

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 10, 2006

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER *J*

SUBJECT: BUDGET MEMO #93 : DASH BUS SERVICE PLAN

This is in response to the request from the March 20, 2006 budget work session for a map of the revised routes proposed by DASH.

The attached is the Alexandria Transit Company (ATC) General Manager's recommendation to the ATC Board of Directors for service changes. The recommendation is the result of a comprehensive operational analysis conducted by transportation consultant Transportation Management and Design, Inc. (TMD) at the request of ATC and public input received through a February community meeting.

The ATC Board of Directors is scheduled to hold a public hearing and approve the service plan at its April meeting. The Chairman of the ATC Board of Directors will transmit a memorandum to City Council outlining the new service plan after its adoption.

All of these rate changes can be financed within the FY 2007 proposed City operating budget subsidy of DASH which totals \$7.3 million. The fiscal impact referred to at the end of the attached memo refers to the \$580,000 that was transferred to the FY 2007 DASH budget from the City subsidy of WMATA to reflect the DASH takeover of Metrobus Routes 9B and 10P. This was explained in Budget Memo #7 (but as discussed at the Council Work Session on March 20, 2006, the new DASH route has been amended since that memo and is now more direct).

Attachments: ATC Recommendations on Service Plan
Proposed Service Plan Map

DASH

470

ALEXANDRIA TRANSIT COMPANY

MEMORANDUM

DATE: MARCH 24, 2006

TO: ATC BOARD OF DIRECTORS

FROM: SANDY MODELL, GENERAL MANAGER *SM*

SUBJECT: RECOMMENDATIONS ON SERVICE PLAN

ISSUE: ATC has developed several recommendations under direction of the ATC Board of Directors on a revised service plan.

BACKGROUND: ATC has analyzed data and recommendations from a Comprehensive Operational Analysis (COA) and subsequent trip surveys completed in the fall of 2005. ATC also held a community meeting in February 2006, to solicit public feedback on a preliminary proposed service plan and receive input on other ideas for service improvements.

RECOMMENDATION: ATC recommends the following service improvements to be effective Sunday, June 25, 2006, frequency and span of service on all routes would remain similar to current service except where noted:

AT3:

- Reroute service south of Braddock Metro to Hunting Towers via the current AT4 routing with the exception of rerouting service from Franklin and Washington Streets to St. Asaph and Jefferson Streets. AT3 service on West and King Streets will be eliminated. There are approximately 27 passengers who are either boarding or alighting on West Street during an 11 hour period. However, all of these passengers are within a 3 block walking distance of either Braddock Metro Station or King and West Sts. (Table 1)

AT4:

- Move southern terminus to Braddock Road Metro Station, service south of Braddock Metro will be provided by AT 3. One passenger affected but can transfer at Braddock Metro Station.

AT3-4:

- Operate bi-direction on Pendleton Street. Service on West and King Streets will be eliminated. There is a nominal impact on ridership but passengers remain in walking distance to the AT3-4 loop or other DASH routes.

AT6:

- Eliminate service on Eisenhower Avenue between Eisenhower and Van Dorn Metro Stations.
 - Passengers will still have 15 minute service during the peak period and 30 minute service during the off-peak period on the AT2 and AT7 routes.
- Add 2 additional weekday evening trips to serve NVCC

AT8:

- Move service east of King Street Metro Station from Duke and Washington Sts. to King and Fairfax Sts. There is a nominal impact on ridership but passengers remain in walking distance to the AT8 or other DASH routes.

AT10:

- Add new service 7 days a week connection King Street Metro Station to Potomac Yard Shopping Center, via Rosemont, Del Ray and Lynhaven. Peak period frequency will be 30 minutes. Off-peak and weekend frequency will be 60 minutes.

AT11:

- Add new service from Braddock Road Metro Station to Fairfax and King Sts. (Market Square), via Slater's Lane. Peak period frequency will be 30 minutes, off-peak frequency will be 45 minutes and weekend frequency would be 60 minutes.

South Van Dorn Street Service:

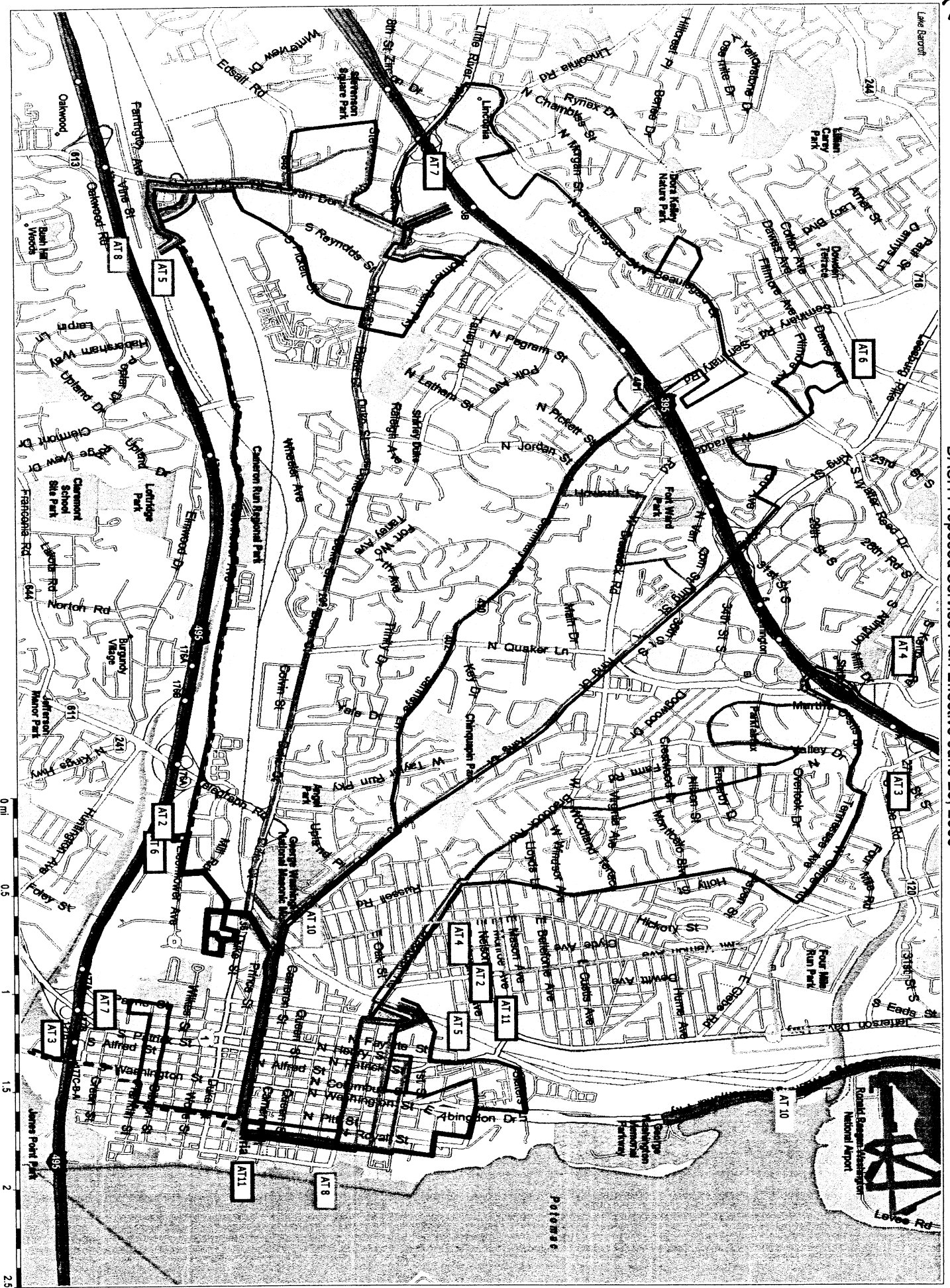
- All service southbound on South Van Dorn Street will be rerouted to Metro Road, eliminating the bus stop on the south side of Eisenhower Avenue at Van Dorn Street. There is a nominal impact but passengers remain in walking distance to other DASH bus stops.

FISCAL IMPACT: \$580,000. Funding is budgeted in the City's proposed Fiscal Year 2007 budget, as part of the operating subsidy savings from the elimination of the Metrobus 9B and 10P routes.

Attachment – Table 1 – AT3 Weekday Ridership on West St.

Table 1 – AT 3 Weekday Ridership on West Street:

<u>Time</u>	<u>Dir.</u>	<u>Stop</u>	<u>Boardings</u>	<u>Alightings</u>
620A	N	West & Princess	1	
722A	N	West & Cameron	1	
745A	N	West & Cameron	1	
315P	N	West & Princess		2
410P	N	West & Princess	1	
450P	N	West & Princess		1
510P	N	West & Cameron	1	
510P	N	West & Princess		1
610P	N	West & Cameron	1	
642A	S	West & Oronoco		1
722A	S	West & Princess		6
742A	S	West & Princess		3
742A	S	West & Cameron		1
802A	S	West & Oronoco		2
942A	S	West & Princess	2	
455P	S	West & Princess		2
TOTAL PASSENGERS			8	19



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