

SUMMARY OF DESIGN DIALOGUES

Process

The Washington Metropolitan Area Transit Authority (WMATA) recognizes the important role partnerships play in the success of initiatives like the *Pike Transit Initiative*. To that end, during the week of May 17, 2004, WMATA and its local partners, Arlington and Fairfax Counties, convened a series of design workshops with a number of Columbia Pike stakeholder groups, including two sessions open to the general public.

Smaller workshops grouped participants of like interests together to solicit candid input in a constructive and non-confrontational atmosphere. The public workshops broke participants into smaller groups and provided them with a hands-on opportunity to offer their visions of transit service along and around Columbia Pike.

During these workshops, the project team synthesized the remarks of these diverse groups into a draft vision plan. At the end of the week, the team held two open houses to share the draft vision with participants, who were again asked to provide comment. From these final comments, the team developed the final vision plan to be carried forward into the alternatives development process.

Participants

The following is a list of design workshop participants and the comments they provided.

AA Locksmith Service Company
Air Force Memorial Commission
Arlington Bicycle Advisory Committee
Arlington County Board Member/WMATA Board Member Chris Zimmerman
Arlington County Bicycle Planning Advisory Committee
Arlington County Community Planning Housing and Development
Arlington County Department of Economic Development
Arlington County Department of Transportation
Arlington County Design and Engineering Department
Arlington County Neighborhood Traffic Calming Committee
Arlington County Transportation Commission
Arlington County Transit Advisory Committee
Arlington View Civic Association
Aurora Highlands Civic Association
Baileys Crossroads Revitalization Corporation
Baileys Crossroads Volunteer Fire Department
Barcroft Apartments
Bob & Edith's Diner
Cannon Design
Charles E. Smith Properties
Claremont Citizens Association
Columbia Forest Civic Association
Columbia Heights Civic Association
Columbia Pike Revitalization Organization Board
Columbia Pike Street Space Planning Task Force
Douglas Park Civic Association
E.G. Reinsch Properties
East Barcroft Town Homes
Fairfax County Department of Housing and Community Development
Fairfax County Department of Planning and Zoning
Fairfax County Department of Transportation

Fairfax County Transportation Advisory Commission
Fashion Centre at Pentagon City
Froehling and Robertson
Kalidescope
Majestic Oak JCE, Inc.
Mason District Police Department
Office of Delegate Adam Ebbin
Penrose Neighborhood Association
Pentagon Force Protection Agency
Rincome Thai Restaurant
Sheraton National Hotel Arlington
Shirlington Employment and Education Center
Silverwood Associates
Simon Property Group
Skyline Plaza Civic Association
Supervisor Penny Gross
The Fashion Centre at Pentagon City
United States Department of Defense
Virginia Department of Rail and Public Transport
Virginia Department of Transportation
Walsh, Collucci, Stackhouse, Emrich & Lubeley

Design Dialogue Workshops held with Key Stakeholders during the week of May 17, 2004

Arlington County Civic Associations -

- The fewer transfers the better
- New system should go all the way out to the Annandale
- Make this experience as similar to Metrorail as possible.
- Easy transfers, climate controlled, lots of investment in great stations.
- BRT is going to be better for the Pike
- Vehicles should be easy to board and get out of
- Stations are extremely important to make the statement that the new system is a substantial investment in the community and in the transit system.
- Connectivity is key, maybe with the Route 1 system too.
- Seamless transfers between modes in terms of pay and access.
- Service should terminate at the Pentagon
- "This thing should look cool." The aesthetics are important.
- Make it a route on the Metro map, integrate it with the whole Metro system.
- Buses should pull out of traffic to load passengers
- New system should allow for as easy movement of traffic as possible.
- The pull out idea is a good one, and there's a safety issue if buses don't pull over.
- Keep the local service
- Stop locations should be between ½ -1 mile apart.
- Need a bus at Parker Street because that's where there are 2 grocery stores.
- The amenities and destinations of the community are key.
- No catenary or overhead wires

Arlington County Commissions and Committee Members-

- This doesn't seem like it's going to create more cut-through traffic, but that'll be one of the concerns within the community.
- Additional neighborhood traffic as a result of additional neighborhood development
- Slower speed would be safer for bicyclists
- More pedestrian connections across the Pike and connecting transit to crosswalks.

- Create a parallel bike route for cyclists maybe on 11th street even if people would ride on the streets.

Arlington County Staff -

- Curbside running makes a lot of sense
- Termini are important, and if we have to pick one it should be Pentagon City
- West end should be Skyline either up Jefferson or Carlin Springs and be ready to connect to Route 7 so that you can eventually connect to Seven Corners.
- Parking should be on the Fairfax Co. end as well.
- Balance corridor/shared parking along the corridor. Tie stops in with key locations.
- At strategic places we need to have a left lane for express service to pass local service.
- Could eliminate some of the local stops if we can't make the call on how to pass the local stops.
- We should assume this will eventually run all the way out to Annandale.
- We should consider sharing the transit lane with HOV's.
- From Arlington's perspective it makes a lot of sense to go to Pentagon City on the eastside. This would support Arlington county planning goals.
- We need to be able to make a good connection with bikes.
- From the public safety perspective, we should be considerate of pedestrian safety. Design, development, and advertisement of the new system should be such that people can easily recognize where the system is so they can stay out of harms way.
- Big concerns are timing of traffic signals, ability of pedestrians to cross major streets, and places where pedestrians stand to wait.
- Stations should be visible, well lit, and offer a sense of protection.
- More is better, when it comes to stops. We shouldn't eliminate stops.
- Curbside running makes more sense
- Integrate local service with new service
- BRT gives you extra flexibility: pull outs, limit stops, and room for passing. With LRT you'll only be looking at limiting stops or pull outs.
- System could stop everywhere in the off-peak and selected stops in the peak.
- Qualification for federal funds is important
- We've got the need for a local/circulator service, and for a commuter service.
- Clean up walk from the neighborhoods, and we'll need to consider the North and South commuters who are walking to the Pike to catch transit.
- We should provide parking somewhere in Arlington. And we should also accommodate people who want to have zoned parking to keep commuters off of their local neighborhood streets.
- Most of the traffic is coming from Arlington residents.
- Transit should take people where they want to go.
- We need to link the land use and density with the transit service that is going to be along the Pike.
- We've got a good transit system, but we need to calculate the future build out and then link it with how the transit is going to look like in 2025.
- Link this system with Pentagon City (blue) and Ballston (orange) is going to be important.
- Focus demand on the town center
- Pedestrian connections are important

Arlington Street Space Task Force -

- Local/circulator service
- Limited stops in the AM and PM peak and stops everywhere in the off peak and weekends.
- Seamless transfers between the new system and MetroRail
- Hayes Street escalator direct connection from Metrorail to Metrobus.
- Too many transfers on the current system it takes so long; plus no protection from the weather.
- The new system needs to be fast, convenient, and protect this from the weather.
- System should be fast
- The sidewalks are also part of the transit system
- Smaller neighborhood parking lots
- Link to a neighborhood electric vehicle that could get you to transit or get to your house.

- Low floor or ramp system for people with strollers, wheelchairs, etc.
- Fare payments for this system should be transferable.
- If the blue line splits away from the orange line Metrorail should be considered for the Pike.
- The system needs to go North and South too.
- Paved sidewalks, little north south bus neighborhood connections, think about pedestrians. More shelters in the neighborhoods (small shelters) on the feeder streets would be nice.
- It should be a circular system for neighborhood shopping.
- Consider concrete streets regardless of technologies.
- Cut-outs and pull-outs are not desirable for the community street space.
- Keep the task force involved
- Maintenance facility should be in Fairfax County, they have more space

Alternative Transportation and Smart Growth Advocates-

- BRT makes more sense for bike riders
- Could route bike lanes around bus lanes at stations
- More compatible materials for the rails
- Bike riders will have to watch out for pedestrians
- Need to make the Pike safe for casual bike riders
- Comprise coming out from the County board meeting was acceptable for bike riders.
- Bike parking throughout the Pike would be nice
- Short-term parking on the sidewalks would be good
- Bike lockers would only be useful at some of the large stations (like Metro stations)
- Need bike racks on all of the buses
- Commute time and ability and ease of transfers are key

Baileys Crossroad Revitalization Committee, Fairfax Chamber of Commerce, and Fairfax Committee Members-

- New vehicles should speed boarding and alightings.
- Extend the service to Annandale.
- There's a lot of non-densely populated land out past Baileys Crossroads, but this service could create density and retail between BC and Annandale.
- New service should go where people are located.
- Put the maintenance facility down in Arlington County.
- Extend service to Center Lane in Baileys Crossroads
- Create a Park-N-Ride and the site around the Giant is a good place.
- One stop could be at Carlin Springs Road where it meets Leesburg Pike.
- New service should get into the Skyline neighborhoods of Baileys Crossroads
- This new service could result in gentrification
- There's going to be a greater demand for transit at Goodwin House due to planned expansion.

Columbia Pike Business Owners-

- Transit to the Air Force Memorial would be great.
- New system would be good selling point for businesses.
- Improving the ability for people to get to Pentagon City would be great.
- Increased economic development beyond what we already have would be fantastic
- Make it easier for workers to get to work, which would be great.
- A monthly pass for frequent riders with a discounted fare
- Make the stations more permanent (less easy to move, and then displace current riders and impact businesses)
- Overhead wires are unattractive, but light rail sounds like a good idea.
- Get out and get it done.
- Make sure when you make improvements that they make sense. Don't put trees up along the Pike and block the signs for the businesses that are funding these improvements.

Columbia Pike Developers and Property Owners -

- System should focus on both commuter and local service
- Existing bus service along the Pike to the Pentagon is good
- Local service should be the focus; many people are transit-dependant.
- Key stops are:
 - 4 Mile Run, Thomas, and George Mason. Keep these.
- Don't eliminate stops; if you must, be practical about it
- Traffic bottle neck out at Baileys
- Express service to Metrorail would be great
- Changing demographics along the Pike will change the expectations for the new service.
- No new overhead wires
- Increase capacity, but keep it at a low cost.

Columbia Pike Revitalization Organization Board-

- Western alignment should go to Skyline
- We need to have connectivity to the heavy rail system, both for fares and for the system.
- Rail commitment helps to finance redevelopment.
- Rail enhances the marketing of the new development.
- There's a lot of real estate value that can be created along this corridor.
- We've got a great opportunity to create an incredible main street system here.
- We need to have some cars, but we don't need to be car focused.
- Keep costs low and make the system practical
- Put stops at the four segments identified in the form based code. Stop spacing no closer than a half a mile.
- It's a great project, let's address the implementation obstacles and get this thing done.
- People may want to know what the potential future capacity is going to be. We may want to show the variable costs of moving those people (dollars and environmental).
- Showing the costs and impacts of No Action.
- Time impacts of each stop should be thought of.
- Okay if the system 'rambles' a little. Comfort, convenience, and ride quality should be thought of before speed.

Ethnic and Multicultural Organizations-

- Local contractors should be used
- I would use this new service a lot. I use transit now, parking is hectic so I use transit a lot to get downtown.
- New service should connect up to Tyson's and Falls Church.
- There are a lot of people who use public transit around the Baileys Crossroads area especially around Leesburg Pike and Carlin Springs.
- During extreme weather it's too far to walk more than 3 blocks.
- Extend this new service all the way out to the Annandale.
- Little local service in Baileys Crossroads right now. Fairfax Connector serves McLean.
- The stop locations look good.
- Commute is greater to Tysons than it is to the Pentagon from Baileys Crossroads
- The maintenance facility on Center Lane would be an improvement.
- More service on the weekends

Fairfax County Staff -

- Increase in transit ridership in Fairfax County.
- New system should connect to Skyline either through Jefferson or Carlin Springs and then route back through Baileys and back down the Pike.
- Future connections up Route 7.
- No on street parking along the Pike in Fairfax.
- Bus stops with ITS should be considered, keeping the following in mind: maintenance, vandalism, cost to get electrical systems to the station, etc.
- BRT first and then LRT after

- LRT could get stuck behind broken down cars, accidents, etc.
- Signal priority will be key
- Coordinate with other regional systems, Metrobus, MetroRail on fares, maintenance facilities, etc.
- Connectivity to Route 1 study
- Potential park and ride and maintenance facilities in the Fairfax County
- Noise is going to be a factor.
- New townhouse development nearby one of our potential maintenance facilities.
- Park-N-Rides are important to increase ridership
- Travel time savings could come from signal priority, off board fare collection, and limited stop service.

Fairfax County Civic Associations-

- Two Metrorail terminals make for uncertainty unless you really know the schedule
- Make schedule rational
- BRT or LRT either is okay
- Area is built-up so flexibility is not as important
- Smith shuttle is very convenient and simple to use
- Bus-Rail pass was very convenient
- Connect to and rationalize service to Tysons Corner and Old Town Alexandria
- Look at service area to the County Line
- Transit dependant populations at Culmore and Seven Corners
- Seminary Road as important as Leesburg Pike to south of Skyline
- Reverse commute is huge

Pentagon City Businesses-

- Median stop across from Pentagon City would be good
- Don't impact tour bus parking on Hayes Street.
- Better stations and pedestrian connections would benefit us. Quality vehicles too.
- Don't impact parking in general
- Major concern with the Northbound left turn from 12th to Hayes.
- Concern with the people being able to turn left from the shopping center mall onto Army Navy drive and vice versa. That's a very congested spot in the road.
- We would love to see rail. It seems like it would be more expensive, but it would look really nice.
- A lot of our employees come on transit. (probably around 30%).
- The design looks like it would be convenient.
- Fare integration and easy transfers would be good.
- Make the system unique would be good (its own color scheme etc.)
- Tourism is very important; don't negatively impact us in that regard.
- Don't want loitering problem, would discourage shoppers
- Don't want a 'bus stop' in front of the Ritz Carlton.

Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, and Department of Defense Staff -

- Transit should connect to the Air Force Memorial and Arlington National Cemetery
- Transit access to the Pentagon should be routed down Eads Street
- There is a possibility of a DOD parking deck along Army Navy Drive on the other side of I-395.
- Create as much green space as possible, including in parking lots
- Pentagon has shuttle buses that go to Skyline, downtown, etc. The purpose of the shuttle isn't to get employees to work, but to get people from building to building for meetings.
- There are around 20,000 federal employees in and around Skyline.
- There is a limited right-of-way, so the new system will have to run in mixed traffic.
- Route 1 alignments are already set, but the technologies aren't quite decided yet. Make connections with Leesburg or with Columbia Pike.
- Snow removal is going to be an issue.

- Incident management plan will be needed
- Convenient transit links from East Falls Church or King Street Metro station to the Skyline area.
- Vandalism at the stops currently is a problem.

Design Dialogue Workshop held with citizens on May 18, 2004 – participants were randomly seated at six tables

Table 1 –

- Smoothest and fastest ride
- Maintenance Issues
- Light Rail = lower maintenance costs over time
- More permanence for developers
- Light rail tracks are harder on cars
- Electric outages
- Overhead wires are ugly
- Need high speed and short travel time
- Rapid fare access
- How do crosswalks signals work
- What happens when light rail breaks down
- Noise and weather issues
- Falls Church and Annandale Routes
- Pentagon as an end stop has security issues – Pentagon City is a better stop
- We should put stops at major residential projects – put a stop at Foxcroft Heights
- North and South connectivity is poor
- Connectivity to regional circulation
- System must “stand the test of time” and accommodate future growth (far)
- Maintenance facility should be in North Arlington
- Buses need to look “cool”
- “Nice” bus shelters
- Maintain 16Y bus route
- Seamless fare structure
- Clean Vehicles

Table 2 –

- 16 bus to Annandale is always late. We should make a loop from Culmore to Annandale and back using an ART bus.
- Light rail might not work for us here, streets are too congested.
- There is more commuter traffic along the Pike than local traffic
- We need to connect to other transit systems
- We need to have better pedestrian amenities around stops (crosswalks, countdowns, etc.)
- People need to be able to cross North and South as well
- We should have a tiered system with local and express service, so that we can have lots of stops and a service with express stops too.
- Low travel times on transit need to be emphasized
- There should be some integration with the SmartTrip cards

Rail:

- Alternatives to fossil fuels (CNG and LPG)
- Bike lane connections are a concern
- Overhead wires are unsightly
- Inflexibility of service (especially in emergency situations)

Bus:

- Small feeders in the neighborhoods would be good
- Larger buses on the trunk would work
- Next bus technologies at the stations need to happen

- Easier for bike connections and safety
- Flexibility is good
- 16Y service can strand riders at the downtown stations without real time info.
- New low floor buses are too cramped, don't seat as many people, and difficult to get off.

Alignments:

- Connectivity to North Arlington is necessary
- 3 service options (local, intermediate, commuter)
- Express can cause problems for riders: people miss their stop.
- Express service should be branded differently by color and type of bus
- Rail for local, bus for long distance or vice versa
- Don't charge different fares for Pentagon and Pentagon City rail stations
- There are too many buses and too few riders at the Pentagon City station
- Take the express service to Pentagon and local to Pentagon City
- Weekend connections to the Rosslyn-Ballston corridor and Pentagon City
- Frequency of local stops on the Pike is an issue

Stations:

- Bigger overhead structures
- Need to be open and visible
- 3 sides, glass enclosed
- Real time information
- Off board fare collection could result in theft and non-payees
- Would be good in places like grocery stores, gas stations, local businesses, ATM

Table 3 –

- Congestion at Pentagon could impact travel times
- Direct route to Metro either through Pentagon or Pentagon City not both
- Load buses on the west side of Hayes
- Would like frequency of BRT to be same as 16F
- Concern with what happens to cross traffic
- Bottle neck of left turns – west bound at 4 Mile Run and Buchanan (would like a fly-over)
- Concern with breakdowns clearing of accidents
- In favor of turn-outs and bus priority
- Like low floor buses with multiple doors
- Like the Skyline end routing
- Want bus service to Clarendon from Arlington Heights (up Walter Reed)
- Quiet technology and clean fuel are good ideas (likes hybrid buses)
- Safety issue crossing Hayes and Army Navy Drive
- Would like it to tie in with K Street busway
- Want direct bus service to National Airport
- Want direct route to Metro with no local stops only stop at Pentagon/Pentagon City
- Include alternatives with higher average speed (technology can reach faster speeds unconstrained)
- Fewer stops and express service are better
- Exclusive right-of-way at the eastern end (Columbia Pike to the stations)
- Some dedicated right-of-way
- Would like an alternative tested with a faster speed

Table 4 –

- User friendly service minimize the auto, rail, bus conflict
- Platooning of buses is a problem; keep frequency of the system consistent
- Like buses better than rail (current service is good)
- Keep bus stops where they are
- Buses not showing up at Pentagon City, but real time technology could help to understand that better.
- Higher quality and smoother ride needed

- Serve both local and express riders
- Bus schedules not as consistent since the additions of the 16 G and Y
- Problems with allergies on buses
- Make Columbia Pike more “walkable”. Increased sense of security.
- Increase the service during the weekends and late night to support 24/7 operations
- We don’t like trolley wires (prefer buses)
- Safety issues of a 3rd rail
- Avid fan of bus service. Cut 2/3 of commute time. Would like better frequency on weekends and during evenings
- Extend out towards Seven Corners and toward Potomac Yard
- Reviewing the repair histories for different technologies would be helpful
- Ice on overhead wires is a concern
- Streetcars are more compatible with a Main Street environment.
- Important to link to the Route 1 corridor.
- Issue of standing in vehicles for long distances
- Connectivity to DC and other parts of Northern Virginia and North and South connections in Arlington County.

Table 5 –

- Whatever the service we must have left hand turn lanes for general traffic
- Walking times to transit should be between 5 and 15 minutes
- Bus stops must be functional for weather protection

Alignment:

- Pentagon City not Pentagon for security reasons
- At Baileys, service both Skyline and Baileys shopping center
- Keep like PikeRide and split it between Pentagon City and Pentagon.
- Any plan continuing to Pentagon must re-open the access road
- Enlist DOD shuttles to pick up the slack
- More alternatives can also mean more confusion
- Whatever we do it should be “friendly” to wheel chairs (low floor, wide doors)
- Stop spacing we should carefully consider as local versus express has a conflict with regard to space and passing.
- Address North and South connections especially at “priority” intersections
- Pay more attention to pedestrian crossings, pedestrians should have signal priority.
- Pedestrian safety is paramount
- BRT is less infrastructure overall and more flexible/adaptable on infrastructure and with service
- Mixed traffic running service subject to traffic constraints and a dedicated lane is needed to solve that problem.
- More frequent stop locations (3 blocks) and more frequent service on the new system

Fare collection:

- Off bus may not work (London->vandalism; breaking down in poor weather)
- Questions in Los Angeles about actual time savings of off-bus fare collection
- We must have electronic fare collection all around
- May need dedicated lanes only at problem intersections to achieve time savings (e.g., Ocean City-bus lane only during peak periods)
- Commuter store hours not convenient

Table 6 –

- Trains are disruptive
- Bus service is confusing
- Too much traffic on the weekends (these people wouldn’t take transit for these trips)
- Focus on North-South connections
- Need better weekend service
- Look at creating a Skyline circulator
- Maintain affordability of the new service
- Individualize the new service
- Light rail is preferable to bus service

- Space priority for transit
- Suggest bus pull-outs
- We need assertive bus drivers (who will barge right back out into traffic after a pull-out)
- Direct trip downtown
- Bike accommodations
- Preference for BRT and a flexible connection to Potomac Yard
- Prefer connection to Metro at Pentagon
- Add trips via 14th St. bridge
- Potential conflict at Washington Boulevard interchange for EB transit in curb
- Does ridership justify investment in LRT
- Possible connection to Tysons area
- Pentagon City: platform is too crowded.
- Possible opening on the south entrance to Pentagon City stations
- Express and local service would be good
- ART buses not frequent enough for connections
- BRT flexible and expandable
- LRT would work better in median
- Voters should have an ability to express their opinion
- Improve signing and marking at EC Columbia Pike and Washington Boulevard interchange
- Direct link to Rosslyn via bus

Design Dialogue Workshop held with citizens on May 19, 2004 - participants were randomly seated at five tables

Table 1 –

- Connecting to the Pike from a North South direction; circulating in neighborhoods to the Pike.
- Connection to Pentagon City because it's more than just a 9-5 stop. There's a lot to do.
- Stops must be clean and attractive
- Connecting to the North part of the County is important.
- Aesthetics of vehicles is important to creating an identity and a sense of place.
- Wider sidewalks are more desirable on the Pike and in neighborhoods
- Non-polluting vehicles are the key to creating a pleasant space to be (eat, hang out), electric vehicles maybe?
- Scale of vehicles should be to the scale of the Pike.

Stops:

- Prefer Express vs. Local option
- Just run express in peak periods but run local all day.
- Express stops at large population centers and large employment centers
- North tract should also have express svc to allow people to exercise before work.
- Priority signalization is key
- Construct rail flush with road for bicycle and motorcycle safety
- Light rail is preferable (must be done well): smooth ride, low to ground, feels like Metro, smaller cars = better scale.
- BRT will have to overcome bus stigma
- Concern that breakdowns on tracks could cause major delays
- Criss-crossing tracks could be hazardous to cars
- Stops should be safe and secure, avoid using benches to discourage homeless sleeping
- Efficient system (environmentally efficient as well) could be a model for elsewhere.

Table 2 –

- Concern about the number of people who switch from single vehicles to transit
- Goal is to reduce the number of vehicles in the corridor
- Max environmental method of transit through the corridor
- Don't need parking garages. It encourages sprawl not transit oriented development. Serve only the corridor; not commuter trips
- Set-up the system so that it can be extended elsewhere
- What is the economic development along the corridor for Rail versus BRT? Examine other systems that have been implemented.
- Need to make sure you serve the handicapped, old, poor, and young.
- System must address language communication of how to use the system (i.e. get around) multi-language message distribution too.
- System must accommodate physically impaired individuals (e.g. visual, hearing, physically, etc.)
- How to handle bus passing within the corridor (i.e. Express and local bus operation)
- Explore safety island versus only curbside boarding versus pedestrian walking traffic.
- Create citizens advisory committee (FC model for CAC approved by FTA)
- Examine the cost per passenger mile of BRT versus LRT.
- Examine the fare box recovery and the percentage of the subsidy
- Safety: what are the incidents, injuries, or deaths per million passenger miles of BRT versus LRT.
- Examine the costs per vehicle mile and per vehicle hour
- ATM machines at stations and payment at fare machines with debit cards
- There should be a Metro type station for transfers at the connection of Leesburg Pike and Columbia Pike (or as close as possible)
- There should be some sort of phasing: start with BRT and then transition to LRT after demand growth. What are the economic developments with BRT?
- Increase the VMT of transit within the corridor

Table 3 –

- Better transfers between different bus lines (Falls Church, Fairfax Connector and Dash buses)
- Look at Houston Metro with respect to routes, transfers, and transit costs.
- Want a transit center at Baileys Crossroads
- Improve the frequency of the transit service
- Catenary issue with lines staying up (don't like it)
- Extend the transit line and study area out to Culmore.
- Look at extending the line to Southern Towers
- Logical transit center locations are at Baileys Crossroads and Southern Towers
- Look at regional connections
- Connectivity to Skyline, Culmore, Seven Corners, Alexandria and NOVA are important
- Light rail technology is good. Build a bigger capacity upfront to accommodate future growth.
- There's currently a bottleneck between local and express routes.
- Compatibility should be built into the system for future transit out to Seven Corners.
- Include major traffic impacts on public information displays on the system in Metrorail stations.
- I like low floor vehicles.
- Windscreens on bus shelters. And LRT is good.
- LRT + on-street parking + snow + a snow plow could equal problems (there could be a high cost for removal of snow)
- Automatic vehicle locators are needed for vehicles (and should be visible on a website)
- Integrate feeder buses with BRT/LRT service at transit centers in Baileys Crossroads
- Culmore is heavily transit dependant; we should include that in the study area.
- Better sidewalk connections needed in the Baileys Crossroads area.
- Run Annandale routes, skip stop from transit centers at Baileys to the Pentagon
- If new service terminated at P.C. provide bus shuttles to Pentagon to avoid transfer to Metrorail (bus to bus)
- Transit centers should include a priority stop for Metro Access to facilitate an easy transfer
- Need bus supervisor at Carlin Springs and Columbia Pike. 3 or more buses bunch up in the in-bound direction in the pm peak.

- If new service doesn't extend to Culmore, you should maintain some service to Culmore with 10-minute headways.
- Separate the 16A and D from the other 16's at the Pentagon so riders must choose here and avoid cutting in front of others.
- South Arlington riders are monopolizing the A and D routes.

Table 4 –

Major issues include:

- Frequency, expediency, travel time, reliability, urban environment, gentrification, and that the bus stop by the Sheraton stays.
- Faster service with SmarTrip rather than a new infrastructure.
- Give away SmarTrips instead of charging for them
- Improve pedestrian access including better sidewalks
- Pentagon connections should be routed immediately back to the Pike
- If we introduce a new service we should make sure to include a good local service too.
- For the new service we should have to wait no more than 10-12 minutes for a vehicle.
- Actual current bus shelters are fine as they are now.
- We should make sure to introduce Next Bus technology at the stops
- Fare evasion (if off-board collection is the norm) is a concern
- Off-board fare collection is okay at some of the larger stations, but damage is a concern
- Flat fare or a pay by the hour type of system is preferable to a Metrorail type pay structure.
- System that could allow you to pay and ride for a few hours would be great.
- There should be easy transfers between modes and systems
- SmarTrip recognition for transfers should be implemented
- There should be a park-n-ride at the Fairfax County end
- Noise and emission comparisons per vehicle would be helpful
- Span of service times should be similar to Metrorail
- Frequency should be similar to the current service (which we're happy with)

Table 5 –

- There should be sufficient coordination between Metro, Fairfax County, and the Street Space Task Force.
- The modeling effort should account for development proposed by the Form Based Code.
- What are the implications on transit travel time of the Task Force's goal of 20 to 25 mph on Columbia Pike?
- The study should respect the Task Force's recommendations (especially travel speed) and try to stay within their defined contexts
- What are the implications on federal funding as a result of the Task Force's speed decisions?
- A cost/benefit analysis should be included in the study.
- The no build alternative should be given due consideration, it may be the most cost effective.