

Design Dialogue Open Houses

On May 21, 2004, the *Pike Transit Initiative* project team held two open houses to present initial findings gathered from the previous week's design workshops and to obtain additional public comment on the proposed transit vision for Columbia Pike. Participants provided the following comments:

- BRT Preferred – Overhead Wires are Unacceptable
- Plan on snow removal so we can get to transit
- Include the emerging Federal Centers at Carlin Springs and Columbia Pike
- Express LRT/BRT service, where is it? Will riders want to spend an hour or more on a BRT or LRT where the transit vehicle must stop at every transit stop?
- Look at LRT in Baltimore and BRT in Las Vegas and Salt Lake City
- Take LRT and BRT to Belvoir along Route 1 and to Annandale along Columbia Pike
- Columbia Pike, Joyce Street (especially under I-395) S. Eads St., and Old Jefferson Davis Highway are all critical bike access routes. LRT tracks in the roadway could effectively preclude bicycle access unless ample and continuous bike lanes are provided on these streets.
- BRT is the better alternative; lower cost, rail is hard on cars
- Express service must be accompanied by local service (local stops as defined today). The inside lane should be widened to 11 feet to allow express service to pass. At the very least local service through the neighborhoods should feed to express stations
- If local service through the neighborhoods feeds to the express stations, timing is everything.
- I am also concerned about folks having to walk long distances between stations and especially in bad weather.
- Route going west on Columbia Pike should follow a route to Baileys Crossroads – that is where Circuit City etc. are – not just up Jefferson St.
- Stations located on the median strip (Pentagon City) are acceptable only if access to either side of the street is underground and elevator service is available.
- Smart growth is vertical sprawl. 400 parking spaces under an apartment or condo building with 300 units. In a Metro corridor. LOL. Why? Neighborhood shuttle buses are needed so everyone who lives in an apartment or condo building doesn't have to own an auto or SUV.
- Need a tramway stop at Barton St. Adopted plans call for a town square "Penrose Square" at this location with grocery store. Major activity center and destination.
- Add a retail kiosk to Pentagon City median station that would include the Visitor's Center, a Commuter Store, and a same day half priced Arlington theater ticket outlet like TicketPlace in NYC Times Square.
- Bus loading in the median strip at Pentagon City seems to make no sense.
- Must have a stop at S. Barton Street, as that is where the Supermarket is.

- We cannot afford to wait 20 years for LRT and BRT lines. Arlington and Alexandria and Fairfax County and Falls Church approve 15,000 new parking spaces each year. Because of a lack of affordable housing people are driving to Arlington from Richmond and West Virginia daily – 1 to a vehicle.
- Look at population growth in Annandale, Fairfax, Burke, McLean
- As the Pike becomes more urbanized, dense and integrated via transit with DC and other area, service will have to include the 3-5:30 AM gap.
- The repair facility does not have to be near the Pike. It isn't now.
- Besides BRT and LRT consider TSM using ITS, AVL, Route Adherence, Articulated buses as needed. VA needs to be realistic about available federal funds. Dulles extension will use up area's funds for next 10-15 years.
- Maintenance facility near Skyline is best. Other 2 locations are in very congested areas. Plus Skyline will be advantageous as the service expands west to Fairfax.
- Don't like idea of a Park-N-Ride location on Pike at 4 Mile Run Drive.
- Like maintenance facility at Skyline area
- Like idea of stop on Joyce Street side of Pentagon Row in addition to Hayes Street side
- Maintenance facility in Revitalization District is unacceptable (RT 7 and Columbia Pike)
- Trains would be nice, electric power preferred
- Courteous drivers and very polite on the current service
- Sunday evening drivers 16 A/B need to stop at the stop location and the sidewalk
- Experience with BRT in Pittsburgh and Los Angeles under I-110 developed very few passengers, but LRT increased patronage greatly
- Bus would be simpler, flexible, etc.
- In order to achieve a sense of "Rapid" stops should be spaced no less than ¼ mile and stops should be alternated so each bus stop at every other stop
- Please don't use diesel
- Under certain situations such as bad weather and at all times for people with children and the elderly and disabled there has to be transportation between rapid transit stations.
- You might consider a stop at S. Baron – Heavy residential area and also planned as Pike's "Town Center".
- Ridership data at end of road is from 2002, prior to Pike Ride and ART service, which could be very different than today.
- How much will be necessary for transportation infrastructure over the next decade?
- Option A for the maintenance stations (Skyline) seems to be the best alternative.
- Should not have a Park and Ride at 4 Mile Run Drive as there is not desirable auto access. Do not want cars on local streets in Barcroft neighborhood, like Buchanan street, and do not want more traffic on Columbia Pike driving to that Park and Ride.
- Park and Ride lot near Route 7 and Jefferson Street would be OK. There would be access via Route 7.