DASH proposes to improve extend all off-peak Line 31 trips from King Street Metro to Braddock Road Metro via City Hall to enhance the Old Town Circulator (OTC) service and provide better connectivity and more one-seat rides from West Alexandria into Old Town. Currently, Line 30 runs every 15 minutes during middays and weekends from NVCC to King Street Metro, but only every 30 minutes from the King Street Metro to Braddock Road Metro in Old Town. The proposed improvements would extend all off-peak Line 31 trips to Braddock Road Metro to provide trips every 10-15 minutes along the entire route for all trips, seven days per week.

Figure 5-5 / Proposed Line 31 Improvements (UNFUNDED)



3. **Increase Sunday service on Line 33 to every 30 minutes.** Line 33 runs every 30 minutes between King Street Metro and Potomac Yard via Del Ray and Arlandria all day on weekdays and Saturdays. As shown in Figure 5-6, DASH is proposing to increase Sunday service on Line 33 to run every 30 minutes instead of the current schedule that runs once per hour. This improvement would provide a more consistent schedule, seven days per week, and would provide a more useful connection from Del Ray and Arlandria to the new Potomac Yard Metrorail station on Sundays.

Figure 5-6 / Proposed Line 33 Improvements (UNFUNDED)



4. **Increase Sunday service on Line 34 to every 30 minutes.** In addition the alignment changes that are planned for Line 34 to provide better service to the new Potomac Yard Metrorail station, DASH also proposes that Line 34 should run every 30 minutes on Sundays instead of the current hourly schedule. This improvement would provide a more consistent schedule, seven days per week, and would provide a more useful connection from Old Town and Old Town North to the new Potomac Yard Metrorail station on Sundays. A map of this improvement is included as Figure 5-7.

Figure 5-7 / Proposed Line 34 Improvements (UNFUNDED)



5. **Increase weekday midday, evening and Sunday service on Line 32.** Line 32 runs east-west from Landmark Mall to King Street Metro via Eisenhower Avenue, as shown in Figure 5-8. The current service runs every 30 minutes during weekday peaks, but only once per hour during weekday middays, evenings and weekends. DASH proposes to add more trips on Line 32 so that it runs every 30 minutes, all-day, seven days per week. These improvements will provide more useful, consistent DASH service for communities along North Ripley Street, Holmes Run Parkway, South Pickett Street, and many of the new developments in the Eisenhower Valley and near the Eisenhower Metrorail Station.

Figure 5-8 / Proposed Line 32 Improvements (UNFUNDED)



A summary table of the proposed improvements that would be included in the FY 2023 Unfunded ATV Improvements scenario is included as Tables 5-1A and 5-1B. These improvements are listed in priority order in the event that some additional funding is available but not enough for all of the service increases to be implemented.

Table 5-1A / FY 2023 Unfunded ATV Improvement Scenario

| <u>Priority</u> | <u>Line #</u> | <u>Areas Served</u> | <u>Proposed Improvement</u> | <u>Net Annual Platform Hours</u> | <u>Net Annual Cost</u> |
|---|---------------|---|--|----------------------------------|------------------------|
| Proposed FY 2023 Service Improvements (UNFUNDED) | | | | | |
| 1 | Line 30 | Van Dorn Metro, Landmark Mall, Duke Street, Old Town | Weekday peak service improved in Old Town to run every 10 minutes instead of every 20 minutes; extend weekend short trips from Landmark to Van Dorn Metro for 30 minute service on entire route (+5 peak buses) . | 10,402 | \$1,140,000 |
| 2 | Line 31 | NVCC, King Street, Old Town | Extend offpeak/weekend short trips from King Street Metro to Braddock Road Metro for 15 minute service in Old Town; extend weekday evening hours. | 7,196 | \$790,000 |
| 3 | Line 33 | Del Ray, Arlandria, Potomac Yard | Sunday service improved to run every 30 minutes instead of every 60 minutes to provide better connectivity to Potomac Yard Metro | 945 | \$110,000 |
| 4 | Line 34 | Old Town North, City Hall, Lee Center | Route realigned from Braddock Road Metro to new Potomac Yard Metro and from N. Fairfax St. to N. Pitt St; Sunday service improved to run every 30 minutes instead of hourly | 963 | \$110,000 |
| 5 | Line 32 | Eisenhower Valley, Landmark Mall, Van Dorn Metro, Carlyle | Improve midday, evening and weekend service from every 60 minutes to every 30 minutes. | <u>3,989</u> | <u>\$440,000</u> |
| Total Proposed FY 2023 Service Improvements (UNFUNDED) | | | | 23,495 | \$2,590,000 |

Table 5-1B / FY 2023 Unfunded ATV Improvement Scenario

| FY 2023 PROPOSED SERVICE IMPROVEMENTS - UNFUNDED | | | | DASH Service Planning Decision Framework (1) | | | | |
|--|---------|---|--|--|--|--|---|--|
| Priority | Line # | Areas Served | Proposed Improvement | Ridership | Equity (2) | | Impact/Alternatives | Cost Efficiency |
| | | | | Net Change in Annual Boardings (Projected) | Low Income Residents within 1/4 mile (Avg = 10.3%) | Minority Residents within 1/4 mile (Avg = 48.1%) | Description of Benefit / Cost of Not Improving | Annual Cost Per Add'l Boarding (Lower = More Cost Efficient) |
| Proposed FY 2023 Service Improvements (UNFUNDED) | | | | | | | | |
| 1 | Line 30 | Van Dorn Metro, Landmark Mall, Duke Street, Old Town | Weekday peak service improved in Old Town to run every 10 minutes instead of every 20 minutes; extend weekend short trips from Landmark to Van Dorn Metro for 30 minute service on entire route (+5 peak buses). | 144,000 | 14% | 50% | More one-seat trips from Duke St to Old Town; better connections to West End; more frequent OTC | \$7.92 |
| 2 | Line 31 | NVCC, King Street, Old Town | Extend offpeak/weekend short trips from King Street Metro to Braddock Road Metro for 15 minute service in Old Town; extend weekday evening hours. | 47,000 | 11% | 31% | More one-seat trips from King St to Old Town; better connections to West End; more frequent OTC | \$16.81 |
| 3 | Line 33 | Del Ray, Arlandria, Potomac Yard | Sunday service improved to run every 30 minutes instead of every 60 minutes to provide better connectivity to Potomac Yard Metro | 11,000 | 7% | 38% | Shorter waits for buses on Sundays in Del Ray, Arlandria; better Sunday service to new PY Metro | \$10.00 |
| 4 | Line 34 | Old Town North, City Hall, Lee Center | Route realigned from Braddock Road Metro to new Potomac Yard Metro and from N. Fairfax St. to N. Pitt St; Sunday service improved to run every 30 minutes instead of hourly | 7,000 | 7% | 39% | Shorter waits for buses on Sundays in Old Town; better Sunday service to new PY Metro | \$15.71 |
| 5 | Line 32 | Eisenhower Valley, Landmark Mall, Van Dorn Metro, Carlyle | Improve midday, evening and weekend service from every 60 minutes to every 30 minutes. | 26,000 | 10% | 56% | Shorter waits for buses on Eisenhower Avenue during middays, evenings and weekends. | \$16.92 |
| Total Proposed FY 2023 Service Improvements (UNFUNDED) | | | | 235,000 | 10% | 45% | | \$11.02 |

Notes:

- (1) DASH Service Planning Decision Framework includes a list of factors that inform service planning decisions, in order of their importance. The framework is based on the goals defined by the Alexandria Transit Vision Plan, and was adopted by the ATC Board in January 202
- (2) Equity analysis uses census block data to determine the minority and low income percentages of the groups that would be affected by proposed changes, per DASH Title VI Service Equity Analysis policy. Aggregate impact of changes should be +/- 10% of service area aver

5.2 / Fare Recommendations (FY 2023)

As part of the FY 2023 budget, the following fare recommendations are proposed for both the “Baseline” and “ATV Improvements” scenarios:

- **Free Fares.** DASH will continue as a 100% fare-free operation, as was first introduced in September 2021 with the New DASH Network. The fare-free program will continue through FY 2025 as funded by the Transit Ridership Incentive Program (TRIP) from the Virginia Department of Rail and Public Transportation (DRPT) with local support from the City of Alexandria.

5.3 / Service Recommendations (FY 2024 – FY 2028)

For FY 2024 – FY 2028, DASH will continue to implement the recommendations of the Alexandria Transit Vision Plan, including any “Unfunded ATV Improvements” from the 2022 ATV Plan that could not be implemented in earlier years. Ultimately, DASH will be seeking to fully realize the 2030 ATV Plan that was approved by the ATC Board of Directors in 2019. Additional information on the Alexandria Transit Vision Plan project, process, outcomes, and final report can be found at the ATV project website: www.dashbus.com/transitvision.

The full list of proposed FY 2024 DASH service changes includes:

- **Line 30.** Line 30 operates from Van Dorn Metro and Landmark Mall to Braddock Road via Duke Street and Old Town. In FY 2024, DASH is planning to implement major off-peak service enhancements on the routes so that it would run every 15 minutes during weekday middays, evenings and weekends. This is a major improvement over the existing off-peak service that operates every 30 minutes along one of the more productive transit corridors in the City.
- **Line 32.** In the New DASH Network, DASH introduced Line 32 service along Eisenhower Avenue, but due to budget constraints it was only be able to operate from Landmark Mall to King Street Metro. In FY 2024, DASH proposes to extend Line 32 from King Street Metro to Braddock Road Metro and combine it with Lines 30 and 31 to increase the frequency of the Old Town Circulator. Along with the previous Line 32 service improvements proposed in FY 2023, these changes will provide better service to the new developments in Eisenhower East and Carlyle.
- **Line 103.** Line 103 is a weekday peak service running every 30 minutes between Braddock Road Metro and the Pentagon Metro via Arlandria. In FY 2024, the service headways are proposed to be improved to run every 20 minutes, similar to AT-3 peak service prior to the COVID pandemic.
- **Line 104.** Line 104 is a weekday peak service running every 30 minutes between Braddock Road Metro and the Pentagon Metro. In FY 2024, the headways are proposed to be improved to run every 20 minutes, similar to AT-4 peak service prior to the COVID pandemic.

For FY 2025, DASH proposes the following additional service changes, which begin to incorporate parts of the 2030 Alexandria Transit Vision Plan:

- **Line 32.** In FY 2025, DASH proposes to increase weekday peak service on Line 32 from every 30 minutes to every 15 minutes. This will improve connectivity along the Eisenhower Avenue

Corridor, including major new developments at Landmark Mall, South Van Dorn Street, Eisenhower Valley, Eisenhower East and Carlyle. Contingent upon the King Street Trolley extension outlined below, the route alignment of Line 32 would also be adjusted in the Carlyle area so that it runs via Duke Street, John Carlyle Street, and Eisenhower Avenue.

- **King Street Trolley.** For FY 2025, DASH proposes to extend the King Street Trolley from the King Street Metro to the Eisenhower Metro via Dulaney Street, Jamieson Avenue, Mill Road and Stovall Street. This route extension will require three additional Trolley vehicles, which will be 100% electric as part of the larger effort to transition the Trolley fleet to electric buses. DASH will also seek to expand morning service hours for the Trolley and to find ways to integrate it more fully with the Old Town Circulator service. These trolley changes and any further changes to Trolley service or fare policies will require additional coordination with city leadership.

For FY 2026, FY 2027, and FY 2028, additional service change proposals will be made to advance the implementation of the 2030 Alexandria Transit Vision Plan network based on available funding. An overview of the 2030 ATV Plan network is provided below. Additional potential service improvements related to the West End Transitway and Duke Street BRT are described at the end of this section.

2030 Alexandria Transit Vision Plan

The 2030 ATV Network represents the ultimate vision for the new ridership-oriented bus network while providing frequent, all-day bus service across most of the city. Many of the routes in the 2030 network are similar to the routes from the 2022 New DASH Network, but with additional frequency improvements. Figures 5-9 and 5-10 show the new 2030 network during peak and midday time periods, respectively, while Figure 5-11 shows the service frequencies and hours of operations for all DASH and WMATA routes.

The 2030 ATV Network was designed to be implemented by 2030, however, some of the improvements could be introduced during the latter part of the FY 2023 – FY 2028 period covered by this TDP if funding is available. One major component of the 2030 ATV Network that may be implemented earlier than 2030 is the West End Transitway. The capital improvements for the West End Transitway could be completed as early as 2025, in which case, the new “N9” West End Transitway route could be implemented at time, as well as the the corresponding changes to the “N8”, “N10” and “N11” routes.

The 2030 ATV Plan will provide the following major benefits:

- Expansion of the citywide network of frequent, all-day bus service, seven days per week.
- Access to frequent, all-day transit for nearly 120,000 city residents (vs. 40,000 today).
- 91% of low-income residents will have access to frequent, all-day transit (vs. 29% today).
- 89% of minority residents will have access to frequent, all-day transit (vs. 22% today).
- 78% of seniors will have access to frequent, all-day transit (vs. 23% today).
- Maintains bus service coverage to the extent that 99.5 percent of existing DASH and WMATA boardings will still be within 1/8 mile of a bus stop under the 2022 ATV Network.
- Significant expansion of evening and weekend service, including a 50% increase in weekend service that will benefit non-traditional commuters and off-peak transit users.

Full information about the 2030 ATV Plan can be found at www.dashbus.com/transitvision.

Additional projects that will be relevant to the implementation of the 2030 ATV Plan are noted below:

- **West End Transitway.** The City of Alexandria is planning to build the West End Transitway, a high-capacity BRT service that would operate along the I-395 corridor between Alexandria and the Pentagon. The original route began at the Van Dorn Metro with stops at Landmark, Mark Center, Southern Towers and Shirlington Transit Center before reaching the Pentagon. The West End Transitway would effectively replace the DASH Line 35 with a modified routing pattern, more service during weekday peak periods, and more investment in bus prioritization and stop amenities. Additional route adjustments to the New DASH Network structure along Beauregard Street near Lincolnia and King Street will be required in conjunction with the start of West End Transitway service, which is expected to begin no later than FY 2027.

Although a specific transit provider has not been identified to operate this service, DASH is well-positioned for this opportunity due to its other nearby services and cost efficiency. Operating funds for this service have not yet been identified, but the I-395 Commuter Choice program and other state and regional funding sources will be actively pursued.

- **Duke Street Bus Rapid Transit (BRT).** The City of Alexandria was recently recommended to receive \$75 million in NVTA grant funding for the design and construction of the first phase of the Duke Street BRT, which is scheduled for completion by 2027. This project could provide dedicated transit lanes, bus prioritization, and other capital improvements that will increase bus speeds, reliability and convenience between Landmark Mall and King Street Metro. These improvements could greatly benefit the future operations of the DASH and Metrobus service along this corridor.

DASH and City staff are currently working on developing a service plan and timeline for how future bus service along this corridor will be designed and what the timeline for the service improvements will be.

5.4 / Future Fare Change Recommendations (FY 2024 – FY 2028)

- **Future Fare Changes.** No future changes are proposed or planned for FY 2024 to FY 2028 at this time; however, fare policy changes decisions are typically not made more than one year in advance.

Figure 5-9 / 2030 Alexandria Transit Vision Network – Peak Service

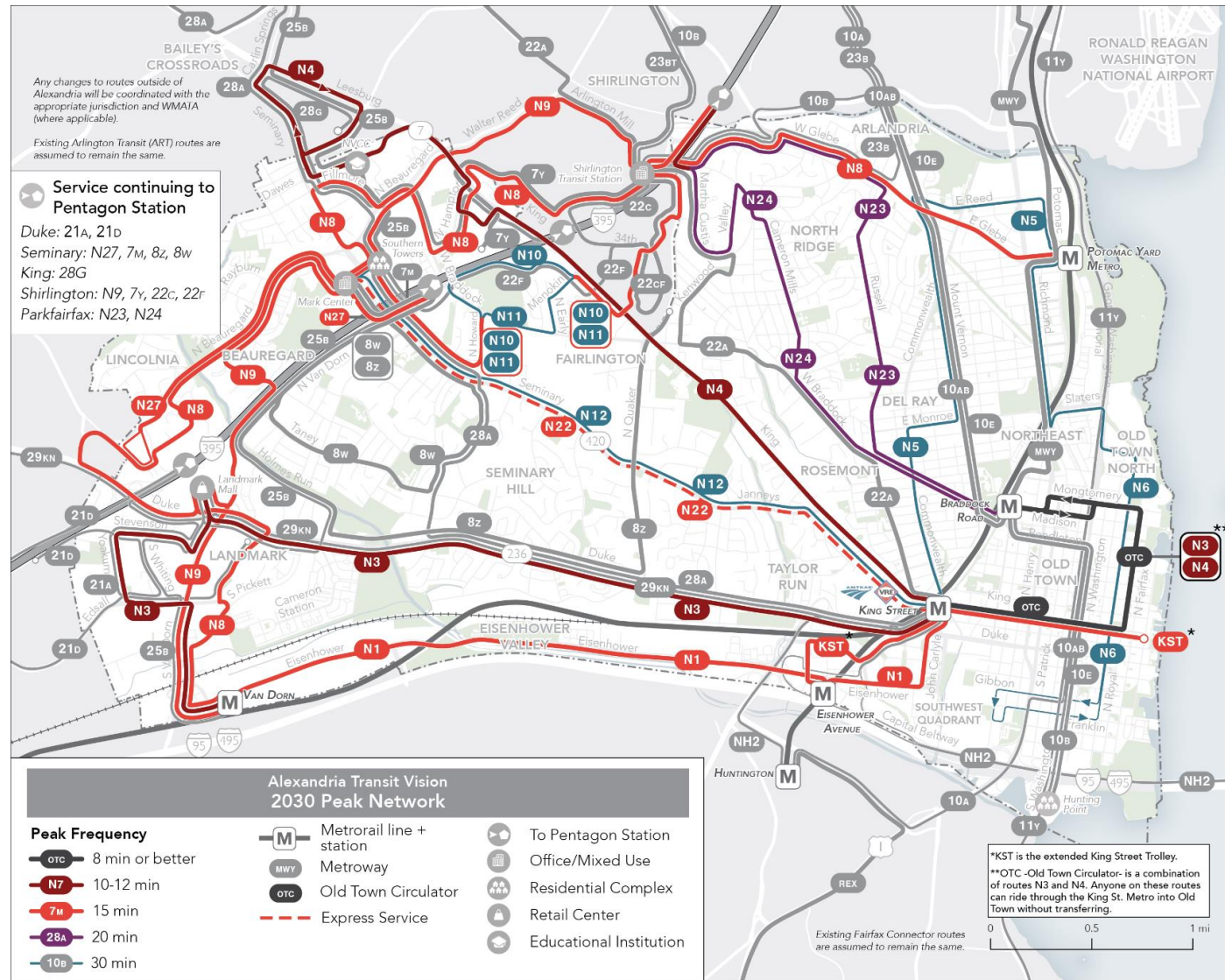


Figure 5-10 / 2030 Alexandria Transit Vision Network – Midday Service

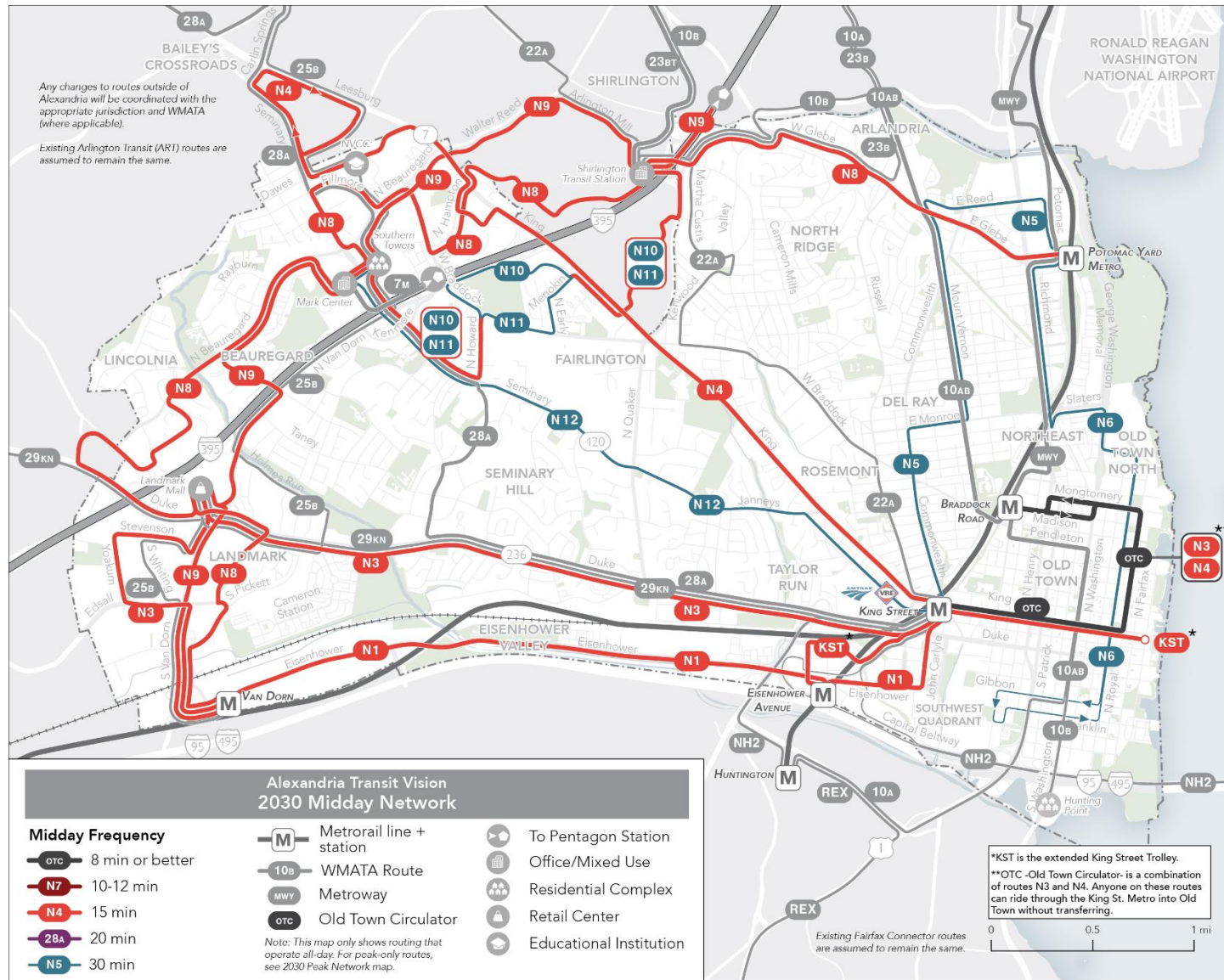
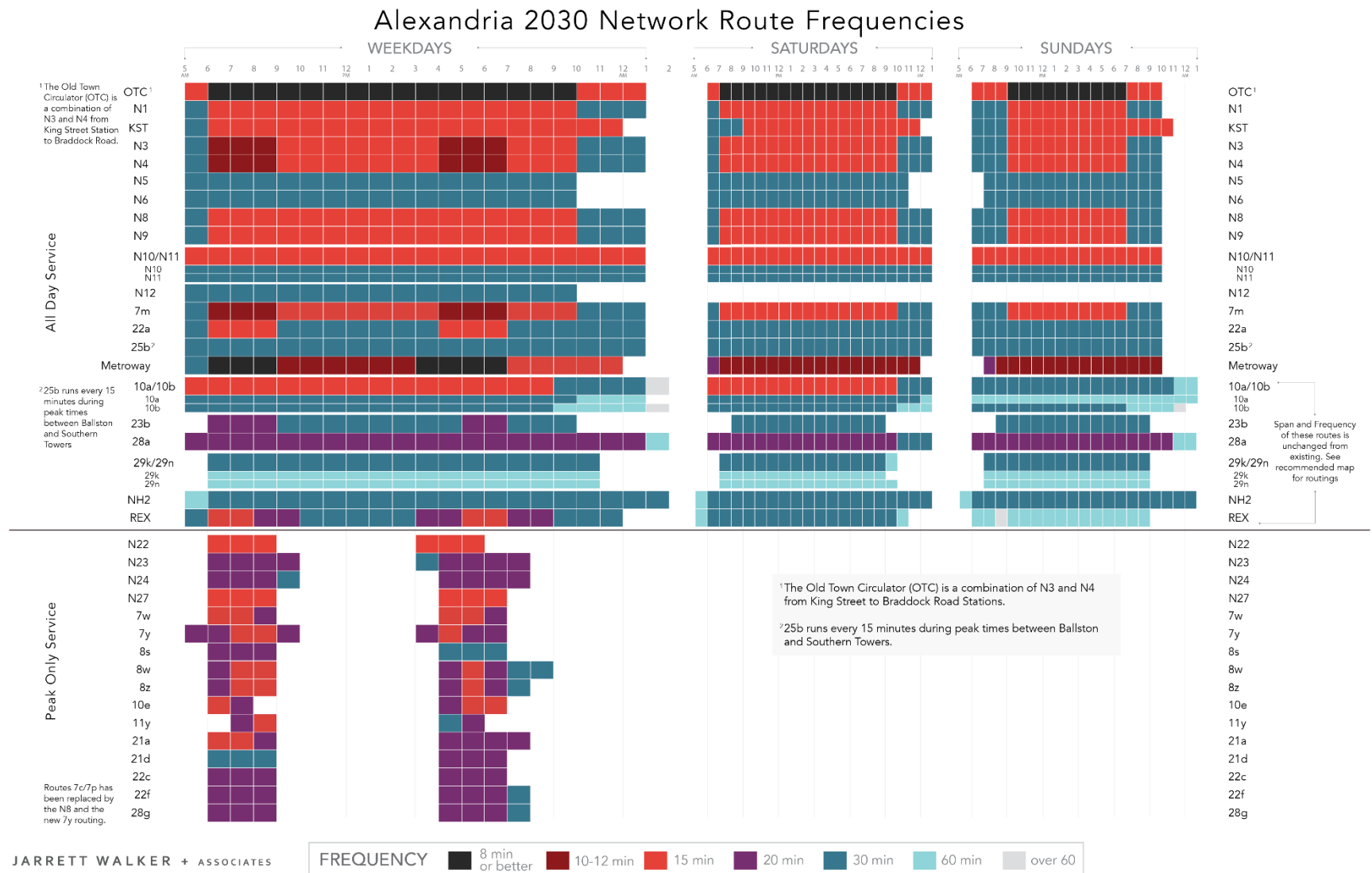


Figure 5-11 / 2030 Alexandria Transit Vision Network – Frequency Table



6.0 / DASH Capital Budget Program

This section outlines the capital improvements that are planned to support the long-term viability and growth of the DASH bus system. The primary source of capital funding for DASH is the City of Alexandria's Capital Improvement Program (CIP), however, ATC capital improvements are also funded by other state and regional sources, such as the Virginia Department of Rail and Public Transportation (VDRPT) and the Northern Virginia Transportation Authority (NVTA). DASH and the City of Alexandria are also in the process of establishing compliance with Federal Transit Administration (FTA) regulations which would provide opportunities for additional federal funding programs.

6.1 / FY 2023 – FY 2032 Capital Improvement Plan (CIP)

DASH relies upon capital funding from the City of Alexandria and regional funds from NVTA to pay for replacement buses, facility improvements, technology systems and a wide range of other capital projects. The City of Alexandria's Capital Improvement Program covers a ten-year period and operates on two-year cycles with the current FY 2023 cycle representing a full plan update.

Based on the proposed FY 2023 – FY 2032 CIP, DASH is requesting \$6.2 million in FY 2023 for fleet replacements and DASH technology projects, and a total of nearly \$145 million for five different ATC capital projects across the next ten years. These five projects include fleet replacements, fleet expansion, facility expansion, on-route charging for electric buses, and DASH technology projects.

Table 6-1 depicts a summary of the proposed FY 2023 CIP project funding requests and overall funding levels for the entire FY 2023 – FY 2032 CIP life cycle.

6.2 / Fleet Replacement Plan

A detailed summary of the current Fleet Replacement Plan is included in Table 6-2. This table shows the proposed replacement schedule for each of the active sub-fleets of buses, based on a useful life cycle of 12 years. In order to maintain a State of Good Repair and ensure that service is provided in a safe and reliable manner, DASH must replace all buses that are more than 12 years old. Any buses that are replaced within the yellow portion of the table are buses that are being kept in service beyond their useful life, which represents a failure to maintain State of Good Repair.

As shown in Table 6-2, DASH purchased six 100% electric buses in 2020 through the VW Environmental Mitigation Trust program. Based on these replacements, DASH was able to retire the last of its old high-floor, traditional diesel buses, which were previously operating beyond their useful 12-year life cycle. The proposed transition to electric buses is outlined in the fleet replacement plan shown in Table 6-2. Additional information on DASH Zero-Emission Bus fleet planning is included in Section 6.5.

As outlined in Figure 6-1, DASH requesting \$5.8 million in CIP funding for FY 2023 for bus replacements, which will fund the replacement of eight of the ten Gillig hybrid electric buses that were purchased in 2011. DASH and the City are seeking additional federal funding through the FY 2023 FTA Low/No Emissions Vehicle grant program, which could upgrade the eight replacement buses from clean diesel to 100% electric, and fund seven additional bus replacements, including the five trolley buses that were also purchased in 2011.

Table 6-1 / FY 2023 – FY 2032 Capital Improvement Plan (CIP) Summary

| Item | Project Description | FY 2023 CIP Funding Request | FY 2023-2032 Total CIP Funding Request |
|------|--|-----------------------------|--|
| 1 | Bus Fleet Replacement. DASH is responsible for the planning, procurement, purchase, testing, acceptance and maintenance of its active bus fleet. This program provides funding for the purchase of replacement transit buses that enable DASH to operate fixed-route bus service throughout the City of Alexandria. It also includes funding for repairs and replacements related to vehicle batteries, and powertrain components. DASH will be working with City staff and other stakeholders to coordinate the procurement, purchase and delivery of the replacement buses that are funded by this project. | \$5,888,600 | \$105,005,300 |
| 2 | DASH Fleet Expansion. This project provides for additional buses that are needed to maintain and expand bus service levels, consistent with the Alexandria Transit Vision Plan and the Alexandria Mobility Plan. | \$0 | \$29,190,300 |
| 3 | DASH Facility Expansion. The current DASH Facility has reached its maximum bus capacity and cannot accommodate future fleet expansion. DASH has secured funding from multiple state and regional sources for a staged implementation of expanded bus storage capacity, which will be integrated with facility and utility upgrades to support a zero-emission subfleet. The City's temporary parking arrangement for its overflow impound lot, currently housed on the adjacent DASH bus expansion land, will ultimately need to be relocated. (Note: Most of the funding appropriated for this project is from prior years). | \$0 | \$4,209,000 |
| 4 | DASH Electric Bus On-Route Charging. This project will provide funding for "on-route" bus charging stations that will support the DASH electric bus fleet. On-route charging stations are installed at strategic bus terminals across the service area for shorter charging sessions that can be performed between trips during layover periods without returning to the garage. These stations are critical for extending the battery range of electric buses so that they can operate for longer periods of time without returning to the garage depot. | \$0 | \$4,849,600 |
| 5 | DASH Technology. This project funds future technology initiatives that allow DASH to incorporate new innovations into their day-to-day operations to improve ridership, cost efficiency and customer satisfaction. Such technologies include onboard equipment, transit signal prioritization, facility security technology upgrades, service planning analysis software tools, enhanced onboard video monitoring systems, advanced bus maintenance diagnostic systems, or other elements to improve operations and customer experience. | \$350,000 | \$3,229,100 |
| | TOTALS | \$6,238,600 | \$146,483,300 |

6.3 / Fleet Expansion

In order to maintain appropriate urban service levels for the City of Alexandria, increase service frequency on productive existing routes, add new service in developing areas, and achieve an industry-standard spare ratio, DASH must periodically increase its active bus fleet size. The current fleet includes 101 active vehicles. With a planned peak pull-out requirement of 80 buses in FY 2023, DASH will be able to maintain its spare ratio at 26 percent, which is above the industry standard of 20 percent.

DASH is planning the following fleet expansions over the next few years:

- **FY 2018-2023 NVTA Six Year Plan Funding.** In 2018, DASH was awarded \$11.9 million to be used for facility upgrades and for the purchase of eight zero-emission buses. A portion of this funding has been used for infrastructure upgrades needed to support the first six electric bus charging stations and the eight expansion buses were delivered in late 2021. With the remaining \$2 million, DASH will install additional utility upgrades to support additional electric bus chargers in the facility expansion.
- **FY 2023 – FY 2023 Smart Scale Funding.** DASH secured roughly \$11.1 million in state funding through the Smart Scale program. Most of the funding for this project will be used towards the facility expansion project described in Section 6.6, but the funds will also cover the purchase of six expansion buses to be used towards improved DASH bus service in major development corridors throughout the city. Though these buses are currently scoped as clean diesel buses, DASH is planning to apply for addition funding through the FTA Low/No Emission Vehicles grant program to upgrade the buses to 100% electric propulsion. These six expansion buses are scheduled for FY 2025 delivery and will support the service expansions described in Section 5.3.
- **FY 2024 – FY 2025 Smart Scale Funding.** DASH was also able to secure \$12 million in additional Smart Scale funding for the purchase of 12 additional zero-emission expansion buses. These buses are scheduled for purchase in FY 2024 and delivery by FY 2025.
- **Additional Fleet Expansions.** To allow further service expansion and better service reliability, DASH is also requesting eight additional expansion buses by FY 2026, including three expansion electric trolley buses that will allow the King Street Trolley to be extended from King Street Metro to the Eisenhower Avenue Metro. Funding for these expansion buses has not yet been identified, but all regional, state and federal grant programs will be pursued.

With these planned expansions, DASH will be increasing its active fleet size from 101 buses to roughly 127 buses over the next five years. The corresponding facility expansion that is needed to accommodate the growing DASH bus fleet is summarized in Section 6.6.

Lastly, the “Fleet Replacement” CIP project also includes funding to cover the cost of hybrid bus powertrain repair and replacement. DASH has recently changed its approach from mandatory mid-life hybrid battery replacements to only perform battery pack replacements on an as-needed basis. As a result of this change and appropriations from previous years, no additional funds are needed for hybrid battery and powertrain replacements in FY 2023.

Table 6-2 / Fleet Replacement Schedule.

| Funding Year | Type | Quantity | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 |
|----------------------------------|--------------|----------|------|------|------|------|------|------|------|------|------|------|
| Delivery Year | | | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 |
| 2011 Gilligs | Hybrid | 10 | 8 | 2 | | | | | | | | |
| 2011 Gilligs (Trolley) | Hybrid | 5 | 5 | | | | | | | | | |
| 2012 Gilligs | Hybrid | 10 | | 10 | | | | | | | | |
| 2014 Gilligs | Hybrid | 7 | | | | 7 | | | | | | |
| 2015 Gilligs | Hybrid | 13 | | | | | 13 | | | | | |
| 2015 Gillig (Trolley) | Hybrid | 1 | | | | | 1 | | | | | |
| 2017 Gilligs | Hybrid | 6 | | | | | | 6 | | | | |
| 2018 Gilligs | Clean Diesel | 14 | | | | | | | | 14 | | |
| 2019 New Flyers (13) | Clean Diesel | 13 | | | | | | | | | 13 | |
| 2019 New Flyers (8) | Clean Diesel | 8 | | | | | | | | | 8 | |
| 2021 Electric Buses (VW) | Electric | 6 | | | | | | | | | | |
| 2024 Replacement Buses | CD/Electric | 15 | | | | | | | | | | |
| 2025 Replacement Buses | CD/Electric | 10 | | | | | | | | | | |
| 2027 Replacement Buses | Electric | 7 | | | | | | | | | | |
| 2028 Replacement Buses | Electric | 14 | | | | | | | | | | |
| 2030 Replacement Buses | Electric | 6 | | | | | | | | | | |
| 2031 Replacement Buses | Electric | 14 | | | | | | | | | | |
| 2032 Replacement Buses | Electric | 21 | | | | | | | | | | |
| Total Retirements | | | 13 | 12 | 0 | 7 | 14 | 0 | 6 | 14 | 21 | 0 |
| Replacement Buses (Clean Diesel) | | | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Replacement Buses (Electric) | | | 5 | 5 | 0 | 7 | 14 | 0 | 6 | 14 | 21 | 0 |
| Total Replacement Buses | | | 13 | 12 | 0 | 7 | 14 | 0 | 6 | 14 | 21 | 0 |
| Expansion Buses (Clean Diesel) | | | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Expansion Buses (Electric) | | | 0 | 9 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Expansion Buses | | | 0 | 9 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: Dashed line indicates the point at which each subfleet will reach the end of its useful life cycle (12 years). Buses must be replaced before the end of their useful life cycle in order to maintain State of Good Repair (SGR) status. Numbers in yellow cells are representative of buses that will be kept beyond the end of their useful life cycle.

6.4 / DASH Electric Bus Program

In 2020, DASH became the first transit agency in Northern Virginia to operate electric buses when it took delivery of three New Flyer electric buses as part of the state's VW Mitigation Trust. This marked the culmination of both a two-year exploration of zero-emission bus technology and the first step toward transitioning the DASH bus fleet to 100% electric by 2037.

The transition continued in 2021 with the arrival of three Proterra electric buses in January, and eight more electric buses through the NVTa grant. These recent additions bring the total DASH electric bus fleet size to 14 buses, which represents 14 percent of the active bus fleet. With additional plan to increase the electric bus fleet, DASH expects that more than one-third of its bus fleet will be 100% electric by FY 2025.

This movement towards zero-emission buses is supported by the City of Alexandria's 2021 Alexandria Mobility Plan, and Eco-City Alexandria, which both seek to improve quality of life and sustainable transportation options.

Other DASH efforts towards a zero-emission fleet have included:

- DASH has modified its most recent Capital Improvement Program (CIP) funding requests to the City of Alexandria to include funding for electric replacement buses as early as FY 2023. The request assumes that the electric bus purchases would increase each year until FY 2026, at which point all DASH replacement buses would be electric buses;
- DASH has been awarded multiple regional and state grant funding opportunities through Virginia Smart Scale and NVTa (70% Funds) that will help cover the cost of facility expansions, upgrades, infrastructure improvements, and additional electric buses, bus chargers, and maintenance equipment over the next five years;
- DASH worked with the Center for Transportation and the Environment (CTE) to complete a Zero-Emission Bus Feasibility Review in 2020 that determined that DASH and the City of Alexandria were well-suited for electric bus technology; and
- In 2021, DASH completed the first phase of a consultant-led Zero-Emission Fleet Implementation Plan to develop a plan for how the facility can be upgraded to accommodate a larger zero-emission fleet. The second phase of this study will focus on the fleet transition is expected to be completed by Fall 2022 with support from consultants at WSP, Inc.
- DASH is working with the City of Alexandria and local developers to identify future locations for on-route bus charging stations that will allow DASH to operate a 100% electric bus fleet in the future. Potential locations for on-route chargers include Landmark Mall, Potomac Yard Metro, Eisenhower Avenue Metro, Braddock Road Metro, Van Dorn Metro, Mark Center and NVCC Alexandria.
- DASH and the City of Alexandria have worked over the last six months to develop policies and programs that establish the City of Alexandria as an eligible Federal Transit Administration (FTA) recipient for discretionary federal grant programs like "Low/No Emission Vehicles" and "Bus &

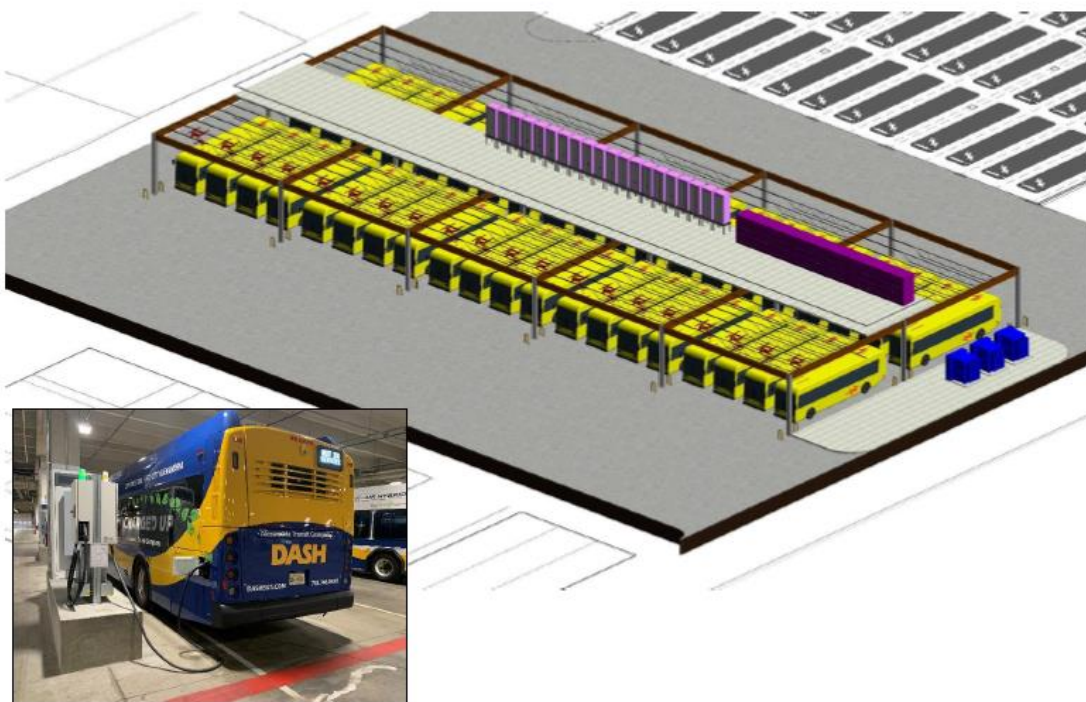
Bus Facilities”. These programs provide funding opportunities for transit agencies like DASH that are seeking to transition to electric buses and could help to accelerate the transformation.

6.5 / DASH Facility Expansion

As part of the \$11 million Smart Scale project mentioned above, DASH has secured funding to expand its existing garage facility to increase vehicle capacity from roughly 90 buses to 135 buses to meet anticipated service demand in the coming decades. The existing William B. Hurd Transit Facility was opened in 2009 but has since reached its maximum bus capacity.

In preparation for future expansion, the City of Alexandria secured the rights to the parcel of land immediately west of the existing DASH facility. This parcel, which is currently occupied by a temporary impound lot, will be regraded and integrated into the existing facility. The design process for the facility expansion began in late 2021 and is expected to be completed by late 2022. As outlined by the Zero-Emission Bus Implementation Plan (Phase 1), the facility expansion is expected to include up to 40 electric bus chargers.

Construction is scheduled to begin as early as FY 2023, and the new expanded facility would likely open by FY 2025.



Source: DASH Zero Emission Fleet Implementation Phase I – June 2021.

6.6 / Technology Improvements

Over the last few years, DASH has continued to improve its customer experience, enhance passenger safety, and internal efficiencies through the use of new transit technologies. Recent projects have included Transit Signal Prioritization (TSP), Smartyard, Real-Time info displays, Mobileye Pedestrian Detection Systems, TMS Daily Operations, Disruption Management, and MobileCAD.

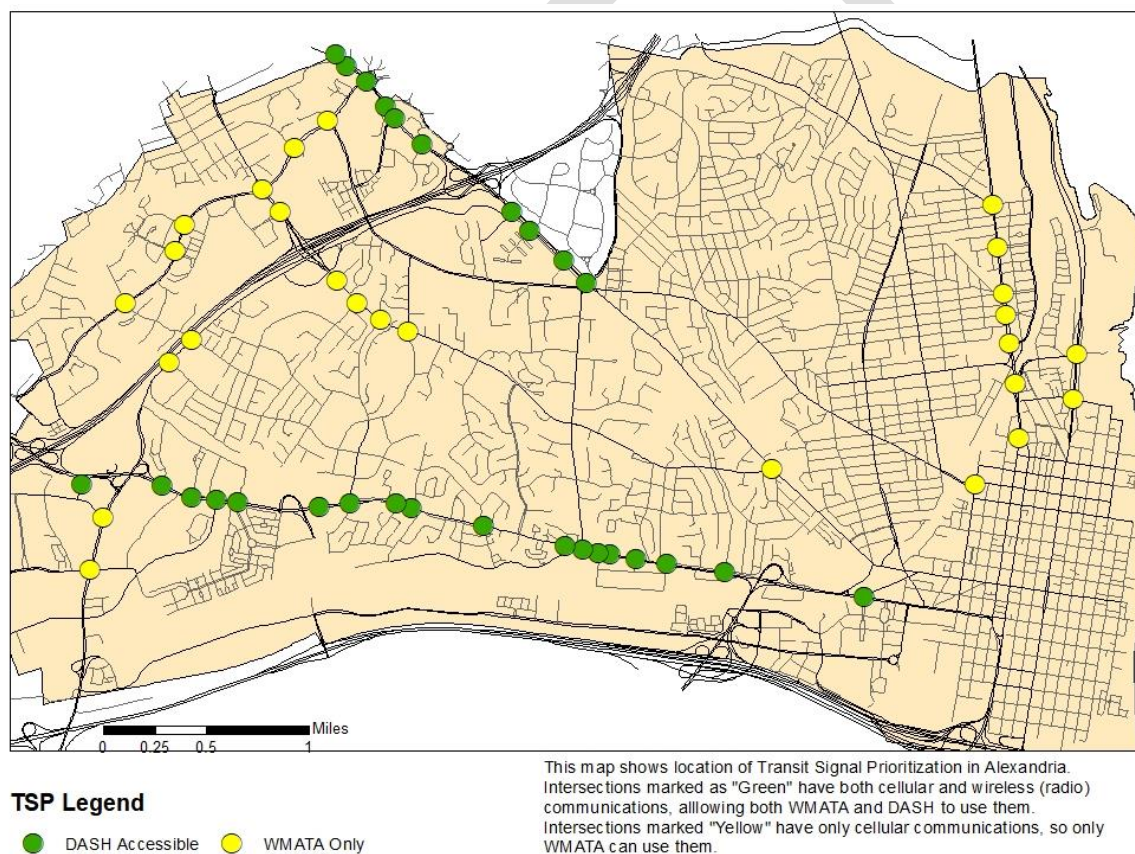
- **Automated Passenger Counters.** DASH was awarded over \$200,000 in FY 2019 to retrofit its current fleet with more accurate optical APC equipment and is preparing to publish a solicitation for the work. With these installations, 100% of the DASH fleet will be equipped with optical APC's and much more detailed ridership data will be available for service planning decision-making and NTD reporting. Due to procurement delays associated with the COVID-19 pandemic, this project is scheduled for completion by mid-2022. In three related efforts, DASH is validating APC data to ensure accuracy, seeking National Transit Database (NTD) certification for annual reporting purposes, and deploying a new ridership data analysis tool that will allow staff to make better use of APC ridership data for service planning.
- **Scheduling Software.** DASH has identified a major need for new, upgraded scheduling software. The current system that we are using is designed for smaller agencies with less complexity to their route networks and labor rules. With the launch of the new Alexandria Transit Vision (ATV) Network in 2021 and the more complex labor rules from the new Collective Bargaining Agreement, DASH needs a more advanced software solution that is easier to use and more reliable. Although CIP funding for scheduling software is included in FY 2023, DASH and City staff have worked together to identify capital funding that will be available in 2021 to address this immediate need. Procurement for this project is ongoing and the new platform is expected to be implemented by late 2022.
- **Real-Time Information Enhancements.** DASH continues its work to provide comprehensive, accurate real-time bus information to all customers. Some of these efforts include:
 - DASH will continue to make real-time information available to customers via text message (SMS) and telephone (IVR) as part of the follow-up to the New DASH Network in September 2021. Beginning in 2022, new bus stop signs will include the specific Stop ID number for each stop and instructions on how to call or text to get information about upcoming bus arrival times at that specific bus stop. This system will help individuals without smartphones and those with disabilities that prevent them from using other real-time platforms.
 - In 2020, DASH launched an upgraded version of its BusTracker, which is now available on the DASH website. The new version is more user-friendly, mobile-compatible, and include better route and stop information. It is also compatible with the WMATA bus tracking platform for added convenience for shared customers.
- **Transit Signal Prioritization.** DASH and the City of Alexandria T&ES staff have been working over the last three years to install Transit Signal Prioritization (TSP) technology at key intersections on transit corridors throughout the City. This technology enables traffic signals to sense when a bus is approaching so that it can extend the green phase to allow the bus to move

through more quickly. This leads to increased bus speeds and greater service reliability, particularly for bus routes that operate on more congested corridors.

To date, the City of Alexandria has installed TSP technology at 54 intersections and has plans to expand to most intersections used by Metrobus or DASH buses by 2026. DASH buses are currently benefiting from TSP at 28 intersections, including 18 on the Duke Street corridor and 10 on the King Street Corridor. By the end of 2022, 5-10 additional intersections along Beauregard Street and Van Dorn Street are anticipated to be available for DASH buses. A map of TSP locations is included as Figure 6-1.

Over half of the of the DASH revenue fleet (59 buses) are currently equipped with TSP, including all new DASH buses purchased since 2018, and all 40-foot buses. All new bus builds will include TSP equipment, and additional retrofits will be completed as funding becomes available.

Figure 6-1 / Transit Signal Prioritization (TSP) Location in City of Alexandria



6.7 / Other Capital Outlay Items

The FY 2023 ATC proposed operating budget also includes capital funding for regular equipment replacement. This funding will be used for the replacement and repair of items such as heavy-duty maintenance equipment, support vehicles, building security and surveillance systems, and network equipment.

7.0 / Public Outreach & Feedback

The public comment period for the FY 2023 ATC Transit Development Plan was conducted from March 7 to April 22, 2022. The comment period was originally scheduled to end on April 15, but it was extended by one week to provide additional time for community input relating to Line 34.

A summary of the public outreach efforts and activities is included below:

- **TDP Community Meetings.** DASH conducted two virtual community meetings on March 22 and March 31 to provide information on the proposed changes and receive any questions or feedback. The recordings of these meetings were also posted on the DASH Facebook page for later viewing. A total of 397 individuals attended these meetings or viewed the meeting recording afterwards.
- **TDP Public Hearings.** DASH conducted a special TDP Public Hearing during its April 13th Board of Directors meeting, and received public comments related to the TDP at the May 4th Board meeting. A total of six public comments – all relating to Line 34 – were provided at the public hearing on April 13th. The video recording of the TDP Public Hearing was viewed 91 times.
- **NOTICE Meeting.** DASH staff attending the NOTICe (North Old Town Independent Civic Association) meeting on Monday, April 11 to provide information about the proposed TDP changes and receive feedback.
- **Transportation Commission Meeting.** DASH staff presented the draft TDP changes to the Transportation Commission meeting on Wednesday, April 20th.
- **Traffic & Parking Board Meeting.** DASH staff presented the draft TDP changes to the Transportation Commission meeting on Monday, April 25th to advise them of potential future parking/traffic implications on North Pitt Street if Line 34 proposal was approved.
- **Alexandria Commission on Aging (Transportation Committee).** DASH staff presented the draft TDP changes to the COA Transportation Committee at their meeting on Monday, March 21.
- **Pop-Up Events at Key Transit Centers.** DASH staff conducted a series of nine “pop-up” events at key transit locations around the city, including Braddock Road Metro, King Street Metro and Southern Towers.
- **Community Group Outreach.** DASH staff reached out via email to more than 50 community groups across the City to let them know about the FY23 Transit Development Plan, and to request that they help to distribute information to their members about the proposed changes and how to get involved or provide input.
- **On-Street/Bus Stop Flyers.** Special flyers were posted at more than 40 bus stop and on-street locations in Potomac Yard and Old Town that would be impacted by the proposed service changes. Flyers were posted the week of March 14th alerting riders and residents to the proposal and providing info on how feedback could be submitted.

- **On-Board Posters.** Posters were installed on all DASH buses in English, Spanish and Amharic to alert riders of the proposed service changes and the opportunities to provide feedback.
- **DASH Website Updates.** The DASH website includes extensive information on the FY 2023 TDP document and service change proposals at www.dashbus.com/tdp. Over 600 visits to the TDP website were made during the public outreach period.
- **E-Blast Announcements.** DASH has sent several emails to the DASH e-mail update list about the proposed FY 2023 TDP changes. This list currently includes over 8,500 subscribers.
- **Social Media.** DASH staff created nearly 40 unique social media posts related to the FY 2023 TDP process and proposed changes on Facebook, Twitter, Instagram and LinkedIn.

FEEDBACK SUMMARY

DASH received a large amount of public feedback on the proposed FY 2023 ATC Transit Development Plan during the outreach process. Some of the feedback was received during community meetings, public hearings and pop-up events, but the vast majority of input was received through written comments provided by members of the public via e-mail. DASH received over 100 written comments, which are included as an appendix at the end of the TDP document.

The majority of public comments were related to Line 34 and North Pitt Street, however, feedback was also received on the proposed service changes for Lines 33 and 36 A/B at the new Potomac Yard Metro and the “Unfunded ATV Improvements”. A summary of these general comments is provided below:

- **Potomac Yard Metro Bus Service Changes (7 comments).** The proposed changes to Lines 33, 34 and 36A/B would provide easy bus connections to the new regional transit hub. Most of the comments related to these changes were positive, however, several Line 34 riders voiced concerns about losing the bus/rail connections at Braddock Road Metro. Although Line 34 would no longer connect to Braddock Road Metro, it would connect to the new Potomac Yard Metro, which would allow Line 34 passengers to transfer to Metrorail and Metroway.
- **Unfunded ATV Improvements. (2 comments, 1 letter).** Although the “Unfunded ATV Improvements” were not the focus of most of the TDP outreach, DASH did receive several positive comments and one letter of support from the Transportation Commission regarding the proposed enhancements. DASH also received verbal support from members of the NOTICE Board and the Commission on Aging’s Transportation Committee at those respective meetings.

Public Feedback on Proposed Line 34 Realignment to North Pitt Street

The proposed service change that elicited the most public comments was the Line 34 realignment, which would re-route Line 34 from North Fairfax Street to North Pitt Street for an additional nine blocks between King Street and Second Street. Of the 100 written comments that were submitted during the TDP public comment period, 90 were about Line 34, and 82 were opposed to the proposed change. DASH also received six letters in opposition to the Line 34 proposal.

The biggest concerns that were expressed in these comments and letters were potential issues with traffic, parking, neighborhood character and noise. The full list of TDP public comments on Line 34 and letters of support and opposition are included as Appendix A. A list of the number of written comments that mentioned each of the major concerns is provided in Table 7-1 below.

Table 7-1 / Line 34 Comments by Issues Mentioned

| Major Concerns about Line 34 on North Pitt Street | # of Comments |
|--|----------------------|
| Increased Traffic Congestion | 40 |
| Neighborhood Character/Homeowner Concerns | 33 |
| Parking Impact | 29 |
| Increased Noise | 28 |
| Increased Trash | 14 |
| Pedestrian Safety Concerns | 6 |
| Decreased Property Values | 4 |
| Increased Pollution | 3 |
| Loitering | 3 |

Note: Comments that identified multiple concerns from the list above were included for each of the concerns that they mentioned.

Staff have carefully reviewed and categorized each public comment, including all of the feedback that was submitted regarding Line 34. DASH staff responded to all individuals who submitted comments to confirm that their input has been received and will be taken under consideration by DASH staff and the DASH Board of Directors. For comments related to Line 34, staff developed a list of Frequently Asked Questions (FAQ's) that were intended to address many of the recurring questions and concerns. The FAQ document includes additional information about ridership projections, traffic/parking impacts, implementation costs, and noise. The FAQ's were posted on the DASH TDP website and emailed to all individuals who provided comments on Line 34.

All public comments that were provided during the outreach process are included as Appendix A.

APPENDIX A

Public Comments & Letters for FY 2023 ATC Transit Development Plan

FY23 TDP Public Comments

| # | Date | Name | Category | Question/Comment |
|---|-----------|--------------|----------------------------|--|
| 1 | 3/10/2022 | Tommy L. | Support (Line 33) | <p>Good Evening, DASH,</p> <p>I concur mostly with the realignment of Route 33 with the new Potomac Yard Metrorail station although I prefer a way for Route 33 buses to make stops in front on the Potomac Yard shopping mall stores as they do currently to make it easier for shoppers carrying heavy bags. Also, Route 33 buses should have a stop on E Glebe Rd (near the Giant grocery store) for similar reasons.</p> <p>I agree with the increase in frequency on Sundays for Route 33.</p> <p>Thank you for continuing the experiment in making DASH free to ride to encourage and regain ridership.</p> |
| 2 | 3/17/2022 | Hannah F. | Support (Lines 33, 34, 36) | <p>Hello Alexandria Dash Bus members,</p> <p>My husband and I live in Alexandria and are car-free. We love using the Dash buses and wish they came more regularly. We looked at the improvements for the up coming year and think the added routes to the new Potomac Yard Station will be very popular and we plan on using them too.</p> |
| 3 | 3/18/2022 | Yvette J. | Various | <p>Yvette provided the following questions/comments via email:</p> <p>1)Page 4 "DASH recorded just over 1.52 million boardings in FY 2021" Do we know the method and the margin of error (e.g, is it optical APC equipment, or driver doing headcount, or Smartrip count)?</p> <p>2)Page 15 "Several Metrobus routes, including the 7A, 25B and 28A, as part of the New DASH Network launch in September 2021" Do we know the impact of the new Metrobus on DASH ridership?</p> <p>3)When we say electric bus, does that include both zero emission and low emission? I know that DASH gets grant money for the purchase of electric buses, do we know where the follow up maintenance, charging, battery costs will fall under?</p> <p>4)Page 25 Who are "residents in poverty"?</p> <p>5)Are the unfunded items in page 41 and 42 ranked by urgency or is it just sorted by route number?</p> <p>6)What is platform hour/mile, revenue hour, and missed trip?</p> <p>7)I know grant information is embedded in the texts, it would be nice to have a grant overview (those already awarded, those in the pipeline, with the start and end date, and a notes column for what it is used for).</p> <p>8)It would also be helpful to present related information, e.g. population growth in Alexandria, how many people commute within/or in and out of Alexandria, work in Alexandria, travel as a visitor in Alexandria, etc.)</p> |
| 4 | 3/22/2022 | Deborah C. | Oppose (Line 34) | <p>I highly object to realignment of route 34 onto N Pitt Street. This moves the bus services FARTHER from this who most need them and disrupts traffic on a lovely residential street. Please leave the bus route as is! Deborah B Corbatto</p> <p>Follow-Up Email with Additional Info: Mr. Barna – I am a resident at 500 N. Pitt Street and have great concern about bus route running routinely down the street as well as the placement of bus stops and loitering at those areas. We already have a busy commercial area with the Old Town School for Dogs and the streets are routinely used for dog walking and dog training with commercial parking. In addition, there is a new apartment complex one block away that we are expecting to add additional traffic and parking complexities. My hope/wish is that the DASH system would evaluate the route AFTER these new changes are in place to assure the best placement for these routes.</p> |
| 5 | 3/25/2022 | Elizabeth N. | Question (Line 34) | <p>Elizabeth wanted to know what's she is to do when they take the line 34 away from Braddock Rd.</p> |
| 6 | 3/25/2022 | Denise R. | Oppose (N. Van Dorn) | <p>As I have said many times before, something needs to be done with the missing routes. Sections of the West Side Alexandria are abandoned during the day as nothing runs the Taney Ave area between morning and evening commute. The only bus caring for that section is the 8W and does not run all day. I have even had Metro Bus Drivers tell me something needs to be done about the missing service as they hear it all the time. The missing AT5 means we have to catch 3 to 4 buses to get from one side of Alexandria to the other, still pay and taking 3 times the time it used to. If you can make the changes so quickly to serve Potomac Mills you should be able to help us out on the West Side.</p> <p>Additional Facebook comments from Ms. Robotti: (1) This still does not help the Brookville/Seminary side of the West End; (2) You are going to do what you want to do regardless of the what the customers need.</p> <p>Additional Email (4/22): Dash needs to look closer at the North Van Dorn route that was stripped of the AT5 and with no25B from Metro we have been left high and dry. The Metro 7A does not cover our area enough and leaves residents on Taney Ave Stranded.</p> <p>I have lived in my home 18 years and I am leaving. My quality of life has suffered tremendously since Dash started the "Network". I have to take 3 to 4 buses each way to get to work in Old Town and it takes 1 - 2 hours to get to and from work. Dash has DESTROYED what was once a beautiful thing and not only have you ruined the routes, for us on the west side we still have to pay! It used to take 30 - 40 mins and 1 bus, the AT5.</p> <p>Also you have the buses running at the same time. When I am waiting at Seminary and Library Lane bot the 102 and 36 come at the same time, when you are at King Street the 30 and 31 going to Braddock are at the same time. Someone with a brain needs to seriously take a look at how the buses are going.</p> |
| 7 | 3/28/2022 | Christine L. | Oppose (Line 34) | <p>I live at the Harbor Terrace condos on Bashford/E Abingdon streets, with the Line 34 Route change, DASH is essentially cutting off entire neighborhoods from getting to Braddock metro. If it's pouring rain and I want to get to the Braddock metro station to catch the 10B bus to Shirlington, I no longer could, with your proposed changes. I would have to walk several blocks to Madison or Montgomery streets. Braddock metro is the hub for buses AND metro, DASH should NOT discontinue service. Not only that, but from Braddock metro, I'm assuming, one can catch the Metroway to Potomac Yard and beyond.</p> <p>Leave Line 34 Route alone!</p> |

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|----|-----------|----------------------|---------------------------|---|
| 8 | 3/28/2022 | Bonnie O. | Comment (Line 30) | <p>Bus service along this [Line 30] corridor is crucial due to the number of multi-family dwellings along Duke street and other parts of the route. I recommend that [the proposed FY24 improvements to Line 30] be moved up to the currently unfunded plans for 2023. If funds become available, the service enhancement could be implemented in 2023.</p> <p>Additional comments: The DASH system could capitalize on all the media relating to higher gas prices, particularly since riding the bus is free. Options include television and radio ads, social media, interviews and media outreach. With the new DASH system that has the potential to reach more riders, this seems like a golden opportunity to promote the service.</p> |
| 9 | 3/28/2022 | Dave Weitzel (PYMIG) | Comment (Line 33, 34, 36) | <p>Comment from Potomac Yard Metro Implementation Group member: Dave Weitzel suggested the DASH 34 not be switched to PY Metro until construction is done. Concerned that this will be a construction site for the first 3 years.</p> |
| 10 | 3/29/2022 | N/A | Oppose (Line 34) | <p>Good Day,</p> <p>I am writing regarding the proposed route change for DASH Line 34. Currently this is the only line servicing Bashford Lane, and Abingdon Drive going to the Braddock Metro. I take this bus twice every day. Rerouting Line 34 will add to my commute to work and will inconvenience those residents living on Bashford Ln and Abingdon Drive. The only alternative for us is to walk four or five blocks to take line 30 or line 31. I propose keeping line 34 as is, or extending line 30 or line 31 to include Bashford lane, Pitt lane or Abingdon to make it easier for residents on this end of Old Town to use the DASH lines to the Braddock metro. It will be highly inconvenient to remove the bus line from this area.</p> <p>Thank you for your consideration to this matter.</p> <p>Old Town Resident</p> |
| 11 | 4/2/2022 | Stan S. | Oppose (Line 34) | <p>Hello,</p> <p>I am in opposition to the realignment of line 34 from N. Fairfax street to N. Pitt street.</p> |
| 12 | 4/5/2022 | Adam E. | Question (Line 102X) | <p>Do you have any idea when and if the 102x is coming back?</p> |
| 13 | 4/7/2022 | Karen B. | Question (Line 34) | <p>Could you please share with us the rationale of moving Line 34 from N Fairfax to N Pitt? When I see people lined up at the bus stops, the majority of riders appear to be boarding and exiting at the stops on N Fairfax in closest proximity to the ARHA properties. Why are you changing it so that these low income riders will now have to walk 2 more blocks east to N Pitt St? Perhaps there is something you hope to accomplish with this move that I need to better understand.</p> <p>Thank you for helping our understanding of this planned change.</p> <p>Best wishes, Karen B. NOTICE Board Member</p> |
| 14 | 4/7/2022 | Cynthia B. | Oppose (Line 34) | <p>I'm a home owner on Pitt/Wythe.</p> <p>I oppose changing Dash bus route due to noise and traffic from: N Fairfax to: N Pitt/Wythe</p> <p>Thank you</p> |
| 15 | 4/8/2022 | Piper K. | Oppose (Line 34) | <p>I am writing to oppose the realignment of Bus Route 34 from N. Fairfax Street to N. Pitt Street in Old Town Alexandria. The proposed rerouting will negatively impact the stability and flow of traffic on N. Pitt Street, an already dense traffic corridor due to existing commercial establishments and new residential developments in this core area of N. Old Town. For example, the recent completion of the sprawling Alexan Apartment complex on N. Wythe, which is bounded on its South side by N. Pitt between Pendleton and Wythe, already has significantly increased the density of this portion of N. Pitt. Residents in and around this development have recently had to live through the traffic disruptions and other impacts of this large development including noise, vibrations, property damage and, significantly for the proposed bus rerouting, the narrowing of N. Pitt between Pendleton and Wythe to accommodate the setbacks for this large apartment development. Additionally N. Pitt in this same area also accommodates significant traffic accessing the garage of the large Harris Teeter located on N. St. Asaph and a Trader Joes which is also nearby on N. St. Asaph. This core and busy area of N. Old Town is also home to at least two hotels and numerous other restaurants and commercial establishments that cause high traffic flow on N. Pitt. The addition of a bus route along this already busy and dense corridor will have further deleterious impacts on traffic stability, safety and flow.</p> <p>Further, the proposal to increase the frequency of the Route 34 bus schedule to every 30 minutes on Sundays will produce increased noise, pollution and near constant disruption to the peace and enjoyment of the residences on and around the N. Pitt corridor. This proposal, it seems, fails to consider the environmental and other quality of life impacts on the residents on and around the proposed N. Pitt route. In short, the proposed rerouting of Bus 34 to from N. Fairfax to N. Pitt is ill conceived. It will cause disruptions to traffic stability, safety and flow and other undesirable impacts on the peace and quiet enjoyment of residents of the core of N. Old Town that could be avoided by realigning Bus Line 34 to a route that skirts the perimeter of the core of N. Old Town.</p> |
| 16 | 4/8/2022 | Maureen M. | Oppose (Line 34) | <p>I oppose realignment of Line 34 from N Fairfax to N Pitt in Old Town North.</p> <p>Please reconsider.</p> |
| 17 | 4/8/2022 | Ken B. | Oppose (Line 34) | <p>I oppose realignment of Line 34 from N. Fairfax to N. Pitt in Old Town North.</p> |
| 18 | 4/8/2022 | Janet P. | Opposed (Line 34) | <p>I am writing to express my strong opposition to the realignment of Line 34 from N. Fairfax to N. Pitt Street in Old Town north !!!</p> |
| 19 | 4/8/2022 | Cynthia L. | Opposed (Line 34) | <p>I STRONGLY oppose the realignment of Dash Route 34 from N. Fairfax St to N. Pitt St in North Old Town, based on the increased noise and traffic it would create along a scenic and overwhelmingly residential street.</p> <p>The current route on N. Fairfax St is well-established and it serves multiple routes, which helps reduce confusion among passengers, especially for riders who use the system infrequently. It's convenient to know that N. Fairfax St is where you go to ride DASH, and it's convenient to know that multiple bus routes use the same pathway and bus stops. Moving a line to N. Pitt St adds unnecessary complexity for riders.</p> <p>N. Pitt St. is overwhelmingly residential (and was developed to be such), and the noise and traffic that a bus line would create is unacceptable for residents and nearby residents on side streets. Pedestrians and cars would have to navigate around buses that are using the roadway, creating unnecessary congestion, along with the intrusion of constant brake and engine noise onto a long-time residential street. In addition, N. Pitt St. is narrower than N. Fairfax St., and it has parking available on both sides of the street. Adding bus stops will reduce available parking and is unnecessary, since bus stops are already well established on N. Fairfax St. Using N. Pitt St as a bus route would create dangerous walking, parking and traffic patterns.</p> <p>Although the proposed plan indicates that this change is meant to meet the needs of increased residential development in North Old Town, there is no discernible burden for riders to walk two short blocks to existing bus stops on N. Fairfax St. North Old Town is a walkable, convenient neighborhood, with well-established bus routes that serve the needs of current and future residents. There is no compelling need to scatter bus lines throughout North Old Town, nor is there a justification to degrade the quality and attractiveness of the long-time residential ambience of N. Pitt St and surrounding streets.</p> <p>Thank you for your consideration of this strong opposition to the proposed realignment of Line 34.</p> |

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|----|-----------|------------|--------------------|--|
| 20 | 4/8/2022 | Caryn K. | Opposed (Line 34) | <p>Hi, I am a resident on N Pitt St and strongly oppose the realignment of Line 34 from N Fairfax to N Pitt. We have just undergone several years of construction for the new apartment complex, torn up sidewalks, torn up trees, narrowed roads, increase in traffic, and now we are expected to tolerate the sound of air brakes, acceleration of busses, bus stop causing even more traffic issues, and all the litter produced.</p> <p>I can't express in strong enough words, my displeasure with this course of action.</p> |
| 21 | 4/10/2022 | Dan R. | Opposed (Line 34) | I strongly oppose the realignment of line 34 from N Fairfax to N Pitt Street, in Alexandria. I live at 524 N Pitt St, and I can report that traffic is already very heavy on N Pitt during the week; adding Dashbus will only add to an already dangerous situation. |
| 22 | 4/10/2022 | Mary R. | Opposed (Line 34) | I am writing to express my opposition to the proposed re-alignment of line 34 from N. Fairfax St to N. Pitt St. I live on N. Pitt and our street is already very busy. You cannot even walk across the street to where your car is parked without taking you life in your hands. Please do not change this route! |
| 23 | 4/11/2022 | Kyle R. | Opposed (Line 34) | I oppose the realignment of line 34 from N. Fairfax to N. Pitt |
| 24 | 4/11/2022 | Joan B. | Opposed (Line 34) | I oppose the realignment of line 34 from N. Fairfax to N. Pitt |
| 25 | 4/11/2022 | Michael M. | Opposed (Line 34) | I oppose the realignment of line 34 from N. Fairfax to N. Pitt |
| 26 | 4/11/2022 | Justin R. | Opposed (Line 34) | I oppose the realignment of line 34 from N. Fairfax to N. Pitt |
| 27 | 4/11/2022 | Laura S. | Opposed (Line 34) | <p>I oppose the realignment of Dash Line 34 from N. Fairfax St. to N. Pitt St., as this will bring lots of noise and traffic to a currently quiet street.</p> <p>I will also be attending the meeting on April 13th in opposition.</p> <p>Please consider this request to keep the Dash line on Fairfax St. or consider moving it to N. Royal St. instead of N. Pitt St. Thank you.</p> |
| 28 | 4/11/2022 | Brooke T. | Opposed (Line 34) | I oppose the realignment of line 34 from N Fairfax to N Pitt Street. Pitt Street was not designed for the heavy flow of traffic, tor buses, heavy trucks and especially the Dash buses. |
| 29 | 4/11/2022 | Anthony C. | Opposed (Line 34) | <p>I live on the corner of N. Pitt and Princess St. with most of my house fronting N. Pitt St. I recently heard that Dash is proposing to move Line 34 from N. Fairfax to N. Pitt.</p> <p>I oppose this move. N. Pitt St. is not a commercial thoroughfare in the blocks at or near my house. N. Fairfax is a wider street and can accommodate such traffic. N Pitt cannot. N. Pitt is already heavily trafficked by cars that want to avoid the lights of Washington and St. Asaph Sts. This is especially prevalent during rush hour or there are back-ups on Washington St.</p> <p>Thank you for your consideration.</p> |
| 30 | 4/11/2022 | Arthur S. | Opposed (Line 34) | <p>I write regarding the proposed realignment of Line 34 as it applies to shifting a segment of the route to North Pitt Street. Have new stops been identified on North Pitt Street to replace those proposed to be abandoned on North Fairfax Street, specifically Stop ID 4000812, 4000814, and 4000815? If replacement stops have been identified, please provide proposed locations. If new stops are not yet identified, please refer me to an explanation of the selection criteria to be employed.</p> <p>Thank you for your assistance,</p> |
| 31 | 4/11/2022 | Sandy M. | Question (Line 34) | I have some friends who live on N. Pitt Street in Old Town and are upset that one of the bus routes is planned to be moved from N. Fairfax Street over to N, Pitt Street. Could you tell me what bus route number(s) this is and why this change is being made? Is this change final, or is it being proposed? |
| 32 | 4/11/2022 | John K. | Opposed (Line 34) | <p>I oppose the realignment of line 34 from N. Fairfax to N. Pitt I am a resident on North Pitt and do not understand moving the bus route to a street that is already impacted in the morning and the evening by commuters who use Pitt to escape backups on Washington. I am particularly concerned that there has not been adequate consideration of the impact of the proposed route change on the affected neighborhoods. These concerns are driven by the differences between Fairfax and Pitt Streets, leading to a differential impact on those who live along the route:</p> <p>Fairfax is a broader street, with a more significant presence of commercial properties. There are fewer residences that directly face Fairfax and those residences on Fairfax typically have more stand back space from the sidewalks and street.</p> <p>Pitt is a narrower street, with a larger number of residences that face directly to the street and have little, if any, stand back from the street and sidewalks. The net effect is that the additional noise and pollution that buses on this street will necessarily have is that the impact of such activity will inevitably be greater on individual residences on Pitt Street.</p> <p>In addition, because Pitt is narrower and because it is used by commuters on Washington as an alternative when traffic is backed up, there will almost certainly be a greater impact on traffic congestion. (Fairfax because it located further away from Washington does not play such a role.) More use of buses by those who live in Old Town will have marginal impact on Pitt Street traffic.</p> <p>I would propose that the Board of Directors seek a formal assessment of the neighborhood impacts of this move to reroute the bus route before approving it. I would also encourage them to walk to the current and proposed bus routes to make their own personal assessments of the wisdom of this change.</p> |
| 33 | 4/11/2022 | Fabrice C. | Opposed (Line 34) | <p>I oppose the realignment of DASH BUS line 34 from N Fairfax St to N Pitt St. fo the following reasons:</p> <ul style="list-style-type: none"> •The new route takes the line AWAY from those same folks who most likely need it the most •It would create additional heavyweight traffic in an already-congested area |
| 34 | 4/11/2022 | Belle A. | Opposed (Line 34) | I oppose the realignment of line 34 from N. Fairfax to N. Pitt |
| 35 | 4/12/2022 | Stephen G. | Opposed (Line 34) | <p>My wife and I want to comment on one aspect of the FY 2023-FY 2028 Alexandria Transit Company (DASH) Draft Transit Development Plan (TDP), namely the proposal to re-route Line 34. We have no objection to that part of the proposal that would alter the route to connect with the soon-to-be-opened Potomac Yards Metro Station... However, we do object to the proposal to re-route Line 34 from Fairfax Street to North Pitt Street. It is not just that as residents of Nort Pitt Steet we will be adversely affected by new bus traffic, with the attendant increase in noise and trash and decrease in parking that will result. More importantly, the proposed re-routing of Line 34 does not seem to be well thought out, based on the little information that is publicly available in the TDP. Re-routing Line 34 to North Pitt Street would result in additional initial and recurring costs compared to the status quo of keeping Line 34 on Fairfax Street. The TDP (at page 32) notes that "Several 'bulb out' stops will need to be constructed on N. Pitt Street as part of the proposed Line 34 realignment in FY 2023." In addition, it may be necessary to construct shelters or other amenities for some of the bus stops (TDP at page 12). But there does not appear to be any estimate of the number of bus stops, "bulb outs," shelters or other amenities that will be needed, or the costs of these initial improvements. The TDP listing of capital projects (at page 47) does not reflect any such project costs. The TDP does include an added annual cost of \$110,000 (at pages 38-39), but that appears to be the costs of running additional Line 34 buses on Sundays.There does not seem to have been any consideration of the added costs or adverse effect on the tree canopy which exists on much of North Pitt Street. In addition, there will be increased ongoing maintenance costs borne by the City, including cleaning North Pitt Street and the bus stops of trash.</p> <p>On top of that, there will be reduced parking spaces on North Pitt Street because of the bus stops and "bulb outs," resulting in inconvenience for residents and potentially reduced revenue for the City in instances where the lost parking spots are on portions of North Pitt Street where the City charges for parking. On the other hand, the City will not see any reduction in maintenance costs with respect to North Fairfax Street, because Line 30 and Line 31 will continue to run on North Fairfax Street. Moreover, the new bus traffic on North Pitt Street will also make it less safe for bicyclists, thus adversely affecting another carbon-free form of transit, which runs counter to the overall mission of DASH. And despite all these significant costs and drawbacks, the TDP fails to reflect any net benefits that will accrue as a result of the re-routing of Line 34 onto North Pitt Street. The TDP does mention that there are several "new</p> |

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| | | | | developments” on North Pitt Street (TDP at pages 2 and 29). But those new developments (as well as the current residences) are already within a short walking distance of the current routing of Lines 30, 34 and 31, as well as within a short walking distance of the WMATA buses that travel along Washington Street. The TDP makes clear that the new developments and current residences on North Pitt Street are already considered served by the current bus lines operating on North Fairfax Street and Washington Street, since these are within a two-block walk (TDP at page 29): North Fairfax Street, south of Montgomery Street, would continue to be served by the Old Town Circulator (Lines 30 & 31) every 15 minutes or better, all day, seven days per week. Line 34 service along North Fairfax Street, north of Montgomery Street, would be discontinued but the new Line 34 alignment would be no more than two blocks away. ... Parts of North Patrick Street, North Henry Street, and First Street would no longer be served by Line 34 under the planned realignment, however, First Street would continue to be served by Metroway and North Patrick Street and North Henry Street are a short walk away from the Old Town Circulator (Lines 30 & 31) to the south, and Line 34 on Slaters Lane to the north.” (emphasis added) See also, TDP at page 22 (“Access is measured by the percentage of each group that are within a quarter-mile walking distance of transit service at 12pm on a weekday, or the baseline off-peak service.”). In sum, re-routing Line 34 from North Fairfax Street to North Pitt Street will add significant costs, will adversely affect North Pitt Street residents and visitors, and will create congestion and noise on a largely residential street, all without providing any net benefits. We thus strongly urge you to reject this particular proposal in the TDP. (Letter Attached) |
| 36 | 4/12/2022 | Thomas M. | Opposed (Line 34) | <p>We have the following comment/question for the above referenced meeting which will consider a Dash route on Pitt Street.</p> <p>We live at the corner of Pitt and Oronoco and are strongly opposed to a Dash route on Pitt. We are particularly opposed to a bus stop/shelter on our corner.</p> <p>For years we have had to deal with the noise and trash that came from young people gathering at the Chinese restaurant on our corner. Thankfully, this restaurant was torn down and will be replaced by a townhouse. The noise/trash has disappeared - to the relief of all of us.</p> <p>We don't understand why a Dash route can't be on another street or remain on Fairfax Street where it has been for many years.</p> |
| 37 | 4/12/2022 | Neal C. | Opposed (Line 34) | We are residents of Alexandria and would like to provide input FY 2023 – FY 2028 Transit Development Plan (TDP). Rather than re-invent the wheel, we have attached a letter from our neighbors which adequately explains our concerns. Thanks in advance for taking our concerns into consideration in the upcoming meetings. (Letter Attached) |
| 38 | 4/12/2022 | Agnes A. | Support (Line 34) | <p>I am writing in support of the proposed realignment of Route 34 from Fairfax Street to Pitt Street, and the extension of service to the Potomac Yard Metro and Potomac Yard shopping center. These proposed changes will increase the number of people likely to ride the bus from Old Town North and increase the viable destinations for bus transportation. Good bus service is maintained on Fairfax Street, and buses will be even more accessible to those residing in established residential areas in the short term, and in soon to be built buildings in the medium term. Transferless service to the Potomac Yard shopping center will be a great benefit to our neighborhood.</p> <p>We would of course also appreciate any increase in frequency that can be managed within fiscal constraints. The more frequent the service, the more likely it is that people will choose a bus over a car.</p> |
| 39 | 4/12/2022 | Richard V. | Oppose (Line 34) | For the reasons discussed in the attachment, the Garret's Mill Homeowners Association, located on North Pitt and Pendleton Streets, opposes the relocation of DASH Line 34 from Fairfax to North Pitt Streets. (Letter Attached) |
| 40 | 4/12/2022 | Gabe B. | Oppose (Line 34) | I oppose the realignment of line 34 from N. Fairfax to N. Pitt |
| 41 | 4/12/2022 | Aaron C. | Oppose (Line 34) | We oppose the realignment of line 34 from N Fairfax to N Pitt. |
| 42 | 4/12/2022 | Josh B. | Oppose (Line 34) | I oppose the realignment of line 34 from N. Fairfax to N. Pitt. Being in DC and Working at the pentagon it has no affect on me walking to the bus stop. Also, I don't want certain people around my area as I pay for a nice place. |
| 43 | 4/14/2022 | Paul K. | Oppose (Line 34) | Since opening of Alexan Florence apartments there is a noticeable increase in traffic and Cars parked on Pitt. Adding bus stops and realigning bus routes to move on Pitt will add more activity that will not benefit the town house residents who predominate in the area. |
| 44 | 4/14/2022 | Barry K. | Oppose (Line 34) | <p>I wish to voice my disapproval of the relocation of Dash Bus to N Pitt Street. My wife and I have lived at 314 N Pitt for 16 years. N Pitt is interesting — between Cameron and Pendleton, it is quiet, lined with townhomes. We enjoy the residential character of the neighborhood. Moving north of Pendleton on Pitt, with the three major recent developments (Kingsley, Florence, Gables) and the existing tall apartments/condos/hotel,, the density and character changes. An ideal solution would be to keep the buses OFF Pitt between King and Pendleton and service the dense, multifamily portion of Pitt by intelligent routing. Stay on Fairfax and turn up Wythe to pass the front of the massive new Florence development. There will be few, if any, riders on Pitt Street between Pendleton and King. What makes these low-scale urban neighborhoods in old town work is their relative quiet. The buses — no matter their means of propulsion — will negatively impact what is now a charming residential street.</p> <p>Please listen to your residents who are trying to preserve what is left of a peaceful neighborhood, in spite of the overdevelopment of N Old Town.</p> |
| 45 | 4/14/2022 | Roger K. | Oppose (Line 34) | I live at 412 North Pitt Street in Alexandria. I oppose the realignment of line 34 from North Fairfax Street to North Pitt Street...There are a lot of vehicles using North Pitt Street in the rush hour to avoid North Washington Street to get home from work...This is a bad idea...Roger Kaplan |
| 46 | 4/15/2022 | Arthur S. | Opposed (Line 34) | <p>I write to partially object to the proposed Line 34 route change, specifically as it applies to shifting the route from North Fairfax Street to North Pitt Street. As discussed below, I do not believe the proposed change's rationale survives scrutiny.</p> <ol style="list-style-type: none"> 1. Existing bus stop infrastructure sufficiently supports the established route. Changing a portion of the route to travel on North Pitt Street will require additional infrastructure that in essence will become unnecessarily duplicative of the existing structure on North Fairfax Street. 2. Re-routing bus service onto North Pitt Street will disrupt existing tranquility of what is predominantly residential housing and the establishment of new infrastructure will reduce already scarce on-street parking. 3. Increased commercial traffic on North Pitt Street and the recent narrowing of the 600 block of North Pitt Street, in addition to the return of daily commuters using North and South Pitt Street to avoid traffic congestion on Washington Street, will result in an overall increase in traffic in what is primarily a residential area. 4. The 800 and 900 blocks of North Fairfax Street by this summer will welcome a substantial increase in condominiums and townhouses. The 801 North project is advertising 54 new units featuring one to two bedrooms. More considerable is the Venue, an entire block project at 925 North Fairfax Street featuring 41 new townhomes and an estimated 120 condominiums with one, two or three bedrooms. 5. Most significant, the current route best serves the elderly and disabled residents of the Annie B. Rose House and the Ladrey High-Rise. Relocating Line 34 two blocks west and possibly blocks further north or south of existing North Fairfax Street stops will create unnecessary burdens for this vulnerable population already satisfactorily served by the existing route and its stops. The proposed trade-off that prevents ease of access for the elderly and disabled residents with "better access to bus service for communities and new developments" on North Pitt Street seems patently unreasonable when considering the typical resident of the newly constructed, premium apartments and their numerous transportation options. <p>Consequently, the proposed changing of Line 34 in part to traverse North Pitt Street in lieu of its existing North Fairfax Street route will prove unnecessarily disruptive to a primarily residential stretch of North Pitt Street, fails to account for the imminent increase of high-density housing on North Fairfax Street that the existing line can best service, and be terribly disruptive for the elderly and disabled residents of Annie B. Rose and Ladrey.</p> |
| 47 | 4/16/2022 | Lesa H. | Opposed (Line 34) | <p>I live on the corner of N. Pitt and Princess St. with most of my house fronting N. Pitt St. I recently heard that Dash is proposing to move Line 34 from N. Fairfax to N. Pitt.</p> <p>I oppose this move. N. Pitt St. is not a commercial thoroughfare in the blocks at or near my house. N. Fairfax is a wider street and can accommodate such traffic. N Pitt cannot. N. Pitt is already heavily trafficked by cars that want to avoid the lights of Washington and St. Asaph Sts. This is especially prevalent during rush hour or there are back-ups on Washington St.</p> |

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| 48 | 4/16/2022 | Cathleen C. | Opposed (Line 34) | <p>We, the residents of 501 Princess St @ N Pitt St , OPPOSE the realignment of line 34 from N Fairfax to N Pitt st. Keep the service on N Fairfax as it's been the fabric & order of that street for years.</p> <p>Why change a neighborhood & perhaps reduce existing quality home values for a 2 block realignment?</p> <p>Few N Pitt st residents use buses. Is this for Kathy Puskars/ Tramwell Crow latest abomination of development at the former bus barn site on Pendleton & N Pitt? Those multi story rental tenants can walk a block to N Fairfax.</p> <p>Allowing the convenience of a few renters or mass transit users to reduce the value & peace of home owners on N Pitt St. Is opposed.</p> <p>Keep Line 34 on N Fairfax St.</p> |
| 49 | 4/19/2022 | Lana S. | Opposed (Line 34) | <p>I would like to register my deep concerns about moving Bus line 34 from North Fairfax to North Pitt Street. I am concerned about less parking spaces, more noise, more congestion and more trash on the street. The lack of these issues were part of the reason I chose to buy a property on Pitt street. I believe this will now lower my property value.</p> |
| 50 | 4/19/2022 | Mark D. | Opposed (Line 34) | <p>I oppose proposed move of the Dash Bus lines from Fairfax St to Pitt St. There is so much more retail, parks and larger developments on Fairfax St which make the bus line more valuable.</p> |
| 51 | 4/19/2022 | Michelle W. | Opposed (Line 34) | <p>Please do not allow Dash buses to operate on North Pitt street. The quality of life for residents on this street will be adversely affected. Street parking is challenging and will only be worse when the bagel restaurant opens up. Removing limited parking for bus stops will only aggravate this problem. Noise will also be an issue--from the buses as well as the commuters. My bedroom and living room windows face the street--I'll be bombarded with bus traffic noises from 5 am to 10:30 pm! That's not reasonable. Why don't the buses run on Washington which is primarily commercial? This is a residential area--please respect this. Thank-you.</p> |
| 52 | 4/19/2022 | Kai W. | Opposed (Line 34) | <p>I'm writing to oppose moving bus line 34 from N Fairfax St to N Pitt St. I'm a resident at Partner's Landing and our street already got narrower from the new apartment complex across the street, moving a bus line here will result in traffic and parking issues.</p> |
| 53 | 4/19/2022 | Dorothy B. | Opposed (Line 34) | <p>As a resident of Old Town Alexandria, Va . 22314, @ 501 Cameron Street (NW corner of Cameron and Pitt Streets) I strongly oppose the DASH Bus Line 34 being transferred to North Pitt Street. M-F from 5am-10pm and Sat.-Sun 7am-10:30pm. My husband and I are in our mid 80's and would find the noise, congestion, trash and fewer parking spaces detrimental to our health and well being. Thank you for your attention to this matter .</p> |
| 54 | 4/19/2022 | Chet N. | Opposed (Line 34) | <p>I have been advised that there is a plan to run DASH buses on North Pitt Street. In that plan, Hundreds of buses will transit Pitt Street every week at 5am to 10pm, Monday through Friday. Then do it from 7am to 1030pm Saturday and Sunday. I am firmly against that plan! The noise pollution at early and late hours will be terrible, not to mention congestion at all hours with people leaving bars and restaurants with the attendant trash and noise and property damage. I request that you end this plan now.</p> |
| 55 | 4/20/2022 | Merrick M. | Opposed (Line 34) | <p>Please find attached our letter to the DASH Board Members re: The Proposed Realignment of Line 34. (Letter Attached)</p> |
| 56 | 4/20/2022 | Grant S. | Opposed (Line 34) | <p>Dear Board of Directors,</p> <p>Thank you for the opportunity to provide input to the draft FY 2023 – FY 2028 Transit Development Plan for the Alexandria Transit Company, and especially our opposition to one tiny part of the plan related to DASH Line 34 realignment</p> <p>Our detailed response is attached. Signed by four residents, we strongly oppose the Line 34 realignment from N. Fairfax Street to N. Pitt Street. This proposed change provides little additional benefit, but at great quality of life and dissatisfaction of City residents. (Letter Attached)</p> |
| 57 | 4/20/2022 | Leonard T. | Opposed (Line 34) | <p>I OPPOSE the proposed change to the bus route 34 as proposed in the FY22 ATC Transit Development Plan. Please route Bus 34 onto North Pitt Street only NORTH of Pendleton Street.</p> <p>From FY22 ATC Transit Development Plan - Draft - 03.03.21.pdf.</p> <p>"As part of this FY 2023 realignment, DASH will also be proposing to shift Line 34 from North Fairfax Street to North Pitt Street between Cameron Street and 2nd Street to provide better coverage in Old Town, provide more convenient transit access to the residential complexes and new developments along North Pitt Street."</p> <p>Specifically re-routing the bus line from North Fairfax to North Pitt between Cameron and Pendleton will NOT improve access for the existing and new high density developments along North Pitt Street. However the relocation will have negative impacts on the historic low rise residential blocks and their residents. Several of these blocks are within the BAR Old and Historic Alexandria District and the National Register historic district. The bus line will reduce the number of parking spaces for residents which are already often taken by visitors to the commercial core. It will also bring more noise, congestion and likely trash to the area. Leaving the route on North Fairfax until Pendleton will also provide more convenient access to the residents of the Annie B. Rose House and residences surrounding the Ruby Tucker Family Center.</p> |
| 58 | 4/20/2022 | Cheyenne M. | Opposed (Line 34) | <p>I want to add my thoughts to many others that reject the idea of moving bus line 34 from North Fairfax Street in North Pitt later this year in the city of Alexandria.</p> <p>There is no reason to make this move of the DASH bus line 34 located along North Fairfax Street. It would be more inconvenient for the residents who have already been inconvenienced with building construction projects for the last few years causing the same congestion, parking issues, and noise that the proposed move is subject to cause as well.</p> <p>Along as the cost associated with setting up stations that serve for loading and unloading as well as the historical and habitual problems associated with the reduction of parking places due to the bus route, additional noise, additional congestion, and more trash as previously stated.</p> <p>I am opposed to this move, and hope you will not cause issues with the possibility of the proposed move.</p> |
| 59 | 4/20/2022 | Paul O. | Opposed (Line 34) | <p>To whom it may concern – I want to add my thoughts to many others that reject the idea of moving bus line 34 from North Fairfax Street in North Patrick later this year in the city of Alexandria. There is no reason to make this move and frankly the clientele most making use of the DASH bus line 34 are located along North Fairfax Street, thereby making it inconvenient for their use if the line is moved several blocks further west. In addition to the fact that it would be more inconvenient towards this group of citizens, there are also the cost associated with setting up stations that serve for loading and unloading as well as the historical and habitual problems associated with the reduction of parking places due to the bus route, additional noise, additional congestion, and unfortunately more trash. A close review of the ridership of DASH shows that the majority are minorities and low income that rely on the services to be free and accessible. Let's keep it that way and ensure the lines run in areas where those citizens currently reside within our city. Having the bus line remain on Fairfax street ensures that this population can be best served</p> |
| 60 | 4/21/2022 | Patricia D. | Opposed (Line 34) | <p>I OPPOSE the dash bus line 34 from North Fairfax Street to N Pitt street</p> |
| 61 | 4/21/2022 | Cynthia M. | Opposed (Line 34) | <p>I am a home owner on N Pitt St. and am adamantly opposed to a bus route running down my street. Parking is already difficult, street noise is already a problem and traffic would be more difficult with cars stuck behind buses and difficult to pass. Pitt is a fairly narrow residential street with families with small children. No place for a bus route.</p> <p>Please reconsider!</p> |

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| 62 | 4/21/2022 | Erick C. | Opposed (Line 34) | <p>Dear sirs, madams, I write in opposition to the change in bus line 34 from North Fairfax Street to North Pitt Street for the following reasons: 1) less parking spaces: with the placement of bus stops on North Pitt St., DASH will greatly aggravate the situation along several blocks of that include Queen and Princess Streets. Most residents along that part of the corridor do not have off street parking, a situation that is particularly already aggravated by City employees utilizing the available spaces during the week which accentuates the problem with the return of tourists to the city. The problem is particularly acute from the hours of 11 - 2 PM throughout the week. 2) Increased congestion - N. Asaph St. and N. Pitt streets are already used as bypasses to Route 1 especially during the evening rush hour. Adding buses to the mix with their multiple stops will increase the problem exponentially. This will destroy the relative calm of this part of old Old Town. 3) Congestion will be aggravated especially at the intersection of Queen St. and N. Pitt St. Queen St. is already a main thoroughfare for tour buses. Those buses crawl past the "Spite House" between N. Asaph and Queen Streets, which disrupts west - east traffic and will certainly aggravate the situation when DASH and tour buses intersect at N. Pitt and Queen Streets. 4) Residents along Queen Street already tolerate the many, many tour buses that use the thoroughfare. Including DASH traffic along N. Pitt will unquestionably degrade the quality of life of the residents. 5) Operating hours will be very disruptive. Having experienced the difficulty of replacing historic windows, the DASHBUS directors should understand that the Board of Architectural review, has to my knowledge refused to allow historic homes to renovate their windows with double paned glass, even those that mimic historic construction, preferring instead to insist on single pane true mullion replacements - this can cost multiple thousands of dollars. Due to the cost of replacement that mimics historic construction virtually all the historic homes retain their original windows. The difference in noise through single paned glass vs. double paned is incredibly significant. Buses are noisy, their passing through this most historic part of Alexandria will be a bane to residents especially in the early morning and late evening. 6) N. Fairfax Street is relatively traffic free since it is furthest from Route 1. This eases the stress on DASH drivers who must be constantly aware of traffic and facilitates the ability of DASH to maintain its schedules to the benefit of its customers. DASH must keep this in mind as convenience and ease of use encourages ridership which benefits DASH and eco-friendly Alexandria. 7) Who are DASH's future customers? Within the next couple of years, the increase in the population of northern Alexandria will dramatically increase with the current and planned construction of condominiums along N. Fairfax Street. This will be augmented with businesses and other visitors. The current route of Line 34 is ideally situated to service this new developing community. In summary Bus Line 34 should not be changed to N. Pitt Street because of the impacts on parking spaces in the area of Market Square northward, noise and congestion that will greatly impact the quality of life in the most historic part of Alexandria, and the loss of service to the future residents and workers of Alexandria.</p> |
| 63 | 4/21/2022 | Yiyi W. | Opposed (Line 34) | <p>I'm writing to oppose moving bus line 34 from N Fairfax St to N Pitt St. I'm a resident at Portner's Landing and our street has already gotten narrower from the new apartment complex across the street, moving a bus line here will result in traffic and parking issues. And I'm also concerned about the noise issues.</p> |
| 64 | 4/21/2022 | Harold A. | Opposed (Line 34) | <p>TO WHOM THIS MAY CONCERN: We strongly oppose using North Pitt as a Dash Bus Route. The very best route is along North Fairfax. This is especially true since the construction of the new and existing high density apartment and condo complexes built along North Fairfax. People in these locations are the most likely users of Dash Bus services. It is not the smaller number of people living in town homes along North Pitt. Adding Dash Bus services to an already overused Pitt and Pendleton adds to an already congested and increasingly noisy problem.</p> |
| 65 | 4/21/2022 | Patty & Greg B. | Opposed (Line 34) | <p>We oppose the proposal for moving Bus Line 34 from North Fairfax to North Pitt Street because of more noise, more congestion, more trash, and less parking availability.</p> |
| 66 | 4/21/2022 | Laurie R. | Opposed (Line 34) | <p>The suggestion to reroute bus route 34 from a much wider street to a much smaller (North Pitt) street should be revisited. This is not in the best interest of the community and I strongly oppose this.</p> |
| 67 | 4/21/2022 | Joel N. | Opposed (Line 34) | <p>As President of the Bullfinch Square Owners Association, I want to submit the attached comments to the Alexandria Transit Company Board of Directors for their consideration regarding the proposed new Route 34 on N. Pitt St. as part of the DASH Transit Development Plan.</p> <p><i>Thank you in advance for your positive consideration.</i></p> |
| 68 | 4/21/2022 | Robert R. | Opposed (Line 34) | <p>I am writing to strongly oppose the proposed relocating the bus route 34 to North Pitt Street. I am a homeowner at 507 Princess St., just a couple doors up from N. Pitt and very concerned about the noise and commotion this bus would bring to my block. Furthermore, the existing Fairfax Street route is much better suited to the bus line.</p> |
| 69 | 4/21/2022 | Susan A. | Opposed (Line 34) | <p>Dear All, I am writing about the proposed change in Dash bus route. I do not live on North Pitt Street but am very familiar with it for a number of reasons. Starting the bus service anywhere short of the 600 block of North Pitt is a waste of time and money. The homes from King Street to Pendleton Streets are, for the most part, residential townhomes, the condo buildings are small developments and there is very little commercial space on the 100 block of North Pitt Street. If there is a need for bus service for the rental buildings and new/newer commercial spaces that have come up, perhaps you could start the service there. Fairfax Street is, for the most part, commercial. They are also adding a multitude of condos and apartments coming onto that street over the next few years. Fairfax Street is a two block walk from Pitt Street. I think that common sense would lean toward the rental buildings, larger condominium projects and commercial buildings. Why drive up and down the first five blocks of Pitt Street for nothing?</p> |
| 70 | 4/21/2022 | Mary G. | Opposed (Line 34) | <p>As the owners of 324 N. Pitt Street since 2005, we are opposed to the proposed rerouting of Bus Line 34 from N. Fairfax Street to N. Pitt Street. There has been a marked increase in the traffic volume on N. Pitt Street during our 17 years of residing here. The growth of that volume has exponentially increased in the past five years or so, in large part due to the addition of new developments including The Kingsley, The Gables of Old Town North, The Florence and the Harris Teeter, all of which are adjacent to N. Pitt Street. Indeed, the garage entrance/exit for the Harris Teeter/Kingsley complex is on N. Pitt, with customers entering from and exiting to N. Pitt throughout each day. In addition to the increased traffic volume, the demand for on-street parking spaces has also greatly increased as a consequence of these developments. Introducing a new bus route onto N. Pitt would both further increase the volume of traffic and lessen the number of available on-street parking spaces, neither of which is a desirable outcome. N. Fairfax Street has long been used for three bus routes and is configured to accommodate these routes (i.e. established bus stops, etc). Relocating one of these routes just two blocks west to N. Pitt Street would require accommodations to N. Pitt that already exist and will continue to be needed on N. Fairfax. These accommodations to N. Pitt will create unnecessary ongoing aggravation for the residents of N. Pitt with questionable appreciable gain for the citizens of Old Town overall. Simply put, rerouting Bus Line 34 to N. Pitt Street will exacerbate the increasingly busy traffic on N. Pitt Street and eliminate increasingly scarce street parking to accommodate bus stops without any significant corresponding benefit to the residents or those commuting to or from Old Town. Therefore, for these reasons, we oppose the rerouting of this route to N. Pitt Street.</p> |
| 71 | 4/21/2022 | Stephen B. | Opposed (Line 34) | <p>We are submitting a letter objecting to the proposed rerouting of Dash Line 34 from N. Fairfax Street to N. Pitt Street. We are owners on N. Pitt Street and would like to offer thoughts on the potential reroute of Dash Line 34, which we strongly oppose.</p> <p>I believe our letter is self-explanatory in that we oppose this potential re-route of Dash Line 34. We would appreciate our letter of objections and concerns being distributed to the Alexandria Transit Company (Dash) Board of Directors, and to the decision makers within the City including City Staff.</p> <p>If you have any questions, please let us know and thank you for consideration of our concerns. (Letter Attached)</p> |

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| 72 | 4/22/2022 | Fabrice C. | Opposed (Line 34) | <p>I have recently learned about the plans to realign the Dash Line 34 from N. Fairfax Street to N. Pitt Street, and I would like to express my concern with the change. With the new developments that took place over the last few years, North Pitt Street has already become more congested with more residents driving through and parking along the street. Even though the growth in the Northern part of town is welcome, the traffic that it brings creates more challenges. Pitt street is one of the closest streets to Washington str, which is the main road leading in and out of town and because of its congestion both, St. Asaph and Pitt are heavily used by people traveling for work to/from DC. I have seen the change happening over the years. It is already busy and congested and with more people moving into the north Old Town more cars and more traffic is already going to make it extremely busy and will be creating to long-term and new residents along the street, especially in the Northern Part. Adding regular bus schedule is not a good solution and can only create more issues.. Streets that are further down away from Washington street are less busy and should be considered for alternative bus routes while Pitt remains an additional route for commuters to/from DC and already serves as an alternative to the always busy Washington str. My family and I have concerns about this plan and would like to request that it is reconsidered.</p> |
| 73 | 4/22/2022 | Pamela S. | Opposed (Line 34) | <p>I am writing to convey my strong opposition to the proposed change in bus route 34 from N Fairfax Street to North Pitt Street. As an Old Town resident, I am highly concerned about the ramifications of this change, including but not limited to the reduction of parking spaces in residential areas, and the increased noise, congestion, and litter that inevitably accompanies such bus routes. Most importantly, I feel that the proposed relocation to North Pitt Street will raise serious traffic safety issues. North Pitt Street is already a busy street due to the location and entrance to the Harris Teeter Grocery and Kingsley Apartment underground parking complex. Visibility is already difficult when exiting this facility notwithstanding buses barreling down the street. Additionally, the newly opened Alexan Florence on N. Pitt and Wythe has already created traffic and safety concerns in this area. Not only has there been a significant increase in traffic since this complex opened, I have witnessed several drivers (who are most likely unfamiliar with the area) blow through the stop signs at North Pitt. headed to the complex. Adding bus traffic in this already congested area is a certain recipe for disaster. For the above reasons, I strongly oppose the proposed change in the Bus Line 34 route. Please take into account these strong concerns that are shared by myself and many of my neighbors.</p> |
| 74 | 4/22/2022 | Patricia L. | Opposed (Line 34) | <p>We are sending this note because it certainly concerns us! A neighbor just passed along information today that there is a proposal to shift a bus route from N. Fairfax to N. Pitt Street. Apparently the comment period ends tomorrow. We are attentive citizens and read the local paper and notices, so we do not know why this is the first we and our neighbors are hearing of this proposal. What is the rationale for the change? There are multiple business along N. Fairfax and established bus stops that do not detract from residential parking. If the route is shifted to N. Pitt, it will be to a much more densely populated residential area (especially given the HUGE apartment complex just built where the bus barn was). Many of us along this road have no other parking options - and now you intend to remove more spaces for a bus stop? And have buses running up and down the streets starting at the crack of dawn? All while making bus riders walk further to their likely destinations - the businesses along N. Fairfax? Transparent and equitable decision making is the hallmark of any well-governed city. Alexandria has often fallen woefully short. Not publishing changes until it is too late is not the way to avoid "flaming emails from angry citizens." More preferable is to make the proposal public with the rationale for the proposed change and let citizens weigh in. We may not always agree with the outcome, but at least we were heard. What makes us angry is not having a voice in our own government...the government to whom we pay substantial property taxes. If we are not heard in City Hall we will be heard in the ballot box. We strongly oppose changing the bus route without public discussion.</p> |
| 75 | 4/22/2022 | Edward P. | Opposed (Line 34) | <p>Having four different bus lines in Alexandria is NOT needed. Your buses are practically empty all the time. Consolidate on Fairfax Street and save money.</p> <p>Thank you [from a] very concerned citizen!</p> |
| 76 | 4/22/2022 | Nathan M. | Support (Line 34) | <p>I support the changes in bus routes proposed by DASH in its Transit Development Plan.</p> <p>As a member of the Planning Commission (but speaking on my personal behalf), I can attest to the importance of an effective bus network to support existing and planned development in Old Town North. The proposed changes in the Line 34 to from N. Fairfax to N. Pitt Street will better support bus ridership in Old Town North.</p> <p>During the Old Town North small area planning process, many spoke in favor of a streetcar or light rail service along the abandoned rail spur that formerly served the power plant, connecting Old Town North to the Potomac Yard Metro Station. Realistically, the city does not have the funds to provide rail transit service along this line. However, the proposed changes to Line 34 would approximate this route with bus service, and provide a direct linkage between Old Town North and Potomac Yard.</p> <p>Thank you for your consideration of these comments, and I urge you to implement route changes to Line 34 along N. Fairfax Street as proposed.</p> |
| 77 | 4/22/2022 | Chris G. | Line 30 (Request) | <p>I catch the #30 bus leaving Van Dorn on Saturday's and because the starting time is 5:44 frm Van Dorn heading to Braddock, I always miss my connecting Metroway bus frm Braddock and hve to wait or walk to East Custiss in order to gt to wrk. The best thing to do is either hve an earlier start out time frm Van Dorn or hve the buses go by McDonald's like they use to. Save me lot of time frm running, hoping I hvnt missed the Metroway bus.</p> |
| 78 | 4/22/2022 | Lori M. | Opposed (Line 34) | <p>Dear Dash Bus Representatives, I am writing to question the proposed changes of RT 34 realignment from N Fairfax to N Pitt St. With inflation and the cost of living rapidly increasing, why would DASH want to pass on the costs of installing a new bus route requiring the construction of additional stops/signage to the residents when there are already existing routes to accommodate ridership? Local businesses on N Fairfax thrive with increased residents on their streets due to current bus routes. These small mom and pop businesses that our community thrives on will be negatively affected by the relocation of RT 34. N Fairfax has been established as a main bus route in Old Town. Should one miss a bus, there is always another right behind that one (thanks Dash!). There is no need to run across town to find another stop. Has the safety of riders been considered with this proposed change? N Fairfax has clearly marked yellow lines, a wider right of way, and less foliage along the route. N Pitt already carries the overflow of traffic as there are no traffic signals as St Asaph. Would increasing the traffic in a residential neighborhood affect the public's safety? Parking remains a challenge in Old Town. What is the rationale for removing resident parking spaces to relocate this bus route from already established routes that do not require a loss of parking spaces? I am opposed to moving RT 34 from N Fairfax. Thank you for your time.</p> |
| 79 | 4/22/2022 | Bob G. | Opposed (Line 34) | <p>Cannot think of why moving the Bus Line 34 further away from people who routinely use this line makes any sense!</p> |
| 80 | 4/22/2022 | Jenifer L. | Service Request (N. Van Dorn St to ACHS) | <p>Please make a bus line like the old AT 5. The high school kids on the west end used to ride this bus to school. It was nice to be able to use it they missed the school bus or there was an event at the school.</p> |
| 81 | 4/22/2022 | Alex G. | Support (Line 34) | <p>I'm writing in support of the proposed changes included in the TDP, including the realignment of Line 34 which recently got some public opposition from some residents of Pitt St. I hope DASH will do what is best for the entire city by moving forward with the realignment, instead of acquiescing to a few of Alexandria's wealthiest residents.</p> <p>I also strongly support the unfunded priorities described in public meetings, and have written to council asking that they provide funding for the projects to improve off-peak frequency and connections in the West End.</p> <p>Thank you for all the work moving us Alexandrians around!</p> <p>Best, Alex</p> <p>PS - I am very grateful for the recent change in stroller policy. This will make it much easier to get my daughter to daycare, and is a big step in helping my family go from owning 2 cars down to just 1. Thank you!</p> |

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| 82 | 4/22/2022 | Joseph M. | Opposed (Line 34) | <p>Dear Dash Bus Representatives,</p> <p>Thank you for providing bus services to our community. We appreciate the ease and consistency of this service.</p> <p>I am writing to oppose the proposed changes of RT 34 realignment from N Fairfax to N Pitt St.</p> <p>The established Route on N Fairfax serves the greater community on the East side of town while providing access to the many retail establishments, corporate facilities, and public tennis courts along the route.</p> <p>Our town is proud to support local establishments. They are the cornerstone of this charming city. The many restaurants and small businesses will suffer as they rely on public transport of residents. The proposed route change to N Pitt a primarily residential area will detract customers from local businesses.</p> <p>Thank you for your time.</p> |
| 83 | 4/22/2022 | Keith S. | Opposed (Line 34) | <p>I am writing to oppose the proposed routing of Bus Line 34 to N. Pitt Street from its current routing on Fairfax Street. The current routing works fine for those in need of Dash transportation and recent development, particularly apartment complexes along N. Pitt has the potential to create some very dangerous safety situations, particularly between Pendleton and Montgomery Streets in the northern area. This growth has created substantial additional vehicular and pedestrian traffic in the area, and rerouting Dash buses will only exacerbate the problem. Accordingly, I strongly urge you to reconsider this rerouting and maintain the current bus system as currently established.</p> |
| 84 | 4/22/2022 | Karen B. | Opposed (Line 34) | <p>I am concerned about the change of Line 34 to travel down N Pitt St instead of N Fairfax St and am opposed to the change for the following reasons:</p> <ol style="list-style-type: none"> Cutting up Old Town North into multiple North-South transit routes by adding an additional route down an entirely residential North-South street (no business has its pedestrian entrance on N Pitt Street north of Cameron Street and south of Second Street) seems poorly thought out. Moving Line 34 creates 3 parallel North-South bus routes 2 blocks apart in Old Town North: one North-South transit route with bus traffic and bus stops on N Washington Street, a second North-South transit route 2 blocks east of that with bus traffic and bus stops on N Pitt Street, and a third North-South transit route 2 blocks east of that with bus traffic and bus stops on N Fairfax St. Nowhere else in Alexandria is a neighborhood inundated with 3 parallel bus routes 2 blocks apart. This is a cause for concern. We all would like to see reduced traffic by having more people ride the bus, but this parallel configuration 2 blocks apart adding a route on an entirely residential street where residents living there are opposed to having the route on a residential street in front of their homes is not a well-thought-out solution to the problem. Old Town residents living south of King Street are not subject to multiple parallel North-South public transit bus routes and bus stops on their residential streets - why should it be different for residents living in Old Town North? Aren't the goals for public transit to alleviate traffic and parking problems the same both north and south of King Street? Why is Dash proposing to add an additional route option only two blocks from an established transit route only north of King Street, not south of King Street and not in Alexandria's other residential neighborhoods? The change for Line 34 to N Pitt Street in Old Town North just doesn't seem to make good sense. The expectation that new development on N Pitt Street that prompted the change in the Alexandria Transit Vision Plan that was adopted in 2019 made sense at the time. The large Gables development was in process of setting a precedent for future changes in Old Town North. However, in 2022 we now know much more about what kind of development is coming to Old Town North and where that development is taking place. Actually, more development is occurring on the N Fairfax corridor than on the N Pitt corridor. <p>New development in OTN since 2019 bordering N Pitt Street includes:</p> <ul style="list-style-type: none"> •The Gables (238 units - main pedestrian residential entrance on Montgomery Street, retail entrances on Montgomery Street and N St Asaph Street), •Alexan Florence (286 units - main pedestrian residential entrance on Wythe Street), •901 N Pitt St - proposed (250 units - main pedestrian residential and retail entrances on Montgomery Street and arts venue (dance studio) entrance on N Royal Street). <p>Total new development bordering on N Pitt Street includes a total of 774 new residential units. This number multiplied by the estimate of 1.5 people per unit used by the Old Town North Small Area Plan results in an increase of 1,161 new residents.</p> <ul style="list-style-type: none"> •No retail or arts venues have pedestrian entrances on N Pitt Street. <p>New development in OTN since 2019 bordering N Fairfax Street where the current Line 34 is aligned includes:</p> <ul style="list-style-type: none"> •901 N Fairfax (54 residential units - main pedestrian entrance on N Fairfax Street), •The Venue (160 residential units and MetroStage - main pedestrian residential entrance on N Fairfax Street and MetroStage entrance on N Fairfax Street), •The Muse (73 residential units and The Art League Studios - main pedestrian residential entrance on N Royal Street and The Art League Studios pedestrian entrances on N Royal Street), •Tidelock development project (234 residential units, retail development and Levine Music - main pedestrian residential and retail entrances on N Fairfax Street and Levine Music entrance on N Fairfax Street), and •Montgomery Center development project - proposed in early concept phase (375 residential units with main pedestrian residential entrance on Madison Street, retail entrances on Montgomery Street, and arts venue entrance on N Royal Street). <p>Total new development bordering on N Fairfax Street includes a total of 896 new residential units. This number multiplied by the estimate of 1.5 people per unit used by the Old Town North Small Area Plan results in an increase of 1,344 new residents.</p> <ul style="list-style-type: none"> •MetroStage, Levine Music and retail at the Tidelock development all have pedestrian entrances on N Fairfax Street. There is no parking accommodation requirement for the arts venues, nor is there one for small retail venues in the Old Town North Small Area Plan. Public transit will be essential for these arts and retail venues to survive on N Fairfax Street. <ol style="list-style-type: none"> Changing Line 34 to N Pitt Street in 2023 does not seem to be forward thinking in consideration of the HILCO development plans for the former power plant in Old Town North. Demolition and construction work will begin soon and continue for several years. Currently, only N Royal Street and N Fairfax Streets connect into the HILCO development property. Eventually Line 34 will need to connect to the spine road running through the HILCO development. Although N Pitt Street may potentially connect into the HILCO development at some point, one simply cannot assume that when planning. Why would you make the change in 2023 to move Line 34 to N Pitt Street which may not connect to the HILCO property in the long run? Perhaps save the Line 34 when it can best connect through the HILCO development to the Potomac Yards Metro. Until then, leave Route 34 on N Fairfax Street where it is on N Fairfax Street as it travels to and from the Potomac Yards Metro rather than slicing up Old Town North even before the HILCO development is open. Alexandrians are thrilled with Dash's commitment to electric and hybrid buses. However, currently only 14% of your fleet are these quiet electric buses |
| 85 | 4/22/2022 | Christine S. | Oppose (Line 34) | <p>Dear Sir/Madam,</p> <p>We are writing to formally oppose the proposal to move Bus Line 34 from North Fairfax Street to North Pitt Street for the following reasons:</p> <ul style="list-style-type: none"> •North Fairfax Street has many more apartments and commercial businesses than North Pitt Street, which is comprised primarily of single family homes and townhouses. The change would negatively impact North Pitt Street in terms of fewer parking spaces, more noise, more congestion and more trash. •North Fairfax Street is closer to the river which is the key destination for tourists who rely on public transportation to get around. Moving this line to North Pitt would increase the tourist activity on a quiet residential street. •There is another bus line just two blocks north of North Pitt Street on Washington Street which makes the move of Bus Line 34 closer to Washington Street unnecessary and redundant. <p>Please help us retain the history and charm of our neighborhood for the many residents who call it home by leaving the Bus Line 34 routing as it is.</p> |
| 86 | 4/22/2022 | Jane C. | Oppose (Line 34) | <p>Please reconsider re-routing bus line 34 through North Pitt Street. I cannot find any justification for this change in your March 8 newsletter for why you would do this. North Pitt Street is a quiet side street with traffic parked on both sides of the street. It may not be able to accommodate two lanes of traffic, with one being a large city bus. North Pitt Street was not built for, or intended to be used as, a bus route.</p> |

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| 87 | 4/22/2022 | Jesse O. | Support (Line 34) | <p>Good afternoon, I'm writing today in support of the changes to bus routes proposed by DASH in its Transit Development Plan.</p> <p>I served on the small area planning group for Old Town North on behalf of the Parks and Recreation Commission (but I write today on my own behalf), and the successful execution of this small area plan and the envisioned growth in this neighborhood will rely on an effective and well-used bus network. I particularly want to note the modifications to Line 34 (from N. Fairfax to N. Pitt Street) that shift the line to the middle of the neighborhood, and in doing so better enable and sustain bus ridership in a very common sense way. Even more crucially these modifications will provide a necessary (and much desired) connection to the new Potomac Yard Metro Station, ensuring full transit access for residents in Old Town North.</p> <p>I appreciate your consideration of this feedback, and I am excited to see the implementation of these important and exciting changes to Line 34 as proposed.</p> |
| 88 | 4/22/2022 | Donna M. | Oppose (Line 34) | <p>I am writing to you to voice my opposition to the proposed Dash Bus Route that you are proposing to be rerouted down N Pitt St.</p> <p>A little background on me. I live at 418 N Pitt St and chose to buy my home because it was NOT on a bus route. I love this block because it is a small, quiet row of row homes where the neighbors tend to their container gardens or the small patch of dirt they have between their homes and the sidewalk. We enjoy sharing our days and everyone is quick with a smile. I chose Old Town because it is a walkable community. We walk everywhere, even to the metro or to the water taxi when we take public transportation, yes even in the rain! It's the charm of living in Old Town!</p> <p>1. There is a bus stop for Route 10A that stops at Washington St and Oronoco and goes directly to Braddock Rd metro in Old Town. Having a bus route 2 blocks away is redundant. 10A goes to a closer metro stop than Potomac Yards, and goes East/West and will not impede the flow of traffic on Route 1 or the GW Parkway that the new proposed 34A would. Map Attached. (And can also be found on the Dash Website.)</p> <p>2. The new 34A proposed bus route runs from 5 am to 10 pm every 1/2 hour Monday-Saturday, and every 60 minutes on Sunday (although it has been proposed the new 34A line would also be every 30 minutes on Sunday also.) The decibels for a diesel bus is 80-85-90 decibels (according to Google!) and according to Alexandria's Noise Ordinance only 55 decibels are allowed in a residential area. (See attached.) The noise this will bring to our residential community is not acceptable and is excessive. Alexandria's noise ordinance only allows for construction work from 7 am to 6 pm. A bus creates as much or more noise stopping, starting and idling at every stop sign as construction work does in our neighborhood. The buses hours are 6 hours longer a day than a construction crew's.</p> <p>3. My bedroom windows are precisely 4.41 yards from N Pitt St. With developers being allowed to build homes with such a small setback, it's not appropriate to put a bus route with buses stopping, idling and revving at every stop sign from early morning (5 am) to late evening (10 pm) everyday in this quiet residential area. This will impact our sleep and enjoyment of our homes. Homes are built to a different building standard and code than a multi-family building or commercial building. The new construction condos are soundproof. Our townhomes are not. And with COVID, we are working from home and not going to an office so we are home most everyday.</p> <p>4. While DASH "implied" electric buses would be used, in fact there are many diesel buses still in operation. It is not clear in the FY23 ATC Transit Development Plan - DRAFT.pdf, section 6 exactly how many of DASH's fleet is electric vs diesel. And it appears that the replacements will be hybrid in fiscal year 2023, not fully electric. This document also states that 8 will be delivered but today on ALXNOW, DASH stated it only had enough funds for 3 electric (or hybrid?) buses not 8.</p> <p>5. An alternative to N Pitt, is Washington Street. This would be more convenient for everyone in Old Town. Also, if this new bus route is designed to take people from the developments further down N Pitt St, why not make a shuttle from the apartments to Braddock Rd metro? This seems like the least intrusive and quickest route to the metro while servicing the most riders.</p> <p>I hope you help us keep the charm of our neighborhood. If I can answer any questions, I'm happy to help.</p> |
| 89 | 4/22/2022 | Melody F. | Oppose (Line 34) | <p>A lot of the changes you all make are positive but I am calling in opposition of the DASH realignment of the 34 from N Fairfax to N Pitt St. The blocks you're suggesting switching to are single family townhomes, so the this plan is not likely to increase ridership but will impact the livelihood of that area by increasing traffic noise and reducing available parking. I'm also concerned that there wasn't a more concentrated outreach campaign through the media or from door to door. Again, I don't see how this would benefit Fairfax St because the area isn't dense enough with people to even increase ridership. The area where I live doesn't have traffic lights, only 4 way stop signs that have crazy rush hour traffic in the morning due to people cutting through, so the addition of a bus route wouldn't be ideal. Thanks for your consideration of this feedback.</p> |
| 90 | 4/22/2022 | Bruno M. | Oppose (Line 34) | <p>To whom it may concern:</p> <p>What's driving this? What one-block clusters of residents are intended to be better served by the change? At the end of such a change, what is the gain for all concerned? I haven't seen any discussion of the concept, the rationale, the pros, or the cons of this initiative.</p> <p>The area circled in RED below showing the proposed realignment dashed on N. Pitt St is a realignment of extreme disruption to so many single family home owners on N Pitt and a reduction of service to condos, rentals and higher density properties along N Fairfax St.</p> <p>Again, what is driving this? Anyone can crunch rider numbers to their favor. What was not considered and needs to be is how N Pitt St does NOT favor this realignment. Single family homes with cars in private parking on N Pitt St. don't use the bus.</p> <p>KEEP 34 ON N. FAIRFAX ST. Walking is a healthy activity. Disrupting N Pitt St property values is far from healthy its damaging.</p> |
| 91 | 4/22/2022 | Merrie S. | Oppose (Line 34) | <p>I applaud ATC's thorough plan to make a more useful bus system and to focus on ridership over geographic coverage. I am, however, concerned about proposed changes to the route for Bus Line 34.</p> <p>I am opposed to the planned FY2023 shift of this line from N Fairfax to N Pitt Street, particularly along the 200 - 500 blocks of N Pitt. These blocks are occupied by single-family townhouses. Running the bus line by these homes is not likely to increase ridership. But it is likely to increase traffic and noise and to reduce available parking on these blocks.</p> <p>From my reading of FY22 ATC Transit Development Plan - FINAL, I gather that this line replaces in part AT3/4 which ran along N Fairfax Street. However there will continue to be bus lines running along N Fairfax. So the proposed new route will not improve the situation on N Fairfax, but it will adversely affect homeowners on N Pitt Street.</p> <p>I respectfully request that the planned shift of Bus Line 34 to N Pitt Street be reconsidered.</p> |

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| 92 | 4/22/2022 | Jim M. | Oppose (Line 34) | <p>I oppose the re-routing of DASH buses onto North Pitt Street for the following reasons.</p> <ol style="list-style-type: none"> 1. All of the planning documents on Ref A show DASH routes in Old Town north of King Street to be on North Fairfax or North Royal. None show a route on North Pitt Street. SO, the North Pitt Street route is absolutely news to most of the people who live along the street. 2. While the Outreach plan in Ref B (pp 74-79) appears to be robust, it also appears to have been concentrated on current DASH riders and current DASH locations. The only outreach channel you list which we would have seen is the ZEBRA. Alas, we missed your note in that publication. You do not list "Alexandria eNews" which we receive and read. You did not list either the Alexandria Times or the Gazette Packet which we read weekly. 3. You had an absolute duty to inform residents of properties on North Pitt Street by mail of the proposed new route. We do not live in "DASH World" and are not alert to major initiatives affecting our neighborhood. You have our home addresses. We have been paying real estate and personal property taxes for years. This is a serious failure to communicate on your part. You could even have shaped the outreach as a survey to determine how many of the North Pitt Street residents have used DASH in the past or would be more likely to use it if it stopped on their street. 4. North Pitt Street is the preferred by-pass route for commuter traffic in the morning and evening. It is preferred because North Saint Asaph has at least four stop lights and North Pitt has none. In non-Covid times, the by-pass traffic is heavy and fast. 5. The proposed North Pitt Street route is the only new route that passes through a neighborhood comprised of single-family homes (Cameron to Wythe). The one other new route appears to be focused on the dense, high-rise Carlyle-Eisenhower Avenue area. 6. The North Pitt Street blocks would now lose scarce parking spaces to bus stops and parenthetically, the North Fairfax blocks would not recover parking spaces because two routes continue on Fairfax. 7. With respect to the Outreach Program and given that the North Pitt Street route is the only new route, I am "shocked, shocked" that you omitted the residents along the street in a focused door-to-door information effort. You could have put at least a "flyer" in the door. Posters in small print on telephone poles is two centuries old technology. 8. In the feedback you provide in Ref B (pp 80-91) and in the Comment Tracker (pp 92-96), no one recommends a North Pitt Street route. The three Old Town North neighborhood groups which agree with your plan mentioned only improved service "to residents who live north of Montgomery Street, and particularly for people on Bashford and Slaters Lanes." This service can be better served by an AT34/N6 bus that travels on North Fairfax Street. 9. I agree that the new residents in the large condos/apartments north of Pendleton Street ought to have convenient bus service. For those who live along North Pitt Street I submit that they can easily walk two blocks east to North Fairfax. Why? For 33 years my wife walked one mile to Braddock Station in the morning and one mile back in the evening five days a week for 33 years . . . carrying her lunch. 10. For the reason stated in 9, I absolutely disagree with the words of one of planning documents, "In Old Town North, the alignment is also proposed to be shifted from North Fairfax Street to North Pitt Street for better transit access to residents and new developments on that corridor." Save the money on bus stops and simply retain the DASH service on the well-established Fairfax route. 11. As a compromise, please consider an AT34/N6 route that transits North Fairfax Street to Pendleton or Wythe, turns west to North Pitt Street, then continues north. That would get the new residents in the Alexan, the Kingsley, and the condos/apartments on the old GIANT/VABC block, and leave the residents of the single-family dwellings in peace. |
| 93 | 4/22/2022 | Anna J. | Oppose (Line 34) | <p>I live on N Pitt and just found out about the realignment and I definitely do not want that. If you guys reroute to N Pitt, you should consider doing the blocks further beyond instead of where the single family homes are. Moving it to where you currently have planned wont do much for ridership. The streets are already very narrow and we don't want bus stops there. Thanks for your consideration.</p> |
| 94 | 4/22/2022 | Aaron C. | Oppose (Line 34) | <p>We are homeowners on N. Pitt and previously communicated our opposition to the realignment of Line 34. We continue to oppose this realignment with other residents on N. Pitt due to the impacts to parking, noise, congestion, traffic, trash, and pollution. In addition to these solid concerns, your review should note that all of N. Pitt North of Cameron is completely residential (i.e., not one retail business has its entrance on N. Pitt), and that our homes have a residential planning approach of limited street setbacks.</p> <p>Although I am communicating our opposition to the realignment, we do support the overall urban planning goal to "encourage more people to go more place at more times using transit." However, the means to these ends cannot cause greater negative impact than the good and cannot be at an unwarranted financial cost (limited benefits to limited recipients).</p> <p>Although the realignment is very concerning as you have heard from many, an additional concern is about the review process of the ATV Plan and specifically Line 34 by ATC's Staff and Board, Alexandria Transportation Commission, the City's Department of Transportation & Environmental Services, and the City Council. I question whether the City and the ATC Board is aware of what performance metrics were used and the analysis beyond the narrative in the ATV Plan? To be clear I question the incremental value of Line 34.</p> <p>I think we all would agree that no government should waste its taxpayers' contributions, but I question how this shared value has been used in evaluating the specifics of the ATV Plan and the ATC's ongoing operating budget. Based on ATC's own statements, they are not able to initially implement the full service levels in the Plan but yet they recommend moving forward with questionable network ROI changes without questioning "at what cost." The ATC as an almost fully taxpayer funded entity has a critical responsibility to fully access the incremental ROI of changes and additions both for benefit but capacity. I have not researched the combined variable and incremental fixed costs of a bus line but assume it is over \$1m (not factoring initial cash cost of multiple buses). With that high cost the ROI or value of Line 34 must be evaluated, and it must be done based on ATC's own policy: 85% of ATC's revenues will be used towards ridership maximization. I ask, how many riders on Line 34 could not use the 30, 31, and/or 10 A/B? With the opening of Potomac Yard Metro Station and the proposed Line 34 realignment, research must have shown that for almost all stops riders will not use 34 and instead use 30, 31, and 10 to have access to the closest Metro station – King or Braddock. Those riders in the very North end of Old Town North might select Line 34 but are also within ¼ mile of 30/31. Those West of Washington have the Metroway Line. And the southern portion on Line 34 also has 10 A/B.</p> <p>So, combined with line redundancy and lack of rider interest in going to the Potomac Yard Metro when there is a closer Metro Station – how many new riders does Line 34 add? Intuitively it is a very small number. And that fact becomes more painful to consider when one acknowledges that you/we are using taxpayer funds that could go to other vital services and while ATC struggles to implement their Plan based on the City's budget. Thank you for your consideration of the numerous resident concerns for the Line 34 realignment to N Pitt and for pausing to also consider what all government and nonprofit groups must with their programs: what results, what recipients, and at what cost.</p> |

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| 95 | 4/22/2022 | Jean H. | Oppose (Line 34) | <p>I am a resident and homeowner on North Pitt Street in Alexandria, VA. I have lived here for eight years, including when the old WMATA bus barn was still in operation and through the construction on the 600 block, 700 block, and 900 block. I'm writing to strongly oppose the proposal to move the DASH bus line 34 from North Fairfax to North Pitt Street. Pitt is far more residential, far more pedestrian, and (therefore) far more congested than Fairfax. Switching buses from Fairfax to Pitt will make things less safe and more congested for residents, and is also going to make it far more likely that your buses run behind-schedule or take longer to get places because they'll be driving on more congested roads, especially at peak times. My biggest concern is safety. North Pitt has a lot of pedestrians, especially as they walk to and from Harris Teeter. There are a lot of kids--young children, parents with strollers, older kids on bikes. This year, the 600 block of North Pitt was already narrowed to accommodate a new, large apartment complex (The Alexan Florence). This has directly resulted in a more unsafe environment. I am a stay-at-home parent, so I am coming and going from home by car or on foot all day with my kids. I have personally witnessed multiple times where cars and pedestrians have had close calls because it's difficult for the cars to see pedestrians at the intersections of Pitt and Wythe or Pitt and Pendleton. This would worsen if you add large buses to all the traffic. There are already traffic lights on St. Asaph, Washington, Columbus, etc. Let's not make North Pitt another street with traffic lights. I have also personally witnessed, on a daily basis, the difficulty that vans and delivery trucks have when they turn onto North Pitt now from Pendleton or Wythe. There is much less space. The only way to make this safer is to get rid of more parking on the corners. As a resident, the narrowed street has made it much more unsafe for me to turn out onto Pitt from my block's drive--it's difficult to see the cars coming. These drivers also don't realize that there are drives that come out onto North Pitt on multiple blocks--the 600, 500, 400, and 300 blocks at least, all have drives that come out onto Pitt. With buses moving up and down North Pitt, the street will feel less residential, and drivers will be more careless. Because The Alexan Florence is so large with multiple entrances on North Pitt, a lot of residents are moving in and out and use North Pitt to do so. For example, I have personally witnessed three days in a row when a moving truck was parked on the corner or the middle of the street, making it very unsafe to make any turns from Pendleton onto Pitt--it became a blind turn. This was unsafe both for drivers and pedestrians. Of course, getting rid of street parking would just exacerbate another problem: dwindling parking in north Old Town. With the construction of multiple block-wide apartment complexes in the last 8 years, we've become a lot more congested, and parking is becoming harder and harder to find. The Alexan Florence residents won't have enough parking in their own garage--perhaps the same holds true for residents of The Kingsley and The Gables. Getting rid of more street parking on North Pitt just makes everything worse. Having the DASH lines run on North Fairfax makes more sense for two reasons: the area is less residential, and there is more space for the buses. Fewer residences facing the street means that it's safer for pedestrians, too. Many of the buildings on North Fairfax sit back a lot farther from the street, making it a lot safer for kids and other pedestrians if buses run on that street. A lot of the buildings on North Fairfax closer to King street are office buildings. The 600, 700, 800, and 900 blocks all have office buildings or condo or apartment buildings that are set farther back from the street and have wider sidewalks. Because they sit farther back from the street, noise from the street is less bothersome than it would be for those residents on North Pitt. The street is much less congested than North Pitt. Finally, the buses will actually run much more smoothly on time on Fairfax than on Pitt. The greater congestion on Pitt--especially in the mornings, when everyone is leaving these residential blocks--is going to mean more stop-and-starts for the buses and more behind-schedule routes. Your buses are likely to bottleneck especially on the 600 block of North Pitt, which, as I've mentioned, has been narrowed. My entire family have ridden DASH buses throughout the past 8 years. We love DASH and all the options we have for lines that can take us to different parts of Alexandria. (We remember when the buses were still AT2, AT3/4, AT5, etc.) We have never had a problem walking over to North Fairfax or North Washington to catch the bus, or getting off the bus on Madison Street or Pendleton Street. There is no need to move line 34 from Fairfax to Pitt. The downsides (especially safety for pedestrians and buses running behind-schedule) far outweigh the perceived advantages. I look forward to the upcoming Alexandria Transit Company Board and Parking and Traffic Board meetings.</p> |
| 96 | 4/22/2022 | Ron R. | Oppose (Line 34) | <p>We have lived at 330 N Pitt since 1974. We are writing to OBJECT to the DASH route change from N Fairfax to N Pitt!!</p> |
| 97 | 4/22/2022 | Chris L. | Oppose (Line 34) | <p>I'm writing to voice my opposition to moving bus line 34 to North Pitt Street. At a minimum, this proposed change would cause increasingly less parking on a street being negatively impacted by the over-building of residential housing in the Old Town North neighborhood. In addition, this change will bring more trash, noise, and congestion to the area. The change in use of Waterman Place to residential housing will cause enough challenges for the neighbors. A change in bus route will greatly exasperate the existing above described issues.</p> |
| 98 | 4/22/2022 | Braxton W. | Oppose (Line 34) | <p>I am writing to express my concern as a resident of North Pitt Street about the proposed plans to move DASH Bus Line 34 from North Fairfax Street to North Pitt Street this year. I strongly OPPOSE this proposal.</p> <p>As a resident and community member, this would negatively impact our street. Unlike North Fairfax Street, the majority of North Pitt Street is residential and adding bus routes would take away our already limited street parking, increase traffic and decrease safety.</p> <p>I ask that you not move forward with these plans.</p> |
| 99 | 4/22/2022 | Tom V. | Support (Potomac Yard) | <p>I just reviewed the proposed route changes to DASH routes 33, 34 & 36A/B. I think they are sensible, and I wanted to voice my support. I live near the Braddock Metro Station, and these route changes would make it much more convenient for me to go to Potomac Yards.</p> <p>Thank you for your work to continuously improve coverage and service for Alexandria's public transit! - Tom V., Resident of Del Ray</p> |
| 100 | 4/22/2022 | Amy R. | Oppose (Line 34) | <p>I am opposed to rerouting this bus along N Pitt St. This new route will increase noise and air pollution and decrease parking nearby and will decrease the property value of my house which is in a residential and historical district.</p> <p>Additionally, I object to the lack of adequate notice to comment on this change. My neighbors and I only learned about this last week although I understand multiple hearings have already been held about it.</p> |



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

Honorable Mayor Wilson and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

April 20, 2022

Re: **Endorsement of the Alexandria Transit Company (DASH) FY23 Transit Development Plan**

Dear Mayor Wilson and Members of City Council:

On April 20, 2022, the Transportation Commission received an update from DASH on the FY23 Transit Development Plan (TDP). The Commission voted to endorse DASH's recommended improvements outlined in that plan including those currently unfunded in the City's proposed FY23 budget. Those unfunded improvements include improved bus connectivity from West Alexandria to Old Town (costing approximately an additional \$1.9 million) and weekend frequency improvements on Lines 32, 33, and 34 (costing approximately at an additional \$700,000).

The Transportation Commission believes the improvements proposed in the FY23 TDP, including the unfunded service improvements are critical to meeting goals of the Alexandria Mobility Plan, Transit Vision Plan, and the Environmental Action Plan 2040 of providing frequent, reliable transit service to all Alexandrians to provide convenient transportation options and encourage reduction of single occupancy vehicle trips in the City. The Transportation Commission appreciates the opportunity to receive this update from DASH, as well as to provide its endorsement to Council.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Oscar
Gonzalez

Digitally signed by Oscar
Gonzalez
DN: cn=Oscar Gonzalez, o=US,
email=ogonza@gmail.com
Date: 2022.04.20 16:40:43 -0400

Oscar Gonzalez

Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Alexandria Transit Company Board of Directors
Jim Parajon, City Manager
Emily Baker, Deputy City Manager
Yon Lambert, Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, Transportation Planning

Stephen and Carolyn Bannister
428 NORTH PITT STREET
ALEXANDRIA, VIRGINIA 22314-2316

Alexandria Transit Company (DASH)
Board of Directors
3000 Business Center Drive
Alexandria, Virginia 22314

20 April 2022

Re: Oppose Line 34 Realignment from N. Fairfax Street to N. Pitt Street

Dear Board of Directors,

Thank you for the opportunity to provide input to the draft FY 2023 – FY 2028 Transit Development Plan (hereinafter TDP) for the Alexandria Transit Company (hereinafter ATC), and especially one tiny part of the plan related to the Line 34 realignment.

We strongly oppose the Line 34 realignment from N. Fairfax Street to N. Pitt Street. This proposed change provides little additional benefit while raising dissatisfaction of many City residents. It is our firm belief any realignment decisions should be tabled until the Potomac Yard Station is open and operating and some of the planned developments realize completion. This will provide the clear benefit of factual evidence far superior to “studies” and gives the City the distinct ability to get it “right” the first time. We do not see any real benefit to route realignment until the Station is operational and we have a clear analysis of reality. This seems logically obvious to us. Still, we find the proposed realignment without sufficient benefit to justify such a significant change and the ensuing disruption to residents along N. Pitt Street.

We are currently building a new personal residence on our property on N. Pitt Street and were quite surprised to learn of the proposed changes. As soon-to-be residents on N. Pitt Street, we are concerned about the clear impacts of increased noise and increased congestion. We are particularly concerned with the obvious impact of reduced parking along N. Pitt Street which is primarily a quiet residential street.

We have walked both streets. North Fairfax Street is primarily commercial in character, with the Alexandria Visitor Center, Old Town Farmers Market, City Hall, banks, office buildings, spas, retail shops, restaurants, a dog park, and public tennis courts. These are places people want to go and clearly a premier stop for businesses and more importantly patrons utilizing those businesses. Buses take people to Fairfax Street and reduce congestion. North Pitt Street is primarily residential in character. People who live along N. Pitt Street have cars and park along the street. Why move a route from places where people want to visit and then add a route where they do not?

North Pitt Street will experience an increase in noise and traffic congestion due to this proposed realignment. Buses will run Monday through Friday from 5:00 am until 10:00 pm every 30 minutes, resulting in 35 daily bus trips each way, or 70 bus trips per weekday.¹ Weekends are not much better, with buses proposed to run from 7:00 am until 10:30 pm every 30 minutes, even on Sunday, which is 32 daily bus trips each way, or 64 bus trips each and every Saturday and Sunday.² This totals 478 bus trips a week, or 24,856 bus trips a year. Clearly a significant change that will add to the general noise pollution and reduce quality of life along North Pitt Street.

The TDP states that “potential improvements include shelter/bench installations, parking space removals, and passenger pad or “bulb out” construction.”³ All of these actions will likely reduce the quality of life on N. Pitt Street. DASH staff added that they “acknowledge that the installation of bus stops along N. Pitt Street would necessitate the removal of a number of parking spaces....”⁴

However, personal observation of N. Fairfax Street demonstrates that bus stops often utilizes up to three parking spaces each.⁵ There are 13 bus stops along N. Fairfax Street already. From an economic cost and benefit perspective, we can see no clear measure of the benefit outweighing cost of this relocation. Surely, improvements to the existing stops and shelters along Fairfax Street makes immense financial sense and will not create an entirely new path of travel and the inherent added risk of such changes, while still garnering the upgrades desired.

This proposed change does not improve conditions along N. Fairfax Street. Although Line 34 would move to N. Pitt Street, Lines 30 and 31 will remain on N. Fairfax Street. While bus routes may offer positive aspects, this change will distribute the potential negative effects from just one street to two streets, N. Pitt and N. Fairfax. Why should two city streets have bus lines instead of just one, especially when they are only two short city blocks apart? DASH staff stated that the concept of multiple bus lines on N. Fairfax Street was to ensure that if a bus were missed, a passenger could quickly catch a subsequent bus.⁶ Moving one line to N. Pitt Street means a passenger would need to walk two blocks to catch the next bus, a problem well highlighted by a public commenter during the Board meeting.⁷

The TDP states that one reason for the realignment is “to provide better access to bus service for communities and new developments along N. Pitt Street.”⁸ A public commenter identified the expected residents in new developments since 2019 was 1,342 on N. Fairfax Street and only 1,104 on N. Pitt Street.⁹ She stated the difference was “still 240 more people in the new units on N. Fairfax, so that doesn’t quite work for me as a rationale.”¹⁰ DASH staff also admitted that this proposed realignment would result in a “gap in service” for residents along N. Patrick Street and N. Henry Street.¹¹ This realignment may service even less people.

This Alexandria Transit Board Company (DASH) Board of Directors

20 April 2022

Page 3

Finally, this proposal has engendered “the vast majority” of the opposition to the TDP.¹² Despite overwhelming neighborhood opposition, this proposed change results in the least realized benefit through increased ridership according to staff estimates.¹³ This single change is is estimated to increase boardings by only a paltry 7,000 persons out of a total hoped-for increase of 235,000 in annual boardings.¹⁴ Why provoke so much opposition to such a small part of the overall plan, especially when it creates such a tiny benefit, and at significant cost and quality of life disturbance?

Please reconsider this proposed change and adapt the N. Fairfax Street routes to fill current needs.

Very respectfully,

Stephen Bannister Carolyn Bannister

Stephen Bannister

Carolyn Bannister

¹ Table 3-1 on page 11, FY2023 – FY2028 ATC Transit Development Plan.

² Ibid.

³ Emphasis added.

⁴ E-mail titled DASH Line 34 Proposal on North Pitt Street from Martin Barna on 14 April 2022 at 5:28 pm.

⁵ In fairness, some bus stops appeared to take up no parking spaces, but discussion during the ATC Board meeting indicated that “bulb outs” were the way of the future for ADA and other reasons, and these do replace parking spaces.

⁶ Recording of ATC Board meeting 13 April 2022, statement by Martin Barna.

⁷ Recording of ATC Board meeting 13 April 2022, statement by Laura Shouldis.

⁸ Page 29, FY2023 – FY2028 ATC Transit Development Plan.

⁹ Recording of ATC Board meeting 13 April 2022, statement by Karen Branding, board member of the North Old Town Independent Citizens Association.

¹⁰ Ibid.

¹¹ Recording of ATC Board meeting 13 April 2022, statement by Martin Barna.

¹² Recording of ATC Board meeting 13 April 2022, statement by Martin Barna.

¹³ Table 5-1B on page 39, FY2023 – FY2028 ATC Transit Development Plan. This is the least of the five proposed line changes, and less than 3% of the total estimated annual increase in boardings.

¹⁴ Ibid.

**Bulfinch Square Homeowners Association
Alexandria, VA**

To: Alexandria Transit Company Board of Directors

Cc: Alexandria City Council

From: Bulfinch Square Owner's Association

Date: April 21, 2022

Re: Proposed DASH Bus Route 34 on Pitt Street

The homeowners of Bulfinch Square are writing to strongly oppose the proposed new DASH 34 bus route on N. Pitt Street, as part of the DASH Transit Development Plan (TDP). Bulfinch Square is a townhome neighborhood of 11 residences on the 400 block of N. Pitt St., and a total of 31 residences including the 500 block of Princess St. and 400 block of N. St. Asaph St.

We are very concerned about the potential for increased congestion, reduced parking and disruption to the quiet residential neighborhood we enjoy. We are also concerned that this proposed new Route 34 will not achieve the TDP objectives, thus disrupting N. Pitt St. with little or no benefit.

The TDP proposal outlines several reasons that this proposed new Route 34 would be beneficial for N. Pitt Street and Alexandria. We want to point out that changes underway on N. Fairfax Street actually are better benefited by the existing bus routes serving this area. In addition, we want to point out some specifics on the negative impact this route would have on the individual homeowners of Pitt St. from Pendleton St. to King St.

- The proposed Pitt St section of route 34 is redundant with existing routes 30, 31 and 10A, which provide bus service to the Metro stations and greater Alexandria. These existing routes are each within an easy 2 blocks walk from N. Pitt St.
- The rationale for this proposal, included in the TDP, states that N. Pitt St. has a greater residential density than N. Fairfax St. This is rapidly changing. Given the current waterfront development; including The Muse, The Venue, Tidelock and the planned Montgomery Center conversion of office space to condos; when this new route 34 is planned for 2023, N. Fairfax St. will be far more residentially dense and DASH-friendly than N. Pitt St. The existing routes will be serving a growing residential density and demand. There is also greater commercial development on N. Fairfax and the existing routes provide accessibility to these businesses. Thus, the existing routes provide a much better opportunity to increase ridership on DASH in this area of Alexandria than adding an additional redundant route in a quiet residential area.

- DASH staff also admitted that this proposed Route 34 would result in a “gap in service” for residents along N. Patrick St. and N. Henry St. Thus, this proposal may service even less people.
- Unlike N. Fairfax St., N. Pitt St. is largely a townhome residential neighborhood of Alexandria. A majority of the homes face Pitt St. and are about 4 yards from the street. This setback is significantly less than those on Fairfax St. and would create much more disruption for the homeowners.
- While the TDP includes progress in transitioning the DASH bus fleet from diesel to electric busses, it was reported in December 2021 that the goal is to have a fully zero-emission fleet by 2035, with an additional 20 electric busses purchased by 2025 and achieving a 50% electric fleet by 2038. With a higher percentage of diesel busses running on the new Route 34, noise and pollution from these busses on N. Pitt St. would continue to be a major concern for some time in the future.
- A majority of residents from this section of N Pitt St. normally walk to and from downtown Alexandria, so the reduced Alexandria parking impact from N. Pitt St. would not be of any significance. The TDP states that an expected loss of parking spaces would be 7-9 over the 9-block stretch of N. Pitt St. However, existing bus stops on N. Fairfax St. take the place of up to 3 parking spaces each. It appears the projected loss of parking spaces on N. Pitt St. is understated and would offset a significant portion of any expected reduced parking demand. If these residents desired to use the DASH for other destinations, the minimal walk to existing routes is not a problem. So, adding this route will not increase DASH ridership. The TDP also states that potential improvements include shelter/bench installations and passenger pad of “bulb out” construction. These would only add to the reduction in quality of life on N. Pitt St.
- As a residential section of historic Old Town, homeowners purchased here because it was a quiet street, not part of the City bus routes, however close enough to easily access them. This would negatively impact the future real estate value of these homes, and thus also the Alexandria tax base.
- Does the proposed new route 34 have full alignment with modern transit-oriented development (TOD) and transit line methodology? As shared above, it would be more beneficial to continue using N. Fairfax St. to accommodate adding the new Potomac Yard stop and not negatively impact N. Pitt St. homeowners, who would most likely not utilize this new line, or could access it easily with a 1-2 block walk.

We just recently learned of this proposal. We did find that the DASH posted signs regarding this proposed new bus routing primarily at existing bus stop signs. The posting that we found on the corner of Pitt & Oronoco is quite small and did not attract attention on a proposal as important as this.

In summary, this proposed new Route 34 received the vast majority of the opposition to the TDP. According to staff estimates, this proposal would increase annual boardings by 7000 persons, or less than 3% of the 235,000 total TDP objective. Why invest in duplicating what is already in place on N. Fairfax St., and totally disrupting a quiet residential N. Pitt St.

neighborhood, for such a negligible potential benefit? We respectfully ask that you reconsider this proposed new Route 34 and do not include N. Pitt Street in your plan.

Thank you in advance for your positive consideration,

| | | | |
|--------------------|-------------------|------------------|--------------------|
| Deborah Psioda | Edward Psioda | Michael Petro | Barbara Freshwater |
| Richard Freshwater | Roger Kaplan | Aaron Chaffee | Adrian Sevier |
| Erin Kiss | Nandor Kiss | Donna Mank | Matt Olin |
| Joan Bailey | Michael McCoy | Jean Kelleher | Bruno Mahlmann |
| Cathleen Curtin | Beverly White | Sandra Pickett | Robert Rowe |
| Patrick Gaffney | Katherine Gaffney | Kevin Metz | Sara Evans |
| Amy Rodgers | Suellen Newman | Joel Newman | Elinor Gruber |
| Elliot Gruber | Lisa Redmon | Doug Redmon | Rochelle Gray |
| Kenneth Gray | Diane Farley | Thomas Farley | Susan Anthony |
| JoEllen Frost | Martin Frost | Betsey Rosenbaum | Jon Rosenbaum |

504 Pendleton Street
Alexandria, VA 22314
12 April 2022

David Kaplan
Chair, Alexandria Transit Company Board of Directors
3000 Business Center Drive
Alexandria, VA 22314

Dear Mr. Kaplan,

As President of the Garret's Mill Homeowners Association, I would like to voice our opposition to the proposal to re-route Line 34 from Fairfax Street to North Pitt Street. However, we do support that portion of the proposal to re-route Line 34 from the Braddock Road Metro Station to the new Potomac Yard Metro Station and Potomac Yard Center.

The Garret's Mill Homeowners association is comprised of 11 townhomes, 7 of which are located on the west side of North Pitt Street and 4 are located around the corner on the south side of Pendleton Street. You have previously heard from one of our members, Stephen Goodman, who has detailed our concerns related to cost, disruption, impact on parking, and meager benefit associated with re-routing from Fairfax to North Pitt Street. I have attached his letter for completeness. To these, I would like to add some more concerns raised in our subsequent discussions.

In the morning and afternoon North Pitt Street is a cut-through for commuter traffic going to or from the GW Parkway at the First Street traffic light on Washington Street. This is due to the lack of traffic lights on North Pitt (as opposed to St Asaph Street) and avoids the cross-town congestion on Washington Street as well as Washington Street's limitations on turning. Adding buses to North Pitt, particularly the large bending buses, would only compound this problem.

Furthermore, the current Line 34 route along Fairfax Street provides convenient bus access to the Ladrey Senior Highrise Apartments, the Annie B Rose House senior living facility, and the Hopkins-Tancil Courts public housing. Moving the route away from this constituency to provide slightly more convenient access to a younger more affluent group, as described in the proposal as "communities and new developments along N. Pitt Street," appears to us to be ignoring the equity and community values that Alexandria espouses.

While we believe that the Line 34 route should remain on Fairfax Street, if the Board concludes that the meager benefits of a change are more important than the issues raised here and by Mr. Goodman, then we suggest that you consider changing the route

from Fairfax Street to North Royal Street as that will at least address some of our concerns.

Sincerely,



Richard Vogelsong
President, Garret's Mill Homeowners Association
VogelsongR@aol.com
(703) 963-9330

Attached: Letter from Stephen Goodman to David Kaplan, 12 April 2022

STEPHEN L. GOODMAN

532 NORTH PITT STREET
ALEXANDRIA, VA 22314

TELEPHONE (202) 607-6756
EMAIL: stephenlgoodman@aol.com

April 12, 2022

David Kaplan
Chair, Alexandria Transit Company Board of Directors
3000 Business Center Drive
Alexandria, VA 22314

Dear Mr. Kaplan:

My wife and I want to comment on one aspect of the FY 2023-FY 2028 Alexandria Transit Company (DASH) Draft Transit Development Plan (TDP), namely the proposal to re-route Line 34. We have no objection to that part of the proposal that would alter the route to connect with the soon-to-be-opened Potomac Yards Metro Station (as opposed to the current routing to the Braddock Road Metro Station). However, we do object to the proposal to re-route Line 34 from Fairfax Street to North Pitt Street. It is not just that as residents of North Pitt Street we will be adversely affected by new bus traffic, with the attendant increase in noise and trash and decrease in parking that will result. More importantly, the proposed re-routing of Line 34 does not seem to be well thought out, based on the little information that is publicly available in the TDP.

Re-routing Line 34 to North Pitt Street would result in additional initial and recurring costs compared to the *status quo* of keeping Line 34 on Fairfax Street. The TDP (at page 32) notes that "Several 'bulb out' stops will need to be constructed on N. Pitt Street as part of the proposed Line 34 realignment in FY 2023." In addition, it may be necessary to construct shelters or other amenities for some of the bus stops (TDP at page 12). But there does not appear to be any estimate of the number of bus stops, "bulb outs," shelters or other amenities that will be needed, or the costs of these initial improvements. The TDP listing of capital projects (at page 47) does not reflect any such project costs. The TDP does include an added annual cost of \$110,000 (at pages 38-39), but that appears to be the costs of running additional Line 34 buses on Sundays.

There will also be additional ongoing costs. There does not seem to have been any consideration of the added costs or adverse effect on the tree canopy which exists on much of North Pitt Street. In addition, there will be increased ongoing maintenance costs borne by the City, including cleaning North Pitt Street and the bus stops of trash. On top of that, there will be reduced parking spaces on North Pitt Street because of the bus stops and "bulb outs," resulting in inconvenience for residents and potentially reduced revenue for the City in instances where the lost parking spots are on portions of North Pitt Street where the City charges for parking. On the other hand, the City will not see any reduction in maintenance costs with respect to North Fairfax Street, because Line 30 and Line 31 will continue to run on North Fairfax Street. Moreover, the new bus traffic on North Pitt Street will also make it less safe for bicyclists, thus adversely

David Kaplan
Chair, Alexandria Transit Company Board of Directors
April 12, 2022
Page 2

affecting another carbon-free form of transit, which runs counter to the overall mission of DASH.

And despite all these significant costs and drawbacks, the TDP fails to reflect any net benefits that will accrue as a result of the re-routing of Line 34 onto North Pitt Street. The TDP does mention that there are several “new developments” on North Pitt Street (TDP at pages 2 and 29). But those new developments (as well as the current residences) are already within a short walking distance of the current routing of Lines 30, 34 and 31, as well as within a short walking distance of the WMATA buses that travel along Washington Street. The TDP makes clear that the new developments and current residences on North Pitt Street are already considered served by the current bus lines operating on North Fairfax Street and Washington Street, since these are within a two-block walk (TDP at page 29):

North Fairfax Street, south of Montgomery Street, would continue to be served by the Old Town Circulator (Lines 30 & 31) every 15 minutes or better, all day, seven days per week. Line 34 service along North Fairfax Street, north of Montgomery Street, would be discontinued ***but the new Line 34 alignment would be no more than two blocks away.*** ... Parts of North Patrick Street, North Henry Street, and First Street would no longer be served by Line 34 under the planned realignment, however, First Street would continue to be served by Metroway and North Patrick Street and North Henry Street are a short walk away from the Old Town Circulator (Lines 30 & 31) to the south, and Line 34 on Slaters Lane to the north.” (emphasis added)

See also, TDP at page 22 (“Access is measured by the percentage of each group that are within a quarter-mile walking distance of transit service at 12pm on a weekday, or the baseline off-peak service.”).

In sum, re-routing Line 34 from North Fairfax Street to North Pitt Street will add significant costs, will adversely affect North Pitt Street residents and visitors, and will create congestion and noise on a largely residential street, all without providing any net benefits. We thus strongly urge you to reject this particular proposal in the TDP.

Sincerely,

Stephen L. Goodman
Hope I. Dobrow

MERRICK & MARSHA MALONE

425 Oronoco Street
Alexandria, Virginia 22314
(202) 437-6704
mt.malone@comcast.com

April 20, 2022

Alexandria Transit Company (DASH)
Board of Directors
3000 Business Center Drive
Alexandria, Virginia 22314

Re: Opposition to Realignment of Line 34 from North Fairfax to North Pitt

We have resided on the corner of North Pitt and Oronoco for the past 17 years. We vehemently oppose the above referenced realignment. For 17 years we have endured the trash/litter, noise and congregation of people around the recently closed Ginger Beef Restaurant only to have you attempt to impose more congestion, noise, pollution, trash and further reduction of parking spaces with limited rationale and little to no transparency.

We are also sending this to the members of the City Council and have encouraged all of our neighbors who value our residential character to also send letters of opposition to the Council.

At a public hearing and by his own admission, Martin Barna, Director of Planning and Markets stated the plan was vague and lacked specificity in response to the testimony of our neighbors who voiced opposition. Chairman Kaplan sounded as if he wanted to ram this proposal through without a thought as to what those of us who are affected by this change are thinking. He made us think the public comment and opposition to the realignment was part of the process before approval. Our question to members of the Board, would you want a bus shelter in front of your home?

This proposal has provoked a multitude of the opposition and frankly staff and you have failed to provide any data or justification to support this proposed realignment. We built our home at our location because of the residential character and quiet of our neighborhood which was disrupted by the Ginger Beef Restaurant. Now that it is closed and a new condo is being constructed on the site, we don't want to have a bus shelter nearby nor do we want a bus route based upon what appears to be some arbitrary decision.

Sincerely

Merrick T. Malone Esq.

Marsha E. Malone

GRANT & KRIS SLAYDEN

426 NORTH PITT STREET

ALEXANDRIA, VIRGINIA 22314-2316

Alexandria Transit Company (DASH)
Board of Directors
3000 Business Center Drive
Alexandria, Virginia 22314

19 April 2022

Re: Oppose Line 34 Realignment from N. Fairfax Street to N. Pitt Street

Dear Board of Directors,

Thank you for the opportunity to provide input to the draft FY 2023 – FY 2028 Transit Development Plan (hereinafter TDP) for the Alexandria Transit Company (hereinafter ATC), and especially one tiny part of the plan related to the Line 34 realignment.

Signed by four individuals, we strongly oppose the Line 34 realignment from N. Fairfax Street to N. Pitt Street. This proposed change provides little additional benefit, but at great quality of life and dissatisfaction of City residents.

As residents on N. Pitt Street, we are concerned about the potential for increased noise, increased congestion, reduced parking, and increase in trash along our primarily residential street. We purchased our homes precisely because they are located near mass transit but not on mass transit. We enjoy our quiet residential neighborhood.

We walked both streets. N. Fairfax Street is primarily commercial in character, with the Alexandria Visitor Center, Old Town Farmers Market, City Hall, banks, office buildings, spas, retail shops, restaurants, a dog park, and public tennis courts. These are places people want to go. Buses take people to Fairfax Street and reduce congestion. N. Pitt Street is primarily residential in character. People who live along N. Pitt Street have cars and park along the street. Why move a route from places where people want to visit and then add a route where they do not?

N. Pitt Street will experience an increase in noise and traffic congestion due this proposed realignment. Buses will run Monday through Friday from 5:00 am until 10:00 pm every 30 minutes, resulting in 35 daily bus trips each way, or 70 bus trips per weekday.¹ Weekends are not much better, with buses proposed to run from 7:00 am until 10:30 pm every 30 minutes, even on Sunday, which is 32 daily bus trips each way, or 64 bus trips each and every Saturday and Sunday.² This totals 478 bus trips a week, or 24,856 bus trips a year. Many neighbors sleep with their windows open or sleep on the street side of their home, and these buses will likely add to the general noise pollution and reduce quality of life.

The TDP states that “potential improvements include shelter/bench installations, parking space removals, and passenger pad or “bulb out” construction.”³ All of these actions will likely reduce the quality of life on N. Pitt Street. DASH staff added that they “acknowledge that the installation of bus stops along N. Pitt Street would necessitate the removal of several parking spaces, ... expected to be a loss of approximately 7-9 parking spaces over the nine block stretch ...”⁴ However, personal observation of N. Fairfax Street demonstrates that bus stops sometimes take the place of up to three parking spaces each.⁵ There are 13 bus stops along N. Fairfax Street.

Ginger Beef Foody Goody restaurant on N. Pitt Street recently closed. While in operation, neighbors constantly picked up trash from people congregating in front of the establishment. Residents of N. Pitt Street will likely experience the same with multiple bus stops on our street.

This proposed change does not improve conditions along N. Fairfax Street. Although Line 34 would move to N. Pitt Street, Lines 30 and 31 will remain on N. Fairfax Street. While bus routes may offer positive aspects, this change will distribute the potential negative effects from just one street to two streets, N. Pitt and N. Fairfax. Why should two city streets have bus lines instead of just one, especially when they are only two short city blocks apart? DASH staff stated that the concept of multiple bus lines on N. Fairfax Street was to ensure that if a bus was missed, a passenger could quickly catch a subsequent bus.⁶ Moving one line to N. Pitt Street means a passenger would need to walk two blocks to catch the next bus, a problem pointed out by a public commenter during the Board meeting.⁷

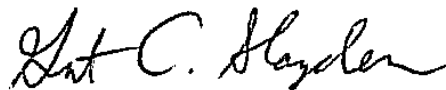
The TDP states that one reason for the realignment is “to provide better access to bus service for communities and new developments along N. Pitt Street.”⁸ A public commenter identified the expected residents in new developments since 2019 was 1,342 on N. Fairfax Street and only 1,104 on N. Pitt Street.⁹ She stated the difference was “still 240 more people in the new units on N. Fairfax, so that doesn’t quite work for me as a rationale.”¹⁰ DASH staff also admitted that this proposed realignment would result in a “gap in service” for residents along N. Patrick Street and N. Henry Street.¹¹ This realignment may service even less people.

Finally, this proposal has engendered “the vast majority” of the opposition to the TDP.¹² Despite the overwhelming neighborhood opposition, this proposed change results in the least realized benefit through increased ridership according to staff estimates.¹³ This single change is estimated to increase boardings by only a paltry 7,000 persons out of a total hoped for increase of 235,000 in annual boardings.¹⁴ Why provoke so much opposition to such a small part of the overall plan, especially when it creates such a tiny benefit?

Please reconsider this proposed change and leave N. Pitt Street alone.

Please count this letter as being from four residents.

Very respectfully,



Grant Slayden



Kris Slayden



Thomas Miller



Bonnie Miller

¹ Table 3-1 on page 11, FY2023 – FY2028 ATC Transit Development Plan.

² Ibid.

³ Emphasis added.

⁴ E-mail titled DASH Line 34 Proposal on North Pitt Street from Martin Barna on 14 April 2022 at 5:28 pm.

⁵ In fairness, some bus stops appeared to take up no parking spaces, but discussion during the ATC Board meeting indicated that “bulb outs” were the way of the future for ADA and other reasons, and these do replace parking spaces.

⁶ Recording of ATC Board meeting 13 April 2022, statement by Martin Barna.

⁷ Recording of ATC Board meeting 13 April 2022, statement by Laura Shouldis.

⁸ Page 29, FY2023 – FY2028 ATC Transit Development Plan.

⁹ Recording of ATC Board meeting 13 April 2022, statement by Karen Branding, board member of the North Old Town Independent Citizens Association.

¹⁰ Ibid.

¹¹ Recording of ATC Board meeting 13 April 2022, statement by Martin Barna.

¹² Recording of ATC Board meeting 13 April 2022, statement by Martin Barna.

¹³ Table 5-1B on page 39, FY2023 – FY2028 ATC Transit Development Plan. This is the least of the five proposed line changes, and less than 3% of the total estimated annual increase in boardings.

¹⁴ Ibid.