

PROPOSED DASH ATV SERVICE IMPROVEMENTS (FY 2026)					DASH Service Planning Decision Framework (1)				
					Ridership	Equity (2)		Impact/Alternatives	Cost Efficiency
Priority Order (1 = top priority)	Line #	Areas Served	Proposed Improvement	Net Annual Cost (Approx.)	Net Change in Annual Boardings (Projected)	Low Income Residents within 1/4 mile (City Avg = 9%)	Minority Residents within 1/4 mile (City Avg = 51%)	Description of Benefit / Cost of Not Improving	Annual Cost Per Add'l Boarding (Lower = More Cost Efficient)
FY 2024 DASH Supplemental Requests									
1	Line 32 (Full Improvement)	Landmark Mall, Ripley Street, S. Pickett Street, Van Dorn Metro, Eisenhower Valley, Carlyle	Improve midday, evening and weekend service from every 60 minutes to every 30 minutes for entire Line 32 route.	\$850,000	68,000	9%	54%	Shorter waits for buses along Line 32 route during middays, evenings and weekends.	\$12.50
	Line 32 (Partial Improvement A)	Landmark Mall, Ripley Street, S. Pickett Street, Van Dorn Metro, Eisenhower Valley, Carlyle	Improve weekday midday and evening service from every 60 minutes to every 30 minutes (No improvements on weekends)	\$460,000	37,000	9%	54%	Shorter waits for buses along Line 32 route during weekday middays and evenings.	\$12.43
	Line 32 (Partial Improvement B)	Landmark Mall, Ripley Street, S. Pickett Street, Van Dorn Metro	Improve middays, evenings and weekends from every 60 minutes to every 30 minutes between Landmark Transit Center and Van Dorn Metro (No improvement for Van Dorn Metro-King Street Metro segment)	\$460,000	37,000	12%	63%	Shorter waits for buses along Line 32 route between Landmark and Van Dorn Metro during middays, evenings and weekends.	\$12.43
2	Line 34	Potomac Yard, Old Town North, City Hall, Lee Center	Sunday service improved to run every 30 minutes instead of every 60 minutes to provide better connectivity to new Potomac Yard Metro	\$150,000	9,000	8%	32%	Shorter waits for buses on Sundays in Old Town; better Sunday service to new Potomac Yard Metro	\$16.67
3	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.	\$1,100,000	83,000	7%	39%	More one-seat trips from King St to Old Town; better connections to West End; more frequent OTC	\$13.25

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 2021.
- (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 average.