Vision Process

- Published Choices Report
- Round 1 community engagement
- Input on value trade-offs

Throughout the plan there will be:
- Updates to the project website
- Civic engagement opportunities
- Coordination meetings with other jurisdictions and transit providers
- Briefings to City leadership

Technical Work

Engagement

Spring 2018
- Project kickoff

Summer 2018
- Analysis of existing and future conditions

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

Winter 2019
- Develop and analyze draft bus network concepts
  - Community meetings and survey
  - Stakeholder workshop

Spring 2019
- Engagement Round 2: Concepts
  - Develop final bus network

Summer 2019
- Draft plan and near-term recommendations

Final Transit Vision Plan and Near-Term Implementation Plan
Engagement Round #1

- Stakeholder workshop
- 9 pop-up events
  - Braddock Metro
  - King Street Metro
  - Mark Center Station
  - Van Dorn Metro
  - Build America Plaza & Southern Towers
  - Port Festival
  - Four Mile Run Farmers Market
  - Del Ray
  - West End/Beauregard
- 2 community meetings
  - October 16th at Durant Arts Center
  - October 18th at Samuel Tucker Elementary School
- Webpage update and online survey

Leadership Briefings
- September 27th – Joint meeting with Alexandria Transportation Commission and DASH Board
- DASH Board member follow-ups October 17th and November 5th
- Meeting with DASH drivers
Stakeholder Workshop

- September 29, 2018
  9:00am - 1:00pm
  TC Williams High School
- 50 participants
Public Participation

- 33 meeting sign-ins
- 310 distinct survey responses
  - 245 online
  - 65 paper
- 8 email comments
1. What are the most important benefits of public transportation (trains, buses, etc.)? Please rank these statements by filling the boxes with numbers 1 through 6, with 1 being the most valuable.

Rank

- Allowing people to move around the city efficiently without increasing auto congestion (Blue)
- Providing access to jobs and services for people who don’t have a car, or those with low incomes (Light Blue)
- Providing transportation for people with limited physical ability (Brown)
- Improving air quality and reducing environmental impacts of travel (Orange)
- Providing basic public transportation to everyone, regardless of where they live (Gray)
- Providing high-quality transit in areas where the service will be used by a lot of people (Red)
Within a fixed budget, a transit agency must make a choice in how to distribute its service.

**High Coverage:** Most streets have some minimal bus service, even in places with very few people. Everyone is a short walk from a bus stop, but waits are long and trips are slow.

**High Frequency:** Bus service runs on a few frequent routes, only in the busiest areas. Waits are short and trips are faster in places with the most residents and businesses. However, less-populated areas may have no service at all.
5. What would you choose between (check only one):

- I strongly prefer the High Coverage Scenario.
- I prefer the High Coverage Scenario, even if the buses run infrequently.
- I prefer the High Frequency Scenario, but think that some coverage service is needed.
- I strongly prefer the High Frequency Scenario.

![Bar Chart showing responses]

- I strongly prefer the High Coverage Scenario.
- I prefer the High Coverage Scenario, even if the buses run infrequently.
- I prefer the High Frequency Scenario, but think that some coverage service is needed.
- I strongly prefer the High Frequency Scenario.
Stakeholder Poll – Coverage vs. frequency within existing budget

1. Shift to wider coverage (lower frequencies, shorter spans, lower ridership).

2. Status quo – spend 50% on high-ridership service.

3. Shift a little bit towards higher frequencies and higher ridership.

4. Shift a lot towards higher frequencies and higher ridership.
Walk vs. Wait

This example below shows two different ways to provide transit service in the same neighborhood at the same cost.

Minimize Waiting: The bus service is running frequently (every 15 minutes) on one major road. The wait for the bus is shorter but some people may have to walk farther to reach the bus stop.

Minimize Walking: There are two bus routes where the service runs less frequently (every 30 minutes). Walks to the bus stop are shorter, but riders must wait longer for the bus to arrive.
Public Survey – Walk vs. Wait

4. What would you choose between (check only one):

- [ ] I strongly prefer shorter waits, and don’t mind walking a bit farther.
- [ ] I prefer shorter waiting times, but it would be nice if the bus stop was fairly close by.
- [ ] I prefer shorter walking distances, even if the buses are running less frequently.
- [ ] I strongly prefer shorter walks, and don’t mind waiting longer.
Stakeholder Poll – Walk vs. Wait

1. I definitely prefer shorter waits.
2. I mostly prefer shorter waits.
3. I mostly prefer shorter walks.
4. I definitely prefer shorter walks.
Transfers

Taking public transit may or may not require passengers to transfer between different lines. This is typically referred to as a "one-seat ride" when patrons need to board only a single bus to connect between their start and end of trip.

**One Seat Ride:** Bus service connects each residential area with each activity center. While this option provides a "one seat" ride, buses come very infrequently meaning passengers must wait to be picked up and/or arrive early or late to their destination and their total trip time is longer.

**Minimum Wait:** Bus service on this network is frequent, with minimal wait times. However, for residential areas to access certain activity centers, passengers must transfer at an interchange point prior to reaching their destination, but they reach their destination faster.
Public Survey – Transfers

6. What would you choose between (check only one):

- I strongly prefer the one seat ride, even if my wait is longer.
- I prefer the one seat ride, even if my wait is longer.
- I prefer the faster trip with less waiting, even if I have to transfer.
- I strongly prefer the faster trip with less waiting, even if I have to transfer.
Stakeholder Poll – Transfers

1. Definitely prefer one-seat rides, even if trips are longer.
2. Somewhat prefer one-seat rides, even if trips are longer.
3. Somewhat prefer to connect for a faster trip.
4. Definitely prefer to connect for a faster trip.
Investment

- Density drives demand
- Alexandria in the curve where demand expected to increase with planned increase in density
2. If you had additional money for transit service, how would you invest it? Please rank these statements by filling the boxes with numbers 1 through 6, with 1 being your highest priority.

Rank

- Adding service (frequency) during weekday rush hours (6 am-9 am and 4 pm-7 pm) to reduce waiting time between buses
- Adding service (frequency) on weekdays outside of rush hours (before 6 am, 9 am-4 pm, after 7 pm)
- Adding service (frequency) on weekends
- Providing service (new routes) to places that don’t currently have service
- Adding more passenger amenities (bus shelters, real-time transit info, onboard WiFi, etc.)
- Reducing fares to make transit more affordable
Public Survey – Investment Priorities

3. Is there another way you would choose to invest your additional money from transit service?

Better Collaboration with Other Service Providers  Improved Reliability  Bikeshare

More Substantial Bus Shelters  More Comfortable Buses

ELECTRIC VEHICLES  Express Routes  Dedicated Lanes

Replace more school buses with transit  Bus Rapid Transit  SAFETY

Marketing  Accurate Real-Time Information  Trolley

Reduced fares for children, low income, and transit-dependent populations  Reduce environmental impact
Stakeholder Poll – Investment
(Would you want more service even if it meant paying for it in taxes or fees?)

1. Definitely more service
2. Probably yes
3. Probably not
4. Definitely not higher cost
Peak and Non-Peak Service

- Nearly all people are covered
- Vast majority of jobs are covered
- Minimal access to frequent service

<table>
<thead>
<tr>
<th>Category</th>
<th>Any Service</th>
<th>Frequent Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Residents</td>
<td>96%</td>
<td>151,473</td>
</tr>
<tr>
<td>Non-white Residents</td>
<td>98%</td>
<td>72,652</td>
</tr>
<tr>
<td>Residents In Poverty</td>
<td>96%</td>
<td>150,283</td>
</tr>
<tr>
<td>Jobs</td>
<td>89%</td>
<td>91,189</td>
</tr>
</tbody>
</table>

1/4 mile
Stakeholder Poll – Peak and Non-Peak Service

1. The peaks need more service.
2. Current peaking is about right. (status quo)
3. Shift a little service from the peaks to other times.
4. Shift a lot of service from the peaks to other times.
5. Service should be constant every day, all week.
Open Ended Question

16. Is there anything else you want the Alexandria Transit Vision team to know?

General themes based on multiple respondents ...

- Made route-specific observations and recommendations
- Have concerns about Yellow Line shutdown in Summer 2019
- Called out the importance of timing and reliability for transfers
- Desire better coordination with WMATA, VRE, Arlington
- Want accurate, real-time information for making decisions about their trips
- Are frustrated that they can walk or drive faster to a destination than if they took transit
- Would like improved amenities at bus stops (shelter, lighting) and on buses (comfort, cleanliness)
- Think there should be better service (frequency, coverage) and reduced fares for low-income populations
Demographic Questions
Demographic Questions

• Takeaways of respondents
  • 310 total responses
    • 253 are residents of the city
    • 93 are employed within the city
    • 73 are both residents of and employed within the city
  • 55% female
  • 45% ride the bus (Metrobus or DASH) more than 15 days per month whereas 37% ride Metrorail more than 15 days per month
  • Primarily 25-44 years old (56%)
  • 71% White (non-Hispanic)
  • 18% from zero-vehicle households
Demographics – Transit Usage

DASH or Metrobus
- Have not ridden in the past month: 20%
- 1-5 days per month: 21%
- 5-15 days per month: 14%
- More than 15 days per month: 45%

Metrorail
- Have not ridden in the past month: 16%
- 1-5 days per month: 37%
- 5-15 days per month: 21%
- More than 15 days per month: 26%

Paratransit
- Have not ridden in the past month: 95%
- 1-5 days per month: 2%
- 5-15 days per month: 2%
- More than 15 days per month: 2%
Demographics – Gender & Age

Gender
- Male: 44%
- Female: 54%
- Prefer not to answer: 2%
- Other: 0%

Age
- Under 17 years old: 0%
- 17-24 years old: 2%
- 25-34 years old: 29%
- 35-44 years old: 27%
- 45-54 years old: 13%
- 55-65 years old: 18%
- Over 65 years old: 9%
- Prefer not to answer: 2%
- 25-34 years old: 29%
Demographics – Income & Ethnicity

**Household Income**
- Under $15,000: 2%
- $15,000 - $34,999: 6%
- $35,000 - $49,999: 5%
- $50,000 - $74,999: 9%
- $75,000 - $99,999: 13%
- $100,000 - $199,999: 30%
- $200,000 or more: 16%
- Prefer not to answer: 19%

**Ethnicity**
- White Non-Hispanic: 71%
- African American/Black: 10%
- Asian American/Pacific Islander: 2%
- Hispanic/Latino: 4%
- Native American: 0%
- Other: 1%
- Prefer not to answer: 12%
Demographics – Household Size & Vehicles

Household Size
- 1 (One): 29%
- 2 (Two): 39%
- 3 (Three): 15%
- 4 (Four): 8%
- 5 (Five) or more: 5%
- Prefer not to answer: 4%

Number of Household Vehicles
- 0 (Zero): 18%
- 1 (One): 49%
- 2 (Two): 26%
- 3 (Three) or more: 2%
- Prefer not to answer: 5%
Demographics – Household Size & Vehicles

Relationship of Number of Vehicles to Household Population
Note: Only includes respondents that indicated that they live in Alexandria (253 total out of 286 that indicated a home zip code (88%))