



Project Description and Fact Sheet

October 2010

The current phase of the Columbia Pike Transit Initiative includes environmental documentation and related engineering for transit improvements extending five miles along Columbia Pike from the Baileys Crossroads/Skyline area in Fairfax County to Pentagon City in Arlington County, Virginia.

The Columbia Pike Transit Initiative is one element of a decade-long effort by Arlington and Fairfax Counties to accommodate growing demand for transit service along this quickly redeveloping urban corridor. Citizens, planners, and community leaders have expressed desire for a modern, higher capacity transit system that supports expected levels of ridership, and reinforces the “Main Street” environment and redevelopment plans envisioned for the project corridor.

Demographic Characteristics

	1990	2000	2010	2020	2030	Growth 2010-2030
Population	69,000	77,000	86,000	99,000	104,000	21%
Employment (# jobs)	N/A	84,000	91,000	108,000	112,000	23%

Transit Characteristics

- 15,000 weekday corridor ridership (WMATA and Arlington Transit (ART) bus services).
- 50 percent ridership increase over the past 10 years with expanded Pike Ride bus service.
- Transit and walk/bike trips are 25 to 30 percent of all corridor trips.
- Current Pike Ride: branded service and some limited stop service.
- Future Pike Ride: signal priority and passenger information, plus “Super Stops”.

Proposed Improvements

The environmental documentation will evaluate the streetcar build alternative against a no build (committed transportation projects) alternative and a transportation system management (low-cost bus improvements) alternative. Proposed build alternatives would have the following features:

- Transit would generally operate in shared traffic lanes within existing streets.
- Stations/stops with improved shelters, passenger amenities, and real-time information.
- Fare pre-payment and integration with WMATA’s SmartTrip system.
- Operations: six-minute all-day service supplemented by transit bus during peak hours.
- One primary vehicle operations and maintenance facility at the eastern or western end of the corridor.

Conditions along the corridor are very urban with a mix of commercial and residential land uses. Most of the corridor has been disturbed over the years to make way for the various developments that exist. Very little natural environment exists with the exception of designated recreation areas, landscaped areas, and along Four Mile Run and Doctor’s Branch. The Columbia Pike Corridor is shown in the attached map.

Columbia Pike Transit Initiative

